

PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2019: Issue 1



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Cover Photo

In January, the "Mad Foxes" of Patrol Squadron (VP) FIVE executed a pre-deployment sight visit to 7th Fleet in preparation for their six-month deployment later this year. Enroute over Alaska, crew members snapped a few breathtaking photos of the snowy terrain. Photo courtesy of VP-5.



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President's Letter

Maritime Patrol Association Warriors, Family, and Friends,

Welcome to 2019 and another edition of Planeside! It is hard to believe how fast time is flying by – the calendar turned to February awfully quick! I hope that you and your families had a wonderful and joyous holiday season and are ready for what portends to be another epic year for our community.

2019 has certainly gotten off to a very fast start – our forward deployed warriors continue to serve our Nation with tremendous pride and professionalism around the globe. On the home front, the pace of exercises, training, inspections and certifications continues to be strong as our next sets of deploying squadrons get ready to go over the fence.

Our community transformation also continues in high gear: VP-1 has relocated to Jacksonville for Phase II of their transition to the P-8A – the Screaming Eagles are on-track to become our tenth Poseidon squadron in May. We are continuing to introduce aerial refueling to the Fleet and will do our first ever West Coast tanking events this month. Our introductions of the Advanced Airborne Sensor and software upgrades for P-8A are also well underway. MQ-4C Triton is flying on the West Coast, and we have graduated our first Triton FRS classes. These are truly exciting times for the Maritime Patrol and Reconnaissance Force!

We must always remember that part of transformation is the elegant sundown of our legacy aircraft. The Pro's Nest just recently graduated their final class of VP P-3 CAT I students – that's right, all of our new VP students now belong to the P-8A! We do still have some VQ CAT I pilots and NFO's to teach, but we expect to complete that training by the end of this year.

On to the biggest piece of MPA news – the dates for the Jacksonville symposium have shifted! The symposium will now be held during the week of 13 – 17 May 2019. While the dates may have changed, the fun, excitement and camaraderie of the week are all still going to be the same! Expect event registration to go "live" on the website very soon and make sure to reserve your spot for a great week.

This year's theme is "Back to the Future," centering our focus on renewed great power competition, Design for Maintaining Maritime Superiority 2.0, and our community's role in the greater context. I cannot think of a timelier topic – it will be a fantastic week of celebrating our heritage and looking towards the very bright future of our community. We hope you can make it!

I will close this letter where we began – thinking of our forward deployed warriors who continue to fly in harm's way to protect us and safeguard the values we so deeply believe. As they quietly continue do our Nation's work, please keep them, all of our deployed Shipmates, Troops, Airmen and their families in your thoughts and prayers.

With great respect,
Kujo



CAPT Adam "Kujo" Kijek
Captain, U.S. Navy
Commanding Officer, Patrol Squadron THIRTY
President, Maritime Patrol Association, Inc.

Checking On Station



Maritime Patrol and Reconnaissance Warriors Past and Present,

"LL-897, cleared direct COTAP, maintain 2000 ft until crossing COTAP, cleared for the RNAV runway 18L at Cecil." This was the radio call from Jacksonville Approach as we closed in on my first ever touch and go in the P-8A. I admit that I was thrilled to be back in the cockpit and flying with an old shipmate, CDR Jason "G-Money" Gmeiner, the OIC of the P-8A Fleet Introduction Team. Earlier in the flight I was able to observe our professionals conducting air-to-air refueling with an Air National Guard KC-135. To say I was stoked, is an understatement.

With thousands of hours in the P-3, I was immediately struck by how technologically advanced the P-8A flight-deck is in comparison to the Orion. While the P-3, derived from the 1960s era Lockheed Electra, is a very safe and capable warbird with an awesome array of high-tech sensors, it is fundamentally a hand flown, fly by the seat of your pants aircraft. In my experience the flight computer inputs on the P-3 are more of a suggestion that often needs to "catch up" to the aircraft when being flown by an experienced and tactically savvy crew. On the other hand, the P-8, which is derived from the commercial Boeing 737, is designed from the ground up with extensive automation in mind. The centerpiece for the pilots is the Flight Management Computer/Multi-function Control Display Unit

(FMC/MCDU), which controls all navigational functions, radio tuning, and mission interface functions. This is the unit that receives pilot input and provides data to the Enhanced Digital Flight Control System or more simply, the autopilot. As with most automated systems, the autopilot is only as good as the input provided by the pilot and will, rightly or wrongly, fly you to where you tell it to go. In my 30 years of flying I've never heard of an autopilot receiving a flight violation. As I prepared to shoot the approach into Cecil under clear skies and 10 miles visibility, my co-pilot rapidly punched data into the flight management computer in order to feed the autopilot the information needed to fly the approach. On any other day the autopilot, affectionately called "Betty," would have easily, and quite perfectly, flown the jet to the final approach fix and beyond. It would have done so on this day too, if I hadn't already been established on extended center-line with the runway in sight. Old habits die hard and I immediately disconnected the autopilot and hand flew the jet to touchdown.

The P-8, like many modern aircraft, is chock full of the latest innovations to reduce two-pilot workload and avoid miscalculations that can result in at best a flight violation, and at worst a mishap. It is a marvel of modern technology and during this flight, with the exception of the take-off, plugging the tanker, and the landing, was almost totally managed by the flight computer and flown by "Betty." However, by keeping our heads up and out of the aircraft, we easily had the landing environment in sight and didn't hesitate to revert to hand flying the approach. My point is that while we are lucky to have state of the art technology to augment and assist pilots, we must be wary of complacency and worse yet, automation dependence. The P-8 flies perfectly well with direct pilot to control inputs, which in some specific situations can be faster, safer, and more appropriate than being head-down managing the computer. This can be true in the terminal area or in the middle of a tough tactical problem where a return to datum is time critical. So, to ask the obvious questions regarding the P-8: Are we relying too much on technology and allowing the aircraft to fly us, or are we flying the aircraft? Are we forgetting those unassailable lessons we learned in primary to first, aviate, then navigate, then communicate?

In 1997 American Airlines Flight Academy released a training video called "Children of the Magenta Line" presented by Capt. Warren VanderBurgh who spoke to the dangers of "automation dependency." In the video CAPT VanderBurgh refers to pilots blindly following the "magenta line" that provides computer generated course guidance on the pilot's display. He cites examples of pilots that allowed their aircraft to unintentionally fly to the edge of the flight envelope

by relying too much on automation. He recalls aircraft accidents where the pilots lost situational awareness as they became task saturated while managing the automation system vice simply flying the aircraft. These incidents often occurred when an unexpected change in clearance was issued by ATC during a critical phase of flight and instead of being pilots, they defaulted to becoming automation managers.

We all recognize that technology is influencing all aspects of our lives, perhaps even more so the newest generation of naval aviators. While being technologically astute is certainly a desirable quality in today's aviators, I am concerned that this new culture may create an environment that allows our flying skills to atrophy. This is an issue that is here now and will continue to grow, particularly as those with prior P-3 experience are supplanted by younger pilots and NFOs that only know the P-8.

When properly balanced and working hand in hand with advanced technology, fundamental flying skill proficiency will ensure we are safe and effective on station or in the pattern. We cannot allow ourselves to be lulled into relying on technology to solve every problem. Put simply, we must be brilliant on the basics. Fortunately, I am confident that our training regimen at the FRS, Wings, and squadrons guard against this very tendency by forcing our crews to think out of the box and recognize when the machine is not providing the right answer. Our time-tested and highly standardized upgrader training model that takes us from nugget to Plane Commander or Tacco guarantees that

yesterday's lessons learned in blood are not forgotten. The bottom-line is that despite its tremendous benefits and superiority of the P-8A Poseidon, overreliance on technology can easily lead to complacency and we must do everything necessary to keep our aircrew connected both physically and mentally with the jet.

The benefits of modern technology and intelligently employed automation allow our aircrews to think more tactically, properly position the aircraft, and to stay ahead of our adversaries. Providing aircrews the decision space to do this is not a luxury; it is an imperative that is key to winning the high-end fight. We must quickly recognize when abdicating to technology and automation becomes a hindrance and when it is time to just fly the aircraft.

I look forward to hearing your thoughts on this and other topics of interest in Jacksonville this spring at our annual MPRF Symposium, scheduled for 15-17 May. Look for details to be posted soon on the Maritime Patrol Association website - <http://www.maritimepatrolassociation.org/>.

Until then Fly, Fight, Lead and Win!

With Great Respect,

Pete Garvin
Rear Admiral, U.S. Navy
Commander, Patrol & Reconnaissance Group
Commander, Patrol & Reconnaissance Group
Pacific



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Info & Benefits

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Renew your annual membership today and enjoy the benefits of free monthly member happy hours, a quarterly magazine, discounted event tickets and participation in an organization that was established to preserve the history and legacy of the Maritime Patrol & Reconnaissance community.

With more than 1,000 members across the country that represent the spectrum of pay grades, active and retired, uniformed and civilian, the member networking opportunities are invaluable. And the association also supports dependents of current and former community members through a partnership with the Wings Over America Scholarship Foundation. Since 2012, MPA has awarded more than \$51,000 in scholarships.

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In the News



VP-30 Hosts JAXMAN Conference

November 9, 2018 (NNS) -- Patrol Squadron THIRTY (VP-30) recently played host to an Anti-Submarine Warfare (ASW) Symposium for the First Coast's Helicopter Maritime Strike (HSM) squadrons and Maritime Patrol (VP) squadrons based in Jacksonville and Mayport. This unique event called "JAXMAN" was the first of its kind and was designed, planned and executed by junior officers from both communities. The event provided an outstanding opportunity to work on improved ASW interoperability as well as growing relationships.

Events over the course of the week included joint mission planning and coordinated execution of combined ASW exercise flights. These events, flown off the coast of Mayport, by instructors and students from VP-30 and HSM-40, utilized an Expendable Mobile ASW Training Target (EMATT) to simulate an unfriendly submarine operating in international waters. Helicopter and patrol crews worked together to successfully search, locate, and track the simulated target.

On Thursday, the "Pro's Nest" auditorium was standing room only as the two communities delivered briefs on topics including capabilities and limitations of each aircraft, intelligence briefings from current worldwide operations, and demonstrations of future ASW capabilities. Attendees spanned the gamut of those involved in ASW currently in Jacksonville including: HSM-40, HSM-70, HSM-72, HSM-74, Helicopter Maritime Strike Weapons School Atlantic, Helicopter Maritime Strike Wing Atlantic staff, VP-5, VP-10, VP-30, VP-45, Maritime Patrol and Reconnaissance Weapons School, Patrol and Reconnaissance Wing ELEVEN (CPRW-11) staff, and civilian guests from the Office of Naval Intelligence (ONI).

"VP and HSM have the same mission, but sometimes it can feel like we speak a different language," remarked event coordinator Lieutenant Sara Burton of the HSM-40 Airwolves. "It's definitely a win for both sides if we can get together and learn about each other."

One of the main focuses of the conference was to facilitate discussions between members of both communities. Maritime patrol aircraft and maritime strike helicopters often operate alongside one another during real missions around the globe, so establishing a common vocabulary is crucial.

"This is what matters, doing things like this," said Lieutenant Commander Timothy Bierbach, Operations Officer for VP-45. LCDR Bierbach gave a presentation on innovation in ASW prosecution to cap off the day.

"Today, the two biggest things we will walk away with are a better common understanding of how we do business and most importantly – new and stronger relationships that will enable our future success together," said Captain Adam "Kujo" Kijek, Commanding Officer of VP-30.

Captain Kijek's remarks were echoed by Commander Teague Laguens, Commanding Officer of HSM-40: "What a great way to get better at what we do, and we look forward to hosting you at Mayport next year."

After the symposium concluded, the National Helicopter Association (NHA) and the Maritime Patrol Association (MPA) co-hosted a social hour at the NAS Jacksonville Officer's Club for all those in attendance. The great camaraderie started during the meetings definitely grew even greater as the two communities enjoyed getting to know each other a little better. Finally, MPA and NHA also co-hosted a fundraising golf tournament Friday morning on NAS Jacksonville to further inspire camaraderie among the attendees and raise scholarship funds.



By VP-30 PAO
Published online at navy.mil on November 13, 2018



Members of both HSM and VP squadrons gather for a photo opportunity on the flightline. Photo courtesy of VP-30.



In the News

Patrol Squadron FIVE's AWO1 Popovic, CNAL Sea Sailor of the Year

Jacksonville, FL- Patrol Squadron FIVE congratulates their very own Naval Aircrewman First Class (AWO1) Christopher Popovic, the recipient of the Commander, Naval Air Forces Atlantic Sea Sailor of the Year awarded on 31 Jan.

The Sailor of the Year (SOY) program was established by the Chief of Naval Operations to recognize one Sailor who represents the best of the Navy by demonstrating both professional and personal dedication. Only Sailors who have displayed sustained superior performance are eligible to compete.

For FY-18, the Mad Foxes of VP-5 selected AWO1 Popovic as their SOY. Each Patrol Squadron's SOY recipient then advanced to the WING level and competed again for the Commander, Patrol Reconnaissance Wing ELEV-EN (CPRW-11) SOY. AWO1 Popovic triumphed again and was awarded the CPRW-11's SOY. He then advanced to the GROUP level where he competed against other WING

SOY winners and for and won the Commander, Patrol Reconnaissance Group Sailor of the Year award. This past Thursday, 31 Jan, Popovic's prowess was further put to the test as he traveled to Norfolk to compete in Commander, Naval Air Forces Atlantic Sea Sailor of the Year. At this level, every candidate is a superior Sailor and represents the best of the best; however, AWO1 Popovic once again rose above the competition and won this most prestigious award.

AWO1 Popovic is originally from Fairview Park, Ohio and will enter his 14th year of naval service in February 2019. "Patrol Squadron FIVE is immensely proud of AWO1's achievements, awards, and dedication to his fellow Sailors throughout his tenure in the squadron," stated LTJG Reed Arce. Bravo Zulu AWO1!



By LTJG Michael Miller, VP-5 Public Affairs Officer: 31 January 2019

From left to right: CMDCM Stephens (CPRW-11), CMDCM Young (VP-5), AWO1 Popovic (VP-5), CO CDR Wilkerson (VP-5), Commodore CAPT Mattingly (CPRW-11)



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In the News



Last P-3C ‘Orion’ Students Graduate from VP-30

Patrol Squadron (VP) 30 held a final graduation ceremony for the P-3C “Orion” Jan. 24, sending the last five VP P-3C student pilots to the Fleet.

“Today is another momentous day in our community’s ongoing transition – and truly transformation – from the mighty P-3C Orion to the P-8A Poseidon,” remarked VP-30 Commanding Officer Capt. Adam Kijek.

With 10 of the 12 active duty maritime patrol squadrons now solely operating the Boeing P-8A Poseidon, the time has come to cease production of students to fly the Orion. Graduates from class 1805 will join the VP-40 “Fighting Marlins” in Naval Air Station Whidbey Island, Washington, for the last deployment while operating the P-3C.

Several notable attendees helped to celebrate the occasion including Rear Adm. Sean Buck, commander, U.S. Naval Forces Southern Command and guest speaker, Rear Adm. Peter Garvin, commander, Patrol and Reconnaissance Group. Both are from the Maritime Patrol community and have spent numerous tours flying the venerable P-3C.

Garvin took a moment to reflect on the illustrious and indelible mark on history the P-3 has made.

“In 1957, the U.S. Navy opted to replace the aging P2V Neptune and P5M Marlin with a new, advanced maritime patrol aircraft,” he said. “At the time, Lockheed proposed a repurposed version of their existing L-188 Electra, and the P-3 Orion was born. The first P-3s built were delivered to VP-30 in 1962, when the squadron at that time hosted a detachment in Patuxent River, Maryland. Since then, over 700 Orions have been in service around the world.”

For the past 56 years, aviators chosen for the Maritime Patrol community have come to VP-30 for instruction under the tutelage of the Fleet’s premier cadre of maritime patrol instructors. This long-standing tradition has ensured the maritime community was properly manned to operate in both peace and war – and P-3s have participated in our nation’s wars going back to blockade of Cuba in 1962.

“Do not let up,” advised Garvin. “Continue to succeed in this last chapter of the mighty Orion’s invaluable service to the U.S. Navy. Be worthy of this legacy.”

★
By Lt. Matthew Guza, VP-30 Public Affairs
Published in the Jax Air News, January 30, 2019



LTJG Sean O'Connor proudly displays the Class 1805 plaque during the last P-3C ‘Orion’ graduation ceremony at VP-30 January 24. From left, LTJG Christopher Schroeder, LTJG Matthew Putbrese, LTJG Sean O’Connor, LTJG Joshua Myers and LTJG Johathon Loud. The plaque will be placed in the hallway at the squadron. Photo courtesy of VP-30.



In the News

VP-30 Welcomes Members of the RAF to NAS Jax

Members of the Royal Air Force (RAF) 120 Squadron arrived at Naval Air Station (NAS) Jacksonville last week to begin training with Patrol Squadron (VP) 30.

This initial cadre of RAF personnel are the first of many who will make the trip to Florida in order to transition and begin operating the P-8A Poseidon. The RAF will be working to stand up a P-8A force stationed at RAF Lossiemouth in Moray, Scotland. The group that arrived is the first of five main sections, with training continuing incrementally over the next few years.

There will be a mixture of pilots, flight officers, system operators and ground crew who will be training with the "Pro's Nest."

"We're extremely excited to begin training," says Wing Commander James Hanson, Officer Commanding 120 Squadron. "There has been a massive amount of planning involved with this program and watching it finally come to fruition is a great feeling."

The RAF Maritime Patrol and Reconnaissance Force has been without a replacement aircraft for the Nimrod MR2 since its retirement in 2011. The Nimrod was originally meant to be replaced by an upgraded version, the MRA4, but the program was scrapped in 2010 before it could be completed.

As a result, the RAF created a Seedcorn program to

help re-grow the UK's Maritime aviation capability. This included sending 12 experienced maritime operators to VP-30 in 2012. Since then, these RAF instructors have been embedded within VP-30 and have contributed greatly to the squadron's training program.

In 2015, the UK government announced the procurement of the P-8A. With the arrival of 120 Squadron to NAS Jacksonville, the RAF is taking a major step in training its personnel for their new platform.

"The RAF has a strong history of success in Maritime Patrol and Reconnaissance Aviation," says Flight Lt. Grant Drummond. "The training of the first full crews and the arrival of the P-8A will be our chance to revive the MPRA program and continue this standard of excellence for the foreseeable future."

The first RAF P-8A will be delivered to NAS Jacksonville in October and will be flown across the Atlantic in February of 2020. All told, there will be five different sessions of training.

Each session will have up to 50 visiting personnel and last about six months. The final session will conclude in the summer of 2021.



**By VP-30 Public Affairs Office
Published in the Jax Air News, January 23,
2019**



VP-30 welcomed members of the Royal Air Force (RAF) 120 Squadron last week as they began training on the P-8A Poseidon. The RAF squadron is the first of many that will be coming to NAS Jacksonville as the UK had purchased Poseidons to replace the retiring Nimrod MR2 as the primary maritime patrol and reconnaissance aviation aircraft.

2019 MPA Heritage Dinner



Wednesday, May 15th at 1800
Historic Hangar 117

Special discounted pricing for MPA Members!

Join shipmates past and present as we gather in the historical Hangar 117 for drinks, dinner, dancing and words from our guest speaker, Vice Admiral Dewolfe Miller, Naval Air Forces/Commander, Naval Air Force, US Pacific Fleet. The 2019 Hall of Honor inductees, as well as several community awards, will be announced and honored during the evening. Beer and wine are included, a cash bar will also be provided. Attire will be flight suits for active duty, or uniform of the day. Retired members are encouraged to wear their uniforms or business casual attire. Spouses and all other guest please wear cocktail attire.

BUY TICKETS EARLY - THIS EVENT WILL SELL OUT!!

Register now at: www.maritimepatrolassociation.org



2019 MPA SYMPOSIUM

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'Mad Foxes' Maintenance Team Performs Above and Beyond

The maintenance team of Patrol Squadron Five (VP-5) performed to the highest standard in their Aviation Maintenance Inspection (AMI) Nov. 27.

The inspection took place over the course of three days, as the Aviation Maintenance Management Team (AMMT), representing Commander, Naval Air Forces, graded individual aircraft maintenance programs in the squadron.

AMMT One evaluated 39 applicable programs in which 38 programs were graded "on-track" and one was graded as "needs more attention." The team also conducted contingency response drills and practical proficiency examinations. All of the drills and examinations graded out to "satisfactory."

The hard work during the weeklong inspection lead to an overall AMI grade of 98.7 percent performing 5.4 percent higher than the previous year's evaluation.

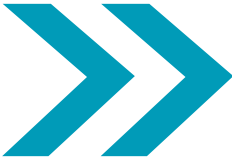
The AMMT inspection team also named several program managers and personnel who deserve special merit for their leadership and quality of their programs. The team recognized AM1 Steven Berger, AME1 Eric Manning, AM2 Bud Bledsoe, AM2 Kaleb Dinger, AT2 Kyle Smith, AZ2 Marc Morales, AZ2 Ramon Roblesrivera, AZ2 Cayla Wentz, and AN Andy Gonzalez.

"I am very proud of all of our Sailors and the amount of teamwork and effort put forth to make this inspection a complete success," stated AFCM Mark Tapley, VP-5 maintenance master chief. "All of the practice and time put into training for this inspection was all worthwhile when we received our scoring, it was the true meaning of excellence!"

★
By Lt. Jg. Francesca Lapoint, VP-5 Public Affairs
Published online at Jax Air News, Dec. 12, 2018



VP-5 Sailors performing maintenance on a P-8A Poseidon received an outstanding grade in the recent Aviation Maintenance Inspection. Photo courtesy of VP-5.



VP-16 Participates in Exercise Sea Dragon

Patrol Squadron (VP) 16 recently participated in Exercise Sea Dragon at Andersen Air Force Base, Guam working with partner nations from Australia and Republic of Korea.

Members from VP-16s Combat Aircrews 8 and 9 conducted training alongside VP-47 and Royal Australian Air Force 11 Squadron. Military members from the South Korea were special guests aboard U.S. Navy patrol aircraft during the event.

Exercise Sea Dragon is the first major multi-national Maritime Patrol and Reconnaissance exercise of 2019.

The exercise is designed to enhance training and coordination in anti-submarine warfare between partner nations while demonstrating the capabilities of the P-8A Poseidon in maritime intelligence, surveillance and reconnaissance. This year's exercise involved four P-8A aircraft from participating units.

"In today's complex military environment, exercises such as Sea Dragon allow the United States and partner na-

tions to further close the gap in the kill chain by sharpening our aircrews' anti-submarine warfare find, fix and finish lethality tactics," noted Lt. Cmdr. Rod Cunha, VP-16s tactics officer.

VP-16 has demonstrated the P-8A's potential to provide a flexible forward global force posture by deploying its combat aircrews simultaneously to various fleets worldwide.

Exercise Sea Dragon compliments that flexibility with the increased lethality provided by close integration with partner nations. It provides the training necessary to sustain maritime security in the 7th Fleet area of responsibility.

★
By Lt. J.g. Nam Nguyen
VP-16 Public Affairs
Published in the Jax Air News, January 23, 2019



Members of VP-16 gather at Andersen Air Force Base, Guam, while participating in Operation Sea Dragon with partner nations from Australia and the Republic of Korea.



Mad Foxes Prepare for Fast Approaching Deployment

JACKSONVILLE, Florida –In preparation for their upcoming deployment, Patrol Squadron Five sent a full crew to include Skipper CDR Wilkerson, Command Master Chief Young, and other essential personnel on a site visit to 7th Fleet on January 7. The hosting squadron, VP-47, provided VP-5 with crucial information for a good turn over as deployment comes to a pass in the next couple of months.

The purpose of a pre-deployment site visit is to gather what the living standards will be, liberty policies, administrative norms, tactical use of spaces, and typical tactical procedures that can be either carried on or improved by the oncoming squadron. The process is executed by daily meetings with the hosting squadron discussing the normal day to day practices. Specifically, how the mission set is defined and what is necessary to run the squadron in a new setting.

The Mad Foxes' pre-deployment crew and VP-47 Swordsman took part in these meetings with full success.

"This site visit was critical to how VP-5 will train and prepare for the next couple of months," explained Mad Fox LT Matthew Bray, Training Officer and tactical coordinator for the site visit. "With the knowledge we have gained and hope continue to gain from our sister squadron, we will have a smooth transition."

The Mad Foxes were also given a chance to sit on a mission flight, which provided a hands-on representation of the tactics currently being exploited in 7th fleet.

Mad Fox LTJG Francesca Lapoint stated, "It was a great learning experience not just for me but for the squadron. Sitting on VP-47's current mission was my chance to see their tactics, see what works, so I can provide details for my fellow Mad Foxes back at home."

The site visit to 7th fleet was the first big step of preparation for the upcoming deployment. The next step is to continue to maintain readiness and complete required training for deployment. The next hurdle will be to complete the Operational Readiness Evaluation (ORE), which will commence on the 1st of February. VP-5 is on track and will continue to work hard to prepare for deployment.

★
By LTJG Francesca Lapoint
VP-5 Public Affairs



The ‘Mad Fox’ crew walks out to to the aircraft to prep for the mission flight with members of hosting squadron, VP-47. Photo courtesy of VP-5.



Community

'Fighting Tigers' Promote Professional Development

Prior to leaving to spend time with family and friends for the holidays, the "Fighting Tigers" of Patrol Squadron (VP) 8 senior leadership sat down with Sailors to mentor and pass down key professional knowledge.

The Fighting Tigers put a modern twist to its mentorship program by creating a new format called speed mentorship. The event was designed to enhance the development of Sailors and encourage mentorship throughout the command.

"This event was a great time in which protégés and mentors were able to enhance their abilities as leaders and mentors," said ADCS James Cunningham, speed mentorship coordinator. "Speed mentorship encouraged Sailors to choose the correct mentor that meets their needs for professional and personal growth. This format was chosen as a stimulus to our current mentorship program so Sailors can get the motivation to pick a mentor to further their career development and encourage frequent interactions to meet their goals."

Five tables were setup in the VP-8 training room, each containing mentors (department heads, senior officers and chief petty officers) and three protégés.

The mentors and protégés were given five minutes at each table to discuss the value of mentorship and personal experiences with the program.

"What I took away from speed mentorship is a lot of questions that we as leaders happen to get when people

are looking for mentors. So it opens your eyes to other things junior Sailors are looking for when they are trying to select a mentor," said AWOCS Brian High, speed mentorship facilitator.

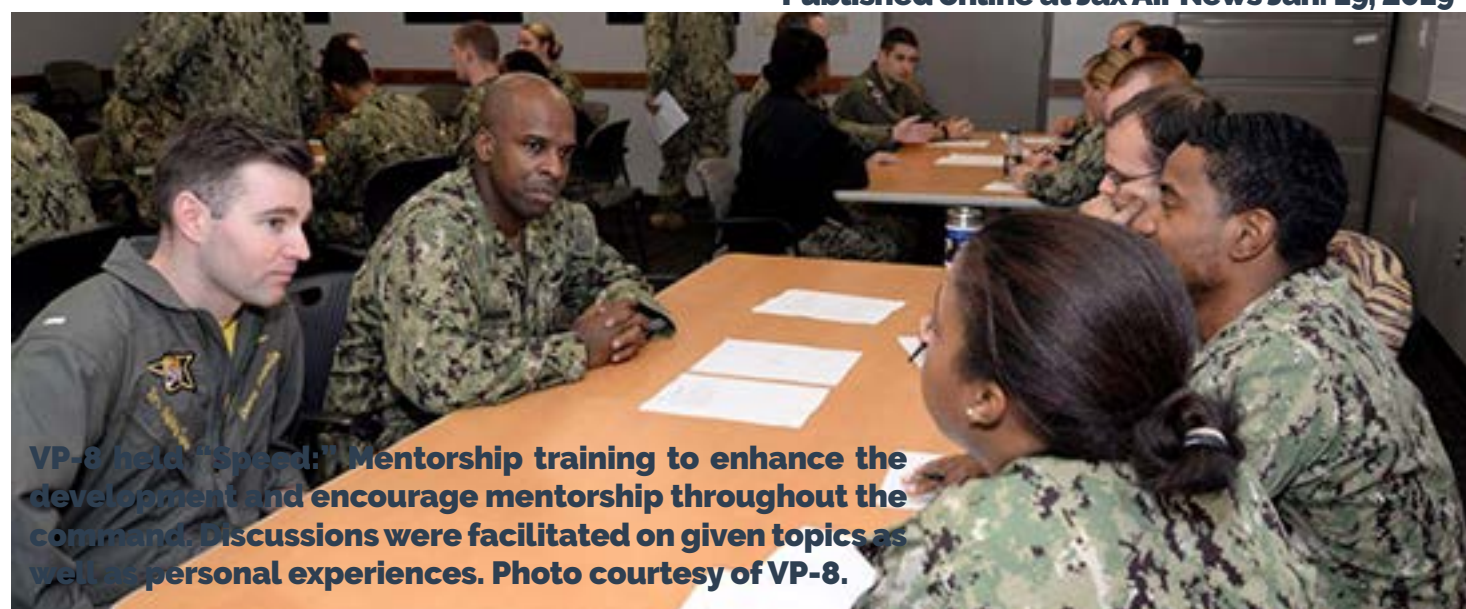
"It opens up a good dialogue with the junior Sailors to be able to help them in the right way to get a mentor and field any questions that they may have. It also helps you out as a leader think about how you can be a better mentor."

At the conclusion of the discussions, protégés were handed mentorship contracts and were given time over holidays to pick a formal and informal mentors. This week protégés are returning from a well-deserved holiday leave period and will begin signing contracts with their chosen mentors.

"The speed mentorship training was very helpful because I got a lot of different point of views from different shops," said AD3 Joseph Nieto. "I haven't chosen a mentor yet but I'm in the process of choosing one. I hope to find a mentor that I can talk to even after I change duty stations. This mentorship training is something everybody can use."

The Jacksonville-based Fighting Tigers are undergoing deployment readiness workups, in preparation for their upcoming deployment to U.S. 7th Fleet.

★
By MC1 Jerome D. Johnson, VP-8 Public Affairs
Published online at Jax Air News Jan. 19, 2019



VP-8 held "Speed:" Mentorship training to enhance the development and encourage mentorship throughout the command. Discussions were facilitated on given topics as well as personal experiences. Photo courtesy of VP-8.



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MAD FOXES Compete in Chief's Chili Cook-off Challenge

JACKSONVILLE, Florida - This past Thursday, the Chiefs' Mess of VP-5 kicked off this year's chili cook-off challenge, making it the second iteration of what is sure to be a new annual Mad Fox tradition.

The overcast and cool autumn day set the perfect atmosphere as the prospective chefs brought their prized chilis to be sampled by scores of sailors across hangar 511. Overall, the event was considered a great success, with 85 bowls purchased and the chili stores exhausted. Though many of the stews were masterfully crafted, one pulled through above the rest. Congratulations to ADCS Christian Desiderio for winning the cook-off! For his efforts, he was presented with a chili-bowl trophy and now holds the bragging rights for best Mad Fox chili.

"A cook-off is a great addition to any fine Navy day," says contender AWOC Donald Laga. Though he didn't win,

"the important thing is that we fed a multitude of hungry sailors and raised over \$350 for the command Holiday party."

★
LT Ridgely Riggs, VP-5 Public Affairs

(Below) Hungry MAD FOXES in line to enjoy pots of savory chili. Photo courtesy of VP-5.



Patrol Squadron 26 Displays Maintenance Prowess During Their First P-8A Engine Change on Deployment

NAVAL AIR STATION SIGONELLA, Italy. – The maintenance team assigned to the "Tridents" of Patrol Squadron (VP) 26 removed and replaced a CFM56-7 engine on a P-8A Poseidon at Naval Air Station (NAS) Sigonella, Italy, Nov. 17-18, 2018.

This is the first engine change VP-26 has performed on deployment since their transition to the P-8A in 2016.

"This was a very smooth evolution for something we rarely do, in a hangar not designed for a P-8" said Cmdr. Eric Andrews, the executive officer of VP-26. "The team showed true, by-the-book maintenance."

This is only the second engine change any patrol squadron has completed on a P-8A while deployed to NAS Sigonella.

"We are very lucky that our team is experienced with this process from the two engine changes we did during our home cycle," said Lt. Cmdr. Charles Lewis, maintenance officer of VP-26.

The team of ten, led by Aviation Machinists Mate 2nd

experience, noting this was his seventh engine change on a P-8A.

"You just have to know where your team leader is and not let anyone interfere with the process," said Kirchner. "The maintenance team demonstrated excellent procedural compliance and showed why we are the Golden Wrench winning squadron." Said Cmdr. Michael Haymon, commanding officer of VP-26

VP-26, homeported in Jacksonville, Florida, arrived in theater September 2018 and is operating out of Naval Air Station Sigonella, Italy.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners in order to advance U.S. national interests and security and stability in Europe and Africa.

★
By LTJG Kaitlyn Morales, VP-26 PAO



Sailors, assigned to the "Tridents" of Patrol Squadron (VP) 26, remove and replace a CFM56-7 engine on a P-8A Poseidon in at Naval Air Station Sigonella, Sicily, Nov. 17, 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Sean R. Morton/Released)

Mad Foxes Complete CWTPI as Deployment Approaches

Jacksonville, FL- Patrol Squadron Five is well on their way to finishing preparations for deployment with the completion of the Conventional Weapons Technological Proficiency Inspection (CWTPI) last week, receiving a great score of 375 out of 400.

CWTPI is a five day inspection required for deployment, and includes evaluations of the squadron's ordnance procedures and the proficiency of the aircrew when handling the ordnance.

The inspection is run in three phases. Phase One is an administration review of all programs. Phase Two includes a series of practicals with release and control

checks, where the weapon is loaded and checked. Phase Three includes a torpedo exercise flight to review the aircrews' procedures for torpedo employment inflight.

The Mad Fox ordnance aircrew completed the typical five day inspection in three and a half days. "I am very proud of the Ordnance shop," stated VP-5's Gunner CWO2 Aponteramos. "Both teams did an outstanding job of working together for a job well done!"

★
By LTJG Francesca Lapoint and LTJG Michael Miller, VP-5 Public Affairs: February 7, 2019



The MK-54 Torpedo ready for control and release checks as a graded evaluation in CWTPI. Photo courtesy of VP-5.

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MAD FOXES Pay Their Respects with a Burial at Sea

JACKSONVILLE, FL- Patrol Squadron Five had the privilege and honor to provide a burial at sea service on November 28, 2018 for the late Frederick "Buzzy" Lineburg, 74, of Lyman Lake, South Carolina. Buzzy was a distinguished member of the aviation community.

As a prior enlisted AW Senior Chief Petty Officer (E-8), he continued to rise as a commissioned officer receiving his Wings of Gold as a Naval Flight Officer in 1982. He retired as Commander (O-5) in 1999 and spent the next 15 years as a government contractor in the D.C. Metropolitan area.

Outside of aviation, Buzzy was a man who enjoyed golfing, fishing, boating, and being with family, friends, and neighbors. He also enjoyed staying active in many organizations such as the American Legion, Veterans of Foreign Wars, Military Officers Association of America, and the Maritime Patrol Association. He touched many lives and will continue to be remembered for years to come.

The service began on a beautiful, brisk morning when the families started to arrive at the VP-5 hangar for a short ceremony prior to takeoff. Skipper Wilkerson opened the ceremony with a few words followed by Chaplain Ulven who provided words of comfort and a

prayer for our fallen aviator. The color guard staged the area and received the remains to then pass off to the Aircrewman and Chaplains for the burial at sea. Shortly after the aircrew boarded the P-8A Poseidon, they taxied away with the family able to watch through the open hangar doors. As they waited for their return the family were provided a tour of the P-8A Poseidon and refreshments.

After the plane landed, the ceremony concluded with the color guard receiving the ceremonial service flag from the aircrew and performing a folding ceremony with taps playing in the background. The flag was then presented to his wife BeeDee in addition to a certificate providing the coordinates of the burial at sea.

He is survived by his family and loving wife of 52 years, BeeDee Kerns Lineburg. He forever will be a beloved husband, father, grandfather, brother, uncle, cousin, and friend.

"FAIR WINDS AND FOLLOWING SEAS"

★
LTJG Francesca Lapoint, VP-5 Public Affairs



The family of Frederick "Buzzy" Lineburg, 74, as the P-8A Poseidon returns from his burial at sea. Photo courtesy of VP-5.

VP-26 Closes Out Harry S. Truman CSG Deployment in U.S. 6th Fleet

Twenty-one Sailors assigned to the "Tridents" of Patrol Squadron (VP) 26 operated out of Naval Station Rota, Spain, to participate in training exercises with the Harry S. Truman Carrier Strike Group (CSG), and the Arleigh Burke-class guided-missile destroyers USS Ross (DDG-71) and USS Porter (DDG-78), Dec. 3-12, 2018. This marked the conclusion of operations for the Harry S. Truman CSG in the U.S 6th Fleet area of operations.

"It has been an absolute honor to support the Harry S. Truman Strike Group as well as some of our other surface assets," said Lt. Cmdr. Graham Gill, the officer in charge of the Trident Det. "We are a small piece of the puzzle and anytime we can contribute to the readiness of the Strike Group, it is a great opportunity."

The week-long Det. focused on coordinated operations between the P-8A Poseidon and U.S. surface assets.

The Tridents supported testing and training of shipboard defense systems during their four missions, two with the Carrier Strike Group and one with each of the destroyers.

Several of the Tridents also provided an aircraft tour to Ross Sailors.

"The team has performed exceptionally," said Lt. James Dawson, who flew his first tactical missions as an aircraft commander while on the Det. "From the maintenance of the aircraft, to the on-station excellence, I am very proud of the efforts from the Det. team."

VP-26, based out of Naval Air Station Jacksonville, Florida, is in the U.S. 6th Fleet area of operation in support of U.S National security interests in Europe and Africa.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

★
By Lt. J.G. Sean Hickey, VP-26 Public Affairs



NAVAL STATION ROTA, Spain (Dec. 10, 2018) An F/A-18F attached to the "Red Rippers" of Strike Fighter Squadron (VFA) 11 completes intercept training with a P-8A Poseidon attached to the "Tridents" of Patrol Squadron (VP) 26 Dec. 10, 2018. (U.S. Navy photo by Mass Communication Specialist 1st Class Sean R. Morton/Released) Released)



'Mad Foxes' Take Part in Trident Juncture 18

Patrol Squadron (VP) 5 "Mad Foxes" sent a P-8A Poseidon aircraft, a combat air crew (CAC), and a maintenance detachment to participate in Exercise Trident Juncture 18, Oct. 19-30. The exercise took place in Norway, surrounding areas of the North Atlantic and the Baltic Sea, including Iceland and the airspace of Finland and Sweden.

Trident Juncture 18 is NATO's largest exercise, comprised of 50,000 personnel from all 29 NATO countries, and brings together more than 65 vessels, 250 aircraft, and 10,000 vehicles.

Some major U.S. elements of the exercise include the Harry S. Truman Carrier Strike Group and the Iwo Jima Amphibious Ready Group working alongside allied and partner military forces.

Trident Juncture is designed to demonstrate NATO's ability to plan and coordinate a major collective defense operation to deter potential adversaries. The exercise varies from ground troop training at the tactical level to command and control over large elements of the NATO force.

In addition to VP-5s support, both the VP-9 "Golden Eagles" and VP-26 "Tridents" provided P-8A Poseidon aircraft to participate in the exercise assisting in multiple

anti-submarine warfare and intelligence, surveillance, and reconnaissance missions.

VP-5s combat air crew, CAC-3, also was given the opportunity to host five distinguished guests from the Icelandic Coast Guard and the U.S. Defense Attaché from the Norwegian Embassy to demo P-8A capabilities and discuss the exercise.

"It's an honor to be part of one of the most complex and visible exercises has United States participated in," stated Lt. Jon Glassman, the CAC-3 mission commander and instructor pilot.

"It's incredibly important, especially in today's tense and uncertain climate to reassure our Allies of our commitment to a collective self-defense against aggression. By training with our amazing partner nations, we elevate our readiness and create bonds that build trust and ensure our ability to operate when the need arises. It's extremely rewarding to tactically employ our aircraft and build awareness amongst our friends of the P-8s capabilities and what we can bring to the fight."

★
By Lt. j.g. Francesca Lapoint , VP-5 Public Affairs
Published online at Jax Air News, Nov. 7, 2018



Mad Fox Combat Air Crew 3 flies anti-submarine missions during Exercise Trident Juncture 18. U.S. Navy photo by MC1 Joshua Hammond.



Local NJROTC Cadets Tour VP-45

Patrol Squadron (VP) 45 hosted Fleming Island High School's Navy Junior Reserve Officers Training Corps (NJROTC) students Jan. 7.

The students toured a P-8A Poseidon aircraft and flew in a flight simulator while VP-45 Sailors discussed what it is like to be a naval aircrewman and experience one of the Navy's newer platforms.

The tour was led in part by Lt. j.g. Alex Iwaniski, a VP-45 naval flight officer, who greeted the students as they arrived at the aircraft.

"I definitely had my ups and downs when I was younger and my own unique path took me here," said Iwiniski. "So, it's great to see young people motivated at a young age and so ready to take on the world."

According to Jeffery Barlow, retired command master

chief, who accompanied the group, the students take multiple trips a year to get a better understanding of the platforms the military uses and to show students what military life is like outside of a classroom.

★
By MC3 Thomas Higgins, VP-45
Published online at Jax Air News, Jan. 16, 2019

(Below) NJROTC Cadets from Fleming Island High School operate the external camera of a P-8A Poseidon at VP-45 January 7. Photo Courtesy of VP-45.



VP-30 Holds Safety Fair, Thanksgiving Celebration

Safety is always an important theme for the holiday season. Whether frying a turkey or stringing up lights on the roof, deliberate safety measures should always be in practice. This year Patrol Squadron (VP) 30 decided to put a twist on the Thanksgiving Safety Stand-down Nov. 21 in Hangar 30.

During the event, the command incorporated a safety fair to supplement the standard training. The goal was to increase safety awareness while keeping all of the participants engaged.

"It was great to see the command getting all the work centers involved this year," said AD1 Oliver Clarke of the VP-30 Safety Department. "Each center had a designated topic that they worked on in conjunction with the Safety Department."

There were more than 20 presentations set up in Hangar 30 to educate staff and students on the various safety mishaps that are prevalent during the Thanksgiving and holiday season.

"In addition to traditional briefings on pertinent safety related topics, we have developed and incorporated a safety fair which provides an opportunity for command members to remain physically active during a walk and talk session in the hangar bay," said AM1 Orlando Gari, VP-30s ground safety petty officer. VP-30s Chief's Mess also donated their skills by deep-frying more than 40 turkeys during the event.

Cmdr. William Bushman, VP-30s executive officer, said "Thanksgiving is just about being thankful, and I'm definitely thankful for my time as being your executive officer, and for all you do every day to keep our squadron running safely."

VP-30 staff and students ended the event by sharing a Thanksgiving meal.

★
By VP-30 Public Affairs
Published online at Jax Air News, Dec. 12, 2018



HM2 Kenneth Patrick provides safety training relating to cold weather injuries during the annual VP-30 Safety Fair Nov. 21 at Hangar 30. Photo courtesy of VP-30.

VP-46 'Grey Knights' Visit Hacksaw Ridge

Members of the VP-46 Grey Knights, deployed to the Seventh Fleet (C7F) Area of Responsibility (AOR), took advantage of a pause in operations to tour Hacksaw Ridge WWII historic site. The day was scheduled to provide the Grey Knights with an opportunity to learn more about their heritage as American service members, enjoy a well-earned break from the high operational tempo, and to conduct a re-enlistment.

Hacksaw ridge is part of what is known as the Maeda Escarpment on the island of Okinawa. The escarpment is located a few kilometers inland from the western side of the island. In the lead up to the spring of 1945, Japanese defenders prepared for the American invasion by creating a vast network of tunnels throughout the hilly terrain on the southern portions of Okinawa. At the start of the Battle of Okinawa, over 100,000 Japanese soldiers were dug in and waiting for the nearly 180,000 American Marines and Army soldiers.

One of the most famous stories of the battle was that of Army Private First Class Desmond Doss, an American conscientious objector who partook in the fight for control of the Maeda Escarpment. During the battle Pfc. Doss was responsible for saving the lives of 75 of his peers. For his actions, Pfc. Doss was awarded the Medal of Honor and his story is featured in the 2016 feature film titled 'Hacksaw Ridge'.

While on the small flat area of the ridge, a tour guide pointed out the actual location where Pfc. Desmond Doss carried out his famous rescues. What was striking about the area was just how geographically small the battlespace was. Standing in the center of the flat top, you could easily throw a baseball west to the entrance of Japanese defensive tunnels, and throw another ball east to where the combat medic Doss carried out his actions.

"It is hard to comprehend how many people were killed or wounded here" said Ltjg. Ben Williamson, who planned the trip for the Grey Knights. "Thousands of lives were lost in an area barely the size of a football field. To imagine the intensity of the conflict, and to think about what it must have felt like to face the challenges that they did is truly sobering."

Just a few yards east along the ridge, Grey Knight AO3 Marina Haro held her reenlistment ceremony at the historic sight, committing to another five years of naval service.

After spending time walking the battle site ridgeline, the Grey Knights made their way to the buses and proceeded to Shuri castle for more sightseeing, and then finally back to base with a renewed perspective on what it means to serve in the Armed Forces of the United States on such an historic island.

VP-46 is currently deployed to the 5th and 7th Fleet AORs. The small 7th Fleet detachment has been working around the clock to ensure a safe, near perfect mission completion rate. VP-46 P-3C aircraft and aircrew have been flying daily in support of C7F operations throughout the Western Pacific region.

★
By VP-46 Public Affairs





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Terrence Bulloch
Royal Air Force



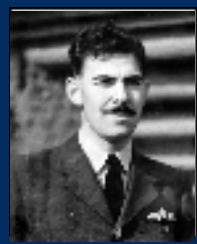
Commander
Scott Carpenter



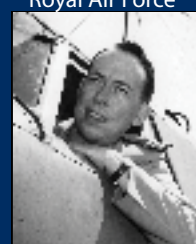
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Byron "Jake" Tobin



Commander
Kenneth D. Walker



Vice Admiral
Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkensd

VP- 16 Participates in Tri-lateral Submarine Exercise

Patrol Squadron (VP) 16 participated in a tri-lateral submarine exercise in the waters north of Colombia with partner nation navies from Colombia and Peru, from Nov. 1 to 6.

The exercise provided opportunities to further the interoperability and coordination in anti-submarine warfare (ASW) between the three navies.

This year's exercise involved two Colombian vessels, frigate ARC Independiente and type 206 submarine ARC Indomable, one Peruvian type 209 submarine BAP Arica, and one U.S. maritime patrol aircraft P-8A Poseidon. The exercise stressed technical expertise for all participating forces in locating submerged targets, exercising the various aspects of ASW capabilities of U.S. and partner nation navies.

Through two flights and 15 hours of total flight time,

VP-16 expended 93 buoys and successfully located the target on their second flight.

"Overall, the exercise was a tremendous opportunity and was successfully executed," said Lt. Cmdr. Sergio Ibarra, VP-16 tactics officer. "We learned a great deal about operating with our Colombian and Peruvian counterparts in directly supporting surface vessel search operations."



**By U.S. 4th Fleet Public Affairs
Published online at Jax Air News, November 20, 2018**



LTJG Steven McIntyre, assigned to VP-16, takes notes from the flight station of a maritime patrol aircraft P-8A Poseidon during a tri-lateral submarine exercise with Colombian and Peruvian navies. Photo courtesy of VP-16.

Events»Chapter Events

Jacksonville Chapter

VP of Region:

LT Matt White
matthew.c.white2@navy.mil

Stay tuned for upcoming events!



Memphis Chapter

VP of Region:

LT Keith Miltner
keith.p.miltner@navy.mil

Stay tuned for upcoming events!



Norfolk Chapter

VP of Region:

CDR Brian Solano
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Stay tuned for upcoming events!



Pax River Chapter

VP of Region:

CDR Beau Massenburg
beau.massenburg@navy.mil

Stay tuned for upcoming events!



Events»Chapter Events

San Diego Chapter

VP of Region:

CDR James Johnston
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Stay tuned for upcoming events!



Washington DC Chapter

VP of Region:

CDR Erik Estenson
erik.c.estenson1@navy.mil

Stay tuned for upcoming events!



Whidbey Chapter

VP of Region:

CAPT Kevin Long
kevin.long@navy.mil

Stay tuned for upcoming events!

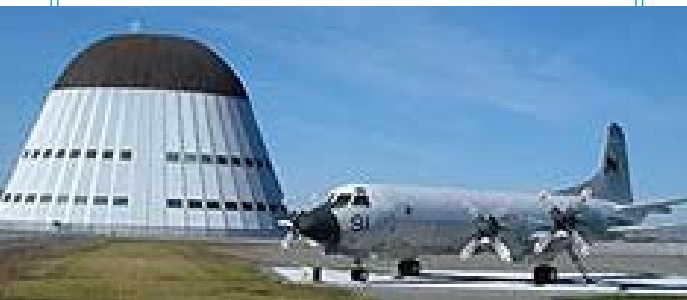


Moffett Chapter

VP of Region:

CAPT Tom Spink, USN (Ret.)
tom.spink@att.net

Stay tuned for upcoming events!



Events»Community

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ANA Patriot Squadron, Boston, MA

Monthly Meeting & Lunch @ 11 am, last Sat- urday of the month at the museum:

This group
operates a small naval aviation museum on the site of
former NAS South Weymouth called the Shea Naval Avia-
tion Museum. A number of members were formerly VP-92
and predecessor reserve patrol squadrons that were based
at NAS South Weymouth. For details see: [www.anapatri-
otsquadron.org](http://www.anapatri-
otsquadron.org)



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History & Heritage

VP-2 Association Holds Reunion in San Diego in October 2018

The 2018 VP-2 Association reunion was held in San Diego, October 18-21. Attendance this year was a little less than previous reunions, but the enjoyment, frivolity and good time atmosphere was not diminished.

Several of our regulars had some health issues that prevented their attendance this time and we missed them. Dino Vlahakis, Vic Gulliver, Elizabeth Chruma, Ken Deboer, Bill Bacus, Marv Sommer and Jim Welch are several that come to mind. We wish them well, and anyone else who missed for health reasons a recovery and look forward to seeing you in Jacksonville in 2020.

The Crown Plaza at Mission Bay proved to be a wise selection for the reunion site. They provided ample recognition and a pair of large rooms for our Ready Room. With plenty of snacks and beverages, the Ready Room was again a popular place to gather to revive old memories with shipmates and meet new friends. Several cruise books and publications were available to refresh our memories.

Thursday's Welcome dinner was a full Mexican buffet on the lawn beside the swimming pool. Sunday night we had a banquet with equally good food. The entertainment for the banquet was provided by an excellent professional singer, Manuel Romero, who just happens to be the grandson of our own Melvin Fadness (59-62).

There were two field trips this year, including a harbor cruise, displaying the Navy's strength in San Diego Harbor, the second largest Navy base in the country. Lunch was in Old Town.

The next day's tour was to the Air and Space museum in Balboa Park. Lunch then was in Coronado near the old ferry terminal.

Sunday, Doug Millar conducted a well-attended church service, and the business meeting followed. At the business meeting Dave Bowen was singled out and given a plaque, honoring and showing our appreciation for his distinguished service to the VP-2 Association in many ways, but, singling out the contribution to the planning, design, and execution of the placing of the Whidbey Patrol Squadron Memorial near the entrance to the Seaplane Base in Oak Harbor. Dave continues to devote many hours to the maintenance and upkeep of the memorial.

Location of the 2020 reunion was next, and after a close runoff between a cruise and JAX, Jacksonville won.

One of the less noticed effects of our Association's efforts is the way it connects descendants of former VP squadron members. Last reunion we learned of family members who came to Oak Harbor to search for family names on the WPSM memorial. This reunion John Farwell, retired USN Commander, attended our reunion hoping to find members who knew his dad, Warren Farwell (VP-2 57-59). He was successful in that effort. Also it was good to see several members attending their first reunion. Thanks to Jim Welch for his efforts in coordination with the Armed Forces Reunion planner to make San Diego a reality, and a great reunion.

If you didn't attend, we missed you. Plan now to attend 2020 in Jacksonville, Florida.



By Nick Niccum
VP-2 Association

PHOTOS FROM THE SAN DIEGO REUNION OCTOBER 18-21, 2018



Lynda & Gary Porterfield, Greg Kelley, Bob & Sue Behrend



Barbara and Dave Finley at the Space Museum



Dave Brougham and Dan Salfisberg



Carol & Melvin Fadness „Manual Romero and Maria



Barbara & Mike O'Gara, Linnea & Neil Kosbab



Business Meeting

Photos courtesy of the VP-2 Association.

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