

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2012: Issue 3



In This Issue

New Triton/P-8 Facility Breaks Ground
2013 Symposium: International Partnerships



THANKS TO ALL WHO DEFEND THE FLAG OF FREEDOM.

Boeing proudly supports the Maritime Patrol Association.
We salute the men and women in uniform and all who have
so proudly served.



PLANESIDE

In this Issue

Features:	
<i>New Triton, P-8 Facility Breaks Ground</i>	4
<i>'War Eagles' Take P-8A on First Detachment</i>	6
<i>Inaugural Scholarships to be Awarded Spring 2013</i>	8
<i>In Memoriam: AOC Carl Creamer, USN (Ret.)</i>	9
<i>2013 Symposium</i>	11
<i>MPRF State of the Union, Rear Admiral Buck</i>	12
Community:	
<i>Deal Relieves Garvin as CPRW-10</i>	17
<i>VP-5 Trains With Filipino Navy</i>	18
<i>'Red Lancers' Visit Scotland for Joint Warrior</i>	19
<i>VP-45 'Pelicans' Participate in RIMPAC 2012</i>	20
<i>VP-16 'War Eagles' move forward with Poseidon</i>	21
<i>'Mad Foxes' support Operation Island Chief</i>	23
<i>VP-8 and Japanese VP-2 Squadrons Conduct Data-Link Training</i>	24
<i>Chapter News, Events & Calendar</i>	25-28
History:	
<i>Golden Orion</i>	29
<i>Naval Air Reserve Maritime Patrol Aviation In New England</i>	33
What's New:	41



PLANESIDE is a quarterly online newsletter published by the Maritime Patrol Association, Inc. Copyright 2012.



P.O. Box 600061
Jacksonville, FL 32260-0061
info@maritimepatrolassociation.org * www.maritimepatrolassociation.org

NEW TRITON/P-8 FACILITY

New Triton, P-8A Facilities Break Ground

Navy officials broke ground at NAS Jacksonville on Sept. 7 for a new training facility that will house both the MQ-4C Triton Broad Area Maritime Surveillance (BAMS) unmanned aircraft system operator training program and the P-8A Poseidon maintenance program. Elkins Constructors Inc. of Jacksonville was awarded a \$15,057,000 fixed-price contract for the project that is scheduled for completion by Dec. 2013. Participants included: NAS Jax Commanding Officer Capt. Bob Sanders; Capt. Chris Kiwus, commanding officer, Naval Facilities Engineering Command Southeast; Cmdr. Daryl Pierce, commanding officer, Center for Naval Aviation Technical Training Unit Jax; Cmdr. Andy Miller, officer-in-charge, P-8A and MQ-4C Fleet Integration Team; Cmdr. Anant Patel, NAS Jax Public Works Officer; Lt. Cmdr. Shannon Clark, assistant officer-in-charge, P-8A and MQ-4C Fleet Integration Team; Joe Strickland, NAVAIR deputy lead P-8A and MQ-4C Fleet Integration Team; Steven Weth-

erell, Elkins director of government and defense services group; and Jeff Kendall, Elkins site superintendent. The two construction projects are located on a common site to the west of the new P-8A Integrated Training Center on Yorktown Avenue. Parking and storm water management areas will be located to the south of the site and adjacent to the Fleet and Family Support Center. The P-8A Maintenance Training Facility project will provide 58,262-sq.-ft. of operational and maintenance training support. The two-story, concrete and steel facility will support the following training devices: operational load trainer; integrated avionics trainer; maintenance training for fuel system, flight control/hydraulics, landing gear, engine, and environmental control systems. Other areas include shops for maintenance of training devices and electronic classrooms, plus, computer and administrative support.

The MQ-4C Triton BAMS UAS project consists of an 8,938-sq.-ft. training facility to teach operators of the new platform. The single-story, concrete and steel facility will include classrooms, mission control rooms and briefing rooms, along with support spaces for administrators and instructors. Triton will expand the Navy's maritime patrol and reconnaissance force mission to provide unmanned aircraft systems with persistent maritime intelligence, surveillance and reconnaissance data collection and dissemination capability to the Fleet. WARNING: Due to construction of this new training facility, Saratoga Avenue is closed to pedestrian and vehicle traffic from Keily to Child streets. Drivers and pedestrians may detour via Yorktown, Enterprise or Birmingham avenues.



By Clark Pierce, Editor, Jax Air News

*Attention MPA Members,
Command PAOs, and
Corporate PAOs:*

We are looking for material to fill
our quarterly newsletters!

To contribute a story, photos or event to
PLANESIDE, please email your materials to:
info@maritimepatrolassociation.org



Photo by Clark Pierce - Navy officials broke ground at NAS Jacksonville on Sept. 7 for a new training facility that will house the Broad Area Maritime Surveillance (BAMS) unmanned aircraft system operator training program and the P-8A Poseidon Maintenance program. Elkins Constructors Inc. of Jacksonville was awarded a \$15,057,000 fixed-price contract for the project that is scheduled for completion by Dec. 2013.

**THE VALUE OF
DELIVERING THE FUTURE
OF NAVAL AVIATION TODAY.**

THE VALUE OF PERFORMANCE.

NORTHROP GRUMMAN

www.northropgrumman.com/bams

©2012 Northrop Grumman Corporation



P-8

‘War Eagles’ Take P-8A on First Detachment

The newest addition to the Maritime Patrol and Reconnaissance community, the P-8A Poseidon, took flight for its very first detachment by a fleet squadron during a visit to the Boeing facilities in Seattle, Wash. Sept. 14.

VP-16 sent 21 aircrew, maintenance and support personnel on this momentous occasion. The “War Eagles” have been busy training since July, learning how to operate and maintain the P-8A. This detachment gave the squadron a unique opportunity to see the aircraft from the beginning stages of production to testing the newest improvements to mission equipment that will be incorporated in future upgrades.

The War Eagles started at Boeing’s Weapon System Integration Lab, known as the WSIL. The lab represents the brainpower of the P-8A mission systems. It contains a mock replica of the Poseidon interior and was the first place Patrol and Reconnaissance Wing Eleven and VP-30 instructors trained before NAS Jacksonville’s Integrated Training Center was complete. At the WSIL, Boeing employees, including many former P-3C aircrew, work on current and future P-8A technologies. Their prior military experience gives them unique insight into how aircrew operators work and think. Their mission is to continuously test the P-8A software and systems, looking for any malfunctions that need to be corrected. They also focus on new features that make the system more intuitive to the operators, allow-

ing the mission to be completed as efficiently as possible. The aircrew were excited to see all of the new updates the aircraft will soon receive as well as the exposure to the “behind-the-scenes” of how the mission systems are designed.

The maintenance and support personnel were eager to fly the simulator as well as get some hands-on experience and learn what their fellow “War Eagles” do operationally. PS3 Cori Shea said, “It’s interesting to see how much effort goes into how the airplanes are designed. There’s so much more to the process than I ever imagined.”

After seeing the future of the P-8A, the VP-16 personnel headed to Renton, Wash. to see where every 737 and P-8A begins – the Boeing production lines. Boeing representatives Carl Lang, David Robinson, and James Detwiler led an eye-opening tour throughout the facilities. Lang first showed the main production line where all of Boeing’s 737 commercial aircraft are assembled and painted before being sent out for final testing. The tour then moved over to the P-8A line to show the similarities and differences in the process. For many personnel, the most exciting part of this tour was being able to see the aircraft in various states of assembly, knowing that they are the first aircraft VP-16 will proudly fly during their first operational deployment with the P-8A. The tour concluded at the Boeing Military Facility, where the aircraft is sent to have all of the mission equipment installed after it is fully assembled.

Lt. Ryan Burke said, “Seeing the aircraft in this state was a good learning tool for the aircrew. It gave us the chance to see how things are connected and flow together, which gives us a better understanding of how to operate the equipment.”

The information learned on this tour gave VP-16 an appreciation for all of the hard work that has been put into the aircraft design, production and mission system integration.

Although it was a short detachment, the Sailors and officers of VP-16 view it as a sign of great things to come for squadron. VP-16 is scheduled to complete their transition to the P-8A by the end of the year and will commence pre-deployment training in January.



By LTJG Nikee Giampietro, VP-16 Public Affairs
Published in Jax Air News September 27, 2012



Members of the VP-16 “War Eagles” gather in front of a new P-8A Poseidon aircraft currently being built at The Boeing Company in Renton, Wash. Sept. 14. The group travelled to Washington to tour Boeing facilities and to learn more about the new aircraft the squadron is flying. Photo courtesy of VP-16.



WE NEVER FORGET THAT IT’S YOUR MONEY.

At VyStar, we work hard to lower the cost of financial services on everything from checking and savings accounts with no fees, to lower cost loans and credit services. Because we are member owned, we always have your best interest in mind. As a VyStar member, you’ll enjoy the convenience of a full range of financial service offerings, more than 32 branches, 160 ATM locations and 24/7 access with Internet banking and billpay at www.vystarcu.org. Join us today and learn how we can help you.



We never forget that it’s your money.



@OfficialVyStar

Ask us how we can save you money.



Call 1-904-777-6000, stop by a VyStar branch or visit our website at www.vystarcu.org.

© 2012 VyStar Credit Union

VYSTAR MEMBERSHIP IS OPEN TO ALL PEOPLE WHO LIVE OR WORK IN THE FOLLOWING COUNTIES:

Alachua • Baker • Bradford • Clay • Columbia • Duval • Flagler • Gilchrist • Hamilton
Levy • Putnam • Marion • Nassau • St. Johns • Suwannee • Union • Volusia



TELEDYNE CONTROLS
A Teledyne Technologies Company

A global industry leader, Teledyne Controls designs and manufactures avionics and ground-related electronic systems for the aviation industry. Since 1964, the company has helped civil and military operators worldwide increase flight safety and operational efficiency through more efficient aircraft data and information management.

TELEDYNE’S PRODUCT LINES

- Data Acquisition and Management Systems
- Data Recording and Wireless Transfer Systems
- Data Loading Solutions
- Flight Data Analysis and Investigation Solutions
- Aircraft Network Systems



Phone: +1 310 765 3600 • Website: www.teledynecontrols.com



MPA SCHOLARSHIP

Inaugural Scholarships to be Awarded Spring 2013

At the MPA Golf Tournament during the 2012 Symposium in March 2012, we were thrilled to launch our first fundraiser for the MPA Scholarship program. And at the end of the day, MPA members had raised \$2,000 for the inaugural scholarship fund.

As a new organization, we have felt many growing pains over the last thirteen months as membership and sponsorship goals were met and exceeded our goals.

When we were faced with such a successful scholarship fundraising outcome, we again, were faced with a challenge that had not yet been added to our resume: how to administer a scholarship program??

As luck would have it, we have an extremely resourceful National Officers Team, and it wasn't long before we were communicating with a fantastic non-profit organization that ad-

ministers scholarships specifically for the military community.

The Wings Over America Scholarship Foundation offers college scholarships to dependents of military members from the US Navy's aviation community.

The Foundation is funded solely through private and corporate contributions and has increased its support of Navy families every year since its inception in 1987, \$635,000 to date.

We are proud to partner with Wings Over America and look forward to awarding our first MPA scholarships in the Spring of 2013.

For more information and to apply, please visit:
www.wingsoveramerica.us



Taking off for college?

★ **This application is for you.** ★

We're looking to propel a couple of promising students into their future with some extra funds to foot the college bill. If you are the dependent of Navy personnel who currently or formerly served in the Maritime Patrol and Reconnaissance community, we just might be your wingman.

For more details, eligibility requirements, and to apply, visit:

www.wingsoveramerica.us/scholarships/administered-scholarships/

Wings Over America (WOA) administers the Maritime Patrol Association (MPA) scholarship. Applicants who are eligible for the MPA scholarship will also be considered for available WOA scholarships. Pre-qualification deadline: March 31, 2013.



IN MEMORIAM

WWII POW and Hall of Honor Recipient: AOC Carl Creamer, USN (Ret.)

Retired AOC Carl 'Ed' Creamer, 91, passed away Aug. 23 in Jacksonville.

Creamer was born Jan. 26, 1921 in Portis, Kansas. He joined the Navy in September 1940 completing boot camp and Ordnance "A" School in San Diego. His first tour was with VP-41 in Seattle, Wash. During this tour, Creamer deployed to Sitka and Kodiak, Alaska.

On June 3, 1942 while on patrol in a PB5A, the aircraft was shot down by Japanese fighters. Creamer was one of three survivors of the nine-man crew who managed to stay afloat in the dark Bering Sea for four hours before being picked up by the Japanese cruiser Takao. As a prisoner of war (POW), Creamer was moved through seven Japanese POW camps during the war.

Creamer was given a presidential appointment to chief petty officer in October, 1944 and later transferred to NAS Sand Point, Seattle, Wash as the assistant base master-at-arms, ordnance chief and chief of transportation.

In October 1948, Creamer transferred to Fleet Composite Squadron Five at NAS Moffett Field, Calif. as special weapons chief. Three years later, he transferred to Heavy Attack Training Unit One in Norfolk, Va. as chief of ordnance in special weapons and ABC Handling Equipment.

In January 1952, Creamer reported to Fleet Aircraft Service Squadron 51 at NAAS Sanford, Fla. A year later, he was given a temporary presidential appointment to gunner, warrant officer and transferred to USS Cabot (CVL-28) at Philadelphia Naval Ship Yard as the aircraft ordnance and training officer.

In 1954, his status was reversed back to aviation ordnance chief and Creamer transferred to Fleet Composite Squadron 62 at NAS Jacksonville. He then reported to Attack Squadron 106 at NAS Cecil Field as ordnance chief followed by tours at USNAAS Barin Field, Foley, Ala., and Attack Squadron 196 NAS Moffett Field, Calif.

Creamer retired from the Navy on



Former World War II Japanese POW retired Navy Chief Ed Creamer leads the POW Pledge of Allegiance during the annual NAS Jax POW/MIA Ceremony in September 2006. Photo courtesy of Jax Air News.



Carl Creamer.

July 1, 1960 at NAS Alameda, Calif. Creamer maintained association with shipmates while attending American Legion and American Ex-POW functions immediately following his transfer to the Fleet Reserve. He also attended Patrol Wing 4 and VP-41's 50th and final squadron reunion in 1999, where he met and shook the hand of the Japanese Zero pilot that shot him and the crew of his PB5A from the sky on June 3, 1942.

Several books have been written about his capture and interment in Japan including, "We Stole to Live," by Joseph Rust Brown, "The Thousand-Mile War: WWII in the Aleutians," by Brian Garfield and "War Comes to Alaska: The Dutch Harbor Attack," by Norman Rouke.

In 2011 at the Maritime Patrol Association Heritage Dinner, Creamer was inducted into the inaugural class of Maritime Patrol and Reconnaissance Force (MPRF) Hall of Honor recipients. The Hall of Honor recognizes MPRF members, past and present, who have helped shape the heritage of the community and/or displayed acts of heroism in and out of combat.

Creamer is survived by his wife, Jeanette, sons Roger and Richard, who are also retired chief petty officers, daughter, Barbara Weedman, 10 grandchildren and 13 great-grandchildren.



Published in Jax Air News August 30, 2012



(Above) AOC Carl Creamer's Hall of Honor award located in the "Hall of Heroes" in the Integrated Training Center on board NAS Jacksonville.



(Left) AOC Carl Creamer, USN (Ret.) receiving his Hall of Honor award from Rear Admiral Michael Hewitt, Commander, Patrol and Reconnaissance, with Vice Admiral Allen Myers, Commander, Naval Air Force, US Pacific Fleet in 2011.



Join us **April 16-19, 2013** on board **NAS Jacksonville** for our annual symposium with an emphasis on **"International Partnerships."**

Schedule of Events Includes:

MPA General Members Meeting & Social
Tours of P-8/P-3 and the Integrated Training Center
Current Ops Brief
MPA Heritage Dinner in Historic Hangar 117
MPA Golf Tournament & Scholarship Fundraiser
MPA Flight Suit Social

Get more 2013 Symposium info at:

www.maritimepatrolassociation.org/symposium

Stay tuned for online event registration coming later this year!



MPRF STATE OF THE UNION

Rear Admiral Sean S. Buck, Commander, Patrol & Reconnaissance Group

*M*PRF Warriors Past & Present,

This is my second update to the community on the state of the Maritime Patrol and Reconnaissance Force (MPRF). I am writing this installment as I fly home from Japan after attending a very productive Commanders' conference hosted by RDML Matt Carter, CTF 57/72. It should come as no surprise that Matt is a great host and is doing an outstanding job as our forward commander leading MPRF forces in 5th and 7th Fleets. It has been seven months since Matt relieved me in Atsugi, and he and Julie have quickly settled into their new roles and improved upon those all important relationships with our regional allies. These relationships are critical to MPRF as we begin to execute the President's "pivot toward the Pacific" policy. As expected, the Maritime Patrol and Reconnaissance Force will play prominently in this strategy as we maintain a robust and effective P-3 presence and simultaneously transition to P-8 Poseidon.

The Commanders' conference highlighted the need for absolute alignment with RDML Carter as we provide the combat ready forces necessary to fulfill the increasing appetite for ISR mission products and to meet a substantial ASW threat across an incredibly large geographic area. We will not back away from the recent increase to 4 squadrons and 32 aircraft forward deployed. Moreover, I intend to deploy VP-16 with six new P-8A's and 12 combat ready aircrews to the Pacific AOR next year. This first ever P-8 deployment will be augmented by P-3 squadrons and EP-3's to fulfill Global MPRF requirements and continue to do so until transition is complete in 2019. To that end, VP-16 is well into a successful P-8 transition that began in July and remains on track for on-time completion in December 2012. The squadron will then commence their yearlong P-8A Advanced Readiness Program (ARP) in January 2013. While I am pleased with the tremendous progress made by our aircrews and maintainers, due in great part to the support of the Wing and VP-30 Fleet Introduction Team (FIT), the transition is not without its challenges.

P-8A Transition Update: As of 05 November, the Fleet will have five P-8's on the ramp in Jacksonville with a sixth



Rear Admiral Sean S. Buck, Commander, Patrol & Reconnaissance Group

scheduled for delivery in January. By and large, on time delivery of aircraft has been the norm and there are another eight airframes currently in production at Boeing or Spirit AeroSystems in Kansas, where they manufacture the fuselage. I had the opportunity to visit both Seattle and Wichita in August and was impressed with the dedication and expertise of the artisans on the P-8 line and the obvious pride they take in building the Poseidon for the United States Navy. We returned the favor by VX-1 providing a P-8 static display at McConnell AFB, home of Spirit AeroSystems. This was the first time many of these great Americans had seen the finished aircraft and touched the final product of their labor. The opportunity for industry to interact directly with the Navy aircrew proved to be very rewarding.

The jet has proven very reliable with ready-for-tasking (RFT) rates exceeding initial expectations, but it is still limited by temporary flight clearances as we execute Developmental

and Operational Test concurrently with Fleet introduction. As a result, the primary challenge observed to date is fully executing the daily flight schedule. In order to maintain the pace of transition and garner necessary flight experience for fleet aircrews and instructor cadre requires about a 95% completion rate. To date, we have completed 84% of our scheduled flight training events and approximately 80% of scheduled Weapons Tactics Trainers (WTT's). (Pilot Operational Flight Trainers (OFT's) completion rates are considerably higher at about 96 %.) About half of our missed flight events have been due to weather conditions exceeding temporary flight restrictions with the balance of cancellations resulting from awaiting a few P-8 unique parts that were not expected to fail quite so soon. The good news is that the flight envelope is continuously expanding and logistics and maintenance support is improving as we learn more about the aircraft and how to properly spare it. Our new P-8 Simulators are presenting similar challenges to transition.

With three OFT's and WTT's up and operational in Jacksonville to date, we have the capacity to meet current requirements reflected in our 70% Sim/30% aircraft training model. We also boast a score of very capable electronic classrooms, Part-Task, and Desk Top Trainers to round out the training device portfolio. However, as is common with new complex systems, reliability and fidelity of the OFT's and WTT's are not quite at the level we would like, particularly when the trainers are coupled for full crew tactical events. The VP-30 FIT recently hosted PMA 205, NAWC TSD and Boeing Integration Team representatives at the Integrated Training Center in Jax to address these issues and focus efforts on correction of deficiencies to improve simulator reliability and capability. Progress is being made and this is a "must have" capability to maintain the prescribed pace and transition schedule without pause.

Despite today's challenges, VP-16's transition remains on track. The Pilot, NFO, EWO and AAW tracks completed NATOPS checks and began the WTT phase of their training this month. They will commence tactical training flights on 1 November. Additionally, the Fleet Introduction Team (FIT) hosted the inaugural P-8A NATOPS conference in Jacksonville earlier this month and the official NATOPS will replace the temporary manuals in the June timeframe. (It is every bit as thick as the P-3C manual.) And if transitioning VP-16 wasn't enough, VP-30's first group of CAT I P-8 pilots has already begun early fly phase.

VX-1 is just as busy as VP-30 and the FIT. P-8A Initial Operational Test and Evaluation (IOT&E) began in September and VX-1 has successfully employed their stage II Test aircraft in major exercises including RIMPAC, Valiant Shield and Joint Warrior. Recently the CNO publicly stated that, "The Navy's new P-8 Poseidon maritime patrol aircraft have performed better than expected during exercises over the last two months in the Pacific Ocean. The P-8 exceeded the ranges, the distances and detection ranges that we had designed for her." VX-1 is scheduled to complete IOT&E and officially report out early next year.

While specific test results are not released, there is no hiding the fact that P-8 has performed superbly in each of these Fleet exercises executing close to 100% of scheduled events and garnering numerous simulated ASW "kills" against difficult targets. Just as impressive has been the performance of our TACMOBILE team as both TOC and MTOC have supported Fleet training and Test events. Despite quickly evolving and changing mission software loads, which bring improved capability to the platform, TACMOBILE has kept pace and proven integral to the success we have enjoyed so far. The lessons learned during test and TACMOBILE support of VX-1 are paying immediate dividends to the Fleet. Furthermore, VX-1 is employing UK "seedcorn" personnel on its P-8A aircrew to support IOT&E. These extremely capable NIMROD aircrewmembers are contributing greatly to test and fulfilling the USN's and RAF's vision of retaining UK Air ASW experience for the future. An additional cadre of UK aircrew is in P-8 training at VP-30 and will augment the FRS and Weapons School to assist in transition. These allied aviators bring their considerable skills and experience in the NIMROD to bear upon P-8 introduction and assist in the development of Tactics, Techniques, and Procedures for P-8 employment. We are also building upon the P-8A cooperative partnership with Australia and expect to see RAAF exchange personnel reporting aboard over the next few years. These longstanding relationships are a huge success story and testimony to the common ground between all MPRA aviators.

Triton Update: MQ-4C Triton - our very capable Unmanned Aircraft System (UAS) formally known as "BAMS" - is progressing well. After the roll-out of the first Triton last June, the air vehicle is working its way through ground test and preparing for its first test flight early next year. There are four additional Triton air vehicles currently in production. The Navy has identified two future Maritime Unmanned Patrol Squadrons

to stand up in Jacksonville and Whidbey Island and are to be designated VUP-11 and VUP-19. These units will be manned primarily from within the MPRF community with the first pre-establishment unit (PEU) standing up in 2013. It is interesting to note that the first Fleet operational Triton aircrews are being accessed and trained by the Navy now to man our VP squadrons. There will be a well defined career path for both officer and enlisted aircrew that leverage the experience of traditional first tours flying P-8 or P-3's. Our Junior Officer Pilots and NFO's will have the opportunity for assignment to both VP (1st sea tour) and VUP (1st shore tour) squadrons and eventually compete for Department Head and command.

While Triton continues its march toward first flight and initial operational capability in FY-16, the Broad Area Maritime Surveillance -Demonstrator (BAMS-D) continues to fly in support our operational commanders and provide critical lessons learned to Navy's growing UAS database. The unfortunate loss of an air vehicle over the Eastern Shore earlier this summer led to a short operational pause while we assessed causal factors of the mishap, but operations quickly resumed and the critical support to FIFTH Fleet continues. A software patch was identified that will provide additional safety margin. NAVAIR has issued an Interim Flight Clearance, which allows VX-20 to test this software patch over the next few weeks, and anticipating favorable results, the new software has already been loaded onto two spare Integrated Mission Management Computers (IMMC) that are being shipped to the Forward Operating Location to expedite installation in forward deployed air vehicles once testing is completed.

Family of Systems: The Family of Systems CONOPS is serving us well. As we field P-8 with TACMOBILE and prepare for the arrival of Triton, it has never been more important to ensure that we remain aligned across all our acquisition programs and resource sponsors. The MPRF has a solid record and our requirements are validated every day by the performance of our crews on station. Given the resource constrained environment across DOD, it is critical that we look for more synergies among the programs that comprise the MPRF Family of Systems. We simply cannot afford to duplicate effort, buy redundant capability, or choose a path that does not recognize the inherent interoperability of our weapon systems. I charged the MPRF Community of Interests (COI) ESC to take a "fully informed" look at how each individual Program of Record is supporting the CONOPS. With an eye toward in-

cluding all Air ASW capabilities, I have asked them to consider the role that the H-60R (an extremely capable platform in its' own right) plays in the ASW arena and ensure we are leveraging programs and technology where appropriate. I am confident that this approach will yield positive results for the Fleet and influence sound acquisition decisions.

P-3 and EP-3 Update: The Navy's investment in P-3 sustainment events over the last decade have resulted in a resurgence of ready-for-tasking aircraft on the ramp. Through the efforts of PMA-290 and NAVAIR, and significant sacrifice from our Fleet squadrons, we are now able to field a larger and more capable forward deployed footprint and enjoy more mission aircraft to train with at home. P-3 ramp availability is at its highest point in more than five years and when combined with 39 month first tour orders for our JOs, we are noticing significant gains in individual flight hours, experience and expertise. This bodes well for the future of our force but we must also ensure that our P-3's and EP-3's maintain their technological edge over potential adversaries until planned retirement at the end of the decade. To this end, we will continue to upgrade our aircraft accordingly while balancing configuration management, modification schedules, and aircraft availability. One critical upgrade that we decided on at the Commanders' conference was a plan for the introduction of Acoustic Processor Technical Refresh (APTR) and Multi-Static Active Coherent (MAC) into the P-3. While there will be some challenges in implementing this extensive mod, MAC is an essential tool to maintaining our ASW edge and reducing future risk in P-8.

Readiness of our crews is as critical as the capability of the aircraft. In July I unveiled a plan to retool the Wing Training Manual (WTM) to make it more relevant and easier for squadrons to report and track overall combat readiness. I am pleased to announce that my N7 staff, with plenty of Fleet input, has completed this task and a revised WTM will be promulgated soon. The new WTM continues our long term push to more effectively utilize increases in simulator fidelity and leverages at-home training to give deployed squadrons additional flexibility to meet their training requirements within the constraints of an operational battle rhythm. You can expect to see the P-3 WTM promulgated by Thanksgiving.

Safety: During my first community update I stressed the importance of personal safety, on and off duty, to maintaining

the readiness of our force. While we have by and large operated our aircraft in a safe and effective manner, I remain concerned in the rate of off duty mishaps throughout the community. Unfortunately, most of these injuries could have easily been prevented. Even more egregious, many of these incidents combined alcohol and operation of a motor vehicle. Since July, we've lost two more sailors; one to suicide and one to a PMV accident that was alcohol related. Over the entire FY there were 22 reported DUIs and 18 additional alcohol related incidents that contributed to a like number of off-duty mishaps resulting in lost work days. This is unacceptable by any standard. Not to ignore the heartache and legal issues that accompany an alcohol related death or injury, but I view anyone who gets behind the wheel of a car after drinking to be a direct threat to me and my family. I also view the issue of drinking and driving as a breakdown of leadership from the deckplates to the front office and will hold Commanding Officers and Commodores ultimately responsible for the behavior of their sailors. We enjoy the finest leaders in our Navy and I refuse to believe that we cannot overcome this challenge and reverse the negative trend through education and actively involved leadership. The Force Master Chief and I are working closely with our Commodores and leadership teams to take our message on the road and share ideas and techniques to eradicate this destructive behavior. Through active engagement at all levels, I look forward to seeing a positive trend in the very near term.

MPRF Symposium Update: This year's Fleet ASW Challenge and symposium is shaping up to be another great event. Once again we will return to Jacksonville Florida, 12-17 April 2013, to test our ASW skills by competing US Navy and allied aircrews on a challenging target, exchange the latest developments in the MPRF, and take time to celebrate our common heritage. This year's theme is "International Partnerships" and I expect there to be tremendous interest and increased participation from our closest friends and MPRA allies. As with the last two MPRF reunions, the highlight of the week will be the MPRF Heritage dinner on 17 April. Save-the-date and check out www.maritimepatrolassociation.org/symposium for additional information. I look forward to seeing you in Jax!

In summary, I have shared with you some of the MPRF highlights over the last three months. The good, the bad, the others. I will continue to pass the unvarnished truth and solicit feedback and ideas from every quarter. The

transition of the force is pressurized but the future of this community has never been brighter and I am humbled to find myself here, in a position of leadership, during such a historic period. P-3's, EP-3's, and P-8's are flying every day. Triton will be here soon. Be bold. Fly safe.

Very Respectfully,
SS Buck



★ MPA GEAR ★



Cool & Dry Sports Polo:
Navy Blue or White
\$25



T-Shirt:
Navy Blue or Black
\$10



Set of 4 Pint Glasses
\$18



Twill Cap: Navy Blue
\$15



Trailer Hitch Cover
\$15

Click on the "Buy MPA Gear!"
link on the left hand side of:

maritimepatrolassociation.org/membership.html



Who will join the ranks of these **MPRF** *honorees* in 2013?



Captain
Fernald Anderson



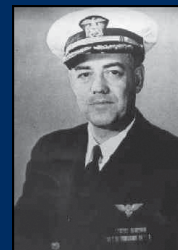
Mr. Jay Beasley



Commander
Scott Carpenter



Chief Petty Officer
Carl Creamer



Captain
Arnold J. Isbell



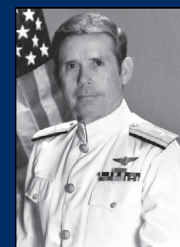
Captain
Norman "Bus" Miller



Admiral
Thomas Moorer



Vice Admiral
Edward Waller



Rear Admiral
Daniel J. Wolkensdorfer

Submit your 2013 Hall of Honor nominations today at:
www.maritimepatrolassociation.org/hallofhonor
Nomination deadline is November 30, 2012.

COMMUNITY

Deal Relieves Garvin as CPRW-10

Captain Steve Deal assumed command of Patrol and Reconnaissance Wing 10 from Captain Pete Garvin in a ceremony held August 17th, 2012 in Hangar 6 at NAS Whidbey Island.

Vice Adm. Allen Myers, commander, Naval Air Forces, presided as the guest speaker for the ceremony. During Commodore Garvin's tenure, Wing TEN detached 57 combat and reconnaissance aircrews to numerous forward-deployed locations worldwide, safely executing more than 3,105 combat sorties. Aircraft and aircrew were deployed support to ground and combatant commanders in Operations ENDURING FREEDOM, ODYSSEY DAWN and NEW DAWN.

"I could not be more proud of the Sailors of Wing TEN. They have made a difference day in and day out despite significant challenges. Never losing sight of the mission, the men and women of Wing TEN effectively and efficiently took care of one another and the resources entrusted to them. The combination of VP and VQ squadrons make this a unique environment, but it is the brilliant professionals within the organization make it the outstanding organization that it is," said Garvin as he reflected on his time in command of Wing TEN.

Captain Garvin's next assignment is a Federal Executive Fellowship on the Council on Foreign Relations in New York City. Captain Deal, born in Norfolk, VA graduated and received his commission from Virginia Tech NROTC in May 1989. His previous assignments include FRS Instructor Pilot, VP-30, NAS Jacksonville, FL; Commanding Officer, VP-47, Kanehoe Bay, HI; Chief Speechwriter for the Chairman Joint Chiefs of Staff and, Commander, Provincial Reconstruction Team, Khost, Afghanistan. As Wing Commander, Captain Deal is responsible for approximately 2300 personnel and 50 aircraft assigned to three Maritime Patrol squadrons VP-1, VP-40 and VP-46; one Reserve Maritime Patrol squadron, VP-69; and one Fleet Air Reconnaissance Squadron VQ-1, which fly the P-3C Orion and EP-3 Aries, respectively.



CPRW-10 Public Affairs



Captain Steve Deal, Commander, Patrol & Reconnaissance Wing 10.



Captain Pete Garvin, Council on Foreign Relations.

COMMUNITY

VP-5 Trains With Filipino Navy

VP-5 participated in exercise Costal Watch Station Capability Exercise (CWS CAPEX) at the Benito N Ebuena Air Base in Mactan, Philippines Sept. 3.

Joined by representatives from the Filipino Navy and Coast Guard, the “Mad Foxes” took part in exercises, training and briefs designed to enhance relations between the Filipino Armed Forces and the United States Navy. Combat Aircrew Ten (CAC-10) represented the Mad Foxes, led by Mission Commander Lt. Allison Cameron and accompanied by a maintenance detachment which helped support flight operations. This was CAC-10’s second exercise in Mactan this deployment.

Tactical Coordinator Lt. Paul Reali said, “It’s great to be back. These experiences are very rewarding.”

The first day began with a mission to report all maritime activity to Filipino costal watch stations. The crew reported numerous cargo and fishing vessels and also participated in a search and rescue (SAR) exercise.

By providing an “eye in the sky” for Filipino Navy and Coast Guard forces, CAC-10 helped the coastal watch stations train for the day when they must rely on an airborne asset to locate vessels in distress.

Throughout the week, the Mad Foxes took members of the Filipino Navy and Coast Guard for several familiarization flights including maritime patrol, coordinated operations, and additional SAR profiles. The Filipino aircrewmembers were able to develop a feel for what missions are like onboard a P-3C. The riders were able to observe how each element of the crew, from the flight station to the sensor operators, interacted during all mission sets. During one sortie, they provided overwatch for a Filipino Navy vessel that conducted a boarding operation of a simulated rogue vessel.

The crew relayed the position of the motor vessel to the Filipino Navy ship, which intercepted and boarded it. Lt. j.g. Wes Kang



U.S. Navy photo-Lt. j.g. Wes Kang of VP-5 presents a VP-5 command plaque to Philippine Navy members aboard a P-3C Orion following the last flight in support of Coast Watch System Capability exercises.

said, “That’s some of the most exciting flying I’ve done since on deployment. We were down low, above beautiful water and off the coast of gorgeous beaches. There’s nothing like flying close to the sea supporting maritime forces beneath you.”

The Mad Foxes were deeply grateful for the opportunity to participate in CWS CAPEX and for the chance to continue to foster relationships with their Filipino counterparts. Whether through presentations, flights or sharing in the local culture, both the American and Filipino aircrews came away with a better understanding and appreciation for each other.



By LTJG Dave Arnett, VP-5 Public Affairs;
Published in Jax Air News September 19, 2012

San Sebastian Winery

Award Winning Wines



157 King Street
St. Augustine, Florida 32084
www.sansebastianwinery.com

Tel: (904) 826-1594
Fax: (904) 826-1595
Tours / Orders 1 (888) 352-9463

COMMUNITY

‘Red Lancers’ Visit Scotland for Joint Warrior

NATO’s largest military exercise, the United Kingdom-led Joint Warrior, took place off the west coast of Scotland Oct. 1-11. Participating allied units – including three P-3C Orions from VP-10 at NAS Jax – conducted piracy, narcotics and insurgency operations, mine countermeasures and electronic warfare training, as well as tactical intelligence surveillance and reconnaissance missions.

Flying more than 24 sorties during the 10-day exercise, the VP-10 “Red Lancers” provided direct support to multinational forces from Royal Air Force (RAF) Leuchars, Scotland. The station is primarily a quick-reaction interceptor command that maintains crews and aircraft at full 24/7 readiness to protect United Kingdom airspace from unidentified aircraft. Lt. Cmdr. Neall was officer in charge of the three Red Lancers maritime patrol aircraft that were flown by six combat aircrew (CAC).

“We brought CACs 2, 4, 6, 7, 10 and 12, plus maintainers, for a total force of more than 120 Sailors,” said Neall. “These CACs were able to complete half of their Operational Readiness Evaluation events at Joint Warrior for a real-time multinational experience.”

The biannual Joint Warrior exercise improves interoperability of sea, ground and air assets from allied and NATO forces – and aims to foster teamwork between participating nations, including the United Kingdom, France, Canada, the Nether-

lands, Belgium, Estonia, Norway, United States and Sweden.

“It is great training for the whole crew to get the chance to interact with foreign countries,” said CWO3 Travis Bourne. “We are all better at communications because of this exercise. It was reassuring to see all the countries working together to accomplish one goal.”

During their days off from flying, some Red Lancers were able to play the world famous old St. Andrews-golf course that was a short ride from RAF Leuchars. About 40 fixed-wing aircraft operated from RAF Leuchars during the exercise, including a detachment of Swedish Saab JAS-39 Gripen jets, RAF Hawks, Tornado GR4s, a Eurofighter Typhoon aircraft, as well as eight golf course that was a short ride from RAF Leuchars.

About 40 fixed-wing aircraft operated from RAF Leuchars during the exercise, including a detachment of Swedish Saab JAS-39 Gripen jets, RAF Hawks, Tornado GR4s, a Eurofighter Typhoon aircraft, as well as eight maritime patrol aircraft from the U.S., Canada and France. VP-10 is training for its December deployment to the 4th and 7th Fleet areas of responsibilities.



By LT Brett Copare, VP-10 Public Affairs;
Published in Jax Air News October 24, 2012



Photo courtesy of VP-10-VP-10 “Red Lancers” aircraft 293, 765 and 573 on the tarmac at Royal Air Force (RAF) Leuchars, Scotland. Parked next to the VP-10 P-3C Orions are a Canadian Orion and the French Atlantique.

COMMUNITY

VP-45 'Pelicans' Participate in RIMPAC 2012

Every two years, Commander U.S. Pacific Fleet hosts the Rim of the Pacific Exercise (RIMPAC) in and around the Hawaiian Islands.

Twenty-two nations, 40 surface ships, six submarines, and more than 200 aircraft makes RIMPAC (June 29 to Aug. 3) the world's largest international maritime warfare exercise. This unique training opportunity helps participants foster the cooperative relationship that is critical to ensuring the safety of sea lanes and security on the world's oceans.

Lt. Seth Eisenmenger, VP-45 tactical coordinator and weapons and tactics instructor said, "It's a great opportunity to train with many of the same Pacific nations that we could be deployed with in the future."

VP-45 played an integral role in RIMPAC 2012, providing a P-3C detachment consisting of one aircraft and 13 Pelicans to join in several exercises, including anti-submarine warfare missions involving multiple submarines.

During the exercise, the detachment refined critical coordinated operational skills.

"RIMPAC 2012 was a fantastic opportunity for VP-45 to work side by side with allies and partners such as New Zealand, Australia, South Korea and Japan. Our combat aircrew was able to benefit from the collective experience of other P-3C forces, in addition to strengthening the bonds of fellowship with our allies," said Lt. j. g. Blake Herzinger of VP-45. And of course, a trip to Hawaii would not be complete without some well-earned liberty.

"I think we all benefited professionally from our RIMPAC experience and I'm sure our tans did as well. We are eager to share our RIMPAC experiences with the rest of the VP-45 team," said Herzinger. VP-45 is scheduled to deploy to Kadena Air Base, Japan in December.



By LTJG Ale Verone, VP-45 Public Affairs;
Published in Jax Air News August 9, 2012



Photo courtesy of VP-45 - Members of the VP-45 "Pelicans" RIMPAC 2012 detachment at Marine Corps Base Hawaii, at Kaneohe Bay. (From left, kneeling) AWW2 Daniel Harten, AWF3 Joshua Skipper, Lt. Cory Hilgart, AWO2 Joshua Eichhorn, Lt. Boyd Pritchard, Lt. Chet Johnson. (From left, standing) AWF2 Greta Hynes, Lt. j.g. Blake Herzinger, AWO2 Jim Ballenger, Lt. Jordan Young, Lt. Cmdr. Mark Gander, AWO2 Thomas Merkling and IS2 Jeremy White.

COMMUNITY

VP-16 'War Eagles' move forward with Poseidon

“V P-16 aircrew and maintainers are making steady progress as we continue our quest to become the Navy's first combat certified P-8A squadron,” said VP-16 Commanding Officer Cmdr. Molly Boron in a Sept. 12 interview at the “War Eagles” space in Hangar 511 aboard NAS Jacksonville. “VP-30 just accepted their third Poseidon from Boeing, which will positively impact our flight training schedule.” At the P-8A Integrated Training Center, Lt. Cmdr. Mya Swartzlener, an instructor pilot with the VP-30 Fleet Integration Team (FIT), said, “The War Eagles transition is going great. They came off deployment and showed up very well prepared, with lots of enthusiasm.” Lt. Brett Eckert and Lt. David Hanson belong to one of 12 combat aircrews (CAC) of VP-16. A CAC consists of a patrol plane commander (pilot), a patrol plane pilot (copilot), tactical coordinator (TACCO), co-TACCO and five mission crew. “Hanson and I do all our simulator and flight training together in order to build CAC team work, communication and coordination,” explained Eckert. Hanson said pilot training is proceeding at a measured pace. “Before our first flight in the Poseidon, we logged about 50 hours in the P-8 operational flight trainer (OFT). The remainder of our training will be a combination of simulator and actual flight operations. This week, for instance, we flew the OFT on Tuesday, flew a P-8 flight op on Wednesday, followed by another OFT simulator flight on Thursday.” Eckert said that in contrast to flying the P-3 Orion, “We’re more like pilot/managers, thanks to the P-8 flight automation and autopilot systems. We enter our flight plan into the flight management control (FMC) system, and after takeoff, we go to autopilot. The Poseidon isn’t necessarily easier to fly than the P-3 – it’s just different.” Hanson said a big focus of simulator training is engine emergencies and single-engine flying. “Even though the CFM56-7 turbofan engine is one of the world’s most reliable power plants, we need to train for every possibility. We also work a lot on our landings, making sure the plane is properly set up for approach.” Eckert added, “Each training flight is about five hours, so we usually split our time between the left and right seats. Now, after four flights and significant simula-



Photo by Clark Pierce-AT3 Joshua Blake and AT2 Derek Simpkins of VP-30 troubleshoot a P-8A mission system gripe with Boeing subject matter expert Bill Senn.

tor time, we’re refining our skills through repetition.” The P-8A TACCO manages the mission and the co-TACCO handles communications among the displays available at the enlisted mission sensor operators. VP-16 Training Officer Lt. Cmdr. Will Toraason is also working on his P-8 TACCO certification. “I liaison with the VP-30 FIT staff, which handles most of the CAT II transition scheduling. In my own training, I notice that a lot of the things on P-3 that required human interface are now automated in P-8 – such as checking weapons systems. Where the P-3 has lots of lights and switches, the new digital P-8 performs a self-diagnostic and suggests solutions. “Also, the workstations are modular and that expands our flexibility to meet changing mission sets. Of the five workstations, the TACCO and co-TACCO usually occupy the two center positions for improved communications.” Lt. Meredith Trezise is in charge of the daily flight schedules. “I coordinate with VP-30 and work within their training syllabus. Right now, the majority of P-8 flights involve VP-16 personnel working to get certified. Eventually, as we complete the transition, the squadron will assume the scheduling function. For our mission operators, P-8 brings a whole new set of digital systems. While a lot of tactics carry over from the P-3, we’re also developing new capabilities for the P-8.” As aircrew and mission operators train at the ITC, War Eagles maintainers are working with VP-30 personnel to attain their “safe for flight” certification.

AE1 Justin Parker said he's pleased to have completed his initial computer-based training classes so he can begin hands-on training. "Right now, we've got VP-30's third P-8A (No. 430) in our space at Hangar 511. Some people are working on the aircraft's acceptance inspection, while others, like myself, are here to train for our various qualifications, such as ground handling. What's really great is coming in everyday and working with a brand new aircraft." ATAN David Thomas also looks forward to hands-on learning with the Poseidon. "Our shop works on radar, mission crew workstations and navigation systems among other things. It's cool to be part of the first squadron to transition to the P-8 platform, as well as the first P-8 squadron to deploy." Bill Senn is a Boeing mission system subject matter expert who works with squadron maintainers and Boeing field service representatives. "We're aboard the Poseidon that just arrived at NAS Jax on Sept. 7. We're working together to troubleshoot a couple of problems. After we talk with Seattle this afternoon, the gripes should be resolved." WhentheWarEaglesbecomeNATOPSqualified,they'llreturnto Hangar 511 and begin their 12-month IDRC (Inter-Deployment Readiness Cycle) to become combat-certified by CPRW-11.

Like the P-3C Orion, P-8A Poseidon serves a wide range of missions. It can search for and destroy submarines, monitor sea traffic, launch missile attacks on naval or land targets, and act as a flying communications relay. Its intelligence, surveillance and reconnaissance capabilities also make it well suited for land-surveillance missions.



Clark Pierce, Editor, Jax Air News



Photo by Clark Pierce-The third P-8A Poseidon assigned to VP-30 arrived at NAS Jacksonville Sept. 7 from the Boeing 737 Delivery Center in Seattle, Wash. By year's end, VP-30 is scheduled to have six Poseidons available for training..

we're only a
HAPPY HOUR
and a half a year away from:



Join us **April 16-19, 2013** on board
NAS Jacksonville for our annual
symposium with an emphasis on
"International Partnerships."

Get more 2013 Symposium info at:
www.maritimepatrolassociation.org/symposium

COMMUNITY

'Mad Foxes' support Operation Island Chief

A P-3C Orion aircraft assigned to VP-5 participated in Operation Island Chief (OPIC) July 27-31 over the waters of the Federated States of Micronesia. The OPIC mission was to conduct surveillance of the Pacific island nations' Exclusive Economic Zones (EEZ) in order to collect information on vessels conducting illegal fishing activity. The aircrew worked with the Federated States of Micronesia to help maintain maritime domain awareness and enforce compliance with fishery regulations. Operating from Andersen Air Force Base in Guam, the "Mad Foxes" worked with forces from Micronesia, Papua New Guinea, Palau, the Republic of the Marshall Islands and the Republic of Kiribati to accomplish the mission at hand. Utilizing radar, Advanced Imaging Multi-Spectral Sensor, and the Automatic Identification System, the aircraft's crew correlated surface contacts with a listing of legal and pre-approved fishing vessels. When complete, they reported their findings to the Pacific Islands Forum Fish-



Photo by Lt. Ray Ratliff-VP-5 Mission Commander Lt. Timothy Clemens uses the P-3C's Automatic Identification System to analyze surface contacts and verify their compliance with international law.

eries Agency (FFA) based in Honiara, Solomon Islands. The FFA compiled reports from other platforms in the exercise to refresh a database of known vessels in the area. Through their hard work, the crew successfully cleared hundreds of miles of protected water space from illegal fishing activities and helped Micronesia enforce their EEZ. Lt. Timothy Clemens, officer in charge of the detachment, remarked, "OPIC was a great opportunity to work with Pacific island nations and foster multinational cooperation with a focus on economic rights. The Mad Foxes appreciated the opportunity to participate in the operation and were proud to offer their services to aid law enforcement in the region." The Mad Foxes of VP-5 are based out of NAS Jacksonville and are currently on a six-month deployment to Kadena Air Base in Okinawa, Japan. According to the CIA World Fact Book, the Federated States of Micronesia, a UN Trust Territory under U.S. administration, adopted a constitution in 1979. Independence was attained in 1986 under a Compact of Free Association with the U.S. that was amended and renewed in 2004. Present concerns include unemployment, over-fishing and over-dependence on U.S. aid.



By LTJG Kaitlin Hady, VP-5 Public Affairs;
Published in Jax Air News August 15, 2012

**SPA is Proud
to Sponsor the
Maritime Patrol Association**

Celebrating 40 Years of
Decision Support for National Security.

COMMUNITY

VP-8 and Japanese VP-2 Squadrons Conduct Data-Link Training

The “Fighting Tigers” of VP-8 participated in bilateral training Aug. 2 with the Japanese Maritime Self-Defense Force (JMSDF) squadron VP-2 “Odin” at Hachinohe Air Base 2. VP-8 flew a P-3C Orion aircraft from Naval Air Facility Misawa to Hachinohe Air Base where they met with VP-2 to conduct training with an expendable mobile anti-submarine warfare training target (EMATT) and data link-11 training. Ultimately, weather prevented EMATT training, but the link-11 training was highly successful. “The navigator/communicators aboard each aircraft worked to establish secure voice and data communications between the two aircraft,” said Lt. j.g. Michael M*****all, the VP-8 Combat Aircrew 9 Navigator/Communicator. “Having both operating concurrently greatly improves communication between allies and helps to overcome any language barrier.” After completing their training, Japanese and American Sailors gathered for a social event hosted by the

JMSDF. VP-2 Commanding Officer Capt. Seto presented a framed photograph to Capt. Gregory Cozad, deputy commander, Patrol and Reconnaissance Force U.S. 7th Fleet, to commemorate the improvements between the JMSDF and U.S. Navy P-3 forces during his tenure. Cozad thanked Seto for his gift and acknowledged the improved communication and teamwork between the two organizations – most notably in humanitarian assistance/disaster relief missions during Operation Tomodachi in 2011. VP-8 and VP-2 have a strong history of working together. The squadrons trained together when VP-8 was deployed to Japan in 2004/2005 and most recently in a highly successful EMATT Exercise in June. The NAS Jacksonville-based Fighting Tigers are on a scheduled six-month deployment in support of U.S. 7th Fleet.



VP-8 Public Affairs;

Published in Jax Air News August 15, 2012



Photo by MC2(AW/SW) Pedro Rodriguez - Combat aircrewmembers assigned to the VP-8 “Fighting Tigers” and Japanese Maritime Self-Defense Force’s VP-2 “Odin” gather for a group photo prior to starting preflight as part of an expendable mobile anti-submarine warfare training exercise in northern Japan.

COMMUNITY

Chapter News & Events

Upcoming Chapter Events

Washington DC Chapter: CDR Sean Liedman, VP of Region
Join us for MPA Happy Hour on Friday, November 2nd at 4:00 PM at Crystal City Sports Pub in Crystal City!
sean.liedman@navy.mil

Whidbey Island Chapter: CAPT Steve Deal, VP of Region
Join us for a Whidbey Island Chapter meeting on Friday, November 2nd at 3:00PM at the NAS Whidbey Island Officer’s Club! (For more info, contact LCDR Pete Lauder at: peter.lauder@navy.mil)
steven.deal@navy.mil

Pax River Chapter: LCDR Chris Artis, VP of Region
Stay tuned for coming events!
christopher.artis@navy.mil

Hawaii Chapter: CAPT Christopher Ramsden, VP of Region
Stay tuned for coming events!
christopher.ramsden@navy.mil



As a servicemember, you met every demand asked of you. In return, our nation promised you a package of health and other benefits. Now, our leaders want to change the deal and make you pay civilian-type rates for those earned benefits. But you don’t have to take this.

We’re the Military Officers Association of America – MOAA. With 370,000 members, we’re the largest and most influential association of military officers in the U.S. Just \$17 gets you an MOAA membership.

Make our leaders do the right thing. Visit our website now, and join the fight to protect your promised benefits.

joinmoaa.org

Reunion Events

VP-93 Alumni Association: 13th Annual Fall Muster: November 3, 2012 in Mount Clemens, MI
Contact: Howard Rundell
Phone: (734) 658-7701
Email: g5av8or@aol.com

VP-44 Reunion: November 8-11, 2012 in Pensacola, FL
Contact: Gene Toffolo
Phone: (229) 559-7959
Email: genejanjay@aol.com
Info/Register: www.vp44goldenpelicans.com

VP-24 Reunion: November 12-16, 2012, 4-night cruise from Port Canaveral, FL
Contact: David Pierce
Email: david.pierce.fl@gmail.com

VP-8 Alumni Association Reunion: June 3-8, 2013, Crowne Plaza Hotel, Dayton, OH
Contact: Bill Stewart, treasurer
Phone: (410) 661-8377
Email: oldgoat1822@aol.com
Contact: Carolyn Magee, newsletter editor
Phone: (601) 731-7600
Email: cpm38@bellsouth.net

Get Your Event Listed Here: Have a command ceremony or event or reunion event that you would like posted in Plane-Side?

Email the details to us at:
info@maritimepatrolassociation.org

After your event, be sure to send us a write up and some photos and we will publish those as well!



**The Men and Women of Patrol Squadron SIX NINE
Cordially invite you to join us for**

**MARITIME PATROL ASSOCIATION
WHIDBEY ISLAND CHAPTER
FALL 2012 MEETING AND SOCIAL**

CAPT STEVE DEAL, VP OF REGION

**LOCATION: NAS WHIDBEY ISLAND OFFICERS' CLUB
DATE: NOVEMBER 2, 2012
TIME: 1500-?**

**Please RSVP to LCDR Pete Lauder via email:
peter.lauder@navy.mil**



COMMUNITY

Events Calendar

November

Friday, November 2

Washington DC Chapter MPA Happy Hour:
Crystal City Sports Pub 4:00PM

Whidbey Chapter MPA Meeting:
NAS Whidbey Island Officers Club 3:00PM

Tuesday, November 20

CPRW-11 Flag Nite Hosted by VP-26:
NAS Jacksonville Officers Club 4:30PM

Thursday, November 22

HAPPY THANKSGIVING!

*Attention MPA Members,
Command PAOs, and
Corporate PAOs:*

We are looking for material to fill
our quarterly newsletters!

To contribute a story, photos or event to
PLANESIDE, please email your materials to:
info@maritimepatrolassociation.org

INTELLIGENCE. SURVEILLANCE. RECONNAISSANCE.



Our Nation's Maritime Patrol Community Deserves the Best.

For over 60 years, L-3 Link has partnered with the maritime patrol community to develop and deliver training systems that provide aircrews with a highly realistic in-theater experience. We salute the men and women of our nation's maritime patrol and invite you to visit www.link.com to see what we're doing today to support this critical mission.

Visayas and Mindanao Association, Inc.

salutes and presents the

10th Annual Greater Jacksonville Veterans Ball

Landing at Leyte, Philippines, October 1944
Source: National Archives Public Domain



For tickets contact:
Del Papel (904) 610-2066
Julieta Wilde (904) 349-2820
Connie Villanueva (904) 777-4132
Pacquiao-Bradley rematch will be
telecast at the venue starting 9:30 pm.

Hyatt Regency Jacksonville Riverfront
225 East Coastline Drive
Jacksonville, Florida 32202
Tel: (904) 588-1234

Saturday, November 10, 2012
1800 to 2400
Attire: Semi Formal or Military Dress Uniform
for Active, Reserve and Retired

Tickets: \$45pp before Oct. 24, 2012
(no tickets will be sold at the door)

Please make checks payable to: VMA

Thank You for Serving Our Great Nation

HISTORY

Golden Orion

Exactly three months after delivery of the first P-3 Orion maritime patrol aircraft, US Navy aircrews from Patrol Squadron 8 found themselves deployed to Bermuda—and stepping into the brightest of world spotlights.

On 23 October 1962, four aircrews from VP-8 and four aircrews from Patrol Squadron 44 (VP-44) began enforcing President John F. Kennedy's blockade of Cuba to prevent Soviet missiles from reaching Cuba. The P-3 crews patrolled the Atlantic sea lanes to locate and track Soviet cargo ships carrying intermediate range ballistic missiles or missile launch support equipment.

By the time the Cuban Missile Crisis ended a few days later, a VP-44 crew achieved international recognition of sorts when their aircraft was photographed flying close surveillance over the Russian freighter Anasov on its return to the Soviet Union. Anasov was the only Russian vessel that refused to uncover the large oblong objects lashed to its deck. The Orion crew was able to verify that the objects were indeed crated missiles, and the ship was allowed to proceed.



The P-3 Orion maritime patrol aircraft entered service with the US Navy in July 1962. From the Cuban Missile Crisis to tracking Soviet submarines to anti-piracy missions over the Gulf of Aden, Orion crews have flown tens of thousands of missions over the world's seas and oceans—and today, over dry land as well—during the aircraft's five-decade career. This 2003 photo shows a deployed US Navy P-3C crew from Patrol Squadron 9 (VP-9) at MCAS Kaneohe Bay, Hawaii, circling Mount Fuji in Japan. Photo by PM2 Elizabeth L. Burke and courtesy of Code One.

The P-3 came about as a response to Navy Type Specification #146 issued in 1957 for a new land-based antisubmarine warfare, or ASW, aircraft to replace the Lockheed P2V Neptune land-based maritime patrol aircraft and the Martin P5M Marlin flying boat. Very specific requirements pertaining to delivery schedule and cost constraints dictated the need for adapting an off-the-shelf aircraft design for the maritime patrol mission.

The competitors were Martin, Consolidated, and Lockheed, three companies that had been building patrol aircraft for the Navy for more than three decades at that point. The French Atlantique, developed with the help of US Navy funds, did not meet the stated range requirement and was eliminated from the competition.

The Lockheed proposal highlighted the Electra airliner's turboprop engines and its capability for high-speed transit at high altitudes, low speed, low-altitude handling qualities, and fuel economy. Because the Electra was designed to operate from commercial airports, the Navy did not have to alter any runways. The Lockheed Model 185 retained the wings, tail, and Allison T56-A-1 turboprop engines of the Electra. The new design called for the Electra's fuselage to be shortened by seven feet, and a weapon bay for mines, conventional or nuclear depth charges, or torpedoes was added.

Lockheed was named as the winner of the competition on 24 April 1958, and the contract was awarded that May. A design problem with the Electra's propeller and engine mount that resulted in several crashes—a phenomenon called whirl mode—had not surfaced at this point. Once the issue was identified, Lockheed briefed the Navy on proposed fixes, and the service was satisfied. Development continued.

The first aircraft was actually the third production Electra with a mockup of a magnetic anomaly detection, or MAD, boom installed at the rear of the aircraft. The MAD equipment, originally developed in World War II, gives aircraft crews the ability to detect large metal objects under water. The greatly improved MAD gear in the P-3 is a primary method the crew uses to locate submarines. The demonstrator was an aerodynamic prototype only and still had the airliner's passenger windows. It was first flown on 19 August 1958, and Lockheed

crews made eight flights. This aircraft was again modified into a full-up prototype of what was then designated P3V-1.

The first flight of YP3V-1 prototype came on 25 November 1959 at the Lockheed plant in Burbank, California, where most of the aircraft would be built. The nickname Orion was officially adopted in late 1960, keeping with the Lockheed tradition of naming aircraft after mythological figures or celestial bodies. The first preproduction P3V-1 was flown on 15 April 1961 from the Lockheed plant in Burbank, California.

The Orion represented a new approach to the ASW mission. It was a more spacious aircraft than previous patrol aircraft, with room for a crew of up to a dozen, along with a galley and rest bunks. It was pressurized and air conditioned. The P-3 had enough electrical power to incorporate advanced sensors and avionics. It was the world's first dedicated maritime patrol aircraft to be powered by turboprop engines. The Orion also had a significantly better weapons system than its predecessors.

The Orion test fleet consisted of six aircraft. Navy Bureau of Inspection and Survey trials—what today is called operational test and evaluation—took place from April to

June 1962 at what was then known as the Naval Air Test Center at NAS Patuxent River, Maryland, and the Naval Weapons Evaluation Facility in Albuquerque, New Mexico.

The first P3V-1s were delivered to VP-8 on 23 July 1962 and to VP-44 on 13 August. Delivery consisted essentially of moving the aircraft on the Pax River ramp, as both squadrons were based there at the time. With the adoption of the new Department of Defense designation system on 18 September 1962, the P3V-1 was redesignated P-3A. The first Naval Reserve squadrons would receive P-3As in 1970.

A total of 158 P-3As were built for the US Navy. The Alphas, as they were called, were equipped with state-of-the-art analog avionic systems, including the first inertial navigation system in a Navy patrol aircraft. The aircraft featured fore and aft AN/APS-80 search radars, an AN/AQA-3 Jezebel passive acoustic signal processor, an AN/ASA-20 Julie echo location system, and the ASR-3, which was designed to sniff for diesel exhaust from snorkeling submarines. The move-countermove strategy between the superpowers that defined the Cold War was particularly striking in ASW. The emergence of increasingly lethal and quiet Soviet subma-

rines resulted in the need for increasingly more sophisticated navigation, detection, and tracking equipment on the P-3. Throughout its career, the most significant changes made to the Orion were in its sensors and avionics, not to its airframe.

The next major advance in the Orion was P-3B, or Bravo, introduced in 1966. This version featured a first-generation integrated ASW sensor suite and more powerful 4,600 shp T56-A-14 engines. The Heavyweight modification that came at the end of the P-3B production run featured strengthened structural elements, mainly in the wings, to accommodate heavier sensors and weapons.

A total of 125 Bravos were built for the US Navy. Additional aircraft were delivered new to the first international P-3 operators, the air forces—not the navies—of New Zealand in 1966, to Australia in 1968, and to Norway in 1969.

Development of a fully integrated avionics for the P-3C, or Charlie, began in 1966. Dubbed A-NEW, the heart of this system was the Univac 1830A thirty-bit parallel binary airborne digital computer that combined all the collected sensor data in real time. Computerization improved the speed and accuracy of sensor data generation and freed the crew from routine recordkeeping tasks. Development of this system was accelerated, and VP-49 made the first deployment with the P-3C in July 1970.

Much like the Super Bowl, the avionics, navigation, and sensor suite updates to the P-3C variant over the next three decades were seen as being important enough to warrant Roman numerals to differentiate them—Update I, II, II.5, and III. These updates brought a variety of advanced equipment, capabilities, and weapons to the Orion, which kept it ahead of the threat and took advantage of the computer revolution.

As illustrative examples, the P-3C has a chin-mounted electro-optical infrared sensor allowing crews to see and target at night. By contrast, the P-3A had a seventy-million candlepower searchlight under its right wing to locate surface targets. In addition to the ability to fire short range AGM-65 Maverick air-to-surface missiles, the P-3C crew can now launch over-the-horizon AGM-84 Harpoon anti-ship and AGM-84E Standoff Land Attack Missiles. The P-3 Alphas could launch unguided rockets. The Bravos were the first to be modified to launch guided AGM-12 Bullpup missiles, which gave crews a significantly enhanced ability to attack surface targets.

A total of 266 P-3Cs were built for the US Navy, and 107 Charlies and special mission aircraft were built by Kawasaki Heavy Industries under license in Japan. US production of the P-3C shifted from Burbank to Palmdale, California, in the 1980s and then to Marietta, Georgia, in the early 1990s. The last US-built P-3Cs, eight aircraft for the Republic of Korea Navy, were delivered in 1995. The last Kawasaki-built aircraft was delivered in 2000, closing out thirty-nine years of Orion production.

Total P-3 production, including license-built aircraft, came to 757 aircraft. Today, the worldwide P-3 fleet numbers 435 aircraft flown by twenty-one operators in sixteen countries on five continents, with Taiwan scheduled to join the Orion community with refurbished and rewinged former US Navy aircraft in 2013.

At the height of the Cold War in the 1970s, twenty-four squadrons of US Navy P-3s blanketed the seven seas tracking submarines, primarily Soviet fast attack and ballistic missile boats. Literally millions of sonobuoys—active or passive sensors dropped by parachute into the water to extend the Orion crew's search area—were launched during the Cold War. An oft-repeated story is of a Soviet admiral who once lamented that if he wanted to know where his submarines were, all he had to do was look for the P-3s flying over them.

For most of its career, the primary mission for US Navy P-3 crews was hunting submarines on missions lasting more than twelve hours. But the Orion carried out other missions as well. Crews from VP-8, and later VP-16, deployed to Vietnam for the first time as part of Operation Market Time in 1966. Market Time was the Navy's coordinated operation to stop the flow of weapons, ammunition, and supplies to Viet Cong forces infiltrating South Vietnam. The EP-3 signals intelligence variant also debuted during Vietnam.

The end of the Cold War brought a dramatic change in mission, as the P-3 was increasingly used in supporting overland missions in surveillance, targeting, and peacekeeping roles.

During Desert Storm, P-3 crews monitored shipping lanes while EP-3 crews monitored electrons. But by Operation Allied Force in Kosovo in 1999, Orion crews had further expanded their role to include targeting cruise missiles. During Operation Iraqi Freedom, P-3 crews using surveillance equipment and sensors could determine who or what was on the other side of a hill. Then a Marine riding on board would transmit that information directly to troops in contact on the ground.



50 YEARS AS THE GLOBAL STANDARD

For decades, the Lockheed Martin P-3 Orion has set the global standard for the Maritime Patrol and Reconnaissance Missions with the most sophisticated multi-mission maritime capability available. Today, the Mid-Life Upgrade program delivers state-of-the-art mission systems to maritime operators while affordably providing an additional 20,000 flight hours. Building on 50 years of experience, Lockheed Martin is ensuring that the P-3 Orion continues its legacy as the standard for Maritime Patrol Aviation.

www.lockheedmartin.com/p3

100 YEARS OF ACCELERATING TOMORROW

LOCKHEED MARTIN



Looking for a 'sky's the limit' partnership?

★ You're cleared for take-off. ★

With a corporate sponsorship program that is engineered to soar, we're looking to build long-term partnerships with industry and community leaders who can see what's on the horizon and are planning for what is beyond it.

To see how we fit into your company's flight plan, visit us at:

www.maritimepatrolassociation.org



But the versatility of the Orion has always been one of its strongest attributes. Today, Norwegian crews do much as they did during the Cold War, monitoring Russian ships and submarines coming out of the ice-free port of Murmansk and protecting Norwegian fishing grounds from poachers. Former Dutch P-3s now owned and operated by Germany are flown on antipiracy missions in Djibouti, while Australian P-3 crews have been conducting overland missions in Afghanistan since 2003.

In addition to military operators, two versions of the P-3 are flown by US Customs and Border Protection primarily for anti-drug and homeland security missions. NASA acquired the YP3V prototype in 1966 and flew it until 1993. Today the agency has an NP-3B for scientific research missions. The National Oceanic and Atmospheric Administration, or NOAA, has two WP-3Ds, nicknamed Kermit and Miss Piggy, for weather research. Although the P-8 is the US Navy's designated replacement for the P-3, Orion crews will still be on station for several years to come. Upgraded EP-3E ARIES II electronic reconnaissance aircraft will be flown well into the 2020s. But other operators intend to continue flying their P-3s for many more years. To get the Orion through at least its sixth

decade of service, the P-3 Mid-Life Upgrade, or MLU, is a life extension kit that replaces the aircraft's outer wings, center wing lower section, and horizontal stabilizer with new production components. The MLU removes all current P-3 airframe flight restrictions and provides 15,000 additional flight hours.

The US Navy has thirty-one MLU kits on order. Lockheed Martin builds the outer wings at its Marietta facility, and the kits are installed at the Fleet Readiness Center Southeast, the aviation depot at NAS Jacksonville, Florida. New wings are also being built for P-3s flown by Norway, Canada, Taiwan, and US Customs and Border Protection.

In one respect, the Orion has actually come full circle. The MLU replacement wings today are built on the exact same tooling that was used to build the wings for Bureau Number 148883, the first P3V-1 delivered to VP-8 fifty years ago.



*By Jeff Rhodes, Associate Editor of Code One;
Published in Code One August 22, 2012*

HISTORY

Naval Air Reserve Maritime Patrol Aviation In New England

The modern Naval Air Reserve began when the very first naval reserve air base, NRAB Quantum, was commissioned along the Dorchester Bay waterfront in the city of Quincy, Massachusetts on August 15, 1923. Although the base was originally established to provide primary flight instruction to trainee Navy pilots during the First World War and was an important coastal defense installation during the Second World War, Quantum is best known for having served for many years as the headquarters of the Naval Air Reserve in New England.

At first, all the Naval and Marine Air Reserve squadrons based at Quantum were either fighter or scouting units. In fact, it was not until after the Second World War, by which time Quantum had been re-designated a naval air station, that a Naval Air Reserve patrol squadron was actually established there.

In July 1946 the first Naval Air Reserve patrol squadron in New England, VP-919, was established at NAS Quantum. This pioneering reserve squadron, which was staffed entirely with recently discharged Second World War veterans, operated Consolidated PBV-5A and PBV-6A Catalina amphibian flying boats.

Just a few months later, during November 1946, VP-919 was re-designated VP-ML-69. The "ML" in the squadron's new designation meant "medium landplane". Technically, the squadron should have been called VP-MS-69 instead, with the "MS"



USNR PBV-6A Catalina flying boats as flown by VP-919, VP-ML-69, and VP-911 at NAS Quantum about 1950. Joseph O'Neill photo, Marc Frattasio collection.



USNR K-type blimp flown by a ZP-911 crew coming over the perimeter fence at NAS Quantum about 1951. Joseph O'Neill photo, Marc Frattasio collection.

meaning "medium seaplane". However, despite the fact that VP-ML-69 operated amphibious aircraft, the squadron flew its Catalinas almost exclusively from runways. Water operations, which tended to complicate maintenance by damaging airframes and causing corrosion, were discouraged. In fact, take-offs and landings from the water were so rarely done that VP-ML-69 pilots were not even required to be seaplane qualified.

In January 1950 VP-ML-69 was re-designated VP-911. This change resulted from a general reorganization of the Naval Air Reserve Training Command. As part of this reorganization, a new numbered reserve air wing was established at every Naval Air Reserve Training Command base or naval air reserve training unit (NARTU) attached to a regular Navy naval air station.

The reserve air wing at NAS Quantum was designated Reserve Air Wing 91. All of the squadrons and other types of reserve units, such as air intelligence units, that were part of RAW-91 had the reserve air wing's number as the first two digits of their numerical designation followed by a sequence number. Since there was only one VP squadron in RAW-91 at that time, VP-ML-69 became VP-911.

An airship patrol squadron, ZP-911, was also formed at NAS Quantum during January 1950. The new squadron was established to operate Goodyear ZPK type blimps, which were also known as "K Ships". ZP-911 was unusual in the sense that no blimps were ever assigned to NAS Quantum. The reason for this was that the base did not have a hangar

large enough to put a blimp into during inclement weather.

Since there were no blimps assigned to NAS Squantum, ZP-911 used to borrow them from the NARTU at NAS Lakehurst, New Jersey. Here's how this worked. Weather permitting, the Friday night before the squadron's monthly drill weekend a ZP-911 flight crew would be airlifted from NAS Squantum to NAS Lakehurst by a Douglas R4D Skytrain flown by one of the reserve transport squadrons (VR-911 or VR-912) on the base. On Saturday morning the ZP-911 crew would check out a blimp from the NARTU and fly it from NAS Lakehurst to NAS Squantum. The blimp would spend Saturday night parked on a mooring mast at NAS Squantum. On Sunday morning a different ZP-911 crew would take the blimp back to NAS Lakehurst. This crew would then return home Sunday night as passengers on board an R4D.

During December 1953 VP-911, ZP-911, and all the other Naval and Marine Air Reserve units that had been based at NAS Squantum were relocated about ten miles southeast to NAS South Weymouth in the town of Weymouth, Massachusetts. NAS Squantum was closed not long after the move was completed.

One of the reasons the Navy vacated NAS Squantum was that the runways there were too short to accommodate routine flight operations with heavy four-engine aircraft. Since NAS Squantum was sited on a small peninsula that was nearly surrounded by water, it was impractical to make its runways longer.

NAS South Weymouth, although it had been established as a blimp base during the Second World War and had a turf airfield instead of paved runways, had enough land available for suitable runways. Three new runways were built at NAS South Weymouth during 1952 and 1953 to support Naval and Marine Air Reserve operations. The shortest of the new runways built at NAS South Weymouth was longer than the longest runway at NAS Squantum.

NAS South Weymouth originally had two huge hangars, one made of steel and one made of wood, which were specially designed for blimps. The wooden blimp hangar was torn down when the runways were built but the steel blimp hangar was retained for many years during the Naval Air Reserve era. The steel blimp hangar was 960 feet long, 337 feet wide, 192 feet high, and covered about eight acres. At the time it was built in 1942 it was one of the largest structures in the world without internal support columns. The huge blimp hangar, which was a landmark visible from high ground for

many miles around, was torn down during late 1966 and replaced with a smaller hangar of more conventional design.

Since NAS South Weymouth had a blimp hangar when the reserves moved from NAS Squantum, the Naval Air Reserve Training Command had intended to assign a ZNP type blimp to the base for use by ZP-911, but this never happened. A regular Navy R&D command called the Naval Air Development Unit moved from NAS Quonset Point, Rhode Island to NAS South Weymouth during December 1953. NADU was engaged in vital testing work associated with the SAGE (Semi Automatic Ground Environment) air defense system. The SAGE project required as many as three huge Goodyear ZPG-2 Seafarer, ZPG-2W Reliance, and/or ZPG-3W Vigilant blimps to be based at NAS South Weymouth. These blimps, along with the reserve aircraft pool, left no room inside the blimp hangar for a K Ship for ZP-911. Thus, ZP-911 continued to borrow blimps from the NARTU at NAS Lakehurst to support its training activities just as it had done when it was based at NAS Squantum.

The longer runways at NAS South Weymouth allowed VP-911 to transition from the Catalina to the Consolidated P4Y-2 Privateer. The Privateer was the Navy's adapted version of the Second World War era Army Air Forces B-24 Liberator bomber. This aircraft was a four-engine landplane that was bigger, faster, and much more capable than the Catalina. Although the Catalina and Privateer were both armed with machine guns and fitted with radar, the Privateers were more heavily armed, had better radar, and were equipped with an electronic sensing measures (ESM) system capable of counter-detecting enemy radar systems.

The first Privateer arrived at NAS South Weymouth during March 1954. VP-911's transition to the aircraft was completed within five months. The last Catalina left NAS



USNR P4Y-2 Privateer as flown by VP-911, VP-912, and VP-913 at NAS South Weymouth about 1957. Joseph O'Neill photo, Marc Frattasio collection.

South Weymouth on a one-way trip to the naval aircraft "boneyard" at Litchfield Park, Arizona during July 1954.

Members of the Naval Air Reserve typically drill one weekend per month as well as for a contiguous two-week period on active duty called an annual training cruise. In the "good old days" the members of a reserve squadron typically went on their annual training cruise as a group sometime during the summer.

The reserve patrol squadrons were originally on a two year training cycle in which they would alternate performing annual training cruises at home and at another naval air station. Generally, they would spend the annual training cruise performed at home in classes or under instruction and then they would apply what they had learned operationally while they were away for two weeks the following year. During the late 1940s and early 1950s VP-ML-69 and VP-911 went to NAS Norfolk, Virginia and NAS Miami, Florida for off-station annual training cruises while ZP-911 went to NAS Lakehurst or NAS Glynco, Georgia.

During the summer of 1954 ZP-911 personnel took three blimps from NAS Lakehurst to the naval operating base at Guantanamo Bay on the island of Cuba during the squadron's first annual training cruise after relocating to NAS South Weymouth. This was the first time that a reserve patrol squadron based in New England had ever left the continental United States. While operating from Guantanamo Bay, ZP-911 flight crews participated in ASW exercises in the Caribbean Sea with surface ships and submarines.

In July 1956 VP-911, with logistics support provided by reserve transport squadron VR-911, left CONUS for the first time to perform an annual training cruise at NAS Port Lyautey in French Morocco. VP-911 flight crews flew six Privateers across the Atlantic Ocean to North Africa while the squadron's administrative and maintenance personnel made the trip on board a pair of Douglas R5D Skymasters flown by VR-911 crews.

Although ZP-911 had gone outside the United States during an annual training cruise two years previously, the overseas blimp flights had actually started out from NAS Lakehurst and not from NAS South Weymouth. Thus, NAS South Weymouth officially considered the VP-911/VR-911 trip to NAS Port Lyautey to have been the base's first overseas annual training cruise and it was heavily promoted as such for publicity purposes in New England newspapers.

While at NAS Port Lyautey, the Navy integrated VP-911 crews into routine patrol operations covering the area of the Mediterranean Sea between Gibraltar and Italy. For many years afterwards, the reserve patrol squadrons based at NAS South Weymouth alternated their off-station annual training cruises to locations within the United States and overseas.

The highly-publicized annual training cruise to North Africa served to increase public interest in the reserve training program at NAS South Weymouth. To accommodate the increased demand from both veterans and new recruits two new reserve patrol squadrons, VP-912 and VP-913, were established at NAS South Weymouth during November 1956.

It is worth noting that in those days, the individual reserve squadrons did not actually "own" the aircraft they flew. All the reserve aircraft on a given base were assigned to a common pool that was operated like a motor pool. Aircraft were checked in and out of the pool by the reserve squadrons on the base as required to satisfy their flight schedules during weekend drills and annual training cruises.

Although part-time reserve mechanics and technicians worked on these aircraft for training purposes, most of the actual operational maintenance was performed by full-time TARs (Training and Administration of Reserves). The TARs were not regular Navy personnel, but were members of the Naval Air Reserve who were serving on continuous active duty orders. At that time TARs were assigned to the base as part of the ship's company and not to individual reserve squadrons.



USNR P2V-6M Neptune on short final at NAS South Weymouth in 1958. David Marland photo, Marc Frattasio collection.



USNR P2V-5F Neptune from NAS South Weymouth over Massachusetts Bay in 1962. Paul Lapinski photo, Marc Frattasio collection.

Since the reserve aircraft were assigned to the base or NARTU and not to the individual squadrons, they did not carry any squadron identification markings. During this era, reserve aircraft were typically marked with the name of the base and its identification code. In the case of NAS South Weymouth the base identification code was at first the letter “Z”, which was carried over from NAS Squantum, and then after September 1956 it became “7Z”.

By this time the Navy’s primary maritime patrol aircraft was the Lockheed P2V Neptune. VP-911, VP-912, and VP-913 all began to transition from the Privateer to the Neptune during the late spring of 1957.

The first Lockheed Neptunes assigned to the reserve training program at NAS South Weymouth were P2V-6Ms. The first of these aircraft arrived on the base during May 1957. The P2v-6M was designed to carry a pair of Petrel anti-shiping missiles, one under each wing. However, by the time these aircraft were passed down to the reserves the Petrels had gone out of service. There is no evidence that reserve crews at NAS South Weymouth or elsewhere ever trained with Petrel missiles.

The last Privateer left NAS South Weymouth during December 1957. The P2V-6Ms were similar to the Privateers in that both were primarily anti-shiping aircraft that also had a secondary anti-submarine warfare mission. The P2V-6Ms were basically employed at NAS South Weymouth to help introduce the reservists to the basic characteristics of the Neptune until such time that specialized ASW versions of this aircraft were transferred from the regular Navy into the Naval Air Reserve Training Command.

In 1958 the Navy decided to abolish the reserve airship patrol squadrons as it began to wind down its entire lighter-than-air program. ZP-911 was disbanded in October 1958. Many former ZP-911 personnel were absorbed into a new reserve patrol squadron, VP-914, that was established at NAS South Weymouth later that same month.

By the late 1950s the Navy had decided to focus the Naval Air Reserve on ASW. There were a number of reasons for this, one being that the typical reserve pilot flew for the airlines in his civilian job and was more accustomed to flying large relatively slow multi-engine ASW aircraft than high-performance jets. However, another extremely important reason was that snorkels, nuclear reactors, and guided missiles had made submarines far more dangerous than they had been in the past.

Prior to the introduction of the snorkel, a hollow tube that allowed a diesel-electric submarine to run its air-breathing engines while operating under water, and nuclear propulsion, which was totally self-contained and independent of the atmosphere, all submarines were basically surface ships that could shut down their engines and dive underwater to run on battery power for a relatively short period of time. ASW aircraft crews in those days could expect to find submarines routinely operating on the surface as they recharged their batteries. Radar, high-intensity searchlights, and binoculars were very effective sensors for ASW aircraft searching for surfaced submarines, which once found, were then attacked with guns and depth bombs.



USNR SP-2E Neptune at NAS South Weymouth about 1966. Tom Cuddy photo, Marc Frattasio collection.

Snorkel equipped or nuclear powered submarines, however, could operate under water almost indefinitely with little or nothing extending above the surface. Such submarines were difficult, if not impossible, to find using radar or visual means. They had to be detected using sonobuoys, small battery-operated devices that were dropped into the water to transmit back whatever underwater sounds they picked up via radio, or by using the magnetic anomaly detector (MAD), a device that could sense the disturbance in the Earth’s natural magnetic field caused by the metal hull of a submerged submarine.

The earlier generation of ASW aircraft was not equipped to detect and destroy the new generation of snorkel equipped or nuclear powered submarines. Such submarines had to be found using sonobuoys, MAD, and other new electronic sensor devices. Since the new submarines would most likely be detected while they were submerged, guns became ineffective as weapons for ASW aircraft. In addition, the integration of nuclear-tipped cruise and ballistic missiles with submarines transformed what had previously been a fairly localized threat to ships into a weapon of mass destruction that threatened the entire country’s population centers.

The first specialized ASW version of the Lockheed Neptune assigned to the reserve training program at NAS South Weymouth was the P2V-5F. These aircraft, which in September 1962 were re-designated the P-2E, were the first maritime patrol aircraft assigned to the reserve training program at NAS South Weymouth to be equipped with ASW search and localization sensors instead of guns. In common with all the versions of the Neptune that followed, the P2V-5F/P2-E was equipped with two powerful turbo-compound reciprocating engines as well as a pair of auxiliary jets.



VP-92 SP-2H Neptune at NAS South Weymouth sometime during the early 1970s. Tom Cuddy photo, Marc Frattasio collection.



VP-92 P-3A Orion at NAS South Weymouth about 1976. Tom Cuddy photo, Marc Frattasio collection.

The first P2V-5F was accepted into the reserve aircraft pool at NAS South Weymouth during November 1958 and by the end of February 1959 all the P2V-6Ms were gone. More advanced P2V-5F/P-2E variants including the P2V-5FE/EP-2E and P2V-5FS/SP-2E were operated by the reserve patrol squadrons based at NAS South Weymouth up through the late 1960s.

On August 13, 1961 East German and Soviet occupation forces shut down all traffic between East and West Berlin and began building the famous Berlin Wall. Thus began what came to be called the “Berlin Crisis”. Although no reserve patrol squadrons from NAS South Weymouth were called up for the Berlin Crisis, five P2V-5Fs were taken from the reserve aircraft pool on the base and sent to other reserve VP squadrons that had been activated. This action left VP-911, VP-912, VP-913, and VP-914 with only two Neptunes to train with for many months.

On October 16, 1962 President John F. Kennedy was shown reconnaissance photographs showing that the Soviet Union was installing ballistic missiles capable of striking the United States in Cuba, which had gone Communist during 1959. On October 22nd the President ordered a naval blockade, which for political reasons was called a “quarantine”, 500 miles around Cuba to prevent missiles and strategic bombers from being transported from the Soviet Union by sea. Thus began the “Cuban Missile Crisis”.

No Naval Air Reserve squadrons were activated for the Cuban Missile Crisis. However, the members of NAS South Weymouth’s VP-911 and five other reserve patrol squadrons based elsewhere were authorized to volunteer for active duty to fly blockade patrols. Many did, flying 82 operational sorties totaling 591 flight hours between October 27 through December 18, 1962, when the blockade was lifted.



VP-92 P-3B Orion at NAS South Weymouth about 1983. Tom Cuddy photo, Marc Frattasio collection.

It is worth noting of all the reserve patrol squadrons that flew missions during the Cuban Missile Crisis, only VP-911 was able to do so from its home base. All the other reserve patrol squadrons that flew operational missions during the Cuban Missile Crisis had to redeploy their aircraft to bases that were closer to the Atlantic or Caribbean shipping lanes.

In the wake of the Cuban Missile Crisis, three new reserve patrol squadrons were formed at NAS South Weymouth during January 1963. These were VP-915, VP-916, and VP-917. Throughout 1963 a total of seven reserve patrol squadrons were based at NAS South Weymouth. The seven squadrons shared a total of four P-2E, three SP-2E, two P-2F, and one TP-2F Neptune assigned to the reserve aircraft pool on the base.

The year 1963 proved to be the peak of reserve maritime patrol activity at NAS South Weymouth. By July 1964 VP-916 and VP-917 were both disbanded and by January 1966 VP-914 had also ceased to exist. The members of these units were mainly absorbed into the four remaining reserve patrol squadrons at NAS South Weymouth.

On January 23, 1968 North Korean naval forces attacked and captured the U.S. Navy intelligence collection ship USS Pueblo while it was operating off North Korea in international waters. As a show of force, President Lyndon Johnson activated six Naval Air Reserve attack and fighter squadrons a few days later. The reserve call up for the so-called “Pueblo Crisis” ended in failure since the activated reserve squadrons proved totally unprepared to meet their operational commitments.

The reserve call up for the Pueblo Incident exposed seri-

ous deficiencies in the Naval Air Reserve. Specifically, the reserve squadrons were not organized or staffed in such a way as to be deployable, they were overly dependent upon active-duty TAR personnel for routine administrative and maintenance support, training and qualifications were inadequate, and they were operating aircraft that were obsolete.

The Naval Air Reserve Training Command was reorganized in an effort to address these deficiencies. The reorganization was implemented in two phases. The first phase, which was called the “Force in Being Concept”, assigned more up-to-date aircraft to reserve units and introduced administrative changes to make it possible to call up all the equivalent reserve units assigned to a base as a group to help address organizational and staffing issues. At NAS South Weymouth, the latest SP-2H Neptunes replaced the older P2-Es and the four reserve patrol squadrons on the base were each given a new designation. VP-911, VP-912, VP-913, and VP-915 became VP-63Z1, VP-63Z2, VP-63Z3, and VP-11Z4. The intent, going forward, would be to call up all four “zulu patrol squadrons” as a group, instead of as individual units, and combine them into one unit for mobilization purposes.

The second phase of the Naval Air Reserve Training Command reorganization, the “Naval Reserve Force Concept”, was implemented at NAS South Weymouth on November 14, 1970 when VP-63Z1, VP-63Z2, VP-63Z3, and VP-11Z4 were all disestablished and their reservists transferred into a new reserve patrol squadron designated VP-92.

VP-92 was a brand-new type of reserve squadron, known



VP-MAU Brunswick P-3C over the coast of Maine sometime during the mid-1980s. US Navy photo, Marc Frattasio collection.

as a “Reserve Force Squadron” or “RESFORON”. In time of national emergency, a RESFORON would be expected to be activated and be immediately deployable as a regular Navy patrol squadron. To make this goal achievable, every RESFORON was organized and staffed like an equivalent regular Navy unit with the exact same command structure and quantity and types of billets. Unlike its predecessor reserve squadrons, which were composed entirely of part-time reservists who had to draw upon the expertise of full-time TARs who were assigned to the base, VP-92 had its own cadre of TARs assigned directly to it. These TARs were responsible for administering, supervising, and training the part-time reservists in the squadron. In addition to the organizational and staffing changes, VP-92 also took ownership of its own aircraft and was solely responsible for maintaining them.

At first, VP-92 operated the SP-2H Neptune. Since VP-92 “owned” its aircraft, they were all marked with the squadron’s designation (“VP-92”) and its unique tail code, which was the letters “LY”.

In 1975 VP-92 transitioned from the Neptune to the Lockheed P-3A Orion. The switch to the four-engine turboprop, which had replaced the Neptune in regular Navy service some years previously, gave the squadron better opportunities to train with regular Navy forces. The introduction of the Orion also coincided with the adoption of the famous Concord Minuteman figure as the squadron’s official insignia and a new motto, “Forever Vigilant”.

On January 13, 1984 NAS Brunswick got its first Naval Air Reserve squadron when the Patrol Squadron Master Augment Unit was formed on the base. Known as “The Northern Sabers”, the VP-MAU was an extremely unusual reserve unit. It was the first reserve patrol squadron to fly the exact same Lockheed P-3C Orion Update II aircraft that the regular Navy was operating. Also, the VP-MAU was not intended to be activated like a RESFORON in the event of national emergency. Instead, the part-time reservists in the VP-MAU were intended to augment the regular Navy patrol squadrons at NAS Brunswick in times of national emergency.

Each reserve crew and administrative/maintenance person in the VP-MAU was assigned to a specific regular Navy squadron at NAS Brunswick and in the event of a reserve call up would be assigned directly to that squadron. The reservists in the VP-MAU trained on drill weekends with their host squadrons and deployed with them for annual train-

ing. Eventually VP-MAU personnel were actually being integrated into their host squadrons’ maintenance and flight schedules on drill weekends and annual training periods.

Although the VP-MAU operated a diverse stable of P-3Cs and TP-3s, all marked with the squadron’s “LB” tail code and compass-rose insignia until distinctive squadron markings were temporarily removed from naval aircraft in the wake of the U.S. bombing of Libya in 1986, squadron members often flew and helped maintain the host squadrons’ aircraft on their drill weekends and annual training cruises.

The VP-MAU concept was considered successful enough that a second unit was soon established at NAS Moffett Field, California. Unfortunately the VP-MAU at NAS Brunswick was disbanded due to Department of Defense budget cuts on June 17, 1991 with the sister unit in California following it into oblivion not long afterwards. Many VP-MAU Brunswick personnel were transferred to VP-92 at NAS South Weymouth.

NAS South Weymouth’s VP-92 pressed on after the demise of the VP-MAU as the only reserve patrol squadron remaining in New England. The squadron steadily updated the aircraft it flew over the years, transitioning from the P-3A to the P-3B in 1984 and then to the P-3C in 1991. The squadron’s transition to the P-3C allowed it to be more fully integrated into regular Navy operations. By the time the transition was completed VP-92 reservists were being scheduled for annual training cruises not as a squadron during the summer, but as individual crews scheduled for AT at various times around the year to help regular Navy patrol squadrons at deployment sites around the world fulfill their real-world operational commitments. For example, VP-92 crews participated in actual combat operations off the coast of



VP-92 P-3C (AIP) taking off from NAS Brunswick in 2007. Marc Frattasio collection via Stephen Miller collection.

what had been Yugoslavia during Operation Sharp Guard in the mid 1990s and were actively engaged in counter narcotics missions staged out of Central and South America.

The 1995 Base Realignment and Closure Commission recommended that NAS South Weymouth be closed for budget-cutting purposes. This recommendation was accepted by President Bill Clinton and NAS South Weymouth was scheduled for closure by the end of September 1997.

VP-92 relocated to NAS Brunswick during July 1996. The squadron continued to operate from NAS Brunswick for over a decade. Then, in 2005, the BRAC recommended, and President Bush agreed, that NAS Brunswick should be closed during 2011 to reduce Department of Defense expenditures.

Unfortunately, this time VP-92 was destined not to be transferred elsewhere, but was to be disbanded. The squadron was disestablished in a ceremony conducted at NAS Brunswick on October 17, 2007. In this way, more than 60 years of Naval Air Reserve patrol aviation in New England came to an end.

Although there are no longer any reserve patrol squadrons operating in New England, or for that matter anywhere on the east coast north of NAS Jacksonville, Florida, the heritage of reserve maritime patrol aviation in the region is continued by the VP Association, which is a group composed of people who served in the reserve patrol squadrons that were based over the years at NAS Squantum, NAS South Weymouth, and NAS Brunswick. The VP Association publishes a quarterly newsletter, has regular meetings, and has an annual reunion. Believe it or not, it costs nothing to join the VP Association. Check them out on their web site at www.vpassociation.org.



By Marc J. Frattasio, AW1 USNR (Ret.);
MPA Plank Owner Member and Author of:
The New Haven Railroad in the McGinnis Era
Dining on the Shore Line Route
Bob Tweedy: Engineer
The Minutemen of VP-92: The Story of New England's Naval Air Reserve Patrol Squadron
VP Association Sea Story Library Volume One: Tales from the Naval Air Reserve at NAS South Weymouth, Massachusetts
VP Association Sea Story Library Volume Two: Tales from the Naval Air Reserve at NAS South Weymouth, Massachusetts
NAS Squantum: The First Naval Air Reserve Base
COMING SOON - NAS South Weymouth: The Home of New England's Weekend Warriors

MPA

Thank You!

Our MPA corporate sponsors have been an UNBELIEVABLE resource and support system for us this year.

They helped us turn one tiny little idea into reality in less than six months!

With their help we were able to put on an amazing symposium week and for that, we are eternally grateful.

As we plan the 2013 Symposium, we look forward to continuing our partnerships with all of them

THANK YOU, MPA CORPORATE SPONSORS!

Boeing

Lockheed Martin

Northrop Grumman

L3 Link Simulation and Training

VyStar Credit Union

Systems Planning and Analysis

MPA

What's New?

Check out the MPA website for up-to-date community news, member happenings and announcements!

2013 Symposium: International Partnerships

The 2013 Symposium website is up and running, and online registration will be available later this year! Check out the current info and travel and lodging notes at:
www.maritimepatrolassociation.org/symposium

Haven't logged on in awhile?

Log-in to our members only area on the Membership page of our website to access the secure member directory and online forums. Also, don't forget to update your contact information in your online profile each time you change locations or positions, or general contact info.

GOT GEAR?

Check out the newest MPA Gear available for sale online by going to the Membership page and Clicking on "Buy MPA Gear!" on the left hand menu.

SCHOLARSHIPS!

Check out our newest program online by visiting:
www.wingsoveramerica.us

Submit Hall of Honor Nominations Today!

Deadline is November 30th!
Submit a nomination for the 2013 Hall of Honor by visiting the Hall of Honor website at:
www.maritimepatrolassociation.org/hallofhonor

Questions? Comments?
Drop us a line any time at:
info@maritimepatrolassociation.org

**Attention MPA Members,
Command PAOs, and
Corporate PAOs:**

**We are looking for material to fil
our quarterly newsletters!**

**To contribute a story, photos or event to
PLANESIDE, please email your materials to:**
info@maritimepatrolassociation.org