PLANE SIDE

In this Issue

Features:

VUP-19 Established to Operate the Triton UAS 4
Royal Canadian Air Force Joins ASW Exercise 7
Inaugural Scholarships to be Awarded Spring 2013 9
Navy to Publish Supplemental EIS for P-8 Basing 10
Boeing to Maintain US Navy Maritime Patrol Aircraft Trainers 11
2013 Symposium 12

Community:

VUP-26 Hosts CPRW-11 ‘Flag Nite’ 13
CPRW-10 Squadrons Play a Key Role in ‘Valiant Shield 2012’ 16
City of Jacksonville Recognizes VP-30 Sailor for Heroic Action 17
VP-16 Awarded ‘Outstanding’ on Weapons Proficiency 18
VP-5 “Mad Foxes” Host VP-5 “Pegasus” 19
“Mad Foxes” Return to NAS JAX 20
VP-8 Home From Dual-Site Deployment 22
VP-69 Hosts Whidbey Island Event 24
VUP-26 Establishes Hall of Heroes 25
Upcoming Events & Calendar 27-28

History:

The Unique VP-MAUs 29
The Historic Flight of the Truculent Turtle 33
Never Before / Never Again 35

What’s New:

What Was New - Back Then: (Throw Back Photos!) 37

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We salute the men and women in uniform and all who have so proudly served.

THANKS TO ALL WHO DEFEND THE FLAG OF FREEDOM.
On 7 January 2013 an OPW/VOTE established a new squadron, VUP-19, to operate the MQ-4C Triton Unmanned Aircraft System (UAS). Unmanned Patrol Squadron One Nine (VUPRON ONE NINE) and its maintenance detachment, Unmanned Patrol Squadron One Nine Detachment Mugu (VUPRON ONE NINE DET MUGU), were established conveying the honor, tradition and legacy of VP-19, a former maritime patrol community great.

The history of “Big Red” begins with Reserve Patrol Squadron NINE HUNDRED SEVEN (VP-907) on the 4th of July 1946. The squadron was then re-designated Medium Patrol Squadron FIFTY SEVEN (VP-ML-57) in November 1946, which it remained for four years. Then, in February 1950, VP-ML-57 became Patrol Squadron EIGHT HUNDRED SEVENTY ONE (VP-871).

In 1953, the squadron was finally re-designated Patrol Squadron NINETEEN (VP-19). At that time the VP-19 patch featured a sleek bird of prey in the attack position. The bird’s attitude symbolized aggressiveness, mobility and vigilance. Its coloring alluded to the squadron’s nickname, “Big Red,” gained during the squadron’s service in Korea for dropping red night illumination flares for allied air and ground units. As part of reduction after the Cold War, on 31 August 1991 Patrol Squadron Nineteen, born on the 4th of July, was disestablished after 45 years.

The new VUP-19 patch honors the history of VP-19 by building on its color and design elements, and adding a contemporary touch.

Unmanned Patrol Squadron One Nine establishment date is set for 1 October 2013. The pre-establishment unit located at Naval Air Station Jacksonville, Florida will set up the squadron instructions and prepare to build an organization to operate three orbits in three different fleets, 24/7, for the next 25 years. Although the U.S. Navy has had a long history of operating unmanned vehicles, this will be the first with persistent on-station coverage.

The MQ-4C Triton Air vehicle will be controlled from a facility in Jacksonville, and collocated with the squadron command element, operations and administration. The aircraft will be located at sites in C5F, C6F and C7F. Maintainers will rotate or deploy to the forward sites from a maintenance hub located at Pt. Mugu, California, which will be the home of Triton.
CP-140 Aurora (the Canadian version of Lockheed’s P-3 Orion) assigned to Maritime Patrol Squadron No. 407 is one of the aircraft providing anti-submarine warfare (ASW) support for an Independent Deployment Certification Exercise (ID CERTEX) Dec. 6-13 off the Atlantic coast.

Lt. Eric Gordon of the VP-26 “Tridents” was liaison for the Royal Canadian Air Force (RCAF) detachment.

“VP-26 is the hosting squadron at NAS Jax for transient maritime patrol aircraft. We assist with customs clearance, ground transportation and lodging, as well as flight planning and minor maintenance issues that may occur.”


“This is our crew’s first detachment to NAS Jacksonville. Since our squadron is based at Comox, British Columbia it’s a bit unusual to get the opportunity for a trans-continental training flight to the East Coast,” said Wattie.

“Since we’ve scheduled lots of training for this detachment, we brought a full plane of 16 crew instead of our typical crew of 10. The normal CP-140 crew consists of two pilots, one flight engineer, one tactical navigator, three navigators/communicators and three airborne electronic sensor operators.”

Manuel noted that the Aurora and Orion flight decks are very similar with only minor differences in switches and gauges. “The most notable difference between the two aircraft is the back-end configuration for navigators and sensor operators. The Aurora features a tactical rail where everybody sits at their workstation in one compartment – much the same layout as the new P-8A Poseidon,” explained Manuel.

“We’re glad to be able to take part in CERTEX. It’s good for our crews to deploy to a different training environment than the West Coast. Here, we’ll be searching for and tracking a Los Angeles class fast-attack submarine, which is a new challenge for some of our crew,” said Wattie. “Working an active ASW scenario involving a nuclear sub and a task group is always a great training opportunity. We’re a full participant in CERTEX and are able to seamlessly integrate with American P-3 crews that pass off their contacts to us – or vice versa.”

INTERNATIONAL PARTNER

Royal Canadian Air Force Joins ASW Exercise

Photo by Clark Pierce: This Royal Canadian Air Force (RCAF) CP-140 Aurora flew from British Columbia to NAS Jacksonville on Dec. 4 to take part in an Independent Deployment Certification Exercise in the Western Atlantic. A military cousin to the U.S. Navy P-3E Orion, the RCAF Aurora first entered service in 1980.
MANUEL added, “The destroyer or frigate that we work with communicates with us directly and give us our tasking to help keep the task force safe. The whole intent is for our aircraft to operate seamlessly with our allies.”

They mentioned that like the U.S. Navy P-3C, the CP-140s are undergoing a three-phase service life extension program that includes: a communications and flight planning systems upgrade; the latest computer and sensor technology; as well as a new set of wings. CERTEX is the final pre-deployment exercise designed to evaluate and train surface ships before independent deployment overseas.

By Clark Pierce, Jax Air News
Published in Jax Air News December 12, 2012

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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 administers 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
Navy to Publish Supplemental EIS for P-8 Basing

A Notice of Intent (NOI) will be published in the Federal Register Nov. 15 announcing the Navy’s intent to prepare a Supplemental Environmental Impact Statement (EIS) for the introduction of the P-8A Multi-Mission Maritime Aircraft (MMA) to the U.S. Navy Fleet.

The Supplemental EIS will address the environmental impacts of new home basing alternatives and updated P-8A MMA program information. In September 2008, the Navy completed the Final EIS for the Introduction of the P-8A into the U.S. Navy Fleet, which evaluated the environmental impacts of home basing 12 P-8A MMA fleet squadrons (72 aircraft) and one Fleet Replacement Squadron (FRS) (12 aircraft) at established maritime patrol home bases.

On Jan. 2, 2009, a Record of Decision (ROD) was issued that called for basing five fleet squadrons and the FRS at Naval Air Station (NAS) Jacksonville, four fleet squadrons at NAS Whidbey Island, and three fleet squadrons at Marine Corps Base (MCB) Hawaii Kaneohe Bay, with periodic squadron detachments at NAS North Island (Alternative S).

To meet the Navy’s current and future requirements and maximize the efficiency of support facilities, simulation training equipment, and on-site support personnel, the Navy now proposes to analyze additional alternatives for P-8A aircraft home basing. The Navy has determined that a dual-siting alternative, rather than home basing the aircraft at three locations, may best meet current requirements. The two potential home base locations for the P-8A MMA are NAS Jacksonville and NAS Whidbey Island.

Home basing at two locations would result in an increase in aircraft and personnel at NAS Jacksonville and NAS Whidbey Island compared to the 2008 ROD. There is no new facility requirement for additional aircraft at NAS Jacksonville. Additional aircraft at NAS Whidbey Island would result in an expanded facility footprint. Under a dual-siting alternative, a presence in Hawaii would be maintained with a continuous presence of two aircraft filled by rotating detachments at MCB Hawaii Kaneohe Bay. The two- aircraft detachment would result in fewer personnel and a reduced facility footprint at MCB Hawaii Kaneohe Bay when compared to the 2008 ROD. There would be no change to the periodic squadron detachment operations at NAS North Island, as described in the 2008 ROD. No decision has been made to change the 2008 Record of Decision. When the Supplemental EIS is complete, the SECNAV can decide to home base at two locations, or to continue implementing home basing at three locations in light of the updated information.

During the 45-day public comment and agency review period following release of the Draft Supplemental EIS, anticipated in the summer of 2013, the Navy will schedule public meetings to discuss the findings of the Draft Supplemental EIS and to receive public comments.

The public meetings will be held near each of the home basing locations. Dates, locations, and times for the public meetings will be announced in the Federal Register and local media at the appropriate time.

From Commander, U.S. Fleet Forces Public Affairs Published in Jax Air News November 28, 2012

Boeing to Maintain US Navy Maritime Patrol Aircraft Trainers

Boeing [NYSE: BA] will maintain U.S. Navy aircrew training devices for six aircraft types under a new $56 million contract, setting the stage for its expansion in trainer maintenance for militaries worldwide.

The five-year contract, which started Dec. 1, involves P-3C, EP-3, P-8A, EA-6B, EA-18G and SH-60B training devices. Those are located at Naval Air Station, Jacksonville, Fla.; Marine Corps Air Station Kaneohe Bay, Hawaii; NAS Whidbey Island, Wash. and Kadena Air Base, Japan.

“This addition to our portfolio is strategically important as we bolster our maritime patrol trainer maintenance business, especially internationally,” said Mark McGraw, Boeing vice president for Training Systems and Government Services.

Under a separate existing Navy contract, Boeing will deliver training systems for its P-8A aircraft to NAS Jacksonville next year. Other sites will follow as that program moves into full-rate production. Boeing will provide trainers and all support functions for U.S. Navy P-8A aircrew training.

A unit of The Boeing Company, Boeing Defense, Space & Security is one of the world’s largest defense, space and security businesses specializing in innovative and capabilities-driven customer solutions, and the world’s largest and most versatile manufacturer of military aircraft. Headquartered in St. Louis, Boeing Defense, Space & Security is a $32 billion business with 61,000 employees worldwide.

From Boeing Training Systems and Government Services Communications Office
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!

COMMUNITY

VP-26 Hosts CPRW-11 ‘Flag Nite’

On November 20, 2012, pounding plug sticks and flying tennis balls, COMPATRECONWING 11 (CPRW-11) brought back the O-Club on “Flag Nite” with a spectacle that would have made Jay Beasley proud.

This new tradition of “Flag Nite” began in August 2012, and is held quarterly and hosted by different squadrons in an effort to build camaraderie and encourage squadron spirit. This quarter’s theme was “American Gladiators,” the popular TV show from the 1990’s, and was hosted by VP-26. A clever collaboration of props and characters were assembled that brought back events like Assault, Joust, and Powerball. It was step back in time.

During the series of events, VP-10 and VP-45 were bid farewell as they prepared for their upcoming deployment, as all of the squadrons present battled it out for bragging rights.

The Maritime Patrol Association (MPA) ran a membership table at the event and offered free beverages to attending MPA members who displayed their MPA patch or plunk owner coin, as well as special promotions for new members who signed up on-site. The organization intends to run similar promotions at the next “Flag Nite” event.

With a successful night to compete with, VP-16 promises to trump VP-26’s event with the next CPRW-11 “Flag Nite” on February 1 with an “The Amazing Race” theme. If it’s anything like the last one, it’s guaranteed to be a great time.

By LT Ross Notz, VP-26

Competitors from VP-26 prepare for their next “American Gladiators” event at CPRW-11’s “Flag Nite” hosted by VP-26 on board N46 Jacksonville.
VP-26 wins the coveted top team award.

Red Man showing some MPA spirit!

VP-10 wins the event’s Spirit Award.

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

Join us at the 2013 Heritage Dinner on April 17, 2013 to find out!

For more information, and to register online for Symposium events, visit:

www.maritimepatrolassociation.org/symposium
CPRW-10 Squadrons Play a Key Role in ‘Valiant Shield 2012’

City of Jacksonville Recognizes VP-30 Sailor for Heroic Action

Last month over 350 military and civilian personnel from Patrol and Reconnaissance Wing-10, Patrol Squadron FORTY (VP-40), VP-1, VP-69, and VQ-1 departed NAS Whidbey Island to take part in Exercise VALIANT SHIELD 2012 (VS-12). Held on the island of Guam for over two weeks and based out of Anderson AB Guam, VS-12 was the fourth in a series of bi-annual exercises that began in 2006.

As the Pacific Command’s largest exercise, its goal was to improve the way the different branches of the US armed forces train to operate as a combined force. With that in mind, the exercise focused on integrating joint training and operations between the Navy, Air Force, and Marines while practicing the ability of the Pacific Command to respond to a crisis anywhere in the Asia-Pacific region. Units from all over the region and the US joined the USS GEORGE WASHING-INGTON Carrier Strike Group (GW CSG) and its attached support units for this large-scale training opportunity.

Task Group 72.11, led by Wing 10’s new Commodore, Cap-tain Steve Deal, was comprised of over 550 personnel from NAS Whidbey Island, NAF Atsugi Japan, NAS Patux-ent River, and units from NAS Jacksonville that were already forward-deployed. LCDR Doug Fitchett, the Wing 10 Operations Officer noted that “VALIANT SHIELD provided an excellent opportunity to work in a joint environment with a variety of Air Force platforms supporting maritime operations around the island”. By the end of the exercise, the Task Group had flown in excess of 500 hours work-ing with the GW CSG and Air Force units from the 36th Wing and ensured that crews from participating squad-rons gained valuable experience while operating overseas.

As one of the Fighting Marlins from VP-40, LTG Kyle Hook-er, stated: “as a new pilot to VP-40, VS-12 was a great op-portunity to see what the P-3C community has to offer the fleet in mission capabilities”. That on-station capability would not have been possible without a significant main-tenance effort, comprised of sailors from VP-40 and VQ-1, who ensured aircraft were available to stay on-station as the exercise moved into around-the-clock operations.

Aviation Mechanic, AD2(AW) Bernard Steinhauser from VQ-1 chalked up the team’s success to the fact that “maintenance and leadership were all working great together” and added that “VP-8 and VP-40 maintenance came together with my team and made it easy to get the job done”. At the end of the exercise this herculean effort by the combined maintenance resulted in an impressive 97 percent mission completion rate!

Perhaps the most noteworthy addition to the aircraft on the flight line was the employment of two NAS Patuxent River-based P-8A Poseidon Multi-Mission Maritime aircraft from Air Test and Evaluation One (VX-1). Built as a replacement for the P-3C, crews from VX-1, put this long-range Anti-Submarine Warfare, Anti-Surface Warfare, Intelligence, Surveillance and Reconnaissan-cia aircraft, through its paces on a number of flights.

Although this was the third major exercise that VX-1 and the P-8A has participated in, it marked the first time many fleet Sailors had a chance to see their future aircraft. Based on the airframe of a Boeing 737, the P-8A represents an enormous leap in capability as it replaces the aging P-3C fleet. Its two jet engines, updated electronics, and “just off the production line” ensure that the Navy will be ready to meet its maritime design for decades to come. VS-12 provided an outstanding opportunity to showcase those capabilities to the fleet.

By LT Jeremy Reynard and LTG Kelly Attschul, CPRW-10 Public Affairs

CPRW-10 Squadrons Play a Key Role in ‘Valiant Shield 2012’

WFAN Brett Parks of VP-30 was recognized by the City of Jacksonville when he was presented a proclamation for heroic action from Victor Guillory, director of Military Affairs, Veterans and Disabled Services Depart- ment on behalf of Jacksonville Mayor Alvin Brown Nov. 30.

The proclamation designates Dec. 5 as “Brett Parks Day” to pay tribute to Parks who was shot while com-ing to the assistance of a robbery suspect in October. Since then, Parks has been hospitalized at Shands Jack-sonville Medical Center recovering from his life-threat-en ing wounds that resulted in the loss of a kidney and part of his right leg. He hopes to be transferred to the Tampa VA Hospital this week to continue his reha-bilition process and receive his prosthetic device.

While telling his story, Parks says he does not consider himself a “hero.” “I didn’t look at what I was doing as hero-like; it’s just something that you do. I just heard a man screaming for help and I ran over there. The man attacking him took off so I chased after him. I stopped him but didn’t see a gun. A couple seconds later, he shot me and I fell,” said Parks, a native of Miami, who joined the Navy in 2008.

Emergency personnel quickly transported Parks to the hospital where he has since undergone numerous surgeries to save his life. The gunshot wound damaged a major artery incurring a great loss of blood. During his ordeal, Parks has required nearly 80 pints of blood. With his family, friends and co-workers rallying by his side, Parks is making strides towards his recovery.

“I’m really excited to be going to rehab in Tampa and get my prothetic. The support I’ve received from every-one is really overwhelming and humbling,” he continued. Parks is also thrilled that he and his wife, Susan are ex-pecting their second child in early December. “We have a 1-year-old son, Jason and now we are having a little girl.”

After receiving the proclamation, which was read by Guillory, Parks stated, “This is very humbling and overwhelming. All I did was try to help some one. Thank you so much,” said Parks.

“I just praise God for getting me through this. From what I hear, 99.6 percent of those with my injury don’t make it and I did. I’ve had incredible nurses and doctors. They saved my life and I am so grateful I’m still here for my family,” he added. “It’d also like to thank my co-workers for being by my side. I really appreciate them helping us with whatever we’re needing.”

A member of VP-30 for almost two years, he is known as a dedicated Sailor and fitness enthusi-ast who works as a personal trainer in his free time.

“I enlisted in the Navy to be a rescue swimmer – I wanted to help people. Unfortunately, I broke my foot and couldn’t complete the course. Then I got married and my priorities changed. And with this happening, I’m not sure where our future lies. I am thinking about doing some motivational speaking,” said Parks.

The incident also highlighted the importance of blood dona-tion in the community. VP-30 held a blood drive Nov. 21, col-lecting 78 pints of blood. An account has also been set up at Vystar Credit Union for the family. Those looking to help can donate to Account #702965111, Routing #263079276.

After the incident, the police arrested suspect Court-ney Phillips on aggravated battery and other charges.

By Kaylee LaRoque, NAS JAX Public Affairs Specialist Published in Jax Air News December 7, 2012
COMMUNITY

VP-16 Awarded ‘Outstanding’ on Weapons Proficiency

The VP-16 “War Eagles” ordnance shop wrapped up its first P-8A Poseidon Conventional Weapons Technical Proficiency Inspection (CWTPI) and certification involving two load teams Nov. 14-15 at NAS Jax Hangar 511.

The inspection evaluated the squadron’s ability to use applicable publications to accurately wire-check, upload and download conventional ordnance. AO1(AW) Justin Skelton was a quality assurance and safety observer (QA/ISO) for one of the five-person load teams.

“Each team consists of a QA/ISO, a team leader, a weapons hoist driver, and two riggers who make the necessary weapons connections and attachments.”

Inspectors from Commander, Patrol and Reconnaissance Wing 11 (CPRW-11) Weapons School and Commander Patrol and Reconnaissance Group (CPRG) evaluated the exercise.

Each load team was required to handle an inert MK 54 training torpedo from a weapons cart to the P-8A Poseidon internal weapons bay.

“We also loaded chaff buckets in the nose of the Poseidon and conducted wire checks between the flight deck and the internal bomb bay,” said Skelton.

VP-16 Commanding Officer Cmdr. Molly Boron said the teams’ performance was no surprise.

“Our ‘ordies’ have been training for CWTPI for about four months, with guidance from the P-8A trainers at VP-30. I also know that our people have volunteered to train on weekends in order to be ready for this inspection,” said Boron.

“Bottom line—there’s no need for luck when you’re prepared. Our ordnance teams can take justifiable pride in the professionalism of their work center and their CWTPI accomplishment.”

By Jax Air News Staff
Published in Jax Air News November 20, 2012

COMMUNITY

VP-5 “Mad Foxes” Host VP-5 “Pegasus”

The “Mad Foxes” of VP-5 played host to the Japan Maritime Self Defense Force (JMSDF) VP-5 “Pegasus”. The maritime patrol and reconnaissance Sailors met at the Kadena Air Base Officers’ Club and enjoyed a night of friendly conversation and cultural exchange.

Both squadrons had developed a relationship of cooperation throughout the Mad Foxes’ 7th Fleet Deployment. They have joined for numerous professional events, including squadron visits, briefings, cultural exchanges, aircraft tours and real-world training missions.

This event was an opportunity to gather in a purely social setting to allow all sailors to get to know each other on a more personal level. Both officers and enlisted Sailors from each command attended the social. The evening began with an exchange of gifts and opening remarks by the squadrons’ commanding officers. The JMSDF officers began the night by offering their support and condolences for the recent impact of Hurricane Sandy on the U.S. East Coast. They recounted the aid that the U.S. Navy had provided for tsunami and typhoon relief as examples of the close relationship between the two nations.

“It was a wonderful opportunity to get to know the JMSDF aviators,” said pilot Lt. j.g. Kevin Cottingham.

After exchanging squadron insignia, taking photos together and sharing stories, both squadrons walked away from the event with a better understanding and appreciation for each organization. The Mad Foxes were very grateful for the opportunity to participate in the event and look forward to future gatherings. VP-5 is currently on a routine deployment to the 7th Fleet area of responsibility conducting maritime patrol operations.

By LTG Kaitlin Hady, VP-5 Public Affairs
Published in Jax Air News November 28, 2012
“Mad Foxes” Return to NAS JAX

The VP-5 “Mad Foxes” are closing another chapter of its long history as their last P-3C Orion returns to NAS Jacksonville piloted by VP-5 Commanding Officer Cmndr. Erin Osborne on Dec. 13. Beginning in May 2012, the Mad Foxes deployed to the Seventh Fleet area of responsibility (AOR) based primarily out of Kadena Air Base in Okinawa, Japan. This deployment is their last as a P-3C squadron as they commence the transition to the P-8A “Poseidon” aircraft in February.

“I am extremely proud of the men and women of VP-5. We trained hard during the home cycle and peaked on deployment. The squadron’s performance on-station, on liberty and during community relations events were recognized by our fleet commanders on a daily basis,” said Osborne.

The Mad Foxes distinguished themselves as the premier flying force and leader in the primary mission areas of anti-submarine warfare (ASW), intelligence, surveillance and reconnaissance (ISR) and maritime domain awareness during a demanding expeditionary Seventh Fleet deployment operating in the South China Sea, East China Sea, Sea of Japan and Philippine Sea.

VP-5, professionally executed the “hub and spoke” concept throughout the AOR completing 13 exercise detachments, three operational detachments and multiple typhoon evacuations for a total of 26 detachments in seven different countries throughout the Asia-Pacific region. Throughout the deployment, squadron aircrew, maintenance and combat support personnel demonstrated operational excellence by achieving an impressive 98 percent mission completion rate while conducting more than 3,400 mishap-free flight hours. From arguably our community’s most dynamic, demanding and unforgiving operating environment, the men and women of the Mad Fox Team consistently learned forward and executed flawlessly.

VP-5 supported numerous bilateral and multilateral exercises in the Seventh Fleet AOR to strengthen regional maritime security capabilities and increase interoperability among participants. They participated in major exercises including Valiant Shield, Keen Sword and Tact...
COMMUNITY

VP-8 Home From Dual-Site Deployment

The VP-8 “Fighting Tigers” started returning home Nov. 27 following a six-month deployment to the U.S. Pacific Command and U.S. Southern Command areas of responsibility (AOR).

"I am extremely proud of the work the Fighting Tigers did on this deployment. From executing missions in both 4th and 7th Fleets, to performing scheduled and unscheduled maintenance, to volunteering their time to help those in need – VP-8 Sailors executed flawlessly," said VP-8 Commanding Officer Cmdr. Michael Marston.

While deployed, VP-8 flew 652 sorties totaling 3,065 mishap-free flight hours and achieved an exceptional 97 percent mission completion rate. "These statistics are a true testament to the hard work and dedication put forth by the men and women of VP-8," said Operations Officer Lt. Cmdr. John Pianetta.

Based out of Japan’s Naval Air Facility Misawa and Kadena Air Base, while in the 7th Fleet AOR, VP-8 performed anti-submarine warfare missions; intelligence, surveillance, and reconnaissance support; and maritime domain awareness flights.

Simultaneously in the 4th Fleet AOR, the Fighting Tigers operated out of Comalapa International Airport, El Salvador, and completed counter transnational organized crime missions. Their efforts directly resulted in the interdiction and seizure of 18,800 kilograms of cocaine valued at $1.2 billion and 1,500 kilograms of marijuana valued at 8.7 million dollars, as well as the detention of 61 suspects.

"These missions would not have been possible without the expertise and tireless work ethic of the squadron’s maintenance department," said VP-8 Maintenance Master Chief AVCM Kier Walls. In all, maintenance personnel were responsible for the flawless execution of more than 16,000 maintenance actions on 12 aircraft across both theaters during the deployment.

With deployment and service in the U.S. military comes the responsibility and privilege for Sailors to be U.S. ambassadors. The Fighting Tigers took this task to heart, volunteering more than 1,600 hours in support of 30 community relations projects across both AORs, including tsunami disaster relief projects in Japan and support of local orphanages and homeless shelters in El Salvador.

When asked to summarize the squadron’s performance, VP-8 Executive Officer Cmdr. Todd Libby remarked, "Nothing short of phenomenal – it never ceases to amaze me what our Tigers can do when challenged, from engine changes in the El Salvadorian heat and humidity to helping assemble playgrounds for the local orphanage.”

After all its hard work, the squadron was happy to successfully turnover with the “Red Lancers” of VP-10, also based at NAS Jacksonville.

Next up for the Fighting Tigers, is celebrating the holiday season with family and friends before starting the Commander, Patrol and Reconnaissance Wing 11 Advanced Readiness Program in January as they begin preparations for their next overseas deployment.

Marston stated, “While we are thankful to be back in Jacksonville with our families and friends, our thoughts and prayers go out to all the members of the Armed Forces that remain on duty away from their families this holiday season.”

By MC2 Pedro Rodriguez, VP-8 Public Affairs
Published in Jax Air News December 7, 2012
VP-69 was proud to host the Whidbey Island Chapter quarterly meeting on November 2, 2012 at the NAS Whidbey Island Officers’ Club. The theme for the event was “Reserve Maritime Patrol Aviation (MPA): Past, Present, and Future,” and the guest speaker was CAPT Eric Petersen, Deputy Commander, Naval Air Force Reserve.

CAPT Petersen traces his roots to the VP community back to VP-17 and VP-30, where he distinguished himself as a P-3C Instructor Pilot before transitioning to Full Time Support (FTS). During his FTS career CAPT Petersen has served throughout the VR community, including command tours with VR-61 in Whidbey Island and Command, Fleet Logistics Support Wing in Fort Worth, TX.

CAPT Petersen discussed the progression of the Reserve VP community. Throughout the Cold War, Reserve MPA maintained a significant anti-submarine warfare force. In 1970, thirteen Reserve Patrol Squadrons, based from coast to coast, became a vital part of the defense of the nation. These squadrons stood the watch for thirty years, deploying worldwide, to include the sinking of two Iraqi naval vessels by a VP-91 crew during Operation DESERT STORM.

With the fall of the Soviet Union and resulting reduction in size of the Navy, six Reserve Patrol Squadrons were disbanded and the East and West Coast Wings were consolidated into the Reserve Patrol Wing located at NAS JRB Willow Grove, PA. Years of heavy usage on the nation’s P-3 force took its toll, and many aircraft reached the end of their service life. In order to provide a bridge to the P-8A Poseidon, Reserve Patrol Squadrons were called upon for unprecedented integration and asset sharing with Active Squadrons.

To assure maximum return on national assets, the most capable Reserve P-3s were transferred to Reserve Squadrons co-located with Active Squadrons and stand-alone P-3 Reserve Patrol Squadrons were concurrently disestablished. Two Reserve Patrol Squadrons remain; VP-69 at NAS Whidbey Island, WA, and VP-62 at NAS Jacksonville, FL, as well as the VP-30 Squadron Augment Unit at NAS Jacksonville, FL. Reserve MPA has never been more in demand, spending the past few years covering operational support detachments in Hawaii, San Diego, El Salvador and Guam. In the coming years VP-62 and VP-69 will be a critical part of the transition from the P-3C to the P-8A. They will be mobilized to augment the MPRF on deployment as the active duty squadrons train on the P-8. The VP-30 Reserve Squadron Augment Unit will continue to play an important role in the P-8 transition, utilizing Navy C-40 (737) pilots with extensive platform experience and prior P-3C background to help train the next cadre of P-8 pilots.

In addition to large contingent of VP-69 and Wing-10 personnel, numerous past MPA warriors attended the event including Dave Weisbrod and Bart Vernest. Weisbrod was one of the first operators to employ a sonobuoy, which he literally dropped from the main cabin door of a P-2. Vernest retired as the lead P-8 test pilot and continues to work on the program with ASEC in Seattle. He spent time answering questions about P-8 during a Q&A session along with CAPT Petersen, CAPT Steve Deal, Commander, Patrol Wing 10, and LCDR Stephanie McKinnie.

LCDR McKinnie answered questions about transitioning from active to reserve duty, and the benefits of continuing a career in the Navy Reserve. She is in an Instructor TACCO with VP-69 and works with ASEC on the P-8 program in Seattle. Finally, the Totem’s got the chance to formally introduce Commodore Steve Deal, as the new Maritime Patrol Association Vice President of Region, Whidbey Island. He returns to the MPRF from the National War College having previously served as Commander, Provincial Reconstruction Team, Khost, Afghanistan. CAPT Deal is a strong supporter of the Maritime Patrol Association, and Wing-10 plans to continue hosting quarterly meetings for the Whidbey Island Chapter.

By LCDR Pete Lauer, VP-69 Public Affairs

VP-26 Unveiled their tribute to “Tridents” of past and present at their “Hall of Heroes” ribbon cutting ceremony on Dec. 13. The event marked nearly 70 years of proud squadron history and celebrated Team Tridents’ vigorous adherence to a culture of safety and operational excellence.

The guiding principles of pride, professionalism and purpose have been indispensable to the squadron’s long history, and instrumental in the command’s 338,000 consecutive mishap-free flight hours over the last decade. VP-26 traces their history back to 1943 when the squadron was called VB-114 and the Tridents flew and maintained the PB4Y-1 Liberator, a four-engine, land-based patrol aircraft that specialized in locating and neutralizing U-boats. After several name and airframe changes, they became the third U.S. Navy patrol squadron known as VP-26.

Team Trident has operated with excellence for nearly seven decades and has been recognized repeatedly by being awarded seven Navy Battle Excellence awards. The most recent came when VP-26 was named the Commander, Patrol and Reconnaissance Wing Eleven 2012 Battle “E” winner.

The Hall of Heroes is designed to honor the many Sailors, chiefs and officers who have proudly served our great nation as a member of Team Trident. It showcases images of Tridents and aircraft from both past and present; a Prisoner of War/Missing in Action (POW/MIA) table; the national ensign, U.S. Navy, POW/MIA, and Navy Jack flags.

Also featured in the hall is a commemorative Team Trident runner with the squadron motto “Trident Pride Runs Bone Deep,” and a six-foot steel Trident.

“We are proud of our past and current tradition of excellence and it shows every day in the work all of our Sailors do,” said VP-26 Commanding Officer Cmdr. Erik Thors.

Special thanks goes out to MAC2 Jesse Sharpe and AT2 Marquis Eure for compiling photos and setting up the hall. The Hall of Heroes is located in Hangar 511, Segment 4.

If you are interested in a group tour, please contact the VP-26 PAO at (904) 542-2592.

By VP-26 Public Affairs
Published in Jacksonville News January 16, 2013

Photo courtesy of VP-26. VP-26 recently established a Hall of Heroes to recognize the accomplishments of squadron personnel.

Photo courtesy of VP-26. VP-26 Commanding Officer Cmdr. Erik Thors, right, and AT2 Marquis Eure cut the ribbon to officially open the squadron’s Hall of Heroes on Dec. 13.
You are cordially invited by the Maritime Patrol Association to the 2013 Heritage Dinner on Wednesday, the seventeenth of April, two thousand and thirteen, at six o’clock in the evening onboard Naval Air Station Jacksonville in Ceremonial Hangar 117.

We will be honoring the 2013 Hall of Honor Inductees to protect your promised benefits.

WHO ON EARTH WOULD BREAK A PROMISE TO OUR NATION'S MILITARY?

To reserve your Heritage Dinner ticket and/or tickets for two thousand and thirteen, at six o’clock in the evening on Wednesday, the seventeenth of April, two thousand and thirteen, at six o’clock in the evening onboard Naval Air Station Jacksonville in Ceremonial Hangar 117.

To purchase tickets to the 2013 Heritage Dinner, please:

1. Go to: www.maritimepatrolassociation.org/symposium
2. Click on the “Online Registration” link.
3. Choose the “MPA Heritage Dinner” from the list of events and follow instructions to register and pay online.

(You may also register for additional Symposium events on this site.)

Directions to Hangar 117

1. Enter Naval Air Station Jacksonville through the Yorktown Gate.
2. Follow Yorktown to the end and make a left on Wasp St.
3. Follow Wasp and make a right hand turn on ALBERMARLE RD.
4. You will then be directed to make a left turn into Base Ops Parking.

2013 Symposium Schedule of Events

TUESDAY, APRIL 16
1700-1900 MPA General Members Meeting
1900-2200 MPA Social

WEDNESDAY, APRIL 17
0900-1330 Tours of P-8, P-3, Triton, and Integrated Training Center
1100-1200 Presentation of “Adak, the Rescue of Alfa Foxtrot 586”
1100-1330 Geedunk Sales by Squadrons & International Crews
1300-1430 Current Ops Brief for Retired Military & Civilians
1800-2300 MPA Heritage Dinner

THURSDAY, APRIL 18
0830-1200 Spouse Symposium Sponsored by MOAA
0930-1100 Retired Flag Officer Brief
1130-1300 MPA Golf Tournament & Social
1400-1500 Retired Military/Non-Members Social
1600-1700 MPA 5K

FRIDAY, APRIL 19
1100-1330 Tech Expo
1900-2400 MPA Flight Suit Social

For more details about these events, and to register, please visit:
www.maritimepatrolassociation.org/symposium

RSVP Instructions

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Upcoming Events

Reunion Events

VP-6 Reunion: May 16-19, 2013 in Pensacola, FL
Contact: Steve Ellis
Phone: (706) 702-7105
Email: tcomml2@ mindspring.com
Info: www.patriomsix.com

VP-8 Alumni Association Reunion: June 3-8, 2013, Crowne Plaza Hotel, Dayton, OH
Contact: Bill Stewart, treasurer
Phone: (410) 661-8377
Email: olgdga1822@aol.com
Contact: Carolyn Magee, newsletter editor
Phone: (601) 731-7600
Email: cpm38@bellsouth.net

Community

Upcoming Chapter Events

Washington DC Chapter: CDR Sean Liedman, VP of Region
Join us for MPA Happy Hour on Friday, January 25 from 1600-1900 at Crystal City Sports Pub in Crystal City! sean.liedman@navy.mil

Whidbey Island Chapter: CAPT Steve Deal, VP of Region
Join us for the MPA, Whidbey Island Chapter, Winter Meeting & Social on February 21 from 1500-1800 at the NAS Whidbey Island O’Club. For more information, contact LCDR Joe “Tank” Frederick via phone at 360-257-4601 or email at: joseph.s.frederick@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
Join us for a MPA Golf Outing at Klipper Golf Course on KBAZ followed by a mixer on February 22. Shotgun start at 1230; 72 spots available. For more information, contact LCDR Kevin Rice via email at: Kevin.s.rice@navy.mil

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

JOIN MOAA TODAY!
COMMUNITY
Events Calendar

**January**

Friday, January 25
DCChapter Happy Hour at Crystal City Sports Pub at 1600.

**February**

Friday, February 1
CPRW-11 “Flag Nite” hosted by VP-16 at the O’Club on board NAS Jax at 1500.

2013 MPA Symposium Online Registration NOW AVAILABLE!

Thursday, February 21
Hawaii Chapter Golf Outing & Mixer at Kipper Course on KBAP; shotgun start at 1230.

**March**

Important Dates Coming Soon!

**April**

Tuesday, April 16- Friday, April 19
2013 MPA Symposium: “International Partnerships”
For details see: www.maritimepatrolassociation.org/symposium

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HISTORY
The Unique VP-MAUs

On January 13, 1984 a revolutionary new kind of reserve squadron was established at NAS Brunswick, Maine. This squadron, the Patrol Squadron Master Augment Unit or “VP-MAU” for short, was unlike all other contemporary reserve VP squadrons.

One way in which the VP-MAU was different from all the other reserve VP squadrons of that time was that its maintenance personnel and flight crews trained on the same type of Lockheed P-3 Orion that the Fleet was using. In those days, the reserve squadrons were operating P-3As and P-3Bs while the regular Navy had the latest P-3Cs. The older and less capable aircraft used by the reserve squadrons limited their ability to train with the Fleet and in the event of mobilization would also tend to limit the reservists’ operational effectiveness.

Not only was the VP-MAU the first reserve patrol squadron to operate the P-3C, some of its aircraft were actually brand-new. Traditionally, the reserves got second-rate aircraft that had been discarded by the Fleet. However, several VP-MAU P-3Cs came into the squadron directly from the Lockheed production line. The VP-MAU’s new P-3Cs were as good as and in some cases even better than the aircraft the regular Navy patrol squadrons were operating.

As important as it was, the fact that the VP-MAU was the first reserve patrol squadron to operate the P-3C was not its most significant difference. In time of war a modern Reserve Force Squadron or “RESFORON” is supposed to be called up on active duty and become a full-time regular Navy squadron. Although the VP-MAU was structured as a RESFORON, with 25 percent of its manning composed of full-time Training & Administration of Reserve personnel or “TARS” and the remainder part-time Selected Reservists or “SELKES”, it was never intended to be activated as a complete squadron. The VP-MAU’s purpose was to train reservists who would, in the event of mobilization, be absorbed into the regular Navy patrol squadrons that were home-ported at NAS Brunswick. In this respect the VP-MAU was more like a Squadron Augmentation Unit or “SAU” than a true RESFORON.

Every reservist in the VP-MAU was assigned to augment a specific regular Navy patrol squadron at NAS Brunswick. In the event of mobilization, VP-MAU reservists would be placed into their assigned regular Navy squadron and become integral parts of those squadrons until such time that they were demobilized and released from active duty. Each VP-MAU flight crew was assigned to a regular Navy patrol squadron as a complete combat aircrew for mobilization purposes.

VP-MAU personnel usually trained in the squadron’s own spaces during their once-a-month drill weekends but on occasion maintenance and administrative personnel helped out.

Roberty Rys photo.

at their assigned regular Navy squadron instead. VP-MAU flight crews sometimes flew actual operational missions on drill weekends for their assigned regular Navy squadron. In fact, in later years VP-MAU flight crews actually flew their assigned regular Navy squadron's aircraft instead of VP-MAU aircraft and they were listed in the squadron's flight schedule for the weekend as if they were members of that squadron.

The reservists were usually scheduled to perform their two-week annual training or "AT" period with their assigned regular Navy squadron, VP-MAU personnel were treated as if they were fully fledged members of that squadron. Maintenance and administrative personnel were given duties within the regular Navy squadron's departments while the flight crews were slotted into its flight schedule and given the exact same kinds of operational tasking as its own flight crews. In fact, VP-MAU personnel were typically given squadron name tags and patches to wear on their uniforms by their assigned regular Navy squadron to help them fit in better.

The VP-MAU concept worked well enough that a second VP-MAU was established at NAS Moffett Field, California on December 20, 1986 to serve the regular Navy patrol squadrons that were home-ported there. Thereafter, the original VP-MAU became known as "VP-MAU Brunswick" while the second VP-MAU became known as "VP-MAU Moffett".

The VP-MAUs operated the most diverse fleet of P-3s of any patrol squadron in either the reserve or regular Navy. Over the years the VP-MAUs operated a mixed bag of P-3As, P-3Bs, and P-3Cs. The P-3Cs, which were fully mission-capable, were used mainly for tactical crew training or for operational purposes. The P-3As and P-3Bs, on the other hand, were used for pilot proficiency training or utility purposes. Many of these older aircraft were not mission-capable because numerous hard landings in the "bounce pattern" had rendered their sensors inoperative or because their tactical equipment had been stripped from them. Such aircraft were designated TP-3s or UP-3s to indicate that they were restricted to pilot proficiency training or utility purposes.

The most well-known VP-MAU aircraft was the celebrated UP-3A Bureau Number 149673. This aircraft was called "Miss Piggy" because of the pig snout appearance that was provided by an unusual flat section on the tip of its forward radome. Built as a conventional USN P-3A during 1962, this aircraft was later converted into one of the first EP-3As during 1964 to perform unspecified clandestine missions (allegedly) for the Central Intelligence Agency. Among the modifications given to this aircraft was a unique double cargo door. During flight testing, the aircraft's tail was nearly ripped off aft of the extra-wide door opening. Although additional structural members were bolted to Miss Piggy's aft fuselage afterwards, the aircraft retained a four degree twist to its tail that caused some unique flying characteristics. Miss Piggy was assigned to VP-MAU Brunswick during 1987. When the aircraft arrived at the squadron, its interior had been stripped of all mission equipment, its fuselage showed signs of battle damage, and there were several years worth of entries from the mid-to-late 1960s missing from its log book.

VP-MAU Brunswick's tail code was "LB" while VP-MAU Moffett's tail code was "PS". However, each squadron's markings were relatively short-lived since the Navy removed all distinctive squadron identification in the wake of the American bombing raids on Libya that occurred on April 15, 1986 in retaliation for a terrorist attack on the "La Belle" nightclub in West Berlin, Germany that was conducted by Libyan agents.

During February 1991 a VP-MAU Moffett detachment composed of maintenance personnel and a complete combat aircrew volunteered to go on active duty to participate in Operation Desert Storm. The reservists were assigned to augment regular Navy patrol squadron VP-4, which was deployed to Diego Garcia at that time and operating combat detachments.
The book about VP-9 Crew 6’s ditching in a storm off Soviet Kamchatka in 1978, is now available in audio and e-book formats. First published in 2003, and greeted with strong reviews in the Wall Street Journal and on Amazon.com, the award-winning true story is also available in paperback from the publisher, the Naval Institute Press, on line and anywhere books are sold. The author, Andrew Jampoler, commanded Patrol Squadron Nineteen in the 1970s and NAS Moffett Field in the 1980s. He has been writing full time for the past twelve years.

‘AF 586 went down with fifteen men on board after a no 1 prop overspeed on restart morphed into a series of nacelle fires. All but one of the crew escaped the aircraft, and all of those but one (the plane commander) managed to swim to one of the two rafts launched. Ten survived a dreadful night in the rafts to be rescued by a Russian fishing trawler early the next morning. Surprisingly, given that the incident came at the height of the Cold War, the survivors were released a week later to return home. Nine are alive today.”

Unavoidably, VP-MAUs were victims of Department of Defense budget cuts in the immediate aftermath of the Cold War. VP-MAU Brunswick was disestablished on June 2, 1991 and VP-MAU Moffett Field followed it into retirement on August 17, 1991. It so happened that when the VP-MAUs were on their way out, the other reserve squadrons were themselves in the process of transitioning from the P-3B to the P-3C and these squadrons were able to benefit by gaining personnel from the disestablished VP-MAUs. For example, four reserve AWS from the VP-MAUs who were qualified as instructors on the P-3B and P-3C (AW1s Rick Caesar, Marc Frattasio, Mark Hausler, and Scott Savelle) transferred into VP-92, which was based at NAS South Weymouth, Massachusetts at that time. The so-called “MAU guys” arrived just in time to assist the TARS in VP-92’s training department in transitioning the squadron to the P-3C.

By Marc J. Frattasio, AH1 USNR (Ret.)

VP-MAU Brunswick CAC-1 crew members Sensor Two AW2 Pat Horton, Sensor One AW2 Rick Caesar, Sensor Three AW2 Marc Frattasio, and Patrol Plane Commander CDR Mike Mara on board one of the squadron’s P-3C’s during a regular drill weekend training mission sometime in the late 1980s. Marc Frattasio collection

Attend the Presentation of “Adak, the Rescue of Alfa Foxot 586” by CAPT Andrew C. A. Jampoler, US Navy (Ret) during the 2013 MPA Symposium on board NAS Jacksonville, April 16-19, 2013. For more information and to register, visit: www.maritimepatrolassociation.org/symposium

in Oman. During their 30 days in Oman, the VP-MAU Moffett crew logged over 145 flight hours and flew seven actual combat missions. VP-MAU Moffett and VP-91, which was also based at NAS Moffett Field, were the only reserve patrol squadrons to send personnel into combat during Operation Desert Storm.

The Navy tried to convert some aircraft for patrol use that had been introduced by the Army Air Forces (AAF).... the fore-runner of the U.S. Air Force. The PBJ Mitchell bomber, a variant of the B-25, which Doolittle’s Raiders flew from the U.S.S. Hornet to attack the Japanese mainland, saw some success with the Marine Corps, but saw little use as a Navy patrol plane. The PB-1 Flying Fortress, a variant of the famous AAF B-17, also saw little use in patrol operations. The PB4Y Liberator, a variant of the AAF B-24, saw wider use as a patrol plane and served well in several Navy patrol squadrons. But, at the end of WWII, the Navy knew that it needed a new design for a faster, more capable long-range patrol aircraft. During World War II, the Army Air Forces proved to the world that land-based aviation in the form of long-range bombers, was a strategic necessity for success in wartime. The strategic bombing role that the AAF undertook in Europe brought Germany and Italy to its knees, although our losses of AAF crews and aircraft were tragic and previously unimaginable. From bases in the U.K., the AAF flew literally thousands of bombing missions per day against strategic Axis targets in Europe. No one can ever forget the wartime losses of thousands of our AAF aircraft and brave crews over the span of WWII. The AAF’s new B-29, which was the fastest and highest flying bomber of WWII, was noted for delivering the first and only nuclear weapons used in wartime when it was used to bomb Hiroshima and Nagasaki.

Soon after the close of WWII, there was a move underway to make the Army Air Forces a separate military service. Up to that point, we had a War Department that included the Army and the Army Air Forces, and we had a Navy Department that included the Navy and Marine Corps. The AAF was a subsidiary of the Army, while the Marine Corps was considered a separate branch of the military under the Secretary of the
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By Captain Victor S. Guilliver, U.S. Navy (Ret.)

HISTORY
Never Before / Never Again

The only sensation of movement was the flapping of the

pant legs of my old flight suit. I was flat on my back and

I could tell this by the fact that the tail of the plane

passed over me.

It had all started out simple enough. I was a flight crewmem-
ber in Patrol Squadron Five assigned to Lockheed P2V3 air-
craft designated as a M-2 and home based at the Naval Air

Station Jacksonville, FL. In the early fall of 1952 we were de-

ployed for a five month tour to the Royal Air Force Station,

Luga on the Island of Malta. Life was peaceful enough there

and we had a fair amount of time to see many parts of the

world in the Mediterranean Sea.

In late December 1952, we were on our latest, on of several,

Familiarization Flights of the Europian Area. Our normal
crew was composed of nine but on this flight we had four
additional VP-5 personnel aboard as passengers, for 13. Our
first stop was Barcelona, Spain where we had an overnight
visit. Next morning, we departed for Stuttgart, Germany for a
two-day visit. Our next flight was to Rhine Main AFB in Frank-
furt, Germany to refuel our aircraft for the final destination,
Malta. The two Pratt & Whitney, R3350 engines, on our plane
required 145-octane gas, which was available here. While the
rest of the group had dined at the US Air Force mess hall for
dinner, the second mechanic, Lloyd, supervised by the Plane
Captain, Chief Clement, climbed onto the wing and filled the
wing tanks. After refueling, they then performed a preflight
of the engines and of the aircraft. The cowplings were closed,
and with everyone on board, we preceded to takeoff position
and lift off was recorded as 16:22 Zulu time.

The flight was routine and I was in the aft compartment of
the plane sitting on the seats leading up to the radio station.
I was chatting with the radioman, AL Reed McKinn, who was
from Texas. Other personnel in the aft compartment were
chatting about the Spanish natives and their culture. At 17:55 Zulu time, a loud explosion outside the plane on the
starboard side startled us... (continued online) To read this article in its entirety, click here: Never Before / Never Again★

By Willoughby Taylor with Note by LCDR Robert M. Clement, USN (Ret.)

Navy. The AAF wanted its independence from the Army and
wanted separate-service status similar to the Marine Corps,
but with its own Department and Secretary like the Army and
Navy. There was also an effort by the Army Air Forces to en-
large its scope of responsibility by attempting to take over the
Navy’s and Marine’s air arm. Those attitudes stemmed from
two decades before when General Billy Mitchell proposed that
all military aviation matters should be the responsibility of a
single, independent air force. The AAF had so proved its
worth in WWII that it gained a good deal of political support
for taking control of all U.S. military air resources including
those of the Navy and the Marine Corps. The AAF aspired to
be the U.S. Air Force with ownership and control over all as-
sets that flew. They would allow the Navy and Marine Corps
to use aircraft carriers, but they wanted the carrier airplanes
to be Air Force airplanes. Some even accused the AAF of
wanting control over the Navy’s Howitzers that shot cannon
shells into the Air.

In 1946, there was a tremendous down-sizing of our military
forces. All of the services were required to reduce their per-
sonnel and equipment to peacetime levels. Ships, squadrons,
and battalions of troops were disestablished. Money to be
spent on defense became scarce, and the services began to
compete for available dollars. There began a “roles and mis-
sions” squabble among the services, with each service stak-
ing out its perceived role in warfare and seeking the funds
necessary to support that role with people and weapons. It
soon became clear that a battle was underway between the
Navy and the Army Air Force to determine which service
should have the role of maritime air patrol. The AAF was tout-
ing its B-29 as the longest range, most capable aircraft to do
that job. They also had a huge behemoth of an airplane com-
ing into production... the ten-engine B-36, that later proved
to be highly unreliable and that was quickly outmoded. The
Navy was waiting for its new patrol aircraft to come off the
production lines... the P2V Neptune.

Even before the end of the hostilities of WWII, CDR Thomas
D. Davies, experienced in patrol aviation and decorated for
achievement in ASW, was assigned for duty in the Navy’s
Bureau of Aeronautics (BuAer). Both CDR Rankin and
another patrol squadron veteran, arrived for duty in BuAer
in Washington, D.C. CDR Davies headed the Patrol Plane Class
Desk, supervising the design and selection of the Navy’s next
patrol aircraft. CDR Rankin was assigned to the Armament
Division, where he had access and input to the newly de-
signed P2V’s weapons systems. Both officers, and many
other Navy officials in the Capitol, were intensely aware that
the Navy’s role in maritime surveillance and reconnaissance
was considered up for grabs in many Washington, D.C. circles.

While the P2V was still in the final design stage, CDR Davies
was working with Lockheed to extend the P2V’s long-range
capabilities. At Davies’ request, Lockheed initiated “Opera-
tion Turtle” to investigate ways to extend the range of the
P2V. CDR Davies spoke openly about his desire to use the P2V
in an endurance record-breaking attempt to show that it was
just as capable of covering the world’s oceans as the B-29.

CDR Eugene Rankin was the first to volunteer to participate in
such a flight. The conclusions of the “Operation Turtle” study
suggested that a highly modified P2V Neptune could fly at
least 12,000 statute miles.

In June of 1946, P2V-1 aircraft began coming off the Lockheed
Aircraft Corporation’s production line in Burbank, California.
Since the cost of the P2V’s represented a sizeable portion of
the Navy’s peacetime budget, and owing to pressures from
the AAF to take over the role of maritime air operations, the
Navy’s Chief of Naval Operations, Fleet Admiral Chester W.
Nimitz sent a memo to Secretary of the Navy, James V. For-
restal. Nimitz suggested the following:

“For the purpose of investigating means of extension of pres-

ent patrol aircraft ranges, physiological limitations on patrol

plane crew endurance and long-range navigation by pressure

pattern methods, it is proposed to make a nonstop flight of a

P2V-1 aircraft from Perth, Australia to Washington, D.C. with

the possibility, weather permitting, of extending the flight

to Bermuda.”

Left unsaid in Admiral Nimitz’s memo was the fact that the
intended route would exceed the distance record set the
year before in which a B-29 had flown non-stop from Guam
to Washington, D.C... a little over 7500 nautical miles. The
crew were also rumors that the AAF was planning a more ambi-
tious record-setting flight across the North Pole from Hawaii
to Cairo, Egypt, a trip of some 9,000 nautical miles. Not

coincidentally, the distance from Perth, Australia to Bermuda,
via great circle route, is almost exactly 12,000 miles.

There is no hard evidence to prove it today, but it is widely
believed that CDR Davies drafted the memo that Admiral
Nimitz sent to SECDEF Forestal, and gained the support of
VADM Arthur Radford, the Deputy Chief of Naval Operations
for Air Warfare to push the project along... (continued online)

To read this article in its entirety, click here: Truculent Turtle Story

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☆ By Captain Victor S. Guilliver, U.S. Navy (Ret.)
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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 FEBRUARY 1st!
Check out the current info and travel and lodging notes at: www.maritimepatrolassociation.org/symposium

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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
THROW BACKS

What Was New - Back Then . . .

A Selfless CD's best friends. Selected Reserve CDRE Tom Spink, C.G. of VP-92 at Mid-Basin Field from ’66 to ’68 had two TMR (new F-111) OECs. Pictured are LCDR Max Rongrant, CDRE Tom Spink, CDR Bo Norton. Norton went on to command VP-69 in Whidbey Island, WA and Norton went on to command VP-94 in New Orleans, LA.

VP-50 Crew 'B' deployed to Adak, AK, circa 1972. Prop's is Lt. Jim "People" Schear. Notice the Finger Circle game that was in full blossom in the early '70s.

This image is from VP-7, 1964 Rota/Kefalnik deployment, Rota Detachment. "The Rota Bull" - VP-7 Bull Ensign ENS Tom Marsey

First F-3 Bullsup Launch.


Photo of Phil Wodick while deployed with VP-50 in Japan circa 1978.

VP-46, Crew 8 of Kefalnik, Turkey in 1980.
Far right: Crew #1 VP-44 at Mogento, New Caledonia June 1944. R.G. Watson, ACMAN standing, first left.
Below: Crew #12 VP-44 on board USS Curtiss AAF at Segun Channel, Espiritu Santos, January 1944. R.G. Watson, ARM1(1) standing third from left.

VP-7, 1964 Roto/Keyloak deployment, Keyloak detachment.

VP-94 Crewfighters Crew five photos from the 80s. “93 Ditching Drill”

VP-94 Crewfighters Crew five photos from the 80s.

Wally Jim Runnewell of VP-46 at Chon-Air Base, Korea, 1979.

Runnewell revoliting in the P-8 Flight Simulator at Moffett Field with the Commodore of Patrol Wing Ten (Captain Melvin “Bud” Thompson), 1986.

Left: R.G. Watson returning from Korea August 1952.


Mr. Hartung, Minority Counsel for the Senate Appropriations Committee, Captain G. E. Minor, Captain G. Seymour, Navy Comptroller's Office and Lt. Lynn Grafel in December 1967.

Lynn Grafel. Able to Rear Admiral Don Gay, Jr. at NAS Moffett Field around 1966.
1 and the VP-31 ramp are in the background. The circular colored rings over RP-00 provided a way to identify the planes. If you looked at the lens just right you could see these colored rings.

VP-4 Crew 3 taken in front of YD-2 at Diego Garcia in the summer of 1977. The second row is LT Matheson (2P), LT Larson (PPC), LT Hopkins (TACCCO), AD1 Strivers (FF), AD2 More (COMMAN), AK1 Rowe (S33) and AD2 Burns (2Mach). The first row is AV3 Lessing (S33), AK3 Liles (FF1), LTG Marias (NAV), LTG Schaele (2P), AV3 Maple (S32), and AD2 Anderson (DRS).

VP-80 Getting ready to deploy to Lesu, Azores 3-79.

Taken by hanger 2 at Moffett Field in the mid 70’s. The P-3 is VP-22 RP-22; Hangar 1 and the VP-31 ramp are in the background. The circular colored rings over RP-22 is from a sighting device on the pilots side. I am not of its use, but they were in the P-38’s that VP-4 had. It was a bar with this circular lens on it that you could move down. If you looked at the lens the right way you could see these colored rings.

This is VP-92’s CAC-4 on two-week annual training cruise flying counter-narcotics missions out of Howard AFB in Panama during 1996. Top row is AW1 Randy Minet (SS1), AT3 Randy Watson (IFT), ATC Richard Volk (FE), LCDR Peter Tomascak (PPC), LT Steve Haskell (2P), AO3 Ron Clemments (ORD), LT Bill McCrillis (3P). Bottom row is AW1 Marc Frattasio (EWO), LT Royce Stegman (TACCO), LT John Przybylski (NAVCOM), AW2 Tina Alton (SS2), AMH1 Scott Alexander (FE). All pictured here were part-time reservists except for AT3 Watson and AW1 Minet, who were a full-time TARs assigned to help administer the squadron’s training programs and all-around good guys despite it. Marc Frattasio collection.

YD-3 bun 153434 taken in the summer of 1970 at Cocoas Island in the Indian Ocean.

VP-8 at the Thunderbox with then Skipper now Commodore Wiese.

(left to right) LTJG Barry Carmody, LTJG Scott Miller, LT Dustin Lehnig sitting in an AA turret in Ali Air Base, Iraq 2009.