

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2013: Issue 1



In This Issue

New VUP Squadron Established

Symposium Registration Coming *February 1st!*



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



PLANESIDE

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BREAKING NEWS

VUP-19 Established to Operate the Triton UAS

On 7 January 2013 an OPNVNOTE 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



The original VP-19 “Big Red” patch circa 1953.



The new VUP-19 patch honors the original VP-19 patch design.

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maintenance training and the site for air vehicle long-term planned maintenance, modifications and upgrades.

The organization is unlike traditional manned aviation, but is designed to best match cost, manpower and careers. The operators, pilots and mission commanders will be sourced from the VP community. Operator training will be based on a firm foundation of experience gained from a tour in P-8A, and the officers and enlisted operators will not need a lengthy training track and in-squadron qualification period to gain designation.

The squadron manning will build in phases, a few people a quarter at first, then entire rotational detachments and operator crews at a time. A maintenance detachment will contain about 45 people and a mission control crew will have four personnel. The squadron manning calls for ten operator crews per orbit along with three maintenance detachments to deploy forward in 2:1 rotation. Supporting three orbits will result in a large squadron with an even larger span of control. The squadron will support OPEVAL then prepare to receive its first aircraft. By mid-2016 the first orbit will be operating 24/7, with follow on orbits standing up annually.

A prototype for Triton, the Broad Area Maritime Demonstrator (BAMS-D), has operated in C5F for over a year and while the demand signal for this much less capable vehicle remains constant, the requirement for persistent on-station awareness is a capability Combatant Commands have routinely asked for. Triton capabilities were developed in close coordination while replacing the venerable P-3. The Navy decided early in 2000 to not replace all 250 P-3s in service at the time but instead to procure a mix of manned, weaponized multi-mission aircraft (P-8A Poseidon) and a persistent maritime unmanned vehicle (MQ-4C Triton).

These two platforms will serve the fleet for at least the next quarter century and if the P-3 legacy is any indication, we may still be operating strong in 2060. If that is the case, “Big Red” will have eclipsed its previously existing 45-year history and become one of maritime patrol’s most lasting legacies.

★
By CAPT Daniel Duquette, USN (Ret.)
MPA Plank Owner Member



A VP-19 P-3C(U) taking off from NAS Moffett Field in May 1982
(Courtesy Rick R. Burgess Collection via Michael Grove)



MQ-4C Triton Unmanned Aircraft System (UAS)

Commanding Officer: Date Assumed Command

Unknown : 1946–1947	CDR Andrew C. Jampoler : 30 Jun 1977
LCDR R. B. Daley : 1948	CDR Norman C. Lord : 30 Jun 1978
CDR Frank H. Holt : 1949	CDR Paul C. Moessner : 7 Jun 1979
CDR J. F. Merritt, Jr. : 1952	CDR Howard R. McDaniel : 28 May 1980
CDR John B. Wayne : 1 Sep 1953	CDR John P. Brockley : 12 Jun 1981
CDR Francis P. Cuccias : 25 Nov 1954	CDR James S. Humphrey III : 18 Jun 1982
CDR Robert C. Starkey : 1956	CDR Donald C. Hefkin : 2 Sep 1983
CDR Arthur E. Mix : 27 Nov 1957	CDR Jerry A. Thompson : 8 Dec 1984
CDR Edward E. Wood : 21 Nov 1958	CDR James R. O'Donnell : 31 Mar 1986
CDR B. B. Smith : 30 Dec 1959	CDR Richard A. Crosby : 27 Mar 1987
CDR P. C. Cooper : 15 Dec 1960	CDR Dennis J. Kern : Jul 1988
CDR R. E. Anglemeyer : Dec 1961	CDR Barry D. Einsidler : 14 Jul 1989
CDR Robert E. Burrell : 28 Dec 1962	CDR Richard E. Brooks : 29 Jun 1990
CDR Richard D. Gless : Dec 1963	
CDR Donnelly Howard : 9 Dec 1964	
CDR Albert P. Lesperance : 24 Nov 1965	
CDR George L. Page : 9 Nov 1966	
CDR Franklin H. Barker : 22 Nov 1967	
CDR Robert A. Cooke : 22 Nov 1968	
CDR Donald R. Yeager : 3 Dec 1969	
CDR Alan W. Crandall : 30 Oct 1970	
CDR Harold A. Taylor : 22 Jul 1971	
CDR Herschel L. Plowman : 11 Jul 1972	
CDR Leo V. Rabuck : 20 Jul 1973	
CDR Carl Leban : 19 Jul 1974	
CDR Keith J. Frederick : 11 Jul 1975	
CDR Gerald R. Schroeder : 11 Jun 1976	

Aircraft Assignment

Type of Aircraft/Date	Type First Received
PV-2/PBY-5A/PBY-6A	May 1946
P2V-2	Dec 1949
P4Y-2S	Mar 1951
P2V-2/3	Mar 1952
P2V-5	Jul 1953
P2V-7	Aug 1955
P-3A	Jul 1963
P-3B	Jun 1967
P-3C UI	Jul 1975

INTERNATIONAL PARTNER

Royal Canadian Air Force Joins ASW Exercise

A 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 Gorden 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.”

RCAF Lead navigator Capt. Chris Wattie and RCAF lead pilot Capt. Matthew Manuel sat down for an interview with Jax Air News Dec. 5 at the Tridents’ conference room in Hangar 511.

“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.”



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-3C 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



Photo by Clark Pierce. VP-26 hosting officer Lt. Eric Gorden (center) brought RCAF Captains Matthew Manuel and Chris Wattie aboard a VP-26 “Tridents” P-3C Orion as the crew began its preflight checklist.



Photo by Clark Pierce. RCAF Lead navigator Capt. Chris Wattie explained that unlike the P-3C, the CP-140 navigator and sensor stations share side-by-side space within the fuselage.



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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.



P-8 NEWS

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 potential 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 5).

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



File photo, Jax Air News. P-8A Poseidon on the taxiway of NAS Jacksonville.

INDUSTRY PARTNER

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
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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 pugil 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 plank 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

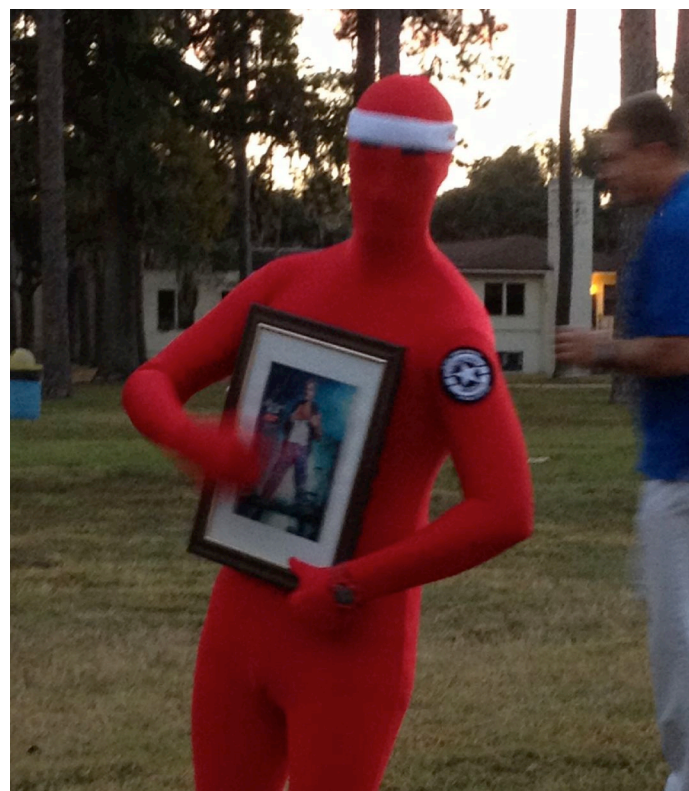


Competitors from VP-26 prepare for their next “American Gladiator” event at CPRW-11’s “Flag Nite” hosted by VP-26 on board NAS Jacksonville.





Fierce competition!



Red Man showing some MPA spirit!



VP-26 wins the coveted top team award.



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



Captain
Fernald Anderson



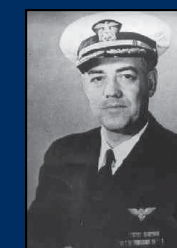
Mr. Jay Beasley



Commander
Scott Carpenter



Chief Petty Officer
Carl Creamer



Captain
Arnold J. Isbell



Captain
Norman "Bus" Miller



Admiral
Thomas Mooror



Vice Admiral
Edward Waller



Rear Admiral
Daniel J. Wolkensdorfer

COMMUNITY

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

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 AFB 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 WASHINGTON 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, Captain Steve Deal, was comprised of over 550 personnel from NAS Whidbey Island, NAF Atsugi Japan, NAS Patuxent 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 working with the GW CSG and Air Force units from the 36th Wing and ensured that crews from participating squadrons gained valuable experience while operating overseas.

As one of the Fighting Marlins from VP-40, LTJG Kyle Hooker, 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 maintenance 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 Steinhauer 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 Reconnaissance 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 design” ensure that the Navy will be ready to meet its maritime mission for decades to come. VS-12 provided an outstanding opportunity to showcase those capabilities to the fleet.



By LT Jeremy Reynard and LTJG Kelly Altschul, CPRW-10 Public Affairs



COMMUNITY

City of Jacksonville Recognizes VP-30 Sailor for Heroic Action

AWFAN 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 Department 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 coming to the assistance of a robbery suspect in October. Since then, Parks has been hospitalized at Shands Jacksonville Medical Center recovering from his life-threatening 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 rehabilitation 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 heroic – 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 prosthetic. The support I’ve received from everyone is really overwhelming and humbling,” he continued. Parks is also thrilled that he and his wife, Susan are expecting 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. “I’d also like to thank my co-workers for being by my side. I really appreciate them helping us with whatever we’ve needed.”

A member of VP-30 for almost two years, he is known as a dedicated Sailor and fitness enthusiast 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 donation in the community. VP-30 held a blood drive Nov. 21, collecting 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 Courtney Phillips on aggravated battery and other charges.



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



Photo by Kaylee LaRocque. Victor Guillory, director, Military Affairs, Veterans and Disabled Services Department for the city of Jacksonville, (left) presents AWFAN Brett Parks of VP-30 with a proclamation from Jacksonville Mayor Alvin Brown proclaiming Dec. 5 as “Brett Parks Day” in Jacksonville, as Parks’ wife, Susan and mother, Greta Parks look on.

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/SO) for one of the five-person load teams.

"Each team consists of a QA/SO, 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



Photo by Clark Pierce. With an inert Mk 54 torpedo raised behind them, these VP-16 aviation ordnance men take pride in their "outstanding" P-8A Poseidon Conventional Weapons Technical Proficiency Inspection (CWTPI) Nov. 15 in NAS Jax Hangar 511.



Photo by Clark Pierce. VP-16 ordnance shop riggers disconnect a MK 54 training torpedo from its transport cart and load it onto the weapons hoist.



Photo by Clark Pierce. VP-16 ordnance riggers carefully direct the torpedo hoist driver as he slowly and precisely approaches the P-8A Poseidon internal bomb bay.

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 LTJG Kaitlin Hady, VP-5 Public Affairs

Published in Jax Air News November 28, 2012



Photo by MCSN Douglas Wojciechowski. AWF2 Zach Green, attached to the VP-5 "Mad Foxes" at Kadena Air Base, receives Japanese aircrew wings from an aircrewman of the Japanese Maritime Self Defense Force's VP-5. Both VP-5 squadrons gathered for a night of socialization and relationship strengthening.



Photo by MCSN Douglas Wojciechowski. Lt. Nathan Penka, a pilot attached to the "Mad Foxes" of VP-5, shares a laugh with a fellow maritime patrol officer attached to the Japanese Maritime Self Defense Force's VP-5. Personnel from both squadrons gathered on Nov. 4 to swap sea stories about the P-3C Orion.

COMMUNITY

“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 Cmdr. 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 fighting 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 two 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 leaned 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 Tactical Anti-Submarine Maritime Exercise in Australia. These exercises helped increase their warfighting effectiveness and interoperability with coalition and allied forces. Furthermore, they detached to multiple countries including Singapore, Malaysia, Australia, Philippines, Indonesia, Thailand, Palau and Brunei to enhance relations and participate in Cooperation Afloat Readiness and Training exercises.

Squadron aircrew and maintainers were sent to the Philippines in support of Joint Special Operations Task Force-Philippines. In less than 24 hours, they were fully operational in country and providing persistent ISR coverage. Crews streamed 54 hours of full motion video via tactical common data-link to ground stations embedded with Philippine and U.S. Special Forces engaged in direct contact with the enemy. Their efforts resulted in Bravo Zulus from Commander, Joint Special Operations Task Force Philippines, Commander, U.S. Seventh Fleet and Commander, Patrol and Reconnaissance Force Seventh Fleet.

VP-5 began FY12 as the first P-3C squadron to receive and utilize the command, control, communications, computers and intelligence (C4I) ASW aircraft modification. VP-5 deployed five C4I ASW modified aircraft to Seventh Fleet and focused on operationalizing the



Photo by Lt. j.g. Kevin Wendt. Lt. Sean Sharp of VP-5 meets his son, Jackson, for the first time during the squadron’s homecoming celebration on Nov. 28, as his wife looks on. It also happened to be the lieutenant’s birthday.

system in theater during reconnaissance operations. This capability provided a critical communication node which enabled missions that would have normally been aborted to continue on-station. Additionally, VP-5 combat aircrews perfected a method to transfer high-resolution handheld digital imagery of contacts of interest to Seventh Fleet headquarters which provided immediate access to high resolution imagery.

The 2012 Pacific Typhoon Season was the busiest typhoon season for Kadena Air Base in years and brought Okinawa two of the strongest typhoons it had seen in 13 years. VP-5 safely executed 11 detachments for Typhoons Mawar, Hai-kui, Sanba and Super Typhoons Guchol Bolaven and Jewawat. Squadron Sailors promoted a positive image of the Navy and Maritime Patrol and Reconnaissance Force by seeking out opportunities to showcase squadron participation in military operations and world events through news releases, special activities, photographs, social media and other informational material. During the four months the squadron has been deployed, the Mad Foxes have produced over 80 public affairs products and participated in 25 community relations events encompassing over 400 hours of community service to include participating and hosting events with the Japanese Maritime Self Defense Force.



By LTJG Brian O’Bannon, VP-5 Public Affairs
Published in Jax Air News December 12, 2012



Photo by Lt. j.g. Kevin Wendt. AM2 Aaron Gabbard of VP-5 embraces his wife, Ashley, as they celebrate his homecoming on Nov. 28 with the “first kiss” after a six-month deployment to Japan.



Photo by Lt. j.g. Kevin Wendt. Lt. Justin Tureson of VP-5, embraces his daughters, Mae and Addy, at his homecoming.



Photo by Lt. j.g. Kevin Wendt. Crew members wave the American flag from the first VP-5 P-3C Orion aircraft arriving home from a six-month deployment on Nov. 30.

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.”



Above: Photo by Kaylee LaRocque. AWO2 Charles Seacrist of VP-8 happily greets his wife, Brooke as their 5-year-old son, Jaxon excitedly waits for a hug from his dad who returned home on Nov. 27 after a six-month deployment to El Salvador.



Photo by Kaylee LaRocque. Lt. j.g. Troy Smith of VP-8 gazes at his newborn daughter, Skyler careful not to awake her at the homecoming of the squadron’s first airlift on Nov. 27.

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 family 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

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COMMUNITY

VP-69 Hosts Whidbey Island Event

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 Commander, 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 disestablished 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 Verniest. Weisbrod was one of the first operators to employ a sonobuoy, which he literally dropped from the main cabin door of a P-2. Verniest 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 Lauder, VP-69 Public Affairs



VP-69 Skipper CDR Mike Mineo with CDR Dave Wiesbrod, USN (Ret.)

COMMUNITY

VP-26 Establishes Hall of Heroes

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 MC2 Jesse Sharpe and AT2 Mar-

quis 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 Jax Air 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.



international PARTNERSHIPS

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
and the heritage and history of the
U.S. Navy Maritime Patrol and Reconnaissance community.

Cocktail Reception at 6pm
Dinner Commences at 7pm

Tickets

MPA Members: \$40 per ticket
Non-Members: \$55 per ticket

Attire

Active Duty: Flight Suits or Uniform of the Day
Retired Military/Civilians: Former Military Uniform or Country Club Attire

The Heritage Dinner takes place during the
2013 Symposium which includes additional
events, such as the MPA Golf Tournament
and MPA Flight Suit Social.

To reserve your Heritage Dinner ticket and/or tickets for
other symposium events, please register online at:

www.maritimepatrolassociation.org/symposium

RSVP Instructions

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
1330-1430: 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
1130-1930: MPA Golf Tournament & 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

COMMUNITY

Upcoming Events

Reunion Events

VP-6 Reunion: May 16-19, 2013 in Pensacola, FL

Contact: Steve Ellis
Phone: (706) 202-7105
Email: tcomm1@mindspring.com
Info: www.patronsix.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

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 Meet-
ing & 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 KBAY,
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!**



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COMMUNITY

Events Calendar

January

Friday, January 25
DC Chapter 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 Klipper Course on KBAY; shotgun start at 1230.

Friday, February 22
Hawaii Chapter Golf Outing & Mixer at Klipper Course on KBAY; 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 "SELRES", 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



VP-MAU Brunswick squadron patch. Marc Frattasio collection.



VP-MAU P-3C BuNo 161014 "Lima Bravo Zero Two" on the deck at NAS Brunswick in short-lived and rarely seen squadron markings on August 31, 1985. 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 whenever those squadrons were deployed overseas. While they were on AT 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



VP-MAU Moffett squadron patch. Marc Frattasio collection.

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



VP-MAU Moffett P3B BuNo 151379 "Papa Sierra Zero Zero" in short-lived and rarely seen squadron markings. Jaap Dubbledam collection.

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



VP-MAU Brunswick P-3C, BuNo unknown, parked with VP-10 aircraft outside the U.S. Navy hangar at NAF Lajes on the Azorean island of Terciera during CAC-1's annual training period in the summer of 1987. Note that none of these aircraft have any visible squadron insignia, side numbers, or Bureau Numbers. Marc Frattasio photo.



The celebrated and unique EP-3A BuNo 149673 known as "Miss Piggy", which was assigned to VP-MAU Brunswick during 1987 as a training and general utility aircraft. Miss Piggy is shown here in service with VX-1 at NAS Patuxent River on May 3, 1982. Stephen Miller photo.

50 YEARS AS THE GLOBAL STANDARD

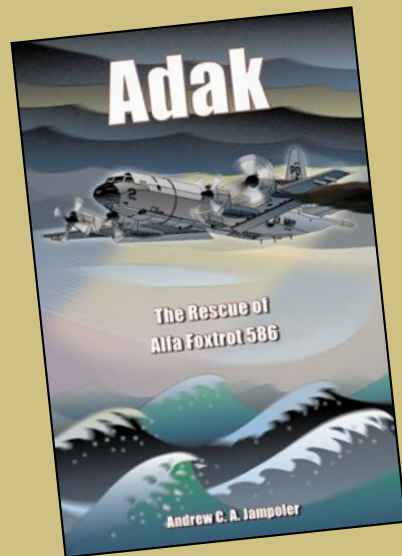
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100 YEARS OF ACCELERATING TOMORROW

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“Adak, the Rescue of Alfa Foxtrot 586”



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.”

Attend the Presentation of “Adak, the Rescue of Alfa Foxtrot 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 Mofett 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.

Unfortunately, the 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 as 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-MAU 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, 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



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 LCDR Mike Mora on board one of the squadron's P-3Cs during a regular drill weekend training mission sometime in the late 1980s. Marc Frattasio collection.

HISTORY

The Historic Flight of the Truculent Turtle

The Beginning...

At the close of World War II, the Navy was left with several types of aircraft that were doing duty in the patrol, reconnaissance and surveillance roles. The PV-1 Ventura and PV-2 Harpoon were important mainstays of the war. Their forward firing cannons and their relatively short endurance made them more suitable in attack and escort roles than for long-range patrols. These aircraft did prove valuable in an ASW role in the North Atlantic toward the end of the war, and had success in ASW operations in the Western Atlantic close to shore. The Navy also had longer range aircraft in its inventory, but each had its own shortcomings. The PBY and PBM seaplanes did valiant service during the war. Both had longer range than the PV-1 and PV-2, but were also slower and more vulnerable to enemy attack.

The Navy tried to convert some aircraft for patrol use that had been introduced by the Army Air Forces (AAF)... the forerunner 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



Truculent Turtle taxiing in 1946.

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 enlarge 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 assets 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 Army'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 personnel 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 missions" squabble among the services, with each service staking 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 Forces to determine which service should have the role of maritime air patrol. The AAF was touting its B-29 as the longest range, most capable aircraft to do that job. They also had a huge behemoth of an airplane coming 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. In early 1946, CDR Eugene P. Rankin, 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 Armaments Division, where he had access and input to the newly designed 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 "Operation 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. Forrestal. Nimitz suggested the following:

"For the purpose of investigating means of extension of present 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. There were also rumors that the AAF was planning a more ambitious 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 Forrestal, 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:
Trucculent Turtle Story

To donate to the Trucculent Turtle Endowment, visit:
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By Captain Victor S. Gulliver, 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 crewmember in Patrol Squadron Five assigned to Lockheed P2V3 aircraft designated as a M-2 and home based at the Naval Air Station Jacksonville, FL. In the early fall of 1952 we were deployed for a five month tour to the Royal Air Force Station, Luqa 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 Euporean 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 crew proceeded to 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 cowlings 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 steps leading up to the radio station. I was chatting with the radioman, AL3 Reed McKinny, 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.)



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THROW BACKS

What Was New - Back Then . . .



A SelRes CO's best friends. Selected Reserve CDR Tom Spink, C.O. of VP-91 at Moffett Field from '86 to '88 had two TAR (now FTS) OinCs. Pictured are LCDR Max Norgart, CDR Tom Spink, CDR Bo Norton. Norgart went on to command VP-69 in Whidbey Island, WA and Norton went on to command VP-94 in New Orleans, LA.



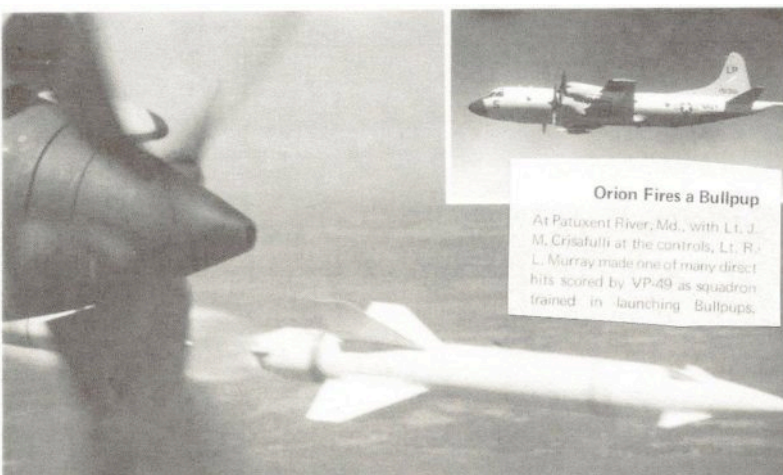
VP-50 Crew 9 deployed to Adak, AK, circa 1972. Poops is Lt. Jim "Poopie" Schear. Notice the Finger Circle game that was in full blossom in the early 70's.



This image is from VP-7, 1964 Rota/Keflavik deployment, Rota detachment. "The Rota Bull" - VP-7 Bull Ensign ENS Tom Maneilly



VP-46, Crew 6 at Keflavik, Iceland in 1980.



First P3 Bullpup Launch.



Adak.



VP-46, Crew 11 at Misawa, Japan in 1979.



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



WAN Jim Hunnewell of VP-46 at Osan Air Base, Korea, 1979.



AW1 Jim Hunnewell reenlisting in the P-3 Flight Simulator at Moffett Field with the Commodore of Patrol Wing Ten (Captain Melvin "Bud" Thompson), 1986.



VP-94 Crawfishers Crew Five photos from the 80s .



VP-7, 1964 Rota/Keflavik deployment, Keflavik detachment.



VP-94 Crawfishers Crew Five photos from the 80s . "P3 Ditching Drill"



VP-94 Crawfishers Crew Five photos from the 80s .

Far right: Crew #1 VP-44 at Magenta, New Caledonia June 1944, R.G. Watson, ACMM standing, first left.

Near right: R.G. Watson, ADC standing in front of Hangar #1 Kimpo, Korea (K-14), December 1951.

Below: Crew #12 VP-44 on board USS Curtiss AV4 at Segond Channel, Espiritu Santos, January 1943, R.G. Watson, AMM2/c standing third from left.





Above: VP-MI-57 at NAS Oakland 1949, R.G. Watson ACMM kneeling second from left.



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

Below: VP-871 Crew #6 Dropping flares for Marine F7F attacking truck convoy North Korea January 1952.



Tribune photos
Lieut. Dave Gibbs (left), member of VP 871's advance party checks equipment from CPO Richard G. Watson (center) and CPO Donald H. Costello after their return from Korea



VP-871 plane # 6, Kimpo December 1951.



Buno 150279 - The fifth from the last SP-2H built. Assigned to VP-4 then permanently homeported at NAF Naha Okinawa. Photo is Crew 2 rigging a ship in the Sea of Japan on 3/27/1963.



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, Aide to Rear Admiral Don Gay, Jr. at NAS Moffett Field around 1966.



Bob Martin (L) Don Rickel (R) Roosevelt Roads, Puerto Rico (1969).



Thule, Greenland Ice Patrol (1968).



VP-4 Crew 3 taken in front of YD-3 at Diego Garcia in the summer of 1977. The second row is LT Matteson (2P), LT Larson (PPC), LT Hopkins (TACCO), AD1 Strivers (F/E), AT2 More (COMM), AW3 Kruse (SS3) and AD2 Burns (2Mech). The first row is AW3 Lessing (SS1), AX3 Lillis (IFT), LTJG Marisa (NAV), LTJG Scheele (3P), AW3 Maple (SS2), and AO2 Anderson (ORD).



Static Display At An Air Show.



VP-90 Getting ready to deploy to Lajes, Azores 3-79.



VP-90 (Don't Have A Name For The Cowboy).



Flying In Hawaii; Geo. Bernard & Co-Pilot Lt. Mike Bozonie.



Taken by hanger 2 at Moffett Field in the mid 70's. The P-3 is VP-31 RP-00. Hanger 1 and the VP-31 ramp are in the background. The circular colored rings over RP-00 is from a sighting device on the pilots side. I am not of its use, but they were in the P-3B'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.



AW3 Jim Hunnewell of VP-46, 1980.



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 Tomaschak (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.



Geo. Bernard; My First Squadron - AEWBARRONPAC - Barber's Pt., Hawaii - 1963.



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.