PLANE SIDE

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women in uniform and all
who have so proudly served.

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IN THE NEWS

Navy Triton Unmanned Aircraft Completes First Flight

The Navy’s newest unmanned Intelligence, Surveillance and Reconnaissance (ISR) aircraft platform, the MQ-4C Triton Unmanned Aircraft System (UAS), completed its first flight at Palmdale, Calif., May 22, marking the start of tests that will validate the Northrop Grumman-built system for future fleet operations.

During the 80-minute flight in restricted airspace, the MQ-4C Triton unmanned aircraft, controlled by ground-based Navy and Northrop Grumman personnel, reached 20,000 feet altitude.

“This flight represents a significant milestone for the Triton team,” said Rear Adm. Mat Winter, who leads the Program Executive Office for Unmanned Aviation and Strike Weapons at Naval Air Systems Command, Patuxent River, Md.

“The work they have done and will continue to do is critical to the future of naval aviation, particularly to our maritime patrol and reconnaissance community.”

The MQ-4C Triton provides the fleet with a game-changing persistent maritime and littoral ISR data collection and dissemination capability, said Winter. It will be a key component of the Navy’s Maritime Patrol and Reconnaissance Force family of systems.

As an adjunct to the manned P-8A Poseidon, the MQ-4C Triton will be a major part of the military’s surveillance strategy for the Asia and Pacific regions. The Triton will fly missions for 24 hours at altitudes greater than 10 miles, allowing the system to monitor 2,000 nautical miles of ocean and littoral areas.

The P-8A Poseidon is the Navy’s new multi-mission maritime aircraft that is replacing the P-3C Orion anti-submarine warfare aircraft.

“When operational, the MQ-4C will complement our manned P-8 because it can fly for long periods, transmit its information in real-time to units in the air and on the ground, as well as to other platforms. This is a significant capability that will improve our situational awareness and mission effectiveness,” Winter said.

The MQ-4C Triton is designed to fly missions up to 24 hours at altitudes of more than 20 miles, allowing coverage out to 2,000 nautical miles. The system’s advanced suite of sensors can detect and automatically classify different types of ships.

Northrop Grumman photo by Bob Brown. The Northrop Grumman-built Triton unmanned aircraft system completed its first flight May 22 from the company’s manufacturing facility in Palmdale, Calif. The flight, which was about 1.5 hours, successfully demonstrated control systems that allow Triton to operate autonomously. Triton is specially designed to fly surveillance missions up to 24 hours at altitudes of more than 20 miles, allowing coverage out to 2,000 nautical miles. The system’s advanced suite of sensors can detect and automatically classify different types of ships.

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as use fewer resources than previous surveillance aircraft,” said Rear Adm. Sean Buck, Patrol and Reconnaissance Group commander, who also witnessed the test flight.

“Triton will bring an unprecedented ISR capability to the warfighter.”

Buck added, “The arrival of Triton, accompanied by two other unmanned systems – the MQ-8B/C Fire Scout and the X-47B Unmanned Combat Air System – marks a new chapter in naval aviation.”

The MQ-4C Triton UAS will be baselined at five locations around the globe. Triton operators will disseminate data in real-time to fleet units to support surface warfare, intelligence operations, strike warfare and search and rescue.

“Our goal is to mature the Triton UAS before supporting the Navy’s maritime ISR mission,” said Capt. Jim Hoke, program manager for the Persistent Maritime UAS office (PMA-262), which oversees the Triton program. “The data we collect the next few years is essential to certify the system for operational use.”

Flight tests will continue in California for the next several months before the team transitions the aircraft to Patuxent River in the fall.

The first of two Triton command centers is under construction at NAS Jacksonville, where the Navy will stand up Unmanned Patrol Squadron (VUP) 19 on Oct. 1, 2013. VUP-19 will fall under the administrative control of Commander, Patrol and Reconnaissance Wing (CPWRW) 11 and initially operate the Triton UAS on reconnaissance missions in the 5th, 6th and 7th fleets, as well as U.S. Fleet Forces Command Atlantic Operations. In 2014, the Navy will activate another Triton squadron, VUP-11, at NAS Whidbey Island, Wash. to assume operations in the Pacific.

From Naval Air Systems, Command Public Affairs
May 29, 2013

Construction continues on the facility that will house operator training for the MQ-4C Triton unmanned aircraft system and the P-8A Maintenance Training Facility. The two projects share a common site west of the P-8A Integrated Training Center on Yorktown Avenue.

They also share a common entrance canopy on Child Street, where students will go to either the 8,938-sq.-ft., single-story MQ-4C Triton schoolhouse — or the 58,262-sq.-ft., two-story P-8A Poseidon schoolhouse for maintainers.

Elkins Constructors Quality Control Manager Adam Harris said, “With the exterior walls up and the roof almost complete, much of our work has moved inside. You can see various tradesmen fabricating and installing things such as air conditioning ducts, plumbing, conduits for electrical wires and computer cables, chilled water and fire suppression systems. After block masons complete the walls of various rooms, interior metal wall framing will be installed for classrooms and administrative spaces.”

Chris Sears, a retired AMC, is the site safety and health officer for Elkins Constructors. “It’s nice to come back and serve the Navy here at NAS Jax as a civilian. Both Elkins and the Navy have strong safety cultures.”

He noted that the project includes environmental enhancements — such as the recently installed 20,000-gallon underground cistern that collects and filters rainwater that will be used to flush toilets in the new facilities.

Harris added, “Like the P-8A Integrated Training Center next door, this design features raised flooring so technicians can easily access electrical wiring and computer cables for future modifications or repairs. These are dynamic structures — so as training modules change in the future, the building can economically adapt.”

“When construction is complete, Boeing will install mock P-8A Poseidon components to provide hands-on training for maintainers that may include an operational lead trainer, integrated avionics trainer, flight control hydraulics, landing gear, engine and environmental control systems,” said Harris.

By Jax Air News Staff
Published in Jax Air News May 1, 2013
CPRG

State of the Union

This is my fourth quarterly update on the state of the Maritime Patrol and Reconnaissance Force (MPFR). Having completed fourteen months at the helm of CPRG, I am pleased to report that the health of the Force remains strong. Despite the tenor of today's media headlines and the ongoing budgetary challenges levied on the department, the MPFR is weathering the fiscal storm well. Since my last update, President's Budget-14 (PB14) has been submitted to Congress, which solidified leadership's commitment to our key initiatives for the future of the MPFR. This unwavering support is directly attributable to the ability of our VP, VPL, and VQ squadrons to deliver the goods on station each and every day. Our Fleet, OPNAV, and NAVAIR TRIAD team has worked tirelessly to find efficiencies and meet the high demand for critical services to our Fleet and Combatant Commanders. As of today, there is no intention to go cold iron at home or overseas or modify the near-term deployment posture of the force. For all intents and purposes it is OPS normal. Moreover, there have been great strides in the ongoing transition to our burgeoning Family of Systems (FoS), comprised of the manned P-8A Poseidon, the remotely piloted MQ-4C Triton, and the robust ground mission support Tacomobile team.

MQ-4C Triton Unmanned Aircraft System (UAS):

One of the most significant milestones achieved across the FoS this past quarter was the successful first flight of Triton MQ-4C from Northrop Grumman's manufacturing facility in Palmdale, CA, on 22 May, 2013. I had the distinct pleasure of joining RDMI Mat Winter, Program Executive Officer for Unmanned Aviation and Strike Weapons (PEOU&W), and Commodore Jim Hoke, PMA-262, to observe first hand Triton's flawless early morning flight over the Mojave desert. The flight lasted 80 minutes and the air vehicle reached an altitude of 20,000 feet. Following the conclusion of airframe envelope expansion test flights at Palmdale, the air vehicle will be flown to NAS Patuxent River, MD, this fall for completion of integrated systems testing to include an independent operational test and evaluation period before fielding the system for operational use. The MQ-4C Triton UAS will be based at five locations around the globe. Triton operators will disseminate data in real-time to Fleet units to support surface warfare, intelligence operations, strike warfare, and search and rescue. Under CAPT Hoke's leadership, the Triton program continues to achieve technical objectives as it transitions into test. Two System Development and Demonstration (SDD) aircraft and a third Northrop Grumman developmental test asset (DTA) are being used to support the significant test and evaluation efforts underway to demonstrate system performance and reliability. Concurrently, the program is learning forward with acquisition and contractual planning to prepare for entry into low rate initial production (LRIP) with award of long-lead efforts planned for 2QFY14. The first LRIP lot will be procured in FY15 as reflected in the latest President's Budget. This one-year delay to the start of production will subsequently move Initial Operational Capability (IOC) out into the FY17 timeframe.

The TRIAD is engaging the prime contractor and developing alternative plans to deliver early operational capability ahead of IOC. Integration of common SIGINT sensors (ELINT and COMINT) is planned to be complete on the MQ-4C Triton to support fielding of this important capability in the FY19 timeframe. Not surprisingly, international interest in the MQ-4C Triton remains strong. In April, the Australian Department of Defence (ADD) submitted an official Letter of Request for an Foreign Military Sales (FMS) Planning case. This will enable PMA-262 to provide technical information/services to validate that the Triton UAS will meet the ADDO multi-mission UAS require-ments and lay the groundwork for potential procurements.

Much of what we know about how Triton will operate in the Fleet has been gleaned from the operationally successful Broad Area Maritime Surveillance - Demonstrator (BAMS-D). BAMS-D continues in its 53rd month (in our fifth year) of what was originally planned to be a six-month deployment. Since deploying a single MQ-4A aircraft to CENTCOM in Jan 2009, BAMS-D has completed over 420 sorties totaling over 8515 hours in support of combat operations. A testament to its ruggedness, dedicated support, and aircrews, BAMS-D deployed aircraft availability is approximately 93%. A second BAMS-D air vehicle (of four Navy-owned Global Hawk aircraft) positioned in November 2012 has proved invaluable as a ready backup for the primary mission. Our lessons learned from BAMS-D are already taking shape in very real ways.

OPNAVNOTE S400 dated 7 January 2013 officially approved the establishment of Unmanned Squadron NINETEEN, VUP-19, effective 01 OCT of this year. VUP-19 consists of a Mission Control System (MCS), located at NAS Jacksonville, FL and a maintenance hub located at Naval Base Ventura County, CA, aka Point Mugu. VUP-19 will be comprised of 108 officers and 290 enlisted. Of this, 104 officers and 126 enlisted will be stationed at NAS Jacksonville, FL while four officers and 164 enlisted will be located at NA Ventura County, CA. While the final construct is still being worked, the current plan is that each supported orbit will be operated by 10 crews that are manned with P-8 experienced Pilots/NFOs and AWOS. The air vehicles will be maintained by Rotational Maintenance Detachments composed of 43 enlisted personnel, from the traditional aviation main-tenance ratings (AD/AM/JAT/AE). The FRS MQ-4C Triton Mission System Trainer (MST) building is currently being constructed in NAS Jacksonville and is expected to be completed in Jan 2014. The trainer installation is scheduled to be complete by April of 2014. The FRS curriculum is being developed and it is anticipated that the student throughput for Triton will be 44 Air Vehicle Operators (AVO), 21 TACCs, and 37 Mission Payload Operators at steady state.

P-3C/EP-3 Update:

Maintaining alignment with the CNO’s tenants of warfighting first, operating forward, and being ready, EP-3 and SPA aircrews maintain their vigilance in supporting critical Fleet and COCOM requirements around the world. They continue to provide direct threat warning, contribute to the common operational picture, and introduce cutting edge technology to the Fleet. EP-3 aircraft with our newest Spiral 3 upgrades, which provide technology refresh and address obsolescence engineering, continue to be delivered to the Fleet. Capability upgrades include signal exploitation, low-band direction finding, remote tuning receivers, and environment control system upgrades. This modernization program pro-

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Safety: Safety remains my number one priority and in an effort to

decrease operational risk and address real world concerns regarding safe separation of aircraft, we are installing the

Traffic Collision Avoidance System (TCAS) in legacy aircraft. The current plan is to install TCAS on 19 BMUPs, 12 EP-3,
6 SPA and 15-20 AIP+1. I expect TCAS installs to start this coming fall in consultation with other modifications and
depot events. The final TCAS deliveries will occur in late 2015. We are working with NAVAIR to prioritize BUNOs for
tCAS installation and minimize impact to the Fleet. Due to the

Continuing Resolution and Sequestration, funding for TCAS was finally received by PMA 290 in mid-May. They will
now use that initial funding to conduct engineering, test, procurement and installs. We are now out of the starting
blocks and pressing ahead with a great sense of urgency.

Several Fleet tactics training initiatives are underway or
have been completed in the past quarter. VP-30 and our
chartered MPR Weapons School (MRWS) have been par-
ticularly busy completing two C4ASW Fleet Introduction
courses for capability improvements to our P-3C AIP Fleet.
A VP-30/MRWS crew and aircraft detached for a week to
NAS North Island in support of VX-3 Acoustic Proces-
sor Technical Refresh/Multi-static Active Coherent (APTR/
MAC) operational testing. Of note, during their first flight
event, the crew identified a suspicious vessel near the op-
erating area and maintained contact until the Coast Guard

arrived directly contributing to the interdiction of an il-
legal drug shipment. From a test standpoint APTR/MAC
performed as expected and modification of aircraft and
simulators continues. Additional testing is planned and VP-
30 will begin training students on the new system in July.
VP-30 FRS production is on track to meet, or exceed, all
goals for initial accessions for P-3 and P-8 squadrons. The

Pro’s Nest has begun to conduct Taiwan Navy P-3 training
at the FRS. The initial cadre of our USN instructors have
completed the IUT, including specific Taiwan Navy aircraft
capabilities. Two Taiwanese aircraft are in Jacksonville to
facilitate this training with a third expected later this year.

Logistic Services International (LSI) began to teach our eight
Taiwan Navy NFOS in early May, and will turn them over to
VP-30 instructors in June. Four Flight Engineer students con-
tinue to do extremely well in their initial training at CHATTU.
They will continue their side-by-side training with US Navy
Sailors until the beginning of June. The Taiwan Navy FMS
program is expected to be completed in early December.

P-8A Transition Update:
P-8A transition is underway, making way. Eight LRP Lot
1 and 2 aircraft have been delivered to Jacksonville with
the remaining five Lot 2 P-8A aircraft scheduled to arrive
over the next six months. 11 LRP- Lot 3 aircraft will deliver in CY 2014. Boeing has delivered all aircraft to the Fleet
or ahead of schedule. VP-16, the first Fleet squadron to
transition to P-8, is deep into the Advanced Readiness
Phase of crew tactical training. They remain on track to
deploy in December 2013 with six P-8A aircraft and will
be conducting multiple detachments over the next few
months to exercise the entire P-8 support system.
The new jet continues to exceed expectations as to reliabil-
ity and is performing very well on station, particularly in
the ASW role. It is now apparent to all that the Posei-
don, with its increased speed and payload capacity, safely
flies as well or better in the same flight regime as the P-3.

VX-1 called out of a robust Initial Operational Test and Evalu-
ation (IOT&E) period on 25 MAR 2013. The Pioneers put the
P-8 through its paces covering down on numerous CONUS and
OCONUS detachments including three major exercises in
Seventh and Sixth Fleet AQDR’s. While the official report is
still being drafted, I expect it to be an honest account-
ing of P-8 performance on station. We know that there will
be a number of deficiencies identified in various systems.
and mission areas, but I am confident that there will be very few issues that are not already known and being properly addressed by the Program Office. To ensure that we pace the threat and provide the Fleet with the right tools to get the job done, we are working hard on verification and correction of deficiencies while simultaneously pushing ahead on P-8A Increment 2 and 3 capability upgrades. As the planning for P-8A Increment 2 and associated engineering change proposals (ECPs) continues to settle out, there will be an increased focus on the scope of Increment 3 and the plan for future P-8A capability growth. A great deal of work is already underway to define the new service-oriented, applications based architecture (ABA) that will be delivered by Increment 3. This new mission system architecture will significantly improve the ‘net ready’ capability of the P-8A and will enable lower cost Rapid Capability Insertions (RCIs) in the future. Increment 3 will also include a number of capability enhancements to other P-8A systems. The Family of Systems Planning and Development (FoS P&D) team within PMA-290 will help define these capability enhancements through the Integration & Interoperability-aligned Capability Prioritization Process (CPP). The CPP will deliver a MPFR & Air ASW COI approved list and capability roadmap of P-8A prioritized enhancements needed in Increment 3 and beyond. The CPP will be built upon System of Systems analysis that takes into account whole kill chains and surrounding DoD activities.

As part of NAVAIR 00’s standup of the Integrated Warfare Capability Enterprise Team tasked to guide capability investments across the NAVAIR portfolio, PMA-290’s FoS P&D lead (Joe Willette) has been identified to act as the ASW Capability Area Lead for NAVAIR. The ASW Capability Area Lead will be responsible for coordinating the current and future acquisition strategy across all Air ASW programs. This will include the prioritization of capabilities and new technology; the identification of emerging threats; and the development of technical baselines that support system of systems mission threads. This effort will rely heavily on the COI and the extension of the FoS P&D tasking to deliver a fully integrated Air ASW capability mapped into the future in the most efficient way possible. It will also incorporate the current COI tasking to assess HTS approaches and broad CONOPS alignment across MPFR and the entire Air ASW portfolio of systems.

VP-5 is the second Fleet squadron to fly the P-8A and is now over 70% complete with their transition. Two CAT 1 classes have now completed P-8 FRS training and the third has recently entered its Tactics phase. Of the eight P-8A aircraft currently in Jacksonville, three aircraft are assigned to VP-16 and the remaining five are assigned to VP-30. To date, VP-30 has flown over 3500 flight hours and over 700 total events. This equates to over 5000 training events since transition began in July of last year. In addition to the flight events, VP-30 has executed over 30,000 hours of simulated P-8 training across the various training devices (WST, WTT, PFT, Desk Top training devices) and over 9,000 hours of classroom instruction. The FIT, FRS, and MPFRS continue to work closely with VP-16, CPIW-11, CPIW and NAVAIR in preparation for the inaugural P-8 deployment. VP-45 will return from deployment in June and begin the third squadron transition in July.

After completing transition for the first three squadrons (VP-16, VP-5, and VP-45), we’re going to take a six month pause in our P-8 transition in Jax beginning on 1 December, 2013. The principle reason for this pause is that we simply do not have enough aircraft to bring another squadron on line in P-8’s. We’ll have 13 airplanes in Jax by the end of this year, but VP-16 will take six of them on deployment in December, leaving us only seven airplanes to meet VP-5 & -45’s IDC and VP-30’s FRG production requirements. The six month pause will allow our aircraft inventory to build in Jax before we bring another squadron on-line in the summer of ’14 and will also give VP-30 a chance to review and adjust its transition syllabus after three teachers. I’m asking for your help with this message – this pause is not representative of transition failure - rather, it is simply due to previous reductions in the P-8 buy rate that have resulted in insufficient aircraft inventory to sustain transition.

As expected, there is a lot of attention on the first P-8 deployment. CTF-72 has worked diligently with myriad stakeholders to ensure the theater is set for VP-16’s deployment. In doing so, RDML Matt Carter has updated CTF-72 processes, making sure that everything with respect to P-3C and P-8A operations has a clear line towards mission accomplishment. Commander’s intent and expectations are being refined. Command and Control (C2) is becoming more streamlined. TACMobile P-8 upgrade efforts continue in Japan with TOC Kadena and MTOC 6. By the time this update hits your inbox, MTOC 6 will be complete with P-8 upgrade and SPAWAR will be nearly complete with the gear install for TOC Kadena. Another milestone will occur this summer in CTF-57. TOC Bahrain has been officially established and a relocate-able building has been delivered ahead of schedule in Sheik Isa AB, Bahrain.

The Future: Despite the troubling headlines you see coming out of DC, DoD and Congressional leadership support for the P-8 program remains strong. PB-13 requested funding for 13 P-8s, and I’m happy to report that we’ll be able to buy 13 P-8s even amidst the sequester due to some great work by our PMA-290 team. PB-14 requests funding for an additional 16 P-8s; while it’s not yet clear how sequestration will impact our Appropriations in FY 14, it was a major victory for the community to hang on to 16 airplanes in the budget in this austere fiscal environment.

PB-14 further clarified the Navy’s intent to move to a two Main Operating Base (MOB) footprint at Jacksonville and Whidbey Island. All of the Kanchee Bay P-8 MILCON was
re-programmed to Whidbey, generating near-term and long-term savings from the efficiencies of not building out three bases for P-8 and reducing our Wing and I-level overhead over the life of the platform. A Supplemental Environmental Impact Statement (SEIS) study is underway to examine the impacts of 5-7 (Jax-Whidbey) or 6-6 (Jax-Whidbey) basing footprints for our 12 VP squadrons. There will be public hearings for the Navy to receive community inputs on the impacts to the basing options. The results of the SEIS will inform an updated P-8 Basing Record of Decision by SECNAV in April of 2014. It is important to note that we are not abandoning K-Bay; we will maintain a 3 crew/2 aircraft detachment there, sourced from our IDRC squadrons. That K-Bay detachment will provide for the Maritime Homeland Defense of Hawaii and also enable the community to continue to capitalize on the rich ASW training opportunities available in the Hawaii OPAREAS.

In closing, I cannot adequately express how proud I am of the men and women that are the Maritime Patrol and Reconnaissance Force. History has shown time and again that it is the people - active duty, civilians, contractors, and their families - that make maritime patrol aviation second to none. Yes these are challenging times but we have been here before, and have survived. We have successfully transitioned to new aircraft and weapon systems many times over in our storied past. My personal interaction with serving Sailors and veterans of our community bolster my belief that the one constant over decades of operations is the mission; superbly supported by the professionalism, dedication, and commitment of our people. No one does it better and it has been my greatest honor to serve as Commander Patrol and Reconnaissance Group and Commander Patrol and Reconnaissance Group Pacific.

This will most likely be my last MPRF quarterly update. The CNO has selected me to serve as the Director of Navy’s 21st Century Sailor Office in Washington DC. This newly created position, reporting to the Chief of Naval Personnel, was born out of “Task Force Resilient” and will have oversight of critical Navy programs affecting the behavioral aspects of our Sailors’ careers. Among the many responsibilities of my new post will be the topical issues confronting our Navy today including improving physical fitness, equal opportunity, as well as the prevention of sexual assault, suicide, alcohol abuse, and domestic violence. This new job is all about helping Sailors and making our Navy stronger and more ready. I am honored to have been chosen for this critical position at this time in our Navy’s history. My only regret is giving up command of CPRG/CPRG-P earlier than planned.

While my relief has not yet been officially identified, there will be an MPRF Flag officer taking command of CPRG/CPRG-P this summer. To best serve the community and ensure continuity of command, I will continue to command Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific fulfilling all Man, Train, and Equip responsibilities until properly relieved. Joanne and I thank you for your never-ending support and look forward to serving you from Washington D.C.

Very Respectfully,
SS Buck

Postscript, 24 July, 2013

Since initially releasing this MPRF community update on the 14th of June, 2013, there have been a few significant developments that I would like to relay to the audience. First, Commander, Operational Test and Evaluation Force (COMOPTEVFOP) released the Initial Operational Test and Evaluation (IOT&E) report on P-8A Poseidon on the 1st of July, 2013. COMOPTEVFOP’s overall positive and honest assessment determined Poseidon to be operationally effective and suitable. This is high praise in the Test world.

Furthermore, VP-5 has completed their P-8A transition on schedule and our third squadron, VP-45, has begun theirs. To support the ongoing P-8 transition, we look forward to delivery of the 10th Fleet P-8A to Jacksonville by the end of July.

I would also like to welcome my relief, RDML Matt Carter and his wife Julie to Norfolk. SECNAV and CNO officially announced on the 18th of July that Matt would relieve me as Commander, Patrol and Reconnaissance Group. Matt and Julie will arrive from Japan in early August and the Change-of-Command ceremony is scheduled for the 7th of August, 2013. RDML Carter is eminently qualified to lead the community and write the next chapter of the MPRF story. The community remains in very capable hands. God Bless.
MPA AWARDS

Holmes, Lester Awarded Scholarships

Raytheon pays tribute to the men and women serving in the Maritime Patrol & Reconnaissance Community, who remain a beacon for naval aviation excellence. Raytheon is committed to delivering solutions that enable their success.

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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. Application for the 2014 award year will open in October 2013.

EMMA HOLMES
Hometown: Lexington Park, MD
High School GPA: 4.45
Headed to: University of Maryland, College Park
Major: Mechanical Engineering

Lester, who was also awarded the CAPT Brad Johansen Memorial Scholarship from WOA, is involved in:

- Student Council Senator
- Varsity Tennis
- National Honor Society
- Student Mentor
- Jazz Band – Trumpet
- St. Charles Hospital Gift Shop & Deliveries (volunteer)
- North Shore Jewish Center Service Projects
- Setauket Tennis & Fitness Leadership Day
- Hurricane Sandy Relief Effort

“工程 the fall I will be attending the university of my dreams, and this award will help with the tuition,” said Lester. “I am so proud of my father’s service to this country and am glad there is an organization that appreciates his commitment by giving back to the dependents. This scholarship is crucial in allowing me to pursue my plans, and to tap my own potential so that I may become a force of positive change in the world.”

REBEKAH LESTER
Hometown: Mount Sinai, NY
High School GPA: 3.72
Headed to: Wake Forest University
Major: Undecided

Lester, who was also awarded a Wings Over America scholarship, is involved in:

- Engineering Club
- International Thespian Society
- Physics Olympics (MD Regional)
- STEM Capstone Project Presenter
- National Honor Society
- Robotics Team & Global Conference on Education
- STEM Jeopardy contest for Cancer Research
- Teachers aide for Advanced Placement Chemistry
- American Cancer Relay for Life

Upon notification of her awards, Holmes expressed her gratitude for the financial assistance that MPA and WOA have provided her in her collegiate endeavors.

“I feel blessed to be entrusted with your confidence and support,” said Holmes. “This scholarship has helped make my college education an affordable dream, providing me with the freedom to concentrate on my engineering studies while continuing to pursue extra-curricular and community service opportunities. Without the extra burden of having to work to pay for my education, I plan to volunteer for summer engineering internships at the Naval Air Warfare Center Aircraft Division, which I believe will help me pursue my career goal of working in the Aerospace industry. I am exceptionally proud to be a member of the Navy's extended family. It's a life lesson that has not only taught me the value of personal responsibility and hard work, but also that we take care of our own.”

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MPA AWARDS

WWII Hero Accepts Hall of Honor Award Abroad

At the MPA Heritage Dinner on April 17, 2013, retired Flight Lieutenant John Cruickshank VC of the Royal Air Force was inducted into the MPRF Hall of Honor commemorating the “Internation Partnerships” theme of the 2103 MPA Symposium. Unable to attend the event himself, Cruickshank was later given the award at the Aberdeen RAFB Branch Meeting on June 15, 2013 in Laurencekirk, Scotland.

“John was ‘tickled’ by the whole thing,” said John Sefton, Aberdeen RAFB Secretary, in an email to MPA. “He was obviously both grateful and honoured.”

Cruickshank, who trained at NAS Pensacola in the 1940s, is now nearing the age of 93 and is the sole surviving recipient of the Victoria Cross from World War II. He lives independently in sheltered housing in Aberdeen, and is still described as being “sharp as a tack” by those who know him.

After glancing at the photo of him used by MPA in the Heritage Dinner program, he recalled that the picture of him was taken 70 years ago at about the time he was discharged from the hospital in Sumburgh and the background in the picture was the hospital itself.

Flight Lieutenant John Cruickshank earned the Victoria Cross, the U.K. equivalent to the U.S. Medal of Honor, for his successful action against a German U-boat while on anti-submarine warfare (ASW) patrol on July 17, 1944. As the pilot of a Catalina aircraft, Cruickshank led his crew in the sinking of the submarine while under hostile fire. During the multiple attacks, the navigator/bomb aimer was killed, the second pilot and two other members of the crew were injured and Flying Officer Cruickshank was struck in seventy-two places, receiving two serious wounds in the lungs and ten penetrating wounds in the lower limbs. Refusing medical aid, Cruickshank insisted on taking control of his badly damaged aircraft and in spite of his injuries he gave orders as necessary until the aircraft was safely landed on the water. He was so critically injured that he had to be given a blood transfusion before he could be removed from the plane to hospital.

According to Squadron Leader Mark Faulds, a visiting RAF member training at Patrol Squadron THIRTY who accepted Cruickshank’s award in April, said that Cruickshank speaks fondly of the U.S. Navy, and says of his training in Pensacola, “It was one of the highlights of my career, and although it was the first stage of my training, I felt it tremendous value. It made me a good aviator.”

By September Willerson
Maritime Patrol Association

COMMUNITY

VP-30 Officer Selected for 2014 Olmsted Scholar Program

Lt. Jared Wilhelm, a U.S. Naval War College (NWC) Fleet Seminar Program student assigned to VP-30 at NAS Jacksonville, has been selected to participate in the 2014 Olmsted Scholar Program.

The Olmsted Scholar Program, a three-year program which serves as a key to prepare young officers for future leadership roles in an ever-increasing international operating environment, offers a unique opportunity to pursue two years of graduate study using a foreign language while providing overviews cultural and travel opportunities.

“I believe that the Olmsted Scholar Program will better prepare me to be a leader in the maritime patrol and reconnaissance community, where an in-depth understanding of foreign cultures impacts Sailors on a daily basis,” said Wilhelm.

Wilhelm currently serves as the maintenance quality assurance officer for VP-30 and noted how his experience during previous deployments and assignments reinforced the importance of cultural diversity required of today’s Navy leaders.

Wilhelm will complete the NWC Fleet Seminar Program in May and begin language training in the summer or fall of 2013.

Following one year of intensive foreign language study statewide, Wilhelm will attend the National University of Cuyo in Mendoza, Argentina to pursue his political science graduate program studies.

“The Olmsted program will be an extension of the Fleet Seminar Program’s ability to expand views beyond our daily work environment,” he said.

During his tenure in Argentina, Wilhelm will study and interact with the population using Spanish fluency and emphasize development of language skills and regional cultural.

Photo by VP-30.
Lt. Jared Wilhelm of VP-30 was recently selected to participate in the 2014 Olmsted Scholar Program that will allow him to pursue his political science graduate program studies in Argentina.

“For more information on the FY-15 Olmsted Scholar Program view NAVADMIN 101/13 or visit: www.olmstedfoundation.org

By MC1 Alice Hall
Naval War College Public Affairs
Published in Jax Air News May 1, 2013
VP-10 ‘Red Lancers’ Complete Successful Deployment

The VP-10 “Red Lancers” returned home last week from their six-month tri-site deployment in support of the Navy’s 4th and 7th Fleets. While on deployment, VP-10 safely executed more than 250 sorties and flew more than 2,900 hours with an astounding 97 percent mission completion rate.

Driven by thoughts of home and duty to country, the Red Lancers continued their tradition of excellence, flying anti-submarine, littoral surveillance and counter-narcotics missions throughout the 4th and 7th Fleet areas of responsibility. Operating out of Forward Operating Location Comalapa, El Salvador, the Red Lancer team flew missions in support of joint, interagency Operation Martillo. Their mission was the detection, interdiction, and seizure of illegal narcotics in both the Pacific Ocean and Caribbean Sea. VP-10 directly contributed to the interdiction of more than 18,000 kilos of illegal narcotics as well as the detention of 28 suspected narcotics smugglers.

The Red Lancer maintenance team was equally busy, completing 10 engine and 16 propeller changes over the course of the deployment. When they weren’t interdicting suspected smugglers, VP-10 personnel were enthusiastically engaged in community outreach and support, volunteering more than 600 hours at a local orphanage.

During their weekly trips to the orphanage, squadron personnel played games with the children and performed minor repairs, including assisting with the painting of walls which provided much needed assistance to the staff. The squadron also donated 1,200 pounds of food and clothing and made a monetary donation of more than $1,500 to the orphanage. The Red Lancers were exemplary ambassadors of the Navy’s humanitarian efforts abroad.

Operating out of Misawa Air Base in northern Japan and Kadena Air Base in Okinawa, VP-10 supported 7th Fleet efforts around the Asian-Pacific region. The squadron successfully executed multiple detachments to the Republic of Korea, Australia and Guam. During their detachment to this region, they flew in support of multinational exercises Fleet Concentration Period 2013, GUAMEX 13-1, Foal Eagle, Key Resolve, Siang Yong and SHAREM. Primarily stationed at Misawa AB, VP-10 maintenance continued their exemplary performance, expertly handling the day-to-day maintenance operations of a deployed squadron. They also flawlessly managed the rigorous Integrated Maintenance Concept (IMC) evolutions for eight theater P-3C Orions.

In addition to the numerous squadron successes that were attained on this deployment, including surpassing 40 years and more than 239,000 mishap-free flight hours, VP-10 personnel also achieved numerous individual career milestones. The squadron had 56 personnel qualify and receive the Enlisted Aviation Warfare Specialist pin, 36 Sailors were advanced during the most recent exam cycle and 15 Sailors reenlisted.

By VP-10 PAO
Published in Jax Air News June 12, 2013
COMMUNITY

VP-45 ‘Pelicans’ Return Home From Deployment

The VP-45 “Pelicans” returned home last week to their eagerly awaiting families and friends at NAS Jacksonville after a six-month deployment to Kadena Air Base in Okinawa, Japan.

Following a turnover with the VP-26 “Tridents,” the final group of VP-45 Pelicans arrived home June 8, completing the squadron’s last flight in a P-3C Orion before beginning its transition to the P-8A Poseidon next month.

The deployment proved very successful and rewarding on many levels. From a maintenance perspective, AT1(AW) Tiffany Travis, the 2013 Senior Chief Sydney Smith Leadership Award recipient, noted that, “what the maintenance department accomplished as a whole is more than anyone could have expected.

From the mechanics changing engines, airframers completing fuel cell maintenance, aviation electronic technicians constantly battling to keep the Single Advanced Signal Processor System and the radar up, to the aviation ordnancemen loading thousands of buoys — we all came together to get the job done.”

Thanks to the support of these maintenance professionals, VP-45 combat aircrews flew 3,026 mishap-free flight hours and launched 18 ready alert aircraft in support of search and rescue, intelligence reconnaissance, and anti-submarine warfare operations.

Despite a high ops-tempo, the Pelicans still found time for professional development, with 11 Sailors earning naval aircrew wings and more than 40 personnel earning their enlist-
ed aviation warfare specialist wings.

In addition to operating out of Kadena, VP-45 also operated out of numerous detachment sites around the 7th Fleet area of responsibility (AOR), including the Philippines, Malaysia, Thailand, Australia and Indonesia.

The detachments covered a wide range of missions, including search and rescue and international exercises. Often working side-by-side with the host countries’ military, these detachments not only strengthened international relations, but also provided the Pelicans with a chance to act as American ambassadors.

Overall, the Sailors of VP-45 were the cornerstone that attributed to the successful deployment.

"Over the past six months, the Pelicans have been working really hard to support 7th Fleet in one of the most dynamic AORs in the world," said VP-45 Executive Officer Cmdr. T.J. Grady.

Grady added that, “it has been a true team effort” thanks to VP-5, VP-10 and Commander Patrol and Reconnaissance Wing Eleven assets that augmented VP-45 during the deployment.

With the deployment now in the rear view mirror, the Pelicans will pause to commemorate the squadron’s heritage with a dinner June 21.

The Pelican family will pay a special tribute to the flight engineer and in-flight technician ratings that, after more than 70 years as a part of VP-45, will be leaving the squadron as the Pelicans transition to the Boeing P-8A Poseidon.

By Lt. j.g. Josh Stokes, VP-45 Public Affairs Officer
Published in Jacksonville Air News June 12, 2013

Photo by MC3 Michelle Lush. AV821 Steven Nordbaeck of VP-45 proudly waves Old Glory as the squadron’s last P-3C Orion, piloted by VP-45 Commanding Officer Cmdr. John Brabazon, makes its way to Hangar S12 after returning home to NAS Jacksonville.

Photo by Kaylee LaTourque. AM3 Robert Gribble of VP-45 happily hugs his 5-month-old son, James after returning home on June 6. Gribble was met by his parents, Keith and Monica Gribble who live in Indianapolis, and have been caring for baby James and his 3-year-old brother, Gabriel, for the past month when their mother, who is also in the Navy, was transferred to San Diego.

Photo by VP-45 Commanding Officer Cmdr. John Brabazon happily greets his family after returning home to NAS Jacksonville on June 9.
COMMUNITY

CAPT Scott Relieves CAPT Ramsden as CPRW-2

Upcoming Events

Reunion Events

VP-4 Veterans Association Reunion: September 4, 2013, VICTORIA CITY & BUTCHART GARDENS CRUISE & TOUR
Contact: John Larson
Email: johnlar1@cox.net
Info/Register: www.vp4association.com

VP Association Reunion: September 21, 2013, Weymouth Elks Hall at 1197 Washington Street in Weymouth, MA
Contact: Bill Hanigan
Email: haniganwilliam@gmail.com
Info/Register: www.vpassociation.org

2013 Patrol Squadrons NW Reunion: September 27-29, 2013, Oak Harbor, WA at the Best Western Hotel
Contact: Edwin Hammond
Email: 67slowedcomcast.net
Phone: 360-675-5710

VP-93 14th Annual Fall Muster: November 1-3, 2013, Selfridge ANGB, Mt. Clemens, MI
Contact: Howard Rundell
Phone: 734-658-7701
Email: g Sav8or@aol.com

ANA Patriot Squadron, Boston, MA. This group operates a small naval aviation museum on the site of former NAS South Weymouth called the Shea Naval Aviation Museum. A number of members were formerly VP-92 and predecessor reserve patrol squadrons that were based at NAS South Weymouth. The group meets at 11 AM on the last Saturday of the month at the museum and goes out for lunch afterwards. For details see: www.anapatriotsquadron.org.

Chapter Events

Washington DC Chapter:
CDR Chris Flaherty, VP of Region
Join us for MPA Happy Hour on Friday, July 26 from 1600-1900 at Crystal City Sports Pub in Crystal City! 529 South 23rd Street, 3rd floor, Arlington, VA. christopher.flaherty@gc.ndu.edu

Whidbey Island Chapter:
CAPT Steve Deal, VP of Region
Stay tuned for coming events! steven.deal@navy.mil

Pax River Chapter:
LCDR Chris Arts, VP of Region
Join us for a MPA chapter social on Friday, August 2 at 1530 at Buffalo Wild Wings in Lexington Park! Come early for complimentary beer [before it runs out!] and bring a new member to get some MPA poker chip/golf markers. 46370 Lexington Village Way, Lexington Park, MD. christopher.arts@navy.mil

Hawaii Chapter:
CAPT Lance Scott, VP of Region
Stay tuned for coming events! lance.scott@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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CAPT Scott was born in Urbana, IL and raised abroad spending 14 of his first 18 years in Germany and Japan. He is a 1991 graduate of the U.S. Merchant Marine Academy at Kings Point, NY where he earned a B.S. in Marine Transportation, a license as Third Mate, Unlimited Tonnage Ocean Going Vessels, and a commission in the U.S. Navy. Additionally, he holds a Master of Arts in National Security and Strategic Studies from the Naval War College in Newport, RI.

Receiving his wings of gold in November 1992, he completed P-3C Fleet Replacement Squadron training at VP-31, Moffett Field, CA and began his first flying tour with the Grey Knights of VP-46 in May 1993. Subsequent operational tours include Assistant Navigator aboard USS JOHN F KENNEDY (CV-67); department head tour with the Golden Eagles of VP-9 at Kaneohe, Hawaii; and an XO/CO tour with VP-9 where he deployed with the squadron to Talil, Iraq in support of Operation IRAQI FREEDOM.

Shore and staff assignments include Aide and Flag Lieutenant to the Commander, U.S. Naval Forces Japan, in Yokosuka, Japan; Fleet Replacement Squadron NF0 Instructor at VP-30 in Jacksonville, FL; Commander, Patrol and Reconnaissance Forces, Pacific staff at Kanohe Bay, HI, as the Weapons and Tactics Unit (WTU) West Assistant OIC; Navy Personnel Command (NPC) in Millington, TN as VP Placement Officer for PERS-43, Aviation Officer Assignments; and Strategy Branch Head to Director, Naval Warfare Integration Group (NOXX) on the immediate staff of the Chief of Naval Operations at the Pentagon. His most recent assignment was on the Joint Staff in J-39, Deputy Director for Global Operations serving as a Branch Chief coordinating Interagency actions.

CAPT Scott has logged over 2,900 flight hours in the P-3C Orion. His personal decorations include the Defense Meritorious Service Medal, Meritorious Service Medal (3), Air Medal (2nd Strike/Flight), Navy and Marine Corps Commendation Medal (5), and various campaign, unit, and service medals.

COMMUNITY

CAPT Lance G. Scott (right) relieved CAPT Christopher F. Ramsden (left) as the Commander of Patrol and Reconnaissance Wing TWO (CPRW-2) on July 18th, 2013 at Marine Corps Base Hawaii, Kaneohe Bay. CAPT Ramsden will be reporting to Naval War College, Newport Rhode Island. Photo by Chief Petty Officer Edward Satonine, CPRW-2.

Comm Box

CPT Lance G. Scott (right) relieved CAPT Christopher F. Ramsden (left) as the Commander of Patrol and Reconnaissance Wing TWO (CPRW-2) on July 18th, 2013 at Marine Corps Base Hawaii, Kaneohe Bay. CAPT Ramsden will be reporting to Naval War College, Newport Rhode Island. Photo by Chief Petty Officer Edward Satonine, CPRW-2.
On November 14th 1970 a new Naval Air Reserve patrol squadron, VP-92, was commissioned at NAS South Weymouth, Massachusetts. VP-92 was one of twelve Reserve Force Squadrons commissioned at naval air stations across the country during 1970 as part of a major reorganization of the Naval Air Reserve.

A Reserve Force Squadron, known as a “RESFORON” for short, was a new concept for the Naval Air Reserve. Traditionally, USNR squadrons had been composed entirely of part time reservists who came on base for one week end per month (“drill weekend”) and for two weeks of annual training (“AT”) per year.

Before the RESFORONs were established, USNR squadrons did not “own” the aircraft that they flew. All the reserve aircraft on a base were operated in a joint-use pool, similar in concept to a motor pool, which was maintained for the reservists by the full time Training and Administration of Reserves or “TAR” personnel assigned to that base. The TARs were not regular Navy personnel but were actually members of the Naval Air Reserve serving on continuous active duty orders. Aircraft were checked in and out of the pool as required to support the reserve squadrons’ flight and maintenance training schedules. Typically, the aircraft in the reserve pools were obsolete types that had been retired from active service with the Fleet.

The old-style USNR squadrons tended to be much smaller than their regular Navy peers. In those areas of the country where there was a high level of interest in the Naval Air Reserve there was often more than one USNR squadron of the same type operating on a base. For example, just before VP-92 was formed there were four different reserve patrol squadrons at NAS South Weymouth. Each of these squadrons drilled on a different weekend and sequenced its AT period to ensure that there would be enough aircraft available to support its training schedule.

There was little effort made to ensure that the old-style USNR squadrons had the same organizational structure that the equivalent regular Navy squadrons had. For example, all of the enlisted reservists in a particular rate (such as parachute riggers) might be concentrated in one USNR squadron on a base and absent from all the other similar squadrons there.

The USNR squadrons tended to be focused on maintaining a minimum level of basic flying proficiency for the reserve pilots, who tended to work for the airlines in their civilian careers. Tactical training and non-pilot crew training was considered to be of lesser importance. Typical weekend flight training often consisted of take-off and landing practice in the local pattern or short VFR cross countries. Formal training requirements were so relaxed during the late 1950s to late 1960s period when the USNR patrol squadrons were flying Lockheed SP-2E and SP-2H Neptunes that the squadrons were referred to by the reservists as “the Neptune flying club”.

Since most aircraft maintenance and squadron administrative tasks were performed by the TARs on Wednesdays through Fridays (Mondays and Tuesdays were traditionally the TARs’ days off or “week-end”) while the reservists were working at their civilian occupations, maintenance and administrative traine
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it adopted the slogan “Forever Vigilant” as its motto.

VP-92 continued to fly P-3As until 1984, when it transitioned to the more capable P-3B. When VP-92 transitioned from the SP-2H to the P-3A in 1975 most Fleet patrol squadrons were using the P-3C. The mission equipment on the P-3C was fully integrated into an on-board computer system which automatically recorded sensor and tactical decision related data for post-flight analysis. The P-3As and P-3Bs did not have this capability, and this tended to limit the ability of VP-92 and the other reserve patrol squadrons that were not flying the P-3C from close operational integration with the Fleet for training and operational purposes. This situation changed for VP-92 in 1991 when the squadron transitioned to the P-3C.

During the SP-2H, P-3A, and P-3B era VP-92 tended to go off on its two-week AT periods as a complete squadron. Generally, there were two drill weekends held per month, a “Gold” drill weekend and a “Blue” drill weekend, each having its own team of part time reserve aircrews and ground support personnel who trained together. There were usually two different AT periods held during the summer, one for the reservists on the “Gold” drill weekend and the other for those on the “Blue” weekend. Normally the two AT periods were held back-to-back to minimize the disruption to the full time TARs who had to administer both of them.

For AT during the SP-2H, P-3A, and P-3B eras VP-92 would deploy to an operational Atlantic Fleet patrol squadron deployment site such as NAS Bermuda, NAS Rota in Spain, or NAF Ladjes on the Azorean island of Terceira where its flight crews would participate in training exercises and be tasked to fly operational patrols and ASW missions. Normally, the deployed squadron operated as a self-contained unit, handling its own maintenance and administrative tasks as much as possible with a minimum of external support.

After VP-92 transitioned to the P-3C, the squadron basically stopped deploying as a group for AT and began sending individual crews and ground support detachments overseas to augment deployed Fleet squadrons. Training exercises became secondary to actual operational tasking for the reservists. In fact, between 1993 and 1995 VP-92 crews participated in actual combat operations during Operation Sharp Guard where they flew armed patrols off the coast of embattled former Yugoslavia to help enforce a United Nations arms embargo.

During the P-3C era, VP-92 crews and ground support detachments typically integrated very closely with whatever Fleet squadron happened to be operating out of the overseas deployment site at that time. Often the reservists and TARs worked out of the Fleet squadron’s office spaces.

VP-92’s transition to the P-3C coincided with the collapse of the Soviet Union and the end of the Cold War. The
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What’s New?

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2014 MPA SYMPOSIUM!
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For more information, visit:
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