

# PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2013: Issue 3



*In This Issue*

Triton Completes First Flight  
Inaugural MPA Scholarships Awarded  
2014 Symposium Dates Announced!!





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# PLANESIDE

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# IN THE NEWS

UNMANNED SYSTEMS

## 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



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 10 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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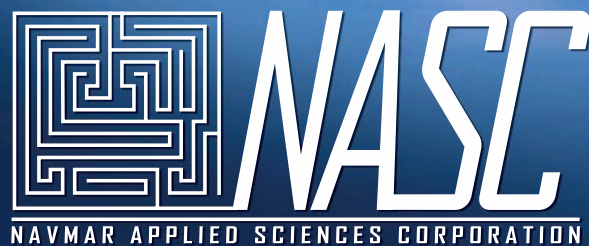
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as use fewer resources than previous surveillance aircraft," said Rear Adm. Sean Buck, Patrol and Reconnaissance Group commander, who also witnessed the test flight.

"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 – mark a new chapter in naval aviation."

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.

"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 (CPRW) 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

# IN THE NEWS

## New Triton and Poseidon Training Facilities Taking Shape

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."



Photo by Clark Pierce. (At left) A technician checks his measurements for air-conditioning ducts in the new P-8A Poseidon schoolhouse for maintainers.



Photo by Clark Pierce. The single-story MQ-4C Triton schoolhouse and two-story P-8A Poseidon schoolhouse will share the same secured entrance. The building in the background is NAS Jax Hangar 511.

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 load 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

M<sub>PRF</sub> Warriors Past and Present,

This is my fourth quarterly update on the state of the Maritime Patrol and Reconnaissance Force (MPRF). 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 MPRF 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 MPRF. This unwavering support is directly attributable to the ability of our VP, VPU, 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 Tacmobile 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 RDML Mat Winter, Program Executive Officer for Unmanned Aviation and Strike Weapons (PEO(U&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



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

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 leaning 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 (ADOD) 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 ADOD multi-mission UAS requirements 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 RQ-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 forward 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 5400 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 NB 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/AT/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 TACCOs, 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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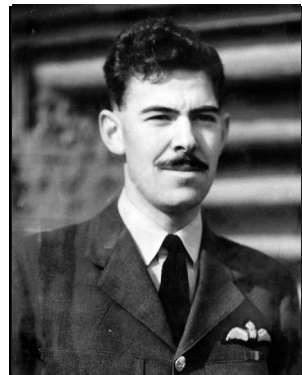
# Introducing the newest **MPRF** *honorees*



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## Past Honorees



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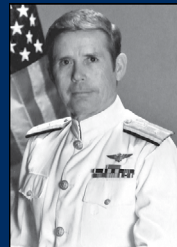
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**Norman "Bus" Miller**



Admiral  
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Vice Admiral  
**Edward Waller**



Rear Admiral  
**Daniel J. Wolkensdorfer**

vides rapid insertion of new capabilities, including improved communications, collection, and analysis capabilities. The Spiral 3 EP-3E aircraft provide our MPRA crews an open-architecture and state-of-the-art collection system capable of exploiting threat emissions through the end of the decade.

We are sustaining our ISR capability through effective maintenance and timely modernization of the legacy force and development of sensors/payloads that can be deployed from a wide range of sea and shore-based unmanned platforms that are fully integrated with their manned counterparts. The continuous sensor and TTP development of EP-3 and SPA is critical to future migration of those unique capabilities to P-8A and the MQ-4C Triton Unmanned Air System to fully realize the potential of an integrated Family of Systems. This approach is reducing cost, developing common standards, and improving interoperability while providing the Fleet with modular, scalable, and flexible ISR systems for the future.

### 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 BMUP+, 12 EP-3, 6 SPA and 15-20 AIP+. I expect TCAS installs to start this coming fall in conjunction 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 (MRRWS) have been particularly busy completing two C4ASW Fleet Introduction courses for capability improvements to our P-3C AIP fleet. A VP-30/MPRWS crew and aircraft detached for a week to NAS North Island in support of VX-1 Acoustic Processor 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 operating area and maintained contact until the Coast Guard

arrived directly contributing to the interdiction of an illegal 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 continue to do extremely well in their initial training at CNATTU. 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 LRIP 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 LRIP- Lot 3 aircraft will deliver in CY 2014. Boeing has delivered all aircraft to the Fleet on 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 reliability and is performing very well on-station, particularly in the ASW role. It is now apparent to all that the Poseidon, 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 Evaluation (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 AOR's. While the official report is still being drafted, I expect it to be an honest accounting of P-8 performance on station. We know that there will be a number of deficiencies identified in various systems



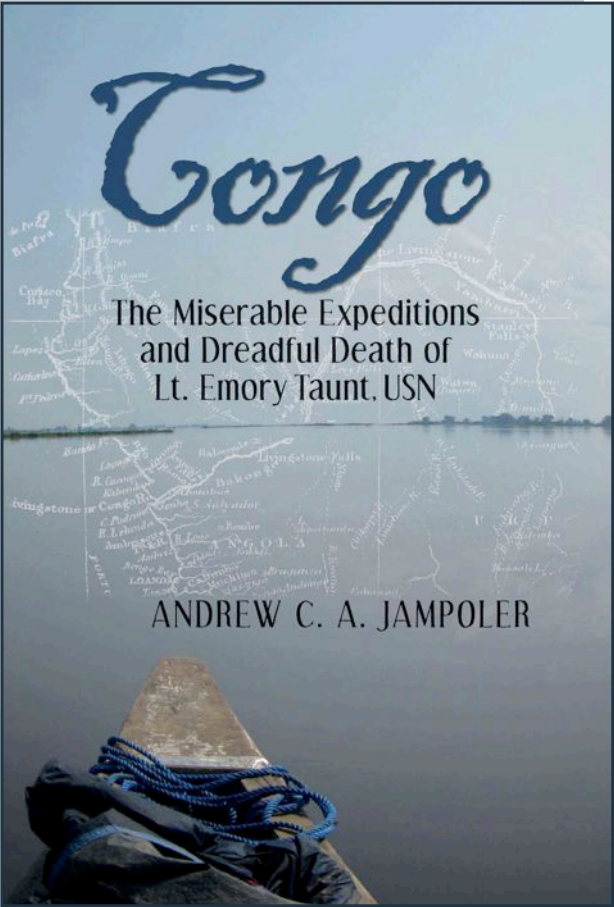
and mission areas, but I am confident that there will be very few issues that are not already known and being properly addressed by the Program Office. To ensure that we pace the threat and provide the Fleet with the right tools to get the job done, we are working hard on verification and correction 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 MPRF & 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 strategies 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 PD 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 MPRF 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 I 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 5300 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, PTT, OFT, Desk Top training devices) and over 9,000 hours of classroom instruction. The FIT, FRS, and MPRWS continue to work closely with VP-16, CPRW-11, CPRG 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 airplanes to bring another squadron on-line in P-8’s. We’ll have 13 airplanes in Jax by the end of



Lauded for his ability to tell compelling, true adventure stories, award-winning author Andrew C. A. Jampoler recounts the experiences of a young American naval officer on a dangerous, solo mission up the Congo River in May 1885. Lt. Emory Taunt, USN, was ordered to explore as much of the river as possible and report on opportunities for Americans in the potentially rich African marketplace. This journey into the heart of Africa inspired his hopes that a commercial venture to collect elephant ivory in the river’s great basin and, later, an appointment as the U.S. State Department’s first resident diplomat in Boma, capital of King Leopold II’s Congo Free State, were filled with promise. Instead of becoming rich and famous, however, he died alone, bankrupt, and disgraced. A little more than five years after setting forth on his mission, Taunt, thirty-nine, was buried near the place he had first come ashore in Africa, a victim of both his personal demons and the Congo’s lethal fevers.



Andrew C. A. Jampoler spent twenty-four years as a naval aviator before his retirement from the U.S. Navy in 1986. A resident of Loudoun County, Virginia, he has been writing history books and magazine articles for more than a dozen years, winning the Naval Institute Press’ Author of the Year in 2003 for *Adak* and *Naval History* magazine’s Author of the Year in 2006.

- Other books by Andrew Jampoler:
- *Horrible Shipwreck*
  - *The Last Lincoln Conspirator*
  - *Sailors in the Holy Land*

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“This lively, readable, and carefully researched book fills in an intriguing and little-known corner of Congo history. Lieutenant Taunt’s life gives us a revealing glimpse of the gold rush mood of the early days of the ‘Scramble for Africa.’”  
—ADAM HOCHSCHILD, author of *King Leopold’s Ghost* and *Bury the Chains*

“Congo” is now available through the Naval Institute Press ([www.usni.org/naulinstitutepress](http://www.usni.org/naulinstitutepress)), online booksellers (including Amazon, Barnes & Noble, etc.), and through any local bookstore.

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 IDRC and VP-30’s FRS 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 teaches. 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-8’s, and I’m happy to report that we’ll be able to buy 13 P-8’s even amidst the sequester due to some great work by our PMA-290 team. PB-14 requests funding for an additional 16 P-8’s; 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 Kaneohe Bay P-8 MILCON was



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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. COMOPTEVFOR'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. ★*

# 2014 maritime patrol association SYMPOSIUM

## Week of April 7-11, 2014 on board NAS Jacksonville

*Special discounted pricing  
to all events for MPA Members!*

*Schedule of events to include:*

MPA General Members Meeting & Social  
MPA Heritage Dinner in Historic Hangar 117  
MPA Scholarship Golf Tournament & 5K  
MPA Flight Suit Social  
*And More!*

*Stay tuned for more 2014 Symposium info at:*  
[www.maritimepatrolassociation.org/symposium](http://www.maritimepatrolassociation.org/symposium)





# MPA AWARDS

## Holmes, Lester Awarded Scholarships

Facilitated by the Wings Over America (WOA) Scholarship Foundation, the inaugural MPA Scholarships were awarded in May to two outstanding recipients who topped the list of competitive applicants for the 2013 award year. MPA's scholars were so competitive, in fact, that they both were eligible for and were awarded additional scholarship awards by Wings Over America.

MPA is proud to introduce our first scholarship awardees: Emma Holmes and Rebekah Lester.

\*\*\*\*\*

### EMMA HOLMES

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

Holmes, who was also awarded the CAPT Brad Johansen Memorial Scholarship from WOA, 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 studied 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."

\*\*\*\*\*

### 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:

- 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

"In 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."



# mpa SCHOLARSHIP 2014

Taking off for college?

★ **This application is for you.** ★

We're looking to propel some 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/](http://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. Application for the 2014 award year will open in October 2013.



## HONOR, COURAGE AND COMMITMENT



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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 "International Partnerships" theme of the 2103 MPA Symposium. Unable to attend the event himself, Cruickshank was later given the award at the Aberdeen RAFA Branch Meeting on June 15, 2013 in Laurencekirk, Scotland.

"John was 'tickled' by the whole thing," said John Sefton, Aberdeen RAFA 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



Flt. Lt. Cruickshank in the 1940s.

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



Flt. Lt. Cruickshank (right) wearing a Boeing P-8A Poseidon ball cap, received his MPRF Hall of Honor award from John Sefton (left), Aberdeen RAFA Secretary, at the Aberdeen RAFA Branch Meeting on June 15, 2013.

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 Wilkerson  
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 overseas 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 state-side, 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.

"The opportunity to learn a foreign language in an academic setting during immersion in a foreign culture while pursuing graduate work can't be achieved from a ship or a base," added Wilhelm.

For more information on the FY-15 Olmsted Scholar Program view NAVADMIN 101/13 or visit: [www.olmstedfoundation.org](http://www.olmstedfoundation.org)



By MC1 Alice Hall  
Naval War College Public Affairs  
Published in Jax Air News May 1, 2013



# COMMUNITY

## 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,



Photo by Kaylee LaRocque . VP-10 Commanding Officer Cmdr. Charles Stickney and crewmembers were greeted by Jacksonville Navy Metro Fire & Emergency Services as they taxi their P-3C Orion to Hangar 117 following a six-month deployment ending on June 6.

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, Ssang 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



(Photo above) Photo by Kaylee LaRocque. VP-10 Commanding Officer Cmdr. Charles Stickney is tackled by his son, Zach after arriving home from deployment June 6.

(Photo right) Photo by MC2 Amanda Cabasos. Family members of Sailors assigned to VP-10 wait at NAS Jacksonville during the squadron's homecoming on June 4.



A little rain didn't dampen the homecoming celebration for VP-10 as Lt. Cmdr. David Neall hugs his son, Mason, while his wife, Kara, and son, Tyler, wait patiently for their turns.



Photo by MC2 Amanda Cabasos. AWF1(NAC/AW/SW) Luis Rivas is greeted by his wife, Christine Davis, and daughter, Paola Rivas, during a homecoming celebration as VP-10 returns from a six-month deployment June 4.





# 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) Tifani 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 Jax Air News June 12, 2013

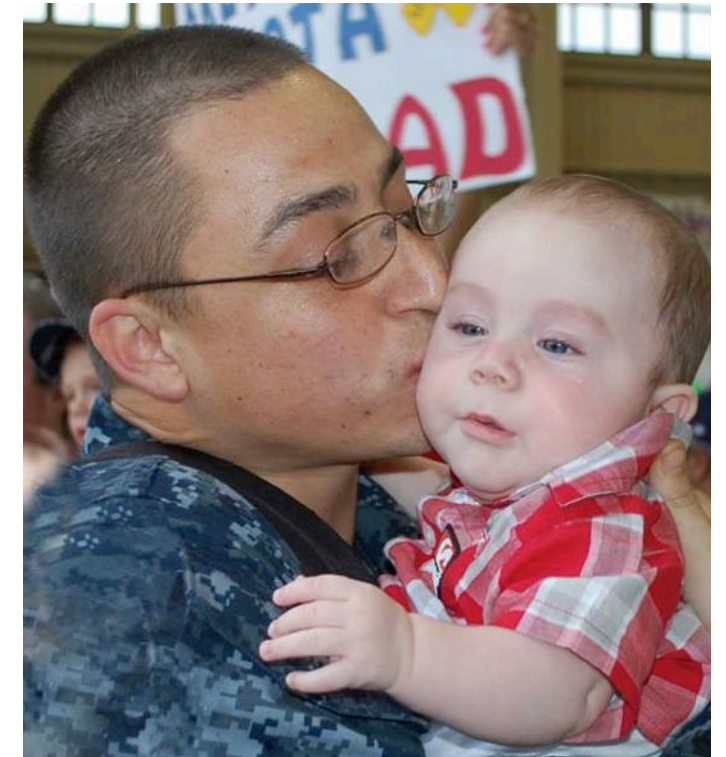


Photo by Kaylee LaRocque. AM3 Robert Gribble of VP-45 happily hugs his 5-month-old son, James after returning home on June 6. Gribble was met by his parents, Keith and Monica Gribble who live in Indianapolis, and have been caring for baby James and his 3-year-old brother, Gabriel, for the past month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



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



Photo by MC1 Michelle Lucht. AWO1 Steven VanBloem 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 511 after returning home to NAS Jacksonville.



# COMMUNITY

## CAPT Scott Relieves CAPT Ramsden as CPRW-2



CAPT Lance G. Scott (right) relieved CAPT Christopher P. 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 Satorre, CPRW-2.

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 Tallil, Iraq in support of Operation IRAQI FREEDOM.

Shore and staff assignments include Aide and Flag Lieuten-

ant to the Commander, U.S. Naval Forces Japan, in Yokosuka, Japan; Fleet Replacement Squadron NFO Instructor at VP-30 in Jacksonville, FL; Commander, Patrol and Reconnaissance Forces, Pacific staff at Kaneohe 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 (N00X) 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), Navy and Marine Corps Achievement Medal (2), Meritorious Unit Commendation (2), and various campaign, unit, and service medals. ★

# COMMUNITY

## 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](http://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](mailto:haniganwilliam@gmail.com)  
Info/Register: [www.vpassociation.org](http://www.vpassociation.org)

**2013 Patrol Squadrons NW Reunion:** September 27-29, 2013, Oak Harbor, WA at the Best Western Hotel  
Contact: Edwin Hammond  
Email: [67sled@comcast.net](mailto:67sled@comcast.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: [g5av8or@aol.com](mailto:g5av8or@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](http://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](mailto:christopher.flaherty@gc.ndu.edu)

**Whidbey Island Chapter:**  
**CAPT Steve Deal, VP of Region**  
Stay tuned for coming events!  
[steven.deal@navy.mil](mailto:steven.deal@navy.mil)

**Pax River Chapter:**  
**LCDR Chris Artis, 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.artis@navy.mil](mailto:christopher.artis@navy.mil)

**Hawaii Chapter:**  
**CAPT Lance Scott, VP of Region**  
Stay tuned for coming events!  
[lance.scott@navy.mil](mailto: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](mailto:info@maritimepatrolassociation.org).

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



# COMMUNITY

## Events Calendar

July

### Friday, July 12

VXS-1 Change of Command Ceremony, NAS Patuxent River: CDR JEFFREY M. PLAISANCE, USN, RELIEVED CDR STACEY K. WRIGHT, USN, AS COMMANDING OFFICER, SCIENTIFIC DEVELOPMENT SQUADRON ONE.

### Saturday, July 13

VP-69 Change of Command Ceremony, NAS Whidbey Island: CDR EYRAN E. RICHARDS, USN, RELIEVED CDR MICHAEL V. MINEO, USN, AS COMMANDING OFFICER, PATROL SQUADRON SIXTY-NINE.

### Thursday, July 18

CPRW-2 Change of Command Ceremony, Kaneohe Bay, HI: CAPT LANCE G. SCOTT, USN, RELIEVED CAPT CHRISTOPHER P.

RAMSDEN, USN, AS COMMANDER, PATROL AND RECONNAISSANCE WING TWO.

August

### Wednesday, August 7 at 1000

CPRG Change of Command Ceremony, NAS Oceana: RDML SEAN S. BUCK, USN, TO BE RELIEVED BY RDML MATTHEW CARTER, USN, AS COMMANDER, PATROL AND RECONNAISSANCE GROUP.

### Thursday, August 15 at 0900

VP-30 Change of Command Ceremony, NAS Jacksonville: CAPT MARK STEVENS, USN, TO BE RELIEVED BY CAPT CURT PHILLIPS, USN, AS COMMANDER, PATROL SQUADRON THIRTY.

# HISTORY

## The Story of Patrol Squadron Ninety-Two

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 weekend 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 for the reservists 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 training



VP-92's original guillotine insignia was designed by part time reservist AW2 Lee Bureau in 1971. Marc Frattasio collection.



## 50 YEARS AS THE GLOBAL STANDARD

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

[www.lockheedmartin.com/p3](http://www.lockheedmartin.com/p3)

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SP-2H "Seven Zulu Two Zero Eight" is parked on the ramp at NAS South Weymouth on September 30th 1974. This aircraft is wearing NAS South Weymouth's 7Z base identification code to indicate that it is part of the base reserve aircraft pool and is not "owned" by a squadron. Tom Cuddy photo.

tended to be weak. In addition, because everybody in these squadrons was a part time reservist, direct interactions with TAR and regular Navy personnel were minimal. Consequently, the reservists tended to be unfamiliar with current Navy practices and procedures.

The limitations associated with the USNR squadrons were exposed during the reserve mobilizations for the Berlin Crisis in 1961 and for the Pueblo Crisis in 1968. The USNR anti-submarine (VS) and patrol squadrons that were activated for the Berlin Crisis succeeded in their missions, for the most part, because gaps in squadron manning were filled by TARs and by transferring reservists from squadrons that were not activated into squadrons that were. However, during the Pueblo Crisis a few years later every USNR attack and fighter squadron that was activated proved incapable of deploying operationally with the Fleet due to a combination of inadequate skills, insufficient manning, and obsolete aircraft.

The RESFORONs were formed specifically to eliminate the shortcomings described above and ensure that the reserve squadrons would be immediately ready to join the Fleet in the event of mobilization. Each RESFORON was structured exactly the same as an equivalent regular Navy squadron, having the same billets, manning, etc. To maintain continuity during the week while the part time reservists were away and to ensure that the training was managed to the same standards as the regular Navy, the RESFORONs were staffed with a cadre of full time TARs.

Aircraft were assigned directly to each RESFORON. Thus, for the first time the reserve squadrons took custody of their own aircraft and were made solely responsible for all routine maintenance. A plan was put in place to gradu-

ally upgrade the aircraft assigned to the RESFORONs with the intent of eventually reaching parity with the Fleet.

At NAS South Weymouth, the plank-owning part time reserve members of VP-92 were drawn from predecessor USNR patrol squadrons VP-63Z1, VP-63Z2, VP-63Z3, and VP-11Z4. These four squadrons were disestablished on November 14th 1970 when VP-92 was formed. Most of the first group of TARs assigned to VP-92 were transferred into the squadron from the various training, maintenance, and administrative departments on the base.

VP-92's first aircraft were eighteen Lockheed SP-2H Neptunes. These aircraft had previously been assigned to the reserve aircraft pool on the base and had been shared by VP-63Z1, VP-63Z2, VP-63Z3, and VP-11Z4. Prior to the establishment of VP-92, these aircraft had all been marked with "7Z" on their tails to indicate that they were assigned directly to NAS South Weymouth. After the aircraft were conveyed to VP-92 they were all marked with the new RESFORON's "LY" tail code to indicate that they were no longer "owned" by the base but were "owned" by the squadron itself.

VP-92 made AT deployments to NAS Jacksonville, Flori-



SP-2H "Lima Yankee Two" demonstrates the typical marking scheme applied to VP-92's Neptunes. This aircraft was photographed at NAS South Weymouth on September 8th 1974. Tom Cuddy photo.

da and NAS Rota in Spain with SP-2Hs during the early to mid 1970s. By this time the last Fleet squadron had transitioned from the P-2 to the P-3 and the Naval Air Reserve began to follow suit. VP-92 sent its last SP-2H to the famous aircraft "bone yard" at Davis Monthan AFB, Arizona during January 1975, thus ending more than two decades of continuous Neptune operations at NAS South Weymouth and closing out the Neptune flying club era.

In early March 1975 VP-92 received the first of four Lockheed P-3A Orions. These aircraft, known as "Iron Bombers", had been stripped of all ASW equipment. They were used to train pilots accustomed to flying the composite



SP-2H "Lima Yankee Four" BuNo 148357 was the only aircraft operated by VP-92 ever to wear the squadron's guillotine insignia. The unique Neptune is shown here at Dulles International Airport in Virginia on May 24th 1974. Steven Zink photo via Stephen Miller.

powered (twin reciprocating engines and twin auxiliary jets) Neptune to fly the much higher flying and faster four turboprop powered Orion. VP-92's first mission capable Orions were a series of DELTIC (delayed time compression) upgrade P-3As that arrived later in the year.

A few months after VP-92 was formed, it adopted as its squadron insignia a gigantic guillotine straddling the Atlantic Ocean that was about to give a submarine periscope cruising below "the chop". While the guillotine insignia was in use VP-92 had no official nickname or motto. At this time many squadron members unofficially



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referred to themselves as “the Fighting 92nd” or “the Executioners”, the latter going out of style in 1976 after VP-93 was established at NAF Detroit, Michigan and took this nickname for itself.

Only one VP-92 SP-2H ever wore the guillotine insignia on its tail, and this was only during the final year or so that the squadron operated Neptunes. This unique aircraft, “Lima Yankee Four”, was a trial to determine if the guillotine insignia should be painted on the tails of the upcoming P-3As. This Neptune also had a small Pilgrim hat painted on the tip of its tail and had the slogan “Pilgrim Patrol” painted on its nose landing gear door for experimental purposes. Some elements within the squadron at that time wanted VP-92 to be called “the Pilgrim Patrol Squadron” after the famous 1620 colonial settlement at Plymouth, Massachusetts.

Since the country was in the middle of preparing for the bicentennial celebration of its 1776 founding when the first P-3s arrived, the squadron decided to paint a silhouette of the famous Concord Minuteman statue on the Orions’ tails instead of the guillotine or the Pilgrim hat. However, the guillotine remained the VP-92’s squadron insignia until 1979 when it was officially changed to a depiction of the Concord Minuteman figure. At that time the squadron’s nickname became “the Minutemen” and



VP-92’s Minuteman insignia was designed by TAR YNSN Tammy Budlong in 1979. Marc Frattasio collection.

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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 eras 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 Lajes 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



P-3A “Lima Yankee Nine”, shown here in front of Hangar One at NAS South Weymouth on July 31st 1976, demonstrates the squadron’s Minuteman insignia as it was applied to its early Orions. Tom Cuddy photo.





VP-92 added a yellow lightning bolt to the Minuteman insignia painted on the tails of its aircraft after the P-3Bs arrived. P-3B "Lima Yankee Four" is shown here parked in front of VP-92's headquarters at NAS South Weymouth on December 29th 1984. Tom Cuddy photo.

reduced submarine threat from the Russians forced naval planners to look for other missions for VP-92. Beginning in the mid 1990s VP-92 began sending personnel and aircraft to NS Roosevelt Roads in Puerto Rico, Howard AFB in Panama, and Comalapa Air Base in El Salvador to participate in operations to help interdict illegal narcotics shipments being sent via air and sea from Central America to the United States by the Colombian drug cartels.

In July 1996 VP-92 moved to NAS Brunswick, Maine due to the 1995 Base Realignment and Closure Commission decision to close NAS South Weymouth in 1997. VP-92 continued to operate from NAS Brunswick with increasingly advanced versions of the P-3C for another decade. On October 17th 2007 the squadron was decommissioned due to the 2005 BRAC decision to close NAS Brunswick.

★  
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P-3C "Lima Yankee Three Three Six", shown here at an airshow held at Andrews AFB on May 21st 2005, shows how VP-92's aircraft appeared during the squadron's final years. Stephen Miller photo.

VP-92 personnel assembled on the aircraft parking ramp for an official photo in front of a P-3C not long after the squadron moved from NAS South Weymouth to NAS Brunswick. Marc Frattasio collection.

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