In This Issue

‘War Eagles’ Pass Harpoon Test With Flying Colors

Patrol & Reconnaissance Group & VP-30 Welcome New Commanding Officers

Hall of Honor Recipient Dies at Age 88
In this Issue

Features:
- ‘War Eagles’ Pass Harpoon Test With Flying Colors 4
- VP-30 Welcomes New Commanding Officer 6
- CPGK: Checking On Station 7
- Hall of Honor Recipient, Scott Carpenter, Dies at Age 88 10

Community:
- Former Lancers Relive Their Memories During the VP-10 Heritage Day 13
- VR-62 is Truly “World Famous” 15
- VP-26 CAC-6 Flies in Support of ‘Operation Big Eye’ in Micronesia 17
- VP-16 ‘War Eagles’ Train for Harpoon Firing 18
- VP-5 Certified ‘Safe for Flight’ 19
- VP-8 hosts ACS Children 20
- VP-45 Celebrates 44-Year Safety Milestone 21
- VP-5 Hosts “Gray Fox Heritage Day” 22
- ‘Fighting Tigers’ Earn Record Score on Weapons Proficiency 24
- ‘Red Lancers’ Complete Missions, Fly From Colombia During UNITAS Events 26-28

History:
- The Life and Times of YD-5/YD-10 Buno 153426 29-38

What’s New:
- 39-40

THANKS TO ALL WHO DEFEND THE FLAG OF FREEDOM.

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

PLANESIDE is a quarterly online newsletter published by the Maritime Patrol Association, Inc. Copyright 2012-2013.

P.O. Box 600061
Jacksonville, FL 32260-0061
info@maritimepatrolassociation.org * www.maritimepatrolassociation.org
‘War Eagles’ Pass Harpoon Test With Flying Colors

In mid-September, VP-16’s Aviation Ordnance Team traveled to Patuxent River, Md., for their Conventional Weapons Technical Proficiency Inspection (CWTP).

Prior to the inspection, the ‘War Eagles’ were required to complete a weeklong Conventional Weapons Refresher Training course (CWRT). When this was completed, the aviation ordnancemen were tested on their weapons loading and down loading procedures, as well as release and control system checks. In addition, all team members were evaluated on the reporting procedures for explosive mishaps or weapons degradations in cases of non-functional ordnance or accidental damage.

VP-16’s ordnance crew passed the CWTP with flying colors, sustaining zero discrepancies on their final evaluation. They are now certified for weapons handling of the AGM-84D Harpoon missile in advance of the War Eagles’ upcoming deployment to the Western Pacific.

“This was truly a historic moment for VP-16, as well as the P-8A Poseidon community,” VP-16 Commanding Officer Cmdr. William Pennington Jr. remarked. “To be the first operational ordnance team to certify to handle the Harpoon is already a major achievement — but to do so with no discrepancies? Our Sailors truly hit it out of the park. Their performance embodies the ‘War Eagle’ culture of excellence and we are extremely proud of their achievement.”

VP-16’s Gunner, CWOS Rod Wiggins, was extremely proud of his team. When asked how they managed to perform so well, he responded that they merely strove to embody the War Eagles’ motto: “Any time. Any place. Nothing but excellence.”

By Lt.j.g. Christi Morrissey, VP-16 RAO
Published in Jax Air News October 24, 2013

PLANESIDE COVER PHOTO courtesy of VP-16 shows the P-8A during its harpoon exercise. BELOW: Photo of VP-16’s P-8 flight as taken from a submarine periscope.
**IN THE NEWS**

**VP-30 Welcomes New Commanding Officer**

On Thursday, August 15th, Patrol Squadron THIRTY began a new chapter in its long and storied history with a Change of Command Ceremony honoring Skipper Captain Mark Stevens and welcoming its new Commanding Officer Captain Curtis Phillips. Rear Admiral Matthew Carter, Commander Patrol and Reconnaissance Group, was in attendance as a member of the official party to honor both men.

Capt. Steven's tenure at the Pro's Nest coincided with exciting and sweeping change across the Maritime Patrol and Reconnaissance Community with the introduction of the Navy's new follow-on platform to the steadfast P-3C Orion, the Boeing P-8A Poseidon. His 25 months at the Pro's Nest saw the arrival of the first P-8 to NAS Jacksonville in March of 2012, a growing cadre of highly qualified P-8 instructors as part of the P-8 Fleet Integration Team (FIT) and the full transition of two operational VP Squadrons from P-3 to P-8 capability, all while providing aircraft-specific training for Naval Aviators, Naval Flight Officers and Enlisted Aircrew on both P-3 and P-8.

As VP-30's role evolved to meet the dynamic needs of the Community it maintained its reputation for excellence in training and safety. In July of 2013, under the Command of Capt. Stevens, the Pro's of VP-30 surpassed 466,000 class "A" mishap-free flight hours, a naval aviation record, receiving its second consecutive Safety "S" Award.

Captain Phillips returns to VP-30 after serving as a Fleet Replacement and Weapons and Tactics Unit Instructor Pilot in 1997. His previous tour was as ISAF Force Generation Team Chief, Supreme Headquarters Allied Powers Europe, Casteau, Belgium. Captain Phillips boasts aircraft qualifications in both the Orion and Poseidon and assumes Command of the Navy’s largest Fleet Replacement Squadron (FRS) at the height of the P-8 transition.

With the War Eagles of VP-16 and the Mad Foxes of VP-5 now complete with their P-8 transition training at VP-30, and VP-16 prepping for the first Poseidon operational deployment in the coming months, VP-30 welcomes VP-45 onboard as the third operational fleet squadron to make the transition to the new aircraft.

With the growing challenges associated with introducing the Maritime Patrol and Reconnaissance Community with its first new aircraft in more than 50 years, while simultaneously maintaining training requirements as the fleet’s P-3 FRS, the Pro’s of Patrol Squadron THIRTY look forward to sustaining their superb record of production and safety.

By LT William Ross, VP-30 PAO

---

**CPRG**

**Checking On Station**

Fellow MPRF Aviators, Past & Present – it is my distinct privilege to “check-on-station” to serve you as the Commander of Patrol & Reconnaissance Group. This will be my first, in what I hope, is a series of quarterly updates. I’d like to start by thanking Rear Admiral Sean Buck and his wife Joanne for their outstanding leadership of MPRF during the 16 months that they were in command of CPRG - the entire community and its families are better off due to the Buck’s leadership, mentorship, and friendship. Thanks Sean and Joanne.

I can say with 100% confidence that there has never been a more exciting time in the history of MPRF as the community continues to actualize our vision of improving the warfighting capability and capacity across our entire force. In my previous job as Commander, Patrol and Reconnaissance Forces FIFTH FLEET/SEVENTH FLEET, I witnessed our legacy platforms deploy with the most capability they’ve ever carried during their distinguished service lives. Through execution of programs like C4 for ASW for our P-3C AIP Fleet and the Spiral 3 Upgrade for our EP-3 Fleet, we are providing our Combatant Commanders and Fleet Commanders game changing situational awareness. Additionally, our future platforms are now a reality through the success of the P-8 transition in Jacksonville and developmental test flights for the MQ-4C Triton in Palmdale, California. These new platforms will ensure that MPRF will continue to play a critical role in our national security well past the mid-point of this century.

These improvements to our platforms are only a portion of the good news story for MPRF – the larger piece of the success equation revolves around the talented people who comprise our force. Today’s Officers and Sailors are highly trained and highly motivated to master the complex challenges presented by operating and maintaining the advanced technologies in all of our platforms. They operate our force in every clime and place around the globe. However, the strength of our MPRF doesn’t lie solely within our uniformed personnel; the support provided by our government civilian personnel in agencies like Naval Air Systems Command - and a myriad of industry partners - is a key ingredient in the success of our force. It is this teamwork that creates a formidable patrol and reconnaissance force like no other.

**P-8A Transition: VP-16 is executing its Operational Readiness Evaluation and is in the final stages of preparation for deployment to SEVENTH Fleet in December with 12 crews and 6 P-8s. Additionally, VP-16 will execute the fleet’s first P-8 Harpoon operational test shot later this month. VP-5 continues to build P-8 training and readiness and has completed the Advanced Readiness Program for four of their twelve crews in preparation for relieving VP-16 on deployment in July of 2014. The third transition squadron, VP-45, is now more than 70% complete with their transition syllabus. As RDML Buck stated in his last "Planeside" article, we’re planning to take a transition pause beginning in January as we don’t have enough airplanes on the ramp to support transition after VP-16 deploys with six aircraft in December. The transition pause will enable us to fine tune our transition and FRS training syllabi and allow the aircraft inventory to build in Jax before we re-start the P-8 transition with VP-8 in July of 2014. There are currently 11 P-8s on the ramp in Jacksonville, with two more deliveries expected during this calendar year.

On the programmatic front, the P-8 program continues to track towards a Full-Rate Production (FRP) decision at the end of October; this will be a major milestone in the life of the program, and I’m confident that the success of our fleet transition in Jacksonville will help to convince DoD leadership to approve the FRP decision at this meeting.
WE NEVER FORGET THAT IT’S YOUR MONEY.

At VyStar, we work hard to lower the cost of financial services on everything from checking and savings accounts with no fees, to lower cost loans and credit services. Because we are member owned, we always have your best interest in mind. As a VyStar member, you’ll enjoy the convenience of a full range of financial service offerings, more than 30 branches, 166 ATM locations and 24/7 access with Internet banking and billpay at www.vystarcu.org. Join us today and learn how we can help you.

Ask us how we can save you money.

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

© 2013 VyStar Credit Union

Who will join the ranks of these MPRF honorees in 2014?

Join us at the 2014 Heritage Dinner on April 10, 2014 to find out!

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

www.maritimepatrolassociation.org/symposium

FOR EVERY OFFICER. FOR EVERY STAGE OF LIFE.

MOAA is the one military association that’s with you every step of the way, serving your needs, fighting for your rights.

Join MOAA and see what we can do for you!
IN THE NEWS

Hall of Honor Recipient, Scott Carpenter, Dies at Age 88

Commander Scott Carpenter, USN (Ret.), an astronaut and 1983 MPA Hall of Honor recipient, died this month at the age of 88.

The article below was published in the Los Angeles Times by Steve Chawkins and Eric Malnic on October 10, 2013:

M. Scott Carpenter, a college dropout and local ne’er-do-well who became the second American to orbit Earth, wasn’t proud of the way his teen years took off.

“The local papers that say I was just a normal boy are trying to think of something not bad to say,” he told Life magazine in May 1962, a few days before his historic flight in the Aurora 7 space capsule that made him the second American to orbit Earth. “I didn’t study hard and I quit high school football because I couldn’t devote myself to learning the plays. I stole things from stores and I was just drifting through, sort of a no-good.”

After twice flunking out of the University of Colorado and getting into a serious accident driving home from a party, he had an epiphany in his hospital bed. He returned to college and studied hard. Three years later, he was a Navy pilot. A decade afterward, he was one of America’s seven original Project Mercury astronauts.

Briefly feared lost after orbiting Earth three times and plunging into the Atlantic far from his target, he returned to parades and plaudits.

Carpenter, who in 1965 made history again with his experiments in an underwater research capsule, died Thursday morning at a Denver hospice, said his wife, Patty Carpenter, after having a stroke about three weeks ago. He was 88.

Carpenter’s friend and fellow astronaut John Glenn said in an interview that Carpenter’s death made him “sad and glad — sad of his death, and glad he is not suffering any more. We talked all the time, up to the time he was no longer able to talk.”

Unlike Glenn, Carpenter rocketed into space just once, on May 24, 1962.

After a flawless liftoff, problems arose.

NASA controllers on the ground felt Carpenter practiced too many maneuvers during his orbits, draining the spacecraft’s fuel and driving it slightly out of position. Because its nose was pointed too high when retrorockets fired to lower it from orbit, the capsule landed about 250 miles off course. Carpenter was well beyond the range of Cape Canaveral’s radars, and no one knew where he was.

“We may have ... lost an astronaut,” veteran CBS News anchor Walter Cronkite solemnly told a broadcast audience of millions.

Then, after many tense minutes, a Navy pilot spotted Carpenter in a life raft beside the floating space capsule. Moments later, a helicopter deposited him on the deck of the aircraft carrier Intrepid.

“We are relieved and very proud of your trip,” President John F. Kennedy told him by telephone.

Carpenter apologized for “not having aimed better.”

Despite some criticisms of his performance within NASA, Carpenter’s flight was hailed as a success.

In a statement Thursday, NASA Administrator Charles Bolden praised Carpenter for completing his mission “despite challenging circumstances.” “We knew then that not only did America have what it took technologically, but our entire astronaut corps would be able to face the challenges ahead that would lead us to the moon and living and working in space,” Bolden said.

Born May 1, 1925, Malcolm Scott Carpenter had a tough childhood in Boulder, Colo. His parents separated when he was 3. After his mother was placed in a tuberculosis sanitarium, he was raised by his grandfather Victor Nason, a local newspaper publisher. In 1939, Nason died and Carpenter, all of 14 years old, was more or less on his own.

After graduation from high school in 1943, he joined the Navy’s V-5 flight training program at Colorado College in Colorado Springs. The war ended before he got his wings.

Returning to Boulder, he was on an upward trajectory, winning reinstatement to the Navy in 1949.

Unlike some of his fellow astronauts, Carpenter was never a combat pilot. During the Korean War, he flew on anti-submarine patrols and surveillance sorties over the Formosa Strait, the Yellow Sea and the South China Sea.

At the Navy’s test-pilot school in Patuxent River, Md., he made a name for himself wringing out developmental fighter jets. After further training, and service as an air intelligence officer on the carrier Hornet, he applied for Project Mercury.

“I volunteered for this project for a lot of reasons,” he said after being selected in 1959. “Of them, quite frankly, is that it is a chance for immortality.”

Besides Carpenter and Glenn, the other Mercury astronauts were Alan B. Shepard Jr., Gus Grissom, Wally Schirra, Gordon Cooper and Deke Slayton. Glenn, a former U.S. senator from Ohio, is the last surviving member of the group.

As their training progressed, the seven Mercury astronauts divided into two camps, Tom Wolfe wrote in “The Right Stuff.” Wolfe said Glenn and Carpenter were the straight-arrow, church-going, family-oriented astronauts, while the others, led by Shepard, favored the looser lifestyles of “fighter jocks.”

On May 5, 1961, Shepard made the first American manned space flight, a suborbital trip that came almost a month after the world’s first manned flight, by Soviet cosmonaut Yuri Gagarin. Astronaut Virgil I. “Gus” Grissom made America’s second suborbital flight on July 21, 1961.

Glenn made America’s first orbital flight six months later. “Godspeed, John Glenn,” Carpenter famously said as his friend lifted off.

Three months after that, it was Carpenter’s turn. Although the trip ended well, grumblings about his inaccurate landing continued for years.

Flight director Chris Kraft charged that Carpenter’s lack of discipline caused the sloppy landing and unnecessarily generated concern about his fate. Carpenter acknowledged pilot errors, but argued that he overcame “anomalous instrument readings, a tyrannical flight plan, unpleasant cabin temperatures and multiple and contradictory demands from the ground” to complete the mission.

On Aug. 29, 1965, Carpenter became the nation’s first astro-
COMMUNITY

Former LANCERS Relive Their Memories During the VP-10 Heritage Day

The VP-10 RED LANCERS recently had the pleasure of rolling out the red carpet for its Sailors and distinguished alumni for its inaugural RED LANCER Heritage Day celebration.

The alumni came from across the United States, and represented the RED LANCERS from as far back as the 1960’s, to include three former Commanding Officers and two Command Master Chiefs. The day’s events provided an invaluable opportunity for current and former LANCERS to converse while sharing sea stories and experiences in the squadron.

“This was a great experience for everyone. The squadron was able to showcase its new spaces and interact with the alumni, while they were able to see the newest plane in the Navy and relive some of their experiences in the P-3C with our junior sailors” said LTG Charlie Sandford.

The LANCER alumni kicked off their weekend with a visit to the squadron’s new home at NAS Jacksonville, FL. For most of the alumni, this was their first visit to the squadron since VP-10’s homeport change in 2009 from NAS Brunswick, Maine so the squadron pulled out all the stops to get the weekend started right. The alumni were greeted with personal tours of the spaces, as well as a variety of briefs, and a social breakfast with the CO, XO, and CMC.

The alumni were then invited to participate in the squadron’s Safety Stand Down where the aircrew provided a tour of the familiar P-3 Orion, as well as a look at the P-8A Poseidon. The aircraft tours allowed both current RED LANCERS and the visiting alumni the opportunity to check out the newest production aircraft coming into the fleet, which the squadron will be transitioning to next year. This unique Heritage Day experience allowed the alumni to interact with the RED LANCERS and participate in day to day squadron operations.

Following the aircraft tours, the entire LANCER family sat down for a barbeque lunch in the squadron hangar.

“It was great to have an opportunity to sit down and listen to some of the experiences that the alumni had and compare them to our own”, said AWO2 Marcus Ditch.

It was a fitting end to a day that combined tradition, history, and safety, while allowing everyone to celebrate 39 years and 240,000 mishap free flight hours.

By LTG Charlie Sandford, VP-10 Public Affairs

---

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 1883. 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 Bonna, 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-three, 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.

ADVANCE PRAISE FOR CONGO


—ADAM HOUGH, author of King Leopold’s Ghost and Bury the Chains

Cuauñastl, descending 200 feet to the ocean floor off La Jolla to launch an undersea habitation called Seabab II.

He and three other men conducted expeditions to determine how well humans can function in a high-pressure underwater capsule for extended periods. They mined ore from the ocean bottom, harvested fish, salvaged and refloated a sunken jet fighter and built an underwater petroleum-exploration platform.

“The sea is a tough adversary, a much more hostile environment than space,” Carpenter said after emerging a month later. “But man has an incredible faculty to adapt in a hostile environment.”

After his retirement from the Navy in 1969, Carpenter founded several small businesses and made occasional appearances on the lecture circuit. In 2003, he published his memoirs, “Spacious Skies: The Uncommon Journey of a Mercury Astronaut,” co-written by his daughter, Kristen Elaine Stoever.

He described his life as a “rare personal achievement and self-destruction of equal virtuosity: six cars totaled, four marriages, seven children. From all of them, somehow, boy and man always managed to walk away.”


In addition to wife Patty and Stoever, he leaves daughters Robyn Jay Carpenter and Candace Noxon Carpenter; sons Marc Scott Carpenter, Matthew Scott Carpenter, Nicholas Andre Carpenter and Zachary Scott Carpenter; one grandson and five step-children.

Photo courtesy of VP-10. Members of the VP-10 RED LANCER FE Shop pose for a photo with the Shop alumni during the recent VP-10 Heritage Day.
2014 maritime patrol association SYMPOSIUM

April 9-11, 2014 on board NAS Jacksonville

Special discounted pricing to all events for MPA Members!

Schedule of events to include:
MPA General Members Meeting
MPA Heritage Dinner in Historic Hangar 117
MPA Scholarship Golf Tournament & 5K
MPA Flight Suit Social
Aircraft Tours & Heritage Presentations
And More!

Stay tuned for more 2014 Symposium info at:
www.maritimepatrolassociation.org/symposium

COMMUNITY
VR-62 is Truly “World Famous”


The aptly named “Nomads” were poised to put more than 3,100 flight hours in the squadron logbook when the fiscal year ended Sept. 30.

“This is our highest fiscal-year flight-hour record since moving to NAS Jacksonville in 2009 – and the second-highest in squadron history,” said VR-62 Commanding Officer Cmdr. Tony Scarpino.

“In the course of flying those 3,100 hours, the Nomads completed 207 missions and lifted in excess of 2.7 million pounds of cargo.


“That’s an average of 17 missions, 260 flight hours and 314,801 pounds of cargo lifted per month for our four-aircraft squadron,” said Scarpino.

The fleet logistics support community is unique to Navy Reserve aviation. There is no active duty equivalent flying the C-130T or C-40A transport aircraft.

Comprised of active duty and Selected Reserve personnel, VR-62 provides around-the-clock, worldwide logistics support. The squadron is assigned four C-130 Hercules aircraft. For FY13, the Nomads moved priority cargo in every geographic combatant command.

“We detached to EUCOM, PACOM and CENTCOM – but have also flown missions in AFRICOM, NORTHCOM and SOUTHCOM,” said VR-62 Operations Master Chief Karen Quinn.

“The squadron supported a variety of customers, from carrier air wings and Seabee battalions, to special operations forces.”

Scarpino added, “We achieved a number of special events that deserve mention. VR-62 accumulated 28 years and 77,000 hours of mishap-free operations.”

“We won the Battle ‘E’, the Golden Wrench and the Golden Anchor awards. And our Operations Officer, Lt. Cmdr. Todd Nichols, was awarded the Full Time Support Junior Officer of the Year by the Association of the United States Navy.”

He also noted that VR-62 located five lost mariners off the coast of Micronesia.

The Nomads also pinned five new chiefs, and surged aircraft for logistics events on opposite sides of the planet.

Quinn went on to say, “VR-62 has proven over time that the Nomads can answer all lift requests with responsiveness, adaptability and flexibility to serve our customers around the globe when and where missions dictate.”

VR-62 is one of five Navy Reserve C-130T squadrons working around the clock to support the logistics needs of Navy and Marine Corps units anytime, anywhere.

Based at NAS Jacksonville, the Nomads operate four of the Navy’s 19 C-130T Hercules transport aircraft.

Air logistics missions may include high-priority passengers, equipment, special parts and supplies.

By AWFCS(NAC/AW/SCW) Mike Wendelin
Published in Jax Air News October 9, 2013
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/

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.

COMMUNITY

VP-26 CAC-6 Flies in Support of ‘Operation Big Eye’ in Micronesia

Commander, Task Group 72.2 recently sent a detachment comprised of VP-26’s Combat Aircrew (CAC) 6 and their team of maintenance professionals on a one-week detachment to the Federated States of Micronesia in support of Operation Big Eye 2013. The annual exercise seeks to enhance international cooperation with regard to enforcement of maritime regulations in the Micronesian exclusive economic zones, which stretch across the central Pacific. Operation Big Eye is one of the largest and most complex maritime surveillance operations held in the Pacific region.

CAC-6 traveled to the island of Palau, a 177 square-mile landmass north of New Guinea. On their approach into the airfield, the crew made use of their Automatic Identification System (AIS), which tracks and identifies surface vessels through a global satellite network, — all in order to begin working in support of Operation Big Eye before even arriving at their destination.

Touching down on the small island nation, CAC-6’s team of maintainers and Officer in Charge Lt. Cmdr. Trey Walden were greeted by U.S. Deputy Ambassador Thomas Daley.

Next, the crew departed Palau for Pohnpei, a 122-square-mile island located in the Caroline Island chain. Once again, CAC-6 performed AIS sweeps while in transit, identifying as many surface contacts as possible. By the end of the second day of the operation, their initiative and resourcefulness laid the groundwork for a successful follow-on maritime domain awareness mission out of Pohnpei the next day. After three days of solid flying, CAC-6 and their maintenance team enjoyed a day of rest and adventure on the island. Members were able to participate in hiking, sightseeing and snorkeling. This was a once-in-a-lifetime opportunity because Pohnpei is home to some of the best snorkeling in the world.

The U.S. Navy was not the only force contributing a P-3C Orion to Operation Big Eye. The Royal New Zealand Air Force (RNZAF) No. 5 Squadron also brought their variant, the P-3K2. Walden and the aircrew and maintenance team greeted the RNZAF detachment, led by Squadron Leader Marcus Hogan and offered post-flight maintenance support.

During this flight, the crew made significant contributions to Operation Big Eye by identifying more surface contacts than any other asset in the operation and giving an impressive demonstration of the aircraft’s capabilities to their Kiwi counterparts.

“This flight was an outstanding opportunity for CAC-6 to expand interoperability with the aircrews of the Royal New Zealand Air Force,” said Walden. “Sharing experiences and best practices with our counterparts benefits both crews and strengthens the international maritime patrol community.” CAC-6 and Walden debriefed Operation Big Eye on the final day of the exercise while their maintenance professionals prepared the aircraft to return to Kadena Air Base in Okinawa, Japan.

VP-26’s CAC-6 and their maintenance team made a marked contribution to the protection of Micronesian fisheries, leaving behind a legacy of multinational cooperation and a reputation for excellence in maritime patrol.

By LT Dan Boley; VP-26 PAO
Published in Jax Air News October 16, 2013
**VP-16 ‘War Eagles’ Train for Harpoon Firing**

The ‘War Eagles’ of VP-16 have recently begun training to add the AGM-84D ‘Harpoon’ missile to the current armament of their P-8A Poseidon aircraft. The Harpoon is an all-weather, over-the-horizon, anti-ship missile currently being utilized by numerous platforms including the P-3C Orion, surface ships, and submarines.

“Over half of our aircrews have already undergone the initial Harpoon training in preparation for our first live firing. This training is an important step in preparing our team to operate at full readiness during our deployment later this year,” VP-16 Commanding Officer Cdr. William Pennington remarked. “The feedback from the crews in training has been overwhelmingly positive, and we are looking forward to the day when we will put our knowledge to the test.”

Current Harpoon training consists of ground school classes taught by the Maritime Patrol and Reconnaissance Weapons School. Crews then travel to NAS Patuxent River in Patuxent River, MD where instructors walk them through the procedures and steps, culminating in the practice firing of a Harpoon in the simulator.

Lt. Zack Sutton, a VP-16 patrol plane commander who has already undergone the initial training remarked of his experience, “Many of our aircrew have prior experience firing a Harpoon [from their time in the P-3C Orion]. What has been most interesting, though, has been seeing the improvement in the way we interface with the missile. The capabilities the Poseidon provides makes this weapon much more user-friendly.”

Lt. j.g. Troy Tillson, a naval flight officer and tactical coordinator in VP-16 agreed, stating, “In comparison to the P-3C, the P-8A’s hardware and software is much more comprehensive. It does, however, require greater coordination between the flight station and the tube. It’s a good lesson in CRM.”

The War Eagles Aviation Ordnance team has also been preparing for this historic addition, getting their sailors ready for the day when the first live fire will take place. VP-16 Gunner, Chief Warrant Officer Roddy Wiggins highlighted some of the training his Sailors have been undergoing.

“The aviation ordnance personnel are well on track to getting their ordnance certification in order to load, download and troubleshoot the AGM-84D missile,” Wiggins commented. “They have been going through a very rigorous training syllabus while maintaining delay-free flight operations. In preparation for the AGM-84D missile we have made numerous trips to VX-1 in Patuxent River, Md. for training. The first phase, which was completed last month, included training on proper installation of the SUU-93 wing pylons. The second phase of training saw us send two weapons load teams to VX-1 to conduct AGM-84 weapons release and control system checks and AGM-84 Harpoon missile weapons proficiency loading over a one-week period.”

“We are now entering the third phase of training where we will send a six member load team back to VX-1 to conduct the first P-8A Conventional Weapons Proficiency Refresher (CWPR) course,” continued Wiggins. “Once completed with the CWPR course we will be doing weapons proficiency training every week at VX-1 in preparation for our upcoming Conventional Weapons Proficiency Inspection (CWPI) that is scheduled to be held at the beginning of September.”

VP-16’s first live firing of the AGM-84 Harpoon missile is slated to occur later this fall.

By Lt. j.g. Christ Morrissey, VP-16 PAO

Published in Jan Air News August 14, 2013

---

**VP-5 Certified ‘Safe for Flight’**

The VP-5 “Mad Foxes” received their certification from Patrol and Reconnaissance Group Aug, 2 as “Safe for Flight” in operating the P-8A Poseidon.

This concludes nearly seven months of incredibly hard work by every Mad Fox that began on Jan. 4 with their transition process from the P-3C Orion to the P-8A.

VP-5 has flown the P-3C since 1974. The Mad Foxes history of excellence in the P-3C includes locating pieces of the tragic Space Shuttle Challenger explosion, remaining on top of a sinking Soviet Yankee Class submarine, support of Operations Desert Shield, Desert Storm, Enduring Freedom, Iraqi Freedom – and the first employment of an AGM-65F Maverick Missile from a maritime patrol aircraft during Operation Odyssey Dawn.

This memorable P-3C history came to an end Dec. 4, 2012 as then VP-5 Commanding Officer Cdr. Erin Osborne landed the squadron’s final Orion flight at NAS Jacksonville after a successful 7th Fleet deployment.

“Safe for Flight was a Herculean accomplishment for 240 Mad Foxes,” VP-5 Commanding Officer Cdr. Matthew Pottenburgh told squadron personnel during the Aug. 1 command quarters.

“The work that began the day when Skipper Osborne landed our last P-3C Orion could not have possible without the total effort of each and every Mad Fox.”

VP-5’s Safe for Flight inspection was conducted by Command-
er Patrol and Reconnaissance Wing (CPRW) -11 and began June 3 when the ordnance shop was inspected through a conve-
tional weapons training proficiency inspection (CWTPI).

Mad Fox ordnance men and women demonstrated proficien-
cy to both safely upload and download ordnance to the P-8A
over the course of the three-day inspection.

Following CWTPI, Mad Fox aircrew completed five tactical
flights in the Poseidon under the instruction of VP-30 instruc-
tor aircrew.

These flights took VP-5 aircrew members from the Florida
Keys to New Orleans to showcase their abilities operating
this new aircraft. The month concluded with VP-5 naval flight
officers, acoustic operators, and electronic warfare operators
receiving their successful NATOPS evaluations from VP-30 in-
structors.

The very last stage of Safe for Flight certification began on
July 29 as CPRW-11 kicked off a comprehensive inspection of
every VP-5 maintenance program, administrative instruction,
safety program, and NATOPS program – to name just a few.
Following these intensive four days of drills and inspections,
Skipper Pottenburgh proudly announced to the assembled
squadron that VP-5 was recommended as “Safe for Flight” by
CPRW-11 to Patrol and Reconnaissance Group.

Each and every Mad Fox is now focused on beginning the
inter-deployment readiness cycle (IDRC) with their two new
P-8A Poseidon aircraft, side numbers 436 and 437. VP-5 looks
to execute safely and efficiently in preparation for its upcoming
7th Fleet deployment.

The squadron continues to embody their motto: “No Fox Like
a Mad Fox!”

By Lt.j.g. Brian O’Bannon, VP-5 PAO
Published in Jax Air News August 14, 2013

COMMUNITY

VP-8 hosts ACS Children

Sailors assigned to the “Fighting Tigers” of VP-8 provided a
guided tour to 20 children and their families on Sept. 28 dur-
ing the squadron’s “Pilot for a Day” event.

Each of the youthful “pilots” that participated are currently
fighting cancer or are in remission from cancer.

The American Cancer Society (ACS) and Nemours Children’s
Hospital Jacksonville helped plan the event. The guest pilots
toured a P-3C aircraft and received training on weapons em-
ployed by the squadron.

Tyson Peacock, a 13-year-old cancer survivor said, “I had a
great time today. I feel like being a pilot is something I would
really like to do when I get older.”

He added, “Today was a great learning experience; I’m happy
that I was able to come out and experience this.”

ACS is a nationwide, community-based, voluntary health or-
ganization dedicated to eliminating cancer as a major health
problem. ACS is seeking cancer fighters between the ages of
30-65, who have never been diagnosed with cancer, who are
interested in participating in Cancer Prevention Study-3 (CPS-
3), a historic nationwide study to help researchers better un-
derstand the genetic, environmental and lifestyle factors that
cause or prevent cancer.

Enrollment will be taking place in Jacksonville Nov. 5-8. For
more information, or to schedule an enrollment appoint-
ment, visit www.cancer.org/cps3florida.

VP-8 Chief Aviation Technician Sarah Reitz closed out the
event by saying, “I am honored to be part of a command that
affords us the opportunity to give back to the community.
This event was fun for Sailors and children alike.”

By MC2 Clay Whaley, VP-8 Public Affairs
Published in Jax Air News October 16, 2013

COMMUNITY

VP-45 Celebrates 44-Year Safety Milestone

C

ompleting one year of mishap-free flying is an accom-
plishment of which any squadron would be proud. Completing
44 years of mishap-free flying is something to be espe-
cially proud of – and that is precisely what Patrol Squadron
(VP) 45 has accomplished.

Over the past 44 years, the VP-45 “Pelicans” surpassed
265,100 mishap-free flight hours. In a congratulatory mes-
 sage, Rear Adm. Sean Buck, commander, Patrol and Recon-
naissance Group, pointed out that VP-45’s “complete profes-
 sionalism and genuine dedication to safety have been the
cornerstones of this impressive aviation achievement.”

While every Pelican has contributed to this achievement, VP-
45’s Quality Assurance (QA) Division, the backbone of the
maintenance department, has played a crucial role over the
years by ensuring that every P-3C Orion aircraft is safe to fly.
Although aircrew play a major role by safely taking aircraft
aflight and returning without a mishap, it’s maintenance pro-
fessionals who ensure the aircraft is as safe as possible prior
to leaving the ground.

Without their dedication to by-the-book maintenance, the
Pelican’s 44 years of mishap-free flying would likely not have
been possible. The quality assurance division provides an ex-
tra set of experienced eyes to ensure the job is done right
and done safely. This ensures the safety of not only the air-
crew flying the plane, but also of those who are performing
the maintenance. “Everyone here must have safety on their
mind as their number one priority,” said QA Safety Represen-
tative AME1(AW) Scott Walker. “They do this by staying in-
volved with the maintenance shops, providing frequent train-
ing and conducting audits of everything from the paperwork
and workspace organization to maintenance practices.”

“One of our main goals,” Walker added, “is to promote an
atmosphere of safety and to mold people’s attitudes.”

Hand picked for their technical expertise and strong char-
acter, personnel in VP-45’s QA Division take their jobs seri-
ously and work hard to promote a culture of safety within
the squadron.

“I think consistency is what has helped us achieve this mile-
stone,” said A22(AW) Terry Wright, QA’s central technical
publications librarian. Knowledge and consistency will be key
during the squadron’s next major milestone – the transition
to the P-8A Poseidon. Luckily, the Pelicans know that their QA
representatives are up to the task of leading them through the
P-8 transition safely as they strive to add another 44 years
to an already outstanding safety record.

By Lt. j.g. Josh Stokes, VP-45 Public Affairs Officer
Published in Jax Air News July 24, 2013

Photo courtesy of VP-45. The VP-45 “Pelicans” pass for a squadron photo on the flight line of Kadama Air Base in Japan, during their recent 7th Fleet deployment. The squadron recently surpassed 265,100 mishap-free flight hours.
COMMUNITY

VP-5 Hosts “Gray Fox Heritage Day”

On August 23rd over 100 Mad Fox Alumni and their families came to NAS Jacksonville to participate in VP-5’s “Gray Fox Heritage Day.” The event was an opportunity for former Mad Foxes to see the changes the squadron has gone through since its transition from the P-3C Orion to the P-8A Poseidon.

“It is our desire to properly honor our incredible past before we start a new chapter for our great squadron. Whether flying the P-3C or P-3C Orion offshore Libya during Operation Odyssey Dawn our heritage is rich and our legacy long-lasting. You honor us today with your presence,” stated Cmdr. Pottenburgh, the VP-5 Commanding Officer.

The day started with a meet and greet and a special re-enlistment ceremony at Dewey’s Hands Club. AO2 Warde reaffirmed his commitment and dedication to faithful service of his country in front of Mad Foxes both past and present. After the re-enlistment ceremony, CDR Pottenburgh introduced several esteemed guests that were in attendance. Two of whom participated in Project Mercury in 1961. AT3 Archie LaMontagne, while onboard a specially outfitted P-2V Neptune, is credited with locating Astronaut Alan Shepard's space capsule upon re-entry to Earth on May 5th, 1961. Another Mad Fox Alum, AWC (Ret.) Roger Straley, located the re-entry capsule of Astronaut Gus Grissom on July 21st, 1961. These two astronauts became the first and second Americans in space. The importance of AT3 LaMontagne and AWC Straley’s efforts was summed up by Al Shepard 52 years ago, “...didn’t really feel the flight was a success until the recovery had been successfully completed. It’s not the fall that hurts; it’s the sudden stop!”

Mad Fox Alumni came from all over the country, even as far as Detroit, Michigan. Lt. Cdr. (Ret.) Lawrence Beecher brought the very first Mad Fox logo painted by Ensign J.W. “Judge” Parker and presented it to Patrol Squadron FIVE for display in their heritage hall. “We held our very first reunion at my home in Michigan in 1976 and since then have held one every year for 31 years until we stopped in 2007,” explained Lt. Cdr. Beecher. “We are extremely grateful to the current Mad Foxes who gave us the opportunity to meet once more and share our experiences.”

Ninety-one years young ADMC (Ret.) John W. Rosa earned “Silver Fox” recognition. Master Chief Rosa served in the VB-135 “Blind Foxes” from 1941-1943. He was shot down over Russia during World War II and remained as a Prisoner of War until the war was over. He was selected to Chief Petty Officer and returned (after the squadron designation changed from VB-135 to VP-5) to the Mad Foxes from 1957-1961. The squadron was proud to announce the creation of the VP-5 ADMC John W. Rosa Maintenance Chief Petty Officer of the Year award. AWC Rodwell Lloyd from Georgetown, Guyana was announced as the first award winner for 2013.

After the meet and greet, all former Mad Foxes and their families were given a tour of the P-8A Integrated Training Facility. They were shown the classrooms where the squadron spent countless hours studying the intricate details of their new platform. They toured the Part Task and Weapons Tactics Trainers where aircrews employ the new aircraft in a simulated operational environment. The high point for most was the opportunity for former PV-1 and P-2V pilots to get their first stick time in the brand new P-8A Poseidon Operational Flight Trainer.

The day then moved to Hangar 531 where the former Mad Foxes had the chance to see the Patrol Squadron FIVE spaces and tour the P-8A Poseidon. Maintainers and Aircrew eagerly escorted the former Mad Foxes and their families through the workcenters and aircraft explaining the different jobs and responsibilities, capabilities of the aircraft, and showing off what they had learned through seven months of hard work during the transition.

The culminating event of the day was a luncheon back at Dewey’s All Hands Club. Both current and former Mad Foxes were treated to Lt. Cdr. (Ret.) Roger Clement recounting his mission in 1952 in which he and his crew were forced to bail out of their P-2V Neptune over Paris, France. All in attendance were captivated as he explained how all thirteen aircrew members were able to make sound decisions under immense pressure and successfully bailout of their aircraft.

The VP-5 Gray Fox Heritage Day afforded Mad Fox Alumni the opportunity to learn about the next chapter of Maritime Patrol with the squadron’s transition to the P-8A Poseidon. It also allowed current Mad Foxes the chance to learn about the proud and illustrious heritage established by the actions of the Mad Foxes and the Blind Foxes that came before them.

VP-5 is currently in the Inter-Deployment Readiness Cycle aboard NAS Jacksonville.

★ By Lt. j.g. Taylor Brauns, VP-5 Public Affairs

MARITIME PATROL RESEARCH & DEVELOPMENT FLIGHT CREW TRAINING & SIMULATION

Commanding Officer, CDR Pottenburgh, stands with AWC (Ret.) Roger Straley and AT3 Archie LaMontagne. LaMontagne and Straley were credited with locating the re-entry point of Astronauts Alan Shepard and Gus Grissom during Project Mercury. (U.S. Navy photo by Mass Communication Specialist Second Class Douglas Wojciechowski) (Released)

ADCM (Ret.) Rosa presents AWC Rodwell Lloyd with the first annual “VP-5 ADMC John W. Rosa Maintenance Chief Petty Officer of the Year” award. (U.S. Navy photo by Mass Communication Specialist Second Class Douglas Wojciechowski) (Released)
COMMUNITY

‘Fighting Tigers’ Earn Record Score on Weapons Proficiency

Led by their gunner, CW03 Chadwick Stephens, the VP-8 “Fighting Tigers” aviation ordnancemen completed their Conventional Weapons Technical Proficiency Inspection (CWTPI), by earning a record 770 out of 800 available points.

CWTPI is conducted by Maritime Patrol and Reconnaissance Weapons School (MPRWS) instructors prior to a squadron’s deployment. In this case, VP-8 was tested on preoperational tasks, weapon control and weapon loading procedures.

“We are here to ensure that everyone operates the same, fleet-wide,” said AOC Jason Worek, MPRWS ordnance leading chief petty officer. “When it comes time for deployment, the standard will be set for all to adhere to.”

The inspection concluded with a successful tactical employment exercise conducted by VP-8 Combat Aircrew Eight (CAC-8).

Beginning more than a month prior to inspection, CAC-8 obtained the necessary tactical publications, coordinated with the aviation ordnancemen, and conducted a dry-run event. On Aug. 29, they employed four MK-62 Quick-strike mines and 26 flares on the Lake George firing range in northeast Florida.

The impressive score gained praise from the highest levels of the patrol and reconnaissance community. Commander, Patrol and Reconnaissance Wing 11 Capt. Eric Weise reflected, “I haven’t heard a more positive result from CWTPI during my tour here.”

On behalf of the MPRWS, Worek added, “From the beginning of the CWTPI to the very end, VP-8 did excellent. They are the best patrol squadron we’ve inspected in the last year and a half.”

By MC2 Clay Whaley, VP-8 Public Affairs
Published in Jax Air News September 11, 2013

COMMUNITY

‘Red Lancers’ Complete Missions, Fly From Colombia During UNITAS

The VP-10 “Red Lancers” completed three missions with partner nation forces during UNITAS 2013, Sept. 8-15. The Red Lancers, based at NAS Jacksonville and assigned to U.S. 4th Fleet for UNITAS, also flew a P-3C Orion maritime patrol and reconnaissance aircraft out of Barranquilla for the first time in recent history.

UNITAS, an annual multinational maritime exercise sponsored by U.S. Southern Command and hosted by the Colombian navy this year, included naval forces from Brazil, Canada, Colombia, Dominican Republic, Honduras, Peru, Chile, the United Kingdom and the United States, as well as observers from Belize, Ecuador, El Salvador, Germany, Jamaica, Panama and Mexico.

VP-10 members flew in a coordinated operations environment for a total of 15 hours of anti-surface and anti-submarine warfare.

They coordinated anti-submarine missions with Canadian SH-3 Sea King helicopters and tracked a Peruvian submarine, among other targets.

“Prosecutuors of target objectives were ‘textbook,’” said Lt. Jamie Tilden, the weapons tactics officer with Patrol and Reconnaissance Wing 11, which has oversight of VP-10 and six other squadrons at NAS Jacksonville.

Tilden described the anti-surface and anti-submarine operations as some of the best he has seen. “Proving that our tactics and techniques work in a real time environment is a thrilling and rewarding experience,” said Lt. Matthew Stubbs, a maintenance administration officer with VP-10.

In addition to meeting practical exercise objective, the Red Lancers were able to improve their understanding of how the Colombian air force and navy work, and to share their experiences with others.

VP-10’s operations out of Barranquilla were supported by Commando Aero Combato No. 3 of the Colombian air force. During the exercise, two Colombian officers rode along with the Red Lancers on anti-submarine events to experience what it is like to be down low in an aircraft as nimble as the P-3.

Meanwhile, VP-10’s maintainers were given tours of the flight line and hangar spaces at Barranquilla, interacting with their foreign counterparts and examining the engines and weaponry of the Colombians’ A-37 Dragonfly, a light attack jet, and A-29 Super Tucano, a turboprop aircraft designed for light attack, close-air support and reconnaissance missions.

VP-10 detaches to locations worldwide to build multilateral security cooperation and to promote tactical interoperability. U.S. Naval Forces Southern Command and U.S. 4th Fleet employ maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships that foster regional security in the U.S. Southern Command area of responsibility.

By VP-10 Public Affairs
Published in Jax Air News September 25, 2013

Photo by AWO3 Travis Robinson. Members of the VP-10 “Red Lancers” gather with members of the Colombian air force during UNITAS 2013, an annual multinational maritime exercise sponsored by U.S. Southern Command and hosted by the Colombian navy this year. At center is Col. David Barrero of the Colombian air force, the airfield commander for Commando Aero Combato No. 3, which supported the Red Lancers at the Barranquilla Airfield in Colombia.
COMMUNITY

Patuxent River Chapter Event

On August 2, 2013, the MPA members of the Patuxent River Chapter came together at Buffalo Wild Wings Bar and Grill for an afternoon of good food, good drink and good stories!

The event marked the largest turnout the Chapter has had in recent years and was successful in recruiting four new MPA members: Eric Barker, Kevin Harrington, Joe Carrasquillo and John Griffin.

“These socials are important, especially between the community’s annual reunion,” said LCDR Chris Arts, VP of Region, Pax River. “These things keep members up-to-date on MPA happenings, bolster membership and most importantly, give our Chapter an opportunity to exploit the purpose of MPA – socialize with those that have come before us and get to know our VP heritage more personally.”

The next event is being planned for November and will take place at Mission Barbeque on Three Notch Road, Patuxent River, MD.

Reunion Events

VP-93 14th Annual Fall Muster:
November 1-3, 2013, Selfridge ANGB, Mt. Clemens, MI
Contact: Howard Rundell
Phone: 734-658-7701
Email: g5w68r@aol.com

Ewa Historic Veterans Day Train Ride:
November 11, 2013, Hawaii
Website: www.4ewa.org

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

Stay tuned for upcoming events! steven.deal@navy.mil

Pax River Chapter:
LCDR Chris Arts, VP of Region
Stay tuned for upcoming events! christopher.arts@navy.mil

Hawaii Chapter:
CAPT Lance Scott, VP of Region
Stay tuned for upcoming 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!
COMMUNITY

Events Calendar

October
Wednesday, October 30 at 1000, Hangar 6
CPRW-10 Change of Command Ceremony, NAS Whidbey Island: CAPT STEVEN DEAL, USN, WILL BE RELIEVED BY CAPT MINCE SEGARS, USN, AS COMMODORE, PATROL AND RECONNAISSANCE WING TEN.

November
Thursday, November 14
CTF-57 Change of Command Ceremony, Bahrain: CAPT MARK CREASEY, USN, WILL BE RELIEVED BY CAPT COREY RAY, USN, AS COMMANDER, PATROL AND RECONNAISSANCE WING FIVE SEVEN.

December
No Events Scheduled

January
Thursday, January 16 at 1000, Hangar 117
CPRW-11 Change of Command Ceremony, NAS Jacksonville: CAPT ERIC WIESE, USN, WILL BE RELIEVED BY CAPT SEAN LEIDMAN, USN, AS COMMODORE, PATROL AND RECONNAISSANCE WING ELEVEN.

HISTORY

The Life and Times of YD-5/YD-10 Buno 153426

This P-3B aircraft was Bureau Number (buno) 153426 and was first delivered to VP-47 in March 1967. Its next squadron was VP-4. It arrived in Sep 70 and departed in Nov 72. The next squadron to receive it was VP-19. After a short stay there it returned to VP-4 arriving in Apr 73 and left again in Jan 79. Then it was on to VP-30 (the RAG). It finished its career with the reserves, first with VP-62 in Jacksonville, and then finally with VP-93 in Detroit. Its final flight was to the AMARC’s boneyard in Tucson, AZ., arriving in November 1992.

When this aircraft was in VP-4 the first time, its side number was YD-5 and when it came back a second time it became YD-10. This is story about 4 events of 153426 while it was attached to VP-4. The first one occurred in Dec 71; YD-5 had a mid-air collision with a Coast Guard HC-130B near MIDWAY Is. The next event occurred in May 75 when YD-10 was the first U.S. aircraft on scene of a hijacking of a U.S. merchant ship the S.S. Mayaguez, by the Cambodians. The next incident was in Aug 75 when the number no. 1 engine’s prop had an over-speed and the crew almost had to ditch. The final event happened in May 77 when a crew came upon a small boat with escaping Vietnamese families. This incident was told in the 2012: issue 2 of Planeside. Members of the crew met some of the boat people during our 2005 reunion. Each event will be covered in this article.

On 12 Dec 71 there was a mid-air of VP-4 P-3B buno 153426 and Coast Guard HC-130B number 1346 near MIDWAY Is. This is the Aviation Accident Report:

On Dec 8th, 1971 a Danish Merchant ship sank about 160 nm Northeast of MIDWAY Is. Central Pacific Search and Rescue command generated a message directing that Navy P-3’s, Coast Guard HC-130’s and Air Forces C-130’s were to search areas near the sinking to locate possible survivors. The Coast Guard ship Chautauqua would be the on scene commander. On 12 Dec 71, two P-3B’s (VP-4 and VP-1), 3 C.G. HC-130B’s, and 2 A.F. HC-130H’s would search for survivors.

Two P-3B’s took off from NAS Barbers Pt., Hi. The Coast Guard and Air Forces C-130’s would stage out of MIDWAY Is. VP-4 call sign was PB 959. The VP-1 plane had navigation failures and with the low ceilings, aborted its mission and returned to Hawaii. PB 959 was directed to search the southeast area of F-1 at 1000 ft vice the southwest corner as directed in the tasking message.

A couple hrs later the 3 Coast Guard C-130 arrived in the area CG 1340, CG 1344, and CG 1348. Due to the low ceilings and poor visibility 1340 and 1344 did not conduct the search pattern as directed in the tasking message.

CG 1348 while in route to the southeast corner of its search area F-2, descended in a clear spot in search area F-4. The Aircraft Commander noted a ship within 2 miles of his position while spiraling down. CG 1340 also detected the ship and was checking it out. While the aircraft were in the vicinity of the ship, CG 1340 vectored CG 1348 to the southeast corner of F-2, his search area. CG 1348 commenced their search at 500 ft. as approved by the OSC due to the weather.

A 4th CG C-130 CG 1342 arrived at the scene later and was assigned the area that the second P-3 was to have
When PB 959 arrived on station, the Coast Guard Cutter Chautauqua directed the crew to search the Eastern half of F-1. Their assigned altitude was 1500 ft. The crew saw something in the water and requested a descent to 500 ft. They stayed at 500 ft. for the remainder of the flight, due to the weather. PB 959 continued searching using loran A, Doppler, and inertial navigation. A dead reckoning tracer (DRT) driven by the inertial navigational system was used to maintain a continuous navigational plot. PB 959 was on auto-pilot at the time of impact with the number one engine secured. Visibility was considerably reduced in the rain shower. After the impact the pilot leveled the wings and the number 1 engine was restarted. The navigator started emergency procedures and insured everyone had donned anti-exposure suits, parachutes and were fully briefed on ditching procedures.

PB 959 during their entire time on scene felt they were being positively controlled by the CGC Chautauqua. The P-3 radar was not manned as sea clutter prevented detection of small objects in the search area and there was no concern as to the other aircrafts positions. When PB 959 reported changes in altitude they felt they were being given positive control with both altitude and lateral separation from all other aircraft.

The pilot of CG 1348 was assigned to search the F-2 area as delineated in the tasking message. The crew of CG 1348 as well as the other HC-130B crews at NS Midway, received no formal briefing on the SAR operation nor discussed the mission prior to departure. CG 1348’s navigational equipment status was poor with both their Doppler and loran C inoperative and the loran A unusable as only one pulse could be obtained. Additionally the radar was reported to be weak with low signal strength and poor definition. En route to Midway from San Fran an error was discovered in the Doppler computer headings. The error was determined using observed winds aloft as provided by ocean ship November. The error was calculated as 29 degrees.

DG 1348 used vectors from CG 1340 because of their poor navigational equipment and began their search area at 500 ft. 210 kts with #1 and #4 engines shut down for loiter. An estimated ground speed and drift angle was set into the Doppler computer based upon a visual surface wind, using the previously calculated 29 degrees error.

As CG 1348 reached their southern turn point on their 6th leg and just starting to commence a 180 degree starboard turn, as they entered rain showers. Immediately a P-3 appeared at less than 1/2 nm dead ahead. The two aircraft collided nearly head-on with the P-3 passing beneath and to the left of CG1348. The Coast Guard pilot began climbing but experienced momentary control problems until he and the co-pilot realized they were both reacting to each other’s pressure on the yoke. CG 1348 continued climbing and restarted the number 1 engine. They were unable to restart number 4 engine until they leveled off at 11,500 ft. After having their damage visually checked by CG 1340 and checking slow flight characteristics they proceeded to Midway.

The conclusions of the incident are:

1. Significant errors in the navigation by the pilots of the CG HC-130B, CG 1348 caused the aircraft to fly into an adjoining search area assigned and occupied by the Navy P-3 PB 959.

2. The aircraft commander knew that the Doppler, Loran C, and Loran A were inoperative after the aircraft was airborne. He knew there was an approximately 29 degree error in the Doppler computer. He also knew that the navigator was not qualified. The most significant navigational error was probably introduced by placing an incorrect heading in the Doppler computer for the south bound leg which caused the aircraft to fly a heading of 180 degrees magnetic rather than the desired 170 degrees magnetic.

3. The aircraft commander didn’t inform the On Scene
Commander of his navigation limitations.

4. The On Scene Commander and his Air Control Officer did not fulfill their responsibilities assigned or implied for safe separation and coordination and control of search aircraft. Considering the size of the search area, the number of aircraft and adverse weather, it would have been prudent for the air search radar to be manned continuously. The aircraft arriving on station were not provided full mission details and the location of other search aircraft whose search assignments had been revised. The OSC didn’t keep the SAR Mission Coordinator sufficiently advised of weather conditions prevailing throughout the entire search area.

5. The aircraft commander of the Navy P-3 exercised poor judgment in not having his radar manned and in not attempting to interrogate the IFF of the other aircraft in the search area.

Remarks of the P-3 Tacco/Nav:
We had 10 crewmembers and we had 4 plus-ins on the crew. The 3P was not qualified; the SS3 was on his first flight in the squadron. We had been the Ready 2 that day and were launched. When we arrived on station the sea state was a 9 and the winds were strong and caused blowing foam. The ceiling was right at 500 ft. The windows needed to be manned with observers and they had to be rotated during the flight. The SS3 was not familiar with the IFF mode on the radar and it would have been impossible to see small objects in the ocean with the radar, so it was not manned.

After the collision, the F/E immediately restarted the number 1 engine. I felt by restarting the engine, the F/E saved us from going into the water. There was no ability to turn the aircraft. They needed to have all four engines running to use asymmetric power to help make turns. The crew put on their poppy-suits and parachutes. We were escorted back to Midway by the AF C-130. It was an hour flight back to Midway.

(The area of the crash was roughly where the U.S. Fleet was during the Battle of Midway in WWII.)

When they got back to Midway our option was either to land on the runway or land in the lagoon. The pilots opted for the runway; the cross-wind was 40 kts.

The crews from the GG C-130 and VP-4 were able to meet at the club afterwards to celebrate that they were still alive. The only injury was a cut finger on the 2nd mech on the P-3.

The accident review board was held right at Midway Island a couple of days later. The Navy, Coast Guard, and Air Force were represented on the board. The VP-4 crew stayed at Midway for 4 or 5 days. The plane stayed until the spring undergoing repairs so it could be flown out. It left with its stubby left wing.

Thirty-five of the 36 crewmembers of the Danish ship were found prior to 12 Dec. The only missing person was the Captain of the ship.

Remarks from the P-3 3P/NAV:
We were to be on the Ready Alert 1 at Barbers Point, HI the next day. A crew was put together and we launched on the SAR mission. It was one of my first flights in the squadron. So we were doing an A-12 navigation qual. en-route to the search area.

Once we got on station the Tacco took over the nav. I then took my break and ate my box lunch by the port over the wing hatch when the collision happened. It felt and sounded like a hard landing. I looked out the window and saw a lot of trailing wires; I thought we had hit a gooney bird. I went up to the flight station and the pilots were busy with the aircraft. I went back to the nav station and gave the Tacco a heading back to Midway Is. The crew then proceeded to put on their poppy suits. Some had difficulty getting them on. We didn’t use the radar because of the high sea state and the return on the radar. We flew a total of 3 hours on that flight. The Navy and Coast Guard crews met at the club. We were at Midway Island for a couple of days before heading back to Hawaii. The plane stayed longer undergoing repairs for its flight eventually to California.

The S.S. Mayaguez International incident and attempted rescue May 75.

On May 12, 1975, gunboats of the Cambodian Navy seized the American merchant ship, SS Mayaguez, in international waters off Cambodia’s coast. The ship was being towed to Kompong Som on the Cambodian mainland when word reached the White House. President Ford was determined that the situation not be allowed to deteriorate into another drawn-out Pueblo incident. In addition, it was believed important to counter a growing perception among U.S. friends and adversaries that America was “a helpless giant” and an erratic ally lacking determination.

The U.S. response to the seizure would be a military operation executed by an ad hoc force of airmen, marines, and sailors. The U.S. had no diplomatic relations with the Khmer Rouge, which had taken control of Cambodia in previous weeks. U.S. forces stationed in neighboring Thailand were numerically insufficient for ground action against Cambodia, and no U.S. warships were in the district.
Our Nation’s Maritime Patrol Community Deserves the Best.

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

Link Simulation & Training

L-3com.com

Time was a compelling factor. The big concern was that the Cambodians would transfer the crew to the mainland, making the rescue operation more arduous.

Within a few minutes of receiving the mayday message sent by the Mayaguez, Crew 8 of VP-4, was airborne. They were flying out of Utapao, Thailand. By 10:30 p.m., at Cubi Point Naval Air Station, the CO of VP-4 received his first report on the Mayaguez. It was too dark for crew 8 to eyeball the ship, but they could see a captured merchant vessel on their radar screens as a big image flanked by two little images.

A battalion-sized marine rescue team was airlifted from Okinawa to U-Tapao Air Force Base in the Gulf of Thailand, about 300 miles from Kho-Tang. The destroyer USS Holt was directed to seize the Mayaguez, while Marines, airlifted and supported by the Air Force, would rescue the crew, at least some of whom were believed to be held on Kho-Tang. Concurrently, the Coral Sea would launch four bombing strikes on military targets near Kompong Som to convince the Khmer Rouge that the U.S. was serious.

Expecting only light resistance, the U.S. troops were met by a force of 150 to 200 heavily armed Khmer Rouge soldiers who shot down three of the first eight helicopters and damaged two others. About 100 marines were put ashore, but it soon became clear that substantial reinforcements would be needed. The assault force was supported by Air Force planes, but the attack was not going well.

While the firefight on Kho-Tang was at its most intense, bombing targets on the mainland apparently convinced the Khmer Rouge leaders that they had underestimated U.S. resolve. A fishing boat was seen to approach the destroyer Wilson with white flags flying. Aboard were the 39 crewmen of the Mayaguez. VP-4 crew 9 was the first to see the crewmembers on the Thai fishing boat.

The marines on Kho-Tang were ordered to disengage and withdraw. However, Khmer Rouge troops, perhaps directed by a local commander, continued the battle, turning from defense to offense as Air Force helicopters moved through heavy fire to withdraw U.S. forces. The last of 230 marines were not evacuated until after dark on the night of May 15. As they had throughout the Vietnam War, helicopter crews performed with unsurpassed heroism.

Eighteen Marines and airmen were killed or missing in the assault and withdraw from Kho-Tang. Twenty-three others were killed in a helicopter crash en route from Haklon Phnom to U-Tapao, but the objectives of the operation were achieved. The Mayaguez and its crew had been rescued, though at high cost.

Here are some remarks from one of the pilots that arrived first on the scene in YD-10, buno 153426:

I remember that it was our day off and we were enjoying a crew dinner at a club somewhere on the base at Utapao when the A.I.O. came rushing up to us telling us we had to go fly—immediately. About 45 minutes later we were airborne with a ramp load of fuel.

There was a lot of concern that we not use our searchlight on this mission but it was a must point as it was inap any way. Also there was much debate about boarding more fuel or loading flares with arguments for both but as we could not load flares and fuel simultaneously it was finally decided to get underway ASAP.

It was fully dark by the time we were overhead the Maya guez itself. I seem to remember it was dead in the water and surrounded by many smaller boats which we presumed were the occupied by the bad guys. We orbited this cluster of ves sels throughout the night but without flares or searchlight we could not get a visual ID. The largest vessel was fully illumin ated and it looked like every light it had been on. I remem ber seeing the lights illuminating the water and reflecting in the waves. From our vantage point it looked like the sea was golden around the ship. The smaller boats had simple run ning lights.

We later learned from the Mayaguez skipper when he visited our CO that every time the hijackers heard us in YD-10 over head the Mayaguez that first night they sprayed the sky with their AKs. Of course we had no external lights on so they had no visual target to aim for—just sound. One can just imagine what a target a searchlight would have made inbound for a visual ID! With less than a full bag of fuel we were forced to leave before daylight and before our relief plane from Cuba arrived. VP-17 arrived later at our contact position and in the morning light they made a low pass confirming visually that it was indeed the Mayaguez. They found a bullet hole in their vertical stabilizer after landing.

Recap of YD-10’s buno 153426, Number 1 prop over-speed on 16 Aug 75:

This article is from Approach Magazine in 1976.

VP-4 crew 6 was on a Maritime Air Patrol flight in YD-10. They were operating at 350 ft., 250 lbs., and at 114,000 lbs., when they got the no. 1 prop light on the number 1 engine. There was no over-speed and the no. 2 prop light was functioning. The engine was secured with the e-handle. But it failed to feather going to 750 rpm. The prop failed to feather procedures was completed. Fluid was observed coming from the
prop dome. Engine instruments indicated that the prop had decoupled. A climb was initiated to 2000 ft at 160 kts. After 10 minutes the number 1 prop over-speeded to over 1200 rpm (gauge limit).

The PPC slowed the aircraft to reduce the over-speed, but lateral control was unsatisfactory and the noise level was still excessively high. Approach flaps were selected and the aircraft slowed to 130 kts to decrease the rpm slightly. Landing flaps were selected and slowed to 120 kts. Max power was selected and the rate of descent was at a minimum. But both pilots on the controls could not maintain lateral control even with full right aileron and full right rudder.

The PPC considered ditching but there were 8-11 ft. swells, and 25 kts of wind and they had the direction control problems. They jettisoned 2500 lbs. of buoys and ordnance. They next considered bailing out. By the time they were ready to bail-out they were below 1000 ft., the minimum altitude. At 400 ft. level flight was attained. So power on no 4 engine was reduced which allowed the crew to maintain heading.

After 30 minutes they were able to climb to 1000 ft. and increase airspeed to 130 kts. They were now able to make turns. They prepared for landing and were at 95,000 lbs. and an approach speed of 124 kts. They made a straight in land-

The probable cause of the over-speed was a fluid loss and an internal pressure leak. The factory estimates of the over-speed at 2000 feet and 160 knots was in excess of 160 per cent and a negative 2200 shaft horsepower. The post flight inspection revealed that the prop was on the low pitch stops, 13 degrees blade angle, and that the engine had decoupled. Additionally, there was no indication that the prop had pitch locked at any time.

Here is a recap from one of the pilots 38 years later:

My recollections of that day are still quite vivid. We had just done a photo run on a Soviet Task Force consisting of a Kresta, Kashmir and Kanin surface ships near the Spratly Is-

lands. We pulled off and shortly thereafter we got the first Prop Pump light. We went through the procedure and tried to feather when things got bad. The prop spun so fast that the Ham Standard guys later determined that the tips had gone supersonic. They were able to estimate the RPM by how much the props had stretched due to centrifugal force. It was estimated to 1600 rpm. It was so loud that we had to put our helmets on and yell into our boom mics to talk to each other. Our biggest worry was that it would depart the aircraft and come across hitting No.2 and the fuselage.

In our attempt to slow the wind-milling prop down we lower-
ed the flaps and slowed the aircraft. Unbeknownst to us in all the confusion was the fact that at that weight and speed we were below VMC Air. This and the drag on that wind-milling prop caused us serious control problems. The order to bail-

out was given but as fast as the crew was in responding [my estimate was less than 2 minutes] we had descended below 1000 feet which was our safe bailout altitude. This occurred because whenever we tried to hold the wings level the aircraft would descend. I do not think the PPC or I would have made it had we attempted the bailout. The aircraft would have rolled over. It took two of us to hold the aircraft. On the other hand with the decrease in weight due to the oth-

er 11 crew gone (11x200=2200 lbs.) who knows. We might have flown home and left the rest there for the SAR. Interest-

ingly enough at the same time a USAF U2 had flamed out over Indochina and glided out to the South China Sea where he punched out and was recovered by a Japanese fisher. Af-

ter we decided against the bailout and threw all the buoys out we were able to stay airborne. Shortly after the skipper whom I was talking to directly at the ASWOC, asked me how many crew members were in the water since one had been reported picked up. This created some interesting confusion. I went back to the Tacco and asked him how many had bail-

out. He gave me the strangest look, since the door had never been opened. AFRS reported on the air that we were down and a rescue was in progress. Needless to say this caused some serious consternation with the wives in Cubi.

We wanted to go to Clark AB so we could have a longer run-

way. This was approved until we told them that we would have to over and annul since we couldn't climb high enough to clear the mountains outside Cubi without increasing the prop speed due to the thinner air. The skipper nixed that and we were lucky enough to land on runway 25 at Cubi straight in without the tailwind which would normally have been present that time of day. There was no way we could circle to land with those control problems. I remember looking at the road that goes from topside down to the airfield. It was filled with people and vehicles. AFRS finally got it right and had reported that we were supposed to go to Clark. I wanted to be there for the fireball. Fortunately we limped in.

The PPC eased it on and the prop finally stopped turning as we hit the chocks.

I later heard the YD-10 had been involved with that earlier midair. I swore right then that I'd fly that airplane any day because it always made it home.

Recap of Vietnamese people bus rescue with YD-10: (The full story was told in the 2012 second issue of Planeside.) Right after the fall of Saigon in April 1975, about 130,000 Vietnamese attempted to escape. Those who were associ-

ated with the government or the military who stayed were sent to “re-educations camps”. There were economic retribu-

tions, private property was confiscated and people were sent to re-settlement camps. The only religion allowed had to be approved by the government.

From 1975-1990 roughly 2 million exiled the country and many of them didn’t make it to freedom. Three members of this group were imprisoned for being in the military and working for the former government. The communists didn’t care about a person’s rights- human, religious or political.

Several families got together and sold whatever valuables they had at the time and acquired an old 30 foot wooden riv-

er cargo boat. They had no plan except to reach international waters and the shipping channel. No one had any seaman-

ship skills; only 1 person had any mechanical skills. To avoid being recognized by the authorities several families traveled by a family bus from Saigon to Go Cong a coastal town about 70 miles away. Along the way they picked up the rest of the people. There were 7 families and a total of 30 people on board. They could not take sufficient amount of supplies be-

cause that might raise suspicions with the police and military. The cover story for the trip was they were going to a wedding event. To further avoid suspicion they took a Sampan (Typi-

cal to the Mekong Delta a small passenger boat resembling a very large kayak) to meet the escape boat anchored in the middle of the river few miles from the river mouth. There was no covering for the group on the little boat except for the top over the engine a midship. On day 2 as they were leaving the country they were chased by the coast guard.

They were now about 200 miles west off the coast of Vietnam. Day 9 came with little more than five gallon of diesel fuel and there was no food left after a couple of days. One of them found a small bag of rice submerged in the water inside the engine compartment and decided to use part of the boat for fuel, to cook the rice. After the rice was eaten, they saw off in the distance a small dot in the sky. They were all happy because they thought they saw a bird that meant they were close to land. As the dot grew larger and larger the shape of a plane started appearing. The plane flew just a couple of a hundred feet over the boat and slightly dip it wings on the first pass. Tired, sick, and desperate the survivors had a lot of joy when they realized that this aircraft was there to save them. On the second pass the P-3 dropped some smoke markers. They left and then about 1 hr later a Japanese mer-

chant ship the “Alps Maru” arrived.

This is a recap of the event by the TACCO on the flight:

We launched on a flight to the South China Sea on a maritime air patrol flight. As we were transitioning from one contact to the next, the 2nd Mech, sitting in the FE’s seat, said he thought he had seen something in the water. He was unable to identify it so we decided to set up a datum and construct a search pattern around that point. The nav set everything up and we commenced an expanding square search around that point. Shortly, we found a small boat approximately 8 miles outside the shipping lanes. The people were waving franti-

cally and indicating distress. We dropped a smoke to ensure that we did not lose them.
It was decided to mark their spot with another smoke and then climb to determine the closest ship. As we were climbing, the S53 called out a contact and we began attempts to raise the ship on the radio. The ship was the ALPS MARU and we were unable to raise them on any frequency. The attempt was a low altitude pass in the hope of getting their attention. This also failed to get them to turn on their radios. Further discussion led to the plan to fly down their port side, cross their bow, drop a smoke, and then drop a series of smoke bombs directing them to the refugees. This worked. We remained on station until the transfer of all refugees was completed.

There were probably many Vietnamese rescued at sea during that era. But I think this event might be the only one were the people rescued were able to meet the rescuers in person. Which is what happened at our 2005 reunion.

I flew YD-10 153426 many times while I was in VP-4. I never had any hair raising events. Our crew flew YD-10 back from NAS Cubi Point R.P. to NAS Barbers Pt, Hawaii at the end of the 1977 deployment. I left the squadron shortly there after on to my next assignment. After 153426 left VP-4, it went to the RAG, VP-30. It then finished its career with the reserves, first with VP-62 in Jacksonville, and finally with VP-93 in Detroit. Its last stop would be to the boneyard at AMARG[Aerospace Maintenance Regeneration Group] in Tucson, AZ.

I am sure other P-3’s have had interesting careers, but I thought that this planes history was rather unique. Some of these events could of ended tragically, but thankfully they all made it back to the base. It is a testament to the durability of the Lockheed P-3’s.

John Larson,
VP-4 Veterans Association Public Affairs Officer

At the Boneyard at AMARG in Tucson, AZ. They were taken in 2000. My tour guide is standing under the left “Band-Aid” wing of 153426.

Taken while attached to VP-62 flying over downtown Los.
THANK YOU
TO OUR AMAZING AND GENEROUS
MPA CORPORATE SPONSORS!

L3
Link Simulation & Training