

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2013: Issue 4



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



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PLANESIDE

In this Issue

Features:

'War Eagles' Pass Harpoon Test With Flying Colors

VP-30 Welcomes New Commanding Officer

CPRG: Checking On Station

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

4

6

7

10

Community:

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

VR-62 is Truly "World Famous"

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

VP-16 'War Eagles' Train for Harpoon Firing

VP-5 Certified 'Safe for Flight'

VP-8 hosts ACS Children

VP-45 Celebrates 44-Year Safety Milestone

VP-5 Hosts "Gray Fox Heritage Day"

'Fighting Tigers' Earn Record Score on Weapons Proficiency

'Red Lancers' Complete Missions, Fly From Colombia During UNITAS Events

13

15

17

18

19

20

21

22

24

25

26-28

History:

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

29-38

What's New:

39-40



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P.O. Box 600061
Jacksonville, FL 32260-0061
info@maritimepatrolassociation.org * www.maritimepatrolassociation.org

IN THE NEWS

'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 (CWTPI).

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 CWTPI with flying colors, sustaining zero discrepancies on their final evaluation. They are now certified for weapons handling of the AGM-84D Har-

poon 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, CWO5 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 PAO

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.



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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



Rear Admiral Matthew Carter, Commander, Patrol and Reconnaissance Group, salutes Captain Curt Phillips. Photo courtesy of VP-30.



Incoming Commanding Officer, Captain Curt Phillips, addresses the Change of Command ceremony guests on August 15, 2013. Photo courtesy of VP-30.

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

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 Bucks' 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 war-fighting 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. **Specific updates on our community initiatives follow:**



Rear Admiral Sean Buck being relieved by Rear Admiral Matthew Carter, Commander, Patrol and Reconnaissance Group.

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 that meeting.

MQ-4C Triton Unmanned Aircraft System (UAS): The first test vehicle of the MQ-4C Triton program has completed seven developmental testing flights at Edwards Air Force Base in Palmdale, California. The government shut-down has impacted further test flying, but the test team is working to pull ground test events forward to preserve schedule. VUP-19 – the first Triton squadron – officially established at NAS Jacksonville on 1 October 2013, and personnel will begin to join the squadron over the course of the next year to begin to grow our future UAS force.

BAMS-D: The Broad Area Maritime Surveillance – Demonstrator (BAMS-D) program marked its 57th month of operational flying in the FIFTH Fleet AOR and has surpassed the 9,500 flight hour mark. BAMS-D continues to play a critical role in maintaining FIFTH Fleet's Maritime Domain Awareness, and is also proving to be an excellent laboratory in growing our future Triton force.

P-3C/EP-3 Update: The overall health and capability of the P-3C force continues to improve as all of the airframe sustainment investment of the past 10 years has stabilized our aircraft inventory, and the C4 for ASW program has added Link 16 and SIPRNET capability to our P-3C AIP aircraft to connect our aircrews to those crucial warfighting networks. On the EP-3 front, the Spiral 3 modification has enabled our force to keep pace with rapidly evolving electronic warfare threats. The first flight of VQ crews that executed the initial wave of six month deployments will return in November/December as they are relieved by the second flight.

As you can see, the future of MPRF is as bright as it has ever been. No matter where they are working within our force, our people are focused on accomplishing the mission – safely – in the finest traditions of maritime patrol and reconnaissance aviation. I look forward to talking to you soon around the Fleet, and I hope you have the opportunity to witness all of the good things that are happening every day in our force.

In closing, I would like to personally thank the Maritime Patrol Association and "Planeside" magazine for providing a forum to share all of this good news within and outside the community.

Very respectfully,
Matt Carter



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Thomas Davies



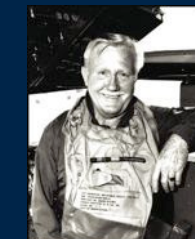
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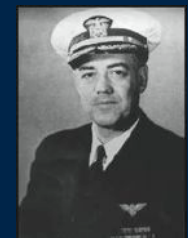
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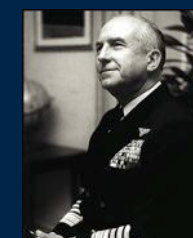
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IN THE NEWS

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

Commander Scott Carpenter, USN (Ret.), an astronaut and 2013 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 undersea 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 spaceship'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 radios, and no one knew where he was.

"We may have ... lost an astronaut," veteran CBS News anchorman 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 Noxon, a local newspaper publisher. In 1939, Noxon 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 Colo-

rado 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. "One 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-

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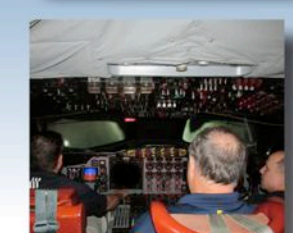

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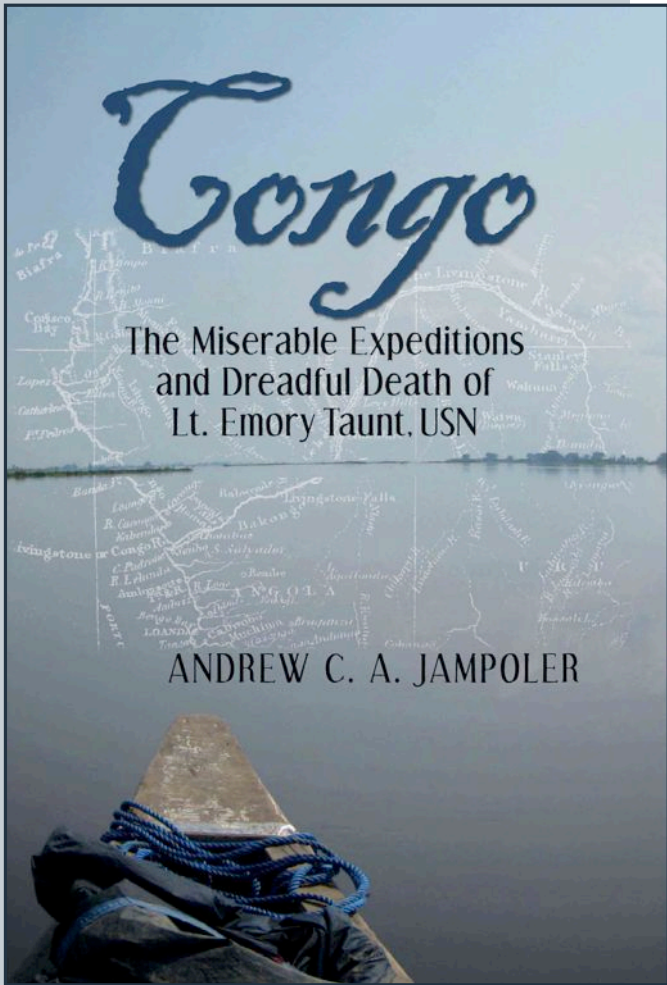
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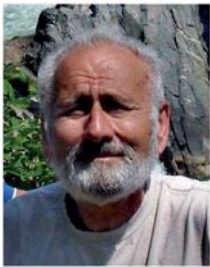
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Lauded for his ability to tell compelling, true adventure stories, award-winning author Andrew C. A. Jampoler recounts the experiences of a young American naval officer on a dangerous, solo mission up the Congo River in May 1885. Lt. Emory Taunt, USN, 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*

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

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

Carpenter, who had homes in Vail, Colo., and West Palm Beach, Fla., married Rene Louise Price in 1948, Maria Roach in 1972, Barbara Curtin in 1988 and Patricia Kay Snyder in 1998.

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 grandchild and five step-children.



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 LTJG 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 squadrons 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 LTJG Charlie Sandford, VP-10 Public Affairs

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.



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COMMUNITY

VR-62 is Truly "World Famous"

Fleet Logistics Support Squadron (VR) 62 completed a record-breaking year in FY13.

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.

"The Nomads moved cargo for the Navy, Army, Air Force, Marines, Royal Navy and Australian Defense Force."

"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-130T 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



Photo courtesy of VR-62. Dubai, a city in the United Arab Emirates, is famous for its man-made Palm Islands in the Persian Gulf.

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*



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Wings Over America (WOA) administers the Maritime Patrol Association (MPA) scholarship. Applicants who are eligible for the MPA scholarship will also be considered for available WOA scholarships. Application for the 2014 award year will open in October 2013.



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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 maritime 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, their 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.



Photo courtesy of VP-26. ADCS Tom Blakeman, right, and AM1 Jesse Jones of VP-26 discuss maintenance support and logistics with Pohnpei International Airport staff during the exercise.

After their day of exploration and crew rest, CAC-6 was well prepared to execute another mission monitoring the Micronesian fisheries from Palau. On the last full day of operations in support of Operation Big Eye, CAC-6 was joined by four RNZAF aircrewmen for their mission.

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 Baker, VP-26 PAO

Published in Jax Air News October 16, 2013



COMMUNITY

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 Cmdr. 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



Photo by CWO5 Roddy Wiggins. VP-16 aviation ordnancemen prepare to load an AGM-84D Harpoon missile onto a P-8A Poseidon during training in Patuxent River, Md.

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 (CWTPi) 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. Christi Morrissey, VP-16 PAO

Published in Jax Air News August 14, 2013

COMMUNITY

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 Cmdr. 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 Cmdr. 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 been possible without the total effort of each and every Mad Fox."

VP-5's Safe for Flight inspection was conducted by Command-



Photo by MC2 Douglas Wojciechowski. Flying from their home base of NAS Jacksonville, VP-5 pilots Lt. Dave Arnett and Lt. Lee Cook sit behind the controls of a P-8A Poseidon during a crew tactical flight with instructors from VP-30.

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 during 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 employed 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 organization 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 understand 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 appointment, 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

er Patrol and Reconnaissance Wing (CPRW) -11 and began June 3 when the ordnance shop was inspected through a conventional weapons training proficiency inspection (CWTPI).

Mad Fox ordnance men and women demonstrated proficiency 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 instructor 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 instructors.

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-45 Celebrates 44-Year Safety Milestone

Completing one year of mishap-free flying is an accomplishment of which any squadron would be proud. Completing 44 years of mishap-free flying is something to be especially 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 message, Rear Adm. Sean Buck, commander, Patrol and Reconnaissance Group, pointed out that VP-45’s “complete professionalism 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 aloft and returning without a mishap, it’s maintenance professionals 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 extra set of experienced eyes to ensure the job is done right

and done safely. This ensures the safety of not only the aircrew 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 Representative AME1(AW) Scott Walker. “They do this by staying involved with the maintenance shops, providing frequent training 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 character, personnel in VP-45’s QA Division take their jobs seriously and work hard to promote a culture of safety within the squadron.

“I think consistency is what has helped us achieve this milestone,” said AZ2(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” pose for a squadron photo on the flight line of Kadena 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-V1 Ventura during World War II or the 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 at Dewey's All Hands Club. AO2 Warde reaffirmed his commitment and dedication to faithful service of his country in front of Mad Foxes both young and old! 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 ADCM (Ret.) John W. Rosa earned



Mad Fox Alumni pose for a picture while enjoying a tour of the P-8A Poseidon. (U.S. Navy photo by Mass Communication Specialist Second Class Douglas Wojciechowski /Released)



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

"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 ADCM John W. Rosa Maintenance Chief Petty Officer of the Year award. ADC 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 Hanger 511 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.

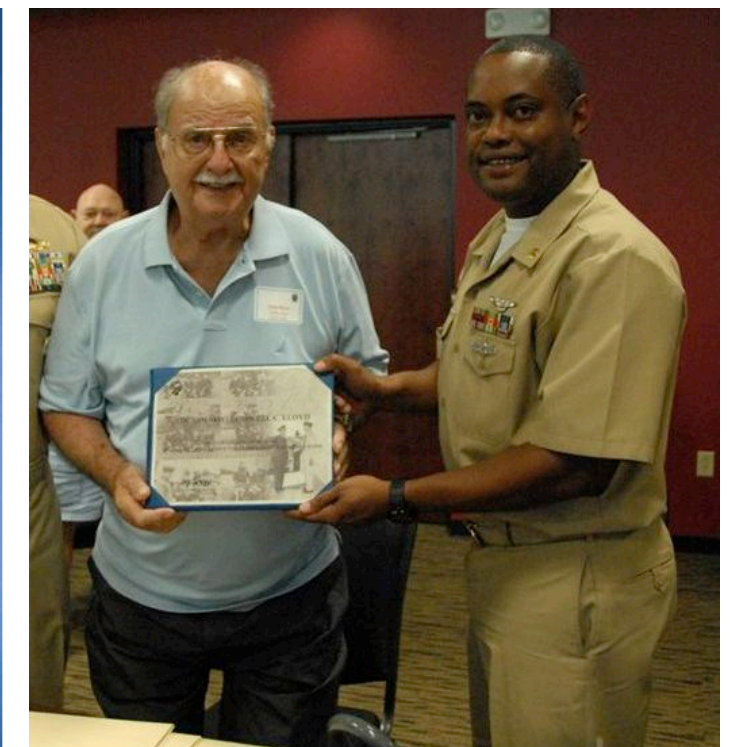
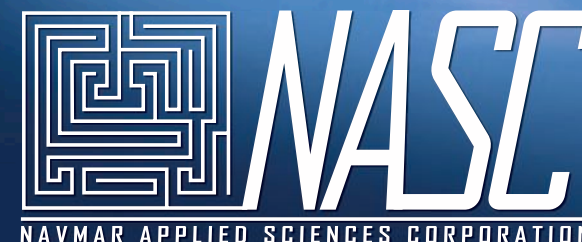
The VP-5 Gray Fox Heritage Day afforded Mad Fox Alumni the opportunity to learn about the next chapter of Maritime Patrol with the squadron's transition to the P-8A Poseidon. It also allowed current Mad Foxes the chance to learn about the proud and illustrious heritage established by the actions of the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



ADCM (Ret.) Rosa presents ADC Rodwell Lloyd with the first annual "VP-5 ADCM 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, CWO3 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



Photo by MC2 Clay Whaley. Aviation ordnancemen at VP-8 load an inert training weapon onto a P-3C Orion on Aug. 28 during the squadron's Conventional Weapons Technical Proficiency Inspection (CWTPI).



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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.

"Prosecutions 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,

Photo by AWO2 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 Comando Aero Combato No. 3, which supported the Red Lancers at the Barranquilla Airfield in Colombia.



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 Comando 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

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 Artis, 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.



Photo courtesy of Chris Artis. Jim Rather, Leslie Edgar, Tony Schmidt, Krista Artis, Chris Artis, Kevin Harrington, Eric Barker, John Griffin and Tod Davis

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COMMUNITY

Upcoming Events

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: g5av8or@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 squad-

rons that were based at NAS South Weymouth. The group meets at 11 AM on the last Saturday of the month at the museum and goes out for lunch afterwards. For details see: www.anapatriotsquadron.org.

Chapter Events

Washington DC Chapter:

CDR Chris Flaherty, VP of Region

Join us for MPA Happy Hour on Friday, November 22 from 1600-1900 at Crystal City Sports Pub in Crystal City!

529 South 23rd Street, (2nd floor), Arlington, VA

Spouses are welcome to attend!

christopher.flaherty@gc.ndu.edu

Whidbey Island Chapter:

CAPT Steve Deal, VP of Region

Stay tuned for coming events!

steven.deal@navy.mil

Pax River Chapter:

LCDR Chris Artis, VP of Region

Stay tuned for coming events!

christopher.artis@navy.mil

Hawaii Chapter:

CAPT Lance Scott, VP of Region

Stay tuned for coming events!

lance.scott@navy.mil

Get Your Event Listed Here: Have a command ceremony or event, or reunion event that you would like posted in *PlaneSide*? Email the details to us at: info@maritimepatrolassociation.org.

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



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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 VINCE 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.

Friday, November 22 at 1600-1900
MPA Happy Hour in DC at Crystal City Sports Pub. 529 South 23rd Street (2nd Floor), Arlington, VA. Spouses welcome!

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 LIEDMAN, 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 1348 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-130Bs, 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 naviga-

tion 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 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 aircrafts 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



NAS Barbers Pt, Hi 5-71 of YD-5, buno 153426.



After landing in Midway Is after the collision. Notice the damage on the top of the tail.



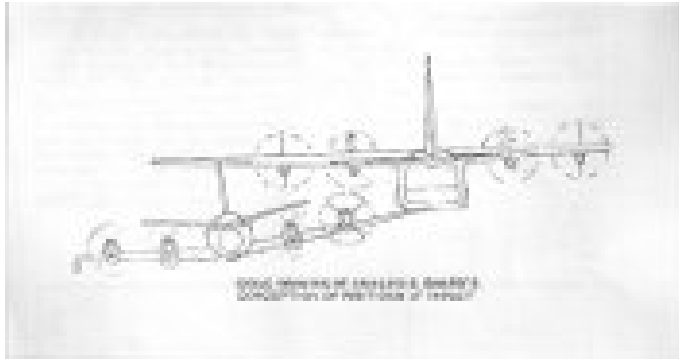
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Drawing of the collision of the P-3 and CG C-30.

searched, the western half of area F-1.

The AF C-130 AF 985 arrived in the area and was directed to search area F-3 at 1500 ft., but with the bad visibility, they requested a descent to 750 ft. by OSC. The second A.F C-130 aborted their flight before take-off from Midway.

About 4 hours after take-off PB 959 and CG 1348 collided in IFR conditions at 500 ft. At the time of the collision the aircraft should have been separated by approximately 46 NM. The port wing tip of the P-3 contacted the underside of the HC-130B and the P-3 vertical stabilizer cap contacted the left aileron of the HC-130. A portion of the outer wing of the P-3 was torn off and the cap of the vertical stabilizer dented. CG 1348 sustained a tear in the underside of the fuselage from aft the nose gear to the cargo ramp, and a tear in the port aileron. Both aircraft immediately climbed and headed back to Midway. PB 959 was escorted by AF 985 and CG 1348 was escorted by CG 1340 back to Midway Island.

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 decent 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 Is. 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 ½ 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 Is.

The conclusions of the incident are:

1. Significant errors in the navigation by the pilots of



At the club at Midway Is of the VP-4 crew and Coast Guard C-130 crew that collided together.

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



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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 poopysuits 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 s were 40 kts.

The crews from the CG C-130 and VP-4 were able to meet at the club afterwards to celebrate that they were still

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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 poopysuits. 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.



From the 75 cruise-book. It is of YD-10, 153426 after returning to Cubi Pt. Everyone is looking at the No.1 Prop after the landing.



At the VP-4 reunion in 2005. It shows 11 of the 30 Vietnamese on the boat, 6 of the 12 P-3 crew and the CO and XO from 1977.

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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 withdrawal from Kho-Tang. Twenty-three others were killed in a helicopter crash en route from Hakhon Phanom 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 moot point as it was inop anyway. 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 Mayaguez 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 vessels throughout the night but without flares or searchlight we could not get a visual ID. The largest vessel was fully illuminated and it looked like every light it had been on. I remember 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 running lights.

We later learned from the Mayaguez skipper when he visited our CO that every time the hijackers heard us in YD-10 overhead 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 kts., 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 70% rpm. The prop failed to feather procedure 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-spun to over 120% 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. Land 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 landing to runway 25 at Cubi Pt. The landing was successful and as they approached the ramp the number 1 prop stopped turning.

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 percent 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, Kashin and Kanin surface ships near the Spratly Islands. 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 at 160% 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 lowered the flaps and slowed the aircraft. Unbeknown 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 other 11 crew gone (11x200=2200 lbs.) who knows. We might have flown home and left the rest there for the SAR. Interestingly 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. After 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 AFB so we could have a longer runway. This was approved until we told them that we would have to overfly Manila 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 inbound and I guess everybody wanted to be there for the fireball. Fortunately we limped in. The PPC greased 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 boat people 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 associated with the government or the military who stayed were sent to "re-educations camps". There were economic retributions, 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 exited 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 river cargo boat. They had no plan except to reach international waters and the shipping channel. No one had any seamanship 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 because 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 (Typical 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 mid-ship. On day 2 as they were leaving the country they were chased by the coast guard.

They were now about 200 miles off the coast of Vietnam. Day 9 came with little more than five gallons 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 hundred feet over the boat and slightly dip its 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 frantically and indicating distress. We dropped a smoke to ensure that we did not lose them.



At Utapao, Thailand in 1975. The crew bought a lot of papasan chairs and wicker furniture for the flight back to Cubi Pt.



The first plane is YD-10 153426 and the second plane is YD-1 153436 at Diego Garcia in 1975.

It was decided to mark their spot with another smoke and then climb to determine the closest ship. As we were climbing, the SS3 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 smokes 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 where 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 thereafter 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.



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.

I am sure other P-3's have had interesting careers, but I thought that this plane's history was rather unique. Some of these events could have 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 1974-1977, VP-90 1984-1994
VP-4 Veterans Association Public Affairs Officer



Taken while attached to VP-62 flying over downtown Jax.

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