

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2014: Issue 1



In This Issue

2014 Symposium Registration NOW OPEN!

VP-16 'War Eagles' Become First Deployed P-8 Squadron
CPRW-11 and CPRW-10 Welcome New Commanding Officers

PLANESIDE

Cover Photo



Happiness is...a ramp full of P-3's and P-8's. This photo was taken at NAS Jax in November of 2013 before VP-16 deployed to the western Pacific with 6 P-8's. Photo courtesy of CAPT Sean Liedman.



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WELCOME

From the President

*H*appy New Year, MPA members! 2014 is shaping up to be another great year for our association as we continue to build on the momentum of our first two years in existence.

Planning for our 2014 Symposium on 9–11 April in Jacksonville is well underway, and registration will be open by the time that you read this edition of PLANESIDE. The theme for this year's symposium is "Transition: On Station", as a tribute to the fact that P-8 "Poseidon" and MQ-4C "Triton" transition activities are underway at all of our homeport and deployed sites.

On the heritage side of the Symposium schedule, we'll have two guest speakers on Thursday morning who will recount the arduous tales of two maritime patrol crews who were forced to ditch their P-3's after catastrophic propulsion failures. CAPT Andy Jampoler, USN (Ret.), author of the book *Adak: The Rescue of Alfa Foxtrot 586*, will recount the tale of the VP-9 ditch in the North Pacific in 1978. He'll be followed by Mr. Mark Radice, who was a crewmember on the VP-47 ditch in the Gulf of Oman in 1995.

VP-30 and CPRW-11 will provide P-3 & P-8 static displays, and the P-8 Integrated Training Center will be open for tours of the entire family of P-8 training systems on Thursday afternoon. We'll close out our heritage day on Thursday with another MPA Heritage Dinner, where we'll honor the next generation of MPA Hall of Honor selectees.

On the social front, Friday's golf tournament will certainly sell out quickly – so register early to guarantee your team's slot – and we'll close out the Symposium with the Flight Suit Social at the NAS Jax Officer's Club on Friday night.

August of 2014 will mark MPA's third anniversary, and every MPA member should take pride in how much gravitas MPA has amassed in such a short period of time.

Our corporate sponsors continue to be generous in their financial contributions; the three-year membership option has proven popular with our renewing members; and our



CAPT Sean Liedman, USN.

MPA scholarship fund continues to grow with significantly increased payouts expected this year.

All of that is due to people like you – every reader of this edition of PLANESIDE has contributed to the strength of MPA in their own way.

Please help us to spread the good news about MPA to shipmates, friends, and family who aren't members, and we hope to see all of you at the MPA Symposium in Jacksonville this spring.

All the best,
Captain Sean Liedman
President, Maritime Patrol Association





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CPRG

Checking On Station

*M*aritime Patrol and Reconnaissance Aviators,

2013 was a watershed year for the community. The men and women that fly, maintain, and support our VP, VQ, VPU, and VUP missions have never been more relevant and effective in carrying out our nation's business. Thanks to their performance and the continued support of our military and civilian leadership, our future has never looked so bright. I want to share with you a few of the highlights in this year-in-review.

P-8A Poseidon: Commander, Operational Test and Evaluation Force, released the P-8A IOT&E report in July 2013 with an overall finding of operationally effective and suitable and recommended P-8A for Fleet introduction. This milestone supported the attainment of P-8A Initial Operational Capability (IOC) in November 2013 and led to a favorable Full Rate Production decision by the Honorable Frank Kendall, USD (AT&L), on January 3, 2014.

East Coast VP transition executed per plan in 2013. NAVAIR and Boeing delivered eight P-8A aircraft in 2013 for a total of 13 fleet aircraft on the ramp at Naval Air Station Jacksonville, Fla. We successfully completed transition of two VP squadrons (VP-16 and VP-5) with a third (VP-45) expected to be certified safe-for-flight in February 2014. We will take a six-month pause in transition following VP-45 to allow P-8 inventory to build back to a level to sustain deployed and at-home requirements. The next P-8A is scheduled to arrive in Jax early this summer and Boeing is scheduled to deliver the first seven of 11 Lot 3 aircraft this year. East Coast transition will be complete in fiscal year 2016. West Coast P-8A transition training will begin in FY17. The last VP squadron in Whidbey Island will complete transition in FY20.

VP-16 deployed with six P-8A aircraft to Kadena Air Base Japan in December 2013. P-8A equipped squadrons will continue to conduct rotational deployments to U.S. SEVENTH Fleet with VP-5 expected to relieve VP-16 this summer.

P-3C, EP-3: P-3 inventory continues to increase due to airframe sustainment deliveries from Lockheed Martin facilities in Greenville, S.C., and L3 Communications facilities in Waco, Texas. Currently there are 103 of 138 P-3C aircraft available



Rear Admiral Matthew Carter.

on the flightline. As part of our “best-of-breed” strategy to sustain the most capable fleet of MPR aircraft possible, we continue to upgrade our aircraft with Command, Control, Communications and Computers for Anti-Submarine Warfare (C4 for ASW) systems. Additionally, the first of several aircraft with HF-IP completed modification this month, and OASIS Image Processor Replacement (IPR) is scheduled to begin installs in spring 2014.

P-3s continue to pace the ASW threat as Acoustic Processor Technology Refresh (APTR) installations will be completed in 2014. Four of seven APTR/MAC Fleet Introduction Training (FITs) have been completed to date, with the fifth FIT expected to be completed by the end of January 2014.



The MAC program, which adds wide area acoustic search capability to MPRF, completed planned operational testing and the report is expected to be released late January 2014. MAC FIT is underway with VP-30, Weapons School, VP-40, VP-4, and associated Wing and TOC personnel. Thanks to the proactive interaction between fleet units and NAVAIR, squadrons are employing MAC to a limited degree now in targeted exercises to collect data and experience.

With safety as our number one priority, VP-9 completed the first Traffic Collision Avoidance System (TCAS) FIT and received the first two aircraft with TCAS installed in November 2013, just in time for deployment. Two more aircraft are currently receiving TCAS modification overseas, and installations for 54 total aircraft across P-3C, EP-3C, and Special Projects are scheduled in 2014 and 2015.

P-3 Air Crew Tactical Team Trainer (PACT3) systems have been delivered to eight sites and are fully operational. Tactical Block modifications for the Tactical Operational Readiness Trainers (TORT) and Forward Deployed Trainers (FDT) have been completed in Jacksonville and modifications in Whidbey Island are expected to be completed in March 2014. Modifications are scheduled for completion in Kaneohe Bay by July 2014.

The EP-3 Joint Airborne SIGINT Architecture Modernization (JMOD) Common Configuration (JCC) program upgrade continues. This current round of upgrades address multiple obsolescence and hardware issues and keep the EP-3 aircraft relevant and recognized as the world's premier airborne SIGINT platform.

MQ-4C Triton: MQ-4C Triton Unmanned Aircraft System (UAS), which is currently undergoing system development and demonstration, made significant strides in 2013. A successful Flight Readiness Review (FRR) in March enabled commencement of flight test with Triton, achieving first flight May 22, 2013. First flight was followed by eight envelope expansion test flights during 2013 and as initial flight envelope expansion nears completion, aircraft will transition from Palmdale, Calif., to NAS Patuxent River in 2014 for continued development flight-testing incorporating mission sensor packages.

A major milestone in 2013 was the stand-up of the U.S. Navy's first fixed-wing unmanned squadron, or VUP-19 'Big Red'. Established as the first of two Triton squadrons, VUP-19 is a pre-establishment unit that lays the foundation for the maritime patrol community's transition to the MQ-4C Triton UAS. Following stabilization in program budget and schedule plans, significant contract actions in 2013 incorporated program re-plan activities with Northrop Grumman Corporation and led to award of the Triton aircrew trainer (2F230) with anticipated delivery to NAS Jacksonville in 2014.

Laying the groundwork for Triton, Broad Area Maritime-Demonstration (BAMS-D) continues to provide operational support as well as lessons learned in preparation for fielding MQ-4C Triton UAS. Calendar year 2013 marked the fifth year of continuous BAMS-D operations in CENTCOM and achieved the significant milestone of 10,000 total flight hours in December 2013.

To sum up, this update only begins to scratch the surface of the tremendous effort being expended to make your MPRF the premier Air ASW and Reconnaissance community in the world. I am very confident that the strides made in 2013 will continue in 2014 and beyond. I appreciate your continued support and look forward to seeing you in Jacksonville for this year's MPA Heritage Dinner and Symposium, April 9-10, 2014.

Very respectfully,
Matt Carter



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IN THE NEWS

US 7th Fleet Commander Praises P-8 Squadron

Vice Adm. Robert Thomas flew over Japan with Patrol Squadron 16 (VP-16) in the Navy's newest maritime patrol and reconnaissance aircraft, the P-8 Poseidon, Jan. 9 and praised the crew for their hard work.

The War Eagles of VP 16 are making their inaugural deployment with six P-8As in support of 7th Fleet maritime domain awareness efforts in the Indo-Asia-Pacific. According to 7th Fleet Commander Vice Adm. Thomas, the P-8 deployment brings increased capability to 7th Fleet's Maritime Patrol and Reconnaissance Force.

"I am extremely impressed with VP-16 and the P-8A Poseidon's performance during their inaugural deployment to Seventh Fleet," Thomas said. "Across every mission set, from Anti-Submarine Warfare to Intelligence, Surveillance and Reconnaissance, P-8A capability represents a significant improvement over the P-3C, providing the opportunity to detect, track and report on more targets than ever before. This continues to be validated throughout the course of the aircraft's time here. I had the opportunity to fly with the squadron and witnessed their capabilities firsthand ... this aircraft is a game-changer."

The P-8A is the most advanced long range anti-submarine and anti-surface warfare aircraft in the world. A true multi-mission aircraft, it also provides superior maritime intelligence, surveillance and reconnaissance (ISR) capability. Built on the proven Boeing 737 airframe, the transition to P-8A brings with it enhanced safety and reduced maintenance.

The P-8 is significantly quieter than the P-3, requires less maintenance, and provides more on-station time. The P-8A remains fully interoperable with the Japan Maritime Self Defense Force's P-3C force.

The new P-8A is part of the Navy's commitment to the Pacific rebalanced, bringing latest technology to 7th Fleet to ensure the U.S. is best postured to honor its security commitments to regional security and stability.



Published in www.navy.mil on January 10, 2014.



Photo courtesy of VP-16. Photo by MC3 Ryan Greene. Commander, Task Force 72, Capt. Mike Parker and VP-16 Commanding Officer Cmdr. William Pennington Jr. address members of the Japanese media on Jan. 8 before the inaugural P-8A Poseidon flight from Naval Air Facility (NAF) Atsugi. The P-8A is the most advanced long-range, anti-submarine and anti-surface warfare aircraft in the world and is the U.S. Navy's replacement platform for the venerable P-3C Orion, which has been in service for 50 years.

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IN THE NEWS

Support Broad for P-8A Move to NAS Whidbey

Despite an ongoing debate about jet noise, particularly at Outlying Field Coupeville, residents expressed broad support at a forum on the possible installation of several additional P-8A squadrons at Whidbey Island Naval Air Station.

The squadrons would be in place by 2016.

Even members of the Coupeville-based group Citizen's of Ebey's Reserve, which filed a federal lawsuit over jet noise at OLF Coupeville, expressed support for relocation of the P-8A squadrons to Whidbey.

"I want to see all the P-8s here and the Growlers to go somewhere else," said COER member Paula Spina. "P-8s are people friendly."

This EIS process is unrelated to the one that will study the environmental impacts of the EA-18G Growlers and the EA-6B Prowlers at both Ault Field and Outlying Field Coupeville.

Those forums will be held Dec. 3-5 in Coupeville, Oak Harbor and Anacortes.

The EIS dealing with the P-8A squadrons are considering two alternatives resulting in either six or seven new fleet squadrons.

The new P-8A jets will replace the existing three P-3 squadrons currently stationed at NAS Whidbey.

"We've been flying the P-3 since the early 1960s and it's been a great work horse for the Navy," said Capt. Vince Segars, commander of one of NAS Whidbey's P-3 squadrons.

"Everybody in the place is excited to fly a new aircraft. Its performance is going to be better."

According to the EIS, the P-8A emits fewer harmful emissions than the P-3, and is able to ascend faster, decreasing noise impact.



CDR Dan Worra, Whidbey Island Naval Air Station operations officer discusses the proposed new P-8A squadrons with residents. — Image Credit: Janis Reid/Whidbey News-Times.

Rick Meyer, with U.S. Fleet Forces Aviation Shore Readiness, said the P-8A is "slightly" louder than the P-3, but that it will be performing fewer operations. Currently, about 25 percent of P-3 training operations are done via aircraft simulators, Meyer said.

With the transition to the P-8A, about 75 percent of operations will be performed with simulators. For that reason, Meyer said, even though the number of operations will increase, the impact on the community will be very low.

A few in attendance seemed concerned that the sound level reporting by the Navy was done by modeling and not actual recorded sound levels.

Meyer responded that modeling provides more accurate data because it allows the Navy to factor in variables such as weather.

Capt. Mike Nortier, commanding officer for NAS Whidbey,

who was in attendance to field resident questions, said that, while the P8-A transition is still a few years away, the new squadrons and their support staffs will provide stimulus to the Whidbey Island economy.

"There will be more active-duty sailors and next spring we'll get a decision from leaders on the scope of new construction," Nortier said.

Becky Spraitzar, a member of another group, Concerned Citizens of Island County, said the forum offered a good way for residents to voice concerns about the impacts of the aircraft on the community.

"Let's make NAS Whidbey the poster child for how the Navy and the community can work together," Spraitzar said. "I honestly believe we can work together."

Copies of the draft supplemental EIS concerning the P8-As are available for public review at the following libraries: Oak Harbor City Library, 1000 S.E. Regatta Dr.; Anacortes Public

Library, 1220 10th St.; La Conner Regional Library, 614 Morris St.; Coupeville Library, 788 N.W. Alexander St.

Comments may be submitted any time during the public comment period. Comments can also be collected by mail at: P-8A EIS Project Manager, Naval Facilities Engineering Command Atlantic, Attn: Code EV21/CZ, 6506 Hampton Blvd., Norfolk, VA 23508.



By Janis Reid, Whidbey News-Times Staff Reporter

Published in Whidbey News-Times November 16, 2013

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COMMUNITY

CPRW-11 Change of Command, Liedman Relieves Wiese

*P*atrol and Reconnaissance Wing Eleven (CPRW-11) held its 53rd Change of Command on January 16th as CAPT Sean Liedman relieved CAPT Eric Wiese as Commodore.

CAPT Liedman is a 1991 graduate of the United States Naval Academy as well as earning his Masters in National Security and Strategic Studies from the Naval War College.

CAPT Liedman's Maritime Patrol and Reconnaissance Force tours include: Patrol Squadron FORTY-FIVE; an instructor at Patrol Squadron THIRTY; a department head tour with THE VPU-1 Buzzards; and Commanding Officer of Patrol Squadron EIGHT. He has also served as Federal Executive Fellow at the Weatherhead Center for International Affairs; Flag Lieutenant to Commander, Carrier Group ONE; and as P-3C/P-8A Requirements Officer in the Air Warfare Division on the Chief of Naval Operations' staff.

Commodore Liedman's awards include the Legion of Merit, Defense Meritorious Service Medal, Air Medal with combat V and 3 Strike/ Flight, three Navy and Marine Corps Commendation Medals and many other unit and campaign awards. CAPT Liedman will continue CPRW-11's transition from the P-3C to the P-8A aircraft.

★ By LT Eric Frank, CPRW-11 PAO



Captain Sean Liedman (left) and Captain Eric Wiese (right) shake hands on the Change of Command ceremony stage.

(Below) The Official Party salutes the American flag during the Change of Command Ceremony on January 16, 2014. From left to right: CMDCM Debra Downs, CAPT Eric Weise, VADM Bill Moran, RDML Matt Carter, CAPT Sean Liedman, LT Andrew Hayler (Chaplain).



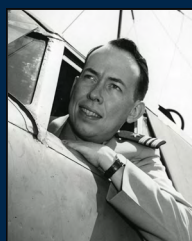
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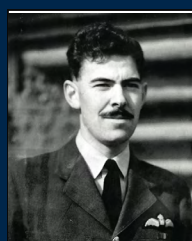
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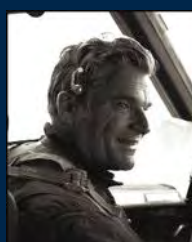
Captain
Arnold J. Isbell



Captain
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Admiral
Thomas Moorer



Vice Admiral
Edward Waller



Rear Admiral
Daniel J. Wolksendorfer

COMMUNITY

CPRW-10 Change of Command, Segars Relieves Deal

Commander Patrol and Reconnaissance Wing (CPRW) 10 held a change of command ceremony in Hangar 6 on board Naval Air Station (NAS) Whidbey Island, Oct. 30.

The change of command ceremony is a time-honored tradition that formally restates to the officers and enlisted personnel of a command the continuity of the authority of command. Capt. Steve Deal was relieved by Capt. Vincent Segars as commodore of CPRW 10. Rear Adm. Matthew Carter, commander, Patrol and Reconnaissance Group, was the keynote speaker at the event.

"This is an exciting time for our community," said Carter. "Capt Deal was the right leader at the right time, who helped deliver an unprecedented level of readiness. With the personal and professional growth of his people and the paradigm shift by reaching out and being proactive, he did a fantastic job."

Under Deal's leadership the men and women of CPRW 10 and its tenant commands logged 34,000 flight hours in all P-3C and EP-3E world-wide mission sets; including, Anti-Submarine Warfare, Anti-Surface Warfare, Intelligence, Surveillance & Reconnaissance, Electronic Warfare and Multiple Intelligence.

Deal also oversaw certification of four Operational Readiness Evaluations (ORE) and 40 VP Advanced Readiness Program

courses culminating in the on-time deployment of three VP squadrons to 4th, 5th, and 7th Fleet areas of operation (AORs). In addition, he led the first ever squadron Maritime Patrol and Reconnaissance (MPRA) deployment to 4th and 7th Fleet AORs, operating out of four locations 7,200 miles apart.

Lastly, coordinating with Patrol Forces in the U.S., Japan, and Hawaii, he drafted the detachment concept and support plan comprised of 549 personnel, 12 aircraft and 19 aircrews that perform the full spectrum of the MPRA Family of Systems for all VP assets along with the P-8A, EA-6B and EA-18G.

Carter presented Deal with the Legion of Merit Award and Command Senior Chief (AW/NAC) Mike Barnes, CPRW 10, presented Deal with the broad command pennant on behalf of the chief petty officers mess.

Prior to assuming command of CPRW-10, Segars served as Senior Naval Warfare Strategist, Strategy Division at U.S. Special Operations Command.

Carter is confident in the future of CPRW 10 with Segars in command. "I know Capt. Segars will do well here. He's got big shoes to fill, but I'll rest easy knowing he's in this new position within MPRA."



By CPRW-10 Public Affairs



Alisa Segars pinning on the command pin for her husband, Commodore Vince Segars. Photo courtesy of CPRW-10.

COMMUNITY

VP-1 Home for the Holidays

US Navy P-3 Orions began arriving to NAS Whidbey Island, WA on December 2 as Patrol Squadron ONE (VP-1) started wrapping up their multi-site deployment. VP-1 was deployed to Bahrain and Qatar, with three Combat Air Crews (CAC's) augmenting with Patrol Squadron TWENTY-SIX in Japan.

The squadron's six month deployment began when the first aircraft departed NAS Whidbey Island on May 18 and arrived in the 5th Fleet Area of Responsibility (AOR) on May 21 and in Japan on May 29. VP-1 officially assumed responsibility for CTG 57.2 on June 7

During deployment, VP-1 had the opportunity to conduct multiple missions and exercises with other US and Coalition assets assigned to the 5th Fleet AOR including the USS Truman, the USS Nimitz, and the British HMS Invincible all while accomplishing a 99 percent mission completion rate while flying 190 sorties resulting in 4700 flight hours.

VP-1 was also given the responsibility of consolidating MPRA assets in Qatar with those in Bahrain. After months of hard work and countless man hours, VP-1 successfully relocated over 100 personnel and multiple aircraft to their primary deployment site in Bahrain.

In addition to superior mission execution, VP-1 was also involved in the local community. A total of 12 volunteer trips were taken by squadron members to the Regional Institute of Active Learning (RIA) in Bahrain. RIA was created in 1999 to cater to the needs of students with autism, who might otherwise slip through the cracks in the school system.

Amidst a rigorous work schedule, those 12 trips resulted in a total of 204 volunteer hours. Volunteers spent time with the students talking and playing, ultimately trying to help improve the speaking skills of the children, but VP-1 personnel also benefitted from the exchange.

AWO2 Patricia Floch said, "I love working with the students. They're so much fun to be around."

VP-1's deployment was highly successful and its service members were excited about being home for the holidays. It was a well-deserved break for the command after a fast

paced operational tempo and before beginning preparations for our next deployment.



By LTJG Nick Wilharm, VP-1 Public Affairs



AME3 Shanes lending a helping hand. Photo courtesy of VP-1.



VP-1 returning from deployment. Photo courtesy of VP-1.

COMMUNITY

Grey Knights Take Watch in 7th Fleet

The Grey Knights of Patrol Squadron (VP) FORTY SIX have begun a seven-month deployment to the U.S. 7th Fleet Area of Responsibility (AOR) which comprises of many south-east Asian countries including: Japan, South Korea, Philippines, Malaysia, and Thailand. The squadron is playing a vital role in the Pacific theater by conducting Maritime Patrol and Reconnaissance (MPR) missions to include Search and Rescue (SAR) and Theater Security Cooperation.

VP-46 relieved the Tridents of VP-26 based out of Jacksonville, Fla. The Grey Knights will accompany another Jacksonville squadron, the War Eagles of (VP-16) in Japan.

The Grey Knights fly the Lockheed Martin P-3C Orion which is a four-engine, turboprop aircraft capable of performing a wide variety of missions. VP-46 is the oldest Maritime Patrol squadron in the United States Navy. Established in 1931, VP-46 has flown more than 330,000 mishap-free flight hours and continues to set the standard of success in the MPR community.

"The Grey Knights are highly-motivated and well-prepared for this historic deployment," said Commander Pete Kennedy, VP-46's commanding officer. "We are ready to meet any chal-



Photo courtesy of VP-46.

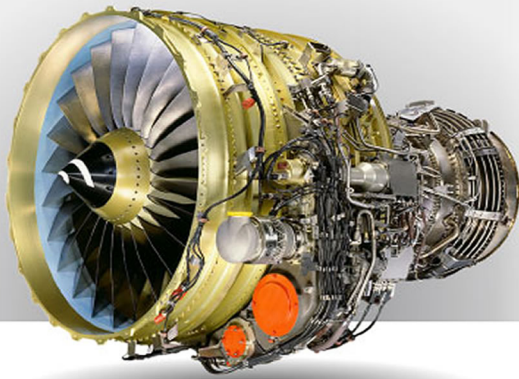
lenge and to exceed all expectations in support of our nation and its allies. The Grey Knights are extremely proud of our motto as the "Oldest and the Best" VP squadron and we will respect our legacy by doing the job safely, on-time, and with pride and professionalism."

Asia is a very diverse and complex AOR filled with many different political and ideological values. VP-46 will continue to the Navy's MPR national interest missions while maintaining strong or strengthening relations between the United States and its allies in the Pacific. ★

Published on the VP-46 Facebook Page December 27, 2013

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TRANSITION:
ON STATION



2014 Symposium Ticket Prices

EVENTS	MPA MEMBER	NON- MEMBER
Heritage Day Presentations & Tours	\$0	\$0
Heritage Dinner <i>Still the low 2013 price for members!</i>	\$40	\$50
Spouse Symposium	\$5	\$5
Scholarship Golf Tournament <i>Member golf price less than 2013 ticket price!</i>	\$70	\$85
MPA 5K	\$5	\$5
Flight Suit Social <i>Member price down \$15 and non-member price down \$10 from 2013!</i>	\$25	\$40

It pays to be a member!

Events on April 10-11! Register online today at:
www.maritimepatrolassociation.org

COMMUNITY

'War Eagles' Forge Another First

The day after Thanksgiving saw the VP-16 "War Eagles" become the Navy's first operational P-8A Poseidon squadron to deploy overseas – when the first two of its six aircraft took off from NAS Jacksonville for Kadena Air Base in Okinawa, Japan.

"I'm truly excited about leading the Navy's first operational P-8A Poseidon deployment. It's my honor to be part of this team that's in the starting blocks and ready to carry the baton for the P-8A maritime patrol community. It's time to take our Poseidons out there and show what they can do."

Pennington added, "We returned from our final P-3C deployment in June of 2012. Now, just 17 months later, we're leaving NAS Jacksonville on the Navy's first P-8A deployment. To get to this point took a lot of teamwork between VP-16, VP-30 and Commander, Patrol and Reconnaissance Wing (CPRW) -11. There's been lots of open dialogue and synchronization to keep up with the rapid learning curve associated with the transition to this new type/model series.

This also helps pave the way for VP-5 and VP-45, who are following our lead. Staff from these organizations have set up processes to keep everyone abreast of the latest information. Whatever lessons we learn on deployment will be shared back to CPRW-11, so they can assure that our follow-on squadrons are properly updated and equipped.

"I believe everyone involved with the P-8 development considers it a model acquisition program and that the eyes of Big Navy will be watching this deployment with great interest," said Pennington.

He noted that Mobile Tactical Operations Center (MTOC) 1 has also deployed to Kadena and will work with VP-16 aircrew to support their P-8 mission systems.

"Our ASW assessment meets all requirements and shows very capable weapons systems. In early November, we launched the first Harpoon over-the-horizon, anti-ship missile from a



Photo by Clark Pierce With VP-16 Commanding Officer Cmdr. Bill Pennington Jr. at the controls, P-8A Poseidon No. 429 takes off from NAS Jacksonville on Nov. 29. It represents the squadron's historic first operational deployment of the Poseidon within the Navy's maritime patrol and reconnaissance community.

P-8A aircraft," Pennington continued.

The six-plane squadron answers to Commander Task Force 72 (CTF-72) under Capt. Michael Parker, who in turn reports to Commander, U.S. 7th Fleet Vice Adm. Robert Thomas.

"When I talk with our people, I remind them that they're part of something unique and special –that this series of events doesn't come around very often. How do they want this historic event in Navy history to be remembered? I urge them to develop a mindset for addressing challenges that they encounter for the first time. There are many 'first' evolutions that they will conduct during this deployment," said Pennington.

This is the sixth deployment for VP-16 Pennington, who has been a pilot in the maritime patrol and reconnaissance force (MPRF) for more than 15 years.

Lt. Cmdr. Erik Thomas is the squadron operations officer responsible for day-to-day scheduling of the CACs and aircraft. He has 13 years in the Navy, the last two with the War Eagles. "Our missions are tasked in support of CTF-72, and our operations team manages about 90 aircrew within our dozen CACs. With the P-8A, it's good to know that when we put an event on the flight schedule we don't have reschedule for en-

gine, avionics or airframe issues,” said Thomas.

“For Poseidon missions, we schedule three pilots, two NFOs, two acoustic operators and two radar operators. In addition to flight events, we also work with the squadron training department to schedule simulators and ground events (meetings).”

Thomas’s department also manages pilot proficiency by tracking take-offs, approaches, landings, and total flight hours.

ADC Joshua Spencer, with more than 13 years in the MPRF, works in VP-16 Maintenance Control. “We guide the efforts of each work center to ensure our new aircraft meet the requirements of daily flight operations. We’re also the first stop for aircrew who return to base with discrepancies concerning the aircraft. From there, maintenance control directs work orders to the appropriate shops,” said Spencer.

“The P-8 transition hasn’t really changed how we do things in maintenance control – but there is a culture change taking place. Went from four turboprop engines to two technologically advanced jet engines that require far fewer maintenance hours,” explained Spencer. “Another culture change is dealing with all the ‘firsts’ that will be accomplished during our deployment. Our Sailors are excited about getting out there and performing in the real world.

“The goal is to set priorities for scheduled inspections and unscheduled maintenance to ensure aircraft are up and ready for every mission. Boeing subject matter experts and logistics support personnel are available when needed. It’s exciting to be part of this deployment and I’m confident that our team will do well,” said Spencer.

AWO2 Justin Ross is an aircrewman and acoustic systems instructor. “When a sonobuoy drops, we listen to it as well as view what it’s displaying to us as we track submarines. One of the big improvements of the P-8 over the P-3 is having more displays and trackers for concurrent processing of data. We now get so much information thrown at us that we have to filter out what we don’t need.

“Another night-and-day improvement is crew ergonomics. The P-3 is so noisy you have to almost yell at the person next

to you. And flying at relatively low altitudes under turboprop power can get very bumpy. The P-8 flies higher and faster, with low cabin noise that is very similar to a commercial airliner,” stated Ross.

Ross is a qualified member of Combat Aircrew (CAC) 8. “We’re looking forward to showing off our Poseidon during multi-national exercises and at air shows in allied countries,” said Ross.

War Eagles Command Master Chief CMDCM(AW/SW) Brian Porter was on board the CO’s aircraft. “This is an exciting time for our men and women. We’re ready to get the squadron over to our area of responsibility and do what we’re trained to do. My job is to manage the overall welfare of our Sailors and to assist our commanding officer in maintaining an environment of excellence,” he said.

This is Porter’s first deployment in the Navy’s aviation community. Previously, all his deployments were with the surface community. “It’s my opportunity to work in a totally different part of the Navy and I’m loving it.”



By Clark Pierce, Jax Air News Editor

Published in Jax Air News December 4, 2013

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COMMUNITY

VP-30 Wounded Warrior Shares Message of Hope in Hawaii

A wounded warrior from NAS Jacksonville competed in his first adaptive athletics competition at the Wounded Warrior Pacific Invitational Jan. 8 in Honolulu.

AWFAN Brett Parks, attached to VP-30 at NAS Jacksonville, threw standing shot put and discus during the joint-service event for seriously wounded, ill and injured service members. In addition to field sports, he is participating in multiple swimming events. "This event has opened me up to a world that I didn't know before," said Parks. "We all have goals, but there's only so far you can go on your own when it comes to fitness and rehabilitation. This really raises the bar on my goals; when I go home, I have a purpose and new goals to strive for."

Parks was wounded Oct. 17, 2012 in his hometown of Jacksonville, when he came to the aid of a man being robbed at gunpoint.

Parks – a husband and father with a second child on the way – was waiting to conduct a training session at his gym when he heard a man scream and decided to intervene. Two gunshots were fired at Parks; the first shot hit his abdomen, the second shot missed him.

The bullet shredded his kidney, severely damaged one-third of his colon and severed a major artery, disrupting blood flow to his right leg. His lower right leg was amputated, and Parks spent four months recovering from his wounds and learning how to use a prosthetic limb.



Photo courtesy of US Navy. AWFAN Brett Parks prepares to throw a shot put during a training exercise for the Wounded Warrior Pacific Invitational. The event is a joint-service adaptive athletics competition for wounded warriors hosted by Navy Region Hawaii Jan. 8-10.



"The night it happened, my wife gave me a coupon and told me to remember to pick up milk," Parks recalls. "When I was running out the door I said, 'Bye baby; I love you.' I didn't come home for four months."

Parks is enrolled in Navy Wounded Warrior (NWW) - Safe Harbor, the Navy and Coast Guard's wounded warrior support program.

Many NWW enrollees, like Parks, were not wounded in combat; the program also supports service members who are diagnosed with a serious illness or have been injured in shipboard, liberty or training accidents.

All enrollees in NWW are encouraged to make adaptive athletics, which has many proven benefits, part of their recovery and rehabilitation efforts. NWW connects wounded warriors to adaptive athletic opportunities throughout the country. The Wounded Warrior Pacific Trials are jointly hosted by NWW and Navy Region Hawaii.

At the Wounded Warrior Pacific Invitational this week, wounded warriors are going head-to-head in a variety of sports, including as cycling; seated volleyball; swimming; track and field; and wheelchair basketball. Every athlete will receive a participation medallion at the conclusion of the event.

"This event is one of many leading up to the Warrior Games, which will take place this fall," said NWW Cross-functional Division Lead Marty Martinez. "Brett has demonstrated tons of potential on the playing field, but, more importantly, he has a great attitude. It's a lot of fun to compete alongside him."

In addition to his athletic ambitions, Parks also has written a book about his experiences. Its working title is "Training for Life," and Parks has been reaching out to various publishers.

"Before I was wounded, I was the strongest I ever have been," said Parks. "My training before the incident physically, spiritually and emotionally prepared me for the challenge I would face. My doctors told me that I might not have survived if I hadn't been in such good shape."

"It is true of anything in life: You need to be prepared, set a goal, never quit and find spiritual strength. With those four things, you can beat almost anything," he added.

Parks also has established an organization called Second Shot Ministry, which enables him to share his faith and journey to recovery. He serves as a motivational speaker at local schools, churches and companies. The organization's name has multiple meanings; literally, it refers to the second shot that missed him, and figuratively, it symbolizes his second chance at life.

"I am on Earth for a reason, and it's to spread a message of hope," said Parks.



*By Patty Babb, Navy Wounded Warrior - Safe Harbor
Published in Jax Air News January 15, 2014*



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COMMUNITY

VP-8 Participates in CSL Comalapa's 10-Year Anniversary

The "Fighting Tigers" of VP-8 recently participated in Cooperative Security Location (CSL) Comalapa, El Salvador's, 10-year anniversary celebration. The celebration featured aircraft static displays from VP-8, the U.S. Customs and Border Patrol agency and the El Salvador Air Force.

VP-8 Training Officer Lt. Cmdr. Jared Tharp said, "The anniversary celebration provided a great opportunity for VP-8 Sailors to meet their El Salvador counterparts and to enjoy some local food and entertainment."

CSL Comalapa provides critical logistics and infrastructure to support forward deployed U.S. military units participating in Joint Interagency Task

Force South (JIATF-S). JIATF-S supports counter-illicit trafficking operations, as well as humanitarian, and search and rescue missions.

The VP-8 Fighting Tigers are currently deployed to El Salvador supporting JIATF-S and U.S. Southern Command.



By Lt. j.g. Torrey Plum, VP-8 Public Affairs

Published in Jax Air News January 8, 2014



Photo by MA2 Eleazar Valdivia. Cooperative Security Location Comalapa Commanding Officer Cmdr. Odin Klug gives the oath of reenlistment to MAC David Shisk during his final reenlistment ceremony during the 10-year anniversary celebration of the command on Dec. 14.



COMMUNITY

VP-26 and VP-62 Join in Typhoon Relief

In the wake of Typhoon Haiyan's devastation in the Republic of the Philippines, a massive multinational effort, dubbed Operation Damayan, is underway to bring aid to those affected by the unprecedented storm.

Navy patrol squadrons VP- 26 "Tidents" and VP-62 "Broadarrows" – based at NAS Jacksonville and currently deployed to Kadena Airbase in Okinawa, Japan with Commander, Task Group (CTG) 72.2 – have contributed to this effort by repositioning three P-3C Orions, three aircrews, and a detachment of maintenance professionals to Clark International Airport near Manila.

As the storm approached on Nov. 9, these aircrews were placed on an alert status prior to the storm's landfall in preparation for the search and rescue missions. When the govern-

ment of the Philippines requested assistance and declared a national state of calamity on Nov. 11, the aircrews were able to reposition to the Philippines in just a few hours. Immediately upon arrival, they began working with the 3rd Marine Expeditionary Brigade that was in charge of the U.S. military effort, to ensure every hour flown provided benefit to disaster relief operations.

The Tridents and Broadarrows P-3C aircrews have flown missions over the hardest-hit areas since Nov. 11, assessing damage and searching for populations cut off from sources of food, clean water and medical care. The geography of the Philippines makes the determination of where to focus relief efforts particularly difficult. The archipelagic nation, comprised of more than 7,000 islands, includes countless remote and isolated populations in desperate need of relief. P-3C aircrews help solve this problem by searching for and report-



Photo courtesy of VP-26. On the island of Homonhan, a Catholic church is one of the few structures that survived.



ing high-need areas so rescue and relief efforts can arrive as quickly as possible.

Among the hardest-hit areas is the small island of Homonhan, in the province of East Samar. The 12-mile long island lay directly in the path of Typhoon Haiyan and was devastated by winds that measured more than 200 miles per hour.

A CTG 72.2 P-3C was the first aircraft on scene and the first to make contact with those on the ground in Homonhan.

VP-62 P-3C Mission Com-mander Lt. Cmdr. Jace Dasenbrock described what his crew witnessed on Nov. 12 as they first approached the Island.

“We arrived on scene at noon in the and immediately saw devastation throughout the entire island. Our first pass around the island saw no sign of life below. Buildings were destroyed, with few structures surviving. The only building left intact was the church that stood on the southeastern edge of the island. A sailboat was in a tree about 20 feet off the ground. After a second pass, a few heads popped out. A third pass around the tiny island saw about 100 residents sending S.O.S. signals. A fourth pass was made to give hope to the survivors. With roads washed out, relief needed to be brought in by air. We were able to identify several areas suitable for helicopters and Marine Ospreys (MV-22B) to land.”

This discovery was the first of several like it for the CTG 72.2 aircrews. The information and photographs they collect are sent in-flight to intelligence specialists who collate the products and provide them to the Marines coordinating U.S. military relief efforts on the ground. This enables U.S. and Philippine commanders and government officials to identify and

prioritize humanitarian assistance requirements.

Within days of the first P-3C flight over Homonhan Island, the USS George Washington (CVN-73) Carrier Strike Group re-positioned close enough to bring relief to citizens as well as other communities in the region. SH-60 Seahawks and Ospreys fly countless round trip sorties carrying 20-pound bags of food, water, and medical supplies ashore. The air space has become so crowded with relief aircraft that E-2C Hawkeyes are now orbiting overhead to direct and de-conflict air traffic. The P-3C and E-2C aircrews are coordinating to pass locations of suitable landing zones as well as locations of more un-reached disaster areas to relief aircraft in real time.

The magnitude of the destruction in remote areas like Homonhan Island make restoring infrastructure and rebuilding communities a slow process. For now the U.S. Navy and Marine Corps, with their ever-vigilant forward presence in the Asia-Pacific region, are on station bringing needed support and hope to the people of devastated locations in the Philippines.

VP-26 and VP-62 were among the first to provide crucial information about where to best focus relief efforts in response to this crisis. The Commander of CTG-72.2, Cmdr. Mark Sohaney, is extremely proud of the opportunity to support this effort. “Our thoughts and prayers are with the Philippine people, and we are honored to help them in their time of need,” stated Sohaney, “We are postured to remain as long as the Philippine and U.S. government needs us.”



By LT Dan Baker, VP-26 Public Affairs

Published in Jax Air News November 20, 2013



U.S. Navy photo. Two U.S. Navy P-3 Orion aircraft from Patrol Squadron (VP) 26 prepare for a search and rescue mission on Nov. 11 in the Republic of the Philippines in support of humanitarian assistance efforts after Typhoon Haiyan. The VP-26 “Tridents” are on deployment to the U.S. Pacific Command from their home base of NAS Jacksonville.

COMMUNITY

Schoolhouses Near Completion for Triton, P-8

Construction is scheduled to wrap up by Dec. 17 on the new facility that will house operator training for the MQ-4C Triton unmanned aircraft system and the P-8A Maintenance Training Facility.

The two projects share a common building adjacent to the P-8A Integrated Training Center on Yorktown Avenue.

The new schoolhouses also share a common secured entrance on Child Street, where students will enter either the 8,938-sq.-ft., single-story MQ-4C Triton schoolhouse – or the 58,262-sq.-ft., two-story P-8A Poseidon schoolhouse for maintainers.

“Despite a delay with the furniture order for classrooms and administrative spaces – the building will still be turned over on schedule,” said Celio Cedeno, a civil engineer with NAS Jax Public Works.

“The furniture will be treated as a punch list exception that is now scheduled for delivery in January.”

Assistant Project Manager Mohammed Raoof of Elkins Constructors said, “With the major construction complete, most of our work involves inside finishing. You can feel the chilled-water/air-conditioning system that’s required for human comfort as well as for ventilation of the computer rooms.”

“The facility’s fire-suppression system is also up and running.” The largest space in the facility is the P-8A maintenance bay that will eventually house a full-size cutaway of the aircraft, to include components such as an ordnance load trainer, integrated avionics trainer, flight control hydraulics, landing gear, engine and environmental control systems,” said Cedeno.



Photo by Clark Pierce. The security entrance on Child Street will serve both the Triton and P-8A schoolhouses.

He added that the building is designed with special raised flooring so technicians can easily access electrical wiring and computer cables for future modifications or repairs.

Raoof also noted the project’s LEED (Leadership in Energy & Environmental Design) features, including:

- A 20,000-gallon underground cistern that collects and filters rainwater to be used for flushing toilets
- Rooftop photovoltaic solar panels that generate hot water for the building
- Permeable turf block grass pavers in parking lots absorb rainwater
- Plant vegetation in storm water retention ponds that is native to Florida.



By Clark Pierce, Editor, Jax Air News

Published in Jax Air News November 13, 2013



Photo by Clark Pierce. Construction of the MQ-4C Triton and P-8A Maintenance training facility is slated for completion in mid-December.

COMMUNITY

Special Surprise at 'Pelican' Holiday Party

With holiday cheer in the air, the VP-45 "Pelicans" descended on the Hyatt Riverfront hotel in downtown Jacksonville to enjoy a night of camaraderie and togetherness Dec. 6. Squadron members and their families demonstrated their Christmas spirit with everything from gift giving to dancing to wearing light up Christmas sweaters.

The party saw the VP-45 Morale, Welfare, and Recreation (MWR) committee give away more than \$4,500 worth of presents to include electronics, gift certificates, and weekend getaways.

The gifts were a huge hit among the Pelicans, but the true spirit of the holiday season was on display when VP-45 Commanding Officer Cmdr. John Brabazon presented the last two surprise "gifts."

As part of the Command Advancement Program (CAP), Brabazon surprised two deserving Pelicans, LS1 Timi Staton and AT2 Thomas Ford, with promotions to the ranks of first and second class petty officers respectively.

The CAP was established in 1978 as an incentive for seagoing personnel to be recognized for superior performance.

The program enables commands to identify Sailors who have shown exceptional leadership, professionalism and dedication and promote them to their next rank outside of the normal means of advancement.

Emotions poured from newly promoted Staton as she exclaimed, "I can honestly say I didn't see this coming. I'm just so happy the command saw fit to make me a first class [petty officer] and so grateful to the people around me who made it happen."

With everyone's excitement riding high from the promotions, the Pelicans kicked the party into high gear with a dance party.



Photo courtesy of VP-45

VP-45 Commanding Officer Cmdr. John Brabazon (center) congratulates LS1 Timi Staton (right) and AT2 Thomas Ford after promoting them to their new ranks through the Command Advancement Program at the command's holiday party on Dec. 6.

"It was a fun time for everyone here. We've been really working hard with upgrading to the new aircraft, so it was great to see everyone come together to relax and celebrate the upcoming holidays," said Lt. j.g. Chris Duncan.

At the end of the night the Pelicans left the party tired from dancing, but brimming with excitement from having the opportunity to spend the evening together.



*By Lt. j.g. Joseph Johannes, VP-45 Public Affairs Officer
Published in Jax Air News December 18, 2013*



COMMUNITY

Jacksonville Media Get Overview of P-8A Environmental Impact

Reporters from seven Northeast Florida media outlets attended a flight line news conference Nov. 6 at NAS Jacksonville Hangar 511 to learn about the draft Supplemental Environmental Impact Statement (SEIS) that was recently issued by U.S. Fleet Forces Command (USFFC) in Norfolk, Va., relating to the home basing of the Navy's P-8A Poseidon squadrons.

The Secretary of the Navy reduced the number of P-8A Poseidon bases from three (in 2008) to two (in 2012) – located at NAS Jacksonville and NAS Whidbey Island, Wash.

"What this comes down to for NAS Jacksonville and its surrounding communities is the difference between basing five or six operational P-8A squadrons," said Lisa Padgett, USFFC SEIS project manager.

"The P-8A training squadron (VP-30) has operated at NAS Jacksonville for many years –and will also remain here."

Padgett added that all SEIS information was available online at www.mmaseis.com for those who wanted to download analyses of impacted environmental resources on the bases. Rick Keys, a civilian environmentalist with U.S. Fleet Forces Command in Norfolk, Va., talked about noise issues and facility requirements.

"The Navy released this draft SEIS in September and encourages people to attend and voice their comments. We want to make sure that no area of concern is missed before releasing the final SEIS in spring of 2014."

Capt. Chris Janke, chief of staff at Commander, Patrol and Reconnaissance Wing (CPRW) 11, told the reporters, "The P-8 Poseidon is a vast improvement over the venerable P-3 Orion – not only in anti-submarine warfare (ASW) sensor and weapon capability –but it also gets on station faster and stays on station longer. That allows the Navy to decrease the number of P-8 assets needed to accomplish the same mission in a P-3."

"Proof of that is evident when you consider a typical P-3 squadron is assigned up to nine aircraft. Compare that to a P-8 squadron flying just six aircraft. Crew ergonomics is also a big improvement on the P-8. When we fly 12-hour or even



Photo by Clark Pierce. On the NAS Jacksonville flight line, Capt. Chris Janke, Commander, Patrol and Reconnaissance Wing 11 chief of staff, points out features of the P-8A Poseidon and the P-3C Orion to local news reporters Nov. 6.



Photo by Clark Pierce. An Action News reporter asks Capt. Chris Janke, CPRW-11 chief of staff, about P-8A home basing alternatives for NAS Jacksonville and NAS Whidbey Island, Wash.

longer missions, an alert and responsive crew is vital to mission success," said Janke.

A significant environmental factor that saves fuel is that 70 percent of pilot training takes place in the P-8A flight simulator fleet that is housed at NAS Jacksonville.

When asked about noise levels, Janke responded, "There's a slight increase when comparing the P-8 and P-3 decibels at take-off – but the P-8's higher rate of climb takes it away from ground level much faster."



By Clark Pierce, Editor, Jax Air News

Published in Jax Air News November 13, 2013



COMMUNITY

'Broadarrows' Return Home From WESTPAC Deployment

Members of the VP-62 "Broadarrows" returned home to NAS Jacksonville last week concluding a six-month deployment to Kadena Airbase in Okinawa, Japan, with Commander, Task Group (CTG) 72.2 as part of the Navy's first mobilization of a Reserve P-3C Orion squadron.

"We're very pleased with the outcomes and what our crews and our teams have accomplished on these deployments," said Cmdr. Jon Townsend, VP-62 commanding officer.

"It proves reserve capabilities meeting real-world operational requirements in support of our active-duty counterparts while they transition to the new P-8 Poseidon platform."

Broadarrow air crew and maintenance personnel joined the VP-26 "Tridents" with several detachments in the Western Pacific, conducting anti-submarine warfare - including an exercise out of Chennai, India - culminating with a leading role in humanitarian assistance and disaster relief in the wake of Typhoon Haiyan's devastation in the Republic of the Philippines.

The Broadarrows P-3C aircrews flew several missions over the hardest-hit areas since Nov. 11, assessing damage and providing intelligence to support coordination of relief efforts by U.S. and Philippine forces. Over 600 hours were flown, 73 over the Philippines alone.

Imagery was collected and sent in-flight to intelligence specialists who analyzed it and then provided it to Marines on the ground charged with helping to coordinate U.S. military and Philippine government relief efforts.

"The best part of the deployment was the disaster relief. We flew over these mountains and saw destruction and 'SOS' painted on the ground," said Lt. Cmdr. Brett Frazier, a VP-62 pilot. "We then radioed back for the Marines to send an Osprey and rescue the people stranded below."

Frazier, who in the civilian world is an agent flying P3s for the U.S. Customs and Border Protection agency, said he and his copilot on the relief mission had a combined 15,000 flight hours and 45 years of experience - an asset in supplementing more junior active duty counterparts.



Photo by PS2 Russell Chandler VP-62 Commanding Officer Cmdr. Jonathan Townsend welcomes AO1 Christopher Ireland home from deployment on Dec. 5. The "Broadarrows" returned to NAS Jacksonville last week concluding a series of three-month deployments to Kadena Airbase in Okinawa, Japan, as part of the Navy's first mobilization of a Reserve P-3C Orion squadron.

In recent years, the Broadarrows have primarily flown counter-narcotics missions in the Caribbean and Gulf of Mexico from bases in El Salvador.

"VP-62 is hoping to transition to the P-8A behind our active duty counterparts, but we're content right now to focus on performing critical missions in the venerable P-3C Orion," said Townsend.

The P-3C Orion has been in service for 50-years in Maritime Patrol and Reconnaissance Force. While mission gear has been updated over the years, the P-3 airframe itself is rapidly approaching the end of its service life.

The new P-8A, a military variant of the Boeing 737, features improved airframe reliability, high-altitude surveillance and reconnaissance capability, open-architecture mission systems, in-flight refueling capability and many other modern features.

The squadron has completed Advanced Readiness Program, Operational Readiness Evaluation, Fleet NATOPS Evaluation Team inspection, Conventional Weapons Refresher Training, Conventional Weapons Technical Proficiency Inspection in support of its first iteration of VP Reserve mobilization and deployment cycles.★

By Lt. Amy Hession, VP-62 Public Affairs

Published in Jax Air News December 11, 2013

COMMUNITY

VP-26 'Tridents' Return to NAS Jacksonville

The men and women of VP-26 are returning to their home base of NAS Jacksonville after a dynamic, seven-month deployment. Operating primarily from Kadena Air Base on the island of Okinawa, Japan they supported Commander, Task Force 72 executing operations across the Pacific. The deployment was the first integrated active-reserve P-3C deployment to the 7th Fleet area of responsibility.

Augmented with reserve aircrews and aircraft from NAS Jacksonville's VP-62 and NAS Whidbey Island's VP-69, the squadron formed two forward-deployed task groups, Commander, Task Group (CTG) 72.2 and 72.4. Through teamwork and dedication, the aircrews, maintenance professionals and support personnel of CTGs 72.2 and 72.4 stood watch over the 7th Fleet area of responsibility (AOR) and are now returning home to the cheers of their loved ones.

VP-26 flies the P-3C Orion, The U.S. Navy's legacy maritime patrol and reconnaissance aircraft. While the P-3 is being replaced by the Boeing P-8 Poseidon it is still an effective weapons system, in high demand across the fleet. Traveling from Jacksonville, Fla. in May 2013, Team Trident undertook the significant logistical feat of picking up and moving more than 350 personnel, aircraft, tools and equipment to the island of Okinawa, located approximately 600 miles south of the main islands of Japan.

From Kadena Air Base the squadron conducted a wide variety of airborne anti-submarine and anti-surface warfare, intelligence, surveillance, and reconnaissance, maritime domain awareness, search and rescue, and theater security cooperation missions.

CTG 72.2 conducted regular detachments, comprised of aircrew and supporting maintenance personnel, to support partner and allied nations, build international partnership and improve multinational interoperability. During the deployment Task Group 72.2 completed 29 detachments to 13 countries, including Australia, Brunei, India, Indonesia, Japan, Malaysia, Micronesia, New Zealand, Palau, The Republic of the Philippines, the Republic of Korea, Singapore and Thailand.

The majority of the detachments involved scheduled multinational exercises.



Photo by Kaylee LaRocque. Lt. Darryl Abriam of VP-26 happily greets his family from left, daughter, Aryanna, 6; son, Eli, 3; wife, Brittany and daughter, Ailani, 1, during the squadron's homecoming Dec. 5 after a six-month deployment to Kadena, Japan.

Among these were SEASURVEX-2013 with the armed forces of Indonesia, a series of cooperation and readiness afloat training exercises with Brunei, Malaysia, the Philippines, Singapore and Thailand, Talisman Saber with the Australian Defense Force, AnnualEx in conjunction with the Japanese Self Defense Forces, Malabar-13 with naval forces from India, and numerous bilateral exercises with Australia, Japan and the Republic of Korea.

These multilateral efforts build ties between nations and allow for greater coordination and interoperability between forces.

Other detachments were executed in support of operational requirements, such as Operation Big Eye which supports our partners' attempts to curb illegal fishing within the territorial waters of Micronesia; search and rescue detachments to Guam; an historic detachment to New Zealand (the first by a

U.S. Navy P-3C since 1984); and the humanitarian assistance detachment to the Philippines in response to Typhoon Haiyan last month.

Typhoon Haiyan made landfall on Nov. 7, 2013, killing thousands and devastating many islands along the nation's eastern coast. The men and women of VP-26 and VP-62 were among the first on the scene to support the humanitarian assistance/disaster relief mission after the government of the Philippines requested U.S. assistance.

The P-3s played a vital role in damage assessment, providing a bird's-eye view of the areas devastated by the typhoon so government officials could direct aid to those most in need. Aircrews performed reconnaissance of roadways and bridges, located personnel isolated from aid, and scouted the islands for suitable helicopter landing sites to allow badly needed supplies to be delivered.

The successful response to this crisis demonstrated both the value of maintaining forward deployed naval forces the level of integration achieved by the active and reserve maritime patrol forces who were ready to respond and executed flawlessly.

In addition to VP-26, VP-62, and VP-69, aircrews from VP-1,



Photo by Kaylee LaRocque. Lt. Jeremy Swain of VP-26 hugs his children, Molly, 3, and Jack, 1, as his wife, Lindsey waits her turn to welcome him home from deployment Dec. 5 at Hangar 1000.

stationed in Whidbey Island, Wash. also supported CTG 72.2 and 72.4 throughout the deployment.

Led, by VP-26 Commanding Officer Cmdr. Mark Sohaney, the integrated team was tasked to meet all maritime patrol requirements across the Pacific Fleet AOR, while paving the way for the first operational deployment of the P-8A Poseidon. Sohaney and his team will turn over CTG 72.2 to NAS Jacksonville's VP-16, the first P-8A squadron, later this month. Although Sohaney and Team Trident are returning home to NAS Jacksonville, they will remain ready to answer the call.

"The chance to lead these fine men and women in support of such an important mission is truly a once in a lifetime opportunity," said Sohaney. "I could not be more proud of what they accomplished over the past seven months."

With the last aircraft scheduled to arrive on home soil in mid-December, VP-26 Sailors will be re-uniting with their families just in time for Christmas.

But Sohaney and the Tridents will soon be back at work training aircrews, repairing aircraft, and preparing for the squadron's next deployment.

Their tireless dedication ensured a successful deployment and is a testament to the squadron's mantra that, "Trident Pride runs Bone Deep."

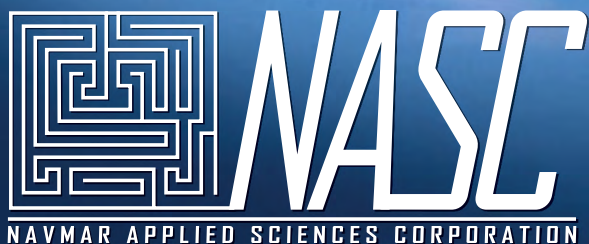


By Lt. Dan Baker, VP-26 PAO

Published in Jax Air News December 11, 2013

MARITIME PATROL RESEARCH & DEVELOPMENT

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COMMUNITY

VP-16 Hosts Jacksonville Jaguars, Makes History

*H*istory was made Nov. 12 when two NFL players toured the Navy's newest Maritime Patrol and Reconnaissance P-8A aircraft. Jacksonville Jaguars Defensive Tackle Sen'Derrick Marks and Guard Will Rackley became the first professional football players to set foot inside a Poseidon.

The two players visited VP-16 "War Eagles" to meet the Sailors and sign autographs for squadron personnel, including Sailors from VP-5, VP-10 and VP-45.

"I'm really appreciative of them coming out to meet with us today. Even though I'm a Tennessee Titans fan, it's great of them to take time out of their busy schedules and spend time with us in the hangar," said AWO2(NAC) Chris Walsh of VP-16.

After thanking the Sailors for their service, Marks and Rackley were given a tour of one of VP-16's new P-8A Poseidon aircraft. "I enjoy visiting with them just as much as they do. It's an honor to be here to thank them for what they do for our country every day," said Rackley.

According to VP-16 Executive Officer Cmdr. Daniel Papp, the visit was a huge boost to his squadron's morale. "We think it's great to have the Jaguars out here visiting our squadron and touring the P-8A. The Jaguars are our home team just as we are the City of Jacksonville's antisubmarine warfare home team. The Navy has a wonderful partnership with the city and our local community," he stated. The squadron will be the first in the Navy to deploy with the new aircraft to Kadena, Japan later this month.

"This is really cool – I've never been on an aircraft like this. I'm really honored to be here today, you don't get the chance to see this too often," commented Marks after spending time with VP-16 pilot Lt. j.g. Johnny Kozlowski in the cockpit learning about the instruments.

The two Jaguars also visited the Helicopter Maritime Strike Wing Atlantic Helicopter Training Facility at NAS Jax where they learned how helicopter pilots hone their skills and were given the opportunity to fly in the SH-60F Seahawk simulator. Cmdr. Ross Mackenzie, officer in charge, Helicopter Maritime Strike Wing Atlantic, Detachment Jacksonville, escorted



Photo by Kaylee LaRocque. VP-16 Pilot Lt. j.g. Brad Pendock, left, explains the instruments in the cockpit of the P-8A Poseidon to Jacksonville Jaguars Guard Will Rackley during an visit to Hangar 511 at NAS Jacksonville on Nov. 12.

Marks and Rackley into the simulator and explained how the instruments and throttle maneuver the simulated helicopter.

He then let Marks “fly” the helicopter from the NAS Jacksonville flight line across the Jacksonville skyline to land in Everbank Field. Rackley also took charge of the controls flying across the city.

“This has been an awesome visit and I’ve really had a great time today. I’m glad I had the opportunity to learn what some of the Navy does at NAS Jacksonville,” said Marks.

“They are a great bunch of guys and we are happy to support our local Jacksonville Jaguars and we wish them all the best. We are so glad they took time out of their busy schedules to come what the Navy does here,” said Mackenzie.

Marks and Rackley also provided 65 pizzas from Papa Johns to feed the hungry Sailors as they waited to meet them.

The Jacksonville Jaguars paid tribute to military members, veterans and their families during a military appreciation home game Nov. 17 against the Arizona Cardinals.



By Jax Air News Staff

Published in Jax Air News November 20, 2013



Photo by Kaylee LaRocque. Cmdr. Ross Mackenzie, officer in charge, Helicopter Maritime Strike Wing Atlantic, Detachment Jacksonville, left, prepares Jacksonville Jaguars players Sen’Derrick Marks, front, and Will Rackley for their simulated flight in an SH-60F helicopter Nov. 12.



Photo by Kaylee LaRocque. VP-10 Executive Officer Cmdr. James Johnston shares some stories with fellow Auburn University alumni, Sen’ Derrick Marks, a defensive tackle with the Jacksonville Jaguars during his visit to Hangar 511 at NAS Jacksonville Nov. 12.



(Above) Photo by Kaylee LaRocque. VP-16 Executive Officer Cmdr. Daniel Papp (right) discusses some of the components of the new P-8A Poseidon aircraft with Jacksonville Jaguars players Sen’Derrick Marks (left) and Will Rackley during their visit to the squadron on Nov. 12.

(Right) Photo by Kaylee LaRocque. AO3 Brittany Webster of VP-45 happily gets an autograph from Jacksonville Jaguars Guard Will Rackley during a visit to Hangar 511 at NAS Jacksonville on Nov. 12. Rackley and Jacksonville Jaguars Defensive Tackle Sen’Derrick Marks met with Sailors at the hangar to thank them for their service as part of the City of Jacksonville’s “Week of Valor.”



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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

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CDR Chris Flaherty, VP of Region

Stay tuned for coming events!

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COMMUNITY

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(continued)

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CAPT Vince Segars, VP of Region

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vincent.segars@navy.mil

Pax River Chapter:

LCDR Chris Artis, VP of Region

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Hawaii Chapter:

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HERITAGE PHOTO

VP-12 Squadron Photo from the Late 1930s

"This VP-12 squadron photo was my uncle's, Lloyd R. Hooper, AMM2, USN. He is the young seaman kneeling sixth left of the Totem Insignia. This photo hung in the parlor of my grandmother's house until she dies. Lloyd served in some capacity with VP-12 from 1937, moved to San Diego with it and then on to San Juan PR until his discharge in Mar 1940. He re-enlisted in May 1940, and after school in San Diego, was sent to the aviation unit, VCS-4, on the USS Houston CA-30 in Aug 1940. In March 1942, the USS Houston was the last flagship of the Asiatic Fleet and was sunk in the Sunda Straights in the Battle of the Java Sea. His family did not learn of his fate until the end of the war as Houston POW's were used to build the Burma RR. He did not survive the final battle on 1 Mar 1942."

Photo and caption information courtesy of Earl R. Hooper, nephew of Lloyd R. Hooper, AMM2, USN.



HISTORY

NAS South Weymouth's ZP-11

NAS South Weymouth, Massachusetts (1942 – 1996) was established about fifteen miles south of the city of Boston during the Second World War to serve as an anti-submarine blimp base to help protect the coastal waters in the First Naval District from marauding German submarines.

The New England area covered by the First Naval District was one of the most heavily industrialized sections of the country at that time and Boston, the capital of Massachusetts, was an important point of origin for convoys transporting vital war materials and personnel across the Atlantic Ocean to Europe. There were also several important Navy bases, shipyards, and commercial fishing ports in the First Naval District that contributed to the high level of maritime activity in the region.

A few weeks after the dastardly events of December 7, 1941 forced the United States into the war, the German Navy sent a group of five submarines across the Atlantic to take up positions off the eastern seaboard to attack Allied ships heading to or from American ports. On January 11, 1942 the German Type IX submarine U-123 sunk the British freighter S.S. Cyclops 300 miles east of Cape Cod. By early February 1942 the German submarines had managed to send 25 Allied ships to the bottom of the sea before they ran out of torpedoes and had to return to their bases in occupied France. Thus, the need to protect the New England coast from German submarines was apparent almost from the onset of U.S. involvement in the war.

At that time blimps were considered to be ideal ASW platforms because of their high endurance, low speed loiter capability, stability, and large crew capacity. The submarines of that era were primarily diesel powered surface ships that could also dive underwater and operate on battery power for a short period. These submarines had to spend a considerable amount of time on the surface running their diesel engines to keep their batteries charged. Unlike the situation today, an ASW aircraft during the Second World War was more likely to encounter a submarine on the surface than underwater. In fact, the primary and most effective ASW sensor for most of the war was a pair of binoculars!

A blimp's high endurance allowed it to remain on station all day if necessary. Its low speed loiter capability made it possible for a blimp to remain with a slow moving convoy or nearly hover to closely inspect a suspicious object (such as a periscope) in the water. A blimp's stability, which had much to do with it being lighter-than-air, allowed a blimp to descend close to the water and fly in low visibility conditions that would keep a conventional aircraft on the ground. A blimp's large crew provided many lookouts and the windows that wrapped entire



The first ZNP-K type blimp operated by ZP-11 was the K-3. The K-3 is shown here parked on a Type 3 mobile mooring mast at NAS South Weymouth on June 2, 1942, the day that ZP-11 was commissioned. USN photo, National Archives collection via Marc Frattasio.



NAS South Weymouth's LTA Hangar One served as ZP-11's headquarters. USN photo, National Archives collection via Marc Frattasio.



ZP-11 squadron members assembled on the hangar deck inside LTA Hangar One for a command inspection on September 13, 1944. USN photo, National Archives collection via Marc Frattasio

around its cabin or “car” provided a panoramic view in all directions.

The Navy organized its ASW blimps into blimp patrol squadrons (ZP squadrons) that were patterned after the long-established patrol squadrons (VP squadrons) that operated heavier-than-air flying boats and land-based patrol bombers. The “Z” in “ZP” meant lighter-than-air (LTA) while the “V” in “VP” meant heavier-than-air (HTA).

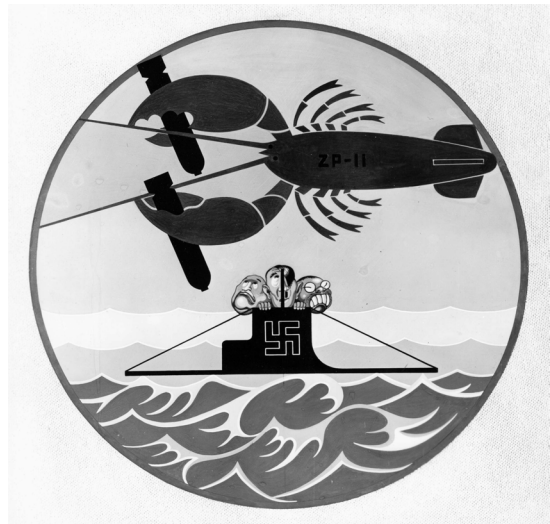
The wartime ZP squadrons mainly operated Goodyear ZNP-K class blimps. ZNP-K class blimps were all identified by the letter “K” followed by a number, such as “K-3” for example, thus they became known to the people who flew and maintained them as “K-Ships”.

A K-Ship was about 252 feet long and 63 feet wide. Its streamlined rubber coated cotton fabric gasbag, which provided the static lift that made the K-Ship rise up into the air, contained about 425,000 cubic feet of helium gas. There were four fins attached to the back of the gasbag to provide stability and directional control. The blimp’s crew rode in a 40 foot long car suspended from the bottom of the gasbag. A 450 hp Pratt & Whitney R-1340 “Wasp” radial engine driving a two bladed propeller was attached to either side of the car.

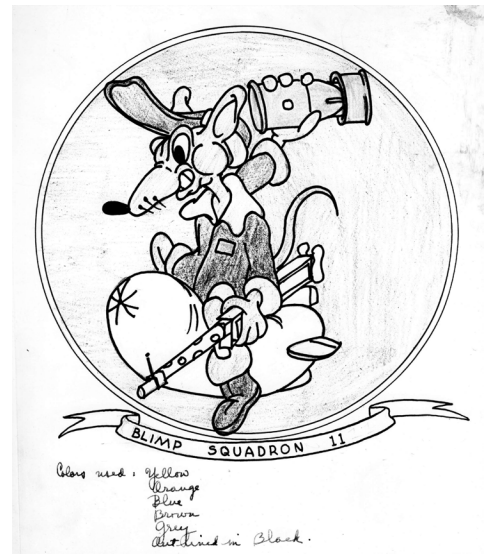
These blimps had a maximum speed of 78 miles per hour, cruised at 58 miles per hour, had an unrefueled maximum endurance of 38 hours, and could fly as far as 2,200 miles under the right conditions. They were armed with a .50 caliber Browning M2 machine gun in a nose turret and could carry up to four MK-47 depth bombs. Some

also carried one or more flexible Browning Automatic Rifles. As the war progressed the blimps were equipped with MAD gear, radar, and sonobuoys. More will be said about these early sensors later in this narrative.

A K-Ship normally carried a crew of ten on combat missions. A blimp combat aircrew or “CAC” had four pilots; a command pilot, two co-pilots, and a pilot who served as navigator (in those days there were no NFOs). Although most blimp pilots were commissioned officers, some were warrant officers or enlisted men in the Naval Aviation Pilot rating. The typical enlisted component of a blimp CAC was composed of a rigger (Airship Rigger), an ordnanceman (Aviation Ordnanceman), two mechanics (Aviation Machinists Mate), and two radio operators



ZP-11’s first squadron insignia. USN photo, National Archives collection via Marc Frattasio.



ZP-11’s later and better known squadron insignia. USN photo, National Archives collection via Marc Frattasio.

(Aviation Radiomen or Aviation Electrician).

The flight controls on a K-Ship were unlike those on a conventional HTA aircraft. For one thing, a blimp only has elevators and rudders and thus is only controllable in pitch and yaw (there are no ailerons for roll control). Perhaps more importantly, on a conventional HTA aircraft the pilot or pilots each have full directional control of the aircraft. However, on a K-Ship directional control was divided among two separate crew position with each having a different set of controls.

The K-Ship's elevator control wheel was located at the pilot seat on the port side of the cockpit while the rudder control wheel was located at the pilot seat on the starboard side of the cockpit. The crewmen who occupied these positions were called the "elevatorman" and "rudderman". Normally the elevatorman and rudderman positions were occupied by actual pilots during takeoffs and landings but while heading on or off station or on patrol these positions were often occupied by members of the enlisted crew taking direction from one of the pilots standing behind or between them. In flight the blimps were operated more like a ship than an aircraft, thus the name "airship".



ZP-11 ZNP-K type blimp K-69 is shown here taking off on a mission on September 9, 1943. USN photo, National Archives collection via Marc Frattasio.

Because of the split directional control system, early Navy blimp pilots were not considered to be fully qualified naval aviators. In fact, for many years blimp pilots wore a variation of naval aviator wings that had a wing only on the right hand side of the shield and anchor. This was to signify that they were only partially qualified as naval aviators. In later years blimp pilots were required to pass through the same primary flight training pipeline



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as other Navy pilots and they only learned to fly balloons and airships during the advanced flight training phase. Thus, all blimp pilots were eventually trained to fly conventional HTA aircraft and were presented with standard two-wing naval aviator wings.

NAS South Weymouth hosted one airship patrol squadron during the Second World War, which was designated ZP-11. This squadron was established at NAS South Weymouth on June 2, 1942 under the command of LCDR Samuel M. Bailey.

For several months after it was formed ZP-11 had no blimps of its own and operated using one or two K-Ships that were loaned to it by ZP-12 based at NAS Lakehurst, NJ. The first of these “loaner” blimps was the K-3, which went out on its first operational mission (an ASW patrol) from NAS South Weymouth on June 3, 1942. On September 17, 1942 ZP-11 received the first blimp of its very own, the brand-new K-11. Generally speaking, ZP-11 operated one to four K-Ships through the end of 1942, four to six during 1943, six to eight during 1944, and seven or eight during 1945.

ZP-11 operated out of NAS South Weymouth’s LTA Hangar One. This was one of two blimp hangars erected on the base during the Second World War. LTA Hangar One had a steel framework and siding. It was 960 feet long, 337 feet wide, 192 feet high, and covered about 8 acres of concrete hangar deck. The huge hangar was designed to house six K-Ships. It was so big that it actually had its own internal microclimate. Under the right conditions clouds would condense high up in its rafters. Sometimes rain would fall inside the hangar while it remained sunny outside.

The squadron had two different insignia. Its first insignia, which was submitted to the Bureau of Aeronautics for approval in late September or early October 1942, featured a lobster with a blimp shaped body passing over a German submarine upon which caricatures of Axis leaders Adolph Hitler, Benito Mussolini, and Hideki Tojo cowered. ZP-11 later adopted an insignia featuring a cartoon rat in a flight suit riding a blimp. This insignia was submitted to the Bureau of Aeronautics for approval in late December 1944 or early January 1945.

ZP-11 blimps operating out of NAS South Weymouth and detachment sites at NAAF/NAAS Bar Harbor and NAS Brunswick, Maine flew operational ASW patrols and escort missions over the New England coastal waters

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from Narragansett Bay up to the tip of the Gulf of Maine through the end of the war in Europe. ZP-11 blimps were also tasked to provide many utility services such as aerial photography, radar and radio direction finder calibration, torpedo recovery, R&D support, and search and rescue. The utility services eventually became such a burden for ZP-11 that the Navy organized a detachment of ZJ-1, the only airship utility squadron ever, at NAS South Weymouth on February 19, 1944 to perform utility work.

There is no evidence that ZP-11 or any other Navy airship patrol squadron ever sunk an enemy submarine. However, the German submarine crews were well aware of the blimps and their presence alone protected many ships from being attacked. For example, a notation in the log book of the German submarine U-432 for 13:12 on June 9, 1942 reads, "In periscope airship came into sight which shortly afterwards passed right overhead and forced us to dive deep". The airship referenced in the sub's log book was the K-3, which was being flown by a ZP-11 crew at that time.

ZP-11 crews were certainly close to the action. For example, a ZP-11 blimp crew had a close encounter with a torpedoed merchant ship, the Norwegian freighter S.S. Kronprinzen, on June 9, 1942 only a few days after the squadron was established. The blimp's crew actually witnessed torpedoes fired by the German Type VII-C submarine U-432 strike the ship. Another ZP-11 crew was involved in the joint operation that led to the sinking of the German Type IX-C submarine U-853 in Narragansett Bay on May 6, 1945. The U-853 was the last German submarine sunk by Allied forces during the Second World War. Lookouts on board ZP-11 blimps reported several possible German submarine contacts during otherwise routine missions and dropped depth bombs with no evidence of hits.

Three ZP-11 K-Ships went down on land or sea in crashes in which a total of eight crewmembers were killed. The most disastrous of these crashes was the K-14, which went down in the ocean about 20 miles south of Mount Desert, Maine with the loss of six crewmen on the night of July 2, 1944.

ZP-11 had sent the K-14 up from NAS South Weymouth that afternoon with ten men on board to investigate a submarine sighting reported by two commercial fishermen. The Navy board of inquiry officially blamed the K-14 crash on pilot error. However, many civilian and military witnesses reported seeing flashes of light and

hearing gunfire and explosions in the same area when the blimp went down. Navy personnel who participated in the post-crash recovery and examination of the blimp's wreckage reported that its depth bombs had been dropped in an armed state, its car was littered with spent .50 caliber shells, and parts of its gasbag were peppered with what appeared to be bullet holes. Some people, then and now, believe the K-14 was actually shot down by a German submarine and the Navy suppressed this information at that time for wartime censorship reasons.

A good pair of binoculars was the primary and most effective ASW sensor when the Second World War began. However, various electronic sensors were developed and introduced into service very quickly. The first blimp operated by ZP-11, the K-3, was equipped with experimental MAD and radar systems. Later on, ZP-11's blimps were fitted with more advanced production model MAD and radar systems as well as with sonobuoys.

Unlike today, where MAD is primarily used as a localization sensor to resolve a submerged submarine's exact location after its approximate position has been determined by other means, during the Second World War MAD was often used as a search sensor. ZP-11 blimps often used their MAD gear to perform area searches for submerged submarines. As you might imagine, this led to the prosecution of many false contacts.

Radar detection and countermeasures were in a primitive state during the Second World War so ZP-11 blimps



Six crewmen were killed when ZP-11's K-14 crashed off the coast of Maine under mysterious circumstances on July 2, 1944. The blimp's car is shown here being pulled out of the water on July 7, 1944. USN photo, National Archives collection via Marc Frattasio.

would operate their radar systems continuously. Then as now, a blimp's radar operator looked for a small intermittent or disappearing radar contact.

ZP-11 began using AN/CRT-1A sonobuoys in February 1945. The early sonobuoys were passive listening devices with a detection range of about 3 miles, a radio broadcasting range of about 5 miles, and a battery life of about 6 hours. The blimp's sonobuoy operator used aural listening techniques to pick up the sounds of propeller cavitation, ballast tanks being blown or filled, diesel engines, etc., to verify that a submarine was in the area. By comparing the relative magnitude of the sound on more than one sonobuoy the operator could also determine the submarine's approximate location and the direction it was moving.

Germany surrendered unconditionally to the Allies on May 8, 1945. Although the war against Japan in the Pacific Ocean continued until August 15th, no Japanese submarines ever ventured into Atlantic waters to sink Allied shipping. Thus, Germany's capitulation ended the submarine menace to the U.S. eastern seaboard.

With the submarine menace eliminated, the Navy had no further use for ZP-11. The squadron continued to fly con-

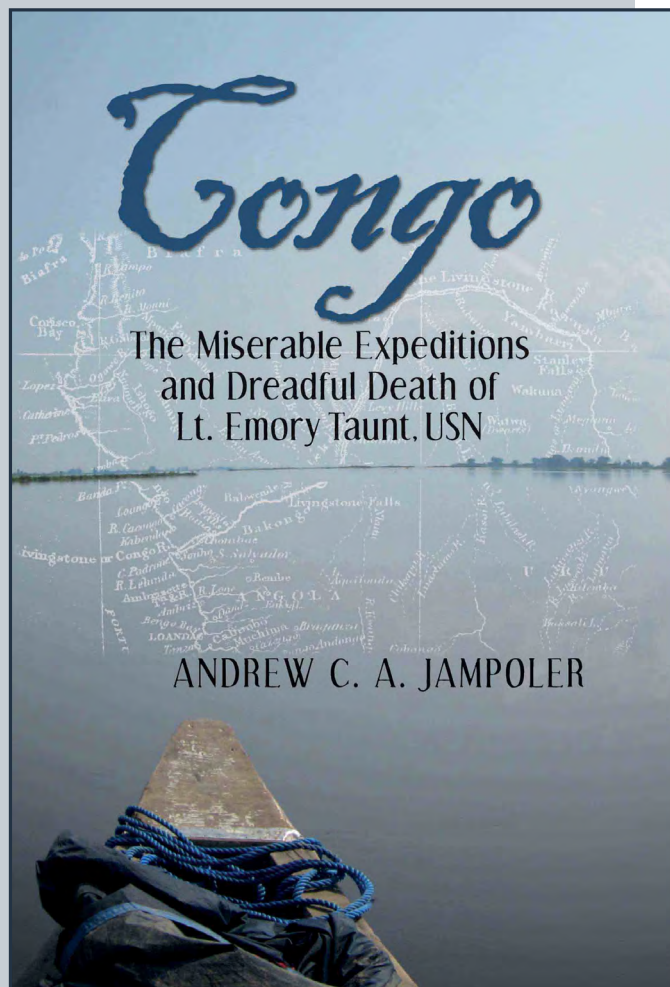
voy and single ship escort missions for one more week, just in case there were German submarines lurking in the area that had not yet been informed of the surrender orders. ZP-11 was decommissioned at NAS South Weymouth on June 8, 1945.

The Navy's blimps, though largely forgotten today, remain an important part of our collective maritime patrol aviation heritage. If you would like to learn more about them, consider becoming a member of the Naval Airship Association. To learn more about the NAA and its quarterly publication, *The Noon Balloon*, see www.naval-airships.org. For more information about ZP-11 come visit the ANA Patriot Squadron's Shea Naval Aviation Museum located on the site of former NAS South Weymouth in Weymouth, Massachusetts.

See www.anapatriotsquadron.org for more details.



By Marc J. Frattasio, AW1 USNR (Ret.)
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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*

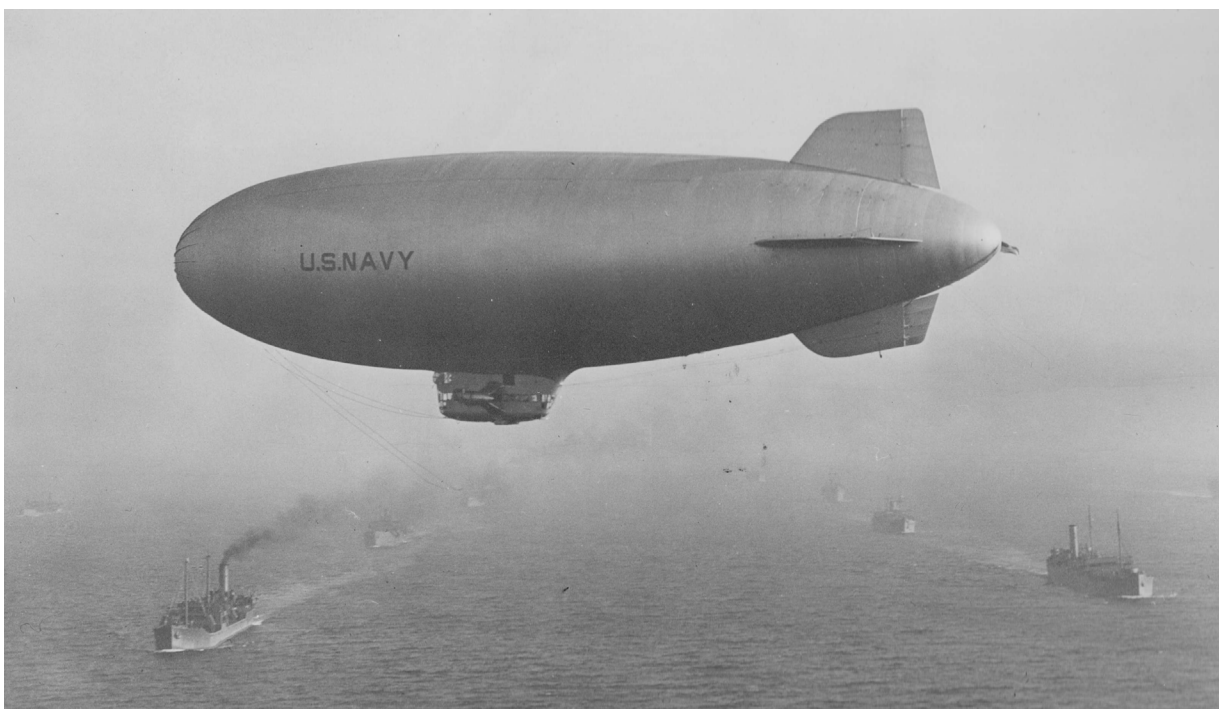
~ ADVANCE PRAISE FOR CONGO ~

"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*



ZP-11's CAC-104 was a typical ZNP-K blimp combat air crew. The crew was posed next to a blimp inside LTA Hangar One on December 12, 1944. USN photo, National Archives collection via Marc Frattasio.



ZP-11 blimp escorting a convoy somewhere off the coast of New England. USN photo, National Archives collection via Marc Frattasio.

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Questions? Comments?

Drop us a line any time at:

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Command PAOs, and
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**We are looking for material to fill
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PLANESIDE, please email your materials to:
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A blue swoosh graphic that starts under the "NORTHROP" text and extends to the right, ending under the "GRUMMAN" text.

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