PLANESIDE



In This Issue

2014 Symposium Wrap-Up (Photos, reviews and more)

Dates for 2015 Symposium Announced!

Change of Command Season: We have all the ceremony dates!

PLANESIDE

Cover Photo



The VP-45 Color Guard present the flags before the Heritage Dinner in Historic Hangar 117 on board NAS Jacksonville on April 10, 2014. (From left to right) AT2 Brett R. Mikota, AE2 Ryan S. Fisher, YN2 April R. Wardle, AD2 Catherine G. Larkin. Photo by MC1 Michelle Lucht.













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A NEW ERA, NOW ON STATION.

The Boeing-built P-8A Poseidon maritime patrol aircraft is now on deployment, ushering in a new era of maritime and littoral operations. Boeing is proud to salute the Navy on this milestone and dramatic leap in performance, range and maritime-mission capability.



PLANESIDE

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WELCOME

From the President

 $\mathcal{M}_{\mathsf{omentum}}$.

That is the best word I can think of to describe the state of the Maritime Patrol Association on the heels of another great Symposium week in Jacksonville. Attendance was up at every event (except the golf tournament and 5K) compared to 2013. And even though the number of golfers and runners was down, the tournament raised more money for the MPA Scholarship fund than any previous year — more than \$2,700, which when combined with \$3,500 of corporate donations to the Scholarship Fund, resulted in an investment of more than \$6,000 toward the Scholarship Fund in 2014 — thus far. Additionally, the Symposium generated a significant increase in new and renewal individual memberships, and our corporate sponsors continue to be generous in their financial support for MPA.

The best idea that MPA leadership could think of to build on this momentum was to immediately announce the dates for Symposium 2015 – which we've set for 13-17 April in Jacksonville. Mark your calendars now, and tell your golf buddies to do the same and plan to join us in Jax to enjoy a first-rate tournament that features great food, plenty of cold beverages throughout the course, loads of prizes (we had two par 3's with hole-in-one car prizes this year; one a Mercedes Benz and the other a Lexus) – and most importantly – fun and fellowship in the finest traditions of Maritime Patrol and Reconnaissance.

In the meantime – MPA needs your continued support to achieve our vision to be a premier, professional, non-profit organization that provides recognition and enhances the prestige of the U.S. Maritime Patrol and Reconnaissance community by promoting the use of the patrol and reconnaissance aircraft in the United States Navy. Tell a shipmate about MPA, and join the events in your local region. As you'll see from this issue of "PLANESIDE", MPRF continues to be a "first responder" to significant events around the



CAPT Sean Liedman, USN.

globe, and we need the support of members like you to help tell that story in every corner of America.

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





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CPRG

Checking On Station

 ${\cal M}$ aritime Patrol and Reconnaissance Aviators,

Spring has finally arrived and along with the improving weather I am happy to report that the health of your Maritime Patrol and Reconnaissance Force (MPRF) is very good indeed. As we have witnessed, Maritime Patrol Aircraft have been front and center on the world's stage during an exhaustive search for missing Malaysian Airlines Flight MH370. While fully acknowledging the scope of the tragedy and loss of life, this operation demonstrated to the world the capabilities, commitment and dedication of the MPRF. Safely flying dozens of missions covering over half a million square nautical miles, I could not be more proud of the P-3C Orion and P-8A Poseidon aircrews that performed so professionally on station and in the public eye. Of course, the performance of Maritime Patrol Aircraft – first on scene and last to leave during any crisis - comes as no surprise to any of us. After all, this is what we do. While this painstaking search and rescue operation grabbed the headlines for weeks, we must not forget that many other VP, VQ, VPU, and BAMS-D crews remained engaged around the world doing our nation's business. Responsive, relevant, and capable forces have always been and continue to be the hallmark of this community.

I recently returned from Jacksonville, FL where we convened our community's annual Commanders' Action Group (CAG), Naval Aviation Requirements Group (NARG), and the 2014 MPRF Symposium. The opportunity to inform and align our Commodores and Commanding Officers on the way ahead for the community was invaluable. We are a community in transition and will continue to be for years to come. We all need to understand the path.

The introduction of the P-8A Poseidon, while challenging, is going according to plan. VP-16 is past the half-way point of Poseidon's first WESTPAC deployment and VP-5 is preparing to relieve them this summer. Our third squadron, VP-45, has completed P-8A transition and will in turn relieve VP-5. With 13 fleet jets delivered to date, we are currently in a training pause for the fourth transition squadron, VP-8, until our next lot of P-8s begin arriving in June. Ultimately, the



Rear Admiral Matthew Carter.

transition from P-3C to P-8A is a function of aircraft buy rate and delivery schedules. We will manage the force closely to ensure that a combination of P-8A, P-3C, and EP-3 aircraft continue to meet the forward commander's needs until we become an all P-8A force by the end of this decade.

As we progress toward that end state, it is important to remember that P-8A is by design an evolutionary acquisition program that will continue to improve its sensors and increase capabilities through planned incremental upgrades. Some of these upgrades will include the migration of key VQ capabilities to both P-8A and the MQ-4C Triton Unmanned Aircraft System (UAS) as the EP-3 is eventually retired. A priority during this transition is to ensure that we capture

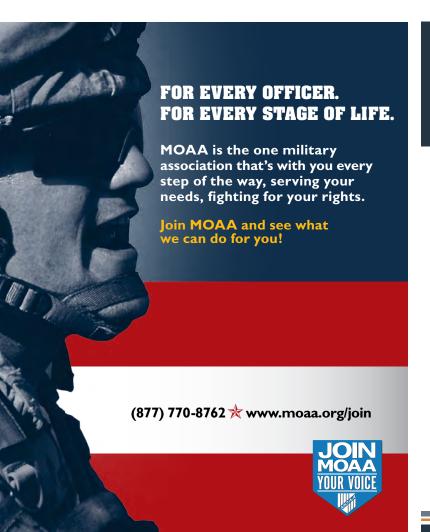
the right skill sets to properly man the new platforms that comprise our MPRF Family of Systems and that our people are afforded viable and relevant career opportunities.

The MPRF will man the Triton UAS primarily from within its own lifelines. We will take a portion of experienced VP P-8A operators and assign them to an operational VUP Triton squadron beginning with their first shore tour. These aircrews will fly Triton every day augmenting deployed P-8s and providing persistent ISR to our forward commanders from Mission Control Stations based first in Jacksonville, FL and eventually Whidbey Island, WA. Officers will continue to follow a due course aviation career path and eventually compete for sea duty Department Head positions within either VP or VUP squadrons. As has always been the case, from this cadre of high performing officers the Navy will select the best and fully qualified as our future squadron COs. I view the addition of Triton to our arsenal of aircraft as not only a huge leap forward in capability but also fertile ground to grow the leaders of tomorrow's Navy. While preserving the MPA legacy of the past is important, the fact is that naval aviation is evolving and MPRF is in the forefront.

One example of how we preserve our proud legacy was evident during this year's MPRF Symposium and Maritime Patrol Association (MPA) Heritage Dinner where we inducted two deserving aviators into the MPRF Hall of Honor: Rear Admiral Paul Mulloy, USN (retired), and Commander David Weisbrod, USN (retired). We also recognized Commander John Zawis, USN (retired), for his 40 years of service with a MOAA Lifetime Achievement Award. Along with our honorees, I would also like to congratulate our resident VP-30 United Kingdom exchange P-8A aircrew for winning the Fleet ASW Challenge. From sea stories to student scholarships, this year's MPA events were world class and I commend the association on a job very well done. I look forward to next year's events set for 13-17 April, 2015. You can read more about the MPRF Symposium and our Hall of Honor inductees on the MPA website. Until next time, fly safe, fly strong.

Very respectfully, Matt Carter







It pays to be a member! MPA Members enjoy:

- Exclusive member events
- Member-only discount pricing to annual Symposium and regional chapter events
 - Quarterly newsletter: PLANESIDE
 - Online access to MPA membership directory and forums
- Networking opportunities with MPRF community leaders and corporate sponsors
 - Scholarship eligibility for dependents
 - MPA gear

2015 MPA Symposium:Week of April 13-17, 2015 onboard NAS Jacksonville

Your membership is waiting at:

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Introducing the newest MPRF honorees



Rear Admiral
Paul J. Mulloy
United States Navy



Commander **David Weisbrod** *United States Navy*



For more information, and submit a nomination for 2015, visit:

www.maritimepatrolassociation.org/hallofhonor



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Vice Admiral Edward Waller



Rear Admiral Daniel J. Wolkensdorfer

IN THE NEWS

2014 Symposium Highlights Transition, Heritage, Future

howing a strong comeback from last year's sequestration affected schedule of events, the 2014 Maritime Patrol Association (MPA) Symposium celebrated the members of the Maritime Patrol and Reconnaissance Force (MPRF) past and present with the theme, "Transition: On Station", onboard Naval Air Station Jacksonville April 10-11.

"As we look back on the history of our great community - the people who designed our aircraft, built them, maintain them, and fly them — we are reminded of the aviation expertise that has allowed our community to transition through numerous aviation platforms," said Captain Curt Phillips, USN, and Vice President of MPA at the annual Heritage Dinner. "Just as the P-2V Neptune flew side by side the oncoming P-3 Orion in 1964, today P-8A Poseidons from VP-16 fly side by side Orions from VP-46 in the same Pacific theatre, paving the way for continued transition... on station."

The keystone event of the symposium, the heritage dinner held in historic Hangar 117, attracted a crowd of more than 300 active duty, retired and civilian guests. One of the many distinguished attendees, guest speaker Admiral Bill Gortney, Commander, U.S. Fleet Forces Command, spoke about the value of all U.S. Naval communities working together to bring



Photo by MC1 Michelle Lucht. CAPT Rich Heimerle, USN (Ret.) thanks guest speaker Admiral Bill Gortney, Commander, U.S. Fleet Forces.

"power projection for our country" and commended the MPRF for being "integral to our national security strategy."

"As the maritime community transitions from the P-3 to the P-8, you've set the gold standard for operational excellence," said Gortney. " You have a worldwide reach, and the impact has not gone unnoticed." (continued)



Photo by MC1 Michelle Lucht. The sun sets behind the P-3 Orion and P-8 Poseidon during the 2014 MPA Heritage Dinner, "Transition: On Station."

ADM Gortney continued by congratulating the community for delivering the new platform under budget and faster than promised by managing the test and evaluation concept at the same time of transitioning and training.

"Now, you're proving yourself in an operational theatre," said Gortney. "I can't turn on CNN without seeing one of your Poseidons taking off, landing or patrolling the seas of west Australia."

After commending the present leadership and members of maritime patrol for their dedication to the future of the MPRF, the dinner presentation turned toward the past to honor those individuals who built the foundation upon which the modern standards and practices of the community were developed. Included in that group of stand-outs were the two individuals inducted into the MPRF Hall of Honor for 2014.

Rear Admiral Paul J. Mulloy, USN (Ret.) had a profound effect on the entire MPRF community as he pushed the force, with newly arriving P-3Cs hard on tactics, readiness, safety and professionalism, ensuring all squadrons deployed fully combat ready. He was instrumental in the development of antisurface warfare tactics utilizing the P-3C and was responsible for bringing the Harpoon missile capability to the maritime fleet. At the end of his command of Patrol Wings Atlantic, then Chief of Naval Operations, Admiral Thomas Haywood



Photo by MC1 Michelle Lucht. ADM Bill Gortney (Commander, U.S. Fleet Forces) and RDML Matt Carter (Commander, Patrol and Reconnaissance Group) sit on stage at the 2014 MPA Heritage Dinner on April 10, 2014.

stated that the maritime patrol community was the "finest example of a fighting force" he commanded.

RADM Mulloy, attending the dinner along with his three sons, accepted his Hall of Honor award with humbleness.

"One sure constant throughout my wonderful VP career was serving with VP's magnificent men and women. They, not the equipment, made the difference," said Mulloy. "Assuredly, the P-8, unmanned birds, and electronic warfare spell a



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

www.lockheedmartin.com/p3





Photo by MC1 Michelle Lucht. RADM Paul J. Mulloy, USN (Ret.) gives acceptance speech upon being inducted into the Hall of Honor. On stage with him, Skipper Curt Phillips (VP-30), ADM Bill Gortney (Commander, U.S. Fleet Forces), RDML Matt Carter (Commander, Patrol and Reconnaissance Group) and Commodore Sean Liedman (CPRW-11).

challenging, exciting future for gifted VP warriors like you in our noble profession of arms for the greatest country in the world."

CDR David Weisbrod, USN (Ret.) began his naval career as an enlisted aviation radioman in 1951 was so skilled as an antisubmarine warfare (ASW) operator he was subsequently dubbed the ASW "Wizard" by his then plane commander and squadron commanding officer, Captain Flip Anderson. During the remainder of his long career, CDR Weisbrod continued to be the leader of ASW operations culminating in his standing up and commanding the Naval Ocean Processing Facility, Ford Island, where he culminated his career in the prosecution of numerous submarine contacts. For his efforts he has long been recognized as the father of "West Coast ASW", a title well earned.

Unable to attend the dinner, CDR Weisbrod sent a video acceptance of his award expressing his gratitude to the community for a rewarding career and lasting friendships. Long time friends of CDR Weisbrod, Captain Tom Spink, USN (Ret.) and Captain Peter Baxter, USN (Ret.) shared their respect for Weisbrod and accepted his award on stage.

In addition to the Hall of Honor inductees, MPA members and guests also honored several more awardees at the dinner, including: the Military Officers Association of America Lifetime Achievement Award awarded to CDR John Zawis, USN (Ret.); Pilots of the Year, LT Patrick Reilly (VP-30) and LT Colin Cleary (VQ-1); Naval Flight Officers of the Year, LT Jacob Weinzatl



Photo by MC1 Michelle Lucht. RADM Paul J. Mulloy, USN (Ret.) receives his Hall of Honor award from Commodore Sean Liedman (CPRW-11).



Photo by MC1 Michelle Lucht. CAPT Peter Baxter, USN (Ret.), CAPT Tom Spink, USN (Ret.) (both accepting for CDR David Weisbrod, USN (Ret.)), RADM Paul J. Mulloy, USN (Ret.), ADM Bill Gortney (Commander, U.S. Fleet Forces), Commodore Vince Segars (CPRW-10), RDML Matt Carter (Commander, Patrol and Reconnaissance Group) and Commodore Sean Liedman (CPRW-11).

(VP-26) and LT Brian Boland (VP-40); Aircrewmen of the Year, AWO1 (NAC/AW) Michael Oldham (VP-45) and AWV1 (NAC/AW) Mark Testa (VP-4); Maintainers of the Year, AEC(AW) Guadalupe Gonzales (VP-8) and AZ1 David Shoemaker (VP-40).

The winning crew of the annual ASW Fleet Challenge was also announced at the dinner. The VP-30 Allied Crew, a United Kingdom crew consisting of exchange seedcorn personnel assigned to VP-30, claimed victory over six other aircrews from three wings, VP-30, as well as one reserve squadron. The allied crew was followed in close competition by the VP-4 Skinny Dragons flying the venerable P-3C AIP in second place, while third place taken by a VP-5 Mad Fox crew in a P-8A.

"Prior to 2007 our community conducted various ASW rodeos at Wings and exercise venues around the globe," said CAPT Phillips. "In 2007, we made the effort to formalize these events by inviting the best crews from the fleet and our allied partners for a 'gloves off' test of ASW prowess under the grading criteria of the MPRWS."

The VP-30 Allied Crew (flying the P-8), consisting of PC SQLDR Faulds, CP SQLDR Bull, TC FLTLT Butler, CTC FLTLT Tuff, SS1 MACR Treece, SS2 SGT Dixon, SS3 MACR Utting, and SS4 SGT Brereton accepted and celebrated their award in the hangar.

The Heritage Dinner capped off a symposium day rich in history and reflection, including aircraft and Hall of Heroes



(Above) Photo by MC1 Michelle Lucht. CDR John Zawis, USN (Ret.) receives the MOAA Lifetime Achievement Award from Col. Patrick Clements, USAF (Ret.) at the 2014 MPA Heritage Dinner on April 10, 2014.

(Below) Photo by MC1 Michelle Lucht. Skipper Curt Phillips (VP-30) and Commodore Sean Liedman (CPRW-11) flank award winners (I to r) LT Patrick Reilly (VP-30, Pilot of the Year, LANT), LT Jacob Weinzatl (VP-26, NFO of the Year, LANT), AWO1 (NAC/AW) Michael Oldham (VP-45, Aircrewmen of the Year, LANT).



tours, and two heritage presentations: "Adak, the Rescue of Alfa Foxtrot 586" and "Masirah Ditching: A Crazy 2 Minutes".

And then on April 11th , the MPA symposium turned toward the future by hosting a two-wave, 140-player golf tournament to benefit the MPA Scholarship fund. At the end of the day, there were two winning foursomes and more than \$6,000 had been raised for the scholarship fund. The afternoon and overall winning foursome included: CDR John Brabazon, CDR TJ Grady, CDR Brett Thompson, and LCDR Rob Wilkerson. The morning, and overall second place foursome included: lan Massenburg, CAPT Dave Nelson, USN (Ret.), Brad Nelson, LCDR Beau Massenburg.

The Scholarship 5K, run on the same morning as the golf tournament, also added to the growing MPA Scholarship Fund. Top finishers included: (Men) Jackson Brown, Mike Steffen, Tim Bedard and (Women), Susan Miller, Colleen Bierbach and Lauren Gammache.

In May, MPA will award \$5,000 in scholarships to qualified dependents of past and present MPRF personnel, an increase over the \$2,000 awarded in 2013. The money raised at the 2014 golf tournament and 5K will go towards funds to be awarded in 2015.

Symposium guests wrapped up the week with a flight suit social, which brought nearly 300 guests together to reminisce and network with former and current shipmates and friends.

By September Blue Wilkerson Executive Director, Maritime Patrol Association



Photo by September Wilkerson. Overall winners of the 2014 MPA Scholarship Golf Tournament: CDR TJ Grady (VP-45 XO), CDR Brett Thompson (VP-4 CO), LCDR Rob Wilkerson (SOCOM), CDR John Brabazon (VP-45 CO).



Photo by MC1 Michelle Lucht. MPA Pilot of the Year (PAC) LT Colin Cleary (VQ-1) receives his award from Commodore Sean Liedman (CPRW-11) at the 2014 MPA Heritage Dinner on April 10, 2014.



Photo by MC1 Michelle Lucht. The VP-30 Allied Crew, winners of the 2014 ASW Fleet Challenge, (back row, I to r): Sgt Jon Brereton, MACr Mark "Flash" Utting, Sqn Ldr Andy Bull, Sqn Ldr Mark Faulds, MACr Keith Treece, Sgt Steve Dixon, Flt Lt Rob Butler, Flt Lt Ian Tuff. Front row: LT Lindsey Sinnett (Fleet Challenge 2014 Coordinator, FC14), LCDR Ron Rumfelt (Fleet Training Officer).



Photo by SMC2 Doug Wojciechowski. Winners of the Morning MPA Scholarship Golf Tournament: Ian Massenburg, CAPT Dave Nelson, USN (Ret.), Brad Nelson, LCDR Beau Massenburg.

2015 SYMPOSIUM

April 13-17, 2015 on board NAS Jacksonville

Special discounted pricing to all events for MPA Members!

Schedule of events to include:

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

Stay tuned for more 2015 information at:

www.maritimepatrolassociation.org/symposium



IN THE NEWS

2014 Fleet Challenge Winners Announced

leet Challenge 2014 wrapped up its annual anti-submarine warfare (ASW) competition April 10 at Naval Air Station Jacksonville.

This year's winners were the allied P-8A Poseidon aircrew from the "Pro's Nest" of Patrol Squadron (VP) 30, followed closely by the VP-4 "Skinny Dragons" flying the P-3C, with third place taken by a VP-5 "Mad Foxes" crew in a P-8A.

"Fleet Challenge was a great testing experience and a superb opportunity to fly together as a British crew on a real submarine target," said Royal Air Force Master Aircrewman Mark Utting from theVP-30 hangar. "As with all anti-submarine warfare flights you have to remain flexible, and the submarine never does what you think it will. That being said, we had planned for all eventualities and the sortie went well."

Fleet Challenge 2014, also known as the "ASW rodeo," saw

seven aircrews from the three maritime patrol and reconnaissance wings, the fleet replacement squadron, and the allied aircrew attached to VP-30, compete against each other in the seven-day event. This year's competition marked the first time the P-8A Poseidon flew along with the P-3C Orion.

"Any time we have our foreign partners able to compete with us, we learn something. They do things maybe a little bit differently," said Cmdr. Mike Granger, the officer in charge of the Navy's Maritime Patrol and Reconnaissance Weapons School. "From maybe just the way that they coordinate a crew, to the way they mission plan or their actual procedures for tracking the submarine – that is the biggest thing we learn by having them with us, and we throw in the camaraderie and the ability to talk across the water, if you will, with our partners. It builds those bonds that we can go and continue to learn from."

"Our allied crews often bring years of continuous ASW expe-



2014 Fleet Challenge Royal Air Force winners (from left, standing) Sgt. Steve Dixon, MACR Keith Treece, MACR Mark Utting, Squadron Leader Mark Faulds, Sgt. Jon Brereton, Squadron Leader Andy Bull, (from left, kneeling) Flight Lt. Rob Butler, and Flight Lt. Ian Tuff. Photo by Mark Faram, Navy Times.

rience to the training equation, in the classroom and in the air," said Capt. Curt Phillips, the commanding officer of VP-30. "This is precisely why we have them embedded in our fleet replacement squadron, training our newest operators in the art of ASW – which is a perishable skill without continuous honing in both simulators and on actual live targets."

Fleet Challenge 2014 tested aircrews on mission planning, optimized tactics and crew training, as well as implementation of past lessons learned in determining the most effective maritime patrol and reconnaissance aircrew.

"We've had the individual wings compete, so they hold their own local 'ASW rodeo' against all their home squadrons and they take their best crew and they send them to NAS Jackson-ville," said Granger. "The wings in Hawaii, Whidbey Island and Jacksonville picked their best crew and they brought them here."

The competition tested crews in a simulator scenario and actual flight operations against USS Springfield (SSN 761), which acted as an opposing force.

"What we try to incorporate are things that we've seen, things that have challenged our actual crews deployed around the world and we incorporate those into the scenarios," said Granger. "We have the simulator scenarios built around recent world events. We task the submarine to challenge them in ways that we've seen actual submarines on deployment behave. We're able to put those together for these crews to experience, bring back to their home squadrons, their wings and spread that training out."

"Obviously, finding out we had won was just fantastic, but credit should be given to all the crews in all of the squadrons," said Utting. "I hope we get to take part in the challenge next year."

The Fleet Challenge exercise has been held every year since 2007, with the exception of 2013, when it was cancelled due to budgetary restraints.

By MC3 Jason Kofonow, Defense Media Activity Published in Jax Air News, April 16, 2014



Photo by MC3 Jason Kofonow. Royal Air Force aircrewmen, assigned to the "Pro's Nest" of Patrol Squadron (VP) 30, track a live submarine on April 7 from their P-8A Poseidon during Fleet Challenge 2014. The allied crew won the annual anti-submarine warfare (ASW) competition, that put seven of the Navy's best aircrews against each other, in both simulator scenarios and flight operations, to locate and track aggressor submarines.



Photo by MC2 David Giorda. Royal Air Force Squadron Leader Mark Faulds, assigned to the VP-30 "Pro's Nest," pilots a P-8A Poseidon during Fleet Challenge 2014. The allied crew went on to win the annual anti-submarine warfare competition.



Photo by MC3 Jason Kofonow. Royal Air Force Flight Lieutenant Ian Tuff, assigned to the "Pro's Nest" of VP-30, tracks a submarine from a P-8A Poseidon during Fleet Challenge 2014.

IN THE NEWS

Whidbey Island Gets Green Light for Poseidons

hidbey Island Naval Air Station is tentatively approved for six P-8A Poseidon squadrons. The six squadrons are slated to replace the base's three existing P-3C squadrons.

The Navy will now undergo a 30-day waiting period, after which the assistant secretary of the Navy is expected to sign a record of decision. The Navy has been conducting a Supplemental Environmental Impact Statement since 2008 to consider alternative bases for Poseidons.

U.S. Rep. Rick Larsen, who has been a proponent of base expansion, released a statement Friday.

"Completion of the Supplemental EIS is another important step in the process of bringing the P-8As to Naval Air Station Whidbey Island and an additional indicator of the Navy's commitment to the base," Larsen said. "I am pleased the community was able to provide input to the Navy as it considers the potential environmental effects of the transition."

The SEIS addresses potential environmental issues that may result from basing the six P-8A squadrons at Whidbey Island. The navy has stated its preference to base six squadrons at NAS Whidbey and six squadrons NAS Jacksonville.

"I have long advocated bringing the P-8As to Whidbey Island because of the advantages for national security and the stability for the base," Larsen said. "While the decision is not yet final, the Navy's preference to house six squadrons at Whidbey Island furthers the base's role as a preeminent maritime, patrol, electronic warfare and surveillance site in the Pacific."

A copy of the Supplemental EIS is available online and at the Oak Harbor and Coupeville libraries.

By Janis Reid, Whidbey News-Times Starr Reporter Published in the Whidbey News-Times April 26, 2014



A P-8A with Maritime Patrol Squadron Five recently visited NAS Whidbey. — Image Credit: Photo Courtesy Of The U.S. Navy

IN THE NEWS

Search for MH370 Continues; Navy's P-8A Poseidon Assists

pril 9, 2014: The NAS Jacksonville-based VP-16 "War Eagles" P-8s in Perth are still flying search missions. Overall patrol aircraft support to date includes 24 missions with 220 of flight time covering 336,000 square nautical miles.

Additionally, the U.S. Navy team operating the towed pinger locator (TPL) onboard Australian defense vessel Ocean Shield detected pinging signals, April 6. The detected signals are consistent with sounds that would come from a black box.

The TPL heard consecutive pings at one-second intervals. At the time of detection the TPL was at a depth of 300 meters, which is well above the optimal search depth where a black box would typically be detected.

Upon detection, the Ocean Shield crew turned off as much noise-producing equipment as possible to reduce the chance of false alarms, and the signal was again held for over two hours at a TPL depth of 1,400 meters.

The signal strength increased and then faded, as would be expected with the ship moving toward then away from the signal. After the signal was lost the team reeled the TPL back in to prepare for a course change to a reciprocal course to get a better line of bearing in the contact location.

While traveling on the reciprocal course, the Ocean Shield team again detected a separate set of pings while



Photo by MCC Keith DeVinney Lt. j.g. Nick Horton (left), and Lt. Clayton Hunt, naval aviators assigned to Patrol Squadron (VP) 16, perform preflight checks in the flight station of a P-8A Poseidon April 1 prior to a mission to assist in search and rescue operations for Malaysia Airlines flight MH370. VP-16 is deployed in the U.S. 7th Fleet area of responsibility.

with the TPL set to an optimal depth of 3,000 meters. On this course the detection time lasted for about 15 minutes. The TPL detected two signals at the same frequency but in different locations. This would be consistent with the MH370 black box because the plane had both a flight data recorder and cockpit voice recorder.

Since the current data remains inconclusive, the team is moving foward to reacquire the signal and use the Bluefin-21 Sidescan Sonar to get a picture of any potential wreckage. This is a 24-hour operation and the Navy team is working around the clock with their Australian partners to reacquire the black box signal. The search is currently taking place approximately 950 nautical miles northwest of Perth.

March 26, 2014

A P-8A Poseidon patrol aircraft completed its transition from Kuala Lumpur to Perth, Australia on March 18 to continue the search for Malaysia Airlines Flight MH370 in the southern Indian Ocean.

"The search has expanded to the southern portions of the Indian Ocean and the P-8A has the range required to reach those waters," said Lt. Clayton Hunt of Patrol Squadron (VP) 16, the search and rescue detachment mission commander. "We will be most effective operating out of Perth."

For a mission such as the MH370 search, the P-8 will typically fly at 5,000 feet, dipping to 1,000 feet to get a closer visual



Photo by MC2 Eric Pastor. Lt. Joshua Mize, a tactical coordinator assigned to VP 16, completes his pre-flight checklist in a P-8A Poseidon prior to a March 19 mission to assist in search and rescue operations for Malaysia Airlines flight MH370. VP-16 can fly a 10-hour mission in the new twin-engine patrol aircraft.

look at objects. They typically fly at a speed of 250-270 knots, with a search time of eight to nine hours depending on the distance to search area.

"Even though we are flying long missions, the purpose behind these missions gives the crew the motivation to overcome any obstacles that may come up," said AWO1 Robert Pillars, an acoustic systems operator on the P-8A.

During its missions out of Kuala Lumpur, the P-8A crew identified more than 400 radar contacts. Unfortunately none were associated with aircraft debris or wreckage. The aircraft's advanced radar capabilities allow the crew to recognize and investigate small contacts on the water's surface. The crew uses the onboard camera system, as well as a multitude of sensors, to investigate the contacts.

"While on station, the crew uses all of the aircraft's sensors to identify objects in the water since we don't know exactly how big the debris may be," said Lt. Joshua Mize, a P-8A Poseidon tactical coordinator.

There are many factors that come into play that could improve or decrease the efficiency of the search.

"While the process may seem simple, factors such as the number of ships or objects in the area, sea state, drift rate, and visibility can affect how much area we're able to cover," Mize added.

The search grid used varies from flight to flight. Not only does the crew have to account for various environmental factors, the distance to the search area is also taken into account.

"Depending on the transit distance, some flights may only have 2-3 hours of search time," Mize said. "Our goal is to cover as much area as possible while still being thorough with our search. Being thorough is critical, especially in a search like this."

In terms of mission effectiveness and reliability, the P-8A represents a leap forward for the Navy's maritime patrol and reconnaissance. The aircraft has a maximum speed of 490 knots, a ceiling of 41,000 feet, and provides a range of more than 1,200 nautical miles with four hours on station.

"Having the flexibility and readiness that comes with the practicality of the P-8A airframe (Boeing 737), as well as our well-trained aircrews and maintenance team, we have been able to continuously meet and exceed our mission require-

ments," said AMCS Carlos Ure, the search and rescue detachment senior enlisted leader. "Our maintenance and aircrew teams continue to work together to have the Poseidon ready and safe for flight."

Being able to work off of a commercial airframe, such as the 737, the Poseidon maintenance personnel have the ability to use both military and civilian assets to perform necessary maintenance.

"So far, we have been able to accomplish all of the pre-flight, daily and turnaround requirements using whatever resources we have available, be it military or civilian resources," Ure said.

VP-16 is currently conducting the first operational deployment with the P-8A Poseidon in the U.S. 7th Fleet area of responsibility supporting security and stability in the Indo-Asian Pacific. The new P-8A is part of the Navy's commitment to the Pacific rebalance, bringing newer and more capable aircraft to 7th Fleet to ensure the Navy is best postured to honor its security commitments to the Indo-Asia-Pacific and contribute to regional security and stability.

From U.S. 7th Fleet Public Affairs
Published in Jax Air New April 9, 2014 and March 26, 2014.

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IN THE NEWS

US, ROK Navies Complete Foal Eagle Exercise

he U.S. and Republic of Korea (ROK) navies enhanced their combined and joint maritime capabilities after completing a series of drills and exercises ashore and at sea from March 8-31 in support of exercise Foal Eagle 2014.

Exercise Foal Eagle in an umbrella of regularly scheduled, annual exercises that are the culmination of many months of planning and based on realistic training scenarios.

The naval portion of the Foal Eagle exercises took place in international waters around South Korea and featured a full spectrum of joint maritime operations designed to strengthen the interoperability and teamwork between U.S. and ROK military forces.

This year's drills marked the 53rd Foal Eagle exercise, which included participation of USS Lassen (DDG 82), USS Curtis Wilbur (DDG 54), USS Lake Erie (CG 70), USS Howard (DDG 83), USS Avenger (MCM 1), along with Korean Aegis destroyers ROKS Sejong the Great (DDG 991), ROKS Seoae Ryu (DDG 993), and ROKS Gwang Geon (DDH 978).

Additionally, the exercise included the U.S. Navy's P-8A Poseidon maritime patrol and reconnaissance aircraft from VP-16 for its first training missions in Korea.



Photo by MC1 Joshua Bryce Bruns. Vice Adm. Jung Ho Sup, commander of the Republic of Korea Fleet, watches AWO3 Cody Wojasinski, attached to VP-16, adjust equipment on a P-8A Poseidon aircraft during a distinguished visitor flight with senior members of the Republic of Korea navy.

"Exercise Foal Eagle is important to the alliance because it brings units from other regions to Korea and allows them to work in a joint environment with our ROK navy counterparts, improving our joint fighting effectiveness," said Cmdr. David Suchyta, director of operations for Commander, U.S. Naval Forces Korea.

"The ROK and U.S. alliance is built on trust and that trust grows from working together. This exercise provided new generations of U.S. and ROK Sailors the opportunity to work together and build that trust."

The training incorporated scenarios such as gunnery exercises, communication drills, dynamic ship maneuvers, logistical rehearsals, and liaison officer exchanges with the ROK navy.



By MC1(SW/EXW/AW) Joshua Bryce Bruns, U.S. Naval Forces Korea Public Affairs

Published in Jax Air News April 9, 2014

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Skinny Dragons Make Dreams Come True

On Saturday March 29, 2014 Patrol Squadron Four had the honor and privilege of hosting an extremely driven and deserving young man.

Colton Prince, a 14-year-old from Gretna, Nebraska, has survived cancer and was chosen by the Make a Wish Foundation to take a trip of lifetime.

Originally offered tickets to the Pro Bowl to see Peyton Manning play, Colton instead got a phone call from Manning and a trip to Hawaii. Colton chose Hawaii because he says he is an avid history buff and wanted to come to Oahu to discover Pearl Harbor and experience the heritage of the island.

Hailing from the same hometown as Colton, Chief Petty Officer Mario Gomez, a member of Patrol Squadron FOUR, got word that Colton was interested in the Navy and made all the arrangements to give Colton a day packed with history.

Chief Gomez hosted the entire Prince family at Marine Corps Base Hawaii at Kaneohe Bay to tour a P3 Orion. When given the option to tour either a submarine or a P-3C, Colton chose the P-3 with enough enthusiasm to boost any aviators' ego. Colton, along with his two brothers, Caleb and Caden, donned flight gear, sat in the flight station, played with the controls, flipped switches, and practiced radio calls.

In the back, the boys got to operate the joystick controlled electro-optical and infrared cameras and simulate weapon drops on the computer.

The VP-4 "Skinny Dragons" couldn't have been more thrilled to share what they do with such a special family. Parents, Pat and Tricia and their three sons, left the base with coins, balls caps, and irreplaceable memories.

Colton is currently in remission and plans on studying medicine or history.

 \star

By LTJG Alexandra Lewis, VP-4 Public Affairs Office



Photo courtesy of VP-4. Colton Prince donned in flight gear with the help of Petty Officer First Class Matthew Rasmussen.



Photo courtesy of VP-4. Command Master Chief Gary Smedley, Patrick Prince, Caleb Prince, LT Jeremy Anderson, Colton Prince, VP4 Commanding Officer CDR Brett Thompson, Caden Prince, and Tricia Prince on the Kaneohe Bay flight line.

'Mad Foxes' Visit P-8A Program

Boeing welcomed the "Mad Foxes" of Patrol Squadron (VP) 5 to its P-8 Poseidon facilities on March 13. The P-8A squadron, which arrived at NAS Whidbey Island, Wash., earlier in the week, will be the second squadron to operationally deploy later this spring.

While in the Puget Sound area, the VP-5 group, comprised of a flight crew, maintenance team and the command master chief, toured the P-8A assembly and mission systems installation factories, as well as the company's commercial 737 lines. Lt. Cmdr. Colette Lazenka, a 12-year Navy veteran, said the Mad Foxes, based at NAS Jacksonville, Fla., flew a P-8A to Whidbey Island to help prepare for their upcoming deployment to Kadena, Japan.

"As part of our training here we'll fly a simulated anti-submarine and anti-surface warfare mission together with three P-3C Orions, two EA-18G Growlers and two EA-6B Prowler aircraft." Lazenka said.

"Between now and our deployment we'll work with carrier strike groups and other aircraft to practice tactics and missions."

Lazenka added that she's heard a lot of positive feedback from the squadron currently deployed to Kadena.

"They love the P-8A and say it's reliable and doing a great job."

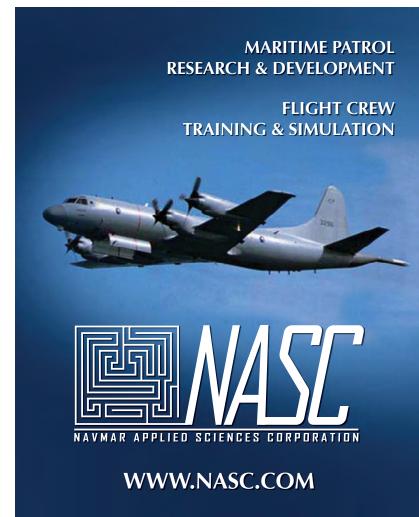
James Detwiler, Boeing P-8 business development director, said the visit "was a good opportunity for VP-5 to get an up close look at how the aircraft are built, as well as see the pride the Boeing team takes in producing them."

The Mad Foxes will eventually relieve the "War Eagles" of VP-16, which has been on deployment since November 2013. To date, Boeing had delivered 13 of the Poseidon maritime patrol aircraft to the Navy.

By Jax Air News Staff Published in Jax Air News March 19, 2014



Boeing photo by Jim Anderson. James Detwiler, Boeing P-8 business development director (right), leads the U.S. Navy VP-5 "Mad Foxes" on a tour of the P-8A Poseidon mission systems installation factory.







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Deployed Squadrons Tee Up for Scholarships

n order to partake in the 2014 MPA Symposium festivities from afar, deployed squadrons VP-16 and VP-46 participated in a scholarship golf tournament in Kadena, Japan to benefit the MPA Scholarship Fund. Fifty -two golfers, organized by LT Jason Cuellar and LCDR Nick Cotroneo from VP-16, were able to schedule in an afternoon of camaraderie for a

good cause. At the end of the day, VP-16's foursome of John Jackson, Jason Cuellar, Nick Cotroneo, and James Yi claimed victory, followed in second place by John Bailey, Blaine Scott, Tyler Terronez, Kyle Galarneau. Third place was a multisquadron effort by commanding officers, Bill Pennington (VP-16 CO), Dan Papp (VP-16 XO), Dave Brinson (VP-46 XO), Erik Estenson (VP-40 XO).



Photo courtesy of VP-46. Golfers from VP-46, currently deployed overseas, prepare for a day of golf and scholarship fundraising.



Photo courtesy of VP-16. Golfers from VP-16, currently deployed overseas, prepare for a day of golf and scholarship fundraising.

VP-26 Recognized by CNAL

commander, Naval Air Forces Atlantic (CNAL) recently recognized the "Tridents" of Patrol Squadron (VP) 26 as winner of both the 2013 Maritime Patrol Battle Efficiency Award, or Battle "E" – and the 2013 Arnold Jay Isbell Trophy.

Capturing both awards in a single year is a rare occurrence in the Maritime Patrol and Reconnaissance Force, but as the last NAS Jacksonville-based P-3C Orion squadron scheduled to transition to the P-8A Poseidon, VP-26 was given several unique operational opportunities in 2013, and they delivered with characteristic "Trident Pride."

The Battle "E" is presented annually to the CNAL unit in each aviation community that best demonstrates warfighting efficiency and operational proficiency.

The Arnold J. Isbell Trophy is awarded for anti-submarine and anti-surface warfare excellence.

The Tridents began 2013 in the second half of their 12-month Inter-Deployment Readiness Cycle (IDRC). With the support of Commander, Patrol and Reconnaissance Wing (CPRW) 11, they were preparing for an historic deployment to the 7th Fleet area of responsibility, where Commanding Officer Cmdr. Mark Sohaney would take charge of two task groups – including aircrewmen and maintainers from two P-3C reserve squadrons and Whidbey Island's VP-1.

In 2013, VP-26 also took on a lion's share of the P-3C maintenance workload at NAS Jacksonville because three local squadrons were transitioning to the P-8A.

VP-26 maintenance completed 14 modification line inductions, 15 aircraft acceptances, 13 aircraft transfers and 15 intermediate maintenance concept (IMC) inspections.

In early 2013, when CPRW-11 was tasked to respond to a foreign out-of-area deployer, they assigned VP-26 as the task group commander. Supported by NAS Jacksonville's VP-30, VP-10, VP-16 and VP-62, the Tridents led a successful 24-hour operation for 19 continuous days.

"It is an honor to be a part of this outstanding organization," said Sohaney. "These awards highlight for the rest of naval aviation the hard work and professionalism that I am privileged to witness every day. It is humbling to lead such great men and women. To see their efforts recognized in this way is truly rewarding."

Also during the IDRC, VP-26 collaborated with the CPRW-11 Weapons School to launch an AGM-84D Harpoon and AGM-65F Maverick from the same aircraft on a single sortie. This team effort was the first time a CPRW-11 aircraft launched dissimilar anti-surface warfare missiles on a single flight.

These experiences and an Advanced Readiness Program syllabus run by CPRW-11 weapons and tactics Instructors prepared VP-26 to perform superbly during its pre-deployment certifications — an Operational Readiness Evaluation (ORE) and an Aviation Warfare Training Improvement Program (AWTIP) assessment — during which VP-26 earned the highest scores in the Wing in 2013.

During its U.S. 7th Fleet deployment, VP-26 assumed command of both Task Group 72.2 and Task Group 72.4. The squadron was augmented by six reserve crews from VP-62 and VP-69, as well as six crews from VP-1, maintaining 18 combat-proficient crews in theater throughout the deployment.

VP-26's successful integration of aircrews from four squadrons was unprecedented and established the model for future active-reserve integration. Overall, VP-26 led more than 533 active and reserve sailors, including 24 aircrews and 12 aircraft achieving a 99.6 percent mission completion rate.

The squadron also conducted 36 detachments to 14 countries and supported 28 multinational exercises and 20 U.S. maritime exercises. Among the highlights from this demanding schedule were VP-26's interactions with allies and partners, including the Royal New Zealand Air Force (RNZAF) and Royal Australian Air Force. In July, VP-26 detached a P-3C to New Zealand, yielding strategic gains as the first U.S. P-3 to

fly there since 1984. In November, a combined active-reserve detachment went to Chennai, India to support Exercise MAL-ABAR-13. During that detachment a mixed crew of VP-62 and VP-26 aircrewmen conducted the first "hot ASW" turnover with a Russian-made TU-142.

VP-26 also advanced the bilateral relationship with Japan and enhanced interoperability with the Japanese Maritime Defense Force (JMSDF), through numerous exchanges with JMSDF Patrol Squadrons 5 and 2 and hosting the three-star Commander, Fleet Air Force JMSDF at Kadena Air Base.

These planned engagements are an important reason U.S. P-3Cs deploy to the Western Pacific, but Jacksonville squadrons also operate forward in order to respond rapidly to crises.

VP-26 was deployed and responded superbly in October 2013 when Super Typhoon Haiyan devastated portions of the Philippines. Within hours of the government of the Philippines' request for assistance, CTG 72.2 P-3Cs were on station to assess the damage. Aircrews and maintainers from VP-26 and VP-62 supported search and rescue missions and provided critical overhead imagery to help those on the ground iden-

tify areas in need and deliver humanitarian assistance and disaster relief.

Overall, VP-26 flew 4,268 flight hours with 412 hours of antisubmarine warfare contact time, and surpassed 51 years and 342,908 Class A mishap-free flight hours in 2013. The squadron's superlative performance across all maritime patrol and reconnaissance mission areas, unmatched maintenance effectiveness, and outstanding leadership during the first integrated active-reserve deployment were honored by CNAL with the 2013 Battle Efficiency Award and Arnold Jay Isbell Trophy.



By LTJG. Joseph Bayo, VP-26 PAO Published in Jax Air News March 19, 2014



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'Pelicans' to Poseidon

he "Pelicans" of VP-45 finished up their weeklong "Safe for Flight" (SFF) inspection Feb. 27 – officially completing their transition to the Navy's new maritime patrol aircraft, the P-8A Poseidon.

In doing so, VP-45 becomes the Navy's third operational P-8A squadron, following in the footsteps of VP-16 and VP-5.

Before they could officially complete their transition to becoming an active duty squadron again, the Pelicans had to run the gauntlet of Safe for Flight, a grueling weeklong inspection by Commander, Patrol and Reconnaissance Wing-11. The inspectors checked everything from emergency drills to NATOPS jackets to make sure that VP-45 was up to fleet standards and could perform these drills safely, if a real world need ever arose.

"It was a challenging experience," said VP-45 Aviation Safety Officer Lt. Donnell Exum, "But it is one that we were more than happy to undertake."

Photo by MC1 Michelle Lucht. AM1 Jared White of the VP-45 Quality Assurance Division observes as AD2 Nicolas Hernandez and AT2 Nicholas George stand by to launch one of the squadron's P-8A Poseidon aircraft.

The drills, which were meant to simulate incidents such as an aircraft mishap, both on the ground and in the air, pushed the maintainers of VP-45 to their limits. But in the end, the Pelicans came through with flying colors.

"Our many months of hard work paid off as VP- 45 accepted, met and conquered the challenges set forth by the CPRW-11 SFF inspection," remarked AMC Mario Caligiuri.

The Pelicans success impressed everyone involved.

"After six months in the school house at VP-30 learning the P-8A inside and out, I am proud of the Pelicans," said VP-45 Executive Officer Cmdr. T.J. Grady. "They went above and beyond my expectations during this major transition – ending with the SFF."

With their transition complete, the VP-45 Pelicans are now preparing for their next deployment to Kadena Air Base, Okinawa, in the 7th Fleet area of responsibility. While they know that the future will be challenging, the Pelicans look forward to putting the skills they have learned during their transition to the real world test that their upcoming deployment will bring.



By LTJG Joseph Johannes, VP-45 Public Affairs Officer Published in Jax Air News March 19, 2014



Photo by MC1 Michelle Lucht. VP-45 Commanding Officer Cmdr. J.J. Brabazon congratulates his command for successfully qualifying for "Safe For Flight" status for maintaining and operating the P-8A Poseidon.

VP-5 Changes Command

On Thursday, 20 March 2014, CDR Gregory T. Petrovic assumed command of the Patrol Squadron FIVE "Mad Foxes" from CDR Matthew T. Pottenburgh during a Change of Command ceremony held in Hangar 117 at NAS Jacksonville.

The ceremony's guest speaker, Rear Admiral Kyle Cozad, gave a speech in which he discussed the tremendous legacy Commander Pottenburgh will leave behind.

He also stated to Commander Petrovic, "Enjoy every day, it goes by much too quickly."

Commander Pottenburgh gave farewell remarks to the squadron in which he stated, "You went home each day tired, but with integrity intact. Continue to raise the bar in Jacksonville and continue to in Japan."

Commander Petrovic urged the squadron to "be humble, be bold, and be decisive."

CDR Pottenburgh took command in May 2013 and has led VP-5 as it became the second operational squadron to transition from the P-3C Orion to the new P-8A Poseidon aircraft.

Under his leadership, the squadron achieved "Safe-for-Flight" certification in the P-8A and has participated in numerous exercises, including the first-ever P-8A support of a Carrier Strike Group Composite Unit Training Exercise (COMPTUEX) and Joint Force Exercise (JTFEX). The "Mad Foxes" accomplished that feat while flying in support of the USS George H. W. Bush Strike Group deployment certification.

CDR Pottenburgh's next assignment will be at the Pentagon in Washington, D.C, serving as a Naval Aviation Program Analyst in the Programming Division (N80) of the Chief of Naval Operations staff.

CDR Petrovic is from New Bern, NC and graduated from the United States Naval Academy in 1996. His naval career has included tours at VP-9 in Kaneohe Bay, Hawaii, CTF-67 and C6F in Naples, Italy, aboard the USS George Washington (CVN 73) in Norfolk, VA, VP-30 and VP-45 here in Jacksonville, and in the J8 Division of the Joint Staff in at the Pentagon in Washington, D.C.



Photo by MC2 Doug Wojciechowski. Outgoing Skipper CDR Pottenburgh, Incoming Skipper CDR Petrovic, and CDR D'Jock pose for a photo after the VP-5 Change of Command Ceremony.



Photo by MC2 Doug Wojciechowski. Rear Admiral Kyle Cozad speaks on past experiences with outgoing Skipper Matt Pottenburgh during his speech at the VP-5 Change of Command on March 20, 2014. Command Master Chief Terrence Mitchell and Commodore Sean Liedman also appeared on stage.

Later this year, CDR Petrovic will lead VP-5 on deployment as the "Mad Foxes" will relieve VP-16 in the SEVENTH Fleet area of responsibility and become only the second P-8A squadron to operate overseas.



By LTJG John Bellezza, VP-5 Public Affairs Officer

VP-8 CSADD Takes Part in Cultural Exchange

wenty-two Sailors from VP-8's chapter of the Coalition of Sailors Against Destructive Decisions (CSADD) were invited to tour the Ahmed Al-Fateh Islamic Center Feb. 21. The complex is the national mosque for the Kingdom of Bahrain and symbolizes Bahrain's religious identity.

"I think this was a great opportunity to take time out of our busy schedules to learn about the religious and cultural identity of Bahrain" said ATAN Nicholas Monastiero. "I had a great time with my fellow "Fighting Tigers" CSADD members and look forward to more cultural enrichment opportunities in the future" he added.

The mosque offers tours for Bahrain's non-Muslim residents and visiting military forces to promote the Kingdom of Bahrain as a modern and tolerant Muslim country. Construction of the mosque began Dec. 17, 1984 and was complete on June 2, 1988. The Grand Mosque occupies 69,965 square feet and the entire Ahmed Al-Fateh Islamic Center complex is more than 37 acres in size. The facility can accommodate in excess of 7,000 worshipers during prayers.



Photo by MC2 Clay Whaley. VP-8's Coalition of Sailors Against Destructive Decisions (CSADD) chapter toured Bahrain's Ahmed Al-Fateh Islamic Center on Feb. 21. It's the national mosque for the Kingdom of Bahrain and symbolizes Bahrain's religious identity.

VP-8 is deployed to the U.S. Navy's 5th Fleet Area of Responsibility conducting maritime security operations and supporting Operation Enduring Freedom. The VP-8 Fighting Tigers are home based at NAS Jacksonville.



By MC2 Clay Whaley, VP-8 Public Affairs Published in Jax Air News March 5, 2014

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CPRW-10 Hosts Annual Awards Ceremony

Commander Patrol and Reconnaissance Wing (CPRW) 10 held the 19th annual ceremony to recognize the accomplishments and hard work of their Sailors at the Skywarrior Theater on March 14.

To assist with the special occasion, CPRW-10 invited the local Naval Air Station (NAS) Whidbey Island and Oak Harbor community to help them give credit to the performance of individuals, air crews and commands which fall under Wing-10's responsibility.

VP-40's CAC-5 was the recipient of the Combat Aircrew of the Year award. Those members were:

LCDR Seth Stegmaier, LT Andrew Wilhelm, LT David Long, LT Brian Boland, LTJG Brian Bullen, LTJG Alexi Staton, AWOC Joseph Overmann, AWVC Michael Rumbaugh, AWV1 Drew Ledbetter, AWF1 Rex Kendall, AWO2 Kyle Olson, AWO2 Devnee Patterson, AWO2 Daniel Johnson, AWF2 Erik Willison, AWF2 Jack Thomas, AWO3 John Dohoney.

VQ-1's CRC-15 received the Electronic Warfare Crew of the Year award. The members of the crew were:

LT Ryan Anderson, LT Anthony DeJoy, LT Colin Cleary, LTJG Brandon Wilder, LTJG Joseph Carroll, LTJG Branden Matney, CTTC John McKay, AWF2 Jeremy Roberts, AWV2 Timothy Baugher, AWV2 Taylor Mercy, AWV2 Ian Brophy, AWF3 Derek Brucker, AWV3 Alexander Nichols, AWV3 Michael Walker, CTTSN Hannah Tant.

The Sea Senior Sailor of the Year award went to Aviation Structural Mechanic First Class Tyrone Presto from VP-40. Personnel Specialist Second Class Jykeigh Babins from VQ-1 received the Sea Junior Sailor of the Year. Wing-10's Cryptologic Technician First Class Christopher Dirth was the recipient of the Commander, Patrol and Reconnaissance Group's Senior Shore Sailor of the Year. Information Systems Technician First Class Allison Loeffler was presented with the Wing-10 Junior Shore Sailor of the Year award. Rounding out the sailor of the year awards was Aviation Structural Mechanic First Class Evan Marshall from VP-69, receiving the Reserve Senior Sailor of the Year. Each of the recipients was presented with his or her award and other items from the colleges here on base and USAA.

VP-40 had 6 other award recipients during the ceremony. Those included the Aviator of the Year (LT Lex Smith), Enlisted Instructor of the Year (Naval Aircrewman Mechanical First Class Doug-

las Trump), Maintenance Pro of the Year (Aviation Structural Mechanic First Class Tyrone Presto), and three out of 4 Navy/ Marine Corps Leadership Awards (LCDR Chris Brown, LT Jeff Graham and Aviation Electrician's Mate Senior Chief Timothy Jones). CDR Timothy Brosnan, Commanding Officer of VQ-1, received the fourth and final Navy/Marine Corps Leadership Award.

VP-1's LT Jeffrey Helmick was the recipient of the Officer Instructor of the Year and LT Katherine Jensen of deployed squadron VP-46 was awarded the Junior Officer Leadership Excellence Award.

Yeoman First Class Roxanna Martinez of VQ-1 received the Support Professional of the Year award and Naval Aircrewman Mechanical First Class Edward King, also of VQ-1, received the Aircrewman of the Year award.

Several squadrons were also recognized for their accomplishments. VP-1 and VP-69 both earned the Battle "E", and VP-1 earned the Arleigh Burke Fleet Trophy as well.



By LT Pat Fisher, CPRW-10 Public Affairs

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Triton Mission Control Center Construction Underway

Regional breaking ceremony was held Feb. 11 aboard NAS Jacksonville for the MQ-4C Triton Mission Control Center.

The \$16 million construction project was awarded by Naval Facilities Engineering Command (NAVFAC) Southeast to Whitesell-Green Inc., a small business headquartered in Pensacola, Fla.

The Triton, formerly known as the Broad Area Maritime Surveillance (BAMS) unmanned aircraft system (UAS), is expected to enable American and allied warriors by providing operational commanders the real-time information they require to fight and win.

The Triton Mission Control Center project includes a two-story structure with two electromagnetic, interference-shielded mission control systems, a tactical operations center and numerous roof top antennas.

The 30,986-sq.-ft. structure will feature a stucco finish over reinforced masonry walls. The project also includes constructing antenna infrastructure at NAS Jacksonville's south antennas site.



Photo by Clark Pierce. Breaking ground for the MQ-4C Triton UAS Mission Control Center on Feb. 11 were (from left) NAS Jacksonville Public Works Officer Cmdr. Anant Patel; NAS Jacksonville Public Works Civil Engineer Celio Cedeno; William Whitesell, V.P. of Whitesell-Green; NAS Jacksonville Commanding Officer Capt. Roy Undersander; Commander, Patrol and Reconnaissance Wing-11 Capt. Sean Liedman; VP-10 Executive Officer Cmdr. James Johnston; Joseph Strickland, deputy director of MQ-4C Department; Hugh Simmons, project superintendent of Whitesell-Green; and Mike Vorburger, NAVFAC Southeast FEAD engineering technician.

Located at the northwest corner of Saratoga Avenue and Jason Street, the MQ-4C Triton UAS Mission Control Center will fall under control of Commander, Patrol and Reconnaissance Wing (CPRW)-11 based at NAS Jacksonville.

The Navy announced in October 2013 the establishment of Unmanned Patrol Squadron (VUP)-19 at NAS Jacksonville to operate and maintain the MQ-4C Triton UAS. VUP-19 will provide the organizational framework for mission control, mission planning and data analysis from NAS Jacksonville.

The Triton UAS will be operated by crews consisting of P-8A Poseidon pilots, naval flight officers and aviation warfare operators using the mission control system at NAS Jacksonville. The new facility is projected to be rated as Leadership in Energy & Environmental Design (LEED) Silver by the U.S. Green Building Council. The parking area will utilize porous pavers for regular, handicapped and carpool spaces.

The project is scheduled for completion by December 2014.



By Clark Pierce, Jax Air News Published in Jax Air News February 19, 2014



Photo illustration courtesy of NAVFAC Southeast. An architect's rendering of the new MQ-4C Triton UAS Mission Control Center slated for completion by December at NAS Jacksonville.

P-8A Poseidon Showcased at Singapore Air Show

Sailors assigned to the "War Eagles" of Patrol Squadron (VP)-16 showcased the P-8A Poseidon aircraft during the recent Singapore Air Show — Asia's largest aerospace and defense exhibition. The United States was the inaugural "featured country" this year.

VP-16 became the first maritime patrol and reconnaissance aviation squadron to transition to the Poseidon from the P-3 Orion in 2012. The squadron operates six P-8s that began its inaugural deployment to Japan in December 2013.

"We came to show the Navy's commitment to regional partners and allies, and to highlight the Navy's newest long-range, anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft. The air show is also a great opportunity to interact with visitors from across the region," said Cmdr. Dan Papp, executive officer of VP-16.

Built on the Boeing 737 airframe, the P-8A is the most advanced anti-submarine and anti-surface warfare aircraft in the world. A true multi-mission aircraft, it also provides superior maritime intelligence, surveillance and reconnaissance capability.

Papp highlighted the P-8A's many technological advances over the legacy P-3C aircraft, which is nearing the end of its service life. The P-8A has a maximum speed of 490 knots, a ceiling of 41,000 feet, and provides a range of more than

1,200 nautical miles with four hours on station. It can deliver a number of weapons, including MK-54 torpedoes and Harpoon missiles, as well as 126 internal sonobuoys.

"The P-8 gets aircrew on station faster and flies higher en route which leads to fuel savings. We can go a longer range, carry a larger payload of sonobuoys for submarine warfare. The airframe is extremely reliable, which means maintenance issues are almost non-existent," said Papp. "The aircrew's situational awareness far surpassed what we did as a P-3 crew. This leads to a distinct tactical advantage on station and leads to a greater awareness from a safety perspective."

The Sailors of VP-16 answered hundreds of questions from show attendees about the capabilities of the P-8A. Exhibitors included more than 60 of the world's top-100 aerospace companies, the largest number of exhibitors in the show's history — with more than 1,000 participating companies from 47 countries. Other U.S. military aircraft displayed at the exhibition included two F-16 Fighting Falcons, two MV-22 Ospreys, a C-17 Globemaster, a KC-135 Stratotanker and a C-130J Super Hercules.

"It's been an honor for the War Eagles to participate. We've truly enjoyed the opportunity to showcase the Poseidon and our men and women who maintain and crew it," said Papp.

By MC1 Jay Pugh, VP-16 Public Affairs Published in Jax Air News February 19, 2014



Photo by MC1 Jay Pugh. A P-8A Poseidon from the "War Eagles" of Patrol Squadron (VP)-16, is on display at the Singapore Air Show. The Singapore Air Show is Asia's largest aerospace and defense exhibition.

Pacific Fleet Commander Takes Close Look at P-8 Advanced Capabilities

dm. Harry Harris Jr., Pacific Fleet commander, saw first-hand the advanced capabilities of the P-8A Poseidon on a Jan. 24 flight with the "War Eagles" of VP-16, home-based at NAS Jacksonville.

The P-8A flew an eight-hour maritime surveillance mission over the East China Sea, highlighting the full range of the Poseidon's game-changing intelligence, surveillance and reconnaissance (ISR) capabilities.

"This is a super aircraft. Within just three months of arriving for its first-ever deployment, it's already a huge leap forward in capability for the Pacific Fleet," said Harris.

"The software upgrades that were put in place last fall have paid off in providing an immediate and effective advantage in Anti-Submaine Warfare, ISR and sensor integration. In my opinion, the P-8A is exceeding its key performance parameters by a wide margin. This is exactly what we need to fight tonight. Send more my way!"

Led by VP-16 Commanding Officer, Cmdr. William Pennington Jr., the aircrew demonstrated why the P-8A is critical to the Navy's rebalance to the Pacific.

"Admiral Harris' visit highlights the significance of the P-8A's role in the rebalance to the Pacific. The War Eagles were proud to showcase not only the capability of this leading-edge aircraft, but more so, the enthusiasm of our aircrew and maintenance professionals."

"Together, they are helping to set the foundation for how the maritime patrol and reconnaissance force will operate going



U.S. Navy photo. Adm. Harry Harris Jr., commander, U.S. Pacific Fleet, (center) checks out surveillance images during his flight aboard a VP-16 P-8A Poseidon conductina maritime surveillance and reconnaissance over the East China Sea on Jan. 24.

forward in this strategic region," said Pennington.

The P-8A brings the latest avionics and onboard systems to the maritime patrol and ISR mission making it the most advanced anti-submarine and anti-surface warfare aircraft in the world.

The P-8A features a technologically agile open architecture that enables the integration of modern and capable sensors, a robust communications suite, anti-submarine and anti-surface warfare weapons and acoustic/non-acoustic sensors.

"It was a great honor having Adm. Harris visit our squadron. Our Sailors have been working extremely hard the last two months, answering the demands of a high operational tempo," said Lt. Cmdr. Matthew Griffin, P-8A tactical coordinator. "They have truly embodied the VP-16 motto, 'Anytime, Anywhere, Any task...Nothing But Excellence.'"

In terms of mission effectiveness and reliability, the P-8A represents a leap forward for the United States' maritime patrol and reconnaissance community.

The P-8A is a long-range aircraft capable of broad-area, maritime and littoral anti-submarine and anti-surface warfare, and ISR operations.

The aircraft is a militarized Boeing Next-Generation 737 derivative. The aircraft has a maximum speed of 490 knots, a ceiling of 41,000 feet, and provides a range of more than 1,200 nautical miles with four hours on station.

The P-8A is capable of delivering a number of weapons, including MK-54 torpedoes and Harpoon missiles.

The multipurpose P-8A offers the joint, combined or naval operational commander a potent weapons platform with a rapid response time for worldwide employment.

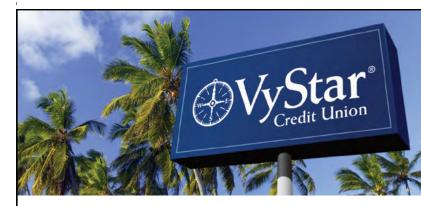
The P-8A is part of the Navy's long-range plan to rotate newer and more capable aircraft to 7th Fleet to ensure the Navy is best postured to honor its security commitments to the Indo-Asia-Pacific and contribute to regional security and stability. Overall, as part of the rebalance, military forces will reach a 60/40 split to the Indo-Asia-Pacific by 2020.



From U.S. 7th Fleet Public Affairs Published in Jax Air News February 5, 2014



U.S. Navy photo. VP-16 Commanding Officer Cmdr. William Pennington (right) presents Adm. Harry Harris Jr., commander, U.S. Pacific Fleet, with a photo of the P-8A Poseidon during an eight-hour maritime surveillance mission over the East China Sea. The flight highlighted the full range of the Poseidon's advanced capabilities, demonstrating why the P-8A is critical to the rebalance of the Pacific.



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VP-8 Sailors Volunteer at a Bahrain Elementary School

Sailors assigned to the "Fighting Tigers" of VP-8, participated in a community relations (COMREL) project at the RIA-Institute in Bahrain.

During the COMREL, Sailors read books, played games and colored pictures with the children, putting smiles on all the children's faces!

"There's nothing better than dedicating your time to another person, and the children absolutely love it when service members visit," said Student Director Christine Gordon. "We really hope to continue this partnership because service members bring pride, professionalism, and know how to behave around the children, plus the children always enjoy the visits."

With the mission statement of "Education for All," the RIA-

Institute caters to the needs of mainstream learners, as well as students with physical and intellectual disabilities that require special educational programs.

"This is the most fun I've had on a COMREL in quite a while" said PR3 Adetolani Adeosun. "I definitely plan to volunteer here again because I had a great time and all of the children seemed to have had a great time as well."

 \star

By MC2 Clay Whaley, VP-8 Public Affairs Published in Jax Air News January 29, 2014

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Photo by MC2 Clay Whaley. AN Rose Ebi of VP-8, colors with a kindergarten student at RIA-Institute in Bahrain Jan. 16. With the mission statement of "Education for All," RIA caters to the needs of mainstream learners as well as students with special educational needs.



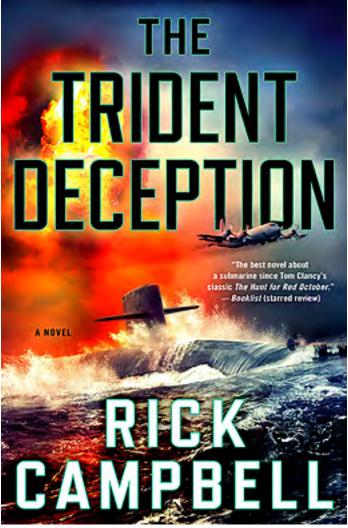
Photo by MC2 Clay Whaley. PR3 Adetolani Adeosun and AN Rose Ebi of VP-8 work on coloring skills while learning numbers with kindergarten children at the RIA-Institute in Bahrain Jan. 16 as part of a community outreach event.

MPRF Alum Reviews Novel "The Trident Deception"

n my experience when a member of our MPRF team sees a book with a picture on the cover of a P-3 loitering over a nuclear submarine they think: "this is a book I will like". In the case of The Trident Deception that judgment will be entirely correct.

The author, Rick Campbell, is a retired USN Commander who spent 20+ years on multiple submarine tours. The book is his first novel, and he starts his new writing career with a winner! Throughout the novel his experience shines through as he describes what it is like to be a crew member on both our FBM and SSN submarines. As a second tour Lieutenant and pilot I spent one week aboard one of our last diesel powered submarines in the 1960s. I learned much; mainly that I was glad to be a pilot pursuing a submarine, rather than be under the water evading an ASW aircraft or a surface ship. It's scary down there! This book describes the complexities, demands, and professionalism required from all our nuclear Submariners. It is evident that they are totally dedicated to their chosen career and, for the most part, content with their daily 24 hours of darkness throughout their deployment among the creatures of the deep.

Booklist calls this book, "The best novel about a submarine since Tom Clancy's classic The Hunt for Red October." That is a huge claim and I agree with it. The book begins to interweave a fast- moving plot on page one and doesn't stop the intrigue until its last paragraph. The players are from the top of the US government down to the mess cooks aboard the submarine. Foreign government senior leaders are also involved. The main thesis is that the USS Kentucky, a Trident ballistic missile submarine, with a full complement of nuclear warheads, receives an authenticated strike order to launch all its missiles on a Middle East country because its military has developed and is about to use its own nuclear weapon. The problem is that, unknown to the crew, the message is bogus. The novel explains a very intricate plot, with foreign government involvement, that could make such an event possible. But the National Military Command Center (NMCC) is able to discover that the message has been transmitted and received by the Kentucky. This results in US top leadership understanding the crisis but they are unable to communicate their information to the submarine and cancel the launch because an on-board saboteur has rigged the boat's communication system so that it only receives bogus traffic. The remainder of the book delves into the efforts by the US to stop that launch before its tragic consequences. This results in most of the US Pacific Fleet being involved in a search for



'The Trident Deception' by Rick Campbell Washington, DC: St. Martin's Press, 2014 381 pp, \$25.99

the Kentucky before it reaches its launch area. Even an Aussie submarine becomes an integral part of the search. The fast moving plot, with lots of thrills, is presented in a way that is mostly believable, even in a fiction novel.

P-3 involvement in the story is more than just a fly-by as seen from the sub's scope, often the case in other books involving ASW operations. This time the P-3 plays a critical role. Several east and west coast squadrons are deployed to Kaneohe Bay and placed under operational control of Wing TWO. All the P-3 squadrons are involved in flying around the clock operations to search for the USS Kentucky. They are briefed that they are searching for a foreign country's new submarine designed to

have the same sonic signature as a US ballistic missile sub. If the submarine is found, the P-3 is authorized to attack. (This illustrates the National Command Authorities' highest urgency to stop the missile launch, even if it means the US forces must, unknowingly, sink their own submarine.) The aircraft playing the major role is a P-3C from the VP-16 War Eagles at NAS Jacksonville, Call Sign "Eagle 05". Eagle 05 locates the target during the final minutes of its on-station period. The procedures used in the search are fairly realistic, because author Campbell acknowledges he gained this technical knowledge from CDR Pete Arrobio, a P-3 veteran. (Campbell also explains in his acknowledgements that some of the procedures may not be totally correct in order to keep the book from violating security rules.) While a VP-8 Tiger aircraft waits on station to relieve Eagle 05, the War Eagle bird launches a torpedo attack. You'll have to read the book to see what happens next.

The remainder of the book involves the operations in the USS Kentucky and the pursuit efforts by a Virginia class fast attack boat, the USS North Carolina. My knowledge of submarine ops was increased by at least 100% by reading this material. But it is not boring. Rick Campbell has a great talent for making routine operations fascinating, and emergency operations thrilling and edge-of-the seat. An example is a drill involving a fire in the missile compartment. Even in a drill, the heroic actions by the crew to enter the smoke filled compartment surrounded by nuclear missiles to combat the fire gave me goose bumps. My hat is off to these people. I believe any ASW person will be educated and enjoy what they read.

I have covered the book's highlights, and offer my strong recommendation that this book is great reading for all our ASW shipmates, as well as others who need to know what our business is all about. But I want to close on another underlying theme in the book. That is: the great pressure, guilt, indecision – whatever is the correct phrase – for the people who are expertly trained and required to competently perform nuclear launch operations when directed by proper authorities, i.e., POTUS.

Rick Campbell does a magnificent job of describing what happens in the minds of the participants when they are tasked to actually be the deliverers of such massive destruction. Whether they be in a missile silo in the mid-west, in a strategic bomber, in a P-3, P-8, F/A-18 aircraft, or in a submarine, they are dedicated Americans who believe in peace, as well as the freedom and well-being of all human beings. This ingrained belief is not so easily violated, even when such an option is a last resort and we have sworn to follow competent orders.

Bravo Zulu, Rick Campbell!

Reviewed by RADM P.D. Smith, USN (Ret) Board of Directors, Maritime Patrol Association



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Upcoming Events



VP-6 Reunion: Sept 18-21, 2014 in San Diego Ca

Contact: Steve Ellis Phone: (706) 788-3313

Email: tcomm1@mindspring.com

Web Site: www.VP-6.org

VP-40 Reunion: OCT 8-12, 2014 in Pensacola, FL

Contact: Guy Fisk Phone: (828) 654-7812 Email: ggfisk@vp40.com Web Site: www.vp40.com

VP-45 Reunion: OCT 15-19, 2014 in Jacksonville, FL

Contact: Doug Mitchell
Phone: (678) 650-7500
Email: poohbearmit@aol.com
Web Site: www.vp45association.org

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

Chapter Events

Hawaii Chapter:

CAPT Lance Scott, VP of Region Stay tuned for coming events! lance.scott@navy.mil

Pax River Chapter:

LCDR Chris Artis, VP of Region Stay tuned for coming events! christopher.artis@navy.mil Washington DC Chapter: CDR Chris Flaherty, VP of Region

Stay tuned for coming events! christ.flaherty@navy.mil

Whidbey Island Chapter:

Join us for the Whidbey Island Chapter Heritage Dinner honoring 2014 Hall of Honor Inductee, CDR Dave Weisbrod,

USN (Ret.)!

Date/Time: May 16, 2014 at 1700

Location: O'Club on board NAS Whidbey Island

To Register/More Information:

www.maritimepatrolassociation.org/symposium/

registerwhidbey.html

CAPT Vince Segars, VP of Region

vincent.segars@navy.mil

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Upcoming Events



Thursday, March 20:

Patrol Squadron FIVE Change of Command Ceremony CDR Greg Petrovic relieved CDR Matt Pottenburgh as Commanding Officer.

April

Tuesday, April 1:

Patrol Squadron EIGHT Change of Command Ceremony CDR Derek Adametz relieved CDR Todd Libby as Commanding Officer.

Thursday, April 24:

Patrol Squadron TWENTY-SIX Change of Command Ceremony CDR Greg Smith relieved CDR Mark Sohaney as Commanding Officer.

Thursday, April 24:

Fleet Air Reconnaissance Squadron ONE Change of Command Ceremony

CDR Jason Canfield relieved **CDR Timothy Brosnan** as Commanding Officer.

Friday, April 25:

Special Projects Patrol Squadron TWO Change of Command Ceremony

CDR Paul Crawford relieved **CDR Chris Cox** as Commanding Officer.

May

Thursday, May 1:

Patrol Squadron TEN Change of Command Ceremony CDR James Johnston relieves CDR Chuck Stickney as Commanding Officer.

Friday, May 2:

Patrol Squadron FORTY-SIX Change of Command Ceremony CDR David Brinson relieves CDR James Kennedy as Commanding Officer.

Friday, May 2:

Patrol Squadron NINE Change of Command Ceremony CDR Katrina Hill relieves CDR Brian Weiss as Commanding Officer.

Thursday, May 8:

Patrol Squadron FORTY-SEVEN Change of Command Ceremony

CDR Matthew Rutherford relieves **CDR Brian Erickson** as Commanding Officer.

Friday, May 9:

Patrol Squadron ONE Change of Command Ceremony CDR Jon Voorheis relieves CDR Brian Rasmussen as Commanding Officer.

Thursday, May 15:

Patrol Squadron FORTY-FIVE Change of Command Ceremony CDR TJ Grady relieves CDR John Brabazon as Commanding Officer.

Thursday, May 15:

FSU DET TEN Change of Command Ceremony CDR Michael Higgins relieves CDR Chris Lewis as Commanding Officer.

Friday, May 16:

Whidbey Island Chapter Heritage Dinner (see chapter events above)

Wednesday, May 21:

Patrol Squadron SIXTEEN Change of Command Ceremony CDR Dan Papp relieves CDR Bill Pennington as Commanding Officer.

Thursday, May 22:

Captains Call at the Main Brace in the O'Club on board NAS Jacksonville at 1600.

Upcoming Events

Friday, May 23:

Patrol Squadron FORTY Change of Command Ceremony CDR Erik Estenson relieves CDR Patrick Hansen as Commanding Officer.



Thursday, June 12:

CTF SIXTY-SEVEN Change of Command Ceremony

CAPT Bryan Durkee relieves CAPT Michael McClintock as

Commanding Officer.

Wednesday, June 18:

Patrol Squadron FOUR Change of Command Ceremony CDR Eric Hanks relieves CDR Brett Thompson as Commanding Officer.

Thursday, June 19:

CPRW-11 Flag Nite hosted by VP-10 on board NAS Jacksonville.



Saturday, July 12:

Patrol Squadron SIXTY-TWO Change of Command Ceremony CDR Ron Soroka relieves CDR Jonathan Townsend as Commanding Officer.

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:
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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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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 2015 award year will open in October 2014.



HERITAGE PHOTO

Squadron Heritage



Photo by MC1 Michelle Lucht. VP-26 present and alums pose for a heritage photo at the Heritage Dinner on April 10, 2014. (L to R) CDR Mark Burns (PXO, VP-26 current), CAPT Dick Petrucci, USN (Ret.) (CO/XO, VP-26 1978-79), CDR Greg Smith (XO, VP-26 current), RADM Paul J. Mulloy, USN (Ret.) (CO/XO, VP-26 1968-70), CDR Mark Sohaney (CO, VP-26 current).



Photo courtesy of Gene Toffolo. Change of Command photo from VP-44 in 1961.

HISTORY

VP-7 Black Falcons

n August 1944, at NAAS Camp Kearney, California, Patrol Squadron SEVEN was commissioned as VP-119. During WWII the squadron operated out of MCAS/NAS Kaneohe Bay, Hawaii, and Clark Field in the Philippines. IN 1947, the squadron was renamed VP-ML-7 and moved to MCAS Miramar during which it transitioned to the P2V aircraft. That same year it moved again to NAS Quonset Point, Rhode Island. In 1948 the designation of Patrol Squadron SEVEN was given to the command.

In 1953, VP-7 again shifted operations to the Pacific to become the first east coast patrol squadron to join the United Nations forces in the Korean conflict. VP-7 operated out of Iwakuni, Japan under Fleet Air Wing SIX and in support of Task Force 77 until January 1954 and then returned to Quonset Point.

VP-7 transitioned to the P2V-5 aircraft in 1955 and the next year moved to NAS Brunswick, Maine to operate under Fleet Air Wing THREE. For the next seven years, the Black Falcons operated from Brunswick and numerous overseas bases. In the first four of these years, it tallied over 25,000 accident free hours.

In September 1961, Patrol Squadron SEVEN moved to NAS Jacksonville, Florida. Operational and administrative control was shifted to Fleet Air Wing ELEVEN. From February to August 1962, the squadron completed a Med deployment operating from the U.S. Naval Air Facility at Sigonella, Sicily. Later that year, squadron operations were directly involved in the Cuban Quarantine ordered by the President of the United States on 23 October. This duty resulted in the award of the Navy Expeditionary Medal to participating personnel.

On 4 May 1964, Patrol Squadron SEVEN commenced a five month split deployment to Rota, Spain and Keflavik, Iceland. The squadron returned to Jacksonville in October 1964 and transitioned to the more modern SP-2H aircraft in December.

During 1965, Patrol Squadron SEVEN detachments operated from Guantanamo Bay, Cuba on several occasions and participating personnel were awarded the Armed Forces Expeditionary Medal for Dominican Republic Operations.

From December 1965 to May 1966 the Black Falcons de-



ployed to the Med, based at NAF Sigonella, Sicily. During the following twelve months the squadron operated from its homeport in Jacksonville with detachments in key West, FL and Roosevelt Roads, Puerto Rico.

On May 4 1967, Patrol Squadron SEVEN again deployed to NAF Sigonella, Sicily. During the Mid-East crisis in June the squadron maintained an alert anti-submarine posture and worked with the U.S. Sixth Fleet while conducting round-the-clock surveillance of all naval activity in the Med. VP-7 "Neptunes" paroled thousands of square miles daily in support of Fleet Operations; sighting, reporting and photographing the movements of all significant shipping.

Returning to Jacksonville in November 1967, Patrol Squadron SEVEN was the first squadron to be assigned to the new Pentagonal Hangar 1000. The Black Falcons made their final deployment to NAF Sigonella from October 1968 to February 1969. Following its return to Jacksonville, a detachment from VP-7 was assigned to participate in Operation UNITAS in South America.

Following twenty-five years of distinguished service, the squadron was disestablished on 8 October 1969.



By CAPT Ted Hewitt, USN (Ret.) MPA Plank Owner Member

SYMPOSIUM WRAP-UP

2014 Symposium Photo Memories & Feedback

"All I can say is these shindigs are consistently the best of any like event I have ever experienced in my long career of professional schmoozing . . ."

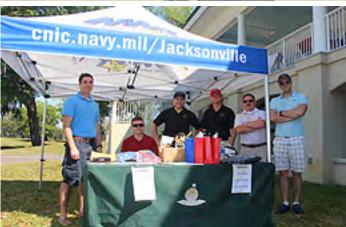
"Many thanks to you and all those responsible for a very successful MPA Symposium - my first. Please pass a BZ to all involved in making this year's MPA Symposium such a success. My first will not be my last."

"The two presentations, ("Adak: the Rescue of Alpha Foxtrot 586" and "Masirah Ditching: A Crazy 2 Minutes"), were outstanding and very informative. Excellent."

"Terrific job done by MPA staff!"

"As a retiree I really enjoy meeting and talking to those currently "On Watch" and out there walking the walk; I find it up-lifting."











AOCM/NAC/AW Ron Mills, USN (Ret.) and wife, Kathi, sitting in the galley of a P-8A Poseidon during the aircraft tours in the VP-30 hangar on April 10, 2014.







"Hall of heroes award was great! Guest speaker was great! Acceptance speech was even better. I'm very proud to be part of MPA heritage and the dinner supports that pride. Very very nice job!"

"I really enjoyed both presentations. The personal thoughts were very well done. Keep these kind of presentations coming."

"I think you do a wonderful job on all events, activities & scheduling."

"Love being around shipmates."

"Keep September and Kristin...!"

"For me - a long time ago retired guy - LOVED day one!"















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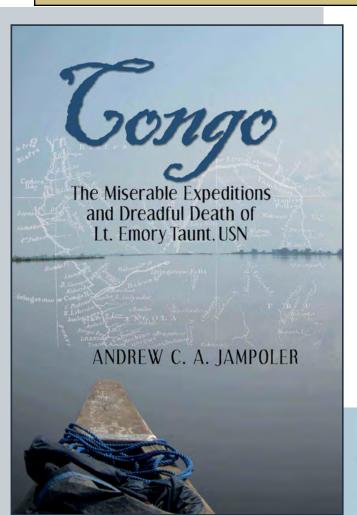
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auded for his ability to tell compelling, true adventure stories, award-winning author Andrew C. A. Jampoler recounts the experiences of a young American naval officer on a dangerous, solo mission up the Congo River in May 1885. Lt. Emory Taunt, USN,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