# PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2014: Issue 3



In This Issue

Unprecedented MINEX Validates New P-3C Tactics 2014 MPA Scholarship Recipients Whidbey Island Chapter Celebrates Hall of Honor Recipient

## **PLANESIDE**

## Cover Photo



P-3C assigned to Patrol Squadron TEN conducts a training flight with two EA-18 Growlers from VAQ-129 during their 2013 7th Fleet deployment. Photo courtesy of CPRW-10.













PLANESIDE is a quarterly online newsletter published by the Maritime Patrol Association, Inc. Copyright 2012-2014.



P.O. Box 147
Orange Park, FL 32067
info@maritimepatrolassociation.org \* www.maritimepatrolassociation.org



## 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**

## In this Issue

Features:	
Welcome, From the President	5
CPRG: Checking On Station	8
In the News:	
Unprecedented MINEX Validates New P-3C Tactics	11
Whidbey Island Heritage Dinner Honors David Weisbrod	13
MPA Awards Five \$1,000 Scholarships	16
Community:	
VP-16 Home From Historic Deployment	19
'Pro's Nest' Earns Top CNO awards	21
Triton UAV Squadron Growing in Facilities, Personnel	22
'Pelicans' Arrive in Hawaii for RIMPAC 2014	24
Hanks Relives Thompson at VP-4 Change Of Command Ceremony	25
VP-46 Homecoming	27
VP-8 Home Again	28
VP-45 Update: Full plate of Training, Exercises	29
Weinzatl named NFO of the year	31
Patuxent River Chapter Gathers	32
Upcoming Events / Events Calendar	34
History & Heritage:	
Heritage Photo	36
"Screwing with the Airlines"	37





What's New:









39

## **WELCOME**

#### From the President

Transition.

That word was the core of the theme for our highly successful 2014 Symposium, and it also captures the daily activities of the Maritime Patrol and Reconnaissance Force (MPRF) and MPA.

As I write this, there are numerous tangible examples of the total force transition within MPRF:

- The second P-8 deployment is underway in the Pacific as VP-5 has relieved VP-16. VP-16's first-ever P-8 deployment was successful by every measure.
- VP-8 is returning from deployment and engaged in the process of turning in all of their P-3's and associated equipment to begin transition to the P-8 on August 4th. VP-8 will be the fourth of twelve fleet squadrons to transition to P-8.
- Mobile Tactical Operations Center TWO MTOC-2 is preparing for a fall homeport change from CPRW-2/NAS North Island to CPRW-10/NAS Whidbey Island as a leading indicator of the West Coast P-8 transition. MTOC-11 is forming in Jax to complete the formation of six MTOC's on the East coast. Both of those MTOC transitions are key elements of our transition to a force of twelve fully formed rotational MTOC's each synchronized with a VP squadron to build a habitual training and operating relationship.
- Ground breaking activities on a P-8 Fleet Training Center and Hangar 6 Modification project begin in August at NAS Whidbey Island to prepare for P-8 transition beginning in late Fiscal Year 16.
- The MQ-4C "Triton" Unmanned Aerial System (UAS) is preparing to transition from contractor-led flight testing at Palmdale, California to government-led flight testing at NAS Patuxent River, MD in the early fall time frame.
- The MQ-4C "Triton" Mission Control Station MILCON project at NAS Jax is on schedule for a January 2015 completion date.

...and those are just a selected snapshot of transition activities; there are thousands of other activities underway that



CAPT Sean Liedman, USN.

are setting the conditions to achieve our future vision for MPRF.

MPA is also undergoing a period of leadership transition. If you are an MPA member, you should have received an e-mail notice of on-line voting for three MPA board positions. In a sign of the increasing gravitas of MPA, the depth of field in both categories is unprecedented. On the active duty side, some of our best and brightest community leaders have thrown their hats into the ring for the two active duty board member seats that are up for election. The field is even more competitive on the non-active duty side for the one open board member seat Your active participation in choosing the newest leaders of our organization will serve the best interests of MPA and its members.

Which brings me to my final note about MPA transitions -

this will be my final "From The President" column as I prepare to turn the duties over to Captain Curt Phillips (VP-30 CO) this fall. Skipper Phillips has served as the Vice President of MPA over the past year and is the perfect choice to lead MPA to the next level of growth.

By the time you read this column, my relief at CPRW-11, Captain Anthony "Ant" Corapi, will have reported to NAS Jax to begin his P-8 transition syllabus before checking in to CPRW-11 as my Deputy this fall. "Ant" will assume the duties of MPA Vice President and be on glide slope to maintain our annual active duty President/Vice President leadership transitions. I look forward to the day when the active duty President/Vice President duties of MPA will be shared between the East and West coast after the CPRW-2/CPRW-10 consolidation in Whidbey Island; national vice Jax-centric leadership is a key element of MPA's growth strategy.

As I check off-station as the President, I would like to reinforce a theme that I adopted from the start of my term — if you are reading this edition of "PLANESIDE", you are the most potent weapon in the MPA inventory for recruiting new members. Retired Captain Rich Heimerle, Skipper Phillips, and I attended a leadership meeting of the fraternal organizations of naval aviation in Pensacola in May, and as the "new kid on the block" we were awed — and inspired — by the strategic heft of organizations like the Tailhook Association and the Naval Helicopter Association, all of whom were born of

modest circumstances - like MPA just three short years ago. As an example, the Tailhook Association's first symposium occurred in Rosarita Beach, Mexico, in 1956 – talk about modest beginnings... and 58 years later, the Tailhook Educational Foundation grants 70 scholarships worth approximately \$300,000 every year.

That vision is achievable for MPA – MPRF has approximately the same number of active duty officers as the TACAIR community has to support the Tailhook Association. In the collective, we need to recognize the full value of our potential and commit to achieving it.

Tell a shipmate about the benefits of MPA membership — whether your story revolves around staying connected to MPRF developments through "PLANESIDE", or the price discounts on Symposium activities, or hearing of MPA members' children receiving scholarship money, or simply enjoying free beverages and fellowship at your local MPA chapter gatherings — please help us by spreading the good news to your shipmates and friends. Each of you are the key to keeping MPA 'up Doppler'!

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





## 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

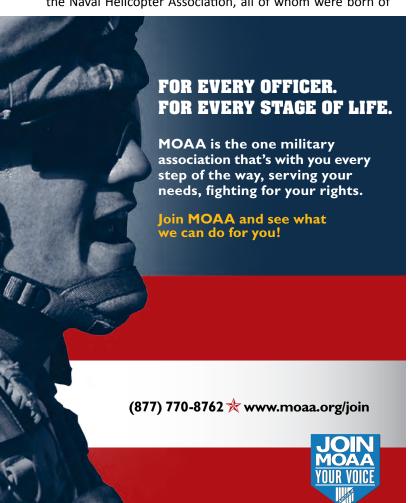
membership directory and forums

- 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:

maritimepatrolassociation.org





# THE VALUE OF COMMANDING UNMANNED POWER!"

When you can go where others can't, you

gain a powerful advantage. From undersea

to outer space, Northrop Grumman is at

the forefront of every aspect of unmanned

systems. Our advanced platforms and

technologies offer customers a wide range

of new capabilities—resulting in greater

safety, reduced costs, and improved

mission effectiveness. That's why we're

the leader in Unmanned Systems.

THE VALUE OF PERFORMANCE.

NORTHROP GRUMMAN

013 Northrop Grumman Corporation

## **CPRG**

#### Checking On Station

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

Someone once told me, "May you live in interesting times." While this wish may not have been delivered with the purest of intentions, I am sure that anyone that has served in Maritime Patrol Aviation has indeed lived and served in interesting times. This is not surprising given that those that have ever operated VP or VQ aircraft more often than not find themselves at the center of whatever hotspot, natural or manmade, that comes along. Certainly those of us serving today are witness to a world that is filled with challenges that are well suited to the skills our community brings to bear. As the newest member to join the MPRA family of systems wraps up its maiden deployment to the Pacific, the P-8A Poseidon has written a new page in the storied history of Maritime Patrol Aviation (MPA).

With no small amount of fanfare, the men and women of Patrol Squadron SIXTEEN triumphantly returned to NAS Jackson-ville this July with 7 months of P-8A operational experience under their belts. The War Eagles proved that the Navy made the right choice in choosing Poseidon to replace our aging but still very capable fleet of P-3 Orions. Supported by our TAC-MOBILE team in Japan and flying alongside of their sister P-3C and EP-3 squadrons, our P-8A crews amply demonstrated the capabilities of this new weapons system.

Flying thousands of flight hours, the Poseidon surpassed all expectations on this historic deployment. Bringing with it the reliability of a new but proven commercial variant of the 737, the P-8A amassed an impressive 99% mission completion rate. But where it truly outshined its predecessor was with its superior dash speed, which allowed it to reach on station, on time, just about every time. Its impressive range coupled with superior sensors made world headlines in the Malaysian Airlines search and recovery effort. Staying true to its MPA roots, the expeditionary postured P-8A executed over a dozen detachments during its deployment and proved itself a real game changer in ASW and dedicated reconnaissance missions.

Granted, there are challenges with any new aircraft and our transition from P-3C to P-8A is no exception. As the Mad Foxes of VP-5 execute the second Pacific Fleet P-8A deployment, we continue to mature our logistics support and NAVAIR, NAVSUP, and our industry partners are making steady progress. With the delivery of the fifteenth jet to the Fleet this month, we have resumed transition with the fourth P-3C squadron, VP-8,



Rear Admiral Matthew Carter.

in Jacksonville. Despite many challenges, our dedicated and professional Fleet Introduction Team (FIT) and Fleet Replacement Squadron (FRS) instructors have made herculean efforts to keep our transition plan on track. With eight VP squadrons remaining it will take a number of years to fully transition and having a cadre of highly trained and motivated instructors and maintainers will ensure we get it right. Once complete we will have six operational P-8A squadrons in Jacksonville and six in Whidbey Island. By that time we will also have two VUP squadrons, one on each coast, operating the Navy's newest unmanned aircraft system the MQ-4C Triton. Until that time, we will continue to deploy P-3s and EP-3s alongside Poseidon to meet combatant commander needs. While the majority of USN P-3s will transition out of Fleet service by the end of this decade, we will continue to sustain and upgrade our very capable legacy force to pace the threat. Let me be clear, it is

our P-3 and EP-3 crews that are the true unsung heroes of this transition and they will be provided the very best equipment possible.

On 1 June 2014, Lockheed Martin delivered the final P-3 Outer Wing Assembly (OWA) to L3 Communications in Waco, TX. This was the 29th wing set delivered by Lockheed Martin since the P-3 USN OWA replacement program was started in March 2010. The 29 OWAs provide the necessary airframe longevity to allow us to safely execute our missions for years to come. The last aircraft scheduled for airframe sustainment work will be inducted at L-3 Communications in Waco by 30 September 2014 with delivery to the Fleet in late FY16.

The P-3s' Acoustic Processor Tech Refresh (APTR) continues to provide a significant increase in capability and reliability for MPRA acoustic systems. 51 of 76 APTR aircraft mods have been completed, and APTR has been added to the Integrated Avionics Trainers at NAS Whidbey Island and NAS Jacksonville. The final software versions of Acoustics Operating Program (AOP) and Tactical Mission Software (TMS) have successfully completed flight test and are planned for release in September 2014. The P-3Cs' new Traffic Collision Avoidance System (TCAS) along with the Automatic Dependent Surveillance-Broadcast (ADS-B) capability has been very well received by the Fleet for providing significant increase in flight safety. Additionally, pre-planned product improvements (P3I) to the C4ASW system have improved INMARSAT network access and Ethernet throughput while greatly reducing operator workload. OASIS Image Processor Replacement is nearing Fleet release this fall, and will upgrade video transmission capability. Storage Array Module (SAM) and Replacement Data Storage System (RDSS) hardware upgrades to solid state devices are also planned for release this fall. Given these and other improvements, it is clear that the P-3C will remain a potent weapon system for the foreseeable future.

Always in high demand, we are grooming our EP-3 Aries II aircraft for service through the end of the decade. Our EP-3 aircraft provide fleet and theater commanders with critical near real-time tactical SIGINT and full motion video intelligence. The EP-3E exploits a wide range of electronic emissions that the crew fuses with off-board data to disseminate direct threat warning, indications and warnings, information dominance, battle space situational awareness, suppression of enemy air defenses, destruction of enemy air-defense, anti-air warfare and anti-submarine warfare applications. The EP-3 aircraft will continue to be selectively upgraded to manage obsolescence issues and pace the threat. Eventually, we will transition many of its capabilities to P-8A and MQ-4C Triton, which will soon be arriving in the Fleet.

The MQ-4C Triton Team at PMA-262 is completing validation

and test that will enable ferrying the first Triton aircraft from the Northrop Grumman Corporation's (NGC) Palmdale, CA plant to NAS Patuxent River, MD later this summer. Simultaneously, the joint NGC-USN Team is working through the typical rate of Engineering, Development, and Interoperability challenges to maintain momentum and transition to fullscale Developmental Test (DT) with mission systems late this year. As a part of Triton DT preparations, Mission Systems Training for our initial Test, FRS, and VUP-19 TACCOs and Mission Payload Operators will be conducted late this summer, leading up to an initial Operational Assessment in the Spring of 2015. Preparations to support Triton operations from NAS Jacksonville also continue in earnest, including the ongoing final outfitting of the Triton Mission Systems Trainer and electronic classrooms, and active construction of the first VUP-19 Mission Control Station.

As a part of the program's major post-IOC phased capability upgrade, PMA-262 continues to work in conjunction with PMA-290 on a technical analysis that will inform sensor development and overall Triton integrations that best capture the Multi-INT capabilities currently resident in the EP-3 fleet. This cooperative effort lays the groundwork for a Systems Requirements Technical Interchange Meeting and sets the stage for the Multi-INT Design Integration contract. Just as with P-8A, interest in the MQ-4C Triton continues to grow on the International front as well, and is indicative of our Allies taking notice of the globally responsive and persistent multi-spectrum collection and dissemination capabilities the Triton will deliver in support of Fleet operations.

It is clear that unmanned systems are here to stay and will become an integral part of the rich heritage of MPA. In late-June, PMA-262's Broad Area Maritime Surveillance Demonstrator (BAMS-D) aircraft eclipsed another milestone, surpassing 12,000 flight hours in support of Overseas Contingency Operations since deploying in early 2009; certainly a phenomenal team effort for a "demonstration" program. The BAMS-D Team provides critical support to the Fleet, with a mission completion rate of over 90%, and will continue to lay the foundation for a successful transition to increased capabilities from Triton Fleet operations in the future.

As you can see, the community has never been more engaged or more ready to meet the needs of our Navy and nation. The environment we operate in is dynamic, tough and tailor made for the men and women of your Maritime Patrol and Reconnaissance Force. I am confident that we will continue to meet every challenge and answer the bell when called upon. Yes, these are very interesting times indeed.

Very respectfully, Matt Carter



## Nominate a MPRFhero



2015 Hall of Honor inductees will be selected from the candidate list by committee and then voted on by the MPA members at the end of this year.

To view the candidate list and submit additional nominees, visit: www.maritimepatrolassociation.org/hallofhonor

#### PAST HALL OF HONOR RECIPIENTS



Captain **Fernald Anderson** 



Mr. Jay Beasley



Commander **Scott Carpenter** 



**Chief Petty Officer Carl Creamer** 



**Flight Lieutenant** John Cruickshank **Royal Air Force** 



**Rear Admiral Thomas Davies** 



Captain Arnold J. Isbell



**Paul Lloyd Milius** 



Captain Norman "Bus" Miller



**Thomas Moorer** 



Paul J. Mulloy



**Vice Admiral Edward Waller** 



Commander **David Weisbrod** 



**Rear Admiral** Daniel J. Wolkensdorfer

## IN THE NEWS

#### Unprecedented MINEX Validates New P-3C Tactics

The Maritime Patrol Reconnaissance Weapons School (MPRWS) and VP-30, in conjunction with CPRW-11 squadrons, combined forces in the execution of four flight events and the employment of 40,000 pounds of ordnance in support of a two day mining exercise (MINEX).

Two years ago, Weapons and Tactics Instructor (WTI) class 1102 presented a capstone brief that recommended an advanced mining tactic in response to a critical operational capability gap. This mining tactic capitalized on the unique capabilities of the P-3C Orion and would provide fleet commanders the options and resources needed to maintain battle space dominance.

LT Chuck Lewis, MPRWS MINEX coordinator, worked closely with CPRW-11 squadrons to resolve identification of a suitable ordnance range and methods to accurately determine post mine location. The range off the coast of NAS was the safest option ferrying 20 MK-65 quick strike mines on target. LT Lewis continued to research mine recovery options and through mere coincidence, EOD Mobile Unit Six was simultaneously seeking options to recover shapes in support of their TAC D & E. The proposed MINEX proved to be a vi-



Photo courtesy of VP-30. A camera on board a P-3C Orion views launched MK 65 Quickstrike mines as they descend via parachute into the ocean.

able solution supporting their recovery requirements while concurrently providing the MPRWS with the precise post-employment mine location data that was required for their validation tests.

Mobile Mine Assembly Group, COMOMAG, transported the 20 MK-65 mines and provided technical assistance by uncrating and installing the mines onto skids. VP-30's maintenance



Photo courtesy of VP-30. This P-3 Orion assigned to VP-30, takes off from NAS Jacksonville with a full load of practice MK 65 Quickstrike mines attached to underwing pylons and the fuselage.

department delivered exceptional support as they groomed, configured and corrected online functionality issues in both aircraft over the two day event. Executing the flight schedule for both VP-30 events and VP-10/VP-26 events, their efforts were instrumental to the successful completion of all four sorties.

VP-30 AO's were equally engaged in this monumental task. They worked for several months to plan mine delivery and equipment requirements. Realizing the potential for unforeseen loading and employment problems, the AO's coordinated with CPRW-11 and received ten BDU 45 practice bombs to stage practice tests prior to the arrival of the MK-65 quick strike mines. Their initiative ensured mission success at the onset. With mission systems exercised and wing stations loaded, they planned for all contingencies and executed flawlessly.

Two VP-30 crews, along with a VP-10 and VP-26 crew, simulated the mining profile in the Tactical Operational Readiness Trainer (TORT). This simulation generated a thorough discussion that identified issues and limitations which ultimately led to an adjustment of the mining profile. This level of teamwork across four aircrews from three squadrons allowed the mining tactic to be reviewed and optimized to better meet testing parameters and provide accurate data for mining tac-

tic validation.

The two day MINEX was completed with the employment of all 20 MK-65 quick strike mines. This was truly an exercise in planning, teamwork and coordination and is evident by the resounding success of all four flight events.

The demand for continued P-3C support as a premier ASW platform has never been greater. The increasing threat, capabilities and emerging tactics by surface and subsurface combatants has emphasized the need to validate new tactics supporting fleet commanders around the world. The combined efforts, communication and coordination between the MPRWS, VP-30, CPRW-11, COMOMAG and EOD Mobile Unit Six were essential to successful MINEX execution and further ensure the MPRA community maintains ASW and warfighting excellence.



By VP-30 Public Affairs Office Published in Jax Air New July 17, 2014



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



## IN THE NEWS

## Whidbey Island Heritage Dinner Honors David Weisbrod

n Friday, May 16th the MPA chapter in Whidbey Island, WA had the opportunity to present CDR Weisbrod (USN Ret.) his 2014 MPA Hall of Honor award. The event was held at the Officer's Club and brought many of his squadron mates, coworkers, friends and family together to celebrate a long and successful career.

The evening was full of skits, stories, slideshows, and the award presentation by Wing Ten's Commodore, CAPT Segars. Longtime friend Howard Gulley acted out how CDR Weisbrod's crew used to deploy the first sono-buoys from the main cabin door of Lockheed's Super Constellation. There were many fun stories told about flying with and being schooled by the "Wizard," as he was affectionately nicknamed.

Senator Barbara Bailey and RADM Lyle Bull (Ret) were in attendance, as well as many esteemed retired veterans who served with CDR Weisbrod during his time in the Navy and as



Photo by K.C. Pontilla. CDR David Weisbrod, USN (Ret.) accepts his Hall of Honor Award from CAPT Vince Segars.



Photo by K.C. Pontilla. Heritage Dinner guests join CDR David Weisbrod, USN (Ret.), CAPT Vince Segars, and CAPT Tom Spink, USN (Ret.) for a photo opportunity.

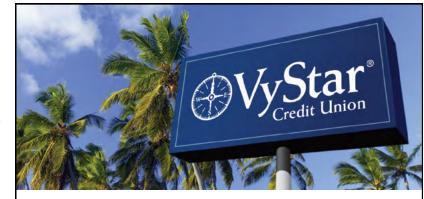
a contractor. Active Duty members from VP-1, VP-40, VQ-1, and VAQ-138 came out to show their support and meet one of the founders of P-3 ASW. At the end of the night CAPT Vince Segars, CDRE CPRW-10, presented CDR Weisbrod with his award recognizing him for a truly accomplished career and welcomed him into the MPA Hall of Honor.



By LT Sarah Chombeau, VP-1



Photo by MK.C. Pontilla. Distinguished guests act out a past adventure with CDR Weisbrod at the Whidbey Island Heritage Dinner.



#### WE NEVER FORGET

At VyStar, we work hard to lower the cost of financial services on everything from checking and savings accounts with no fees, to lower cost loans and credit services. Because we are member owned, we always have your best interest in mind. As a VyStar member, you'll enjoy the convenience of a full range of financial service offerings, more

than 30 branches, 166 ATM locations and 24/7 access with Internet banking and billpay at www.vystarcu.org. Join us today and learn how we can help you.









Ask us how we can save you money.



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

© 2013 VyStar Credit Union

VYSTAR MEMBERSHIP IS OPEN TO EVERYONE WHO LIVES OR WORKS IN NORTHEAST FLORIDA



#### Raytheon.com

Follow us on: 🗾 🏭 🚮 🔝







Raytheon

Customer Success Is Our Mission

## 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

## MPA Awards Five \$1,000 Scholarships

acilitated by the Wings Over America Scholarship Foundation (WOASF), five \$1,000 MPA Scholarships were awarded in May to outstanding recipients who topped the list of competitive applicants for the 2014 award year. MPA's scholars were so competitive, in fact, that several were also eligible for and were awarded additional scholarship awards by Wings Over America.

To date, MPA has awarded \$7,000 in scholarships and raised more than \$20,000 for the MPA scholarship fund, which will continue to provide financial support for eligible applicants through the WOASF.

For more information and to apply for 2015, visit: www.maritimepatrolassociation.org

#### **Morgan Karney**

Hometown: Oak Harbor, WA College GPA: 3.55 Gonzaga University, Junior Year

Major: Criminal Justice

Karney was also awarded a Wings Over America Scholarship.



#### **Activities:**

- Gonzaga Intramurals
- Gonzaga University Kennel Club
- Gonzaga Swim Team Member
- Reality Camp Leader for Incoming Freshman
- · Habitat for Humanity Volunteer
- · Campus Kids one-on-one Mentoring
- Gonzaga Rudolf Fitness Center Lifeguard & Front Desk Worker

I am extremely grateful to Wings Over America for supporting my education over the past four years. These scholarships have been a tremendous help and have played a huge role in allowing me to pursue my goals. As I enter into my senior year of college I realize how blessed I am to have had the support of so many people, Wings Over America included. I absolutely love studying Criminal Justice and I still plan on going into law enforcement after graduation. I'm extremely excited to apply my studies after I graduate and go out and make a difference in the world. Your continued support has allowed me to receive an extraordinary education the past three years and I look forward to getting the most out of my senior year!

#### **Danielle Morio**

Hometown: Fredericksburg, VA College GPA: 3.77

Florida State University, Freshman

Year

Major: Exercise Science

Morio was also awarded a Wings Over America Scholarship.



#### **Activities:**

- Florida State Crew Team
- Stafford High School Year Book Editor
- National Honor Society Member
- Quill & Scroll International Honorary Society for HS Journalists
- Varsity Tennis Team
- Volunteer: Habitat for Humanity and Homeless Shelter
- Vice President for Beautiful Minds-Cancer Awareness Group
- Owner/Photographer Danielle Morio Photography

Receiving a 2014 scholarship means the world to me because frankly, college is expensive. It has always been a dream of mine to attend a university that is well respected and will give me the best education I could possibly receive. This is because my parents instilled in me the idea that education is important. Thus, grouwing up, the question was never if I was going to college but where I was goingto go and how I was going to be able to afford it. Additionally, my ultimate goal is to become a physical therapist, which means that I must attend graduate school for at least three years after earning my undergraduate degree. Receving this scholarship allows me to use the money awarded me to help pay for tuition thus saving money for graduate school. This scholarship will help me attain my goal of being a physical therapist.

#### Jessica Morio

Hometown: Fredericksburg, VA

College GPA: 3.42

Florida State University, Junior Year

Major: English



#### **Activities:**

- Mortar Board National College Senior Honor Society
- Sigma Alpha Lambda
- National Society of Collegiate Scholars
- Volunteer: Amos P. Gadsby HS Library, Rappahannock Regional Library, Rappahannock YMCA
- Comic Artist: FS View & Florida Flambeau

As a recipient of the Maritime Patrol Association Scholarship, I would like to thank the selection committee for selecting me to receive this award. It is very exciting to be awarded this scholarship and I feel it is a great way to start the school year. Your generous support is helping me to fulfill my lifelong dream of going to college. As I enter my senior year, this scholarship will help me to continue my studies so I can graduate a semester early and in a better position financially to pursue an advanced degree in library and information sciences upon graduation. Thank you again for selecting me for the scholarship.

#### **James Hildebrand**

Hometown: Springfield, VA High School GPA: 3.87 Franciscan University Major: Computer Science



#### **Activities:**

- Cadet Commander, Civil Air Patrol
- Varsity Soccer, Cross Country and Track & Field Teams
- Team Captain, Computer Security Competition
- Volunteer: Senior Altar Instructor at St. Raymond's Church, Shenandoah Farm Crop Harvester, Carpenter Shelter and Knights of Columbus Highway Clean Ups.
- Year Round USFF Soccer Referee

Winning a scholarship from the Wings Over America Scholarship Foundation's Maritime Patrol Association has been a

great honor for me. This recognition and financial assistance is a terrific affirmation of the hard work and effort I have made during my high school years. It is especially important in the light of my father's naval career and my intent to begin a career in the United States Navy following the completion of college. I am particularly grateful for the many folks that have supported the Wings Over America scholarship and Maritime Patrol Association programs that have made this possible.

#### **Grace Karney**

Hometown: Oak Harbor, WA High School GPA: 3.65 Washington State University Major: Elementary Education



#### **Activities:**

- Track, Swim & Volleyball teams
- Tribe, School Spirit Club
- National Honor Society
- Key Club
- Volunteer: Regency on Whidbey Island Assisted Living Center, Habitat for Humanity, Vacation Bible School, Har vest Hoedown Elementary School Fall Festival
- Year Round Waitress at Angelo's Cafe

Huge thanks the WOASF and the Maritime Patrol Association for granting me a scholarship for my freshman year of college at Washington State University!

Receiving this scholarship means so much to me. Every little bit helps when it comes to paying for college, it is so expensive to get a good education nowadays, and I am so fortunate to have been awarded this \$1,000. I have decided to study elementary education because of my love of children. Over the years, I have been fortunate enough to have had some truly remarkable teachers that have guided and inspired me, something that I want to give back to our nations next generation. I truly appreciate the work of your scholarship committee, and cannot fully express how grateful I am.



## Annual Golf Tournament

## A FUNDRAISING EVENT BENEFITING SCHOLARSHIPS FOR DEPENDENTS OF NAVAL AVIATION

Friday, 19 September 2014

The Golf Club at NAS Jacksonville

Captain's Choice Format 0730-0830 Check-In 900 Shotgun Start

Entry Fees: \$75

(greens fees, cart, range balls, breakfast, lunch, and awards)

For more information, and to register online visit: www.wingsoveramerica.us





## VP-16 Home From Historic Deployment

On Nov. 29, 2013 two P-8A Poseidons from VP-16 lifted off from NAS Jacksonville, marking the beginning of a dynamic seven-month deployment for the "War Eagles" and the first operational deployment of the Navy's P-8A Poseidon.

On July 16, the squadron's final aircraft touched down in Jack-sonville, signifying the successful end to their historic deployment. Families and friends were on hand to welcome the Sailors and aircrew home with smiles, hugs and kisses.

Operating out of Kadena Air Base in Okinawa, Japan, the War Eagles supported Commander, Task Force 72 (CTF-72), flying anti-submarine and anti-surface warfare; intelligence, surveillance, and reconnaissance; maritime domain awareness; search and rescue; carrier strike group coordination; and theater security cooperation missions throughout the Western Pacific area of responsibility (AOR).

The squadron assumed responsibility as Commander, Task Group 72.2 (CTG 72.2), one of two forward-deployed task groups for CTF-72. Sister squadron VP-46 from Whidbey Island, Wash. formed the other.

"Our men and women have worked tirelessly the last seven months," Cmdr. Daniel Papp, the squadron's commanding officer, commented.

"As the first squadron to deploy with the P-8A, we were faced with challenges that the Maritime Patrol and Reconnaissance Force (MPRF) community has not seen in over 50 years since VP-8 first deployed with the P-3 Orion and, I am proud to say, our Sailors' and aircrews' flexibility and diligent work ethic allowed us to handle these trials effectively."

Papp noted the important role VP-16 Sailors played in shaping a positive perception of the MPRF community and the P-8A, stating, "From static displays and community service projects, to day-to-day interactions with host nations, our Sailors handled themselves with the utmost integrity and discipline. Our War Eagle team unquestionably represented the U.S. Navy, and the United States, admirably."

Most notable was the War Eagles' participation in the multinational search for missing Malaysian Airlines flight MH370. Over the course of two months, VP-16 supplied two aircraft for the search and rescue effort, with multiple aircrews rotating through Perth, Australia to support daily flight operations.



Photo by Clark Pierce. Navy P-8A Poseidon No. 430, assigned to the VP-16 "War Eagles," approaches the runway at its home base of NAS Jacksonville July 16. It marked the end of the patrol and reconnaissance aircraft's first operational deployment to the 7th Fleet area of responsibility.



Photo by MC2 Amanda Cabasos. AWO1 Ben Shoemaker of VP-16, is greeted by his 2-year-old daughter, Isabella, during the squadron's homecoming from a 7-month deployment July 16. His wife, Krystal, said, "Although it was a challenge having my husband gone for seven months, I managed to take care of our family by just staying busy. Between me working and taking care of the kids, time flew by."

"It was the first time the P-8A was used in a search and rescue operation," Lt. Cmdr. Adam Schantz, the detachment officer in charge, noted. "As a result, our aircrew was tasked with determining how best to effectively employ the aircraft for the assignment. We were able to develop a comprehensive search plan, allowing us to cover thousands of miles of open-ocean in a single mission. And although we were regrettably unable to locate the missing plane, the performance of our aircrew and the aircraft itself was commendable."

In addition to the search effort, the War Eagles conducted multiple detachments, participating in international exercises, strengthening partnerships, and improving interoperability with U.S. friends and allies throughout the theater. During the deployment, VP-16 completed 16 detachments to seven countries, including Japan, Singapore, Australia, Malaysia, the Republic of the Philippines, Guam, and the Republic of Korea.

The War Eagles participated in exercises with both U.S. and international partners including Snapdragon exercises, Operation FOAL EAGLE (Ssang Yong 2014), Operation TROPIC THUNDER, CARAT (Cooperation Afloat Readiness and Training) Malaysia, CMPOP (Coordinated Maritime Patrol Operational Procedures) exercises, and Operation RAI BALANG.

"Introducing the Poseidon's capabilities to both our sister services as well as partner nations, friends, and allies has been a great honor for VP-16," Lt. Timothy Bierbach, a Weapons and Tactics Instructor and Tactical Coordinator in the command, commented.

"There is always excitement bringing a new platform online for the first time. The MPRA community is taking a huge leap with the addition of the P-8A Poseidon, opening doors to additional mission sets not seen with the P-3C Orion."

Thanks to the dedicated support of the maintenance professionals, VP-16 aircrews flew over 3,500 mishap-free flight hours among 600 sorties. Despite this high operational tempo, many War Eagles still managed to achieve personal milestones, with 67 personnel qualifying and receiving the Enlisted Aviation Warfare Specialist pin, 15 being selected for advancement during the most recent exam cycle, and 26 choosing to reenlist throughout the course of the deployment.

The War Eagles kept themselves busy when off-duty as well. VP-16's MWR committee organized and sponsored eight tours to various cultural and historical sites throughout the island, allowing 160 Sailors to explore the various attractions Okinawa had to offer.

In addition, over 60 Sailors contributed off-duty time in support of the Okinawa, Japan area assisting the Hijagawa no

Sato Retirement Home, Stearley Heights Elementary School, and the Yaro Youth Center volunteering 206 hours to the community.

"As we return home to NAS Jacksonville, our team is looking forward to some well-deserved time off to reconnect with family and friends. We had an extremely successful deployment and are now shifting our focus to the inter-deployment readiness cycle. I know that our Sailors are looking forward to tackling the training, exercises, and evaluations here at home in prepare for our next deployment," Papp concluded.

The War Eagles were relieved by the "Mad Foxes" of VP-5.



By VP-16 Public Affairs Office Published in Jax Air News July 16, 2014



Photo by MC2 Eric A. Pastor. Lt. j.g. Kyle Atakturk, a naval aviator assigned to Patrol Squadron (VP) 16, pilots a P-8A Poseidon during a mission to assist in search and rescue operations for Malaysia Airlines flight MH370.



Photo by MCC Keith DeVinney. Members of Patrol Squadron (VP) 16 fuel up a P-8A Poseidon on the flight line at Perth Airport, Australia, before a mission to assist with the international effort to locate Malaysia Airlines flight MH370. VP-16 was deployed in the U.S. 7th Fleet area of responsibility supporting security and stability in the Indo-Asia-Pacific region.

## 'Pro's Nest' Earns Top CNO awards

VP-30 Commanding Officer Capt. Curt Phillips and AM1 William Harnisch were recently presented the 2013 "Golden Wrench Award" by Chuck Martello of Lockheed Martin Corporation.

Officially known as the AVCM Donald M. Neal Aircraft Maintenance Award, the Golden Wrench was initiated in 1965 by the Chief of Naval Operations and sponsored by Lockheed Martin.

It is presented annually to the VP, VQ or VPU Squadron that demonstrate the highest levels of maintenance excellence. The competition this year was keen. Winning this prestigious award demands professionalism, leadership, and teamwork at all levels. Squadrons demonstrated superb technical expertise and an "all hands" dedication to the mission of maintenance readiness.

The VP-30 Maintenance Department exceeded CNATRA's ready for tasking rate for all 12 months while operating both P-3C and P-8A aircraft.

Their maintenance department is characterized by aggressive leadership, personal dedication and exceptional standards of performance.

VP-30 Maintenance Officer Cmdr. Kevin Andersen, credited the men and women of the squadron's maintenance department for their dedication and performance.

"The Golden Wrench Award is verification of the strict quality maintenance practices that all Pro's Nest maintainers adhere to. Our by-the-book maintenance philosophy, coupled with unmatched professionalism, kept VP-30 aircraft maintained to the highest standards," said Andersen.

"I'm real proud of this dedicated maintenance team as they've worked very hard, are deserving, and have definitely earned this award. The Pro's Nest maintenance team, which is comprised of both Sailors and CFT civilians, is second to none."

In addition to winning the Golden Wrench Award, VP-30 also received the 2013 Commander Theodore G. Ellyson Aviator Production Excellence Award that was presented by Commander Patrol and Reconnaissance Group Rear Adm. Matthew Carter to VP-30 Commanding Officer Capt. Curt Phillips.



Photo courtesy of VP-30. (From left) Chuck Martello, Lockheed Martin Corporation, Commander Patrol and Reconnaissance Group Rear Adm. Matthew Carter, AM1 William Harnisch and VP-30 Commanding Officer Capt. Curt Phillips at a recent awards ceremony in NAS Jacksonville Hangar 30.

"The 2013 Ellyson Award for training production and the Golden Wrench Award for maintenance excellence are underpinned by a safety culture that has been stewarded by leadership through the ranks. They did not happen without tremendous effort, leadership and commitment. These awards are testaments to that," said Phillips.

The award is named in honor of Cmdr. Theodore G. Ellyson, USN, who was the first Naval Officer to undergo aviation training and who was designated Naval Aviator No.1 in January 1914. Throughout his career, Ellyson was instrumental in the development of all facets of naval aviation, including the establishment of the first flight training sites.

The Ellyson award is sponsored by CACI Corporation and is awarded to three Fleet Replacement Squadrons one CNAP, one CNAL, and one USMC and two Chief of Naval Air Training squadrons, one primary and one advanced. This year's winners demonstrated the greatest production efficiency in training the right number of pilots, naval flight officers and naval aircrewmen on schedule to meet requirements within CNO-approved syllabus time.

VP-30 is the Fleet Replacement Squadron for the P-3C Orion and the P-8A Poseidon maritime patrol and reconnaissance aircraft.



By LT Brian Morgan, VP-30 Public Affairs Officer Published in Jax Air News July 16, 2014

#### Triton UAV Squadron Growing in Facilities, Personnel

The Navy's first squadron designated to fly the MQ-4C Triton unmanned aerial vehicle (UAV) is taking shape at NAS Jacksonville.

Unmanned Patrol Squadron (VUP) 19 Officer in Charge Cmdr. Shannon Clark recently explained developments in the program since the squadron stood up Oct. 1, 2013.

"We're currently working to expand VUP-19 from an administrative entity to a more functional perspective," said Clark. "We will start some training on the actual air vehicle this summer to assist with some upcoming testing. However, our primary focus right now is ensuring that the administrative and operational sides of the squadron are properly functioning for the arrival of VUP-19's first commanding officer (CO). This way, the CO can concentrate on assuming the duties of this command and focusing on the squadron's mission."

According to Clark, 21 officers and enlisted personnel will be assigned to VUP-19 at NAS Jacksonville by the end of this fiscal year. Approximately half of the Sailors will be aircrew/operators and the other half will be administrative support.

By the end of 2015, VUP-19, nicknamed "Big Red," will have approximately 100 Sailors at the squadron's detachment site located at Naval Base Ventura County/Point Mugu, Calif.

Currently, operators assigned to VUP-19 will receive training at NAS Patuxent River, Md. Flight training will eventually shift to VP-30 at NAS Jacksonville as soon as the Triton curriculum is validated and training equipment is installed.

"The initial teaching will be this summer at NAS Pax River under Northrop Grumman instruction. Training received is in preparation for our involvement in the Operational Assessment and Operational Evaluation testing periods for this platform," explained Clark.

Other facilities aboard NAS Jacksonville that will support the UAV's mission include the MQ-4C Triton Mission Control Center that is currently under construction, with a projected completion date of December 2014.

"This two-story structure, with an array of rooftop antennas, will house the squadron's mission control stations" said Clark.



Photo by Clark Pierce. VUP-19 aircrew stand with a scale model of the MQ-4C Triton unmanned aerial vehicle (UAV), in the lobby of VP-30's new UAV operator training facility May 2. (From left) VUP-19 Officer in Charge (OIC) Cmdr. Shannon Clark, VUP-19 Assistant OIC Lt. Cmdr. Rob Wilhelm, VUP-19 Safety Officer Lt. Hunter Korbelik and VUP-19 Safety Petty Officer AWO2 Brandon Jenkins.





Photo by Clark Pierce. Masonry workers set dozens of concrete blocks May 2 at the construction site for the new MQ-4C Triton Mission Control Center at NAS Jacksonville.

"In this facility, UAV Operators will execute all phases of the mission, mission planning, mission control and data analysis." "From here, the Triton will be operated around the globe by crews consisting of air vehicle operators, naval flight officers and aviation warfare operators."

The Triton is designed to provide long-range, long-endurance maritime patrol coverage for Naval Air Forces Atlantic; 5th, 6th and 7th fleets; Fleet Forces Command operations in Atlantic; Task Force 80; and support the U.S. Northern and Southern commands as required.

According to the Navy's Persistent Maritime Unmanned Aircraft Systems Program Office (PMA-262), as an adjunct to the P-8A, the MQ-4C Triton will provide combat information to operational and tactical users such as expeditionary strike groups, carrier strike groups and joint forces maritime component commanders.

By MC2 Amanda Cabasos, Staff Writer, Jax Air News Published in Jax Air News May 7, 2014

## Collect, Manage and Deliver Aircraft Data More Intelligently



Teledyne Controls is a leading provider of innovative solutions that collect, manage and deliver aircraft data with the most advanced technologies available. Our adaptable suite of products allows military users to achieve higher goals in safety, performance and efficiency.

Teledyne Controls is a Proud Supplier of the U.S. Navy

+1 310 765 3600 • www.teledynecontrols.com

## Rugged Reliable Responsible Ready

27,000 lbs. of thrust for the Boeing P-8A Poseidon



**Global Engine Services** Materials **Customer Support** 

The Power of Flight



## 'Pelicans' Arrive in Hawaii for RIMPAC 2014

P-45 Combat Aircrew 2, Combat Aircrew 4, and maintenance personnel arrived recently at Marine Corps Air Station Kaneohe Bay, Hawaii to participate in Rim of the Pacific (RIM-PAC) exercise.

The biennial event, which includes participants from 22 countries, is the world's largest maritime warfare exercise.

The Pelican team flew a P-8A Poseidon, the Navy's newest maritime patrol and reconnaissance aircraft, to participate in the exercise.

"RIMPAC 2014 is a great opportunity for the international fleet to work with a P-8A on-station during tactical missions," said Lt. Cmdr. Carl White, officer in charge of the VP-45 detachment.

He added that dissimilar air, sea and land assets will able to familiarize themselves with the Poseidon's numerous new capabilities during multiple sorties.

The Pelicans are scheduled to participate in at least 14 events

– including the unique opportunity to live-fire an AGM-84D Harpoon missile in a Coordinated Time-On-Top event with a Japanese Maritime Self-Defense Force (JMSDF) P-3C Orion.

The VP-45 detachment will return to its home base of NAS Jacksonville in early August.



By LT Alec Verone, VP-45 Public Affairs Published in Jax Air News July 16, 2014





Photo courtesy of VP-45. VP-45 "Pelicans" stand with Japanese Maritime Self-Defense Force (JMSDF) P-3C Orion aircrewmen after a RIMPAC 2014 mission briefing. (From left) Lt. Cmdr. Carl White, Lt. Donnell Exum, Lt. Justin Rogers and Lt. John Leeds.

## Hanks Relives Thompson at VP-4 Change Of Command Ceremony

Commander Eric M. Hanks relieved Commander M. Brett Thompson as Commanding Officer of Patrol Squadron FOUR (VP-4) on June 18, 2014. The ceremony was held at Hangar 104 on Marine Corps Base Hawaii, Kaneohe Bay.

Commander Thompson, originally from Charleston, South Carolina, reported to VP-4 in March 2013 and became the squadron's 64th Commanding Officer in August, 2013. Commander Thompson masterfully led the "Skinny Dragons" to exceptional levels of operational success. An inspirational leader with visionary foresight, he ensured maximum operational readiness during a dynamic Inter-Deployment Readiness Cycle in preparation for a multi-site SIXTH Fleet deployment. Under his direction, the squadron conducted a flawless Fleet Response Training Plan, executed 750 sorties encompassing 3,366 flight hours with an impressive 95% mission completion rate, surpassing 41 years and 250,000 hours of mishap-free flying. It is with heavy hearts that the squadron bids him farewell.

Commander Thompson will continue his career in Pearl Harbor, Hawaii at U.S. Pacific Command. He and his sons, Michael and Kyle are thrilled for the opportunity to continue island life. When asked about his time serving as Commanding Officer, he stated, "This has been the absolute most rewarding tour in my entire nineteen year career. The men and women of VP-4 are professional, hard-working Americans. I am beyond proud of each and every one of them. The Skinny Dragon ohana are the greatest sailors I have ever served with."

Commander Hanks reported to VP-4 in August 2013 as the Executive Officer. A native of Jennings, Louisiana, he graduated from the United States Naval Academy in 1997 and went on to earn his Wings of Gold in August 1999. His previous flying tours include assignments to VP-16, VT-35 as an Advanced Maritime Instructor Pilot, and VP-9 as a Department Head. Commander Hanks' additional tours included a tour on the USS THEODORE ROOSEVELT and the U.S. Africa Command in Stuttgart, Germany where he served in the J3-Operations.

Commander Hanks lives in Kailua with his wife, Renee, and they have two children, Lindsay and Hunter.

When asked about becoming the newest Skinny Dragon Skipper, Commander Hanks enthusiastically commented, "I am



Photo by MC3 Menhardt. CDR M. Brett Thompson and CDR Eric M. Hanks cut the ceremonial cake after the Change of Command Ceremony on June 18, 2014.



Photo by MC3 Menhardt. The family of CDR Eric M. Hanks reveals his name on the squadron's plane at the Change of Command Ceremony on June 18, 2014.

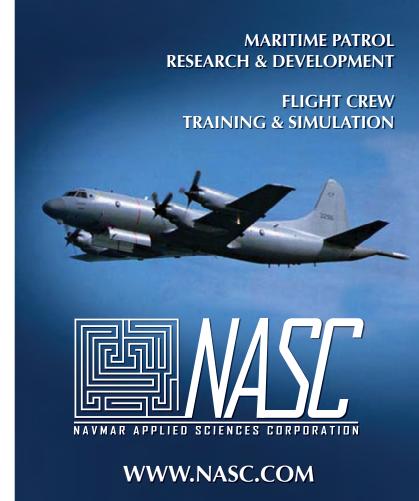
thrilled for the opportunity to lead the Skinny Dragons into this upcoming deployment. I have the utmost confidence in their ability to excel and masterfully complete the mission."

Replacing Commander Hanks as Executive Officer is Commander Jon Spore. He also graduated from the United States Naval Academy in 1997. He reports after working for the Deputy Director for Resources and Acquisition, Joint Staff in Washington D.C.

CDR Spore is married to the former Jennifer Stites of Jacksonville, Florida, and they have three children, Mitchell, Landon, and Marian.



By LTJG Alexandra Lewis, VP-4 PAO





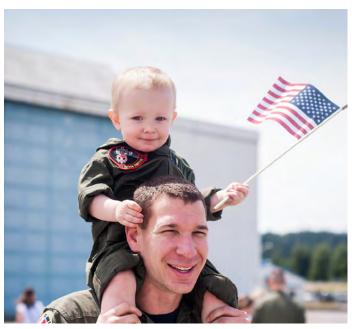
#### **Our Nation's Maritime Patrol Community Deserves the Best.**

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

Link Simulation & Training L-3com.com

## VP-46 Homecoming







Photos by Naval Aircrewman Operator First Class Maurice Snipes. Naval Aircrewman Operator First Class Richard Simmons hugs his son and his wife, Information Systems Technician Third Class Morgan Simmons, after returning home from a seven month deployment. Above: Naval Aircrewman Operator First Class Richard Simmons holds his son.

### VP-8 Home Again

he VP-8 "Fighting Tigers" recently returned home to eagerly awaiting families and friends at NAS Jacksonville after a seven-month, multi-site deployment to the 4th and 5th Fleet Areas of Responsibility (AOR).

Following their turnover with the VP-10 "Red Lancers," the final crew of Fighting Tigers arrived home July 8, completing the squadron's last flight in a P-3C Orion before the squadron transitions to the P-8A Poseidon.

"The Fighting Tiger Sailors, chiefs and officers performed brilliantly during a spectacular and highly successful sevenmenth deployment," said VP-8 Commanding Officer Cmdr. Derek Adametz. "I am extremely proud of their constant and continued focus on the operational mission and the job at hand, especially in some challenging environmental conditions."

Throughout the deployment, squadron aircrew, maintenance and combat support personnel demonstrated operational excellence by achieving an exceptional 96 percent mission completion rate while flying almost 800 sorties encompassing more than 5,100 mishap-free flight hours.

Based out of Shaikh Isa Air Base, Bahrain in the 5th Fleet AOR, the Fighting Tigers distinguished themselves as the premier fighting force and leader in the primary mission areas of anti-submarine warfare and intelligence, surveillance and reconnaissance in support of Operation Enduring Freedom.

Simultaneously, in the 4th Fleet AOR, VP-8 operated out of Comalapa, El Salvador, conducting counter transnational organized crime missions in support of Operations Martillo, Caper Focus, and Carib Shield. Their efforts directly resulted in the interdiction and seizure of 12,400 kilograms of cocaine valued at more than \$220 million.

Despite their high operational tempo, the Fighting Tigers still found time for professional development, with 22 Sailors earning naval aircrew wings and 76 earning their enlisted aviation warfare specialist wings.

Fighting Tigers volunteered more than 1,300 hours in support of 25 community relations projects across both AORs.

Their charitable efforts supported local orphanages and

homeless shelters in El Salvador and nurseries in Bahrain.

"I am excited to see each and every Fighting Tiger reunite with their families and friends after this long yet very successful deployment," said VP-8 Executive Officer Cmdr. Andrew Barlow.

VP-8 will commemorate a successful deployment and the departure of flight engineers and in-flight technicians with a Tiger Tribute Day on July 17.



By By Lt.j.g. Mark Baden, VP-8 Public Affairs Officer Published in the Jax Air News July 9, 2014



Photo by MC2 Amanda Cabasos. Jalen Shepherd, 13, holds his little brother Brantley, 1, while they patiently wait for the arrival of their father during the VP-8 home coming celebration on June 30.



Photo by MC2 Amanda Cabasos. AWV2 Esteban Moreno of VP-8 and his wife, Yara, walk together to NAS Jacksonville Hangar 117, after he arrived home from a seven-month deployment.

## VP-45 Update: Full plate of Training, Exercises

ince assuming command of the VP-45 "Pelicans" May 15, Cmdr. T.J. Grady has kept a steady hand on the squadron's helm as they start the fourth month of their Inter-Deployment Readiness Cycle (IDRC) in preparation for the squadron's first P-8A Poseidon deployment to 7th Fleet in early 2015.

"We're fully engaged with the P-8," said Grady in an interview with Jax Air News in Hangar 511 on June 3.

"We're now operating independently of our colleagues at the VP-30 schoolhouse. Now, each month gets busier under our IDRC that's designed to optimize the Pelicans' training, manning, maintenance and operational readiness. In less than two weeks, we will qualify our seventh combat aircrew (CAC)."

VP-45 is scheduled to participate in the annual joint exercise Baltic Operations (BALTOPS) 2014, set for June 6 - 21, in the Baltic Sea Area of Responsibility (AOR). BALTOPS will include 1,300 U.S. service members, along with forces from Denmark, Estonia, Finland, France, Georgia, Germany, Latvia, Lithuania, the Netherlands, Poland, Sweden and the United Kingdom.

Grady said VP-45 is also scheduled to send a one-plane detachment to participate in the biennial Rim of the Pacific (RIMPAC) exercise scheduled June 26 - Aug. 1, in and around the Hawaiian Islands. RIMPAC 2014 is the world's largest maritime exercise, consisting of 23 nations, 47 ships, six submarines and more than 200 aircraft.

"During this almost six weeks exercise, VP-45 will rotate four CAC through our single P-8A Poseidon to take advantage of RIMPAC's real-world training scenarios," said Grady. "We're working in conjunction with the Japanese Maritime Self-Defense Force (JMSDF) to plan a 'coordinated time on target' Harpoon missile shot against a surface target. Working with a JMSDF P-3 Orion aircraft, the Poseidon CAC will ensure the missiles arrive on target at the same time, in order to deliver the most damage."

"This will be the first time the P-8A has been tasked to execute a coordinated time on target for multiple missiles — with one of them launched from an allied aircraft — against one target. To be ready, our CACs are rehearsing coordinated



Photo by Clark Pierce. (From left) VP-45 Commanding Officer Cmdr. T.J. Grady observes AO2 Chase Dellinger and AO2 Gil Mine as they install a wing rack and pylon onto a P-8A in Hangar 511 at NAS Jacksonville. The Poseidon features four wing pylons and two center line pylons for armament such as the Harpoon anti-ship missile, torpedoes and mines.



Photo by MC1 Michelle Lucht As a P-3C Orion flies by in the background, VP-45 plane captain AM3 Miguel Carrillo awaits the pilots' ready signal to start engines on one of the squadron's new P-8A Poseidons for a February training mission.

time-on-target scenarios in P-8A operational flight trainers coupled to weapons tactics trainers," explained Grady.

In September, VP-45 is scheduled to take part in Valiant Shield 2014, a large-scale, blue-water exercise in the 7th Fleet AOR that promotes high-level joint training among U.S. military forces. The exercise focuses on interoperability among U.S. military forces that enables real-world proficiency in sustaining joint forces' abilities to detect, track and engage units at sea, in the air, on land and in cyberspace when responding to a range of mission areas.

Grady added that their Poseidon IDRC is going well. "One thing our CACs really like is the extended reach of the P-8. We can fly faster and farther, so we arrive on station more quickly when called upon. Another advantage of Poseidon is flexible and effective communications. In today's dynamic world of battle group operations, it's important to transmit real-time information to command decision makers without delay."

VP-45 Command Master Chief (CMDCM) Tom Ayers said, "Since we passed our Safe for Flight inspection in February, our P-8A maintainers and support staff continue to exceed their training and operational objectives."

"What I'm most proud of with our men and women is that they learn new stuff every day. When they see a discrepancy between procedures, they make sure it gets fixed and documented – all under our umbrella commitment to squadron safety," said Ayers.

Another concern of VP-45's leadership is to lend support for the transition of the VP-8 "Fighting Tigers" when they return from deployment and turn in their P-3Cs. "The goal here is to make sure VP-8 is better prepared for transition than we were," said Grady. "Communications between CPRW-11, VP-30, VP-16, VP-5 and VP-45 is a two-way street. When a challenge arises in training or operations, we put it out there and listen to all the possible solutions from every player in the P-8

community."

As the Pelicans continue their IDRC, working with the VP-45 Family Readiness Group (FRG) has been a pleasure for Grady.

"They organized a great Easter event this past spring, and now, everybody's looking forward to the FRG command picnic. I've also heard rumors about a not-to-be-missed 'haunted hangar' event in October, as well as a grilling event near Thanksgiving."

Ayers noted that, despite the Pelicans' challenging training tempo, they are also dependable volunteers in the community – including Jacksonville's Sulzbacher Center (a shelter for homeless individuals and families), K9s for Warriors, and an Adopt-A-Road monthly cleanup.

Grady concluded, "With less than 250 days until our first P-8A deployment – there's always a full schedule of flight training and maintenance to be accomplished. It's great to be part of the new P-8 community. It's like we have a blank white board and are writing the future of how things will happen for our Sailors – whether it's equipment, safety, maintenance procedures, or tactics."

By Clark Pierce, Editor, Jax Air News Published in Jax Air News June 11, 2014

## What does *your* training future hold?



#### With SIX DEGREES ....

Exceptional engineering support services.

Training that is ready, responsive and flexible.
Innovative efficiencies, engineered to optimize training.



#### TALENT COMMITMENT EXCELLENCE



TOMORROW'S SOLUTIONS . . . TODAY.



www.asec.aero

Proud Sponsor of the Maritime Patrol Association

## Weinzatl named NFO of the year

Commander, Naval Air Forces Atlantic (CNAL) recently selected Lt. Jacob Weinzatl, from NAS Jacksonville's VP-26, as the 2013 naval flight officer (NFO) of the year.

Weinzatl previously earned the Commander, Patrol and Reconnaissance Group nomination and was selected from NFO nominees from all other aviation communities on the East Coast.

Weinzatl hails from Buckner, Mo. He graduated from the U.S. Naval Academy in 2009 with a Bachelor of Science degree in mechanical engineering. He was designated a naval flight officer in December of 2010. He checked aboard VP-26 in March of 2011 after completing initial P-3C Orion training at VP-30 in Jacksonville.

During his time with the "Tridents," Weinzatl served as schedules officer, assistant training officer, NFO tactics officer and NFO NATOPS officer. He deployed to the U.S. 5th and 7th Fleet areas of responsibility in 2011 and 2013, respectively.

He qualified ahead of squadron and wing standards, setting himself up for an extremely successful 2013. Based on his strong tactical performance in the Advanced Readiness Program and Fleet Instructor Under Training syllabi, he was selected to fire VP-26's first AGM-65F Maverick missile since 2011.

He was also deep-selected to take the NFO Blue Card Check Ride and earned qualification as the command's primary NATOPS evaluator.

A natural leader of VP-26's Instructor Tactical Coordinator (TAC-CO) and Mission Commander cadre, he was chosen to lead his crew as the first on deployment and first on detachment in the U.S. 7th Fleet area of responsibility in May 2013.

By the end of deployment seven months later, Weinzatl had led his crew on 10 detachments, including three as Detachment Officer in Charge, and had conducted no less than four significant collections of data never before collected by a P-3 Orion.

VP-26 Commanding Officer Cmdr. Mark Sohaney, had words of praise for Weinzatl.



Lt. Jacob Weinzatl. Photo courtesy of Jax Air News.

"He has been an asset to the squadron since his arrival. His outstanding leadership and exceptional knowledge and aeronautical skills make him a standout in an outstanding wardroom. As an instructor, he made a tremendous impact on our mission and training effectiveness. This is an honor for him, Team Trident, and the entire Maritime Patrol and Reconnaissance Force. I am confident that he will continue to do great things for the maritime patrol community as an instructor at VP-30."

Weinzatl currently serves as the VP-26 NFO NATOPS Officer and Crew Resource Management Program Manager – as well as and the Mission Commander and Tactical Coordinator of Combat Aircrew Two.

At the conclusion of his tour with VP-26, Weinzatl will report to VP-30 at NAS Jacksonville for duty as a fleet replacement squadron instructor training the fleet's newest Maritime Patrol and Reconnaissance Force naval flight officers.

"This is an honor and a privilege. The truth is that I would not have been able to succeed on station without the help of the entire squadron and the support of Team Trident's outstanding maintenance department," said an appreciative Weinzatl. \*

By LTJG Joseph Bayo, VP-26 Public Affairs Officer

Published in the Jax Air News May 7, 2014

## Patuxent River Chapter Gathers

he Patuxent River Chapter came together June 7th at Buffalo Wild Wings to watch California Chrome vie for the coveted Triple Crown during the 2014 Belmont Stakes. Alas, the glorious victory was not to be had by the young colt. Fortunately, there was enough good food, good drink and good company to offset the heartbreaking defeat ensuring that all who were in attendance that day had a dynamite time! Of particular note, the Chapter relished an opportunity to welcome the new Vice President for the region, CDR Molly Boron and say farewell to the Chapter's former, CDR Chris Artis, who will be leaving the Patuxent River area this summer.





Members of the Pax River Chapter gathered on June 7, 2014 to socialize and enjoy the 2014 Belmont Stakes. From L to R: Herb Baily, Heidi Fleming, Beau Massenburg, Molly Boron, Dave Keiser, Chris Artis, Anna Keiser, Eric Barker, John Griffin. Photo courtesy of Chris Artis.

# SPA is Proud to Sponsor the Maritime Patrol Association



More than Four Decades of Decision Support for National Security.

## San Sebastian Winery



St. Augustine, Florida

157 King Street, Saint Augustine, Florida 32084 (904) 826-1594 Tours/Orders: (888) 352-9463 www.sansebastianwinery.com



Taking off for college?



We're looking to propel some promising students into their future with some extra funds to foot the college bill. If you are the dependent of Navy personnel who currently or formerly served in the Maritime Patrol and Reconnaissance community, we just might be your wingman.

For more details, eligibility requirements, and to apply, visit:

www.maritimepatrolassociation.org/scholarship.html

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.



## **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 Association Reunion: Sept 20, 2014 in Weymouth, MA

Contact: Bill Hanigan

Email: vp92association@gmail.com Web Site: www.vpassociation.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

VP-24 Reunion: OCT 16-19, 2014 in Pax River, MD

Contact: Preston Rose Phone: (301) 863-5652

Email: mdrebel@md.metrocast.net

West Coast VP Officer Reunion: November 7-9, 2014, San

Diego, CA

**Email:** admin@vpreunion.com **Website:** www.vpreunion.com

2015 MPA Symposium: Week of April 13-17, 2014 on

board NAS Jacksonville

www.maritimepatrolassociation.org/symposium

VP-44 2015 Reunion will coincide with the MPA Symposium in Jacksonville April 2015! Stay tuned for details!

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:

Stay tuned for coming events! CAPT Lance Scott, VP of Region

lance.scott@navy.mil

Pax River Chapter:

Stay tuned for coming events! CDR Molly Boron, VP of Region

molly.boron@navy.mil

Been there, Done that...

## **GOT THE SHIRT?**



Available to ship now!

High quality polos with your choice of the MPA or Symposium logo!





## **Upcoming Events**

#### Washington DC Chapter:

Stay tuned for coming events!

CDR Chris Flaherty, VP of Region

christ.flaherty@navy.mil

#### Whidbey Island Chapter:

Stay tuned for coming events!

CAPT Vince Segars, VP of Region

vincent.segars@navy.mil

Tuly

#### Saturday, July 12:

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

August

Stay tuned for coming events!

September

#### Friday, September 19:

MPRWS Stand Up to Full Shore Command with CDR Gerald Smith taking the helm from current OIC Mike "Cajun" Granger.

#### Friday, September 19:

WOA Scholarship Golf tournament tees up at the NAS Jacksonville golf course to benefit scholar dependents of Naval Aviators. For more information and to register online, visit: www.wingsoveramerica.us



#### Thursday, October 2:

Fall Flight Suit Social at the T-Bar on board NAS Jacksonville. More information to come!



#### Friday, November 7:

Patrol Squadron SIXTY-NINE Change of Command Ceremony CDR Daniel Johnson relieves CDR Eyran Richards 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:

info@maritimepatrolassociation.org.

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

## **HERITAGE PHOTOS**

## **Community Pride**



MPA Members Paul & Teresa Smart arrived at the 2014 Symposium in their motorhome with a custom visor shield painted by artist Anna Fugazzi. GO MPRF! AE1/AC/JEZ-ECM Paul Smart, UNS (Ret.) and his wife reside in Portchester, NY, when they are not traveling the country in their home on wheels.

## **HISTORY**

## "Screwing with the Airlines"

The following "Sea Story" is part of a collection of similar tales, all allegedly true, published in "VP Association Sea Story Library: Volume Two" edited by Marc J. Frattasio, AW1 US-NR-Retired. This book and "VP Association Sea Story Library: Volume One" are sold as fund-raisers for the VP Association, which is an organization composed primarily of veterans who served with the Naval Air Reserve Patrol Squadrons based over the years at NAS Squantum, NAS South Weymouth, and NAS Brunswick. See www.vpassociation.org for details.

As Recounted By William Hanigan, AOC USNR Retired.

I took my first Navy flight in a Lockheed P2V-6T Neptune during March 1961 while I was in VP-911. RAW-91, the reserve air wing at NAS South Weymouth which at that time was composed of VP-911, VP-912, VP-913, VP-914, and several other Naval Air Reserve HS, VR, and VS squadrons, used a couple of P2V-6Ts as basic pilot proficiency trainers during the early 1960s. The P2V-6Ts, which were later redesignated TP-2Fs when U.S. military aircraft designations were standardized across all branches of the service in 1962, were very early Neptunes that were not considered to be mission capable. These aircraft had been stripped of much of their mission equipment. For example, they didn't have radar or other electronic sensors, tip tanks, or auxiliary jets. They were basically used as "bounce birds" by the reserve patrol squadrons. Although the P2V-6Ts didn't have much, they still had operational gun turrets mounted in the nose and tail, although the 20 mm cannon had been removed.

I was hanging around the old NAS South Weymouth blimp hangar, LTA Hangar Number One, on a drill weekend Saturday when a call came from Operations for an enlisted crewman to go on a pilot trainer commanded by CDR Wilkerson. Since nobody else wanted to fly that day I was "volunteered" to serve as the observer on that flight. Not only was I not actually a qualified Naval Aircrewman at that time, I'd never ever flown as a crewmember on board a military aircraft before! The squadron's Operations people weren't worried about my lack of qualifications since training, and everything else, was pretty lax in the Naval Air Reserve in those days and my official duties on the flight were supposed to be limited to looking for other aircraft in the area and warning the pilots if I saw anything that might collide with us. My instructions were basically to go out to the aircraft and not break anything!



VP-911 squadron patch. VP Association collection.

When I got out to the old Neptune, CDR Wilkerson asked me what my rate was. I told him that I was an Aviation Ordnanceman. CDR Wilerson said, "Great", and then told me to go to the ordnance shop and get the aircraft's guns. Being totally green and unaware of such things as "prop wash" and "left handed wrenches", I went back into the hangar to the ordnance shop and asked the men who were sitting around there for the guns for the P2V-6T's turrets.

The guys in the ordnance shop started laughing. After they composed themselves, they told me to grab two black painted wooden broom handles that were standing up behind the door and take them out to the aircraft. I thought they were kidding me, but they insisted that I take them and they told me that the pilots would show me what to do with them. Before I left the ordnance shop, somebody handed me a sheet of paper with all the Aviation Ordnancemen's names, rates, and serial numbers written on it and told me to write them all on the flight's "yellow sheet" so they'd all be credited with some flight time and get flight pay in their next Navy paycheck. I said, "No problem"!

When I returned to the aircraft with the broom handles, CDR Wilkerson told me to get into the nose turret, which he called the "bow turret", stick the broom handles in the gun openings, and then brace them with my feet. CDR Wilkerson then

showed me how to swing the turret up and down and from side to side.

I had a terrific time on that flight. We spent the entire day chasing the old propeller driven Eastern, TWA, and Continental airliners that flew between Boston's Logan International Airport and New York City's LaGuardia Field across the sky. We'd intercept an airliner and then fly alongside for a while just 300 feet or so away. CDR Wilkerson would then pull up next to the airliner and order me to crank the bow turret towards it. We'd all get a big laugh out of watching all the passengers staring at us through those little round airliner windows. Some of them would actually start gesturing and screaming when they saw our "guns" turning towards them!

A little later on after I began flying the P2V-5FS (SP-2E) Neptune, which was fitted with a pair of avgas burning Westinghouse J34-WE-36 auxiliary jets, we would sometimes fly alongside propeller driven airliners, get into radio contact with their pilots, and then announce, "betcha can't do this". Then our pilots would feather both propellers and pull away on jet power alone. Unless the airline pilots had recently been in the Navy they'd be baffled. The ex-Air Force and civilian trained pilots all thought that our auxiliary jets were external fuel tanks and they had no idea how we managed to do what we did!

We had to be very careful whenever we pulled this trick because without the generators connected to the Wright R-3350-32W turbo-compound reciprocating engines providing power we only had about twelve minutes of battery time for our electrically operated instruments and other equipment. Once we were out of sight we'd quickly restart the reciprocating engines, shut down the jets, and then head off to find another sucker!

This form of entertainment ended with the introduction of the Boeing 707 jet airliner on the Boston/New York City passenger runs. Unlike the old propeller driven Douglas DC-3s and DC-4s and the Lockheed Constellations, the 707s were just too fast for us. We couldn't catch up to them let alone pull away from them!



Gun turret equipped P2V-6T Neptune assigned to the RAW-91 reserve aircraft pool at NAS South Weymouth during the early 1960s. Tom Cuddy photo.



Early P2V-5Fs or SP-2E from NAS South Weymouth during the early 1960s. This photo was taken from the port after observer's station of a trailing Neptune. Paul Lapinski photo.

Below: AOC Bill Hanigan in later years with VP-92's CAC-7 at Nimes, France in 1987. AOC Hanigan is in the front row standing second from the right. Bill Hanigan collection.





#### What's New?

Check out the MPA website for up-to-date community news, member happenings and announcements!

#### PLEASE UPDATE YOUR CONTACT INFO!

Log-in to our members only area on the Membership page of our website to access the secure member directory and online forums. Also, don't forget to update your contact information in your online profile each time you change locations or positions, or general contact info. MPA Membership cards are mailed out each time you renew...we need your updated mailing address to make sure you get yours!

Questions? Comments?
Drop us a line any time at:
info@maritimepatrolassociation.org

Attention MPA Members, Command PAOs, and Corporate PAOs: We are looking for material to fill our quarterly newsletters!

To contribute a story, photos or event to PLANESIDE, please email your materials to: info@maritimepatrolassociation.org



## Looking for a 'sky's the limit' partnership?



With a corporate sponsorship program that is engineered to soar, we're looking to build long-term partnerships with industry and community leaders who can see what's on the horizon and are planning for what is beyond it.

To see how we fit into your company's flight plan, visit us at:

www.maritimepatrolassociation.org













## **MPA**

Thank You!

## **THANK YOU**

TO OUR AMAZING AND GENEROUS MPA CORPORATE SPONSORS!

























