PLANESIDE,

The Quarterly Newsletter of the Maritime Patrol Association

2014: Issue 4

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In This Issue MQ-4C Triton UAS Arrives at Naval Air Station Patuxent River CPRG Presides Over Standup of Weapons School 2015 Symposium Theme Announced, Plus a Symposium Logo Contest!

PLANESIDE

Cover Photo



The MQ-4C Triton takes off from Northrop Grumman's Palmdale, Calif. facility Sept.17 for its cross-country flight to Naval Air Station Patuxent River, Md. Photo by Alan Radecki.



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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.



In this Issue

Features:	
Welcome, From the President	5
CPRG: Checking On Station	8
In the News:	
MQ-4C Triton UAS Arrives at Naval Air Station Patuxent River	11
CPRG Presides Over Standup of Weapons School	13
Community:	
"SMTI" Program an Investment in Future	15
CDR Mike "Cajun" Granger Retires After 27 Years	16
VP-45 Launches First P-8A CTOT Harpoon Missile at RIMPAC	17
VP-40 Participates in South Korean Ulchi Freedom Guardian	20
Nominate a Hall of Honor Candidate Online	22
VP-45 Supports Valiant Shield 2014	23
VP-1 Participates in Valiant Shield 2014	25
Wing-11 Wardrooms Play for Squadron Pride	26
VP-8 Honors the P-2V Neptune	27
VP-30 Receives 15th LRIP Poseidon Aircraft	30
VP-40 Plays Role in SEACAT Multinational Exercise	32
'Red Lancers' making an Impact in El Salvador	34
VP-1 Soccer Team Builds Squadron Closeness	35
VP-30 Poseidon Joins Operation NANOOK 2014	37
VP-40 Detaches to Philippines for CARAT Exercise	39
NJROTC Basic Training Wraps Up at VP-45	41
VQ-1 Sends ATC Johnson to Civilian Marksmanship National Tournament	42
Naval Officer Reunites with Family on Detachment in the Philippines	43
MPA Jacksonville Chapter Puts on a Fall Flight Suit Social	44
Upcoming Events / Events Calendar	45

History & Heritage:

Heritage Photos	46
The U.S. Navy Sent Submarine-Hunters to Fight a Land War in Vietnam	48

50

What's New:



WELCOME

From the President

Greetings Maritime Patrol and Reconnaissance Warriors, past, present and future.....and the future is indeed bright!

In a flash, this community will have transformed into a family of systems, Poseidon and Triton, consolidating our core Antisubmarine Warfare, and Reconnaissance capabilities, all of which will demand growing and retaining the best and brightest tactical operators, maintainers and leaders across the Fleet. Spin through this issue of "PLANESIDE" and I believe you will agree this vision of transition is unfolding before us - on track!

There is perhaps no better way, whether active or retired, to stay on top of this Maritime Patrol momentum than being a member of the Association. So I must inquire, "What's in your wallet?"

If the embossed black MPA membership card is missing, ask yourself - Am I interested in enhancing the prestige and recognition of the Maritime Patrol and Reconnaissance Community while preserving its rich heritage, and commemorating the efforts of those who sacrificed to get us here? Or simply, do I want to give back to a new generation of warriors while simultaneously taking pride in being at the core of an organization that is at the forefront of ensuring Maritime Patrol and Reconnaissance remains a vital part of our national and allied defense capability?

In our business, you simply must be present to win....On-Station! As we lead up to this year's Symposium, 13-17 April 2015, our theme "Eyes and Ears of the Fleet: 60 Years of Air Recon" is specifically designed to not only celebrate this unique and often storied mission within our community, but



CAPT Curt Phillips, USN.

also to highlight the value these uniquely trained aircrew will continue to deliver in Poseidon and Triton.

Each of you remains vital to our mission, growing our membership base, and building the future of this organization. Enjoy this edition of "PLANESIDE" and we look forward to seeing you all April 2015.

All the best, Captain Curt Phillips President, Maritime Patrol Association

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5 🚽

What's In Your Wallet?

During these fiscally constrained times, we are often faced with difficult choices as to what the best use of our dollar, and our time, should be. Since its inception in 2011, membership in MPA has truly been a incredible value.

Dollar for dollar, you can't argue with the benefits of membership. A year-long membership at \$35 is more than offset if you are able to attend the annual symposium events (total member savings in 2015 = \$45). PLUS, the association and its regional chapters (Jacksonville, DC, Patuxent River, Whidbey Island and Hawaii) also hold regularly scheduled FREE member events around the country.

Aside from the monetary benefits, the organization and its nearly 900 members across the country enjoy a level of comradery anchored in Maritime Patrol history that shares no rival. The association boasts representation that spans the spectrum of pay grades, active and retired, uniformed and civilian, which creates invaluable networking opportunities.

Additionally, MPA has partnered with the Wings Over America Scholarship Foundation, which offers college scholarships to dependents of military members from the US Navy's aviation community, and awarded over \$15,000 to a number of outstanding students since 2012.

As time passes and old sea stories of glories past float away in the wind, the MARITIME PATROL ASSOCIATION MEMBER Association is mechanism а for the preservation

of Maritime Patrol Heritage.

Whether it's the refurbishing of aircraft from a bygone era like the P-2V at NAS Jax or the PBY "Catalina" at NAS Whidbey, members and their dollars are what make it possible. When it comes to money and time well spent, membership in the Maritime Patrol Association stands out as important, beneficial and an overall outstanding value.

1) Monetary (membership pays for itself after one symposium)

2) Camaraderie (Chance to get together in our ever increasingly busy lives)

3) Networking (Industry partners are members as well)

- 4) Charity (Chance to make the world you live in better)
- 5) Preserving Maritime Patrol Heritage



★ This application is for you. ★

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

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

www.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.



ARITIME PATROL ASSOCIATION 2015 SYMPOSIUM

"Eyes & Ears of the Fleet: 60 Years of Air Recon"

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 GolfTournament & 5K MPA Flight Suit Social And More!

Stay tuned for more 2015 information at:

www.maritimepatrolassociation.org/symposium



CPRG

Checking On Station

Maritime Patrol and Reconnaissance Aviators,

In the Navy, we often talk of the need to keep a "steady strain" on the lines between ships, to avoid a sudden jerk or movement that could easily snap the line. That is what your Maritime Patrol and Reconnaissance Force (MPRF) is doing during this dynamic period of transition, keeping a "steady strain."

We do this for a couple of compelling reasons. First, to be safe. The Navy is investing a significant amount of resources into a brand new MPRF Family of Systems (FoS) to supplant our legacy platforms so that we can continue to provide the best Maritime Patrol and Reconnaissance Aircraft (MPRA) services in the world. Moving neither too fast nor too slow, the transition from P-3C Orion to P-8A Poseidon is progressing exactly as planned. Supported by a great Navy-Industry team, jets are delivering early and exceeding expectations. Executing a well-constructed and comprehensive training syllabus, experienced instructors supported by high fidelity simulators ensure that our aircrews are ready to safely and effectively employ these new weapons systems in innovative ways. The combination of the P-8A Poseidon and MQ-4C Triton supported by TacMobile and Mission Control Stations (MCS) working together will deliver a level of battle space awareness and ASW lethality never seen before in Maritime Patrol Aviation.

Second, this is a very complex transition. The MPRF FoS is supported by multiple program offices and resource sponsors, all of which are executing their programs professionally and with the resources allocated. With so many moving parts and stakeholders, each with their own competing priorities, it is ultimately the fleet that must ensure a balance is maintained between being fully prepared and deploying combat ready forces on time to meet combatant commanders' needs. Yes, the new aircraft is awesome. But our P-3s and EP-3s remain very capable and are critical to enabling transition without creating unacceptable warfighting gaps. We cannot successfully introduce the new systems without sustaining our legacy platforms until their planned sundown, and that is exactly what we are doing.

As we move deeper into transition and the sheer number of new jets on the ramp increase, we are faced with a different set of challenges. P-8A by design is an evolutionary acquisition program. At the completion of the planned purchase of 109 aircraft, P-8A will have experienced at least two major incremental upgrades and numerous separate material



Rear Admiral Matthew Carter, USN.

and software improvements. These incremental upgrades are critical to fielding the MPRA platform our crews need to meet today's and tomorrow's threat. With a platform as software intensive as P-8A, it is a virtual Rubik's cube to manage configurations across the entire Family of Systems. This includes our Simulators and Tactical Operations Centers (TOC) and Mobile TOCs (M-TOC), not to mention the aircraft themselves. Of course, many of you are aware that configuration control has always been a challenge in the MPRA community. While this is an issue that impacts all of naval aviation, the difference for MPRA is that to be safe and effective today we must work to ensure all pieces of the MPRF FoS are on the same page at the same time. Our crews cannot get combat ready without quality time in hi-fidelity Simulators that mirror the aircraft, and the jet needs TacMobile support before, during, and after complex operational missions. Fortunately, due to the hard

8 🔺



work of our Wings, FRS, Fleet Introduction Team, NAVAIR Program Managers, Weapons School, OPNAV, and industry teams working together, we are able to manage planned configuration upgrades and prepare our aircrews to perform on-station.

MPRF leadership came together with industry in Jacksonville this October at our P-8A Transition Summit to discuss these very challenges. No stone was left unturned as we sought to align all stakeholders with the transition schedule and address lessons learned from the first P-8 deployment. I am satisfied that we have our priorities right and are applying our resources where they will do the most good for the warfighter. Certainly we have work to do, but we should be proud and encouraged by what has been accomplished. Some P-8A updates since the last quarterly issue of Planeside include:

• Successful delivery of the 18th P-8A Poseidon to Jacksonville, FL. in October 2014

• The 19th jet will deliver in early November, almost 4 weeks ahead of schedule

• We will see a delivery of at least 1 aircraft per month for the next year

- 1st Deployment (VP-16) to Kadena, Japan complete July 2014
- 2nd Deployment (VP-5) to Kadena, Japan underway
- 3rd Deployment (VP-45) to Kadena, Japan on track to relieve VP-5
- VP-8 commenced P-8A transition in August 2014
- VP-10 will commence P-8A transition upon return from de-

ployment

- VP-26 will be the last P-3 squadron to deploy from NAS Jacksonville
- East Coast P-8 transition completes in FY16
- West Coast P-8 transition scheduled to begin in FY17

There continues to be a great deal of interest in the community and its ongoing transition. CPRW-11 in Jacksonville and our VX squadrons in Patuxent River conduct numerous tours of our aircraft and facilities for U.S. congressional staffers and uniformed leadership. Allied interest in U.S. Navy MPRA capabilities and platforms continues to grow as their own legacy platforms near retirement. Skipper Dan Papp, of VP-16, had the opportunity to brief the CNO and both U.S. Pacific Fleet and U.S. Fleet Forces Command on P-8's inaugural 7th Fleet deployment. Even with a still maturing logistics support network, this first operational deployment achieved a 99% sortie completion rate with 369 sorties totaling 3,808 flight hours. Support for the transition to the new MPRF FoS remains high at all levels.

The next addition to the MPRF family is getting closer all the time. Designed as an adjunct to manned MPRA aircraft, the MQ-4C Triton unmanned aerial system first flew in May 2013 in Palmdale, CA. After completion of load testing and initial envelope expansion earlier this year, the first test vehicle flew from Palmdale to NAS Patuxent River, MD, on 18 September 2014. The second test vehicle landed in PAX River on 24 October 2014. With two Tritons now occupying their new hangar, we expect to begin test flights from PAX in November and are on track to begin Operational Assessment in spring 2015. If you would like to hear more about your MPRF Family of Systems, both new and legacy platforms, I encourage you to mark your calendars for the 2015 Maritime Patrol Association Symposium, 13-17 April, 2015, where this year's theme is Eyes & Ears of the Fleet: 60 Years of Air Recon. You can find more details at www.maritimepatrolassociation.org. Until then, we will keep a "steady strain." Very respectfully,

Matt Carter



MQ-4C Tritons in their hangar at NAS Patuxent River, MD, 24 Oct2014

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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.*

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IN THE NEWS

MQ-4C Triton UAS Arrives at Naval Air Station Patuxent River

Zhe first U.S. Navy MQ-4C Triton unmanned aircraft system (UAS) completed a flight from California to Maryland on September 18, 2014. The UAS flew 11 hours from the Northrop Grumman Corporation (NYSE:NOC) facility in Palmdale to Naval Air Station Patuxent River to start its next phase of testing, moving the program closer toward operational assessment. Northrop Grumman is the prime contractor for the Navy's MQ-4C Triton UAS program.

At Naval Air Station Patuxent River, the aircraft will be outfitted with a sensor suite, before going through a series of sensor integration flights. One of Triton's primary sensors, the AN/ZPY-3 multifunction active sensor radar, will provide an unprecedented 360-degree field of regard for detecting and identifying ships.

"Now that the aircraft has arrived, we are ready to conduct

the next phase of the test program," said Capt. James Hoke, Triton program manager, Naval Air Systems Command. "Triton is one of the Navy's most significant investments in unmanned aircraft systems to date and we look forward to evaluating its capabilities."

In preparation for the cross-country flight, a Navy/Northrop Grumman team completed numerous systems tests on Triton.

During the flight, the joint team controlled the aircraft from a ground station in Palmdale, which served as the forward operating base, and a Navy System Integration Lab at Patuxent River, which served as the main operating base. The aircraft traveled along the same flight path that was used to transfer the Broad Area Maritime Surveillance Demonstrator from Palmdale to Patuxent River several years ago.



The MQ-4C Triton unmanned aircraft system, built by Northrop Grumman for the U.S. Navy, prepares to land Sept. 18 at Naval Air Station Patuxent River, Md. The 11hour flight from Northrop Grumman's Palmdale, Calif. facility marks the start of the aircraft's next testing phase. Photo by Stephen Potter.

"Triton is the Navy's largest, most advanced unmanned maritime surveillance system to cross such a distance," said Mike Mackey, Triton UAS program director, Northrop Grumman.

"The successful flight was the result of a Navy/Northrop Grumman team effort, from finishing a major software package to managing equipment inspections."

Over the next few weeks, two other Tritons, one of which is a demonstration aircraft owned by Northrop Grumman, will also fly to Patuxent River. Both will be used during system development and demonstration tests.

Triton is specifically designed for maritime missions of up to 24 hours. It can fly at altitudes higher than 10 miles, allowing for coverage of 1 million square nautical miles of ocean, in a single mission.

The latest Triton product news and information from Northrop Grumman is available at http://www.northrop-grumman.com/Triton.

Northrop Grumman is a leading global security company providing innovative systems, products and solutions in un-



The MQ-4C Triton takes off from Northrop Grumman's Palmdale, Calif. facility Sept.17 for its cross-country flight to Naval Air Station Patuxent River, Md. Photo by Alan Radecki.

manned systems, cyber, C4ISR, and logistics and modernization to government and commercial customers worldwide. Please visit www.northropgrumman.com for more information. A video accompanying this release is available at: http://youtu.be/Sa5v_ZnYs8g

By Northrop Grumman Corporation, Communications

TRITON Background/Specifications

The Triton was developed from Northrop's RQ-4B Global Hawk unmanned aerial system, optimized for long-range missions in a maritime environment. While externally similar to the Global Hawk, the MQ-4C features a new wing and reinforced airframe. New de-icing and lightning protection systems have been installed to allow the aircraft to descend through cloud layers for close-up looks at ships and other items of interest on and in the sea.

Originally known as the Broad Area Maritime Surveillance system (BAMS), the aircraft first flew in May 2013.

Intended to cruise the oceans and coastal regions, Triton will carry out intelligence, surveillance and reconnaissance (ISR) missions and perform maritime patrol and search and rescue tasks. The aircraft will have an unrefueled endurance of 24 hours, able to fly higher than 10 miles above sea level, able to cover more than a million square nautical miles in a single mission.

Prime contractor for the Triton program is Northrop Grumman Aerospace Systems, Battle Management and Engagement Systems Division, in Rancho Bernardo, California. The aircraft is powered by a Rolls-Royce AE 3007H turbofan engine, the same powerplant installed in the Global Hawk. The Navy plans on buying a total of 68 Triton aircraft.

Specifications:

Wingspan: 130.9 ft (39.9 m)

Length: 47.6 ft (14.5 m)

Height: 15.4 ft (4.6 m)

Gross Take-off Weight: 32,250 lbs (14,628 kg)

Max. Internal Payload: 3,200 lbs (1,452 kg)

Max External Payload: 2,400 lbs (1,089)

Self Deploy: 8,200 nm (15,186 km)

Max. Altitude: 56,500 ft (17.22 km)

Max. Velocity: 331 knots True Air Speed (TAS)

Max. Endurance: 24 hrs

12 🔺

IN THE NEWS

CPRG Presides Over Standup of Weapons School

The Maritime Patrol and Reconnaissance Force (MPRF) began writing a new chapter in its storied history Sept. 19 with the appointment of Cmdr. Gerald Smith as the first commanding officer of the Maritime Patrol and Reconnaissance Weapons School (MPRWS) at NAS Jacksonville.

Rear Adm. Matthew Carter, commander Patrol and Reconnaissance Group (GPRG) was guest speaker and presiding officer. He was joined at the podium by VP-30 Commanding Officer Capt. Curt Phillips.

Carter welcomed Smith to his new command and honored outgoing Officer in Charge (OIC) Cmdr. Michael Granger.

Granger's tenure as MPRWS OIC coincided with major changes across the MPRF. His 50 months at the weapons school saw the arrival of the first P-8A Poseidon to NAS Jacksonville in March 2012, followed by the transition of three operational VP squadrons from P-3C to P-8A capability.

His keen vision and leadership established the foundation for



Photos courtesy of MPRWS. New MPRWS Commanding Officer, Cmdr. Gerald Smith (right), salutes Rear Adm. Matthew Carter, Commander, Patrol and Reconnaissance Group, as he assumed command of the Maritime Patrol and Reconnaissance Weapons School.

successful post-FRS training and tactical instruction for the first P-8A squadrons, while maintaining continued advanced tactical initiatives in the P-3C.

50 YEARS AS THE GLOBAL STANDARD

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





He oversaw and directed the evolution required to meet the dynamic needs of the MPRF. His tactical expertise has increased the value of MPRF assets across the fleet – culminating in the official standup of the Maritime Patrol and Reconnaissance Weapons School.

Smith returns to NAS Jacksonville after serving as a J8 Operations Planner, U.S. Special Operations Command. He previously served in NAS Jacksonville at VP-30 as a fleet replacement instructor pilot in 2003 and as operations officer for the VP-45 "Pelicans" in 2010.

Smith holds aircraft qualifications in both the P-3C Orion and P-8A Poseidon, which makes him uniquely qualified to assume initial command of the MPRWS.

With the "War Eagles" of VP-16 recently completing the first P-8A Poseidon operational deployment, and the "Mad Foxes" of VP-5 currently engaged in deployed operations, the weapons school is poised to train and maintain tactical superiority in the P-3C and continue to develop the future of anti-submarine warfighting excellence with the P-8A.

In light of the challenges associated with transitioning the MPRF to its first new aircraft in more than 50 years – and the introduction of MQ-4C Triton, the first persistent maritime unmanned aerial system – the Maritime Patrol Reconnais-

sance Weapons School is poised and ready to usher in a new era in naval aviation history.

By Lt. Cmdr. Joel Martinez, MPRWS Fleet Training Published in the Jax Air News, October 2, 2014

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Photos courtesy of MPRWS. Cmdr. Gerald Smith addresses the audience on Sept. 19 as the first commanding officer of the Maritime Patrol and Reconnaissance Weapons School at NAS Jacksonville.

HONOR, COURAGE AND COMMITMENT

SALUTING THE MARITIME PATROL & RECONNAISSANCE COMMUNITY.

Raytheon pays tribute to the men and women serving in the Maritime Patrol & Reconnaissance Force, who remain a beacon for naval aviation excellence. Raytheon is committed to delivering solutions that enable their success.



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"SMTI" Program an Investment in Future

As the Maritime Patrol and Reconnaissance Force (MPRF) transitions from the venerable P-3C Orion to the P-8A Poseidon and the MQ-4C Triton, Maritime Patrol leadership is reinvesting in a long standing and proven method of ensuring tactical continuity and superiority through the "Squadron Maritime Tactics Instructor", or "SMTI", program.

Beginning in the late 70's, after recognizing the importance and benefit of dedicated Tactical Subject Matter Experts, the community instituted the Tactical Training Team, or "Triple T", contained within the two Fleet Replacement Squadron's (FRS), which placed an emphasis on advanced tactics. Those individuals selected to the team completed a rigorous course of instruction in Weapons and Tactics and were subsequently designated Instructors, the precursor to today's level 500 WTI.

In the late 1990's, realizing the superb return on investment being garnered, the decision was made to expand the team to each of the parent Wings and rename the organization as "Weapons and Tactics Unit" (WTU). Capitalizing on their success in elevating the tactical prowess of MPRF and looking to improve the quality and standardization of instruction, the community, in 2009, reorganized and renamed its first-rate tactical team within the FRS into the Maritime Patrol and Reconnaissance Weapons School (MPRWS). In alignment with the Air Combat Training Continuum (ACTC) in Naval Aviation Enterprise (NAE), this elite center of learning will once again advance and meet the changing times when it establishes as its own command in September of this year.

As an extension of this advanced level of training within the FRS and the Weapons School, select individuals were placed into operational squadrons for their Second Sea Tour, who had achieved both the coveted Level 500 designation and demonstrated an aptitude for conveying higher level subject matter to new recruits. These "Super JO's", as they came to be known, utilized their Level 500 Weapons and Tactics Instructor qualification within the squadrons to promote and progress advanced tactics at the user level. Proving themselves invaluable, the community has looked to expand and codify this highly successful program to accelerate the tactical growth of P-8A, introduce MQ-4C, and sundown P-3C; enter the Squadron Maritime Tactics Instructor program.

Through a reimagining of the Weapons and Tactics Instructor program, and in an effort to align MPRF with the rest of Naval Aviation Enterprise, the SMTI (pronounced "Smitty") program will provide leadership with an updated process of hand picking only the best-of-the-best Maritime Tactics



Instructors from the Weapons School, Weapons and Tactics Units and their forward deployed brethren from the numbered Task Force's (CTF), and placing them in operational squadron's as Training Officers, within the Training Department, for their Second Sea Tour. There they will utilize their expertise to facilitate squadron basic and advanced tacti-

cal training, ensure continuity and standardization as well as support Orion to sundown, aid transition to Poseidon and integrate Triton with the fleet. These superstars will ensure that the best practices of the Fleet are not only carried on through the P-3C's last flight, but also employed throughout the transition to P-8A and the welcoming of the MQ-4C to the family of systems.

Warfighters that desire the opportunity to be a part of this future may be identified as early as their First Sea Tour, where their Commanding Officer's will submit a MTI nomination to the detailers. Upon selection, they will attend the intensive Maritime Tactics Instructor course at NAS Fallon and NAS Jax prior to reporting to their First Shore Tour at MPRWS, a WTU or a forward deployed CTF. Once earning their Maritime WTI Instructor rocker and completing their shore tour, these community front-runners will attend a course of instruction, taught at MPRWS, which will not only prepare them for their 2nd sea tour as a SMTI, but also standardize their role within the operational squadron and earn them their SMTI rocker. Following their successful SMTI tour and with enough time prior to their next career milestone, they will be afforded the opportunity for a Pre-Department Head tour at the War College, Bupers NPC or any number of other career enhancing destinations.

The future is bright for Maritime Patrol. As the community continues to transition to the Poseidon and integrates Triton into the fold, the best and brightest tactical operators will be seeded within the operational squadrons, leading the tactical and Warfighter training. As their career progresses, some of these "Jedi Knights" will surely "lead from the front" as Commanding Officers, continuing to exalt the importance and benefit of, as well as benefit from having, an in-house tactical expert.

By LCDR Ron Rumfelt, Department Head at VP-10

15 🔺

CDR Mike "Cajun" Granger Retires After 27 Years

On October 17th, the MPRA community bid farewell to one of its most steadfast leaders. After more than 27 years of faithful service, CDR Michael "Cajun" Granger "departed the pattern" en route to a well-deserved retirement.

After enlisting as an Aviation Electronics Technician, Granger was assigned to Carrier Airborne Early Warning Squadron (VAW-126) where he served as an In-Flight Technician. He was soon selected for an officer program and after completion of Aviation Officer Candidate School, he entered pilot training where he earned his "Wings of Gold" in December of 1991.

Following initial training in the P-3C Orion, he reported to the VP-5 "Mad Foxes" where he made two North Atlantic and Mediterranean Sea deployments. His follow on shore assignment to VT-6 in Milton, FL gave him the opportunity to shape the future of Naval Aviation as a primary instructor for future aviators.

Following instructor duty, CDR Granger accepted orders to the "Wizards" of VPU-2 where he made multiple detachments in support of global tasking. He then reported to "The Pro's Nest" of VP-30 for a pre-department head tour and more instructor duty. Cajun's department head tour with VP-4 was marked by a highly successful split-site deployment to the Middle East and Japan. While with the "Skinny Dragons" he served as their maintenance officer.

Prior to his final assignment with the Maritime Patrol and Reconnaissance Weapons School, CDR Granger served on a one year unaccompanied tour in the FIFTH Fleet Area of Responsibility coordinating all coalition MPRA, UAV, and surface ISR missions. That tour was followed by a stint with the Chief of Naval Operations as the aviation ASW programs Subject Matter Expert on the ASW Cross Functional Team.

In July of 2010, CDR Granger stepped into his role as the Officer in Charge of the Weapons School. His tenure as MPRWS OIC coincided with major changes across the Maritime Patrol and Reconnaissance Force (MPRF). During his fifty months, the community saw the arrival of the first P-8A Poseidon and the transition of three operational squadrons to that platform. His keen vision and leadership established the foundation for successful post-FRS training and tactical instruction in



CDR Granger accepts an award for career service from CAPT Curt Phillips, VP-30 CO. Photo courtesy of MPRWS.



CDR Granger is "relieved of the watch". Photo courtesy of MPRWS.

the first Poseidon squadrons, and the advancement of tactical initiatives in the legacy P-3C. His expertise and leadership increased the value of MPRF assets across the Fleet, culminating in the official command establishment of the Maritime Patrol and Reconnaissance Weapons School.

CDR Granger was joined in this momentous occasion by his wife, Kathryn Ann, daughter, Sarah Kathryn and mother, Margaret.

Cajun, from a grateful MPRA community, we bid you fair winds and following seas! \bigstar

By LT Chad Martin, MPRWS Admin Officer

16

VP-45 Launches First P-8A CTOT Harpoon Missile at RIMPAC

Patrol Squadron (VP)-45 Combat Aircrew Four (CAC)-4 recently completed the first P-8A Coordinated Time on Top (CTOT) AGM-84D live missile shot with a Japan Maritime Self Defense Force (JMSDF) P-3C crew during RIMPAC 2014.

The missile shot was comprised of a P-8A-launched AGM-84D Harpoon missile and a JMSDF P-3C- launched ATM-84D Harpoon telemetry missile. The result was a successful strike against a surface target – with both missiles arriving simultaneously.

The challenging exercise displayed the P-8A Poseidon's ability to coordinate with a foreign asset to deliver air-to-surface missiles on a target.

"This on-target shot represents the tip of the iceberg for current and future capabilities of the Poseidon," said Lt. Cmdr. Carl White, officer in charge of the detachment.

"The P-8A platform will be an invaluable anti-surface warfare

(ASuW) asset of the Maritime Patrol and Reconnaissance Force for decades to come."

Lt. Justin Rogers, tactical coordinator of CAC-4, said "This livefire CTOT exercise took several months of preparation, planning and coordination with a myriad of organizations, including Commander Patrol and Reconnaissance Group (CPRG), Commander Patrol and Reconnaissance Wing 2 (CPRW-2) and CPRW-11."

Rogers also noted the participation of Maritime Patrol and Reconnaissance Weapons School (MPRWS), VP-30), VP-26, Air Test and Evaluation Squadron (VX)-1, Pacific Missile Range Facility (PMRF), Fleet Weapons Support Team (FWST), Mobile Tactical Operations Centers (MTOC)-1 and -5, in addition to the expertise demonstrated by the JMSDF P-3C Orion aircrew.

White concluded, "We look forward to continuing the relationships we built at RIMPAC during on our upcoming deployment to the 7th Fleet Area of Responsibility."



hoto courtesy of VP-45. An AGM-84D Harpoon missile is launched from an underwing weapon pylon of a P-8A Poseidon assigned to VP-45. It was the first P-8A "Coordinated Time On Top" exercise with the Japanese Military Defense Force as an element of RIMPAC.

On the 24th anniversary of the RIMPAC exercise, the P-8A Poseidon showcased its abilities in joint anti-submarine warfare, anti-surface warfare, and intelligence surveillance reconnaissance scenarios. The VP-45 Pelicans joined a coalition of 22 participant countries and six observer countries that worked together to execute RIMPAC 2014, a massive training evolution involving 48 surface ships, six submarines, more than 200 aircraft, and 25,000 personnel.

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By Lt. Alec Verone, VP-45 Public Affairs Published in the Jax Air News, August 6, 2014



Photo courtesy of VP-45. VP-45 ordnancemen perform a quality assurance check on the AGM-84D Harpoon missile that was loaded for a live-fire mission during RIMPAC 2014.



Photo courtesy of VP-45. During the recent RIMPAC 2014 exercise, Sailors from the VP-45 Ordnance Division load a Harpoon missile on the wing pylon of a P-8A Poseidon. It was the first P-8A Coordinated Time on Top (CTOT) AGM-84D live missile shot.

★

VP-40 Participates in South Korean Ulchi Freedom Guardian

INHAE, Republic of Korea. Officers and sailors of Patrol Squadron FORTY (VP-40) recently detached to the Republic of Korea (ROK) to participate in Ulchi Freedom Guardian (UFG), a joint military exercise between the ROK and the United States. VP-40 is currently on deployment in the Seventh Fleet Area of Responsibility (AOR).

As the world's largest computerized command and control exercise, UFG is an annual combat readiness operation that focuses on defending South Korea against a hypothetical invasion by North Korea. Given recent political and military escalation between the two neighboring countries, UFG is a vital component of maintaining vigilance and readiness for the South Koreans and its military allies. In spite of threats of attack towards both South Korea and the United States from various North Korean propaganda groups, the two-week long exercise was executed as planned, completing on August 28, 2014. Participating members of VP-40 were among 30,000 U.S. service members and thousands more from nine other nations.

Alongside members of Patrol Squadron FIVE (VP-5) and ROK P-3 aircrew, the Fighting Marlins coordinated and operated the maritime patrol and reconnaissance aircraft division of the warfare simulation. The exercise challenged the command and control skills of both decision makers and operators located in stations all across the peninsula, including Jinhae, Osan and the Seventh Fleet command ship USS Blue Ridge (LCC-19), stationed in Busan for the exercise. In spite of many challenges and technical roadblocks during the realtime simulation, VP-40 and VP-5 were able to provide critical mission capabilities and expertise in the fields of antisubmarine warfare (ASW), anti-surface warfare (ASUW), and intelligence, surveillance and reconnaissance (ISR).

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By Lt.j.g. Michael Cacciapuoti, VP-40 Public Affairs Published on the NAS Whidbey Island Facebook Page, October 3, 2014





Acoustic sensor operator AWO3 Daniel Romitelli of VP-40 executes maritime patrol aircraft missions at his workstation in the Naval Battle Simulation Center (aka The Bunker) alongside submariner OS1(SS) Daniel O. Larkin. (US Navy photo by LTJG Michael Cacciapuoti, VP-40/ Released)



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Nominate a Hall of Honor Candidate Online

 \mathcal{N} omination submissions for consideration in the 2015 Hall of Honor will close on November 15, 2014.

We are currently looking for additional candidates for consideration on our 2015 Hall of Honor nominee list. These candidiates will be gathered via website and then narrowed down to a select nominee list, which will then be voted on by MPA members. Once approved, the 2015 selectees will be presented at the MPA Heritage Dinner on Wednesday, April 15, 2015 during the 2015 Symposium.

The requirements for submission are any members who have made significant contributions which have shaped Maritime Patrol and Reconnaissance Force heritage or displayed acts of heroism in and out of combat during the following eras: WWII, Korea, Vietnam, The Cold War, Post Cold War, and Global War on Terror.

You may also submit additional information for candidates already listed on the Hall of Honor website in order to create more complete nomination packages.

To read the current candidate profiles, and to submit a nomination, please visit:

www.maritimepatrolassociation.org/hallofhonor

The current 2015 Hall of Honor candidates include:

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CAPT Ivan E. Hughes, USN (Ret.) CDR Joseph Hamilton Jobe, USN (Ret.) AT-2 Kenneth Jongebloed Fleet Admiral Ernest J. King CAPT Richard Knott, USN (Ret.) **RADM Tony Maness** CAPT V. P. Merz, USN (Ret.) Mr. Morton Metersky LCDR James Overstreet Mr. Robert Pettway **CAPT Jack Punches Ensign Jack Reid** Admiral James Sargent Russell RADM James Schear, USNR (Ret.) CAPT Leonard "Tuck" Smith, USN (Ret.) RADM Phillip D. (P.D.) Smith, USN (Ret.) RADM Byron "Jake" Tobin, USN (Ret.) VPU-2 Crew 11 VP-30/VP-31 P-3C Trainers CDR Kenneth D. Walker, USN (Ret.) LTJG Richard G. Watson, JR. CDR John Wojnar, USN (Ret.)

21 🔺

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Submissions for consideration in the 2015 Hall of Honor will close on November 15, 2014. 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



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VP-45 Supports Valiant Shield 2014

The "Pelicans" of VP-45 recently returned from Guam after participating in Valiant Shield 2014, a biennial, U.S. military only field training exercise. Its goal is to attain joint interoperability tasks utilizing available service component surface and air assets to replicate maritime interdiction scenarios with defensive counter air support.

The exercise was comprised of 18,000 Sailors and Airmen, along with more than 200 aircraft and 19 ships from two carrier strike groups.

To support this joint training exercise, 30 members of VP-45, including Combat Aircrews (CAC) Seven and Ten, operated on site for two weeks. Missions were flown around the clock to flex the P-8A Poseidon's range of mission capabilities. The two CAC participated in anti-submarine warfare as well as real-world search and rescue operations. In addition, they conducted coordinated operations with surface and air units from the USS Carl Vinson and USS George Washington Carrier Strike Groups.

The VP-45 Poseidon worked closely with U.S. Air Force assets to improve the interoperability of the different aviation com-



Photo courtesy of VP-45. Lt. j.g. Bryan Scott and Lt. Ashton Vaughan mission plan in the temporary tactical operations center located in the Valiant Shield 2014 tent city located on Andersen Air Force Base, Guam.

munities while operating forward. Lt. David Cloward said of the experience, "It was amazing to see all the assets from the different branches come together and support one another to accomplish the mission."



Photo courtesy of VP-45. VP-45's P-8A Poseidon No. 434 is rinsed off by one of the frequent tropical downpours on the ramp at Andersen Air Force Base in the United States Territory of Guam.

The "Mad Foxes" of VP-5 – currently on deployment at Kadena Airbase in Okinawa – were also on hand with their P-8A Poseidons. They contributed to the success of VP-45's detachment, by acting as host and making transportation and housing arrangements.

After months of planning for their training in Guam, the Pelicans also enjoyed the opportunity to explore the island's many attractions – including museums, hiking, snorkeling and dining on local cuisine.

The exercise yielded valuable training in joint operations, preparedness for VP-45's future deployment to the Western Pacific, in addition to creating memories and friendships while representing Commander, Patrol and Reconnaissance Wing (CPRW) - 11 on the far side of the world.

VP-45 and VP-5 are home based at NAS Jacksonville.

By Lt. j.g. Daniel Almendrales, VP-45 Public Affairs Published in Jax Air News, , 2014

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VP-1 Participates in Valiant Shield 2014

The VP-1 Screaming Eagles recently returned from Guam, where they spent two weeks participating in exercise Valiant Shield. Valiant Shield is a biennial, US- only exercise that integrates the Navy, Marine Corps, Army, and Air Force. The goal of the exercise is to refine the interoperability of the four services against collective land, sea, air, and cyberspace adversaries. This year's exercise included 18,000 Sailors, over 200 aircraft, and 19 surface ships from two carrier strike groups.

While in Guam, VP-1 was the Task Group Commander, leading a contingent of Maritime Patrol and Reconnaissance assets from VP-40, VP-69, VQ-1, VP-5, and VP-45. In addition to managing daily operations, the Screaming Eagles completed 63 missions for 302 tactical flight hours. Flights were conducted around the clock and missions included anti-submarine warfare(ASW), anti-surface warfare(ASUW), intelligence, surveillance, and reconnaissance(ISR), and direct and associated support to 2 Carrier Strike Groups. VP-1's Combat Aircrew 10 completed a very successful AGM-85K Harpoon air to surface missile engagement as part of a live-fire sinking exercise (SINKEX) () against the decommissioned 5000 ton USS Fresno. The shot validated an MPRA tactic for longrange, low-altitude Harpoon employment and was the first of its kind in the MPRA community.

Valiant Shield provided a great opportunity for joint training with other services as well as within the MPRA community. It also gave the squadron a glimpse into operations in the Western Pacific, which was invaluable in their preparations for their upcoming deployment. The hard work and tireless dedication of the Sailors and Airmen of VP-1 helped to make Valiant Shield a successful exercise, while also strengthening camaraderie within the squadron.



By Lt. j.g. Christina Smith, VP-1 Public Affairs



Members of Combat Aircrew 10, as well as Ordancemen from VP-1, posing before their successful Harpoon shot during the Valiant Shield exercise. Photo courtesy of VP-1.

Wing-11 Wardrooms Play for Squadron Pride

Officers from the "Fighting Tigers" of VP-8 hosted the Commander, Patrol and Reconnaissance Wing (CPRW) -11 "Flag Night" on Sept. 11 at the NAS Jacksonville McCaffrey Softball Complex,. The event included a hail and farewell ceremony, a 9/11 commemoration, and a whiffle ball tournament for participating squadron wardrooms.

CPRW-11 and squadron wardrooms first paused for a moment of silence in the remembrance of the tragic events of Sept. 11, 2001.

The "Hail and Farewell "ceremony recognized the outgoing CPRW-11 Chief Staff Officer, Capt. Chris Janke, followed by the welcoming of Capt. Anthony Corapi, deputy commodore.

The evening social event concluded with a competitive fiveteam whiffle ball tournament.

"Flag Night is a great opportunity for officers from sister commands to socialize through some friendly competition and display of squadron pride," said Lt. j. g. Gavin Karski, the Flag Night organizer. "I want to thank everyone who made the event a success – as well as recognize the VP-16 'War Eagles' on their impressive whiffle ball tournament victory."

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By Lt. j.g. Mark Baden, VP-8 Public Affairs Officer Published in Jax Air News, September 24, 2014



Photo courtesy of VP-8. CAPT SEan Liedman, Commander, Patrol and Reconnaissance Wing 11, addresses the crowd at "Flag Nite".



Photo courtesy of VP-8. Five VP squadron wardrooms competed in the friendly but serious whiffle ball tournament at "Flag Night." The "War Eagles" of VP-16 came out on top.



Photo courtesy of VP-8. Capt. Sean Liedman (right), Patrol and Reconnaissance Wing 11 (CPRW-11) commander, presents a plaque of recognition and appreciation to Capt. Chris Janke, the outgoing chief staff officer of CPRW-11.



Photo courtesy of VP-8. Sailors assigned to CPRW-11 battle against a VP-8 whiffle ball team on Sept. 11 at McAffrey softball cmplex during "Flag Nite".

26

VP-8 Honors the P-2V Neptune

On October 14, sailors from Patrol Squadron (VP) EIGHT honored their maritime patrol and reconnaissance legacy by restoring the P-2V Neptune on display at NAS Jacksonville's Heritage Park. Four Aviation Structural Mechanics from VP-8 volunteered more than 550 man hours to clean, sand, paint and apply insignia to restore the exterior of the Neptune to its original condition.

The Lockheed P-2V Neptune was accepted into naval service in 1947 as the primary land-based anti-submarine patrol aircraft. The original Neptune was equipped with several key features that aided this task: sonobuoy launch capabilities, twin .50 caliber machine guns in the nose, an AN/ASQ-8 Magnetic Anomaly Detector and an AN/APS-20 surface search radar. Prior to being replaced by the P-3A Orion in the late1960s, the P-2V played a key role throughout the Vietnam and Cold War $\ensuremath{\mathsf{Era.}}$

The Neptune on display at Heritage Park is dedicated to the crew of LA-9, a VP-5 aircraft that disappeared during a routine mission originating from Keflavik, Iceland on January 12, 1962. Initial Search and Rescue missions to recover the crew were unsuccessful, but on August 6, 1966 wreckage from the Neptune was found on Greenland's remote Kronborg glacier. It was donated to the park on August 18, 1993, and the final recovery mission was completed in 2004.

The P-2V Neptune restoration project was a collaborative effort between five organizations: Lockheed Martin, the Maritime Patrol Association (MPA), the Association of Naval Aviation (ANA), Commander, Patrol and Reconnaissance Wing



Oct. 1, 2014 – Aviation Structural Mechanics assigned to the Fighting Tigers of Patrol Squadron (VP) 8, paint the P-2V at NAS Jacksonville's Heritage Park during a renovation project being performed by VP-8's Aviation Structural Mechanics. (U.S. Navy photo by Aviation Structural Mechanic 2nd Class Michael Whitmoyer)



Oct. 20, 2014 – Retired Adm. Mark Fitzgerald (Representing the Association of Naval Aviation), shakes the hand of Aviation Structural Mechanic 2nd Class Matthew Larkin in appreciation for assisting in the renovation of the P-2V Neptune located in Heritage Park at Naval Air Station Jacksonville. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)



Oct. 20, 2014 – Retired Adm. Mark Fitzgerald (Representing the Association of Naval Aviation), talks to Patrol Squadron (VP) 8 Sailors who took the lead on the P-2V Neptune restoration project located in Heritage Park at Naval Air Station Jacksonville. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)



Oct. 20, 2014 – (From left to right) Commander, Patrol Squadron (VP) 8, Cmdr. Derek Adametz, Retired Adm. Mark Fitzgerald (Representing the Association of Naval Aviation), VP-8 Aviation Structural Mechanics, Lt. j.g. Josh Cochran, retired Capt. Richard Heimerle (Representing the Maritime Patrol Association), and Lt. Cmdr. Leroy Shoesmith (CPRW-11 Maintenance Officer); all contributors to the P-2V Neptune restoration project, pose for a photo next to the finished P-2V located in Heritage Park at Naval Air Station Jacksonville. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)

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ELEVEN (CPRW-11) and VP-8. Aircraft on display at Heritage Park rely on charitable donations from organizations such as Lockheed Martin, MPA and ANA for maintenance and upkeep. Once funding was secured for the project, CPRW-11 put out the call for volunteers and VP-8 immediately took on the challenge.

"I am incredibly proud of the brilliant work by our Fighting Tiger Aviation Structural Mechanics," said Cmdr. Derek Adametz. "The coordination and generous donations of every organization involved allowed these Sailors to apply their expertise to preserve and honor a piece of our Naval Heritage."

★ By LTJG Mark Baden, VP-8 Public Affairs Officer



Oct. 1, 2014 – Aviation Structural Mechanic 2nd Class Steven Burger, assigned to the Fighting Tigers of Patrol Squadron (VP-8), sands a P-2V Neptune at NAS Jacksonville's Heritage Park during a renovation project. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)



Oct. 1, 2014 – Aviation Structural Mechanics assigned to the Fighting Tigers of Patrol Squadron (VP) 8, position equipment in preparation to perform a renovation project on the P-2V Neptune at NAS Jacksonville's Heritage Park. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)



VP-30 Receives 15th LRIP Poseidon Aircraft

Zhe U.S. Navy received its 15th P-8A Poseidon maritime patrol and reconnaissance aircraft Aug. 5 at Fleet Replacement Squadron VP-30, aboard Naval Air Station Jacksonville.

"This aircraft adds to our growing fleet of P-8As and bolsters our capacity to begin the transition of the fourth P-8 squadron in Jacksonville," said Capt. Sean Liedman, commodore of Patrol and Reconnaissance Wing 11, Jacksonville.

"Eventually, this aircraft will become part of the P-8A deployment cycle and continue to build on the successes of the first P-8A deployment.

"Throughout the P-8A's maiden operational deployment, the reliability of P-8s were proven over the course of executing 17 detachments throughout the Western Pacific and Indian Ocean regions, including detachments to the Republic of the Philippines, South Korea, Malaysia, Singapore and Australia. Each of those detachments were executed with only a small level of expeditionary maintenance support, yet maintained high mission completion rates."

The Low Rate Initial Production (LRIP) delivery follows on the heels of the first ever operational deployment for the P-8A Poseidon.

"Fleet P-8 aircraft and aircrew continue to impress, adding to accomplishments that began with last year's initial operational capability and first deployment and will continue as we expand the capabilities of a rapidly growing inventory," said Capt. Scott Dillon, program manager of Maritime Patrol and Reconnaissance Program Office (PMA-290), at NAS Patuxent River, Md.

Last month, the first operational P-8A Poseidon squadron from NAS Jacksonville, VP-16, returned from deployment with the Navy's newest maritime patrol aircraft.



Photo courtesy of VP-30. P-8A No. 755 is the 15th Poseidon to fly from the Boeing plant in Renton, Wash. to NAS Jacksonville, where it was received by VP-30, the Navy's fleet replacement squadron for training pilots and warfare operators on the P-8A Poseidon.

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The "War Eagles" of VP-16 operated out of Kadena Air Base, Okinawa, Japan, and supported the commander of Task Force (CTF) 72 throughout the Western Pacific area of operation with 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.

According to the commanding officer of VP-16, Cmdr. Dan Papp, the P-8A met or exceeded all expectations during its maiden deployment to the Western Pacific.

"The P-8A exceeded P-3 performance in every historical measure of performance, including mission completion rate, ontime takeoff rate, number of in-flight aborts, and persistence at range," Papp said.

"[The P-8A] proved to be a game-changer for Theater Anti-Submarine Warfare (TASW) in the Western Pacific due to its increased range and endurance, higher dash speed to get to the area of action faster, and larger passive search area due to its capability to process 64 vice 32 sonobuoys. Additionally, P-8's acoustic processor demonstrated better reliability and longer passive detection ranges than a P-3."

Over the course of the seven-month deployment, the P-8A became the platform of choice for long-range maritime domain awareness, and search and rescue missions due to its increased range and endurance. The higher transit speed of a P-8 resulted in more on-station time during the execution of long-range missions, Papp said.

He added that the ALQ-240 Electronic Support Measures (ESM) system significantly extended the tactical surveillance range of the P-8A and enabled aircrews to quickly locate surface contacts of interest in the dense maritime environment of the Western Pacific. In addition to the ESM system's performance, he explained that the datalink and sensor fusion capability of the P-8 significantly enhanced aircrew situational awareness and enabled higher-fidelity tactical reporting to operational commanders.

"P-8 demonstrated high levels of SIPRNET chat, Link 16, and Link 11 connectivity, which enabled aircrews to better integrate with U.S. and allied naval and joint platforms operating in the Western Pacific," Papp added.

Not only did VP-16 conduct various operational missions while deployed, the squadron also conducted demonstrations for high-ranking officials from allies and partners such as Japan, South Korea, Australia, and Malaysia.

"The high quality work of the P-8A team has made this fleet delivery possible. We look forward to having continued successes within the program," Dillon said.

The P-8A Poseidon is replacing the P-3C Orion as a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft, capable of broadarea, maritime and littoral operations.

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By LaToya Graddy, Naval Air Systems Command Published in the Jax Air News, August 13, 2014

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31 *

VP-40 Plays Role in SEACAT Multinational Exercise

SUBANG, Malaysia and CLARK, P.I. - Combat Aircrew 4 (CAC-4) and Combat Aircrew 11 (CAC-11) of Patrol Squadron FORTY (VP-40) recently participated in the Southeast Asia Cooperation and Training (SEACAT) Exercise. Led by Mission Commanders, LCDR Christine Felice (CAC-4) and LT Kevin Snyder (CAC-11), the crews' four day detachments were part of a large-scale multinational counter-piracy and antiterrorism exercise with liaison officers from the United States, Brunei, Indonesia, the Philippines, Singapore, and Thailand. VP-40 is currently deployed in the Seventh Fleet Area of Responsibility (AOR).

CAC-4 operated out of Clark Air Base in the Republic of the Philippines (RP). During SEACAT, CAC-4 provided aerial surveillance and support for the Vertical Boarding Search and Seizure (VBSS) phase of the exercise. The crew performed operations off the Philippine coasts of Puerto Princesa and Subic Bay, working with the USS Wayne E. Meyer (DDG-108), two Philippine Navy ships, a Philippine Islander patrol aircraft, and an RP Helicopter. LCDR Felice commented on the



CAC-11 Mission Commander LT Kevin Snyder of VP-40 presents Royal Malaysian Air Force Capt. Morgan with a lithograph of a P-3C Orion antisubmarine aircraft. VP-40 is currently in deployment in the Seventh Fleet Area of Responsibility. (US Navy photo by LTJG Jonathan Cashon, VP-40)



VP-40's CAC-4 meet with members of AFPCC in front of a US Navy P-3C Orion patrol aircraft. VP-40 is currently in deployment in the Seventh Fleet Area of Responsibility. (Photo by Mr. George Calubay, Clark AB Staff)

significance of exercise: "It was an excellent opportunity to show one of our allies how we support VBSS operations in the region. It enabled us a chance to continue strengthening our relationship with the Philippine Armed Forces."

Hosted by the Royal Malaysian Air Force (RMAF) out of Subang, Selangor, CAC-11 flew operational flights to the Strait of Malacca for collaborative training in maritime interdiction operations (MIO). The P-3C crew executed an ISR mission on the USNS Rappahannock (T-AO-204) serving as the suspect vessel with joint interception and turnover coordination from a Singapore Fokker-50, operating out of Thailand.

RMAF Capt Morgan was CAC-11's gracious de facto crew liaison officer at Subang Airport and was presented with a VP-40 lithograph as a token of appreciation. Meanwhile, CAC-4 was accompanied by 3 members of the Philippine Army and Navy onboard their P-3C Orion maritime patrol aircraft, and also presented them with a squadron lithograph.

LT Snyder expressed gratitude for the opportunity to work with the representatives of several participating nations, resulting in enhanced relationships and increased mission readiness. "We were granted a rare opportunity to operate out of Malaysia in the combined SEACAT effort which was a wonderful chance to better develop our foreign interoperability and build international relationships to keep our AOR safe and give our deployed crews the tools necessary for success moving forward."

By Lt.j.g. Michael Cacciapuoti, VP-40 Public Affairs Published on the NAS Whidbey Island Facebook Page, September 30, 2014



CAC-4 Mission Commander LCDR Christine Felice presents members of AFPCC with a lithograph onboard a US Navy P-3C Orion patrol aircraft. VP-40 is currently in deployment in the Seventh Fleet Area of Responsibility. (US Navy photo by AD1 Isai Castro, VP-40)





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'Red Lancers' making an Impact in El Salvador

Zhe "Red Lancers" of VP-10 have had an immediate positive impact since arriving in El Salvador on June 24 in support of Operation MARTILLO, a U.S., Europe, and Western Hemisphere effort targeting illicit drug trafficking routes in Central America.

Operationally, the Red Lancers, a P-3C squadron based at NAS Jacksonville, have conducted numerous patrols, helping bring to justice those suspected of illegal smuggling operations. So far, their efforts have prevented the transfer of 5,703 kilograms of cocaine with an estimated U.S. market value of \$1.16 million.

These surveillance flights would not be possible without the tireless diligence of the VP-10 maintenance team, who provide the aircrews with mission-capable aircraft. The maintainers have provided a total of 2,400 man hours that have included one engine change, two propeller changes, two engine driven compressor changes, two hydraulic pump changes, and one AIMS turret change.

The Red Lancers will also be attending the annual UNITAS and Silent Force Exercise conferences in Lima, Peru. These conferences, beginning mid-September, consist of multinational exercises conducted to enhance interoperability and mutual cooperation between navies. The Red Lancers will be joined by forces from Central and South America, as well as European countries.

Additionally, the Red Lancers have had a positive impact in the local community by participating in various community relations activities with local organizations. They have donated nearly 4,450 lbs. of clothing, food and school supplies to Iglesia Gran Comisin (Grand Commission Church), in La Libertad, El Salvador. Squadron members have also helped by cleaning floors, painting rooms, and building new shelves in the church's child development center.

The Love and Hope Children's Home, which provides care and shelter for local children in need, has also benefited from Red Lancer involvement. Volunteers have given more than 163 hours of their time to build connections with the orphaned, abused, abandoned, or neglected children who are supported by the home.

Squadron members are also raising money to help support



doors so the children will have a protected place to do homework and other after-school activities.

Additionally, 2,000 pounds of high-protein, nutritious rice packages will be delivered, providing meals for up to 14,000 people.

U.S. Naval Forces Southern Command and U.S. 4th Fleet provide a sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

By Lt. j.g. Brendan McGoey, VP-10 Public Affairs Officer Published in the Jax Air News, September 17, 2014

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VP-1 Soccer Team Builds Squadron Closeness

When the World Cup tournament in Brazil concluded, it united millions across the world in the spirit of competition. The most popular sport in the world, soccer, brings together people from every imaginable background and gives them all a common interest. Language, race, religion, and culture are all forgotten as everyone is joined together by their love of the game.

Like the World Cup tournament, the Screaming Eagles' soccer team has created bonds between people whose paths may have otherwise never crossed. Sailors on the team encompass all walks of life, and come from all over the globe. But whether it's a late evening game or a Saturday afternoon practice, everyone on the field is just looking to get out and have some fun.

The team was led by AMC Kapkanov and AME1 Jackson. AMC Kapkanov was born in Russia, where he started playing soccer at just 7-years-old. A self-proclaimed superstar in high school, he jokes that taking time off from the game when he moved to the states is the only reason he didn't go pro. All joking aside, his multiple goals and stellar goalkeeping made him a threat everywhere on the field.

ADAR Gonzalez and AWO3 Hurtado both remained calm under pressure as they helped lead the midfield with level heads and swift ball control. Both Sailors spent time living in Mexico and the US while growing up. Hurtado's father is from Mexico, and he grew up playing in adult leagues in Mexico as a teenager. He also helped coach the Misawa Eagles while stationed in Japan.

Gonzalez split his childhood between San Diego, CA and Tijuana, Mexico and spent a great deal of time playing soccer on both sides of the border. AA Giacona was instrumental on defense, using his strength and experience to keep opponents at bay. As a teenager, Giacona spent his summers in Italy with father's family. While there he played for an elite U-19 men's team, competing across Sicily and Spain, including the highly competitive Donosti Cup.

AWO3 Bowen led the team in scoring with 13 goals and a seemingly endless amount of energy. Along with LTJG Hinkley and LTJG Molinari, he helped to create a formidable offense for the Screaming Eagles. Bowen is originally from Arkansas



Photo courtesy of VP-1. AMC Dmitry Kapkanov punts the ball away after making a save during a game. AMC Kapkanov led VP-1 Screaming Eagles Soccer Team as both a goalkeeper and a captain.



Photo courtesy of VP-1. Members of the VP-1 Screaming Eagles Soccer team from L to R Back Row: LT Dean Bong, AMC Dmitry Kapkanov, AZ2 Nathan Pitts, AM3 Matthew Holley, ATCS Jeffrey Wicker, AME1 Jonathon Jackson, LTJG Andrew Hinkley.

and Molinari's family is from Italy. Hinkley was born in Washington, but on the field it would seem as if they had spent their entire lives playing together.

The US Navy is comprised of Sailors from every imaginable corner of the world. Its diversity is rivaled only by its strength, which would not be possible without the dedication and commitment of its Sailors. The same is true not only of VP-1, but the Eagle's soccer team as well.

Many of our Sailors have come halfway across the globe to

35 7

serve, while others are just a few miles from home. Through their perseverance, enthusiasm, and teamwork, the team was able to bring everyone together for a great season, and create lasting bonds of friendship and camaraderie.

The Eagles had a stellar regular season; despite a busy schedule filled with detachments, flights, and simulators, they still managed a 4-3-3 regular season record.

"What comes to mind is that we can be proud of a great year," says AME1 Jackson. "We've endured untimely injuries and detachments, yet remained a threat against all teams, banding together to put forth a fantastic season. We had our very own dedicated cheer section in wind and rain or gorgeous evenings. Sure we had our frustrations like every family does, but the fact that we are a family made the season worthwhile!"

In the end, the Eagles reached the third round of the playoffs before suffering a heartbreaking loss in the final seconds of the game. It was a hard fought game that clearly showed the team's improvement throughout the season. The bonds created on the field through tough competition, victories, and losses, have translated into a closer working environment within the hangar.



Photo courtesy of VP-1. AME1 Jonathon Jackson looks on as AN Dominic Giacona clears the ball out of the defensive end. Giacona was an instrumental part of the defense for the VP-1 Screaming Eagles Soccer Team.

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By LTJG Christina Smith, VP-1 PAO Published on the VP-1 Web Page, August 27, 2014

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VP-30 Poseidon Joins Operation NANOOK 2014

 \mathcal{V}_{P-30} participated in Operation NANOOK 2014, a joint search-and-rescue exercise (SAREX) Aug. 19 – 22. Operation NANOOK is the largest annual training opportunity for the Canadian Armed Forces in Canada's Arctic Region. This marks the eighth annual arctic joint training exercise run by the Canadian Armed Forces and the Canadian Coast Guard.

NANOOK 2014 is an annual engagement with international military and security partners to demonstrate interoperability in the Arctic Area of Operations.

This year, the exercise had more than 800 participants, including the Royal Danish Navy Warship HMDS Triton, the Royal Canadian Navy HMCS Shawinigan, the Canadian Coast Guard Ship CCGS Henry Larsen, a Canadian CH-139 SAR Helicopter, a CP-140 Aurora (Canada's current maritime patrol P-3 variant), and a US Navy P-8A Poseidon from the VP-30 Pro's Nest – the P-8A Fleet Replacement Squadron at NAS Jacksonville.

The exercise tested the coordinated SAR response from multiple nations when a simulated fishing vessel carrying 13 people failed to meet a deadline for a scheduled satellite phone update.

The P-8A demonstrated its capability to operate autonomously from a remote area with a single crew and a small maintenance detachment that deployed with the aircraft.

The P-8A detachment established a two-hour ready, waiting for the call to launch for the SAR exercise. Shortly after assuming the ready posture, the crew received the word to launch. The simulated vessel was presumed to have sunk as much as 36 hours prior and two orange life rafts were now floating in the open ocean.

The Poseidon's crew was tasked to locate the life rafts and guide local assets to recover the survivors. During preflight preparations, the crew learned the Canadian Aurora, which was already on station, had located one of the life rafts – but was low on fuel and would need to return to base with the second raft still not located. Due to short required preflight times the P-8A the crew was soon airborne and heading to their on-station point 650 miles to the north. The P-8A demonstrated its value as a quick response SAR asset, arriving on station just one hour and 15 minutes after takeoff.



Photos courtesy of VP-30. VP-30 aircrew stand with one of their Canadian Armed Forces liaisons. (From left) Warrant Officer Sean Organ of 5 wing operations, Lt. Brian Morgan, Lt. Ron Belany, Lt. Jason Dodge, Lt. Jill Kroncke AWO1 Jarrod Post, AWO3 Rachel Korzeb, AWO1 Tymothy Waddell and Lt. Ryan Seligman.



A pilot's view through the P-8A Poseidon "heads up display" focused on an iceberg floating near the exercise's simulated life raft.

While transiting to the operating area, a VP-30 Electronic Warfare Operator (EWO) began utilizing the aircraft's powerful radar to help locate any ships or small objects in the area. Utilizing the Inverse Synthetic Aperture Radar (ISAR), the EWO was able to differentiate between the ships and icebergs, greatly reducing the crew's workload. Upon checking in with CCGS Henry Larsen and the Joint Rescue Coordination Center (JRCC) based in Halifax Canada, that was leading the SAR evolution, the crew received tasking to conduct a ladder search of the area. While descending to the assigned working altitude of 1,000 feet one of the pilots sighted an object in the water. The crew quickly maneuvered to investigate. As the crew approached, they were able to visually confirm that it was indeed one of the missing life rafts. They quickly reported their success to the HMCS Shawinigan and provided

37 🚽

guidance to find and recover the survivors. The VP-30 P-8A crew was on station a total of six minutes before they found the missing life raft.

The crew continued to circle and maintain contact with the life raft while the ship maneuvered to recover the survivors. After HMCS Shawinigan recovered the life raft, the Poseidon crew was tasked to provide "top cover" and serve as a communication relay for a Canadian CH-149 SAR helicopter that was inbound to the ship to conduct a hoisting evolution.

The P-8A's long on-station capability allowed the crew to complete both its primary and secondary tasking. When the CH-149 completed its mission and had established radio communications with the return controlling agency, the VP-30 crew was cleared to return to base.

NANOOK 2014 was a great success. The VP-30 crew was comprised of aircrew with experience in the P-3 who had transitioned to P-8A. Despite being instructors who teach students how to operate the aircraft tactically – none of them had ever performed a real-world mission or actually deployed with the Poseidon. This exercise validated the training syllabus that is still evolving as the P-8A program grows. The ability to take a crew that has never flown the aircraft on a real mission and succeed on-station is a testament to its outstanding mission software and the comprehensive training that instructors receive.

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By Lt. Brian Morgan, VP-30 Public Affairs Officer Published in the Jax Air News, September 17, 2014



The VP-30 aircrew briefs at the Joint Rescue Coordination Center for Operation NANOOK 2014. (From left) AWO1 Tymothy Waddell, Lt. Ryan Seligman, Lt. Jill Kroncke, Lt. Ron Belany and AWO1 Jarrod Post.



As seen by the VP-30 aircrew from their P-8A Poseidon, HMCS Shawingan moves into position to recover one of the simulated life rafts.



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38

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VP-40 Detaches to Philippines for CARAT Exercise

Subic BAY, Olongapo City, Philippine Islands - The outstanding sailors and officers of Combat Air Crew Nine (CAC-9) of Patrol Squadron FORTY (VP-40) recently participated in the 20th Cooperation Afloat Readiness and Training (CARAT), an annual exercise between the United States and the Philippine Navy. Accompanying them was one of VP-40's P-3C anti- submarine aircraft and a talented and dedicated maintenance crew. VP-40 is currently on deployment in the Seventh Fleet Area of Responsibility (AOR).

Led by Mission Commander, LCDR Matthew McKerring, CAC-9 provided support and training to several elements of both U.S. and Philippine forces. On the ground, CAC-9 met with pilots of a Philippine twin-engine BN-2 Islander aircraft and AW-109 helicopters, providing briefs and training on subjects ranging from Crew Resource Management (CRM) skills to Search and Rescue (SAR) tactics. In the air, the crew provided real world training on maritime surveillance for the Islander crew and SAR training to the AW-109 crew.

Later on in the detachment, CAC-9 trained with the USS John S. McCain (DDG-56), participating in Detect to Engage training, along with testing the Arleigh-Burke class destroyer's weapons and radar systems.



LCDR Matthew McKerring of VP-40 welcomes journalists of the Manila Times with a guided tour of a P-3C Orion maritime surveillance aircraft. VP-40 is on deployment at Kadena Air Base supporting U.S. 7th Fleet operations in the Pacific. (U.S. Navy photo by LTJG Michael Cacciapuoti / Released)



AWO2 Pendergrass of VP-40 is interviewed by nationwide media outlet TV5 while providing a guided tour of a P-3C Orion maritime patrol aircraft. VP-40 is on deployment at Kadena Air Base supporting U.S. 7th Fleet operations in the Pacific. (U.S. Navy photo by LTJG Michael Cacciapuoti / Released)



(Left to right) AWO2 Grant Hosaflook, AWV1 Kevin Carerra, and AWO2 Connor Pendergrass of VP-40 welcome airmen of the Philippine Navy aboard a P-3C maritime patrol aircraft. VP-40 is on deployment at Kadena Air Base supporting U.S. 7th Fleet operations in the Pacific. (U.S. Navy photo by LTJG Chris Duenas / Released)

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LCDR McKerring expressed gratitude on behalf of his crew for the opportunity to operate and train with the Philippine Navy and the USS John S. McCain. "It was an honor and a privilege to work with such dedicated professionals on this detachment, especially with a valued ally of our nation. We all had a fabulous time and really enjoyed swapping stories with our counterparts."

CAC-9 also had an opportunity to meet with the local community, providing a tour of their aircraft to a company of local Subic Bay firefighters. They also gave a tour and interviews to several Philippine media outlets, including reporters Lorenzo Ongkiko of the nationwide TV5 network and Ernesto Esconde of The Manila Times, further strengthening the communal ties between the U.S. and one of its strongest allies in the Pacific.

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By Lt.j.g. Michael Cacciapuoti, VP-40 Public Affairs Published on the NAS Whidbey Island Facebook Page, September 26, 2014



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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.



NJROTC Basic Training Wraps Up at VP-45

A formal graduation ceremony took place Aug. 5 aboard NAS Jax for 67 incoming freshmen enrolled in the Navy Junior Reserve Officers Training Corps (NJROTC program at Nease High School in Ponte Vedra.

The new cadets completed a rigorous six-day NJROTC military indoctrination and training program known as BCT (Basic Cadet Training).

Designed to jump-start the incoming freshmen's JROTC training, the cadets learn how to wear their uniforms, how to march in formation, military customs and courtesies, as well as undergo intensive physical fitness training.

Upper classmen instruct all phases of the BCT program under the guidance and supervision of two NJROTC naval science instructors, in this case, retired AECM John Duffy and retired USMC Gunnery Sgt. D.D. Hanson.

On the final day of BCT, cadets visited the VP-45 "Pelicans" for an informative brief by VP-45 Commanding Officer Cmdr. T.J. Grady.

Following the presentation, the cadets were divided into smaller groups for a closer look at each squadron work center, as well as a tour of the new P-8A Poseidon.

Student questions for the tour guides ranged from general flight characteristics to the specific aircraft systems.

Members of the Pelicans aircrew were impressed by the students' background knowledge and overall enthusiasm for the event.

Lt. j.g. Joseph Johannes reflected, "It was very motivating to see young adults so interested in a career in the military."

The graduation ceremony culminated with the cadets' parents pinning on the collar device rank of E-2 on their cadets' uniforms.

Cadets Sydney Washington and Lily Short were selected as the Honor Graduates – an award given to the cadets with the highest academic and physical fitness average during the training.



Photo by Carol Blair. Cadet Cali Vaughn (right) briefs incoming cadets on NJROTC standards during Basic Cadet Training at Nease High School in Ponte Vedra.



Photo courtesy of VP-45. Three aspiring aviators get a chance to see first-hand what it's like in a P-8A Poseidon flight station.

The Nease High School NJROTC unit was commissioned in 1993 and its current officer in charge is retired USCG Capt. Scott LaRochelle.

By Lt. j.g. Anthony Montes, VP-45 Public Affairs Officer Published on the Jax Air News, August 20, 2014

41 🔺

VQ-1 Sends ATC Johnson to Civilian Marksmanship National Tournament

The art of weaponry is the hallmark of the U.S. military, and for VQ-1's ATC Herb Johnson, it's a passion. As a sailor in the Navy's largest operational squadron, he was the squadron's only representative for the Civilian Marksmanship Program competition. The CMP is a national tournament hosted annually at Camp Perry, Ohio. It is the world series for competitive shooters. The competition originally was born out of a desire to improve military marksmanship and national defense preparedness in 1903, supported by President Theodore Roosevelt. Today, the tournament is funded privately and includes the NRA's version of the competition as well. In a brief interview, Chief Johnson explained the major differences between the CMP competition versus the NRA's version. Of note, the CMP requires the shooter to use iron sights and allows few modifications. In particular, shooters compete on a 50 yard range for pistol and 600 yard range for rifle. The NRA match has competitors shoot from a range of 25 yards for pistol and 200 yards for rifle. Red dot scopes are also authorized. This year's competition concludes Chief Johnson's attendance at this highly distinguished event while on active duty, as he will soon retire with 21 years of honorable Naval service.

★ By LT Bradley Stinehart, VQ-1 PAO



From left to right in the attached picture: EODCS David Walker, ATC Herb Johnson, CDR Mick Glancey, CDR Yvonne Roberts, CDR Matt Bartel, AME1 Marco Chavez, LCDR John Hay. Photo courtesy of Chief Herb Johnson.

42

Naval Officer Reunites with Family on Detachment in the Philippines

SUBIC Bay, Olongapo City, Philippine Islands – A small, crowded bus pulls up to the entrance of the all but abandoned Subic Bay International Airport. A group of twenty-six members of the Urbina Family exit the crowded bus one by one as they are escorted through an empty terminal and onto the flight line.

Awaiting them is a lone P-3C anti-submarine aircraft. Escorting them is Naval Flight Officer LT Elena Yoshimura, whom the Urbina Family hasn't seen since she was seven years old. LT Yoshimura, Tactical Coordinator (TACCO) of Combat Air Crew Nine (CAC-9) of Patrol Squadron FORTY (VP-40) is meeting her mother's extended family for the first time in over twenty years during her crew's detachment to the Philippine Islands. VP-40 is currently on deployment in the Seventh Fleet Area of Responsibility (AOR), based in Kadena and Misawa, Japan.

After a two hour bus trip from their hometown of Manila, the Urbina Family is invited onboard the P-3C Orion and given a grand tour of the anti-submarine and reconnaissance aircraft, led by the officers and Aircrew Warfare Specialists of CAC-9. Among the members of the Urbina Family is her 82-year-old grandfather Pascasio and grandmother Elena. This provided a unique opportunity for LT Yoshimura's birth family to meet with her Navy family, all while learning about the amazing work their granddaughter does on a daily basis.

"My Filipino family has always been very supportive of me as American service member. I am very blessed to have their support despite the distance and time apart. They are the hardest working people I know, and have inspired me throughout my naval career through their devotion to family, community, and God. This short visit has given me the opportunity to be a part of their everyday life and share in their culture as well as show them what I do in the United States Navy."

LT Yoshimura is a graduate of the United States Naval Academy and currently serves VP-40 as one of its senior Instructor TAC-COs. As a Naval Flight Officer she has served five years in the Navy, over half that time with VP-40. Her father is a retired Japanese-American sailor STS1 Frank Yoshimura, Ret.

By Lt.j.g. Michael Cacciapuoti, VP-40 Public Affairs Published on the NAS Whidbey Island Facebook Page, September 29, 2014



LT Elena Yoshimura (center) poses with her family and flight crew, CAC-9 of VP-40, in front a P-3C maritime patrol aircraft. VP-40 is on deployment at Kadena Air Base supporting U.S. 7th Fleet operations in the Pacific. (U.S. Navy photo by LTJG Michael Cacciapuoti / Released)

MPA Jacksonville Chapter Puts on a Fall Flight Suit Social

Nearly 100 guests gathered on the back deck of the 'T-Bar' on board NAS Jacksonville for the Maritime Patrol Association's (MPA) 'Fall Flight Suit Social' on October 16, 2014. A transition from the 'Happy Hour and a Half' event held previous years, the Fall Flight Suit Social, celebrated the halfway point to the 2015 symposium which will revolve around the theme: "Eyes and Ears of the Fleet: 60 Years of Air Recon."

Planned by the Jacksonville Chapter of the organization, the membership drive event invited current members to enjoy a few hours of cocktails and appetizers courtesy of MPA, and also encouraged potential members to join at the event.

"It was great to see the breadth of generations represented and the camaraderie had by all," said LCDR Ron Rumfelt, co-Vice President of the MPA Jacksonville Chapter. "Attendees ranged from retired CDR Ron Brown, who flew the P-2V Neptune years ago, to LTJG Kevin Roy, who is currently learning to fly the P-8A Poseidon. They were all able to mix and socialize - this is what being a member of MPA is all about!"

Rumfelt, along with his co-Vice President, LCDR Rodney Erler, and MPA's Director of Finance, Kristen Heimerle, guided the

evening's festivities, including a few awards.

Patrol Squadron THIRTY earned the MPA "Thumbs Up" award for having the command with the highest number of active duty attendees at the event, while Patrol Squadron EIGHT rounded out the least attendees earning them the "Golden Toilet" award.

★ Maritime Patrol Association



Local members of the Maritime Patrol Association socialize on the back deck of the 'T-Bar' on board NAS Jacksonville at the free member event and membership drive on October 16, 2014.



CAPT Curt Phillips, President of MPA, addresses the crowd of nearly 100 guests at the Fall Flight Suit Social at the "T-Bar" on board NAS Jacksonville on October 16, 2014.

Upcoming Events

Reunion Events

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! Contact: Gene Toffolo Email: genejanjay@aol.com Website: www.vp44goldenpelicans.com

VP-7 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

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

November

Friday, November 7: Patrol Squadron SIXTY-NINE Change of Command Ceremony CDR Daniel Johnson relieves CDR Eyran Richards as Commanding Officer.

Thursday, November 13:

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

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!

45 *

HERITAGE PHOTOS

Throwback Photos



VP-44 Buoy Watch 2. San Juan, Puerto Rico, 1956. Photo courtesy of Bill Stupka AT2, and Gene R. Toffolo AX2 (ret).



VP-44 Buoy Watch 1. San Juan, Puerto Rico, 1956. Photo courtesy of Bill Stupka AT2, and Gene R. Toffolo AX2 (ret).

46

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HERITAGE PHOTOS

Throwback Photos



VP-93 was a reserve wing squadron whose second commissioning was in 1976 (it was previously a WWII Squadron). During the early work up period a stiff competition developed between 2 crews to determine who would be designated the first AL-PHA (maximum qualification) crew. The competition came down to 2 crews; CAC 1 (mostly a selres crew) and CAC 3 (mostly a TAR crew). The end result CAC 1 became the first VP-93 ALPHA crew. This picture was taken after the final qual was reached in 1979. Crew members (rank and rates at the time) were: Standing left to right: NAV Paul Wilhelm LCDR, FE Andy Anderson AD1, FCO Chuck Walker AT2, 2P Dick Duxbury CDR (Commanding Officer of VP-93), 3P Tony Adaschick LCDR, SS3 John Reid AW2. Kneeling left to right: 2Mech Ron Nutter AMS2, SS1 Caryl Booker AW1, PPC Ron Voniak LT, TC Warren O'Neill CDR, SS2 Jerry Lach AW1. Photo submitted by Jerry Lach AWCS (ret).

1941 Pearl Harbor Air Combat Crash Site Located At Hawaii Golf Course. The famous photo, see attached, shows the crash site of a US Navy SBD with two crew members and also the crash of a Japanese Aichi Val dive bomber with two crew members. The two planes crashed next to each other because they were tightly engaged and one apparently struck the other, with no altitude to bail out, killing all four in both planes.

The US Navy air crew were recovered later, however an-Army patrol buried the badly burned Japanese air crew in an unmarked grave near the crash site and the location was lost due to the rough coral terrain. They are still there-PO2c Koreyoshi Sotoyama, pilot and radioman, Flyer 1c Hajime Murao.

The crash site itself was also lost as decades later a golf course was constructed on the property after presumablyall of the visible crash wreckage had been removed by the military.

Using documents, maps, air photos, etc obtained from National Archives, I have been able to locate the crash area again as seen in the photo, which is near to the main golf country club building. In 1941 the area was a thick forest of Kiawe trees.

This action was the largest air battle of the Pearl Harbor attack which actually took place over what is today known as Ewa, Oahu, near One'ula Beach. Army P-40B Warhawks shot down Japanese Aichi Vals while Japanese Zero's engaged several US Navy SBD's over the shoreline and what is today a golf course. Amazingly, one of the most famous photos of this air battle and resulting crashes was captured by an Army photographer in a passing B-17 attempting to land at Hickam Field.

Photo submitted by John Bond, Ewa Battlefield Historian. http://ewabattlefield.blogspot.com/

HISTORY

The U.S. Navy Sent Submarine-Hunters to Fight a Land War in Vietnam

In the late 1960s, the U.S. Air Force gave up on a plan to transform old sub-hunting planes into attack aircraft. But the Navy actually did send modified P-2 Neptune patrol aircraft to fight in Southeast Asia.

In 1967, the first batch of converted sub-chasers arrived in Thailand for a secret mission. The 12 planes—called OP-2Es, one of which is seen in storage above—were meant to drop special sensors that could track the enemy's every movement.

The Pentagon hoped these sensors would help break up North Vietnam's complex network of roads and trails in Laos—a.k.a., the Ho Chi Minh Trail. The Navy and Air Force couldn't attack an enemy they couldn't find in the first place.

The special four-engined planes dropped devices that looked like camouflaged sonar buoys—normally used to track submarines—or giant lawn darts. Engineers designers these sensors to get snagged in the trees or to bury themselves in the jungle floor.

Analysts back in Thailand would activate the microphones and listen in for the enemy. Some of the sensors could detect the ground shaking as trucks—or some unfortunate water buffalo—trundled by.

The low and slow flying Neptunes only had to toss the special equipment onto the trail. American commanders would then call in fighter jets and bombers to attack the convoys.

But the missions were hardly a cakewalk. The pilots and crews of Observation Squadron 67 regularly squared off against North Vietnamese anti-aircraft guns.

The aircraft had dispensers in the tail full of a small strips of metal called chaff. This countermeasure could blind hostile radars, but did nothing to stop the murderous fire from 23-and 57-millimeter cannons on the ground.

The planes could only respond with their token armament two rapid-firing Miniguns under the wings. Two other machine guns stuck out of the aircraft's rear emergency exist windows like you see on a World War II bomber.

An OP-2E's best option was to avoid fights whenever possible.



The Acoubuoy, seen above, had microphones to listen for the enemy. The Air-Delivered Seismic Intrusion Detector — or ADSID, depicted below — could 'feel' trucks drive by. Air Force photos.



48 🕎

By March 1968, three of the Neptunes had been shot down and 20 Navy fliers had died.

Three months later, the planes departed Southeast Asia for good and their war service came to a close. The military rigged up fast-flying F-4 jets to drop the sensors, instead.

The aircrews swore to secrecy and the Pentagon waited until 1998 to acknowledge the mission, according to the VO-67 alumni association.

The Navy's Gunship

While the OP-2Es were gone, the sailing branch was already planning to send another special Neptune to Vietnam. These new aircraft would be able to spot the enemy and attack them.

The Navy actually had started work on the new design-eventually named the AP-2H-while the OP-2Es were still flying in Laos. E-Systems had stuffed advanced radars and night vision cameras into a single P-2H model during an earlier project called Muddy Hill.

The Muddy Hill aircraft secretly had searched for guerrillas in Laos for almost four months before it returned to the States. The Navy was impressed with the results.

E-Systems eventually combined state-of-the-art equipment from the Muddy Hill program with a variety of weapons to create a new model. The sailing branch bought four of these AP-2Hs and sent all of them to Vietnam.

The AP-2H could carry bombs, napalm, rockets and machine guns under its wings. The aircraft also had rear guns like the **OP-2E** variants.

In addition, at least one AP-2H also kept a nasty surprise in its bomb bay, according to a Website maintained by former pilots and crew. Eight 40-millimeter grenade launchers hid inside, pointing downward at various angles.

These guns fired through holes in the bomb bay doors. The weapons could spray high-explosive shells over an area the size of a football field, as long as the pilot flew at the correct altitude.

The Navy's new gunships soon were flying missions over the Mekong Delta region in both South Vietnam and Cambodia. The special planes also blew up trucks in Laos.

Unlike VO-67, Heavy Attack Squadron 21 suffered no casualties during its tour of duty and all of its aircraft survived the fighting. But the military still considered the old propellerdriven planes to be too vulnerable.

In 1969, the AP-2Hs followed the OP-2Es out of the region and into storage. The following year, a batch of specially modified A-6C Intruder jets arrived to take over the same missions.

*

By Joe Trevithick Published online at www.medium.com You can follow Joe Trevithick on Twitter at @FranticGoat.



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MPA

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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?

★ You're cleared for take-off. ★

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!









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