

The Quarterly Newsletter of the Maritime Patrol Association

2015: Issue 1



In This Issue 2015 Symposium Registration NOW OPEN! Sixty Years of U.S. Navy Fleet Air Reconnaissance NAS Whidbey Island Under Construction for P-8 Arrival

PLANESIDE

Cover Photo



VQ-2, EA-3B JQ-7 Buno 146455, landing on USS America January 6, 1966. Official US Navy Photo, courtesy of AMHC Retired John Herndon.



PLANESIDE is a quarterly online newsletter published by the Maritime Patrol Association, Inc. Copyright 2012-2015.



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



A NEW ERA, NOW ON STATION.

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



In this Issue

Features:	
Welcome, From the President	5
CPRG: Checking On Station	8
In the News:	
NAS Whidbey Island Plans More Than \$140 million in New Construction	12
Four Star VP NFO Attends San Francisco 'Fleet Week'	14
Community:	
Change of Command for Patrol and Reconnaissance Wing TWO	16
Tridents Lead the Way Once Again	19
VP-5 Maintainers Recognized as Best in MPRF	22
'War Eagles' Past and Present Reunite in San Antonio	24
'Maa Foxes' Celebrate Safety Milestone (Fighting Tigers' Take Delivery of First Desciden	25
Fighting figers fake Derivery of First Poseidon	27
lacksonville Native Serves with Local Navy Maritime Patrol Sayadron	20
Strawberry 5' Retired to the Bone Yard	.34
'Mad Foxes' Detach to Australia	35
'War Eagles' Host Former Squadron Members	37
History & Heritage:	
Heritaae Photos	40
Sixty Years of U.S. Navy Fleet Air Reconnaissance	41
A History of U.S. Navy Fleet Air Reconnaissance	45
What's New:	59



WELCOME

From the President

As I write, we are just over two months away from our 2015 MPA Symposium with "Hot Contact" on the MPA Website sign-up page!

Notably, we chose this year's theme "Eyes and Ears of the Fleet: 60 Years of Air Recon", not only to celebrate this heritage, but also to look innovatively to the future where we will leverage our two platforms, P-8A and Triton, to continue dynamic delivery of unique Intelligence, Surveillance, and Reconnaissance capabilities. Appropriately, there is a great historical scene setter in this edition of *PLANESIDE* where you will discover the emergence of our "reconnaissance niche" in WWII as Winston Churchill aptly described the birth of electronic warfare as the "Wizard War."

Give it a read cover-to-cover and come prepared 13-17 April 2015, not only to enjoy the camaraderie of past and present Maritime Patrol and Reconnaissance Warriors, but also to be ready to offer professional opinion and ideas as we continue to shape the rapid transition of our community, one that continues to unfold before our eyes:

* VP-45 is checking on station for the *third* P-8 deployment in 7th Fleet while relieving VP-5 as they conclude a remarkable P-8 effort by every metric.

* VP-8 concludes the *fourth* P-3 to P-8 transition at the Pro's Nest in February while VP-10 checks of station from 5th Fleet turning in all of their P-3's to begin transition in March 2015.

* P-8 Fleet Training Center broke ground at NAS Whidbey Island in preparation for the first West Coast P-8A squadron in late Fiscal Year 16.

* VP-26 departed NAS Jacksonville for a 4th, 5th, and 6th Fleet Tri-Site deployment notably the *last P-3 deployment* from NAS Jacksonville.

* VP-4, VP-40 completed exceptional 4th, 5th, 6th and 7th Fleet Deployments with the mighty Orion buttressing the rest of the Fleet under transition and both now being relieved by VP-47 and VP-1 respectively.

* The MQ-4C "Triton" Unmanned Aerial System (UAS) is preparing for the first sensor flight testing at NAS Patuxent River, MD in March.



CAPT Curt Phillips, USN.

* VQ-1 continues the "World Watching" 24/7/365!

* Admiral Harry Harris CINCPACFLT presides over the WING 2 Change of Command where Commodore Lance Scott seamlessly hands off to Commodore Steve "Otis" Newlund.

...this is simply a snapshot of transition activities; there are thousands more underway across MPRF setting the conditions to achieve our future vision. Be a part of it, 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

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.

Pre-Qualification Deadline: February 1st! As time passes and old sea stories of glories past float away in the wind, the Association is a mechanism

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



Taking off for college?

★ 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.





April 15-17, 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!

ONLINE REGISTRATION NOW OPEN AT:

www.maritimepatrolassociation.org/symposium



CPRG

Checking On Station

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

The New Year finds our community deep into the transition to P-8A Poseidon. New jets are arriving in the Fleet every month and our legacy aircraft are being retired almost as quickly. January marks significant milestones as VP-26 embarks on the last operational P-3C deployment from an east coast based squadron. At the same time, professionally supported on the ground by our Tactical Operations Centers (TOC) and Mobile-TOC (M-TOC) teams, VP-45 departed on the third consecutive P-8A deployment to the Pacific as VP-5 returns home. Boeing and PMA-290 delivered the 21st fleet P-8A Poseidon to NAS Jacksonville and Northrop Grumman and PMA-262 flew two Triton MQ-4C air vehicles to NAS Patuxent River for operational test. VP-8 will soon be certified safe-for-flight in the P-8A with VP-10 and VP-26 following in turn to complete the east coast transition. We broke ground on a new Integrated Training Center building at NAS Whidbey Island this month to prepare for P-8's arrival and the west coast transition (set to begin in 2016). The Navy's first Triton squadron, VUP-19, is up and running with new plank-owners currently reporting to NAS Jacksonville for mission support and to NAS Point Mugu for air vehicle maintenance in the near future. The Sailors of "Big Red" look forward to supporting VX-1's operational test as they learn the new platform and prepare to accept their first aircraft in late 2017. Clearly it is an exciting time to be associated with the Maritime Patrol and Reconnaissance Aircraft (MPRA) community. We are on a fast moving train and it is guite a ride, but we have been here before.

Sometimes when you are most focused on the path forward, it is important to take a breath and reflect on where we have been. The MPRA community has a rich heritage of professionally serving our country's bidding around the globe. Over a half century ago, we went through an amazing transition from the P-2V Neptune to the P-3 Orion and immediately employed the new aircraft in support of national interests by monitoring Soviet shipping during the October 1962 blockade of Cuba. This was only the beginning of many Hot and Cold War engagements over the years by the P-3. Through the efforts and sacrifice of those early Orion and Aries pioneers we learned valuable lessons that have helped guide our transition today. As is true with naval aviation as a whole, we are better because of those that have gone before.

Nowhere is this legacy more evident than in the ever expanding patrol and reconnaissance missions that led to the formation of our Fleet Air Reconnaissance Squadrons - VQ-1 and VQ-2 - in the mid-1950s. After more than twenty years of



Rear Admiral Matthew Carter, USN.

operating a number of specialized aircraft in the Pacific and European theaters, VQ was outfitted in 1976 with the first variant of the EP-3 Aries aircraft. Today, the "World Watchers" of VQ-1, home based in NAS Whidbey Island, carry the lion's share of airborne electronic surveillance for naval aviation. After decades of faithful service and multiple capability upgrades we are facing the inevitable retirement of the EP-3E, but the mission and its crews are not fading away. We will capture and repurpose the expertise resident in our VQ, VPU, VP, and NAVAIR teams for P-8A and the transition of key VQ capabilities to a new platform, the MQ-4C Triton.

The MQ-4C Triton Unmanned Aircraft System (UAS) will be the center of the Navy's Intelligence, Surveillance and Reconnaissance (ISR) strategy for airborne reconnaissance. It will provide warfighters with an order of magnitude increase in persistent maritime multiple-intelligence (Multi-INT) capabil-

8 🔺

ity. The Triton UAS is designed from the ground up to compliment manned Maritime Patrol and Reconnaissance aircraft, and provide a multi-sensor surface surveillance platform that will be able to maintain a continuous presence in excess of 2,000 nautical miles from its operating base. It will be capable of providing similar intelligence products to those currently delivered by the VQ/Electronic Warfare community.

In addition to Multi-INT capabilities, the Triton will use its Electro Optical/Infrared (EO/IR) camera, Multi-Function Active Sensor (MFAS) radar, Electronic Sensor Measure (ESM) and Automatic Identification System (AIS) to provide a real-time over-the-horizon maritime picture to the Fleet. The flexibility to perform such a wide range of mission sets in a continuous and persistent manner will allow Triton to sustain superior ISR maritime dominance.

The Mission Control System (MCS) is where the Air Vehicle Operators (AVO), Tactical Coordinators (TC), and Mission Payload Operators (MPO) remotely operate the systems. They will work in coordination to not only control the flight of the aircraft, but also operate the sensors and complete the assigned missions. MCS's will be located in multiple sites across the United States.

In addition to the MCS, Triton will provide sensor data to the Regional Fleet Information Operations Centers (FIOC) and Naval Information Operations Centers (NIOC). Intelligence analysts at these FIOC/NIOCs will be able to view the intelligence data in both real time, and after the aircraft lands. Although in different locations, the MCS, FIOC, NIOC and TOC will all work in cooperation to accomplish the tasks and missions, as well as disseminate intelligence products. Intelligence operators from the VQ community will transition into these FIOC and NIOC billets, in order to preserve valuable VQ legacy skillsets.

Naval air reconnaissance, specifically the VQ community, has played a vital role in providing valuable intelligence to help maintain the United States' National Security over the last 60 years. Teamed with MQ-4C Triton UAS's manned capability counterpart, the P-8A, Triton will be a key component of the Navy's family of systems in achieving maritime domain awareness through persistent presence. Whether in the past, present. or future, the men and women of VQ...and soon VUP... work quietly and effectively behind the scenes to provide our Fleet Commanders and Combatant Command Commanders with effects and intelligence that they often do not get public credit for. They are the unsung heroes of the ISR world, and it is fitting that we honor their service at this year's MPA Symposium at NAS Jacksonville, FL, April 15-17, 2015. Details on this year's theme, "Eyes and Ears of the Fleet: 60 Years of Air Recon," can be found on the Maritime Patrol Association's web site: www.maritimepatrolassociation.org

Very respectfully, Matt Carter

Navy Commander (USN Retired) "RICK CAMPBELL follows his promising debut, *The Trident Deception* with another riveting military action thriller... A MUST-READ."—*Publishers Weekly*





"Compelling and thrilling." —JACK COUGHLIN, *New York Times*

bestselling author of Shooter

= Get your copy wherever books are sold = RICKCAMPBELLAUTHOR.COM

St. Martin's Press

E M P I KI RISING

New in Hardcover

RICK CAMPBELL



2015 Symposium Ticket Prices

EVENTS	MPA MEMBER	NON- MEMBER	
Heritage Presentations & Tours	\$0	\$0	
Heritage Dinner	\$50	\$60	
This event will sell out - don't miss it!			
Spouse Symposium	\$5	\$5	
Scholarship Golf Tournament Includes golf, lunch and dinner, beverages, amazing s	\$70 swag bag of and n	\$85 nore!	
Scholarship 5K	\$5	\$5	
Flight Suit Social Bringing a date? Paying for two practically pays for the r Includes food, beverages, awesome swag b	\$30 nembership! Sign u ag and more!	\$45 up today!	
It pays to be a member!			
Events on April 15-17! Become a member today at:			

www.maritimepatrolassociation.org

The Maritime Patrol Association, Inc. is a Florida not for profit corporation. It was formed in 2011 and is tax exempt status under Section 501(c)(3) of the Internal Revenue Code (Tax ID No. 45-1968605). Copyright 2011-2015. The Martime Patrol Association is a non-federal entity operated and controlled by individuals acting in their private capacities. It is not a part of the U.S. Department of Defense or any of its components and has no governmental status.

UNMANNED SYSTEMS

THE VALUE OF COMMANDING UNMANNED POWER.™

When you can go where others can't, you gain a powerful advantage. From undersea to outer space, Northrop Grumman is at the forefront of every aspect of unmanned systems. Our advanced platforms and technologies offer customers a wide range of new capabilities—resulting in greater safety, reduced costs, and improved mission effectiveness. *That's why we're* the leader in Unmanned Systems.

THE VALUE OF PERFORMANCE.

NORTHROP GRUMMAN

www.northropgrumman.com/ums

IN THE NEWS

NAS Whidbey Island Plans More Than \$140 million in New Construction

As the holiday season disappears in the rearview mirror, the construction around Naval Air Station Whidbey Island is speeding up as plans to introduce the Navy's replacement to the aging P-3C Orion fleet, the P-8A, start to take place.

The P-8A is slated to take over maritime surveillance duties from the P-3C Orion in the Navy's fleet here onboard NASWI in the coming years, starting with VP-4 slated for September of 2016 as Wing TWO in Hawaii starts its dis-establishment and transitions their squadrons to Whidbey Island. The P-8A's mission sets include long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance. The aircraft itself is a modified Boeing 737-800 built down in Seattle.

Beginning with the simulator building which will stand in

place of Building 126, Mr. Dan Duquette, military construction coordinator for Patrol and Reconnaissance Group, stated that it will be significantly larger than the old P-3C sim building.

"Inside the structure, there will be seven operational flight trainers for pilots and six crew trainers, compared to one of each in the old P-3C building," said Duquette. "And while P-8A aircraft will take up the majority of the space on the ramp, there will still be a small footprint of P-3C's primarily for the reserve squadron, VP-69. For that reason, the old simulator building will stick around for a few more years."

In addition to the two mobile tactical operations centers (MTOCs) currently on site, CPRW-10 will have four more MTOCs established in the near future. Also included in the new construction is the unmanned aerial vehicle TRITON,



Photo courtesy of CPRW-10. Capt. Vince Segars, Commander of Patrol and Reconnaissance Wing TEN, finishes the tear down of building 126.

which will join the P-8A for long range patrol missions. The TRITON facility construction is scheduled to commence in the summer of 2017.

CPRW-10's military construction representative and Operations Officer, Lt.Cdr. Doug Fitchett, describes the amount of coordination and communication required between NAVFAC, the construction companies, the squadrons, and all CNIC personnel on base as "immense", alluding to the fact that the base will not and cannot shut down due to heavy construction.

"The requirement of continuous P-3/P-8 operations during construction and the need to mitigate the impacts to the squadrons makes this a very unique time here at NAS Whidbey. It is truly a team Whidbey effort thus far and will be necessary in the future if we are going to be successful."

Wing TEN's Commodore, Capt. Vince Segars also weighed in on the monumental construction process.

"Today marked an historic day at NAS Whidbey Island with the first tangible signs of transition to P-8 for Maritime Patrol in the Pacific Northwest," said Segars. "Soon the building that will be the central focus in P-8 training for the next generation of Maritime Patrol warriors will be in place, and this is an

Rugged Reliable Responsible Ready

CFM56-7B 27,000 lbs. of thrust for the Boeing P-8A Poseidon



Global Engine Services Materials Customer Support

The Power of Flight



NAS Whidbey Island Commanding Officer, Capt. Michael Nortier, and Capt. Vince Segars, Commander of Patrol and Reconnaissance Wing TEN, help with the demolition efforts.

exciting time for our force as we complete transition from our beloved P-3 to the highly capable P-8."

Construction will be taking place around Whidbey Island until mid-2019, with six P-8A squadrons, six MTOC's, TRITON and one reserve P-3C squadron being the end result.

By LT Patrick Fischer, CPRW-10



It pays to be a member! MPA Members enjoy:

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

MPA gear

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

Your membership is waiting at:

maritimepatrolassociation.org

be Heritage Harred Association, Inc. & a Devide network corporation. B wave transed in 2011 and is a susception support to experiation and a sociation for Heritage Technologies in a una-fidered and/or specialistic described by individuals acting in their private capacities. It is not a part of the VLD transmission of Columns or any of the Column or any of the Columnosity approximation of the composition of

IN THE NEWS

Four Star VP NFO Attends San Francisco 'Fleet Week'

San Francisco Fleet Week was extra special this year. In addition to the Parade of Ships and the Airshow, featuring the Navy Flight Demonstration Team, the Blue Angels, San Francisco had the honor of hosting the commissioning of the Navy's newest Amphibious Assault Ship, the USS America, LHA 6. The Commander U. S. Pacific Fleet, Admiral Harry Harris was one of the speakers and introduced the Secretary of the Navy, the Honorable Ray Mabus, before a crowd of nearly 10,000.

The following day, Admiral Harris was the guest speaker aboard the USS Hornet Museum, where he gave a brief on Pacific Fleet responsibilities and operations to the members of the San Francisco Bay Area ANA Squadron and the Bay Area Tailhook Ready Room. Admiral Harris assumed the helm of the Pacific Fleet Headquarters in October 2013. His presentation showed that 80% of the world's population is within his AOR. In addition, in case hostilities break out anywhere in that area the majority of that population lives within 200nm of the coast, e.g. Tomahawk range. He noted that Globalization fuels prosperity and most of the world's most prosperous economies are within the Pacific Rim. These countries guard their Exclusive Economic Zones for the resources they contain. In many cases, multiple countries claim sovereignty of the same area and this results in increased tensions and possible small conflicts that might escalate into larger conflicts.

Anticipating the crowd's questions, Admiral Harris confided the three things that keep him up at night. The first is North Korea because they are ruthless and totally unpredictable. Second is China. So at the same time China is expanding its blue water Navy and is responsible for increased tensions in the South China Sea, the Pacific Fleet has invited China's Navy to participate in numerous humanitarian efforts, like the search for ML 370 off of Australia's western coast, help for the survivors of the Philippines typhoon, and even joining over two dozen countries in RIMPAC, the exercise held every other year for all the countries around the Pacific Rim. And third is balancing the bilateral treaties, most of which are in the Pacific AOR. At this time, 52% of the Navy's resources are in the Pacific and it will grow to 60% in the future.

And finally, Admiral Harris explained our efforts in foreign area officer training. Because continuity is important, these individuals will keep their expertise in their chosen theater. There are more and more exercises throughout the Pacific.



Admiral Harris with RADM Jerry MacKay. Harris was MacKay's aide as a Lieutenant in the mid-1980s.



Admiral Harris as the guest speaker aboard the USS Hornet Museum. Photo courtesy of CAPT Tom Spink, USN (Ret.).

They are focused on HADR, Humanitarian Assistance and Disaster Relief. He feels that if you train for the toughest jobs, the other jobs will not be a problem.

Admiral Harris' visit to the USS Hornet was special to many in the audience because he is the first VP NFO to achieve fourstars and the Moffett Field community turned out to congratulate him, including his long-time mentor RADM Jerry MacKay. Then 'LT Harris' was Rear Admiral MacKay's aide when he was COMNAVFORJAPAN in the mid-80s.

By CAPT Tom Spink, USN (Ret.) MPA Plank Owner Member Moffett Field Historical Society and Museum, Member of the Board of Directors & Editor of the 'Sparrowhawk' newsletter

14 🔺

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

LOCKHEED MARTI



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.



Raytheon.com



Change of Command for Patrol and Reconnaissance Wing TWO

Commander Patrol and Reconnaissance Wing (CPRW) 2 held a change of command ceremony in Hanger 104 at Marine Corps Base Hawaii, Kaneohe Bay, Jan. 16.

The change of command ceremony is a time-honored tradition that formally restates to the officers and enlisted personnel of a command the continuity of the authority of command. Capt. Stephen L. Newlund relieved Capt. Lance G. Scott as commanding officer of Patrol and Reconnaissance Wing TWO. Adm. Harry Harris Jr., commander of U.S. Pacific Fleet, was the keynote speaker at the event.

"From the time he took command, Lance set out to sharpen this already high performance organization into one with a reputation for aggressiveness and panache," said Harris. "Wing TWO adjusts to change on its own, with a weather eye on the future even as it focuses on the missions at hand."

Scott was born in Urbana, III. and raised abroad, spending 14 of his first 18 years in Germany and Japan. He received a Bachelor of Science degree in Marine Transportation from the U.S. Merchant Marine Academy at Kings Point and a Master of Arts in National Security and Strategic Studies from the Naval War College. He is reporting to the Pentagon to work on staff for the Office of the Chief of Naval Operations (OP-NAV).

Harris went on to laud Scott's accomplishments across the board in leading Wing TWO, including the successful hosting of the international aviation contingent during Rim of the Pacific Exercise (RIMPAC) 2014 where nearly 1500 person-



Photo by Mass Communication Specialist 3rd Class Amber Porter. KANEOHE BAY, Hawaii (Jan. 16, 2015) Capt. Lance G. Scott, right, passes on command of Patrol and Reconnaissance Wing (CPRW) 2 to Capt. Stephen L. Newlund at a change of command ceremony overseen by Rear Adm. Matthew J. Carter, commander, Patrol and Reconnaissance Group.

nel, 31 maritime aircraft, and 6 countries participated in the month-long Pacific-wide battle response exercise.

"By any standard, under Lance's leadership, the Rainbow Fleet performed superbly," said Harris. "You can see that most directly in the achievements of the squadrons that make up the Wing. As CTF-32, Lance led an operational long-range ASW Task Force through an 11-day, high-interest, out of area submarine search. He played a lead role in RIMPAC 2014, the largest RIMPAC in the exercise's 43-year history. As CTF-172, he led a six nation coalition with 31 aircraft, including the first fleet participation of Canada's Block III upgraded CP-140 Aurora and our brand new P-8 Poseidon."

In recognition of his admirable accomplishments, Harris presented Scott with the Legion of Merit Award. In his speech, Scott credited the Sailors he works with for where he is today and his success along the way.



Photo by Mass Communication Specialist 3rd Class Amber Porter. KANEOHE BAY, Hawaii (Jan. 16, 2015) Adm. Harry Harris Jr., commander of U.S. Pacific Fleet, presents Capt. Lance G. Scott a Legion of Merit during the change of command ceremony for Patrol and Reconnaissance Wing (CPRW) 2. Capt. Stephen L. Newlund relieved Scott as commanding officer of CPRW-2 in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay.



Photo by Mass Communication Specialist 3rd Class Amber Porter. KANEOHE BAY, Hawaii (Jan. 16, 2015) Capt. Lance G. Scott delivers his final speech as commander of Patrol and Reconnaissance Wing (CPRW) 2 during a change of command ceremony. Capt. Stephen L. Newlund relieved Scott as commanding officer of CPRW-2 in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay.

"I am where I am because of the proud warriors of the Wing," said Scott. "This staff has earned the reputation of the best and that is because of your hard work day in and day out. No leader is successful unless he or she has a team of professionals that genuinely believe and care about winning. Our community is blessed with incredible talent and Wing 2 has the best of the best leading its men and women. You took every challenge head on and owned our heralded reputation for on-station excellence."

Scott gave his confidence that CPRW-2 is going to continue building on its excellent reputation with Newlund assuming command.

"On assumption of command, I challenged you to continue our mission of delivering the finest operational combat ready crews and weapons systems to our commanders, both forward deployed and here in third fleet," said Scott. "Your collective efforts have met that in spades. We remain a relevant force and while it is an exciting time with the P-8 transition well underway, you have led our squadrons to greater heights and keep pushing the envelope with the venerable P-3. We continue to set the course, owning the skies to keep our commanders fully informed and poised to execute brining the full weight of a finely honed team ready to fight tonight and win when required, to deliver combat power and presence forward."

Newlund holds a Bachelor of Science degree in Oceanography from the United States Naval Academy and a Master of Arts degree in National Security and Strategic Studies from the Naval War College. He has logged more than 3,000 flight hours in the P-3C Orion. His awards include a Defense Meritorious Service Medal, two Meritorious Service Medals, three Navy and Marine Corps Commendation Medals, and three Navy and Marine Corps Achievement Medals.

Wing TWO provides training, standardization and administrative control for its four squadrons who use the P-3C Orion for anti-submarine warfare, multi-mission command and control, surface search and surveillance, overland reconnaissance, and anti-surface warfare. In addition, the Rainbow Fleet provides humanitarian assistance, homeland defense patrols and search and rescue services for the State of Hawaii.

By Mass Communication Specialist 3rd Class Amber Porter, VP-9 Public Affairs



Schedule of Events

WEDNESDAY, APRIL 15TH

1015-1100: Current Operations Brief (unclassified)

1100-1230: Heritage Presentations

1230-1330: Lunch

1230-1600: Ongoing P-8/P-3 Aircraft Tours

1330-1400: ITC P-8 Heritage Room Dedication

1330-1600: Integrated Training Center & Simulator Tours 1800-2300: MPA Heritage Dinner

THURSDAY, APRIL 16TH

0900-1200: Spouse Symposium & Breakfast 0930-1100: Retired Major Commanders Brief 1100-1730: Scholarship Golf Tournament 1600-1700: Scholarship 5K 1730-2000: Golf/5K Social

FRIDAY, APRIL 17TH

1100-1300: Tech Expo & Lunch

1830-1930: MPA General Members Meeting

2000-2400: Flight Suit Social

For more details about these events, and to register, please visit: www.maritimepatrolassociation.org/symposium

18 🛛 🌟

Tridents Lead the Way Once Again

Sailors of Patrol Squadron (VP) 26 will make history Jan. 22 as the last East Coast squadron to deploy in the P-3C Orion aircraft. For the squadron, this deployment will mark the sunset of an aircraft with a 50-year legacy of excellence and historic milestones which began with the acceptance of its first P-3B back in 1966. On Jan. 4 of that year, nearly 49 years to the month, VP-26 became the Navy's first operational P-3B squadron, when the squadron ferried the first P-3B from its production site in Burbank, Calif. to Naval Air Station, Brunswick, Maine.

P-3C Orion, named after a hunter in Greek mythology, is a maritime patrol and reconnaissance aircraft first built to counter the Soviet naval threat during the "Cold War." Aptly named, the Orion's mission, among many, was to hunt Soviet attack and ballistic missile submarines and Soviet surface action groups. While anti-submarine warfare (ASW) was and continues to be its primary mission, the plane has seen its mission expanded to include joint maritime and overland intelligence, surveillance, and reconnaissance flights, most re-

cently during Operation Iraqi Freedom and Operation Enduring Freedom. These types of missions continue today as P-3C squadrons from all around the world support our partners and allies in the fight against ISIS and other violent extremist groups.

The P-3A was first introduced to the Navy in July 1962 and immediately began flying operational missions in support of U.S. interests during the Cuban missile crisis. In addition to being the first operational squadron to acquire the follow-on P-3B models in 1966, The VP-26 Tridents/P-3C Orion team made history by serving in operations and locations too numerous to list here.

However, a short list includes combat roles during the Vietnam War, the Cold War (world wide), patrol missions in Yugoslavia, anti-drug operations in the Caribbean, and post 9/11 Global War on Terrorism in Iraq. In recognition of the accomplishments achieved during the squadron's last two deployments, VP-26 was recognized by Commander, Naval Air Force Atlantic, with the 2012 and 2013 Battle Efficiency Award, and the Isbell Award for ASW excellence. This time the squadron



Photo by MC1 John Smolinski. VP-26 Sailors work beneath a P-3C Orion maritime patrol aircraft as they prepare for the squdron's last P-3C deployment on Jan. 16.

will be deploying to the Middle East and Central America.

In the autumn of 2015, upon return from deployment, VP-26 will celebrate the end of an operational relationship with the P-3C Orion spanning five decades, and the end to more than 50 years of operational P-3C squadrons operating out of NAS Jacksonville and the East Coast of the United States.

This final P-3 deployment from Jacksonville gave the squadron pause to reflect upon its past years of experience.

For example, AVCM Mark Tapley said, "I can think of no other aircraft I would have wanted to work on. During the many deployments, the men and women I served with and the aircraft we maintained made a difference back then as it does today. We made a difference, as did the P-3C. I can't think of a finer and more impressive aircraft."

AWO1 Sammy Rowe responded similarly, "When thinking about the squadron and the P-3C, I think of the many good times, the many hardworking good people I served with and the aircraft that we worked hard to keep mission ready. Good times, good people, and a great mission."

Looking forward to the time when VP-26 transitions to the P-8A, Tridents XO Cmdr. Mark Burns remarked, "The P-3C is now at the very height of its combat effectiveness as a maritime patrol aircraft. Every VP-26 Sailor who ever worked on, supported or flew the P-3 throughout these five decades contributed to the very pinnacle of this aircraft's mature lethality. The Orion's operational accomplishments, history, and warrior ethos are infused into the P-8A to make that aircraft the best in the world, much like its predecessor, the mighty P-3C Orion has been. The P-8A will be imprinted with VP-26 Tridents/P-3C Orion excellence."

It's fitting for VP-26, the first P-3 squadron on the east coast five decades ago, to be the last active operational East Coast squadron to deploy with the P-3.

For those many Maritime Patrol Sailors who may have mixed feelings, take heart, for the legacy of VP-26/P-3C excellence will continue. It will carry on through the many Trident/Orion Sailors who will pass it on to the future VP-26/P-8A team.

Although there will no longer be active operational P-3C squadrons operating out of NAS Jacksonville and the East Coast of the United States, six P-3C squadrons still remain between Whidbey Island, Wash., and Kaneohe Bay, Hawaii. All of which are slated to transition to the P-8A within the next



Photo by MC1 John Smolinski. Sailors assigned to VP-26 perform maintenance on a P-3C Orion as they prepare for the squadron's last deployment.



Photo by MC1 John Smolinski. AM2 Chris Casey, AM2 Timothy Czubek and LS3 Silva Heath secure a cargo net around a pallet of supplies heading to the early detachment as VP-26 squadron prepares to go on deployment.

six to eight years.

×

For additional information regarding the impressive history summarizing VP-26 flying the P-3C, read more on the following sites: The squadron Facebook link: https://www.facebook.com/pages/Patrol-Squadron-26-Tridents/174775809227350, and at the Wikipedia site: http://en.wikipedia.org/wiki/VP-26.

For the most up to date information while VP-26 is on deployment, checkout the VP-26 Facebook page.

By Lt. j.g. Elizabeth McNaught, VP-26 Published in the Jax Air News, January 21, 2015

20 🚽



Order your 2015 MPA Symposium Golf Polo and T-Shirt today!

Don't miss out! These items are available for pre-sale only!



Mens & Womens Nike Golf Dri-FIT Pebble Texture Polos: With MPA or Symposium Logo \$39.99 Official 2015 MPA Symposium Logo T-Shirt \$9.99

2015 items available for pre-sale now online at:

www.maritimepatrolassociation.org/membergear.html



VP-5 Maintainers Recognized as Best in MPRF

Last month, the "Mad Foxes" of VP- 5, were officially nominated by Capt. Sean Liedman, commander, Patrol and Reconnaissance Wing 11, and Rear Adm. Matthew Carter, commander, Patrol and Reconnaissance Group, for the Secretary of Defense Phoenix Award (Small Field-Level Category).

The award is presented annually to recognize outstanding achievements in weapon system and military equipment maintenance within the Department of Defense.

The nomination for the award means that VP-5's maintenance department was recognized as being the best among all maritime patrol and reconnaissance squadrons. "VP-5 is an exceptionally talented squadron comprised of a remarkable maintenance department whose impact on operational mission accomplishment and readiness in the maritime patrol and reconnaissance force is unsurpassed," wrote Carter in his nomination letter.

He went on to say, "their accomplishments will undoubtedly leave a lasting impression on the maritime patrol and reconnaissance force. There is no finer squadron for this distinguished award."

Currently on deployment at Kadena Air Base, Japan, the squadron's nomination comes as they also surpassed 200,000 operational flight hours without a Class A mishap.



Photo by AM1 Neville. "Mad Foxes" maintainers AD2 Daniel Pinales and AE2 Clayton Cotton use a special tool to begin raising a new P-8A auxilary power unit into place during routine maintenance.

During the most recent Commander Naval Air Forces Aviation Maintenance Inspection, VP-5 achieved a perfect score with 41 out of 41 programs – being graded as "on track" with a 100 percent pass rate for 55 drills and practicals.

"These results could not have been achieved without the hard work, motivation and attention to detail of an outstanding maintenance department," said Liedman.

"The Mad Foxes have set the gold standard for aviation maintenance excellence."

VP-5 is currently forward deployed on its inaugural P-8A Poseidon deployment to the 7th Fleet area of responsibility, conducting maritime theater security operations and joint interoperability training with the Japanese Maritime Self Defense Force (JMSDF).

By LTJG Mike Floyd, VP-5 Public Affairs Officer Published in the Jax Air News, January 7, 2015



Photo by AMEC Dwyer. VP-5 maintainers AME2 Blaine Hoopes, AME2 Jesse Espinosa, and AME3 Chevie Henry install an air cycle machine in one of the squadron's P-8A aircraft.

MARITIME PATROL RESEARCH & DEVELOPMENT

FLIGHT CREW TRAINING & SIMULATION





WWW.NASC.COM

FOR EVERY OFFICER. FOR EVERY STAGE OF LIFE.

MOAA is the one military association that's with you every step of the way, serving your needs, fighting for your rights.

Join MOAA and see what we can do for you!

(877) 770-8762 🛧 www.moaa.org/join



'War Eagles' Past and Present Reunite in San Antonio

The "War Eagles" of Patrol Squadron (VP) 16 have been poised on the cutting edge of naval aviation since beginning their transition to the new P-8A Poseidon aircraft. However, despite the squadron's focus on the future, it always works to recognize and appreciate the importance of those who have made VP-16 the squadron that it is today.

Twenty-one War Eagles departed NAS Jacksonville Oct. 3 for San Antonio, Texas, aboard a P-8A to join the VP-16 Reunion Association for their annual dinner. The association is a nonprofit organization comprised of War Eagles from as early as the 1950s.

It is open to all prior members of VP-16 as well as their families. The opportunity to meet with prior War Eagles proved to be a very enriching and educational experience for the current War Eagles in attendance.

"The War Eagles of the past 50 years have set the bar high, and we strive to meet and exceed those expectations every day," remarked Cmdr. Dan Papp, commanding officer of VP-16.

To kick off the day's activities, current squadron members hosted War Eagles of generations past, as well as their family members, on a guided tour of the P-8A static display at Lackland Air Force Base. vited to the Reunion Association's annual dinner. Over the course of the event, War Eagles of a past era shared sea stories ranging in topic from day-to-day life in the squadron, to hunting Soviet submarines in the North Atlantic.

"It's amazing to hear the differences in how our predecessors lived and worked in the squadron during their time," said AOAN Joslin Downey.

The evening was concluded with an exchange of gifts, where each organization recognized the other in a memorable manner.

The current War Eagles presented a signed tail flash (a small model of the P-8A's vertical stabilizer) to the VP-16 Reunion Association. The VP-16 Reunion Association presented Papp with a plaque in expression of their gratitude for all the work being done to foster a relationship with the Reunion Association. War Eagles, new and old, walked away from the night with an appreciation for both the history and future of the squadron.

According to former AO3 Bill Sherman, the president of the VP-16 Reunion Association, "Despite having a new airframe and new technology, the War Eagles still remain the hard working and accomplished squadron that we all remember."

By LTJG Eric Scott, VP-16 Public Affairs Officer Published in the Jax Air News, December 3, 2014



Photo by MC2 Eric Pastor. P-8A Poseidon aircrew and maintainers from VP-16 based at NAS Jacksonville, gather with former 'War Eagles' and their families on the tarmac of Lackland Air Force Base in San Antonio, Texas.

Following the static display, the current War Eagles were in-

'Mad Foxes' Celebrate Safety Milestone

Jailors assigned to the "Mad Foxes" of Patrol Squadron (VP) 5 celebrated 200,000 operational flight hours without a Class A mishap Dec. 3.

A Class A mishap is classified as an accident with a destroyed aircraft, damages that exceeds \$2 million, loss of life, or permanent total disability. According to the Naval Safety Center, fiscal year 2014 saw Class A mishaps occur at a rate of 1.57 per 100,000 hours.

"It is not by luck that our VP-5 aviation team is celebrating 200,000 mishap free hours," said Lt. Ray Ratliff, the squadron's aviation safety officer. "Our safety maxim of 'If you SEE something, SAY something' is truly engrained in our day-today efforts."

This significant naval aviation milestone came to fruition during a time of change for VP-5. After returning from a 7th Fleet deployment in Dec. 2012, the squadron started its transition from the P-3C Orion to the P-8A Poseidon. "Achieving 200,000 mishap free hours over a 39-year period with two different aircraft is no easy task," said Cmdr. Greg Petrovic, VP-5's commanding officer.

Petrovic said that maintaining such a high level of aviation safety is a testament to the squadron's emphasis on ample training, by-the-book maintenance, and proper use of Organizational Risk Management (ORM).

"The entire Mad Fox team – aircrew, maintenance and combat support – is always making a consistent effort toward making our workplace as safe as possible," said Petrovic. "Every Mad Fox should be extremely proud of this accomplishment. "

VP-5 is currently forward deployed on its inaugural P-8A Poseidon deployment to the 7th Fleet area of responsibility, conducting maritime theater security operations and joint interoperability training with the Japanese Maritime Self Defense Force (JMSDF).

By MC2(NAC/AW) Douglas Wojciechowski, VP-5 Public Affairs Published in the Jax Air News, December 17, 2014



Photo by MC2(NAC/AW) Doug Wojciechowski. The "Mad Fox" combat aircrew whose flight surpassed the 200,000 mishap-free hours mark, stand alongside VP-5 Maintenance Master Chief AFCM Hager (far right), after parking their P-8A Poseidon at Kadena Air Base, Japan.





Join us for the MPA Scholarship 5K with a course around NAS JAX. Cost includes race fee and pre/post-race refreshments with net proceeds going directly to the MPA Scholarship fund. Awards will be given for top individuals and teams. Strollers welcome!

Thursday, April 16th at 1600 Antennae Farm/Perimeter Road Cost: \$5

For more information and to register for the MPA 5K, visit: www.maritimepatrolassociation.org/symposium/register.html

> To register a team, contact Ron Rumfelt at: ronrumfelt@gmail.com

The Maritime Patrol Association, Inc. is a Florida not for profit corporation. It was formed in 2011 and is tax exempt status under Section 501(c)(3) of the Internal Revenue Code (Tax ID No. 45-1968605). Copyright 2011-2015. The Martime Patrol Association is a non-federal entity operated and controlled by individuals acting in their private capacities. It is not a part of the U.S. Department of Defense or any of its components and has no governmental status.



'Fighting Tigers' Take Delivery of First Poseidon

Patrol Squadron (VP) 8, stationed at NAS Jacksonville, received its first P-8A Poseidon maritime patrol and reconnaissance aircraft on Nov. 20 from the Boeing Company production line in Seattle, Wash.

"Today marked another milestone in our squadron's proud history," said VP-8 Commanding Officer Cmdr. Derek Adametz.

"The unmatched professionalism of the Fighting Tigers has led to a seamless transition from the P-3C Orion. We are eager to begin training with the new aircraft and employ its full array of maritime patrol and reconnaissance capabilities."

The Fighting Tiger pilots, naval flight officers, aircrew and maintenance personnel are mid-way through a six-month transition syllabus at the P-8A Integrated Training Center.

In February 2015, the Fighting Tigers will begin their 13-month Inter-Deployment Readiness Cycle (IDRC) in preparation for their first deployment as a P-8A squadron. By LTJG Mark Baden, VP-8 Public Affairs Officer Published in the Jax Air News, December 10, 2014



U.S. Navy photo courtesy of Boeing Aircraft. The VP-8 'Fighting Tigers' received their first P-8A Poseidon aircraft to support their transition from the P-3C Orion.



U.S. Navy photo courtesy of Boeing Aircraft. A P-8A Poseidon aircraft departs Boeing Field in Seattle, Wash., for NAS Jacksonville, where it will join Patrol Squadron (VP) 8 "Fighting Tigers." This marks the delivery of the 19th long-range maritime patrol aircraft to the Navy. The multi-mission aircraft, based on the next-generation Boeing 737-800 platform, provides anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance capabilities. It is replacing the aging Navy P-3 Orion fleet.

'Mad Foxes' Detach to ROK

Zhe "Mad Foxes" of Patrol Squadron (VP) 5 detached to Osan Air Base, Republic of Korea, Oct. 27-29 to showcase the P-8A Poseidon to distinguished military officials from the Republic of Korea (ROK) and the United States.

Deputy Commander Patrol and Reconnaissance Force 7th Fleet Capt. David Wright, VP-5 Commanding Officer Cmdr. Greg Petrovic and members of Combat Aircrew 5, as well as maintenance and support personnel, hosted the officials that included Deputy Commander, ROK Combined Forces Command and ROK Ground Component Commander, Gen. Park Seon-Woo and Commander U.S. Naval Forces Korea and Commander U.S. Navy Region Korea Rear Adm. Lisa Franchetti. The distinguished visitors took part in a familiarization flight where the Mad Foxes had the opportunity to display mission capabilities and systems to the delegation. The flight departed from Osan Air Base and proceeded to an on-station position offshore.

During the flight, Tactical Coordinator Lt. Cmdr. Colette Lazenka discussed the numerous systems and features accessible at the mission crew workstations of the P-8A.

"It was a great opportunity to showcase the phenomenal capabilities of this multi-mission aircraft to distinguished military members from the U.S. Navy and both the South Korean



Photo by MCC Wendy Wyman. Rear Adm. Lisa Franchetti, commander, U.S. Naval Forces Korea, (fourth from right) stands with the crew and maintainers of a P-8A Poseidon maritime patrol aircraft, assigned to the "Mad Foxes" of VP-5, at Osan Air Base, Oct. 28. The Mad Foxes and their P-8A aircraft are currently deployed in support of the U.S. 7th Fleet conducting maritime stability, patrol and search operations throughout the Indo-Asia-Pacific region.

28

*

Army and Navy. Providing them insight to the advanced systems of this aircraft will help promote the success of future coordinated missions," said Lazenka.

Once on station, Petrovic demonstrated the flying characteristics and capabilities of the P-8A. The versatility of the aircraft was put on display by climbing and descending to different altitudes throughout the flight to simulate different mission capabilities.

Following their familiarization of the flight station, an acoustic operator, AWO2 George Freer II, walked the visitors through the sonobuoy station, where he explained the different sonobuoys the aircraft carries, as well as the systems it uses to launch them.



Photo by MCC Wendy Wyman.Republic of Korea Gen. Park, Seon Woo, deputy commander of Combined Forces Command, is briefed on the capabilities of the P-8A Poseidon maritime patrol aircraft, assigned to VP-5, during a distinguished visitor flight from Osan Air Base, Oct. 28.



Photo by MCC Wendy Wyman. Rear Adm. Lisa Franchetti, commander, U.S. Naval Forces Korea, pilots the P-8A Poseidon maritime patrol aircraft, with assistance from Cmdr. Gregory Petrovic, VP-5 commanding officer, during a distinguished visitor flight from Osan Air Base.

Freer explained the process of programming sonobuoys and the basics of identifying and tracking sub-surface targets.

Upon landing, the weapons bay of the aircraft was opened, allowing the visitors to view its interior. Lazenka pointed out the features and capabilities of the weapon racks that carry ordnance on board the Poseidon.

The Mad Foxes detachment to the ROK was an excellent opportunity to display their aircraft and its capabilities to officers from different backgrounds – demonstrating the P-8A can be a valuable asset in many different types of missions and coordinated operations.

The Mad Foxes are currently four months into their P-8A Poseidon deployment to the 7th Fleet area of responsibility. \bigstar

By Lt. j.g. Michael Floyd, VP-5 Public Affairs Officer Published in the Jax Air News, December 3, 2014



WE NEVER FORGET THAT IT'S YOUR MONEY.

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

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



We never forget that it's your money.

BY NCUA

© 2013 VvStar Credit Union



Ask us how we can save you money.

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

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





Join us at the 2015 Heritage Dinner on April 15, 2015 to find out!

For more information, and to register online for Symposium events, visit: www.maritimepatrolassociation.org/symposium



Fernald Anderson



Chief Petty Officer Carl Creamer

Captain

Norman "Bus" Miller



Flight Lieutenant

Admiral

Thomas Moorer



John Cruickshank **Royal Air Force**



Rear Admiral Paul J. Mulloy



Rear Admiral Thomas Davies

Vice Admiral

Edward Waller



Commander Scott Carpenter



Captain Arnold J. Isbell



Commander David Weisbrod



Commander **Paul Lloyd Milius**



Rear Admiral Daniel J. Wolkensdorfer

PAST HALL OF HONOR RECIPIENTS



2015 MPA Heritage Dinner

Wednesday, April 15th at 1800 Historic Hangar 117

Special discounted pricing for MPA Members!

Join shipmates past and present as we gather in the historical Hangar 117 for drinks, dinner, dancing and words from our **guest speaker, Rear Admiral Jack Scorby, Commander, Navy Region Europe, Africa, Southwest Asia**, who spent his MPRF days in VQ leadership. The 2015 Hall of Honor inductees, as well as several community awards, will be announced and honored during the evening. A cash bar will be provided. Attire will be flight suits for active duty. Retired members are encouraged to wear their uniforms or business casual attire. BUYTICKETS EARLY - THIS EVENT WILL SELL OUT!!

Register now at:

www.maritimepatrolassociation.org/symposium

The Maritime Patrol Association, Inc. is a Florida not for profit corporation. It was formed in 2011 and is tax exempt status under Section 501(c)(3) of the Internal Revenue Code (Tax ID No. 45-1968605). Copyright 2011-2015. The Martime Patrol Association is a non-federal entity operated and controlled by individuals acting in their private capacities. It is not a part of the U.S. Department of Defense or any of its components and has no governmental status.



Jacksonville Native Serves with Local Navy Maritime Patrol Squadron

A Jacksonville native, and 1998 Samuel Wolfson High School graduate, currently serves with Patrol Squadron (VP) 16, also known as the "War Eagles."

AE2 LaTonya Wheeler is an aviation electrician's mate with the Jackson-ville-based squadron that operates the Navy's new maritime patrol aircraft, the P-8A Poseidon.

Each aircraft has an aircrew of nine, is nearly 130 feet long, may weigh up to 188,200 lbs. (max gross) and can travel at more than 560 miles per hour and cover nearly 1,380 miles on a tank of fuel.

As a aviation electrician's mate, Wheeler's job duties are to maintain electrical and instrument systems, including power generation, conversion, and distribution systems; aircraft batteries; interior and exterior lighting; electrical control of aircraft systems.

"I work with wires, trouble shooting anything electrical on the plane," said Wheeler.

The Navy's replacement platform for the P-3C Orion, the P-8A Poseidon, is designed to secure the Navy's future in long-range maritime patrol capability, while transforming how the Navy's maritime patrol and reconnaissance force will man, train, operate and deploy.

"The P-8 is very different from the P-3, but the P-8 is newer and everything is more streamlined," said Wheeler.

The P-8A provides more combat capability from a smaller force and less infrastructure while focusing on worldwide responsiveness and interoperability with traditional manned forces and evolving unmanned sensors.

Wheeler also said she is proud of the work she is doing as part of the squadron's 260-member team, helping to protect America over the world's oceans.

The P-8A leverages the experience and technology of the P-3C's capabilities and assets to meet the Navy's needs of developing and fielding a maritime aircraft equipped with significant growth potential, including an extended global reach, greater payload capacity, higher operating altitude, and the systems open architecture.

The War Eagles were the first squadron to deploy with the new P-8A platform.

One of their first major missions garnered international atten-



Photo by Navy Office of Community Outreach. Jacksonville native AE2 LaTonya Wheeler is an aviation electrician's mate with the VP-16 "War Eagles," the first squadron to deploy with the Navy's new maritime patrol aircraft, the P-8A Poseidon.

tion as they participated in the international search effort for Malaysia Airlines flight MH-370 in the southern Indian Ocean.

"I was there as a maintainer in support of the aircraft," said Wheeler.

Sailors' jobs are highly varied in VP-16. Approximately 60 officers, 200 enlisted men and women keep all parts of the squadron running smoothly — this includes everything from maintaining aircraft airframes and engines, to processing paperwork, handling weaponry, and flying the aircraft.

"Every day I feel an extraordinary amount of pride to serve alongside our great Nation's most inspiring men and women," said Cmdr. Daniel Papp, VP-16's commanding officer.

"Our team is filled with hardworking and highly qualified professionals who hold uncommon levels of responsibility and accountability in support of our mission: to provide maritime patrol services to the fleet in support of national interests. Their work ethic, commitment, enthusiasm, and esprit de corps are second to none," said Papp.

Wheeler and her fellow VP-16 Sailors are proud to be part of a Navy warfighting team that readily defends America at all times.

From Navy Office of Community Outreach Published in the Jax Air News, November 25, 2014

32 🚽

Solutions Are Our Business

EMSolutions is a dynamic, certified small business, committed to providing innovative solutions to Federal Government customers, headquartered in Arlington, Virginia with multiple field offices including Dallas, TX; Patuxent River, MD; Frederick, MD; Norfolk, VA; and Tampa, FL. Since our inception, we have continuously provided comprehensive contract support services to the

EMSolutions

For more than 10 years, EMSolutions has delivered high-quality, full service professional services and support in technology, systems engineering, and management through a single, dependable source.

Department of Defense (DoD) and Intelligence Community (IC). As a Defense Security Service-accredited contractor, our staff has more than 100 years of combined security experience and has provided on-site security solutions to meet the requirements of classified Government customers across the DoD and IC, including the Navy, National Security Agency, National Reconnaissance Office, and National Geospatial Agency.

Service Commitment and Value to our Customers

We deliver cost-effective professional services and support across multiple functional areas including: engineering, logistics, test and evaluation (T&E), program support, training, information technology, and security (e.g. personnel, facilities, information). Our 140+ employees have supported the Navy acquisition community at multiple classification levels and disparate locations for 14+ years. We have been recognized numerous times for our outstanding support and contributions to program success.

Capabilities Overview

• Engineering and Professional Services

- Acquisition Support and Program Management
- Enterprise Architecture
- Systems Engineering
- $_{\odot}\,$ Verification & Validation
- Logistics and Training
 - Performance Based Logistics
- Modeling, Simulation and Analysis
 - Operations Research and Analysis
 - Data Visualization
 - Wargaming

Our Customers

Information Technology

- Network Engineering
- Information Assurance
- Managed Services
- Strategic Security Solutions
- Intelligent Information Management
- Dynamic Process Modeling
- Unmanned Systems Mission Planning
- Unified GEOINT Operations (UGO)

EMSolutions customers include a broad spectrum of Government customers in the National Security and Intelligence Sectors: U.S. Navy, U.S., Army, U.S. Air Force, U.S. Marine Corps, Office of the Secretary of Defense (OSD), Office of the Assistant Secretary of Defense (OASD), and the Intelligence Community.



Our Nation's Maritime Patrol Community Deserves the Best.

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

'Strawberry 5' Retired to the Bone Yard

On 17 September 2014, P-3C aircraft Bureau Number (BuNo) 161591 was officially retired the 309th Aerospace Maintenance and Regeneration Group (AMARG) at Davis-Monthan AFB in Tucson, AZ. More affectionately called 'The Boneyard,' AMARG receives our retired aircraft for re-purposing. 161591 was most recently known to the Fleet as 'Strawberry 5,' and served a total of 31 years and flew 16,148.7 hours.

In celebration of the Centennial of Naval Aviation, 161591 was painted to mirror the PBY-5A Catalina that located the Japanese Fleet prior to the Battle of Midway. 'Strawberry 5' served with distinction throughout its career and finished its final days at VP-30. CDR David Gardella, LCDR Brian Blaschke, AWF1 Kenneth Wheeler and AWO2 Jose Cruz were the final ferry crew for this 'historic' aircraft.

By CDR David Gardella, Executive Officer of Patrol Squadron THIRTY



Photo by LT Lane Drummond. (Right to left) LCDR Brian Blascke, AWO2 Jose Cruz, AWF1 Kenneth Wheeler, CDR David Gardella.



Photo by LT Lane Drummond. P-3C aircraft Bureau Number (BuNo) 161591.

'Mad Foxes' Detach to Australia

Airfield, Adelaide to commemorate the 75th anniversary of the RAAF Maritime Patrol Force (MPF).

The group included Commander Patrol and Reconnaissance Force 7th Fleet, Capt. Mike Parker, VP-5 Executive Officer, Cmdr. Al D'Jock, members of Combat Air Crew Five, as well as maintenance and support personnel.

This detachment was an excellent opportunity for strengthening international relations and showcasing the P-8A Poseidon to members of the RAAF. The RAAF is slated to begin acceptance of the P-8A in 2017.

The trip provided a chance for senior leadership, along with VP-5 pilots, flight officers and operators to interact and exchange information with their RAAF P-3C Orion counterparts.



Photo by MC2(AW) Doug Wojciechowski. Commanding Officer RAAF 11 Squadron WGCDR Grime shakes hands with VP-5 Executive Officer Cmdr. Al D'Jock during a gift exchange on the Mad Foxes' final day in Australia.



Photo by MC2(AW) Doug Wojciechowski. Visitors line up on Oct. 4 outside of the "Mad Foxes" P-8A Poseidon for the opportunity to get a glimpse inside the aircraft and to speak with the combat air crew. VP-5 took part in a static display during an air show at RAAF Edinburgh while on a detachment to Australia.





Photo by MC2(AW) Doug Wojciechowski. RAAF P-3Cs fly in formation over the RAAF Squadron 11 hangar during the air show at RAAF Edinburgh.



Photo by MC2(AW) Doug Wojciechowski. AME1 Clark pauses for a photo with a former RAAF service member of Squadron11.



Photo by MC2(AW) Doug Wojciechowski. A PBY-5 Catalina patrol aircraft takes to the sky to perform a fly over for the spectators. This World War II-era Catalina "flying boat" is one of only a few in the world still flying today.

In addition to the professional exchange, RAAF Squadrons 10 and 11 hosted a "Hangar Bash" and black tie dinner that included operators and support personnel – past and present – of the RAAF Orion, Neptune, Catalina, and Sunderland airplanes.

"It was an honor to join our close allies on such an occasion to celebrate a milestone in the history of Australia's MPF," said D'Jock.

Additionally, the Mad Foxes participated in an air show, where the P-8A was on display to RAAF service members, as well as their families. The P-8A static display was one of the highlights of the show, which also featured a static display and flight of a PBY-5 Catalina, one of the RAAF's original MPF aircraft. The air show concluded with a four-plane diamond formation fly-over by RAAF P-3Cs and a performance by the "Roulette" demonstration team, flying the PC-9/A aircraft.

The Mad Foxes are currently about three months into their P-8A Poseidon deployment to the 7th Fleet area of responsibility.

By LTJG Michael Floyd, VP-5 Public Affairs Officer Published in the Jax Air News, November 5, 2014

*

Collect, Manage and Deliver Aircraft Data More Intelligently



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

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

+1 310 765 3600 • www.teledynecontrols.com





'War Eagles' Host Former Squadron Members

Recently, VP-16 hosted two visitors from the VP-16 Reunion Association, retired Capt. Benjamin Folsom and William Sherman, a former Aviation Ordnanceman (AO). They are both former members of VP-16, and were invited to address the squadron during quarters.

"Having lived through the P-2 Neptune to the P-3 Orion transition, members of the Reunion Association can provide valuable insight about squadron life during an aircraft transition," remarked VP16 Commanding Officer, Cmdr. Dan Papp.

"The Reunion Association members also provide an important historical perspective for our younger Sailors in the squadron."

Folsom was designated a Naval Aviator in May of 1965, and subsequently assigned to VP-16 during his first sea tour. He later completed tours at VP-30, VP-23, as well as his command tour at VP-44.

After retiring from active duty in 1991, he worked with the Navy as a defense industry contractor. In 2005, he once again retired from the industry.

Sherman entered the Navy in July of 1961 and was assigned to VP-16 in September of 1965 and served as an AO on the P-2 and transitioned to the P-3A.

After leaving active duty, he worked in the construction industry, ultimately retiring from the industry in 2005.

Sherman and Folsom currently serve as the president and vice president of the VP-16 Reunion Association, respectively.

They also took the opportunity to share sea stories with members of the squadron following quarters. Folsom shared his experiences during his time in the squadron as a P-3 Patrol Plane Commander, and during later assignments in his career.

Sherman was able to share his unique perspective, having served as aircrew on both the P-2 and the P-3. After discussing their history and insight with current squadron members, Folsom and Sherman were given a tour of the spaces and an opportunity to interact with members of the squadron in their shops. While addressing the squadron, Folsom remarked, "Despite having left VP-16 almost 50 years ago, the Sailors today are remarkably similar. They are extremely hard working and technically proficient. "

Folsom and Sherman also took the opportunity while visiting the squadron to promote the VP-16 Reunion Association. With more than 350 members, the reunion association's goal is to bring together past and present members of the "War Eagles."

*

By LTJG. Eric Scott, VP-16 Public Affairs Officer Published in the Jax Air News, October 29, 2014



Photo by MC2 Eric Pastor. Retired Capt. Benjamin Folsom, a naval aviator who served with the War Eagles from 1966-1968, addressed current Sailors attached to VP-16 during the squadron's bi-weekly awards quarters.



Photo by MC2 Eric Pastor. (Right) Cmdr. Daniel Papp, commanding officer of the VP-16 War Eagles, introduces two former War Eagles – retired Capt. Benjamin Folsom and former AO William Sherman – during the squadron's awards quarters.

37 🔺



2015 MPA Scholarship Golf Tournament

Thursday, April 16th at 1100 NAS Jacksonville Golf Course

Special discounted pricing for MPA Members!

Join us to benefit the MPA Scholarship Fund and receive:

18 holes of golf & cart Box Lunch & BBQ Dinner Beer Kegs on the Course SWAG BAG filled by our sponsors! Hole contests and prizes

Register now at:

www.maritimepatrolassociation.org/symposium

The Maritime Patrol Association, Inc. is a Florida not for profit corporation. It was formed in 2011 and is tax exempt status under Section 501(c)(3) of the Internal Revenue Code (Tax ID No. 45-1968605). Copyright 2011-2015. The Martime Patrol Association is a non-federal entity operated and controlled by individuals acting in their private capacities. It is not a part of the U.S. Department of Defense or any of its components and has no governmental status.



Upcoming Events

Reunion Events

2015 MPA Symposium: Week of April 15-17, 2014 on board NAS Jacksonville www.maritimepatrolassociation.org/symposium

VP-7 2015 Reunion will coincide with the MPA Symposium in Jacksonville April 2015! *Stay tuned for details!*

VP-4 Reunion: SEP 9-13, 2015 in New Orleans, LA Contact: Larry Hames Phone: (503) 688-9804 Email: Larry.Hames@VP4Association.com Web Site: www.vp4association.com/reunioninformation/2015-reunion/

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

COMING SOON!! NORFOLK CHAPTER!!!! Stay tuned for coming events! LT Scott Miller, VP of Region scott.r.miller1@navy.mil

Hawaii Chapter: Stay tuned for coming events! CAPT Steve Newlund, VP of Region steve.newlund@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

April

Thursday, April 2: Patrol & Reconnaissance WING TEN Change of Command Ceremony at NAS Whidbey Island. CAPT Brett Mietus relieves CAPT Vince Segars as Commanding Officer.

Get Your Event Listed Here!

Have a command ceremony or event, or reunion event that you would like posted in *PlaneSide*?

Email the details to us at: info@maritimepatrolassociation.org.

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

39 🔶 🌟

HERITAGE PHOTOS

Throwback Photos

VQ-1 Patches

Images courtesy of vpnavy.org. The top patch was issued in 1955 near to the time of the squadron's formation. The middle patch was an updated version of the squadron insignia approved in June 1992. The bottom patch is the squadron patch currently in use.



VQ-2 Patches

Images courtesy of AMHC (AW) John D. Herndon, USN (RET.). The top patch was issued in 1955 near to the time of the formation of ECMRON-TWO. In January 1960, the squadron was renamed FAIRECONRON TWO (VQ-2) and the second insignia was born, and later updated to the third version of the patch. The bottom patch was the final patch before the squadron was disestablished in May 2012.



HISTORY

Sixty Years of U.S. Navy Fleet Air Reconnaissance

 ${f l}$ s the threat from the Sino-Soviet Bloc began to grow in the early years of the Cold War, the lack of intelligence concerning their increasingly capable radar systems became apparent. In order to address this deficiency, the U.S. Navy specially equipped a handful of its existing long-range patrol squadrons in order to provide a platform which could collect the needed intelligence. These specialized units were tasked to conduct electronic intelligence missions in order to provide information on the location, capabilities, and overall technical characteristics of Sino-Soviet radar systems, as well as to collect information on their experimental surface-to-air missile systems. The Navy ultimately issued two different approaches to fulfill electronic intelligence requirements. The first was geared toward a "mission support" capacity, where the existing long-range patrol aircraft (VP) would be equipped with various sensors to be operated in addition to their normal mission systems. The second approach established dedicated aircraft and crews who would operate from within a regular patrol squadron and focus exclusively on electronic intelligence. This group of dedicated aircraft and crews would evolve into what would become known as Fleet Air Reconnaissance Squadrons - VQ-1 and VQ-2.

In the late 1940s and early 1950s, these dedicated reconnaissance units were stationed in the Pacific and Europe, flying the Lockheed P2V Neptune or variants of the older P4Y-2 Privateer. Throughout the years, new aircraft and technological upgrades would continue to improve the reconnaissance fleet. The Neptunes were used in both the standard VP role as well as for specialized reconnaissance. Then, with the introduction of the redesigned Martin P4M-1Q Mercator in the early 1950s, the Navy was finally in possession of a platform devoted to the reconnaissance role. This large, heavily armored aircraft carried a crew of 14 and boasted a combination of gun turrets and external radomes. Its unusual combination of dual piston engines and dual turbojets granted it a range of 2,000 miles, a 17,000 foot ceiling, and the ability to conduct its mission at a leisurely 150 knots while retaining the power to accelerate to over 300 knots in order to evade enemy aircraft. New Mercator crews were trained by VC-11 at NAS Miramar, California, and began operating in October 1951, out of Naval Station Sangley Point, Philippines, under the Special Products Division of the Air Operations Department.

Eventually, the Navy employed P4M-1Q's from VW-1 and



VW-3 (Airborne Early Warning Squadrons) to collect radio and radar signals from the Soviet Union and other Communist adversaries in the Pacific and Europe.

The earliest remnants of VQ-1 can be traced back to the operations of VW-1 Detachment Able in the Pacific. In June 1955, this Airborne Early Warning Detachment was reorga-



A P4Y-2 Privateer in flight. Photo courtesy of Navy History and Heritage Command. History.navy.mil.

41 🔺

nized into an independent command, and dubbed Electronic Countermeasures Squadron One, or VQ-1 (Five years later the official name would be changed to Fleet Air Reconnaissance Squadron One). Under its Commanding Officer, LCDR E.R. Hall, this newly formed, fully devoted electronic reconnaissance squadron continued to operate its six P4M-1Qs in the Pacific for the rest of the decade out of NAS Iwakuni, on the Japanese island of Honshu. VQ-2 was established on September 1, 1955. Under the leadership of CDR Morris Kalin, VQ-2's 24 officers and 78 enlisted personnel operated out of NAS Port Lyautey, Morocco.

New equipment would continue to arrive and in November 1956, two Douglas A3D-1Q Skywarriors were delivered to "The Q." Despite its reduced crew and electronics payload, the Skywarrior was warmly welcomed by the aviators of VQ-1. Its twin turbojet engines, maximum speed of 530 knots, and deceleration chute, made for a popular new addition to complement the older, lumbering Mercators.

These early years of collection were a dangerous time for

the reconnaissance community, and clashes with Communist target nations were not uncommon. Records indicate that roughly a dozen Navy aircraft and at least 79 lives were recorded lost between 1950 and 1969, with numerous losses to the U.S. Air Force as well. One such incident occurred on November 6, 1951, when a VP-6 P2V Neptune was attacked by two Soviet aircraft; its crew of 10 lost off of Russia's eastern coast in international waters. A Moroccan-based Mercator crashed into the Mediterranean in February 1952 with rumors of it being attacked, and two Chinese MiG-15s shot down another near Shanghai in 1956. In January 1960, a VQ-2 Mercator flying out of Incirlik, Turkey crashed, killing all 16 of its crew. One of the later - and more infamous losses to the fleet during this era was that of PR-21. The U.S. Navy EC-121 and its crew of 31 Americans was shot down by a North Korean MiG-17 on April 15, 1969, while flying a reconnaissance mission in international airspace 90nm off the North Korean coast.

The beginning of the 1960s was a busy time for the VQ 1/2 communities. Home stations were changed and new aircraft



P4M-1 Mercator in flight. Photo courtesy of Navy History and Heritage Command. History.navy.mil

continued to arrive throughout the decade, improving the role and capabilities of the two sister reconnaissance squadrons. The early winter of 1960 would bring VQ-1 two Douglas A3D-2Qs (later dubbed EA-3B), two F9F-8T Cougar trainer aircraft, and the first WV-2Q Super Constellation (later re-designated EC-121M). The EA-3B "Whale" was a modified strategic bomber that provided room for four additional Electronic Intelligence (ELINT) operators by sealing off and pressurizing the bomb bay. During the Vietnam conflict, EA-3B detachments operated from land and aboard various fleet carriers operating in the Pacific, including the USS Kitty Hawk (CVA-63), USS Independence (CVA-62), and USS Midway (CVA-41). The year 1960 would also result in the move of VQ-1 from NAS Iwakuni, to NAS Atsugi, Japan.

VQ-1 would ultimately move two more times. In 1971, the squadron relocated from Atsugi to NAS Agana, Guam where for a quick stint, they would provide typhoon and weather reconnaissance support. Then in 1994, VQ-1 moved one fi-

nal time, from Guam to its current home at NAS Whidbey Island, WA. VQ-2 would remain in Rota, Spain, until its move to Whidbey in 2005. The aircraft inventory also experienced significant changes as the rest of the EC-121Ms were eventually retired by 1976 upon the arrival of the final EP-3 ARIES. The current workhorse for VQ-1 is its most recent variant, the EP-3E JCC. Equipped with 4 turboprop engines, a 24 person crew, and 12 hours endurance, it remains the most capable ISR platform in the U.S. Navy's inventory.

Recent operations supported by VQ-1 include Operations NORTHERN/SOUTHERN WATCH, DESERT SHIELD and DESERT STORM. During the same time period, VQ-2 was busy with Operations SHARP EDGE, DESERT SHIELD, DESERT STORM, ENDURING FREEDOM and IRAQI FREEDOM. Then, as federal defense budget cuts reached the tipping point in 2012, VQ-2 was disestablished after 57 years of service, and the "Sandemen" integrated into VQ-1. Through more than half a century of turbulence and change, the VQ community has



A VQ-2 EP-3 and two EA-3's in formation. Photo borrowed with permission from the San Diego Air and Space Museum.

endured. With a varied aircraft inventory, it has met challenges head on and provided the United States with an invaluable intelligence asset. VQ-1 continues to operate from NAS Whidbey Island flying the EP-3E JCC aircraft (in three different variants) forward deployed worldwide, earning them the true title of "World Watchers".



Written and compiled by LTJG William J. Moxey, USN

four deployed EP-3Es on the flight line. Photo borrowed with permission from the San Diego Air and Space Museum.

References:

"Coming Out of the Shadows". Naval Aviation News. p.g. 10-13. February 1998. Navy History and Heritage Command. History.navy.mil. Web. 05 Jan 2015.

Marolda. Edward. "The U.S. Navy in the Cold War Era, 1945-1991". Naval Historical Center. n.d. Navy History and Heritage Command. History.navy.mil. Web. 06 Jan 2015.

"Casualties: U.S. Navy and Marine Corps Personnel Killed and Wounded in Wars, Conflicts, Terrorist Acts, and Other Hostile Incidents". Navy Histroy and Heritage Command. History.navy.mil. Web. 05 Jan 2015.

"Technical Information and Drawings (P4M-1 Mercator to PV-2 Harpoon)". Appendix 1- Dictionary of American Naval Aviation Squadrons-volume-2. Navy History and Heritage Command. History.navy.mil. Web. 05 Jan 2015.

"Fleet Air Recon Squadron One [VQ-1] - World Watchers". Global Security. n.p. n.d. Web. 06 Jan 2015.

"Fleet Air Recon Squadron Two [VQ-2] - Sandeman". Global Security. n.p. n.d. Web. 06 Jan 2015.

Yates, Tucker. "VQ-1 Celebrates its History". Navy.mil. 29 May 2010. Web. 06 Jan 2015.

East, Don, CAPT Ret USN. "A History of U.S. Navy Fleet Air Reconnaissance". The Hook. 1987. VQ1.navy.mil. Web. 06 Jan 2015.

"VQ-1". VP Navy. n.p. n.d. Web. 05 Jan 2015

"P2V Neptune". P2VNeptune.com. n.p. n.d. Web. 06 Jan 2015.



HISTORY

A History of U.S. Navy Fleet Air Reconnaissance

Zo my knowledge this is the initial attempt to produce a written history of the U.S. Navy's two Fleet Air Reconnaissance Squadrons, VQ-1 and VQ-2. It is the story of a highly dedicated group of men and women who seem to be permanently relegated to second-class citizen status within Naval Aviation even though their product has been repeatedly praised by operational commanders as the "vital force multiplier". Yes, this is the story of the U.S. Navy's own "band of gypsies"; experts in the art of community survival and "midnight small stores", who produce a first-class product with "hand-me-down" aircraft and equipment.

The small size of the airborne electronic reconnaissance community, and the classified nature of its squadron operations, have discouraged past attempts to tell this story. Consequently, little published information could be found for this undertaking. The squadron history summaries were infrequently submitted and were of little value because the "classified mission" waiver usually resulted in a blank narrative section. Fortunately, the few narratives that were completed (now declassified), provided some crucial information. The majority of the information for this VQ-I/2 history, however, came from dusty cruise boxes and the memories of the community's "old timers". The gaps were filled in by the author's personal recollections of 30 years in the reconnaissance business and numerous weekends in the extensive Naval War College library at Newport.

CAPT Don C. East, USN (ret.)

The Requirement

Tactical commanders tasked with carrying out the fundamental war fighting tasks of the U.S. Navy always require the most accurate and timely information available. This information can be provided through reconnaissance of potentially hostile forces on, under or above the seas, and in related littoral land areas. Therefore, capabilities are needed to collect, process and evaluate various types of information relative to the activities and intentions of these potentially hostile forces. These capabilities must function in a manner which is sufficiently timely to satisfy the immediate needs of the tactical commanders.

Since the advent of electronics, warfare has become increasingly complex. Specifically, in the years since World War Two, there has been a dramatic explosion of electronic technology and it shows all indications of continuing into the foreseeable future. Today it is difficult to point to any aspect of warfare, whether it be air, sea or land, that does not involve electronics in some manner. The electronics associated with sensors and weapon systems invariably involve the transmission of signals in the electromagnetic spectrum. By observing foreign military operations through the collection and analysis of these electromagnetic signals, the Navy has developed and maintained a unique and highly technical capability. Electromagnetic signals exploitation, and the associated timely reporting of this information, has proven to be operationally critical. A tactical commander must be provided with such timely information to update his understanding of who is out there, where they are, the composition of their force, the capability of the force, the intentions of the force, when they are likely to carry out these intentions and what is their state of operational readiness. An effective signal exploitation system is capable of collecting data relevant to all these guestions, processing and correlating the data to assess its tactical significance and rapidly passing the synthesized product to the user.

Because of certain basic characteristics, the fixed-wing aircraft is a prime platform for the electronic reconnaissance mission. First of all, the aircraft has the mobility and speed to allow rapid movement to the area of operations. Second, the aircraft has an operating altitude which allows it to take advantage of the line-of-sight nature (radio horizon limitations) of signals above the HF portion of the electromagnetic spectrum. Third, aircraft have the range and endurance to transit considerable distances and remain on station for extended periods of time. Fourth, aircraft have the payload capacity to carry considerable quantities of equipment and sizeable operating crews. With these basic qualities of a fixed-wing aircraft platform, a highly skilled and professional aircrew can effectively collect, distill, correlate, synthesize and transmit the collected intelligence required by the supported commander for timely tactical decision making.

The Beginnings

The story of the Navy's airborne electronic reconnaissance squadrons began in the great global struggle of WWII. Just as it was a war of destructive, or "hard kill" weapons, it was also an electronic or "soft kill" war. Sir Winston Churchill recognized the latter and termed it the "Wizard War".

Even before entry into the conflict, America recognized that a combination of the military, civilian industry and scientific communities was urgently needed to conduct research

45 🛛 🛨

and development for the electronic war. The need became a reality when President Roosevelt directed the creation of the National Defense Research Committee (NDRC) in June 1940. In turn NDRC formed the United States Radiation Laboratory at the Massachusetts Institute of Technology four months later. Since the U.S. had very little information on radar development in Japan or Germany, the radiation laboratory was tasked with development of U.S. radar, as well as countermeasures for enemy radar systems.

The Navy became directly involved in the soft kill solution only four days after the Japanese bombed Pearl Harbor, when a preliminary meeting was held to discuss formation of a U.S. organization devoted solely to the development of radio countermeasures. In short order a formal conference was held between the Navy and NDRC resulting in establishment of the Radio Research Laboratory (RRL) within the Radiation Laboratory at MIT. From these beginnings came the first intercept receiver built for airborne use, the P-540, which later evolved into the SCR-587 and finally the APR-I.

Although considerable progress had been made by the British in their "Wizard War" in Europe by early 1942, there were no serious studies of enemy radar in the Pacific. But the fortunate capture of a Japanese radar system on Guadalcanal caused great interest and effort to be expended on electronic reconnaissance in the Pacific Theater.

Meanwhile, the Naval Research Laboratory (NRL) at Anacostia had been involved to some degree in radar and radio experiments since the 1920s. By 1942, NRL's efforts had resulted in the production of a few crude crystal-type intercept receivers suitable for airborne use. These receivers, designated XARD, had a frequency coverage of 50-1,000 MHz. In a crash program to get a Navy airborne electronic reconnaissance capability to the Pacific, six radioman petty officers were selected to attend a two-week cram course on the new XARD system in September 1942. These men had just completed the Radio Material School near Anacostia. After their training on the XARD they were formed into a detachment designated Cast Mike Project NR 1 (Cast Mike for countermeasures) and, with their new equipment, transferred to Hawaii. Two of these men, Chief Petty Officer Jack Churchill as POIC and Petty Officer Robert Russell, soon departed Hawaii for the Pacific War Zone. The Cast Mike team arrived at headquarters, Commander Air South Pacific, on Espiritu Santo in the New Hebrides Islands in early October.

The mode of operation at Espiritu Santo for the Cast Mike team was to "hitch hike" themselves and their experimental electronic recon- naissance equipment on any aircraft large enough for the "extra bag- gage", and whose mission profile was generally compatible with that of conducting reconnaissance.

The Initial Missions

Churchill and Russell soon had their XARD Receiver installed in an Army Air Force B-17 of the 11th Bomb Group. Chief Churchill flew with the first B-17 electronic reconnaissance mission 31 October 1942 from Espiritu Santo to Guadalcanal, Bougainville and return. Unfortunately for such a historic occasion, no Japanese radar signals were intercepted. During the next month seven more B-17 electronic reconnaissance missions were flown to the Solomons and New Britain but still no enemy radar signals were detected. Whether this lack of signal intercept was a result of the primitive XARD equipment or a paucity of Japanese radars in the region is not clear.

In December 1942 Churchill and Russell began flying their XARD receivers on PBY-5 seaplanes of Patrol Squadron 72. The Navy Catalinas operating in this theater were painted black and primarily flew at night. The Cast Mike team hitchhiked missions with VP- 72 from Guadalcanal and Espiritu Santo, performing electronic recce around the Solomon Islands. Although the Cast Mike gypsies continued their airborne electronic reconnaissance missions throughout the remainder of 1942, using B-17s and PBYs, no Japanese radar signals were intercepted by their XARD receivers.



St. Augustine, Florida

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

46 🚽

Parallel U.S. Army Air Force Operations

Meanwhile, the Army Air Force was dedicating considerably more funding and personnel to its embryonic electronic reconnaissance effort. Instead of a ragtag band of nomads who hitchhiked on aircraft belonging to other units, the AAF developed a coherent program which would soon pay dividends. While RRL was designing and fabricating the first production airborne electronic reconnaissance equipment in the fall of 1942, the Army established a four-week radio countermeasures course at the Airborne Radar School in Boca Raton, Fla. Upon graduation these officers were designated Radio Observers. At this same time the AAF Chief of Staff, GEN Hap Arnold, directed the initiation of a crash program to develop a dedicated airborne electronic reconnaissance capability. This project, code named Ferret, turned out to be a modified B-24D Liberator equipped with the SCR-587 receiver and a developmental version of a radar pulse analyzer. The pulse analyzer became a vital tool to assist the airborne operators in identifying the type of enemy radar being intercepted.

After its completion in February 1943, the modified B-24 Ferret, with two Boca Raton radio countermeasures course graduates on board, deployed to Adak, Alaska. On 6 March the B-24 flew the first successful AAF electronic reconnaissance mission, gaining valuable data on Japanese radars installed on the Aleutian Island of Kiska. The success of this initial AAF program soon led to a second-generation platform. This time, a few B-17s were acquired and fitted with the latest equipment available from RRL efforts, including the APR-I and the newer APR-3 wide band receivers, pulse analyzers and most importantly, a direction finding (DF) capability. Although this initial airborne DF capability was crude, it allowed the aircrew to obtain several lines of bearing on the intercepted radar signal so that its location could be determined.

Meanwhile, back state side, on 24 May 1943, the Navy organized Special Project Unit Cast at NAS Squantum, Mass., under a Bureau of Aeronautics directive. The unit was to provide services for flight testing the electronic equipment under development at the Radio Research Laboratory. Perhaps the Navy finally recognized the failure of the XARD in its wartime OpEval and decided to conduct realistic airborne tests on future equipment before deploying to the war zone!

Early in 1943 the Cast Mike team in the Pacific received a few ARC-1 receivers (Navy version of SCR-587); a vast improvement over the experimental XARD system. Chief Churchill and PO Russell had continued their missions with the Catalina squadrons in the South Pacific. On the night of 18 June, while flying with a VP-54 crew, they acquired their first intercept of a Japanese radar. The enemy signal was in-

47 🔺

tercepted while flying near the Shortland Islands, just south of Bougainville. Unfortunately, the Navy had not provided the Cast Mike team with an airborne DF capability like that of the AAF; therefore it was impossible for Churchill to pinpoint the location of his all-important initial radar intercept.

With no prospect of acquiring airborne DF equipment in the near future, Churchill and his team did what VQ squadrons continue to do even today in their "special projects" or "bicycle shops"- improvise their own capability. Assisted by VP-54 metal smiths, they constructed a pair of yagi-type directional antennas which they installed on either side of the Catalina's nose, pointing forward. The "Rube Goldberg" antennas were then connected through a receiver switching assembly to a cathode ray tube (CRT) display unit where the signal strength could be interpreted by the operator as being to the left or right of the aircraft. Through coordination between the PBY pilot and the Cast Mike operator, the aircraft could be steered until it was pointing directly toward the intercepted radar site. At this point, a line of bearing would be logged. After repeating this procedure at several geographically separated points, a reasonable fix of the radar site could be calculated.

On the night of 8 September 1943, the Cast Mike and VP-54 team obtained three good lines of bearing on the Japanese radar signal and established its position on Poporang Island south of Bougainville. Following this initial successful mission, a photographic recon- naissance aircraft obtained photographs of the enemy radar site, which was then attacked

SPA is Proud to Sponsor the Maritime Patrol Association



More than Four Decades of Decision Support for National Security.

by fighter-bombers. After their long and arduous struggle to prove the concept of USN airborne electronic reconnaissance, Chief Churchill and his Cast Mike Project NR 1 team were disbanded in the fall of 1943. However this unique band of gypsies, operating with begged, borrowed, stolen and improvised equipment, while flying on "other folks" aircraft, had nevertheless performed a major service to their country and to the future of U.S. Navy airborne electronic reconnaissance. Many years later, in recounting his experience as an airborne electronic reconnaissance operator, CDR Jack Churchill commented that he had "started my Navy career in electronic intelligence and when I retired I was still in electronic intelligence."

In the place of the Cast Mike team, the Navy slightly upped the ante in airborne electronic reconnaissance by organizing several teams of aircrew officers to carry out much the same program accomplished by Churchill and his men. These officer teams continued the marginally-satisfactory procedure of temporarily installing and operating radar intercept equipment in resident Navy patrol (VP) or patrol bomber (VPB) aircraft.

One of those team members was LT Lawrence Heron who, with another officer, reported to Henderson Field, Guadalcanal in November 1943. There they joined VPB-104, flying PB4Y-I Liberators. Circumstances were not much different for LT Heron than they had been for Churchill. Heron still had to fabricate his own installation rigs to enable the APR-I receivers and other equipment to be transferred from one aircraft to another. As unbelievable as it may seem, there was still insufficient support within the Navy for the electronic reconnaissance mission to acquire even a few dedicated aircraft solely for the task.

Late in 1943 a major event occurred when a new headquarters unit was formed in the Southwest Pacific Theater for coordination of Allied electronic reconnaissance. The new unit, designated Section 22 of General Headquarters, included personnel of all U.S. military services along with British, Australian, New Zealand and Dutch allies. Section 22 was responsible for collecting information on enemy radar and radio systems, analysis, dissemination of the resulting intelligence and requisitioning and assigning electronic countermeasures/reconnaissance personnel and equipment. The need for such an organization in the theater had been evident for some time. By mid-1943 USAAF B-24 Ferret aircraft had been assigned to the Southwest Pacific Theater, and shortly thereafter Section 22 was beginning to assemble a detailed picture of the Japanese radar network in the area. Section 22 would quickly note the more effective operations of the "dedicated" AAF Ferrets and soon force the Navy into a similar mode of operation.

Meanwhile, as the momentum of the war in the Pacific swung to the Allies and our ground forces began the islandhopping advance toward Japan in early 1944, airborne electronic reconnaissance joined the northward migration. In March 1944 VPB-116, based on recently- captured Eniwetok Atoll, began flying electronic reconnaissance missions around the strategic Japanese naval base at Truk in the Caroline Islands. The VPB-116 PB4Y-Is, with their electronic reconnaissance "hitchhikers", were tasked to locate and collect information on Truk's radar installations. This data proved extremely valuable during the following carrier air strikes on the atoll.

The Navy is Dragged into the Future

By spring of 1944 it became painfully clear that the AAF's permanently modified Ferret aircraft, entirely dedicated to the mission of electronic reconnaissance, were markedly more effective than the Navy's makeshift installations operated by the "gypsy" air crewmen. In recognition of this glaring fact Section 22 directed the formation of a dedicated Navy unit, where all its personnel, equipment and aircraft would be responsible solely for the electronic recce role.

The Navy selected an old hand to form and lead this new dedicated airborne electronic reconnaissance unit, LT Lawrence Heron. The new unit was temporarily based at the Palm Island seaplane base near Townsville, Australia, and equipped with two PBY-5A Black Cats to be modified for electronic reconnaissance.

The Consolidated PBY seaplane entered service in 1936 and became the Navy's principal patrol bomber. The amphibious PBY-5A was the model primarily employed for electronic, reconnaissance. It was powered by two 1,200-hp engines, cruising at 95 kts with a service ceiling of 13,000 ft and had a crew of 7 to 9.

The installation of the ARC-I receivers in the Catalina was simple enough, but again, the direction-finding antenna system had to be locally manufactured. Because of the location of the new DF antenna, pointing downward from the rear fuselage gun hatch, the PBY could not take off with the system in place. Instead, it had to be manually attached after takeoff, which created some interesting and exciting situations for LT Heron's crews.

After the Navy had been more or less forced to dedicate a few aircraft and men to the function of electronic reconnaissance, on 13 May 1944, CNO directed the Chief of Naval

48

Air Technical Training to establish a training pipeline for the new mission. The facility was to be called the Special Projects School for Air and was assigned to NAAS San Clemente Island, off San Diego, Calif., with training to commence 1 June 1944.

Meanwhile, back in the Pacific, Heron completed the modifications and moved his Black Cats to New Guinea to begin flying electronic reconnaissance missions from the seaplane bases at Port Moresby and Samari Islands. By late 1944 as operations expanded in the Pacific, Heron's Black Cats were flying electronic missions out of the Philip- pines. He and his small group performed with the utmost distinction and courage throughout the remainder of the war in the Pacific, participating in most of the major battles and campaigns.

By autumn of 1944 the navy had been convinced of the merits of electronic warfare in general, and specifically of electronic reconnaissance. Consequently it was ready to begin, employing these air- borne capabilities on a much larger scale. Thirteen of the eighteen land-based VPB squadrons in the Pacific already had some of their aircraft modified to carry the APR-1 radar receiver and the APT-I, APT-5 or APQ-2 radar jamming equipment. In addition, a few Navy Liberators were equipped with the newer APR-5 receiver to search for Japanese radars in the higher frequency spectrum (microwave). Carrier-based aircraft, such as the TBF/TBM Avenger, also received an allocation of the new electronic warfare equipment.

An important addition to the Navy electronic warfare effort was made in the spring of 1945 with arrival in the Pacific of the new PB4Y.2 Privateer in VPB-106. The Privateer was derived from the PB4Y-1 Liberator and was specifically modified for Navy long-range maritime patrol operations with a crew of up to 16. In its conversion from the AAF B-24, the twin tail was changed to a single tail and a seven-foot extension was added to the fuselage for the countermeasures compartment. A large number of radomes were also added to cover the countermeasures antennas. Because of these radomes protruding from its skin the Privateer received the nickname "Wart Hog".

The countermeasures compartment included the following: for electronic reconnaissance there were APR-I, APR-2 and APR-5 radar intercept receivers with associated pulse analyzers and DF equipment. Additionally, APR-5 and APR-7 communications intercept equipment was available. If electronic countermeasures operations were required the PB4Y-2 included the APT-I, APQ-2 and APT-5 jammers. Furthermore, the Privateer's standardized equipment mounting racks allowed the electronic warfare suite the flexibility to be quickly tailored for each mission. With this new capability, VPB-106 immediately began flying barrier patrols in support of naval forces preparing for the assault on Iwo Jima. Operations continued throughout the closing months of WWII.

The Rush to Demobilize

In the post-war era of rapid demobilization, the Navy's fledgling airborne electronic reconnaissance capability suffered accordingly. By the end of 1945, RRL's manpower had decreased dramatically and the Navy pushed hard to complete development of the new APR-9 radar receiver set before the shop doors closed. The APR-9 was in fact completed, later manufactured in large numbers and would be at the heart of the Navy's airborne electronic reconnaissance for many years to follow.

On 31 December 1946 Special Projects Unit Cast was disestablished at NAS Squantum. The unit's personnel, materials and functions were transferred to the Air Support Division of NRL. Even so, the capability would survive. Like most other fields of military endeavor during the post-war period, Navy airborne electronic reconnaissance undoubtedly survived mainly through the dedication of a few "true believers".

It appeared the small group of airborne electronic reconnaissance proponents had finally won an influential following. They now felt secure that the United States would never

What does *your* training future hold?



With SIX DEGREES ... Exceptional engineering support services. Training that is ready, responsive and flexible. Innovative efficiencies, engineered to optimize training.

SDVOSB Seaport-e Prime Gulf Coast Region

49 🚽

again be found without the technical skills and equipment necessary to fulfill the airborne electronic reconnaissance mission, unfortunately such was not the case. The severe economy programs between the end of WWII and the Korean War took their toll of the established airborne electronic reconnaissance programs, severely inhibiting the research and development required if the systems, technicians and aircraft were to keep pace with jet-age technology.

Only one year after V-J Day, the massive military demobilization had taken such a toll of technicians and spare parts that a large percentage of all U.S. Navy electronic equipment was inoperative. Since too few technicians remained in the service for electronics repair, and since the radio and radar equipment was fundamentally required for the mission of the aircraft, the second-priority electronic reconnaissance equipment fell into a general stage of disrepair.

The New Threat Arises

By 1949 U.S. military planners fully realized they had insufficient information about the location, capabilities and overall technical characteristics of Sino-Soviet Bloc radar systems. Also, the Soviet Union was now involved in the development and testing of high technology weapons such as surface-to-air missiles. Therefore, by the beginning of 1950 the collection of electronic intelligence on these systems became a high priority. Such an ambitious collection program, however, required



TOMORROW'S SOLUTIONS . . . TODAY.



www.asec.aero

Proud Sponsor of the Maritime Patrol Association reasonably sophisticated electronic equipment. Unfortunately for the United States most of the equipment built to conduct electronic reconnaissance during WWII had since been sold to junk and surplus dealers.

When it was decided to equip two patrol squadrons to conduct the electronic reconnaissance mission, the Navy found it had insufficient equipment on hand. The Navy sent two chief electronic technicians to locate and buy back some of the equipment which previously had been sold as surplus. Wearing civilian clothes and carrying large quantities of cash, the two chiefs rooted through war surplus stores in New York City. They purchased all the intercept receivers, direction finders, pulse analyzers and other electronic reconnaissance equipment they could locate. This equipment was then repaired by Navy technicians and installed in Privateers and P2V Neptunes for the high-priority electronic reconnaissance or Ferret (the Air Force term used unofficially by Navy crews) missions around the periphery of the communist nations, particularly Russia.

In order to accomplish the significant airborne electronic reconnaissance requirements of the late 1940s and early 1950s, it appears he U.S. Navy took two separate but coordinated directions.

One direction was oriented toward "mission support" of the aircraft in which the electronic reconnaissance equipment was installed. This evolution was primarily reflected in the VP squadrons where the equipment was usually operated by normal squadron personnel as "just another sensor" to assist the conduct of the squadron's missions of anti-submarine patrol, surface surveillance, bombing, mining and general area surveillance. This mission support airborne electronic recce effort was fairly significant considering the proliferation of the Privateer (redesignated P4Y in 1951) to patrol squadrons worldwide soon after WWII.

The P4Y-2 was followed shortly by introduction of the P2V series to patrol squadrons. The Lockheed Neptune entered operational service in 1947 and remained the mainstay of U.S. Navy land-based patrol aviation for nearly 20 years. The P2V-I of the late 1940s evolved into he P2V-7 final production model of 1954. Major design changes were introduced in the P2V-5 which first flew in 1950. A pair of Westinghouse J34 turbojets were added to -5s to boost the takeoff and speed-over-target capabilities of the standard 3,500 hp reciprocating engines. This model, with a ten-man crew, was designated the P2V-5F and was frequently employed in electronic reconnaissance.

Both Privateer and Neptune aircrews performed routine

electronic -reconnaissance in support of their anti-submarine and surface surveillance missions worldwide. Additionally, their electronic recce operations often paid high dividends in the intercept of information which was of Navy and national interest, well beyond the mission sup- port function. Perhaps it was the Communists' appreciation of this fact that accounted for several of their attacks on "normal" VP aircraft during the 1950s.

The second direction taken by the Navy was oriented toward dedicated electronic reconnaissance, performed by highly specialized and trained personnel who conducted their missions in a few specially-configured aircraft. These special aircraft operated within normal Navy patrol or airborne early warning (VW) squadrons. This "branch" of U.S. Navy airborne electronic reconnaissance operations subsequently gave birth to VQ-I and VQ-2. From the end of WWII until the early 1950s these "dedicated" electronic reconnaissance assets remained as a part, or detachments, of otherwise normal Navy squadrons. These squadrons, including the electronic reconnaissance detachments, primarily flew the P4Y-1, P4Y-2 or the newer P2V series. The Navy's dedicated airborne electronic reconnaissance units, after getting their rough-hewn start in 1944 with LT Heron's two PBY-5A Black Cats, struggled along in typical "orphan" style.

Although information on these small dedicated units is incomplete, it appears that one each was set up in the Pacific and Europe. By the late 1940s-early 1950s, the European and Pacific airborne electronic reconnaissance detachments had settled in at NAS Port Lyautey, French Morocco, and NAS Sangley Point, Philippines, respectively. From the limited evidence available, it appears that while the detachments remained in place, the parent squadrons would rotate through the two sites on normal operational deployments. For example, Patrol Squadrons 73, 63 and 26 operated at Port Lyautey during this post-war period. Similarly, several VP squadrons rotated through the Philippines during this same time. Thus the Navy's dedicated airborne electronic reconnaissance capability, although still an orphan, hitchhiking on other folk's aircraft with hand-me-down equipment, was at least beginning to take root at fixed sites in the two major theaters of operations.

A Dangerous Occupation

Both the Navy's dedicated and mission support electronic recce air- craft soon became involved in surveillance missions of the Communist periphery and just as quickly found this to be a dangerous undertaking. In fact, to crewmembers of the Navy's Ferret aircraft, the "cold war" appeared to be a serious misnomer! During this era U.S. airborne electronic reconnaissance missions became involved .in a bloody series of clashes in which they were victims of Soviet, North Korean and Communist Chinese aggression while in international airspace.

This series of incidents lasted from 1950 until1969, costing the Navy approximately a dozen electronic reconnaissance aircraft and the loss of at least 79 lives. But the Navy was not the only victim of Communist airborne aggression during the post-war period; the U.S. Air Force also was involved in more than a dozen incidents, wherein at least 46 of its airmen were killed between 1949 and 1964. This sequence of deadly incidents clearly indicates the dangers faced by Navy airborne electronic reconnaissance crews on their daily missions, while emphasizing the importance the Communists place on thwarting enemy aerial reconnaissance in any way possible.

During this tense and turbulent inter-war period of increased Communist military preparedness and attempted forceful territorial expansion, it was imperative to maintain U.S. reconnaissance coverage. Electronic reconnaissance was one of the most effective methods of maintaining coverage and most of the operations were done by fixed- wing aircraft of the U.S. Navy and U.S. Air Force. These Ferrets operated around the periphery of the Communist states while intercepting, analyzing and recording electromagnetic signals of interest. Such peripheral airborne reconnaissance missions were entirely legal as long as they remained over international waters. At the same time, they were always exceedingly dangerous because the record has shown that Communists do not always observe international law.

In this regard it has been suggested by some that there may have been a trend in international law toward the emergence of a right, especially of Communist states, to proclaim and enforce a contiguous zone for the prevention of "passive" electronic reconnaissance by foreign ships or aircraft during peacetime. An examination of the evidence, however, does not support such a theory. Instead, the seizure or destruction of foreign electronic reconnaissance ships or aircraft by Communist nations has consistently been justified as "legal" by the assertion that such units had penetrated their territorial seas or national airspace. The evidence further indicates that Communist governments do not appear to have ever officially asserted that electronic reconnaissance from international waters is a violation of international law. In summary of this point, international law does not forbid passive electronic reconnaissance from the high seas during peacetime and does not empower the coastal state to interfere. Such reconnaissance is nevertheless likely to be resented and resisted by the coastal state.

Although the Communist states exacted a toll of U.S. electronic reconnaissance flights during this turbulent period, the U.S. has never responded in kind. Despite the fact that

51 🔺

Communist electronic reconnaissance aircraft have made hundreds of flights along the borders of Canada, Alaska and the Continental U.S., and have occasionally strayed from international areas, the U.S. has never attempted to shoot one down.

Korea, a New Need for Electronic Reconnaissance

The five short years of peace following WWII were characterized by an unsteady era usually termed the "cold war". During this period tensions between the United States and the Sino-Soviet Bloc increased steadily until June 1950 and the outbreak of hostilities in Korea. Shortly after U.S. forces entered that conflict it became readily apparent their need for airborne electronic reconnaissance would be even greater than during WWII.

Korea was the first in a series of new conflicts called "limited wars", wherein political and military considerations were equally important. In this new limited war each decision was evaluated in terms of diplomatic consequences and such considerations drove the need for intelligence to new highs. With the dramatic rise in electronics and particularly in communications, sensor and navigations systems, the requirements for military electronic reconnaissance rose correspondingly. The Navy satisfied its airborne electronic reconnaissance requirements in the same pattern developed during the closing months of WWII with both mission support and dedicated approaches.

The mission support assets remained primarily in the patrol community. In addition to the routine anti-submarine patrols, weather reconnaissance, coastal and open-ocean surveillance missions, Pacific VP squadrons during the Korean War conducted other "special functions", which apparently included electronic reconnaissance.

Probably while involved in one of these special missions on 6 November 1951 a VP-6 P2V Neptune was lost to hostile fire. The Neptune was operating in international waters in the Sea of Japan off Russia's eastern coast when it reported that it was being fired on by Soviet aircraft. The Neptune and its tenman crew then disappeared off Vladivostok, 32 miles outside soviet claimed waters.

The Development of a Dedicated Pacific Unit

In 1950 the Navy began the modification of an aircraft specifically for the electronic reconnaissance role. The XP4M-I Mercator was designed In 1944 and delivered to VP-21 in 1950 as the P4M-I by the Martin Company, Modified as the P4M-IQ (Q for countermeasure). it could carry a heavy payload of electronic reconnaissance equipment and a large crew of intercept operators over extremely long distances. The P4M-1Q had an operating range of 2,000 miles and a ceil-

ing of over 17,000 feet. There were two engines in each of its twin nacelles; a reciprocating engine in front and a turbojet to the rear and underneath. With this arrangement the Mercator could cruise at 150 kts to monitor target electronic signals but could bring the two jet engines on line if attacked by enemy aircraft, and accelerate up to 340 kts.

In October 1951 a dedicated Navy airborne electronic reconnaissance capability came into focus again for the Pacific Theater. The Special Products Division of the Air Operations Department was established at Naval Station Sangley Point, P.I. The division, under OinC LCDR J.T. Douglas, employed four of the latest P4M-1Qs and was assigned the primary mission of airborne electronic countermeasures for the U.S. Pacific Fleet. The in flight operators assigned to accomplish the "back end" of the aircraft functions were members of Naval Communications Unit 38C, who reported TAD to the Special Projects Division for flight operations. The Special Projects Division continued airborne electronic recce operations throughout 1952, with LCDR A.W. Sweeten assuming OinC duties in December. Some sources refer to this unit as the .'Special Electronic Search Project'.

During the Korean War one of the primary Seventh Fleet tasks was to protect Formosa from attack by the Communist Chinese. At the same time the presence of Seventh Fleet was required hundreds of miles to the north in Korean waters to conduct missions in support of the United Nations forces engaged there. Thus, employment of dedicated and mission support electronic reconnaissance to keep watch over Fomosa, freed Seventh Fleet units to conduct the more pressing combat operations in Korean waters. These reconnaissance operations made it impossible for the Chinese Communists to mount a surprise attack on Formosa without a timely recall of the Seventh Fleet.

During such operations on 18 January 1953 a VP-22 P2V-5 was shot down by Red Chinese anti-aircraft fire off Swatow in the Formosa Strait. Rescue operations were hampered by fire from Communist shore batteries and high seas. A U.S. Coast Guard rescue PBM-5 crashed on takeoff in the rough seas after conducting rescue operations for the survivors. Total losses in this incident were eleven; seven from the P2V crew and four from the Coast Guard rescue aircraft.

Reassignment for the Dedicated Unit

The Special Projects Division at Sangley Point was reassigned 12 May 1953 to Airborne Early Warning Squadron One (VW-1) as Detachment Able. The electronic reconnaissance complement remained at four P4M-1Qs. About a year later, in June 1954, VW-1 returned to NAS Barbers Point, while the electronic recce assets remained as Detachment Able and were reassigned to VW-3. At the time the det had a complement of 22 officers and 110 enlisted men.

The mission support half of the Navy airborne electronic reconnaissance team also continued to collect intelligence to supplement the four Det Able Mercators. On 4 September 1954 a VP-19 P2V flying from Atsugi flew a routine mission in the Sea of Japan. The mission was flown over international waters off the Russian coast.

The Neptune departed its base shortly before 1400 local time, con- ducting a normal mission until shortly after 1812. At that time the aircraft was at 8,000 ft, speed 180 kts, on a heading of 067. The aircraft was over international waters southeast of Cape Ostrovnoi, 33 nautical miles from Soviet territory. Suddenly and without warning two Soviet MiG-15 jet aircraft approached the lumbering Neptune from the rear and opened cannon fire. The P2V pilot immediately went into a sharp right turn away from the Soviet landmass and entered a steep dive of 2,000-3,000 feet per minute in an attempt to evade the attackers. The skilled Navy pilot finally reached a protective cloud bank after suffering at least three more firing passes from the Soviets. After the attacking jets turned back toward land the Neptune, with its port wing burning, was ditched into the sea.

Nine of the ten crewmembers made their way from the doomed aircraft and into a survival raft. Tragically, ENS Roger H. Reid was trapped in the sinking P2V while attempting to put out an additional raft. The nine survivors remained afloat in the area where they had been shot down, while the government of the USSR made no attempt whatsoever to rescue them. As a result of an emergency radio message sent from the Neptune during the attack, U.S. rescue aircraft located the survivors shortly before dawn 5 September. They were immediately rescued and returned to Japan but the body of ENS Reid was never found.

The United States submitted the case, along with a damage claim of \$1,355,650.52 against the Soviet government, to the International Court of Justice. The Soviet Union refused to submit the dispute to the court, thus closing out the case.

Another attack on a U.S. Navy electronic reconnaissance mission occurred 22 June 1955. A VP-9 P2V-5 was fired on by two Soviet MiG-15s while operating in the Bering Sea. The MiG cannon attacks set fire to the Neptune's starboard engine and forced it to crash-land on St. Lawrence Island. Seven of the ten crewmen were wounded.

A New Navy Squadron

Three weeks earlier, on 1 June, the Pacific's dedicated air-

borne electronic reconnaissance capability in VW-1 Detachment Able was reorganized into an independent command. The unit was redesignated Electronic Countermeasures Squadron One, with the alphanumeric designator VQ-I. This marked the first Navy squadron to bear the "overt" electronic countermeasures designation, and the electronic reconnaissance function was now out of the closet. LCDR E.R. Hall, who had been OinC of the detachment, then assumed command as the first commanding officer of VQ-1. At about this same time VQ-I took receipt of two additional P4M-1Qs, bringing the total complement to six.

In September VQ-1 was directed to relocate to NAS Iwakuni, on the southern end of the Japanese island of Honshu. The move was completed by October and the squadron was soon back to business as usual.

In June 1956 CDR William H. Huff relieved Hall as VQ-1's CO. By that time the complement had grown to 28 officers and 220 enlisted men. Some early milestones set in 1956 were: 289 flight hours for the month of June, and the 1,000th P4M-1Q landing since the squadron's commissioning, flown 20 July by LCDR F.E. Struthers.

Also in July a catastrophic P4M-1Q accident was prevented by the flying skills of LT J. Edixion. While in flight one of the Mercator's reciprocating engines fell completely from the aircraft, sending the plane into a flat spin. Through a display of aeronautical skill and determination Edixion was able to recover from the spin at 3,000 ft with the aid of the auxiliary jet engines. He then limped the crippled P4M for 100 miles into Naha AFB at Okinawa. The only crewman injured during the freak incident was LT Edixion-who sprained his ankle as he stepped from the aircraft after making the successful landing.

On the darker side, the squadron suffered its first loss from hostile fire in the Taiwan Strait 22 August 1956. A P4M-1Q on a night mission and its entire crew of 16 men were lost 32 miles off the China coast after reporting an attack by hostile aircraft. Carrier and land based air, along with surface ships, subsequently conducted a search. They found aircraft wreckage, empty life rafts and the bodies of two crewmen. Those losing their lives in this shoot down were: LCDRs Milton Hutchinson and J.W. Ponsford; LTJGs F.A. Flood and J.B. Dean; PO1/c W. Haskins, H. Lonnsbury and A. Mattin; PO2/c C.E. Messinger, D. Barber, W. Caron and W. Powell; PO3/c J. Curtis, w. Humbert, D. Sprinkle, L. Strykowski and L. Young.

A New Capability Arrives

CDR Harvey Larson assumed command of VQ-1 late in August and shortly afterwards, on 7 November, two Douglas

A3D-1Qs were added to the squadron inventory. A Navy news release of 8 November set the tone for the arrival of the alljet Skywarriors at Iwakuni. The report stated these A3D-1Qs were the first of their type in the Far East and their arrival marked the first time a deceleration chute had been used on the Iwakuni airstrip.

The new aircraft were flown in by LCDRs John H. McIlmoil and Lee T. McHugh; navigators were LTJGs Gary W. Grau and Karle F. Naggs; crew chiefs were ADC Robert J. Tallen and ADI Morris B. Nelson, and the radio-electronics were handled by ATI James G. Luse and AT2 Young W. Rown. The news release described a crowd of 500 station personnel cheering the arrival of the new aircraft and provided excerpts from addresses by the VQ-1 CO and NAS Iwakuni XO CDR C.B. Starkes. CDR Larson noted that he was "mighty proud of our new addition and I might add that we are still very proud of our old P4Ms, they have been a reliable and faithful old gal." Since their delivery to the their delivery to the Navy the P4Ms had in fact performed faithfully and many of the pilots had a sentimental feeling toward the Mercator even though it would now be in the fast company of the sleek, modern Skywarrior.

On 27 November 1957 CDR N.P. Byrd Jr. relieved Larson as commanding officer. The VQ-1 aircraft complement at this time was two A3D-1Qs and five P4M-1Qs. In May 1958 a Lockheed TV-2 Shooting Star was acquired as a two-place instrument trainer. During CDR Byrd's tenure as CO, other than the general heating up of the China-Taiwan conflict, the majority of squadron flight operations were logged as routine electronic reconnaissance missions, along with the usual intensive crew training evolutions.

The Year of Bad Luck

CDR R.C. James assumed command of VQ-1 30 November 1958, as the squadron entered a year-long period of misfortune. The series of tragedies began with the crash of an A3D-1Q (BuNo 130352) in the inland sea near Iwakuni 28 May 1959. The Skywarrior was piloted by LCDR Decker, with aircraft commander LTJG AI Dewitt in the right seat. The big jet was on a nighttime practice Tacan approach to Iwakuni when it apparently stalled at about 5,000 ft during the inbound turn. All three aircrew were killed.

Next, on 16 June, a VQ-1 P4M-1Q was on a routine recce mission over the Sea of Japan off the North Korean coast. While the Mercator was at 7,000 ft off Wonsan, North Korea, two MiGs attacked with cannon fire. A few moments later, the tail gunner, 20-year-old PO2/c Eugene Corder, collapsed with more than 40 shrapnel wounds. Now totally unarmed, the Merctlor continued to be attacked by the MiGs as LCDR Donald Mayer dove for the deck in an attempt to escape. By the time Mayer reached 50 ft altitude above the Sea of Japan, the P4M's two starboard engines and rudder had been shot away. On the way down the copilot, LCDR Vince Anania, could see the red stars painted on the fuselages of the North Korean fighters as they made six more passes at the crippled P4M.

The Mercator was barely able to limp back to Japan and make an emergency landing at Miho Air Base. LCDR Anania was a former All-American football player at the Naval Academy and his extraordinary strength was a significant factor in keeping the crippled plane airborne. Petty Officer Corder recovered from his wounds, receiving a Purple Heart. VQ-1 records show DFCs were presented to the pilot and copilot, while Air Medals went to the remainder of the crew.

The 16 June 1959 North Korean attack on the VQ-1 Mercator was the 33rd incident involving United States and Communist aircraft since the early 1950s. This bloody, one-sided air war would continue through the 1960s.

By late summer of 1959 VQ-1 had acquired a P2V-5F and a second TV-2. Then more bad luck plagued the squadron when in November the unit's first A3D-2Q was lost at sea near Wake Island during the trans-Pacific delivery. The pilot of the lost Skywarrior was CDR F.J. 'Frenchy' Surre, who had just reported aboard as operations officer. No trace was ever found of the four crewmen.

CDR W.R. Knopke assumed command of the squadron 20 October 1959 and shortly afterwards Lady Luck again frowned on VQ-1. This time, in December, a severe windstorm struck the squadron detachment at Shemya, Alaska. Heavy damage was caused to the VQ-1 hangar and strike damage was incurred by a P2V-5F. The squadron (lower right) had received two P2V-5Fs in August and September and later acquired a third in January 1960. The pilots of these aircraft were attached to VP-22 and the remainder of the crew were VQ-1 personnel. The P2V-5Fs were transferred from VQ-I in March 1960.

A New Name and New Aircraft

The new year was begun on a brighter note in 1960 when the official name of the squadron was changed from Electronic Countermeasures Squadron One to Fleet Air Reconnaissance Squadron One. The Q designation remained unchanged. As new personnel began reporting aboard to man and maintain the new aircraft that were soon to arrive, they attended schools to obtain the skills that would soon be needed in upgrading the squadron. The squadron's first two A3D-2Qs delivered (BuNos 144855 and 146450) were flown

54 🚽

to Iwakuni 22 January 1960, piloted by LT Jack Taylor, a future two-term CO of VQ-2 and LT Chuck Weitrich. The first Grumman F9F-8T Cougar arrived 12 February, and the first WV-2Q Super Constellation 21 February.

The two-place F9F-8T Cougar was used by VQ-1 only as a trainer, since it had no electronic reconnaissance capabilities. The squadron acquired a second of the swept-wing Grummans before the Cougars were transferred in 1962.

The original design of the Constellation was begun in 1939 to meet the requirements of Trans World Airlines. Modifications for the Navy's WV-2 version were begun in 1949, originally intended as a high-altitude radar early warning aircraft. In the late 1950s eight of these old WV-2s were pulled out of retirement from NAF Litchfield Park, Ariz., and modified extensively by the Martin Company of Baltimore to perform the electronic reconnaissance mission. These eight aircraft were designated WV-2Q and fondly known as "Willie Victors" or simply "Willies". Four each of these, redesignated EC-121M in 1962, were assigned to VQ-I and VQ-2 and remained electronic reconnaissance work-horses for many years.

The progenitor of the A3D-2Q had begun life in the post-WWII era when naval strategists began to think in terms of carrier-based heavy attack bombers. By 1947 the basic specifications were set forth for the XA3D-I, which first flew in October 1952. After some modifications this new aircraft entered naval service in March 1956 with a nuclear strike capability. In September some of the Skywarrior prototype aircraft were modified to the A3D-1Q for electronic reconnaissance. These were as close to "new aircraft" as the VQ-1/2 community would ever receive. The fourplace1Qs served from 1956 until the arrival of the A3D-2Q in 1960. However, the A3D-1Q was never flown from aircraft carriers by the VQ squadrons.

The A3D-2Q provided a substantial boost in capability with an increase in crew size from four to seven and a corresponding increase in electronic equipment. This added capability was accomplished by sealing off and pressurizing the large bomb bay and converting it into space for four sensor operators. A total of 24 of these aircraft were modified for the two VQ squadrons. The A3D-2Q was redesignated EA-3B in October 1962. The ."Electric Whale", powered by two Pratt and Whitney J57 engines, has a maximum speed of 520 kts at 30,000 ft, a maximum altitude of 43,000 ft and maximum endurance of 5 hours 30 minutes. The normal takeoff weights are 78,000 lbs ashore and 73,000 lbs for carrier operations.

A New Home and the Building Storm

While receiving the new aircraft, VQ-1 began the move to

a new homeport at NAS Atsugi, Japan. The move was completed by July 1960 and the last P4M-1Q was retired in ceremonies held at Atsugi on the 23rd. The squadron now had nine A3D-2Q, four WV-2Q and two F9F-8Ts, with 62 officers and 373 enlisted personnel.

During the last week of CDR Knopfe's command, an A3D-2Q was lost while conducting a routine training mission at Atsugi. LT H.P. Sams spun in on the runway after wave off during an aircraft commander check ride. The cause of the accident was undetermined. Other fatalities in this crash were LCDR A.R. Hodge, AMI E. Taylor and AO3 O.J. Cladry.

CDR T.E. Moore assumed command of VQ-1 25 January 1961. During his tenure VQ-I grew to a total complement of 75 officers, 383 enlisted and 10 civilian personnel. Then in 1961 ominous developments began to unfold with a civil war in Vietnam. The crisis there would continue to build with the assassination of President Diem in 1963, the coup in January 1964 and finally the Tonkin Gulf incident in August. This action would prove the beginning of a long-term U.S. involvement in Southeast Asia during the Vietnam War -one in which VQ-I would play a major part in the Navy's role. In fact, VQ-1 began flying missions in Southeast Asia as early as the spring of 1962.

With the building storm in Southeast Asia VQ-1 continued electronic reconnaissance missions in support of both Navy and national intelligence collection requirements through the early 1960s. Commanders J.W. Jenkins, W.J. Wacker and A.T. Holt led VQ-1 through the period December 1961-November 1964.

While the conflict in Southeast Asia heated up, VQ-I began preparations for establishment of EA-3B detachments on board Seventh Fleet aircraft carriers. According to aviation history summaries, aircrew carrier proficiency qualifications began in late 1962 and the first detachment embarked in USS Kitty Hawk (CVA-63) in May 1964. Records available through September 1966 show VQ-1 dets operating from these other carriers off Vietnam: Bon Homme Richard (CVA-31), Constellation (CVA-64), Coral Sea (CVA-43), Enterprise (CVA(N)-65), Hancock (CVA-19) Independence (CVA-62), Midway (CVA-41), Oriskany (CVA-34), Ranger (CVA-61), Franklin D. Roosevelt (CVA-42), and Ticonderoga (CVA-14). During one of these EA-3B dets the seven members of LCDR Cunningham's crew won the Navy Unit Commendation for their part in the U.S. response to North Vietnamese aggression during the Tonkin Gulf incident of August 1964. However, for most of the Vietnam War, the EA-3Bs were primarily land-based at DaNang because of the lack of deck space on the war-loaded carriers

55 🛛 🌟

and better facilities at the South Vietnamese base.

On 25 November 1964 CDR F. Carment Jr. assumed command of VQ-1 as the United States began to enter the Vietnamese War in earnest. During the next nine years VQ-1 would operate its land-based EC-121Ms and EP-3Bs from Da-Nang AB, RVN; NAS Cubi Point, P.I.; Bangkok, Thailand; Tainan, Taiwan; and several other bases, while the EA-3Bs flew primarily from Seventh Fleet carriers and DaNang. These missions were flown in support of USN and USAF air strikes, U.S. Army and Marine Corps land campaigns and national intelligence collection requirements.

Specific types of support provided by the VQ-1 aircrews were MiG and SAM warning services, electronic order of battle (EOB) updating and electronic intelligence collection in support of combat contingency planning. The VQ-1 SAM warning services were especially crucial to the survival of Navy carrier aircrews flying over North Vietnam because of the lack of deceptive ECM (DECM) systems on tactical aircraft at that time.

In recognition of these vital electronic reconnaissance missions, VQ-1 aircrews were presented innumerable awards of the Distinguished Flying Cross, Bronze Star, Air Medal, Navy Commendation Medal, various campaign medals and two Navy Unit Commendations (NUC). In the citation to the Navy Unit Commendation presented to VQ-1 for the period 1 December 1965 through 30 November 1967 the squadron was cited as "carrying out an extremely broad program of electronic warfare and special intelligence collection of national importance", The citation further stated that VQ-I "provided invaluable direct tactical support to combat commanders prosecuting the war against communist subversion in Southeast Asia, VQ-I has won unqualified praise from all branches of the United States Armed Services, and from national intelligence agencies, and is widely considered the unquestioned leader in the field of electronic warfare tactical support under combat conditions". Finally, the citation acknowledged that VQ-I "has been directly instrumental in saving countless lives of U.S. air combat pilots and crewmen over North Vietnam".

Although no VQ-1 aircraft were shot down in the hostilities in Southeast Asia there were instances of damage to squadron aircraft on the ground during enemy rocket attacks at Da-Nang. Outside the war zone however, in April 1969, a VQ-1 EC-121M and crew of 30 were lost to hostile fire from North Korean MiG fighters. On 14 April the Super Connie, with LCDR James Howard Overstreet as mission commander, took off from Atsugi and headed northeast for a routine electronic reconnaissance mission off the North Korean coast. The flight plan called for the crew to proceed to a point off Musu Peninsula where they were to fly elliptical orbits, each about I20 miles long.

At 1350, a little less than seven hours after takeoff, a U.S. Air Force tracking station monitoring the flight detected two new blips as a pair of North Korean MiGs rapidly closed on the unarmed VQ-1 aircraft. Although a prearranged message was sent to Overstreet ordering him to abort his mission, as the lumbering EC-121M turned away it was shot down southeast of Chongjin, North Korea, with a loss of all thirty crewmen. Only two bodies were subsequently recovered, those of LTJG Joseph R. Ribar and AT1 Richard E. Sweeney. In addition to Overstreet, Ribar and Sweeney, those lost in the shoot down were: LTs John Dzema, Dennis B. Gleason, Peter P. Perrottet, John H. Singer and Robert F. Taylor; LTJGs Robert J. Sykora and Norman E. Wilkerson; CPOs Laverne A. Greiner, Marshall H. McNamara and Richard E. Smith; PO1s Steven C. Chartier, Bernie J. Colgin, Bailard F. Connors Jr., James L. Roach and John H. Potts; PO2s Louis F. Balderman, Dennis J. Horrigan, Richard H. Kincaid, Frederick A. Randall and Stephen J. Tesmer; PO3s Gene K. Graham, David M. Willis, Gary R. Ducharme, John A. Miller Jr. and Philip D, Sundby; AN Richard T. Prindle and SSGT Hugh M. Lynch. Immediately after the incident President Nixon ordered a halt to reconnaissance missions in the Sea of Japan. The frequency of these missions had been averaging more than 60 per month until this time. President Nixon ordered the electronic reconnaissance resumed three days later, however, but this time with the protection of Task Force 71.

New Capabilities Arrive

During the Vietnam War CDR Carment was followed as commanding officer of VQ-I by CDR M.E. Klein (Nov 1965-Nov 1966), CDR R.F. Dreesen (Nov 1966-Dec 1967) and CAPT R.M. DeLorenzi (Dec 1967-Feb 1970).

In this era VQ-I acquired additional aircraft capabilities. In November 1968 a TA-3B was acquired for training and logistics purposes. Shortly afterwards, on 17 March and 21 June 1969, two EP-3Bs converted from P-3A Maritime Patrol Orion airframes, were delivered to supplement the aging EC-12IM. These two Batrack aircraft would serve as the "informal" electronic reconnaissance prototypes for ten P-3As that would subsequently be modified to the EP-3E Aries. And finally the first of the EA-3B avionics updates, named Seawing, was received in August 1969.

With the continuing increase in size of VQ-I and the importance of the squadron's role in Southeast Asia, CAPT De-Lorenzi was followed by another 0-6 as commanding officer,

56 🔶 📩

CAPT C.L. Chute. Shortly after CAPT Chute's assumption of command in February 1970, VQ-I lost an EC-121M (BuNo 145927). On 16 March the Super Constellation crashed while landing at DaNang, with the loss of 23 lives. LCDR "J.D." Meyer, who would later command both VQ-I and VQ-2, was the senior member of the investigation board for this accident. Those perishing in this crash were: LCDRs Harvey C.K. Aiua and Harry C. Martin; LTs Robin A. Pearce and George L. Morningstar; LTJGs James M. Masters Jr., Charles E. Pressler and Jean P. Souzon; CPO William J. Risse; POIs Larry 0. Marchbank, Arthur D. Simmons and Donald W. Wilson; PO2s Floyd E. Andrus III, Gregary J. Asbeck, William P. Bletsch, Guy T. Denton, Joseph S. Saukaitis, John S. Schaefer, Stuart J. Scruggs and Barry M. Searby; PO3s John M. Birch, Thurle E. Case, Ben A. Hughes and Ralph S. Purdum.

A brighter moment came when, in recognition of superior actions during the 1967-1970 period, the squadron was awarded its third NUC and a Meritorious Unit Commendation (MUC).

Growth, Another Change of Homeport and the EP-3E

In June 1971 VQ-I changed homeport from Atsugi to NAS Agana, Guam. In addition the squadron was assigned the missions of weather reconnaissance and airborne photography when Airborne Early Warning Squadron One (VW-I) and Heavy Photographic Squadron 61 (VAP-61) were disestablished. For a brief time VQ-I shouldered the mission of typhoon and general weather reconnaissance from the international dateline to the Malay Peninsula. The weather mission was discontinued at the end of the 1971 typhoon season but the squadron retained the photographic reconnaissance mission and continued worldwide photographic and cartographic mapping capabilities until the RA-3B was retired in July 1974.

CAPT Joe Akins relieved CAPT Chute as CO in July 1971 to continue the series of 0-6 skippers that would last until December 1982.

The airborne electronic reconnaissance community was about to receive an improved aircraft capability in the form of the EP-3E Aries. Design of the P3V-I Orion began in 1957-58 to provide an ASW replacement for the widely-used P2V Neptune. The Lockheed Company won the contract and converted its commercial Electra turboprop airliner into the P3V. The name Orion was adopted in late 1960 and the P3V designation changed to P-3 in 1962. The P-3A began arriving in VP squadrons during the summer of 1962. Ten of these older P-3As were converted to EP-3E electronic recce configuration for VQ-I and VQ-2 in the early 1970s as replacement for the EC-121Ms. The EP-3E carried a special radar, radomes in long fairings above and below the central fuselage and an additional ventral radome forward of the wings. The EP-3E is powered by four turboprop engines, has a maximum speed of 350 kts and a service ceiling of 28,500 ft. With its 28-man crew and a 142,000 lb maximum takeoff weight, the all-weather Aries has a maximum endurance of 12 hours. VQ-1 received its initial EP-3E in September 1974 and after the delivery of the fourth Aries in the fall of 1976, the last squadron EC-12IM was retired. The added capabilities of the EP-3E contributed significantly to the squadron winning another MUC award for the period 1 Apri11972-27 January 1973.

The squadron experienced another aircraft loss when an EA-3B crashed at sea in 1973. Fortunately, in this case there was no loss of life. The EA-3B with five crewmen was on an over water navigational training flight from Guam to the Philippines. At some point en route a combination of navigation equipment malfunctions and human error resulted in total disorientation. Unable to locate land, the crew was forced to bailout at the fuel exhaustion point. The entire crew was picked up by a helicopter from the Japanese destroyer Haruna.

At the end of U.S. combat operations in Vietnam in 1973 VQ-1 began a move back to providing open-ocean tactical electronic support to Seventh Fleet carrier battle groups. The first regular Indian Ocean cruise made by VQ-1 EA-3B Whales occurred in early 1974 with a two-aircraft detachment on board Kitty Hawk. By this time the leadership of VQ-1 had passed from CAPT Akins to CAPT T.W. Connolly. Soon after the Kitty Hawk deployment a single EA-3B detachment embarked in Midway for a three-year cruise throughout WestPac, deploying to the IO once during that period. This action signaled the start of a regular VQ-1 EA-3B presence on board Seventh Fleet carriers.

CAPT W.V. "pooch" Patterson assumed command Of VQ I 16 August 1976. At that time the squadron had 16 aircraft .(EP-3E, EP-3B, EA-3B, TA-3B and a P-3A for flight training and logistics), with more than 700 personnel assigned.

Two Individuals Make VQ History

In November 1978 CAPT D.N. Hagen assumed command, the first person to command both VQ-I and VQ-2. Additionally, CAPT Hagen was the first Naval Flight Officer to command VQ-I; all preceding COs had been aviators.

In October 1979, CAPT "J.D." Meyer relieved CAPT Hagen. CAPT Meyer was the second and last person to date who had commanded both VQ-1 and VQ-2. Shortly after Meyer's assumption of command, the Iranian crisis of 1979 resulted in an increased U.S. presence in the Indian Ocean. Accordingly, the Navy was committed to maintaining at least one carrier battle group in the vicinity of the northern Arabian Sea. Both VQ-1 and VQ-2 shared this commitment with CV-embarked EA-3B and Diego Garcia EP-3E detachments to provide crucial electronic reconnaissance services to the area. VQ-1 was awarded a fourth MUC for these Indian Ocean contingency operations covering the period 23 January to 1 May 1980. Also, participating aircrews and ground support personnel from both VQ-1 and VQ-2 were awarded the Navy Expeditionary Medal.

CAPT Jim Brightman relieved CAPT Meyer in August 1981. A year later, on 4 August 1982, the squadron suffered its first fatal aircraft accident in more than a decade and its first EA-3B loss while operating from an aircraft carrier. The Skywarrior, piloted by LT Frank N. Kercher, disappeared over the Indian Ocean near Diego Garcia, while operating from Ranger. The subsequent rescue and debrief of a single surviving crewmember. P02 Robert Lee Huff. indicated the EA-3B may have broken up in flight after control failure. The remaining crewmen were LTs Michael F. Brown and David A. Pies; POS William B. Snider, Brian S. Watson and Airman Terry D. Smith. They were presumed killed or lost at sea. A subsequent JAG investigation blamed the accident on a zero-gravity maneuver.

After CAPT Brightman held command from August 1981 until December 1982 the squadron reverted to an 0-5 skipper for the first time since 1967. CDR Ivan E. Hughes resumed this 0-5 series which holds true at this writing.

During CDR Hughes' tour, Arabian Sea contingency operations. the KAL 007 airliner shoot down and the large-scale FleetEx 83 exercise occupied center stage for the squadron. VQ-1 received another MUC for 1983 for superior airborne reconnaissance operations, and the CNO Safety Award for 1983 during Hughes' tour.

The Death of a Commanding Officer

CDR John T. Mitchell assumed command of VQ-1 in March 1984. Ten months later, on 23 January 1985, he and eight other VQ-1 personnel were killed when the squadron VIP aircraft was lost at sea en route to Guam from Atsugi. CDR Mitchell was piloting the VA-3B when it disappeared from a radar tracking screen approximately 125 nautical miles north of Guam.

The subsequent JAG investigation, completed in September, reported the Skywarrior took off from Atsugi at about 1000 Guam time. Twenty minutes later the crew contacted the VQ-1 detachment at Atsugi and reported an air turbine motor (ATM) was malfunctioning. The VA-3B continued on its course and stayed in radio contact with Navy officials, first on Iwo lima, and then on Guam. At 1230 Guam time the navigator reported the starboard ATM was shut down and the port one was heating up. Seventeen minutes later the aircrew requested permission to descend from 33,000 to 20,000 ft. Four minutes later, at 1251, radar contact was lost with the stricken aircraft.

A massive air and sea search and rescue effort failed to locate any trace of the VA-3B or its crew and passengers. Presumed dead were CDR Mitchell; LCDR Robert E. Delateur; LTs Marshall M. Laird and Carlos A. Miller, LTJG Richard A. Thomson; Senior Chief John T. Clark; Chief David K. Nichols; POs Thomas J. Jorgensen and Thomas J. Degryse. Thus, CDR Mitchell became the first incumbent VQ-1 commanding officer to be killed in the line of duty.

An endorsement to the accident investigation by VADM James E. Service, Commander Naval Air Pacific, summed up by saying: "Although the exact cause of the mishap cannot be determined from available information, dual ATM failure with resultant flight control problems is the conclusion best supported by the circumstantial evidence." The ATMs provide power for the hydraulic pumps, which in turn power the flight control surfaces.

CDR R.E. ."Bob" Claytor, the executive officer at the time of CDR Mitchell's tragic death, became the new CO and led the squadron through the next 16 months until relieved in May 1986 by CDR Earl Smith. At this writing, CDR Smith is scheduled to relinquish command to CDR Marcus Williams in August 1987.

Thus began the U.S. Navy's airborne electronic reconnaissance efforts in the Pacific, which resulted in the establishment of VQ1, the Navy's first dedicated squadron for the mission.

By CAPT Don C. East, USN (Ret.) Published online at www.vq1.navy.mil/history.html Originally published in "The Hook" in the spring 1987 issue.

58 🛛 🛨

MPA

What's New?

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

PLEASE UPDATE YOUR CONTACT INFO!

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

> Questions? Comments? Drop us a line any time at:

info@maritimepatrolassociation.org

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

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



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

★ 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!























The Power of Flight

60 🔶 📩