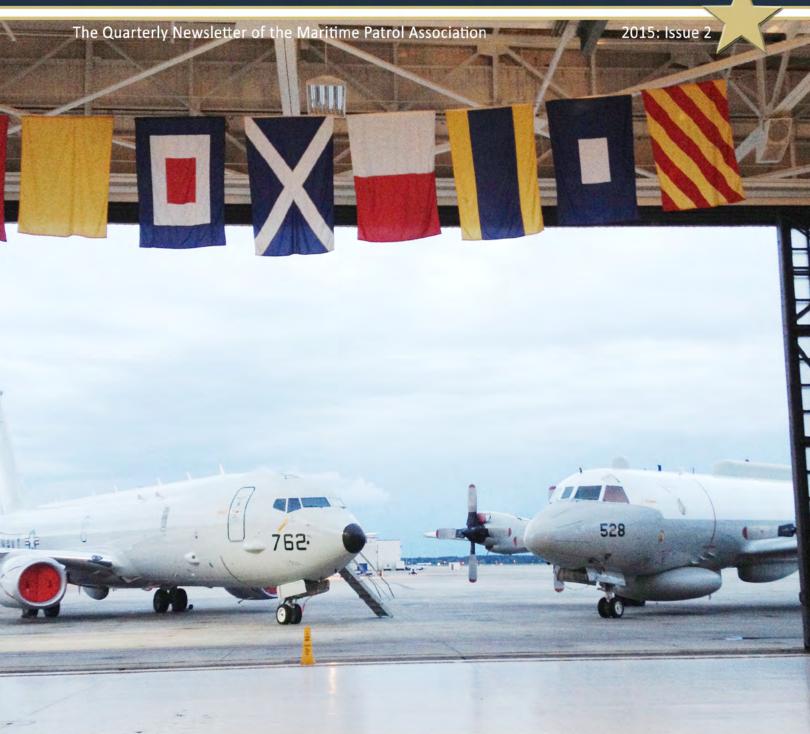
PLANESIDE



In This Issue 2015 Symposium Review!

P-8 Heritage Center Dedicated MPA Now on Twitter! Follow us @MaritimePatrol

PLANESIDE

Cover Photo



The P-8A Poseidon and EP-3 Aries were the stars of the show celebrating "Eyes & Ears of the Fleet: 60 Years of Air Recon" at the Heritage Dinner on April 15, 2015 in Historic Hangar 117 during the 2015 MPA Symposium Week. Photo by September Wilkerson.













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A NEW ERA, NOW ON STATION.

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



PLANESIDE

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WELCOME

From the President

HANK YOU. It's a simple phrase used so frequently we often forget its powerful significance. As we wrap up the 2015 MPA symposium I want YOU, our membership, to know how much the Board of Directors, National Officers Team, and Staff appreciates your attendance and support this year. Each of you that made it "On Station" truly made all the difference in sustaining a momentum that I know will continue for years to come.

The feedback from participants this year has been incredibly positive - you all should be very proud! Not only did all of our events go off without a hitch, but our attendance this year was record breaking. We look forward to growing this trend in the coming years and are grateful for the mentorship each of you brought to this event, sharing and motivating the next generation of Maritime Patrol Aviators.

The results of symposium (and your support of it) are evident:

- More than 860 guests attended one or more 2015 symposium event
- MPA received over \$41,000 in corporate sponsor dona-
- The 2015 Scholarship Golf Tournament & 5K raised more than \$7,000 in one day
- Ribbon Cutting and Grand Opening of the Heritage Memorial Room
- VP-7 leveraged an exceptional reunion amongst old friends while making new ones
- VQ-1 was a 1st Ever participant in the ASW Fleet Challenge
- Powerful Active and Retired Flag mentorship was delivered at multiple venues
- Increased West Coast Squadron participation in Fleet Challenge and Innovation plenaries
- Near doubling of focused Spouse Symposium attendees

I trust your experience rejuvenated an inspiration for your Maritime Patrol community and brought you up to speed on the dynamic transition to P-8A Poseidon and MQ-4 Triton! As you turn the pages of this PLANESIDE edition, on the heels of this "Eyes and Ears of the Fleet" themed Symposium, your sense of the rapid pace of our transition should also highlight



CAPT Curt Phillips, USN.

that our profession and our culture will continue to evolve as we more closely merge our core ASW capability with our reconnaissance missions. As the EP-3 Transition appears on the horizon, and those capabilities are recapitalized in Triton and Poseidon Multi-Mission systems, our tasks will become more interdependent, our aircraft more complex, and most importantly....our aircrews more versatile. This vision of two platforms will continue to make us an indispensable maritime patrol fighting force.

THANK YOU again for being an essential part of our success and growth.

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



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, Hawaii and Norfolk) also hold regularly scheduled FREE member events around the country.

Aside from the monetary benefits, the organization and its more than 1,000 members across the country enjoy a level of comradery anchored in Maritime Patrol history that shares no rival. The association boasts representation that spans the spectrum of pay grades, active and retired, uniformed and civilian, which creates invaluable networking opportunities.

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

As time passes and old sea stories of glories past float away the wind, the MARITIME PATROL ASSOCIATION MEMBER Association is mechanism for the preservation of Maritime Patrol Heritage. Whether it's the refurbishing of aircraft from a bygone era like the P-2V at NAS Jax or the PBY "Catalina" at NAS Whidbey, members and their dollars are what make it possible. When it comes to money and time well spent, membership in the Maritime Patrol Association stands out as important, beneficial and an overall

- 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

outstanding value.



Taking off for college?



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

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

www.maritimepatrolassociation.org/scholarship.html

Wings Over America (WOA) administers the Maritime Patrol Association (MPA) scholarship. Applicants who are eligible for the MPA scholarship will also be considered for available WOA scholarships. Application for the 2016 award year will open in October 2015.



CPRG

Checking On Station

\mathcal{M} aritime Patrol and Reconnaissance Aviators,

This is my first update on the state of the Maritime Patrol and Reconnaissance Force (MPRF). I am excited and honored to be leading the community in which I began my naval career flying with the World Travelers of VXN-8 and the Naval Research Laboratory (NRL). Having been at the helm of Patrol and Reconnaissance Group (CPRG/CPRG-PAC) for just over two months, I am pleased to report that the health of the Force remains strong.

The evolution of the MPRF and integration of new technologies into our weapons systems is eve-watering, but one thing that has remained constant is the positive energy and drive of our people to make these technologies even more operationally effective across the kill chain. We just wrapped up our community's combined annual Commanders' Action Group (CAG), Naval Aviation Readiness Group (NARG), and MPRF Symposium in Jacksonville, FL. An outstanding and well attended series of events, I could not help but be impressed with the professionalism, level of knowledge, and forward thinking of our junior personnel. From the deckplates to our level 500 Weapons and Tactics Instructors (WTIs) - whether they hail from VP, VPU, VQ, VUP, or TacMobile - it is clear that as a community we are aligned in our vision and understand our stated mission: detect, track, monitor, report, and deter or destroy the sub-surface or surface adversary in the maritime and littoral environments. The execution of this mission requires the contributions of each member of the team, regardless of platform affiliation; to successfully deliver to our naval component commanders the protection, Maritime Domain Awareness (MDA), and forward presence that directly supports our CNO's three tenets: Warfighting First, Operate Forward, and Be Ready. To this end we have not wavered in our commitment to provide the best trained, best equipped, and best motivated force in Naval Aviation, and we have done so despite the many challenges of seamlessly introducing a new aircraft and systems.

For over two years we have been immersed in an unprecedented community transition to the P-8A Poseidon and Tac-Mobile. By every measure, the transition is going exceedingly well with the 24th fleet P-8A delivered to NAS Jacksonville in April 2015, over one month ahead of schedule! We will see a total of 13 P-8A's delivered this fiscal year with 16 more jets coming in FY-16. I could not be more pleased with the MPRF team and our industry/government partnership, which has produced one of the most successful acquisition programs within the Department of Defense. Our integrated systems approach is no longer the exception but the rule as we work to retain and repurpose our experienced and highly valued people to bring on even more new capabilities with P-8A Quick Reaction Capability (QRC) and Advanced Airborne Sensor (AAS) in FY-18, Triton MQ-4C Multi-INT in FY-20, and



Rear Admiral Sandy Daniels, Commander, Patrol and Reconnaissance Group.

P-8A Increment 3 in FY-22. Until these truly game changing capabilities debut together on the world stage, we will continue to operate as a hybrid force combining the best available technologies on both new and legacy platforms. Our ability to consistently meet forward deployed Global Force Management (GFM) requirements with extremely capable P-8A, P-3C, EP-3, and Broad Area Maritime Surveillance Demonstrator (BAMS-D) aircraft - supported on the ground by TacMobile - is testimony that it is not about any individual platform, but how our entire force employs this new Family of Systems to answer all bells.

P-8A Fleet Transition: The past 12 months have proven exceptionally successful for the on-going Fleet transition from legacy P-3C to P-8A aircraft. Transition training is now complete for the first four fleet squadrons (VP-16, VP-5, VP-45 and VP-8). The fifth transitioning squadron (VP-10) and Australian Cadre commenced transition training in March 2015. Two very successful P-8A operational deployments to 7th Fleet are complete and the third squadron (VP-45) deployed in February, 2015. The P-8 Fleet Introduction Team (FIT) is continuing to support transitioning squadrons employing nine high fidelity pilot (OFT) and seven tactical aircrew simulators (WTT) at

the P-8A Integrated Training Center (ITC) at NAS Jacksonville, FL. The ITC is meeting training requirements of the Fleet Replacement Squadron (VP-30) and the transitioning squadrons while successfully reducing requirements for on-aircraft training using this state-of-the-art facility.

The P-3C Orion and EP-3 Aries II continue to remain relevant in both warfighting capability and capacity until completion of P-8A and Triton Multi-INT transition. Our VP Reserve Force is demonstrating the value of its contribution to MPRF GFM capacity during P-8 transition and will fill a critical need in meeting the P-3C Littoral Surveillance Radar System (LSRS) mission until AAS is populated in the P-8A fleet. Another recent example of Reserve MPRF performance is the recognition of our Broad Arrows of VP-62 with the Humanitarian Service Medal for their support of Operation DAMAYAN Humanitarian/Disaster Relief efforts in the Philippines. The last active component East Coast P-3 squadron, VP-26, is currently on their final P-3 deployment and upon return will receive their own P-8As to wrap up transition for Jacksonville. The West Coast P-8A transition, along with the ongoing Wing-2/Wing-10 consolidation in NAS Whidbey Island, begins October, 2016.

MQ-4C Triton Unmanned Aircraft System (UAS): With two Navy MQ-4C Triton test aircraft completing cross-country ferry flights to NAS Patuxent River, PMA-262 has begun flight testing completing the first Mission Sensor test flight on 18 April. These early test flights will evaluate the missions systems in support of Operational Assessment and fly in the adjacent restricted areas, integrating into the same active airspace shared with the P-8A Poseidon and Joint Strike Fighter. With an eye on today's growing cyber threat, the Triton Cyber team is working with OPNAV N2/N6 and the Joint Staff / J6 Cyber Division on the concept of a future Cyber Survivability Endorsement (CSE). PMA-262 has been asked to participate in a pilot program for the concept, with the intent to leverage what the Triton program has done for cyber security. It is clear that the threat to cyber security must be taken very seriously and that the community is actively implementing measures to protect its systems and networks, while remaining relevant to the warfighter.

Our BAMS-D aircraft, originally slated for a six month demonstration and now into its sixth year, since deploying to CENT-COM has completed 742 sorties totaling over 15,261 flight hours in support of overseas contingency operations (OCO). Over 89% of the program's total Flight Hours have been directly in support of OCO. With the beginning of operational test and stand-up and subsequent growth of our first Triton squadron, VUP-19, flying Remotely Piloted Aircraft in the MPRF is a rapidly expanding mission area. Our operational concepts continue to evolve as we come to grips with the prodigious capabilities and battlespace awareness that MQ-4C will bring to the COCOMs, particularly when partnered with manned aircraft and other systems.

The most challenging piece will not be getting our aircrews and systems on station to collect intelligence data, but rather how we manage the Tasking, Collection, Processing, Exploitation and Dissemination (TCPED) of those mission products. It is a fact that the appetite for actionable real time Intelligence

Surveillance and Reconnaissance (ISR) products is growing and that the MPRF Family of Systems will play a significant role in building and maintaining an accurate Common Operational Picture (COP). Our Mission Control Stations and TacMobile Systems, manned by experienced operators and Intelligence professionals, will play a significant role in addressing timely first pass analysis and dissemination of Intel data. To this end, we are actively working to strengthen our partnerships and links with Navy Information Dominance Forces (NAVIDFOR) and COMTENTHELT.

Tactical Operations Centers (TOC) and Mobile-TOC (TOC/ MTOC): The TacMobile program is on track to support the latest configurations of P-8A, while continuing support to our legacy systems until transition is complete. In order to support worldwide MPRF operations, CPRG has established the manning for 12 MTOC units, six in Jacksonville and six in Whidbey Island, as well as 6 CONUS and OCONUS TOCs. The first installation of a more modernized network is occurring now at MTOC-1 in Jacksonville. The upgraded system delivers a smaller, lighter, faster, simplified architecture (utilizing ADNS) routing) with increased situational awareness tools that enable effective tactical picture management and improved cyber security management sub-systems. TacMobile, in keeping pace with P8A sensor & systems modernizations, will be ready in September 2015 to support the first Data Storage Architecture Unit (DSAU) modified Low-Rate-Initial Production (LRIP-4) jets, which will show up on the ramp this summer. DSAU marks a significant upgrade to managing P-8A media as it will bring added capability and reliability, while reducing required media from 15 to 3 pieces per set and reduce overall weight by 120 lbs.

In summary, it is readily apparent that we are making headway in developing the new hardware to replace our legacy platforms and systems. Just ask the crews that operate them, or the Fleet and Strike Group commanders that benefit from MPRF presence on-station. But make no mistake; there is still a lot of work to do in what is an extremely complex transition. Whether P-3 to P-8, EP-3 to Triton Multi-INT, or Special Projects Aircraft to P-8 QRC, all present challenges that we must and will overcome. However, the real challenge is to change our way of thinking and institutional biases that may keep us from realizing the full potential that this new Family of Systems brings. To help focus our efforts and act as a clearing house for good ideas, we have stood up a professional Maritime Patrol and Reconnaissance Weapons School in Jacksonville and are in the process of establishing a dedicated ISR cell at Navy Strike Aircraft Warfare Center (NSAWC) in Fallon, NV. It is not about any single platform, but how we integrate multiple platforms and resources inside and outside the community that will take us to the next level. Fortunately we are blessed with having smart, forward thinking people throughout our organization that I am confident are up to the task. The key is to communicate your ideas across the team.

Very respectfully, Sandy Daniels





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2015 Symposium Highlights VQ, Heritage Dinner, Hall of Honor, Scholars

ith record attendance numbers for nearly all of the week's events, the 2015 Maritime Patrol Association (MPA) Symposium celebrated the members and heritage of the Fleet Air Reconnaissance (VQ) community with the theme, "Eyes & Ears of the Fleet: 60 Years of Air Recon", onboard Naval Air Station Jacksonville April 15-17.

"As our theme suggests, we are here tonight to celebrate and pay tribute to the men and women – heroes - of the reconnaissance side of the Maritime Patrol and Reconnaissance family," said Captain Curt Phillips, USN, and President of MPA at the annual Heritage Dinner. "When you reach back through 60 years of its vibrant history and unique culture, you find some pretty interesting people who have served the VQ community since before it was even called the VQ community - I guess you could say these guys were on the tip of

the antenna."

The keystone event of the symposium, the heritage dinner held in historic Hangar 117, attracted a crowd of more than 400 active duty, retired and civilian guests. One of the many distinguished attendees, guest speaker Rear Admiral Jack Scorby, Commander, Navy Region Europe, Africa, Southwest Asia, and former Commanding Officer of VQ-2, spoke about what it takes to develop heritage and how that heritage can be a valuable foundation for progress.

"Heritage is an essential part of the past, the present that we live in and the future that we will build, but it's our people, and our ability to adapt to change, who ultimately determine our heritage," said Scorby. "It's people that breathed life into this community and ensured mission success. And it's people that will adapt and take this extraordinarily important mis-



Photo by MC3 Julie Cox. Four hundred guests attended the Heritage Dinner on April 15, 2015 in Historic Hangar 117 during the 2015 MPA Symposium Week.

sion into the future."

RADM Scorby addressed the transition of the VQ community, as the number of squadrons has narrowed down to one, the P-8A Poseidon aircraft has taken on more responsibilities and as the future of the MQ-4C TRITON unmanned aircraft progresses with the installation of the first Commanding Officer of Unmanned Patrol Squadron (VUP) NINETEEN early next year.

"There is amazing opportunity and richness in bringing the capabilities of the VQ mission systems into the P-8 and TRITON," said Scorby. "As I see it, we are not sun-downing the VQ community – we are instead growing and expanding to bring significant ISR capability to 100 plus P-8s and 65 plus TRITON aircraft. Now that's war fighting synergy."

After RADM Scorby's remarks about the impeding future of the Maritime and Reconnaissance Force (MPRF), the dinner presentation turned toward the past to honor war time heroes, as well as an individual who helped further the foundation upon which the practices of the anti-submarine warfare community were developed. Included in that group of standouts were the three individuals inducted into the MPRF Hall of Honor for 2015.



CAPT Vince Anania, USN. 2015 Hall of Honor inductee. Photo courtesy of MPA.

Captain Vince Anania, USN earned the Distinguished Flying Cross after successfully landing a VQ-1 P4M-1Q and saving a crew of 14 when the aircraft was attacked by two MIG fighters off of the North Korean coast in June 1959. The aircraft suffered extensive damage to the fuselage and wings and lost operation of the starboard reciprocating and jet engines. With the rear tail gunner suffering more than

40 shrapnel wounds and the other crew members jettisoning as many items off of the plane as possible to lighten the load, CAPT Anania was credited with using all of his strength to keep the aircraft airborne for more than 300 miles to the nearest base where the crew landed safely.

Squadron Leader Terry Bulloch DSO* DFC* Mid, RAFN was credited with 350 combat missions, and over 4,568 flying hours with 1,721 of those in a B-24 Liberator during his war time career. During his World War II combat, Bulloch and the

crews he flew with were credited with four confirmed U-boat kills, three severely damaged, with two of those possibly sunk, and over 28 others attacked - at least forcing them out of attack position, if not certainly damaging them. This resulted in Sqd Ldr Bulloch becoming the most decorated pilot and anti-U-boat ace in Royal Air Force Coastal Command mission took place on 12 December 1942, as he



history. His most famous Mid, RAFN. 2015 Hall of Honor inductee.

Mid, RAFN. 2015 Hall of Honor inductee.

Photo courtesy of MPA.

flew in support of westbound convoy HX-217. In the span of five hours on-station, he sighted eight submarines, with successful attacks against seven, two of which were sunk during this action.

Commander Kenneth Walker, USN (Ret.) began his naval career in 1966 as the Cold War was quickly heating up and pressure mounted on air anti-submarine warfare (ASW) forces to hold Soviet submarines "at risk" when underway, which then, AW1 Walker, took as a personal challenge and spent his entire naval career in pursuit of. Possessing a vision, passion and unmatched intellect for passive ASW, Walker dis-



CDR Kenneth Walker, USN (Ret). 2015 Hall of Honor inductee. Photo courtesy of CDR Kenneth Walker.

played the boldness and perseverance that garnered him the oft used fleet nickname as the "Father of Beartrap", the gold standard program of acoustic measurements. As a commissioned Naval Flight Officer in VP-24, Walker earned two Navy Commendation medals for his work as a "Beartrap TACCO" on missions against several new class Soviet submarines, while developing the first truly standardized tracking procedures for ASW aircrews. As the Cold War wound down in 1990, CDR Walker was recruited for the staff of the Deputy Assistant Secretary of the Navy (DASN) for ASW where he constantly pushed the envelope in the field of ASW research and development efforts and authored several influential re-

ports, such as the 1991 ASW Master Plan, that have brought to fruition many of the ASW system upgrades that air, surface and subsurface crews utilize today.

Joined by a crowd of family and friends at the dinner and the only living recipient for 2015, CDR Walker expressed his gratitude to the dinner guests for the award, and cited many names in the crowd for helping him achieve his goals and career success.

In addition to the Hall of Honor inductees, MPA members and guests also honored several more awardees at the dinner, including: the Military Officers Association of America Lifetime Achievement Award awarded to CDR Alan Linberger, USN (Ret.); Pilots of the Year, LT Mark Picinich (VP-10) and LT Brandon Pierce (VP-9); Naval Flight Officers of the Year, LT Kenneth Prindle (VP-30) and LT Mark Knorr (VP-9); Aircrewmen of the Year, AWO1 (NAC/AW) Johnathn Rumage (MPRWS) and AWF1 (NAC/AW) Scott Cigno (VP-47); Maintainer of the Year, AM1(AW) James Webb (VP-4); and Chief Petty Officer of the Year, ATCS (AW/SW) William Lynch (VP-47).

The winning crew of the annual ASW Fleet Challenge was also announced at the dinner. A crew from Patrol Squadron (VP) SIXTEEN claimed victory over several other aircrews from three wings (CPRW-11, CPRW-10 and CPRW-2) and VP-30, including an RAF allied crew, in a challenge to test their anti-submarine warfare skills against each other. A crew from VP-40 and VP-4 came in second and third place, respectively.

The Heritage Dinner capped off a symposium day rich in history and reflection, including the dedication of the P-8 Heritage Room located in the Integrated Training Center, aircraft and Hall of Heroes tours, and VQ Heritage Presentations led by CDR Rick Payne and CAPT Don East, USN (Ret.), hailed by RADM Scorby as a "VQ legend" without whose "diligence in writing, much of our VQ history would have been lost."

Then on April 16th, the MPA symposium turned its focus on the future by hosting a 200-player golf tournament and 90-runner 5K to benefit the MPA Scholarship fund. At the end of the day, there was one winning golf foursome, two top runners, and more than \$7,000 had been raised for the scholarship fund. The winning foursome included, RADM (ret) Jon Coleman, RDML (ret) Rick Kirkland, CAPT (ret) Frank Bryant and CDR (ret) Robert McChesney, while CDR Tasya Lacy took first place in the women's 5K division behind a mystery first place men's division winner.

In April, MPA awarded \$8,000 in scholarships to qualified dependents of past and present MPRF personnel from funds raised at the 2014 symposium - an increase over the \$5,000 awarded last year. The money raised at the 2015 golf tour-



Photo by MC3 Julie Cox. CAPT Curt Phillips addresses the attendees at the Heritage Dinner on April 15, 2015 in Historic Hangar 117 during the 2015 MPA Symposium Week.



Photo by MC3 Julie Cox. The Hall of Honor inductees' photos and citations appear in the "Hall of Heroes" in the Integrated Training Center on board NAS Jacksonville. Photo courtesy of MPA.



Photo by MC3 Julie Cox. HD2.jpg: Historic Hangar 117 on board NAS Jacksonville hosted the Heritage Dinner on April 15, 2015 during the 2015 MPA Symposium Week. Photo by MC3 Cox.



CAPT Fred Smith, USN (ret) celebrates a great putt at the 2015 MPA Scholarship Golf Tournament. Photo courtesy of MPA.

Ninety runners participated in the 2015 MPA Scholarship 5K on board NAS Jacksonville on April 16, 2015. The 5K and MPA Scholarship Golf Tournament held the same day, raised more than \$7,000 for the MPA Scholarship Fund. Photo courtesy of MPA.

nament and 5K, plus the funds raised at two more chapter scholarship events in the early stages of planning, will go towards funds to be awarded in 2016.

Symposium guests wrapped up the week with an industry partner technology expo, as well as the annual flight suit social, which brought more than 350 guests together to reminisce and network with former and current shipmates and friends.



By September Wilkerson, Director of Marketing for the Maritime Patrol Association



Two hundred golfers gather before the shot gun start at the 2015 MPA Scholarship Golf Tournament on board NAS Jacksonville on April 16, 2015. The tournament and MPA Scholarship 5K held the same day, raised more than \$7,000 for the MPA Scholarship Fund. Photo courtesy of MPA.



The winning foursome at the 2015 MPA Scholarship Golf Tournament included (left to right) RADM Rick Kirkland, USN (ret), CAPT Frank Bryant, USN (ret), CDR Robert McChesney, USN (ret) and RADM Jon Coleman, USN (ret). Photo courtesy

Hall of Honor Inductee Celebrated Abroad

s a follow up from the 15 April, 2015 Heritage Dinner Induction of RAF Sqn Ldr T Bulloch into the MPRA Hall on Honor, four generations of his family gathered at the RAF Club, London on 25 April, 2015 to formally receive his award.

Sgn Ldr Bulloch's widow, Linda Bulloch, accepted the award from Sqn Ldr Andy Bull at a luncheon hosted by the Coastal Command and Maritime Aircrew Association (CCMAA). In attendance was Air Vice Marshall Roberts Rtd (President of the CCMAA) and Air Commodore Hill representing RAF Air Command. Eight USN Officers from Wing 11 and VP-30 were able to attend showing support in this momentous celebration of our international Maritime Patrol heritage during a break in pre-planned NAVEX to the USAF base at RAF Mildenhall.

This was a precious opportunity for the Bulloch family and the Maritime Patrol Community to once again honor a World War II Hero in the Battle for the Atlantic, after his recent passing in November 2014.



Linda Bulloch displays the Hall of Honor award for her late husband, 2015 inductee, Squadron Leader Terrence Bulloch. Photo courtesy of Peter Hill, CCMAA.



Saturday, April 25, 2015 Squadron Leader Andrew Bull, RAF, presents the Hall of Honor award for the 2015 inductee, Squadron Leader Terrence Bulloch to Linda Bulloch. Photo courtesy of Peter Hill, CCMAA.



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14

Patrol and Reconnaissance Changes Command

ear Adm. Sandy Daniels relieved Rear Adm. Matthew Carter as Commander, Patrol and Reconnaissance Group/Commander, Patrol and Reconnaissance Group Pacific in a change of command ceremony Feb. 20 at the command's headquarters at Naval Support Activity Hampton Roads, Va.

Daniels served as Reserve Deputy Commander, U.S. Pacific Fleet, since October 2014. She will assume the duties of CPRG/CPRGP until an active duty officer is assigned later this summer.

She graduated from the U.S. Naval Academy in June 1980 and was designated a naval aviator in January 1982. She has served in numerous worldwide aviation assignments involving oceanographic research flying specially configured research P-3 "Orion" aircraft.

Daniels earned a space operations subspecialty designation while assigned to the Naval Research Laboratory and also was assigned to the Naval Space Surveillance Center in Dahlgren, Va., before transitioning to the Reserve component in 1991. She has logged more than 2,000 flight hours.

Carter has commanded CPRG/CPRGP since October 2013. His next assignment is Commander, Naval Forces Japan.

CPRG/CPRGP provides oversight to more than 7,000 men and women operating the U.S. Navy's maritime patrol aircraft including the P-8A Poseidon, P-3C Orion, EP-3 Aries II and MQ-4C Triton unmanned aircraft system.

The Maritime Patrol and Reconnaissance Force (MPRF) is organized into three Patrol and Reconnaissance Wings at NAS Jacksonville, Fla., NAS Whidbey Island, Wash., and NAS Kaneohe Bay, Hawaii. Composed of 14 Patrol and Reconnaissance squadrons, one Fleet Replacement Squadron (FRS) and more than 45 subordinate commands, the MPRF is the Navy's premier provider for airborne Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASuW), and maritime Intelligence, Surveillance, and Reconnaissance (ISR) operations.

From Chief of Naval Personnel Public Affairs Published in the Jax Air News, February 25, 2015



Rear Admiral Sandy Daniels, Commander, Patrol and Reconnaissance Group



Rear Admiral Sandy Daniels, Rear Admiral Matthew Carter and RADM J. R. Haley, COMNAVAIRLANT at the February 20 CPRG Change of Command Ceremony.

First Australian Pilot for RAAF's New Poseidon Aircraft Takes Flight

The introduction of Australia's new P-8A Poseidon maritime patrol aircraft moved a step closer today when Flight Lieutenant James Pears became the first Australian pilot to fly the P-8A Poseidon at Naval Air Station Jacksonville, Florida, United States on Tuesday 14 April. The aircraft undertook about a four hour sortie in the vicinity of the Naval Air Station, landing just before 12pm AEST today.

Led by Squadron Leader Arran Moore, Australia has a team of seven aircrew training on the P-8A Poseidon with the US Navy, ahead of its introduction into the RAAF fleet.

SQNLDR Moore said the P-8A Poseidon would be Australia's next maritime patrol aircraft and would provide the RAAF with an enhanced maritime capability.

"The team and I are honoured to be given the opportunity to take a leading role in its introduction to Australian service," he said.

SQNLDR Moore and the first Australian P-8A Poseidon crew has undergone an intensive training program in the United States before today's first flight in the aircraft.

Speaking about today's milestone flight, FLTLT Pears said it was fantastic to have the opportunity to put months of training into practice.

"The aircraft handles well and performs to expectations; the levels of automation and assistance to the pilot are amazing over that offered by the AP-3C," he said.

The United States Navy has integrated the Australians within Patrol Squadron 10 (VP-10) for the transition to the P-8A.

Commanding Officer of VP-10 Commander James Johnston said having the Australians embedded within the squadron was a tremendous benefit to the unit.

"Not only do we all benefit from the varied backgrounds and experiences, the level of interoperability that having such an integrated team builds is world class," he added.

Following their transition onto the P-8A, the Australian contingent will remain in the US and provide additional instructional resources to the US Navy (Patrol Squadron 30), as they



Flight Lieutenant James Pears and Flight Lieutenant Christopher Godfrey with the P-8A Poseidon.

continue their transition to the P-8A as well as training the first Australian crews commencing in 2016.

SQNLDR Moore said the welcome and support from Patrol Squadron 30 had been phenomenal.

"Our hosts have made us an integral part of the unit which has assisted our smooth transition onto the P-8A."

The P-8A Poseidon aircraft will dramatically boost Australia's ability to monitor its maritime approaches and patrol Australia's vast maritime jurisdiction and search and rescue area — an area that equates to nearly 11 per cent of the world's oceans.

A potent and versatile aircraft based on Boeing's 737 Next Generation airframe, the state-of-the-art P-8A Poseidon can conduct search and rescue, anti-submarine and maritime strike missions, in addition to patrolling Australia's extensive maritime approaches.

The P-8A Poseidon will replace the Air Force's aging AP-3C Orions that have served Australia so well for over four decades.

The RAAF is set to receive eight P-8A Poseidon aircraft, with the first to be delivered in 2017 to RAAF Base Edinburgh in South Australia, with all eight fully operational by 2021.

The Government will consider options for further P-8A Poseidon aircraft, subject to the outcomes of the next Defence White Paper.



Issued by Ministerial and Executive Coordination and Communication, Department of Defence, Canberra, ACT





The Royal Australian Air Force's first P-8A Poseidon aircrew: Squadron Leader Arran Moore (Detachment Commander and Air Combat Officer); Flight Lieutenant James Pears, Pilot; Flight Lieutenant Christopher Godfrey, Pilot; Warrant Officer Ray Bailey, Airborne Electronics Analyst; Flight Lieutenant Johnathon Logan (Air Combat Officer); Warrant Officer Tony Stevenson (Airborne Electronics Analyst); and Flight Lieutenant Troy Murphy (Air Combat Officer).

VP-26 Commemorates 65th Anniversary of Fallen Squadron Members

Lembers of the Patrol Squadron (VP) 26 "Tridents," based out of Naval Air Station Jacksonville, participated in a ceremony April 8, 2015, in Liepaja, Latvia, honoring 10 squadron members who lost their lives 65 years ago.

On April 8, 1950, a PB4Y-2 "Privateer" maritime patrol aircraft with 10 Sailors aboard was downed during a mission over the Baltic Sea, just south of Liepaja, Latvia. This was an opportunity for the squadron to not only pay tribute to the fallen aircrew, but to showcase the U.S. Navy's relationship with Latvia and demonstrate its dedication to the NATO alliance.

Latvian key leaders and more than a hundred Latvian service members; the Chargé d'Affaire of the U.S. Embassy, Sharon Hudson-Dean; the Liepaja Deputy Mayor and other local officials; VP-26 Commanding Officer Cmdr. Greg Smith, and VP-26 Command Master Chief James Daniels attended the 65th anniversary commemoration of the loss of the aircrew.

Additionally, Kathy Fiffick, a surviving relative of PB4Y-2 pilot Lt. John H. "Jack" Fette, attended the event with her husband Paul. Escorted by the members of VP-26, they laid wreaths at the Mother Sea monument, where the townspeople of Liepaja had dedicated a plaque memorializing the lost aircrew.

The Latvian army band played the U.S. national anthem as part of the official ceremony as a symbol of the solidarity and strong relationship with the U.S. Afterwards, the attendants



Baltic Sea (April 8, 2015) Cmdr. Greg Smith, commanding officer of Patrol Squadron (VP) 26 renders a salute as part of an at-sea, wreath-laying ceremony, April 8, 2015. VP-26 Sailors paid tribute to the 65th anniversary of U.S. aircrew members of a maritime patrol aircraft that was shot down in April 8, 1950 near in Liepaja, Latvia. (U.S. Navy photo by Lt. Cmdr. Michael Choe/Released)

boarded a Latvian naval vessel to lay wreaths near the location where the PB4Y-2 was thought to have impacted the water.

Guest speakers included the Latvian Parliamentary Secretary of the Ministry of Defense Andrejs Pantelejevs, the Deputy Mayor of Liepaja, and the U.S. Chargé d'Affaires, gave speeches that highlighted themes of partnership, sacrifice, and resolve. Smith concluded the ceremony with his remarks.

"I am privileged to represent the U.S. Navy today for this commemoration. Our squadron is proud to continue the legacy that stretches back to our predecessors in 1950 – the aircrew we pay tribute to today," said Smith during his remarks at the ceremony.

"As allies, the U.S. and Latvia enjoy a strong partnership and

friendship. We are grateful that your country has sought to honor the lives of this crew with this impressive memorial."

VP-26 is the last active duty P-3C Orion squadron to deploy from Naval Air Station Jacksonville. This deployment marks the sunset of the aircraft's 50-year service.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint, and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.



Published by US Naval Forces Europe-Africa/US 6th Fleet, April 13, 2015



Baltic Sea (April 8, 2015) Cmdr. Greg Smith, commanding officer of Patrol Squadron (VP) 26, third from left, and Command Master Chief James B. Daniels Jr., VP-26 command master chief, second from left, lay a wreath in the Baltic Sea, April 8, 2015. The Sailors laid the wreath near the site where a PB4Y-2 Privateer aircraft was believed to be shot down by Soviet aircraft on April 8, 1950, killing its 10 crew members. (Photo courtesy of Liepaja City Council/Released)



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Customer Success Is Our Mission

MPA Dedicates P-8A Heritage Center

Ozens of active duty and retired Maritime Patrol Association (MPA) members gathered April 15 to cut the ribbon celebrating the opening of the P-8A Heritage Center inside the Integrated Training Center (ITC) on Yorktown Ave. aboard NAS Jacksonville.

VP-30 Commanding Officer Capt. Curt Phillips welcomed the attendees.

"Through these doors walk every one of our P-8A aircrew and sensor operator students. So each MPRF (Maritime Patrol and Reconnaissance Force) member working anywhere in our family of systems will have the opportunity to spend some time here in the solitude of this heritage center at the ITC," declared Phillips.

MPA National Director and retired Capt. Rich Heimerle said, "We created MPA for just this reason – so we can honor and acknowledge our past – and make sure that our past creates a bond with today's MPRF warriors to continue their history making performance."

He noted two persons who were especially helpful in turning the idea of an MPA Heritage Center into reality.

"I'm talking about retired Capt. Fred Smith of Boeing, along with MPA Director of Finance Kristen Heimerle. On behalf of more than 1,000 MPA members, we thank you for your support of the Maritime Patrol and Reconnaissance Force history and heritage."

The ceremony's special guest was Jeanette Creamer, the widow of retired AOC Carl Creamer, an ex-POW who endured years of captivity under Japanese hands after his Consolidated PBY Catalina patrol plane was shot down off the coast of Alaska in 1943. Creamer was one of three survivors from his crew of nine. He retired from the Navy in 1960.

Phillips, Heimerle and Creamer cut the ribbon to the center that houses a handcrafted display cabinet that tells the story of her late husband's extraordinary naval career.

By Clark Pierce, Editor Published in the Jax Air News, April 22, 2015



Photo by Clark Pierce. Among those attending the MPA Heritage Center dedication on April 15 were (from left) Rear Adm. Jack Scorby Jr., commander, Navy Region Europe, Africa, Southwest Asia; Rear Adm. Sandy Daniels, commander, Patrol and Reconnaissance Group/Patrol and Reconnaissance Group Pacific; retired Capt. Fred Smith of Boeing; retired Cmdr. Ronald Hinson; retired Capt. Rich Heimerle, MPA national director; and VP-30 Commanding Officer Capt. Curt Phillips, among others.



Photo by Clark Pierce. In the new MPA Heritage Center, Rear Adm. Sandy Daniels, commander, Patrol and Reconnaissance Group/Patrol and Reconnaissance Group Pacific, made time to hear about some of the career highlights of Jeanette Creamers' late husband, AOC Carl Creamer.

Best-of-the-Best Go Sub Hunting from NAS Jacksonville

Vavy P-3C Orion and P-8A Poseidon squadrons from around the globe sent their top-performing combat aircrews to NAS Jacksonville April 11 – 14 to compete in the annual Fleet Challenge 2015 anti-submarine warfare (ASW) event prior to the Maritime Patrol Association Symposium April 15 – 18.

"This year, we created a full fleet representation of squadrons that are not deployed," said Lt. Zachary Sipes, an instructor at the Maritime Patrol and Reconnaissance Weapons School (MPRWS) aboard NAS Jacksonville. "Each combat aircrew is responsible for their mission planning, based on synthetic intelligence provided by the weapons school."

This year's competitors include: VP-4 and VP-9 (flying P-3Cs) from Kaneohe Bay, Hawaii; VP-40 and VP-46 (flying P-3Cs) from NAS Whidbey Island, Wash.; and VP-5, VP-8 and VP-16 (flying P-8As) from NAS Jacksonville.

Last year's fleet challenge champions — a cadre of Royal Air Force (RAF) instructors embedded with Fleet Replacement Squadron VP-30 — are defending their championship in a P-8A Poseidon. Royal Air Force (RAF) Squadron Leader Mark Faulds said that until the RAF decides on a new maritime patrol and reconnaissance platform, RAF will maintain "seed corn" instructors who train and qualify with military partners from New Zealand and Australia to Canada and the United States.

"The RAF has trained at NAS Jacksonville since July 2012. VP-30 supports two pilots, four TACCOs and five EWOs – all of whom are qualified for the P-8A," said Faulds.

"As for our success in the Fleet Challenge, we were fortunate at last year's MPA Symposium to garner the first P-8A win in the event. For 2015, we'll maintain our all-Brit crew — with the addition of a TACCO (tactical coordinator) from the Royal Australian Air Force. No matter who wins, it's going to be tough going against the world's best."

The winning Fleet Challenge combat aircrew will be announced at the MPA Heritage Dinner on April 16. Another interesting note is participation by the "World Watchers" of Fleet Air Reconnaissance Squadron (VQ) 1, flying the EP-3E (ARIES II) signals intelligence (SiGiNT) aircraft based on the



Photo by Clark Pierce. Defending their championship belt from the 2014 Fleet Challenge is a cadre of Royal Air Force personnel embedded as instructors at VP-30. (Kneeling from left) Flight Sgt. Steve Dixon, Flight Lt. Joe Arands, Master Aircrew Paul O'Flaherty. (Standing from left) Master Aircrew Keith Treece, Squadron Leader Mark Faulds, Squadron Leader Andy Bull and Master Aircrew Mark Smith. (Not pictured) Flight Lt. Ian Tuff, Sgt. John Brereton and Lt. Rob Butler.

P-3 Orion. On the first day of the fleet challenge, VQ-1 will fly a coordination flight on station with a P-8A Poseidon to investigate ways that the EP-3E can improve the ASW mission.

MPRWS Commanding Officer Cmdr. Gerald Smith said, "Each flight should expect a seven-hour event including three to four hours to conduct their mission against a live submarine opposition force in the Atlantic. The clock is ticking as each combat aircrew defines their target, tracks it and conducts simulated attacks."

Sipes added that fleet challenge scenarios involving a submarine and ASW aircraft make both communities better. "The submarine crew will maneuver and evade to the best of their ability. This is truly a challenge – but that's what the Maritime Patrol and Reconnaissance Force is trained for." Each mission is designed for a specific area of the Atlantic. It's up to each crew to implement tactics and procedures to find the target and attack.

The Maritime Patrol Association (MPA) is a Florida not-for-profit corporation established in 2011. The MPA is dedicated to its mission to be the premier professional organization representing the U.S. Maritime Patrol and Reconnaissance Force. So far, MPA has attracted more than 1,000 active duty and retired members and raised more than \$20,000 for the MPA Scholarship Fund.

By Clark Pierce, Editor Published in the Jax Air News, April 15, 2015

VP-45 Exhibits Poseidon at LIMA 15

Jailors from Patrol Squadron (VP) 45, home based at NAS Jacksonville, Fla., participated in static P-8A displays at Langkawi International Maritime and Aerospace Exhibition 2015 (LIMA 15) March 17-21 to help strengthen military-to-military relationships and cooperative agreements with Malaysia.

LIMA is a biennial event held in Malaysia since in 1991. It is a premier destination for aerospace and maritime manufacturers targeting the southeast Asia market.

The exhibition showcases technology in sea and air systems to address a wide spectrum of security challenges faced by countries in the region and around the world.

LIMA 15 included 35 attending Naval vessels, 46 aircraft on static display, 17 aerial display aircraft and 242 exhibits representing more than 38 countries.

Vice Adm. Robert Thomas, commander, U.S. Seventh Fleet, said "The LIMA exhibition is an excellent opportunity to engage with fellow Pacific nations who share common interests throughout the region," said Thomas.

"Through the rebalance and events like LIMA, we are modernizing our alliances and strengthening our partnerships to help maintain peace and security."

In addition to supporting national security interests, LIMA 15 offered a venue to showcase assets and form personal relationships that ultimately contribute to increased interoperability among the military services of other countries.

VP-45 pilot Lt. j.g. Lara Bzik said, "Operating with the Malaysian ground crew was a great experience. It was interesting to see how everyone worked together to get the job done."

AE2 Ryan Fisher, day check supervisor stated that his favorite part of LIMA 15 was the interactions between different militaries. "I had a fun time talking with the other navies and air forces about their platforms," said Fisher. "Even though we come from different backgrounds and speak different languages, our aviation knowledge gave us an instant bond."

"We are proud of our long-standing history and commitment to our allies and partner militaries throughout the Asia-Pacif-



Photos by MC2 Tyler Fraser. AE3 Dustin Almendarez of VP-45, gives the peace sign to spectators from the cockpit of the P-8A Poseidon during the recent Langkawi International Maritime and Aerospace Exhibition 2015 (LIMA 15).



Photos by MC2 Tyler Fraser. Aircrew of VP-45 look to the sky as the United Arab Emirates Air Force performs near the P-8A Poseidon during LIMA 15.

ic region," said Thomas.

"Through decades of exchange, training and collaboration, we have helped each other build capabilities that collectively enhance the security and stability of the region."

The VP-45 "Pelicans" are currently forward deployed to Kadena Air Base in Okinawa, Japan.



By MC2 Tyler Fraser, VP-45 Public Affairs Published in the Jax Air News, April 15, 2015

'Red Lancers' Begin Historic Transition

Arch 2 marked a historic day for the "Red Lancers" of Patrol Squadron (VP) 10 as they began the transition to their sixth aircraft, the P-8A Poseidon. Stationed at NAS Jackson-ville, VP-10 started a new chapter in its rich naval aviation history — with their transition to one of the Navy's newest and most advanced aircraft.

This signals the first major transition for the squadron since the Red Lancers received their first P-3A Orion back in 1965. Now, after 50 years of mishap-free service that has seen deployments and detachments all over the world, VP-10 will be saying farewell to the venerable P-3 Orion. The Orion's versatility is the driving factor behind one of just a handful of U.S. military aircraft to fly more than 50 years in continuous use.

The P-8A Poseidon has proven to be a stellar replacement with its multi-mission sensors and high altitude capabilities.

The P-8A also has proven to be a versatile aircraft that will be the new workhorse of the Maritime Patrol and Reconnaissance Force for decades to come.

VP-10 is the fifth operational squadron at NAS Jacksonville to undergo the six-month transition at the P-8A Integrated Training Center.

Pilots, naval flight officers, aircrew and maintenance personnel will learn how to fly, operate, fight and fix the new aircraft. Once they receive their P-8A Safe for Flight designation, the Red Lancers will begin their 12-month Inter-Deployment Readiness Cycle (IRDC) during which they prepare for their first deployment as a P-8A squadron.

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By Lt. Anthony Beres, VP-10 Public Affairs Officer Published in the Jax Air News, April 8, 2015



Photos by Clark Pierce. (From left) After completing their AD course work at the Center for Naval Aviation Technical Training Unit Jacksonville (CNATTU Jax), AD1 Daniel Masaveg, AD1 Nick Tsicouris and AD2 Mauricio Granato are embedded with maintainers at VP-30 for hands on instruction.



Photos by Clark Pierce. AD2 Mauricio Granato unlatches an engine panel on a P-8A Poseidon that is part of the aircraft's pre-flight inspection.



Photos by Clark Pierce. Boeing Instructor Ed Gambill introduces VP-10 aviation electronics technicians to the avionics systems of the P-8A Poseidon.



Photos by Clark Pierce. The goal of every every P-8A student pilot is to successfully complete their classroom instruction and graduate to the Operational Flight Trainer (OFT).

Patrol Squadron 46 Changes Command

The "Grey Knights" of Patrol Squadron (VP) 46 held a change of command ceremony April 9 at Naval Air Station (NAS) Whidbey Island in Oak Harbor, Wash.

Cmdr. Matthew T. Frauenzimmer relieved Cmdr. David S. Brinson as the commanding officer of VP-46 during the ceremony.

Brinson, a native of Lexington Park, Maryland, enlisted in the U.S. Navy as an aviation boatswain's mate in 1988. He is a 1994 graduate of West Virginia University and was designated a naval flight officer in 1998.

As the commanding officer of VP-46, Brinson led "The Oldest and the Best" through a U.S. 7th Fleet deployment and a rigorous training cycle, overseeing numerous squadron detachments with various missions and commands. Brinson's next assignment is to serve on the Naval Air Force, Atlantic, staff as the maritime patrol and reconnaissance future warfighting requirements officer in Norfolk.

"Change of command is a very bittersweet occasion," Brinson said. "I lament over having to leave an organization comprised of some of the most talented men and women in our Navy -- we have an incredible squadron. However, I relish the thought of what we have accomplished over the past year, where we are at today, and where the squadron is going. I am excited for the future of the 'Grey Knights' and the opportunity for my friend, Cmdr. Matt Frauenzimmer, to take the helm and lead them through their next challenge."

"The squadron will make history once again on its upcoming deployment, during which it will cover a lion's share of the intelligence, surveillance, and reconnaissance requirements in both 5th and 7th Fleet areas of responsibility," Brinson continued. "The 'Grey Knights' are used to taking the lead to safeguard what our leadership values in both the MPRA (Maritime Patrol and Reconnaissance Aircraft) community and around the world. I am so proud of my Sailors; they are, on all accounts, absolute superstars!"

Frauenzimmer, a native of San Clemente, California, is a 1997 graduate of the U.S. Naval Academy. At sea, his career as a naval flight officer includes assignments with the "World Watchers" of Fleet Air Reconnaissance Squadron (VQ) 1; USS



CDR Matthew Frauenzimmer

Abraham Lincoln (CVN 72) as operations administration and assistant operations officer; and as a department head at VQ-1. Ashore, his duties included an overseas assignment in Japan as the reconnaissance operations and current operations officer for Commander, Task Force 57/72; the aide and executive assistant to the commanding general, Joint Task Force Civil Support; and the requirements officer for the chief of naval operations. In May 2014, Frauenzimmer reported to VP-46 as the squadron's executive officer.

"I look forward to leading 'Grey Knights' in the coming year as we deploy to where our nation and Navy have asked us to go," Frauenzimmer said. "Skipper Brinson led with humility, credibility and the utmost integrity, and I look to carry forward those hallmarks. The secret of our success has been and always will be the Sailors and officers; they are dedicated to a relentless search for excellence and are not afraid to lead."

The mission of VP-46 is to support operational tasking in the realms of anti-submarine warfare, anti-surface warfare, and intelligence, reconnaissance, and surveillance. The "Grey Knights" have the distinction of being the oldest American Maritime Patrol Squadron in the U.S. Navy.

By Lt. j.g. Kristen Johnston, VP-46 Public Affairs Published on the NASWI Facebook page, April 10, 2015

VP-26 Provides Eyes in the 5th Fleet Area of Responsibility

The Sailors of Patrol Squadron (VP) 26, started their deployment off strong after relieving VP-10 in February. Trident aircrew and support personnel have accomplished 100 percent of their tasked missions thus far – executing overland intelligence, surveillance and reconnaissance (ISR) in support of Operation Inherent Resolve in Iraq and Syria – as well as 5th Fleet maritime surveillance missions over the Arabian Gulf and the Gulf of Oman.

Recently, the "Tridents" were visited by Commander Task Force 57, Capt. Brett Coffey, who is in charge of all the Maritime Patrol and Reconnaissance Force (MPRF) in the U.S. Central Command (CENTCOM) area of responsibility. He gave the VP-26 Tridents a rousing welcome to the theater and challenged them to find ways of making the process and products even better.

"Every day, your aircraft contribute directly to the 5th Fleet's mission and to the security in the Arabian Gulf," said Coffey. "Each of you contribute to the mission. Look at our current processes and procedures – then look at ways to make them better, more efficient. You are empowered to change the status quo. You are charged with making the task force better."

Currently, the MPRF community is transitioning from the P-3C Orion to the P-8A Poseidon and the MQ-4C Triton. During the transition, P-3C Orions and EP-3 Aries IIs will continue to play a vital role in the Navy for another six to eight years. From improvements in communications suites, cross-cueing capabilities, and even the ability to stream live video around the world, P-3s are at the peak of their operational capability and will continue to harness the latest technology despite their nearly 50-year-old airframe.

The VP-26 Tridents are on a historic deployment as the last East Coast active duty P-3C squadron to deploy from Naval Air Station Jacksonville. When they return from their sevenmenth deployment, they will begin their transition to the new P-8A Poseidon aircraft.

"These are exciting times for our community," said VP-26 Executive Officer Cmdr. Mark Burns. "And it is fitting that the last operational deployment of an East Coast P-3 squadron is supporting the Navy's mission in the 5th Fleet Area of Responsibility. It caps a nearly 50-year legacy of P-3s from Jacksonville operating forward in support of the Fleet and our allies.".

By Lt. Cmdr. Michael Choe, VP-26 Command Services Officer Published in the Jax Air News, April 1, 2015



Photo courtesy of VP-26. A "Trident" plane captain directs one of the squadron's P-3C Orions to its parking spot on the apron of an unidentified airfield located in the 5th Fleet Area of Responsibility.

VP-45 Showcased in Australia

Lustralian International Airshow 2015 – a representation of more than 27 countries and 500 aeronautical companies – is one of the largest airshows in the world. U.S. Navy Patrol Squadron (VP) 45 participated with a P-8A Poseidon aircraft flown by Combat Aircrew (CAC) 12 of the maritime patrol squadron based out of Naval Air Station Jacksonville.

This year's airshow was the 12th such annual event staged at Avalon Airport in Victoria. The theme was "A Centenary of Anzac 1915 - 2015, Heroes of the Sky." It marks the centenary of the formation of the Australia and New Zealand Army Corps (ANZAC) — and their landing at Gallipoli.

It is by far the largest, most comprehensive event of its kind in the Southern Hemisphere and brought together aviation and aerospace professionals, key defense personnel, aviation enthusiasts and members of the general public. Upwards of 200,000 people per day were able to view the Pelicans' P-8A Poseidon static display over a three day period. The aircrew and maintenance personnel were on hand to answer questions and present the world's most capable and advanced long-range anti-submarine and anti-surface warfare platform.

The CAC-12 personnel also gave tours of the Poseidon to several foreign delegations spanning the entire globe – including groups from Norway, New Zealand, United Arab Emirates and Australia.

Rear Adm. James Shannon, deputy assistant Secretary of the Navy, International Programs, accompanied several high-ranking Australian officials including, the Honorable Martin Hamilton-Smith MP, Minister for Defense Industries; Air Chief Marshal Sir Angus Houston (retired) KC AFC, Chairman of the Defense SA Advisory Board; Mr. Malcolm Jackman, Chief Executive Defense SA; Mr. Paul Johnson MBE, Defense Advisory Board member; Ms. Julie Barbaro, Defense Advisor to the Minister.

This detachment was an excellent opportunity for strengthening international relations and showcasing the P-8A Poseidon to members of the Royal Australian Air Force (RAAF.) The trip provided a chance for senior leadership, along with VP-45 pilots, flight officers, and warfare operators to interact with their RAAF P-3C Orion counterparts in Squadron 10. The RAAF is slated to begin acceptance of the P-8A in 2017 to replace their aging P-3C Orion aircraft.



Photos courtesy of VP-45. VP-45 Commanding Officer Cmdr. T. J. Grady talks with Royal Australian Air Force officers following a tour of the squadron's P-8A Poseidon maritime patrol aircraft at the recent Australian International Airshow.



Photos courtesy of VP-45. In a time-honored tradition, AWO2 Kenneth Lovett and AWO2 Justin Marcotte of VP-45 (left) exchange squadron patches with RAAF aircrew at the 2015 Australian International Airshow.

"We are awaiting the arrival of our first P-8A with great anticipation," said Squadron Leader Marcus Watson, executive officer of RAAF Squadron 10. "The P-8A Poseidon will be our first completely digital maritime patrol aircraft — replacing the mismatched digital and analog systems of the P-3."

The air show was a welcome opportunity for the Pelicans of VP-45 to interact with the RAAF on a personal level and strengthen relationships with the men and women that they work with in exercises and missions around the world. VP-45 is currently deployed to the 7th fleet area of responsibility (AOR) under Commander Task Force (CTF) 72.

By Lt. j.g. Robert Valentich, VP-45 Public Affairs Officer Published in the Jax Air News, March 18, 2015

VP-8 Attains 'Safe for Flight'

he "Fighting Tigers" of Patrol Squadron (VP) 8 received their P-8A Safe for Flight (SFF) certification from Commander, Patrol and Reconnaissance Group (CPRG) on Feb. 26. The SFF inspection and certification is the culmination of a seven-month transition from the P-3C Orion to the P-8A Poseidon, the Navy's newest maritime patrol and reconnaissance aircraft.

Inspectors from the Maritime Patrol and Reconnaissance Weapons School began the comprehensive evaluation on Feb. 2 during the Conventional Weapons Training Proficiency Inspection (CWTPI). Aviation Ordnancemen (AO), Aviation Electronics Technicians (AT) and Aviation Structural Mechanics (AM) were graded in the process of uploading and downloading ordnance on a P-8A aircraft during the three-day inspection. The Fighting Tigers performed brilliantly, scoring an impressive 390 out of 400 possible points. This is the highest score ever achieved by a P-8A squadron.

Simultaneously, under the instruction of VP-30 instructor aircrew, Fighting Tiger pilots, naval flight officers, acoustic operators and electronic warfare operators completed five tactical flights in the Poseidon that concluded with a NATOPS evaluation and qualification. VP-8 aircrews were evaluated on their ability to safely and tactically operate all mission systems onboard the P-8A.

The final phase of the SFF certification began Feb. 23 as inspectors from Commander, Patrol and Reconnaissance Wing (CPRW) -11 kicked off a comprehensive inspection of every VP-8 maintenance program, administrative instruction, safety program and NATOPS program. During the four-day event, the Tigers performed brilliantly with all programs – ranging from tool control to plane captain qualifications, graded as "On Track." The Tigers also performed practicals, in which sailors must demonstrate expertise in a particular process of a program.

More than 60 practical exercises were performed over the course of inspection with outstanding results. In addition, eight different emergency drills were completed, including several aircraft mishap drills, a man down first aid drill, and a hazardous material exposure drill. The Fighting Tigers promptly and successfully fulfilled all of their duties in response to these situations.

Following the intensive three days of drills and final inspec-



Photos by MC2 Clay Whaley After landing from their first official VP-8 flight, crew members stand by P-8A aircraft 759 to document the historic moment during their recent Safe for Flight inspection.



Photos by MC2 Clay Whaley Aviation Ordnancemen assigned to the "Fighting Tigers" of VP-8) secure a Recoverable Excercise Torpedo during the Conventional Weapons Technical Proficiency Inspection (CWTPI) on Feb. 4.

tions, resulting in Safe for Flight Certification, VP-8 Commanding Officer, Cdr. Derek Adametz, proudly announced, "We are Safe for Flight in the P-8A Poseidon. The pride and dedication of the Fighting Tiger team is unmatched. Together, we have successfully written a new chapter in VP-8's storied history. And I am supremely confident in our abilities to safely execute all missions while maintaining our new aircraft."

With the SFF Inspection and Certification complete, the Fighting Tigers are now beginning their 13-month Inter-Deployment Readiness Cycle in preparation for their first P-8A deployment.★

By Lt. j.g. Mark Baden, VP-8 Public Affairs Officer Published in the Jax Air News, March 11, 2015

'Pelicans' Detach to the Philippines

The "Pelicans" of VP-45 recently completed the first detachment of their 2015 deployment to Clark Air Base, Republic of the Philippines. From Feb. 1 - 21, the Pelicans mission supported 7th Fleet objectives around the clock to strengthen maritime partnerships while conducting routine patrols across the 7th Fleet area of responsibility.

Members of Combat Aircrews (CACs) 4 and 9, along with maintenance and support personnel, executed more than 180 flight hours over the course of three weeks in support of theater operations by providing real-time intelligence of the maritime domain.

The Pelicans also had the opportunity to provide a familiarization flight to members of the Philippine Air Force and Navy. The bilateral patrol mission conducted over the waters off of Luzon Island allowed the P-8A aircrew to showcase their platform's capabilities in both the littoral and open-ocean environments.

CAC 4 Patrol Plane Commander Lt. Matthew Pool, demon-

strated the flight characteristics of the P-8A Poseidon during both the high-altitude reconnaissance mission and the low-altitude patrol regimes. Tactical Coordinator Lt. Justin Rogers exhibited the aircraft's multi-mission sensors through the various subsystems and crew workstations.

"It was a remarkable opportunity to work alongside the Armed Forces of the Philippines. Sharing this aircraft's capabilities with our allies only strengthens our bonds," said Pool.

Additionally, the Pelicans hosted a site visit for members of the New Zealand Air Force, who were visiting Clark Air Base to explore its infrastructure for potential joint operations. The tour included a visit to the base facilities and a static display of the P-8A.

Afterward, the officers hosted a dinner at a local restaurant where they enjoyed sharing stories, operational history and discussed the desire for future bilateral training opportunities.

By Lt. j.g. Eric Aragone, VP-45 Public Affairs Published in the Jax Air News, March 4, 2015



Photo courtesy of VP-45. VP-45 "Pelicans" Combat Aircrew 4 stand with members of the Philippine Air Force and Navy.

VP-26, Coast Guard Team Chalks Up \$17 Million Drug Interdiction

L.S. Navy Combat Aircrew (CAC) 9, flying a P-3C assigned to VP-26 and aided by the experience of embarked members from VP-10, in cooperation with U.S. Coast Guard and Canadian forces, intercepted approximately 530 kilograms of cocaine during a maritime interdiction on Feb. 2.

Operating in international airspace over the Eastern Pacific Ocean off the coast of Guatemala, the aircrew noticed a suspicious small vessel traveling at a high rate of speed through rough seas. The P-3C aircrew tracked the vessel and remained on station until a Canadian CP-140 aircraft relieved them. The Coast Guard Cutter Bertholf was vectored in to board and search the vessel. Upon inspection, more than 530 kilograms of cocaine worth an estimated \$17 million was seized.

The seizure comes at the beginning of a seven-month deployment for the "Tridents." CAC-9 was flying the mission as part of an orientation and theater indoctrination mission in conjunction with VP-10 aircrew when the suspected smuggling boat was spotted.

"I am not aware of another indoctrination mission that resulted in a seizure of contraband, but certainly this is the first interdiction of this size during an indoc flight," said the VP-26 executive officer, who delined to be named according to squadron security policy.

With a success so early on in the deployment, VP-26 has set high expectations for the rest of deployment. Their success is a direct result of the valuable deployment training from VP-10. The Maritime Patrol and Reconnaissance Force community is accustomed to deployment turnovers in which one squadron picks up where the other left off without missing a beat, but this turnover event was remarkable.

At the same time, the seizure is a tangible reminder of why U.S. Naval presence forward deployed is so critical to our national security.

"I am really proud that our crews came prepared to execute the mission on day one," said the VP-26 commanding officer. "I hope this [drug seizure] helps our families understand why we must deploy and continue to operate forward."

VP-26 operates out of Cooperative Security Location (CSL) Comalapa, El Salvador. CSL Comalapa provides critical logis-



Photo by MC1 John Smolinski. VP-26 is the Navy's last operational P-3C Orion squadron based on the East Coast. Here, a plane captain directs one of the first two "Tridents" aircraft to begin the squadron's historic deployment from its home base of NAS Jacksonville on Jan. 22.

tics, infrastructure, and operational support to forward deployed U.S. and partner-nation aviation assets participating in Joint Interagency Task Force-South assigned counter-narcotic/illicit trafficking operations, U.S. Naval Forces Southern Command-directed humanitarian missions, and search-andrescue (SAR) efforts.

"We congratulate our sister services for a job well done," said Cmdr. Chris German of the 11th Coast Guard District's law enforcement branch.

"A joint effort among U.S. forces and partner nations is critical to our efforts to deter transnational criminal organizations operating in the Eastern Pacific region. Every load of drugs stopped at sea saves lives ashore and denies these criminals the resources they need to further their deadly and corrosive enterprises," he said.

Counter smuggling operations in the region are conducted as part of Operation Martillo. Operation Martillo, a joint, international law enforcement and military operation involving the U.S., European and Western Hemisphere partner nations, targets illicit trafficking routes in the waters off Central America. U.S. Southern Command leads the U.S. military joint operation.

Overall coordination of counter-drug patrols and surveillance in the Eastern Pacific is done by a joint agency task force headquartered in Key West. U.S. maritime law enforcement and the interdiction phase of operations in the region occur under the tactical control of the 11th Coast Guard District headquartered in Alameda, Calif.

By VP-26 Public Affairs Published in the Jax Air News, March 4, 2015



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The Hangar Deck Podcast Crew

'Pitchlock' Pete Bruno - Creator and Host of the Hangar Deck Podcast is a retired US Navy Chief Petty Officer and Graduate of Embry Riddle Aeronautical University. Pitchlock Pete has over 5,000 flight hours as a P-3C Flight Engineer and SH-3D/H Crew Chief and Rescue Swimmer. He currently is an Aviation Subject Matter Exptert and Maintenance Engineer in the Defense Industry. He specializes in Aviation Instructional Systems Design, Computer Based Training and Aircrew and Maintenance Operating Procedures and Technical Manual Development.

'Fast Eddie' Simila - Permanent Co-Host of the Hangar Deck Podcast, Fast Eddie is a US Naval Academy graduate and retired USNR Commander and US Navy Pilot. Fast Eddie has accumulated over 9,000 Flight Hours in US Navy P-3C, C-130T and various Commercial and Training Aircraft. As a United Airlines Pilot, Ed's specific experience is with the Boeing 737 and Airbus A-319/320 Type series aircraft. He currently is an Aviation and Aerospace Analyst specializing in Flight Operations, Aircrew Flight Manuals, Flight Clearances and Crew Resource Management Standards.

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Patrol and Reconnaissance Wing 10 Changes Hands

Commander Patrol and Reconnaissance Wing (CPRW) TEN held a change of command ceremony in Hangar 6 on board Naval Air Station (NAS) Whidbey Island, Apr. 3.

The change of command ceremony is a tradition that formally reaffirms to the officers and enlisted personnel of a command the continuity of the authority of taking command. Capt. Vincent Segars was relieved by Capt. Brett Mietus as commodore of CPRW TEN.

"It has been a tremendous honor and blessing serving as the CPRW TEN Commodore, and something that I never could have dreamed about when I was winged in February of 1993. The Maritime Patrol and Reconnaissance Force truly is the "Eyes and Ears of the Fleet", and it is has been a privilege to serve our nation and navy at this level of command," said Segars.

Under Segars' leadership, the men and women of CPRW TEN

and its tenant commands logged 33,000 CONUS and OCONUS flight hours in all P-3C and EP-3E mission sets including antisubmarine warfare, anti-surface warfare, intel/surveillance/ reconnaissance flights, electronic warfare and multiple intelligence flights. Additionally, with his direction, Wing TEN skillfully and efficiently trained 36 combat aircrews through the Advanced Readiness Program for on-station excellence while serving four Task Force Commanders as well as participation in RED FLAG, COMPTUEX/JTFX, RIMPAC and VALIANT SHIELD. Finally, expert oversight of all personnel programs led to CNAF and CPRG recognition for superior performance across the spectrum. With Segars at the helm, Wing TEN Staff and squadrons earned the 2013 COMPACFLT Retention Excellence award, two Battle Efficiency awards, five squadrons earned the "Blue M" for medical readiness and the CNO Safety Award for one squadron after Wing TEN provided critical assets and personnel to a landmark base-wide MISHAP drill.

NAS Whidbey Island has been in a state of transition for the past few months, with several key aspects of the construction



OAK HARBOR Wash. (April 2, 2015) Capt. Vincent W. Segars transfers command of Patrol and Reconnaissance Wing (CPRW) 10, to Capt. Brett Mietus during a change of command ceremony at Naval Air Station Whidbey Island. Mietus relieved Segars during the CPRW-10 change of command ceremony. (U.S. Navy photo by Mass Communication Specialist Caleb Cooper/Released)

going towards transitioning the base from P-3C support to the new P-8A. Said Segars, "this past year has been especially exciting as we have started the visible signs of our transition to the P-8 Poseidon. We will continue to see construction of new buildings and refurbishment of existing Wing 10 Hangars and buildings over the next year and half in preparation for P-8 transition and the home port changes of VP-4, 9, and 47 from CPRW TWO in Hawaii starting later this year."

RADM Daniels presented Segars with the Legion of Merit Award and Command Master Chief (AW/SW) Loy Hower presented Segars with the broad command pennant on behalf of the Chief Petty Officers mess.

Prior to assuming command of CPRW TEN, Mietus served as the Japanese Engagement, Operational Plans and Requirements Officer on the staff of Commander, Task Force 72 in Atsugi, Japan.

The guest speaker, former CPRW TEN commodore Capt. Garner Mogan, is confident in the future of CPRW 10 with Mietus in command.

"Commodore Segars served with distinction," said Morgan. "Whidbey Island will continue to be a great wing because of his efforts and I have total confidence that Commodore Mietus will continue that legacy."





OAK HARBOR, Wash. (April 2, 2015) Rear Adm. Sandy Daniels, Commander, Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific, right, congratulates Capt. Brett Mietus on assuming command of Patrol and Reconnaissance Wing (CPRW) 10, during a change of command ceremony at Naval Air Station Whidbey Island. Mietus relieved Capt. Vincent W. Segars during the CPRW-10 change of command ceremony. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington/Released)



OAK HARBOR, Wash. (April 2, 2015) Capt. Brett Mietus speaks after assuming command of Patrol and Reconnaissance Wing (CPRW) 10, during a change of command ceremony at Naval Air Station Whidbey Island. Mietus relieved Capt. Vincent W. Segars during the CPRW-10 change of command ceremony. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington/Released)



OAK HARBOR, Wash. (April 2, 2015) Rear Adm. Sandy Daniels, Commander, Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific, right, presents Capt. Vincent W. Segars with the Legion of Merit during a change of command ceremony at Naval Air Station Whidbey Island. Capt. Brett Mietus relieved Segars during the Patrol and Reconnaissance Wing (CPRW) 10 change of command ceremony. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherinaton/Released)

Patrol Squadron NINE celebrates 64th birthday

Sailors assigned to the "Golden Eagles" of Patrol Squadron (VP) 9 celebrated the squadron's 64th birthday and their recent accomplishment of winning the 2014 Battle "E" and Golden Wrench award with a cake cutting ceremony at Marine Corps Base Hawaii on 20 March.

In keeping with tradition, the oldest and youngest Sailors in attendance were called forward for the privilege of slicing the first cut together. Lt. Thomas Madera, from Severn, Md. and Aviation Ordnanceman Airman Apprentice Cecilia Clifford from Davenport, lowa were happy to play a part in the ceremony.

"It was an honor to participate," said Clifford. "I think that naval tradition is important to recognize and instills pride in what we do every day."

VP-9 was commissioned on March 15, 1951 at Naval Air Station Whidbey Island, Wash. The Golden Eagles provide Anti-Submarine Warfare, Anti-Surface Warfare, Maritime Domain Awareness, and Intelligence, Surveillance and Reconnaissance capabilities to support United States combatant commander initiatives worldwide.

Patrol Squadron a

KANEOHE BAY, Hawaii (March 21, 2015) — Sailors assigned to the "Golden Eagles" of Patrol Squadron (VP) 9 gather to celebrate the squadron's 64th birthday and their recent accomplishment of winning the 2014 Battle "E" and Golden Wrench award with a cake cutting ceremony at Marine Corps Base Hawaii. VP-9 provides Anti-Submarine Warfare, Anti-Surface Warfare, Maritime Domain Awareness, and Intelligence, Surveillance and Reconnaissance capabilities to support United States combatant commander initiatives worldwide. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)

VP-9 has been involved in historical missions since 1958, when the squadron conducted polar scouting for the USS NAUTILUS' important first voyage under the polar ice cap. VP-9 has played a key role in multiple operations throughout history, notably Operation ENDURING FREEDOM- AFGHANISTAN, Operation IRAQI FREEDOM, Operation ENDURING FREEDOM.

The squadron has been recognized several times for its influence on the rich history of Maritime Patrol and Reconnaissance Aviation. VP-9 has earned 10 Battle Efficiency Awards, four Meritorious Unit Commendations, three Captain Arnold J. Isbell Trophies for ASW Excellence, two Golden Wrench awards for aviation maintenance excellence, and the Golden Anchor. In 2014, VP-9 surpassed a milestone 36 years and 205,000 hours of mishap free flying.

To learn more about the squadron, visit www.vp9.navy.mil



By Mass Communication Specialist 3rd Class Amber Porter, VP-9, March 24, 2015



KANEOHE BAY, Hawaii (March 21, 2015) – Cmdr. Gonzalo Partida, executive officer of Patrol Squadron (VP) 9, Aviation Ordnanceman Airman Apprentice Cecilia Clifford, youngest Sailor in attendance, Lt. Thomas Madera, Cmdr. Katrina Hill, commanding officer of VP-9, and Command Master Chief Robert Tyo celebrate the command's 64th birthday during a cake cutting ceremony at Marine Corps Base Hawaii. VP-9 provides Anti-Submarine Warfare, Anti-Surface Warfare, Maritime Domain Awareness, and Intelligence, Surveillance and Reconnaissance capabilities to support United States combatant commander initiatives worldwide. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/ Released)

'Mad Foxes' home from deployment

he "Mad Foxes" of Patrol Squadron (VP) 5, under the command of Cmdr. Greg Petrovic, began the process Jan. 29 of returning home to NAS Jacksonville following their sevenmenth inaugural P-8A deployment to the 7th Fleet area of responsibility.

VP-5 conducted maritime theater security operations and joint interoperability training with the Japanese Maritime Self Defense Force (JMSDF).

Based at Kadena Air Base in Okinawa, Japan, the Mad Foxes executed more than 350 missions and logged over 3,600 flight hours. During their deployment, VP-5 achieved a significant naval aviation milestone by surpassing 200,000 total operational flight hours without a class-A mishap.

"I could not be more proud of the hard work and dedication the Sailors of VP-5 have put into making this deployment a success," exclaimed Command Master Chief Josh Davis. "From long days, quick turnarounds, and multiple detachment sites, the Mad Foxes have raised the bar on deployment standards, setting up other squadrons for future success."

Throughout the deployment, VP-5 detached 39 times to numerous sites within the Pacific region, showcasing the capabilities of the P-8A Poseidon through professional military exchanges.

In all, members of the Mad Foxes travelled to Australia, Bangladesh, Diego Garcia, Guam, Malaysia, the Philippines, the Republic of Korea, Singapore and Thailand.

"As my first deployment, it was an awesome opportunity to travel to countries I never thought I'd see," said ATAN Canaan Stowe. "While there were many difficult days, we all worked hard together to get the job done."

Introducing and developing effective tactics for the new maritime patrol aircraft presented a challenging, yet rewarding experience for the Sailors of VP-5.

"Coming out on deployment, everyone was focused on the



Photos by MC2 Doug Wojciechowski . Naval aircrewmen of VP-5 sport their sunglasses on a bright day on the flight line of Kadena Air Base in Okinawa, Japan.

new technology that the P-8A brings to the fight," explained Petrovic.

"This Navy's success has and always will be directly attributed to the Sailors that make up this Fleet. I couldn't be more proud of the Mad Foxes.

In addition to their demanding work schedule, members of the squadron contributed to the local communities, performing more than 600 volunteer service hours.

"Spending time with orphans in Thailand was an extremely humbling and rewarding experience. I truly believe that community outreach events are extremely important and create a positive image of our country and military," said AWO3 Justin Burns.

Whether it was a school or retirement home in Okinawa or an orphanage in Thailand, the Mad Foxes bettered the lives of people in the communities around them.

On Feb. 12, the last Mad Fox P-8A Poseidon will arrive at NAS Jacksonville, marking 229 days since all of the VP-5 family has been together on American soil.



By VP-5 Public Affairs Published in the Jax Air News, February 11, 2015



Photos by MC2 Doug Wojciechowski . Sailors of VP-5, along with members of the U.S. Air Force and the Philippine Navy stand by a "Mad Fox" P-8A Poseidon aircraft during a detachment to Clark Air Base in the Philippines.



Photo by AZC Jeffrey Gump.AE2 Natasha Miller hugs a child at an orphanage near Pattaya, Thailand. The "Mad Foxes" of VP-5 volunteered through many community relations projects while on deployment to locations across the Pacific region.



Photos by MC2 Doug Wojciechowski . Aircrew Survival Equipmentmen and Aviation Structural Mechanics (Safety Equipment) of VP-5 stand in front of one of the squadron's P-8A Poseidon aircraft.

P-3C Orion Makes the Final Destination

She was accepted into the United States Navy February 28, 1973 as the premier frontline, land-based maritime patrol aircraft.

In her 42 years of service, she has added to the rich history of the P-3C Orion maritime patrol aircraft by flying a variety of tactical missions nearly nonstop in arduous circumstances, providing surveillance and reconnaissance in support of military actions and needs.

On March 27, 2015, she took one last flight with the "Golden Eagles" of Patrol Squadron (VP) 9 from her home station in Kaneohe Bay, Hawaii over the Pacific to the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) at Davis-Monthan Air Force Base in Tucson, Ariz.

"It was an honor to be a part of 916's last voyage," said Lt. Emily Cordle, a pilot on the REPO (reposition) flight. "The entire crew couldn't help but reflect on the countless missions

she has flown, the numerous crew members she has carried, and the endless maintainers that have kept her flying for 42 years."

Touted on their website as "the largest aircraft boneyard in the world" 309 AMARG is a one-of-a-kind specialized facility within the Air Force Materiel Command structure. The 2, 600 acre field is home to 4,400 aircraft and 13 aerospace vehicles from the Air Force, Navy, Marine Corps, Army, Coast Guard, and several federal agencies including NASA. 309 AMARG is responsible for the storage and maintenance of aircraft for future redeployment, parts, or proper disposal following retirement by the military.

Traffic is expected to be steady for VP squadrons to the boneyard, as the P-3C Orion is phased out and they adjust to the first new maritime patrol aircraft to enter the Navy in more than 50 years, the P-8A Poseidon.

According to Naval Air Systems Command (NAVAIR), the Navy plans to buy 117 P-8A Poseidons up to fiscal year 2018 as



DAVIS-MONTHAN AIR FORCE BASE, Ariz. (March 31, 2015) – A retired P-3C Orion maritime patrol aircraft is propped up on blocks in a preservation state at the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) at Davis-Monthan Air Force Base in Tucson, Arizona. 309 AMARG is responsible for the storage and maintenance of aircraft for future redeployment, parts, or proper disposal following retirement by the military. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Amber Porter/released)

half of the plan to replace about 225 Lockheed Martin P-3C Orions.

The P-8A is a military version of Boeing's 737-800 airliner. According to the company, "The P-8A Poseidon is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft. It possesses an advanced mission system that ensures maximum interoperability in the future battle space. Capable of broad-area maritime, and littoral operations, the P-8A will influence how the U.S. Navy's maritime patrol and reconnaissance forces train, operate and deploy."

Being scrapped for parts or otherwise left in an open field to roast under the scorching Arizona sky might seem like an unbefitting conclusion to the P-3C Orion's story, but no erosion can destroy the aircraft's lasting influence in history.

To learn more about the squadron, visit www.vp9.navy.mil

By Mass Communication Specialist 3rd Class Amber Porter, VP-9, April 1, 2015



KANEOHE BAY, Hawaii (March 27, 2015) – Aircraft 916, a P-3C Orion maritime patrol aircraft belonging to the 'Golden Eagles' of Patrol Squadron (VP) 9, receives one last pre-flight inspection before flying to the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) at Davis-Monthan Air Force Base in Tucson, Arizona. 309 AMARG is responsible for the storage and maintenance of aircraft for future redeployment, parts, or proper disposal following retirement by the military. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Amber Porter/released)



DAVIS-MONTHAN AIR FORCE BASE, Ariz. (March 31, 2015) – A retired P-3C Orion maritime patrol aircraft, once belonging to the "Golden Eagles" of Patrol Squadron (VP) 9, has been gutted for parts and supplies for active planes at the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) at Davis-Monthan Air Force Base in Tucson, Arizona. 309 AMARG is responsible for the storage and maintenance of aircraft for future redeployment, parts, or proper disposal following retirement by the military. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Amber Porter/released)

Patrol Squadron (VP) 9 Earns 2014 Battle "E" and Golden Wrench Award

The "Golden Eagles" of Patrol Squadron (VP) 9 received two significant recognitions for their superior performance this past year, the Navy Battle 'E' award and the AVCM Donald M. Neal Aircraft Maintenance Award, known as the "Golden Wrench" award.

"Two very prestigious awards for all of VP-9's dedication and hard work is absolutely well deserved," said Capt. Steve Newlund, commodore of Patrol and Reconnaissance Wing (CPRW) 2. "Each and every one of you played a role in accomplishing something special, the same squadron winning both the Battle 'E' and Golden Wrench."

The Battle 'E' is awarded annually to ships and units that display the maximum condition of readiness in their group, and for their capability to perform their wartime responsibilities. Squadrons are graded in areas such as operational efficiency, readiness achievements, aircraft material readiness, training, schedule and cost performance, to name just a few.

The Golden Eagles achieved a 100% mission completion rate during a seven month deployment completing 430 operational sorties and executing 5,008 flight hours. Additionally, they participated in exercises Noble Dina, BALTOPS 2014 and Phoenix Express.



KANEOHE BAY, Hawaii (March 6, 2015) – Lt. Emily Cordle, assigned to the "Golden Eagles" of Patrol Squadron (VP) 9, writes down communications frequencies during a torpedo exercise (TORPEX) as part of the squadron's Advanced Readiness Program (ARP). The hard work and dedication of VP-9 was recently acknowledged when the command was notified that they had earned the 2014 Commander Naval Air Forces, Pacific (CNAP) Battle "E" award, the Navy's top performance award presented to the commands that achieve the highest standards of performance readiness and efficiency. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)

The "Golden Wrench" award was established in 1965 by the Chief of Naval Operations and sponsored by Lockheed Martin to acknowledge maintenance performance that goes above and beyond the extraordinary effort that aircraft maintenance requires. The Golden Wrench is presented annually to a VP squadron in the categories of Atlantic, Pacific and Special Projects. VP-9's maintenance professionals achieved an impressive 38 of 40 maintenance programs graded "On Track" and achieved a flawless record for all drills, highlighting their "By the Book" approach to the maintenance program.

Commander, Patrol Reconnaissance Group praised the squadron's performance via naval message, writing "VP-9's ability to continuously meet superior aircraft standards were unmatched through a demanding SIXTH Fleet deployment. The Golden Eagle's professional maintenance department set the standard for aircraft readiness across the VP Navy with outstanding performance throughout the year."

Cmdr. Katrina Hill, commanding officer of VP-9 says there is no secret to the squadron's success.

"We earned the Battle 'E' and the Golden Wrench by excelling as a team," said Hill. "VP-9 Sailors are satisfied with nothing less than the highest professional standards. Our Sailors care about their jobs, train their replacements on a daily basis and treat others with respect. Every Golden Eagle matters to our mission, (which is) deploying safe and effective combat ready aircrews and aircraft around the world."



By Mass Communication Specialist 3rd Class Amber Porter, VP-9, March 13, 2015



KANEOHE BAY, Hawaii (March 6, 2015) – Aviation Ordnanceman Airman Patrick Speights, assigned to the "Golden Eagles" of Patrol Squadron (VP) 9, checks the release mechanism of a MK-54 Recoverable Exercise Torpedo loaded onto a P-3C Orion maritime patrol aircraft for a torpedo exercise (TORPEX) as part of the squadron's Advanced Readiness Program (ARP). The hard work and dedication of VP-9 was recently acknowledged when the command was notified that they had earned the 2014 AVCM Donald M. Neal Aircraft Maintenance Award, known as the "Golden Wrench" from Commander, Patrol and Reconnaissance Group (CPRG). (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)

'Fighting Tigers' display high munitions proficiency

n a prelude to their upcoming Safe-for-Flight (SFF) inspection for the P-8A Poseidon aircraft, Sailors of Patrol Squadron (VP) 8 successfully completed their Conventional Weapons Training Proficiency Inspection (CWTPI) Feb. 6 in Hangar 511 at NAS Jacksonville.

Inspectors from the Maritime Patrol and Reconnaissance Weapons School graded the proficiency of aviation ordnancemen (AO), aviation electronics technicians (AT) and aviation structural mechanics (AM) in the process of uploading and downloading ordnance, including torpedoes, Harpoon missiles and flares, on a P-8A aircraft.

AO1(AW) Felipe Borges, a quality assurance and safety observer (QA/SO), stated, "Each team consists of a QA/SO, a team leader, a weapons hoist driver, and two riggers who make the necessary weapons connections and attachments."

Each aviation ordnance load team expertly handled an inert Mk-54 training torpedo and an ATM-84D-1 Captive Air Training Missile Harpoon from a weapons cart to the P-8A Poseidon internal weapons bay and wing weapons stations respectively.

"We also loaded the ALE-47 countermeasures system and conducted wire checks between the flight deck and weapons



Photos by MC2 Clay Whaley. Aviation ordnancemen assigned to the "Fighting Tigers" of VP-8 secure a Recoverable Excercise Torpedo during the Conventional Weapons Technical Proficiency Inspection (CWTPI) on Feb. 4. The squadron scored 390 out of 400 possible points during the CWTPI, only taking one minor hit during the entire weeklong evolution.

bay", said Borges.

"Fighting Tigers" Commanding Officer Cmdr. Derek Adametz was proud of VP-8 coming together as a team and displaying an absolutely brilliant performance.

"The pride and professionalism of our Fighting Tiger AOs, ATs and AMs was on full display this week. Completing our CWTPI with an overall score of 390 out of 400 possible points is a testament to the incredible work and preparation from everyone over the past six months", said Adametz.

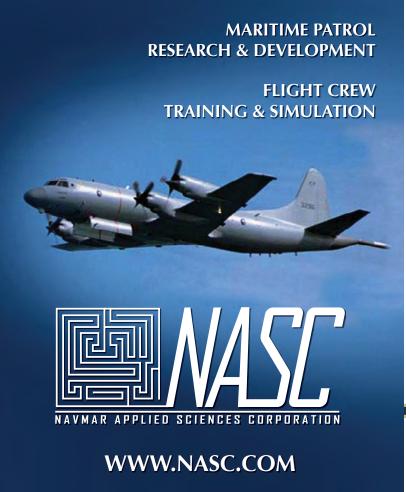
The squadron's SFF inspection will be held during the week of Feb. 23, followed by a 13-month Inter-Deployment Readiness Cycle in preparation for the Fighting Tigers' first P-8A deployment.

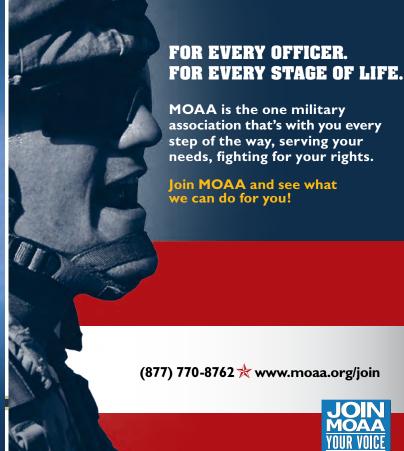


By LTJG Mark Baden, VP-8 Public Affairs Officer Published in the Jax Air News, February 11, 2015



Photos by MC2 Clay Whaley. Aviation ordnancemen assigned to the "Fighting Tigers" of VP-8 prepare to transfer a Recoverable Exercise Torpedo from the weapons cart to the P-8A bomb bay during the recent Conventional Weapons Technical Proficiency Inspection.





'Red Lancer' women continue to excel

The "Red Lancers" of Patrol Squadron (VP) 10 are more than halfway through their historic final deployment with the P-3C Orion before transitioning to the P-8A Poseidon at the beginning of next year.

The deployment so far has been a huge success as every member of the squadron has stepped up in order to complete the demanding mission requirements each day. While the contribution of Red Lancer women plays a large role in the success of the squadron today, decades ago they were not afforded this opportunity.

Established July 1, 1930, VP-10 is widely considered one of

the original patrol squadrons in naval aviation history. At that point, however, women in the Navy were primarily serving in the United States Navy Nurse Corps, instituted in 1908. With the onset of World War I, women were called upon to serve an expanded role in the Navy as Yeomen in administrative and clerical positions, though they were subsequently released from active duty following the end of the Great War.

The need for women was amplified again during World War II where it led to the foundation of a division of the Navy known as Women Accepted for Volunteer Emergency Service (WAVES) on July 30, 1942. For women in aviation, this opened doors to jobs such as parachute rigger, aviation machinist's mate, aviation metal smith and control tower operator.



Photos by MC3 Julie Cox. (Clockwise from bottom left) AWO2 Brandi Kidd, Lt. Jenny Warren, Lt. Victoria Wiedmeier, AWO2 Joli Bailow, Lt. j.g. Jada Windham, AWO2 Julie Jennings, CMDCM Teri Zehnacker and AWO2 Katelyn Anderson beside a P-3C Orion assigned to VP-10 while deployed to the 5th Fleet AOR.

WAVES allowed women to hold the same rank and ratings as male personnel and receive the same pay benefits – however, they were still released from active duty when the war was won. Women were finally able to gain permanent status in the armed services with the passing of the Women's Armed Services Integration Act on June 12, 1948.

In VP-10 today, women occupy positions in every work center in the squadron – from aircrew to maintenance to administration to intelligence – and making significant contributions in every mission area.

"The addition of females in the aviation ratings has allowed the Navy to tap into a wider pool of human potential that had been previously closed off," said Lt. Victoria Wiedmeier, a naval flight officer assigned to VP-10. "There are many physically and mentally outstanding leaders among the female Sailors and aviators in our command who are using their talents to improve the squadron and set the example for those around them."

While women have certainly made immense strides within the past 70 years, they still face challenges that are difficult to leave in the past.

"As a female aviation ordnanceman (AO), the biggest challenge we face is stereotyping. With the AO shop composed of mostly females, some believe that we may not have the adequate strength to perform our strenuous tasks, but we are able to complete the job just as well as our male counter-



Photos by MC3 Julie Cox. A plane-side all (female) hands meeting for the women Lancers of VP-10 while supporting in U.S. Fifth Fleet in August.

parts," said AO3 Alysson Alcala.

AOs are responsible for stowing, issuing and loading guns, torpedoes, rockets and missiles. Despite this typecasting, the VP-10 women continue to excel day in and day out as a vital part of the Red Lancer family.

VP-10 is currently serving a tri-site deployment, supporting Operation Martillo with 4th Fleet and Operation Inherent Resolve with the 5th and 6th Fleet.



By MC3 Julie Cox and LTJG Brendan McGoey Published in the Jax Air News, February 4, 2015

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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

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VP-26 begins historic final deployment of P-3C Orion

he "Tridents" of Patrol Squadron (VP) 26 begin their final deployment with the P-3C Orion aircraft during a send-off of their first two planes from NAS Jacksonville, on Jan. 22.

The historic occasion was attended by senior leadership, family and friends of VP-26 Sailors and members of the Jackson-ville maritime patrol community.

"This is a historic deployment for you," said Rear Adm. Matthew Carter, commander, Patrol and Reconnaissance Group.

"You are the last operational P-3 squadron on the East Coast. Once you go, we are a P-8 only force. That does not diminish anything you do with the P-3 Orion aircraft. America has given us the best, and this aircraft is still a very capable airplane."

Carter knows firsthand how much the P-3 community has contributed to the success of the Navy's mission. He served as both executive officer and commanding officer of VP-26, and he told the Sailors just how special it is to wear the Trident colors.

"We have been flying this aircraft for 50 years," said Carter.

"The whole squadron, from the admin department, the maintainers and the aircrew has continued to go out and do great things, and I know you are going to go out on this deployment and do great."

Preparing the squadron for a deployment presents its challenges, that everything from packing up parts and equipment, preparing junior Sailors for their first deployment and



Photos by MC1(SW/AW) John Smolinski. Local Jacksonville media captures photos and video of a VP-26 P-3C Orion departing NAS Jacksonville for the aircraft's last deployment on Jan. 22.

making sure Sailors are up to date with their training.

"Seeing that there are not many P-3s around and this being the last P-3 deployment for the East Coast," said VP-26 Command Master Chief James Daniels.

"Getting parts has been a big issue. Also, since most of our preparations have been during the holidays, we needed to work hard to make sure our Sailors were trained on what is expected of them and they were ready for deployment, but the squadron has met its challenges and now is ready to go."

The support from family and friends is an integral part of our Sailors' success.

"My family is so supportive and so much a part of my life," said AT2 David Heder.

"Having to leave them is the hardest part of deployments."

Heder's wife and two children were there to show their support. Heder said that he was a little nervous and sad to leave his family.

Heder said this is his second history making deployment since he has been in the Navy.

"I actually helped introduce the P-8 while I served at VP-30," said Heder.

"It's cool to be able to say that I was a part of the P-8 coming in and now a part of the P-3 going out in Jacksonville."

Retired Chief William Stewart from the aviation structural mechanic community and a Jacksonville resident was present to witness this historic day. Stewart served 30 years in the Navy and was factory-trained on the P-3 in 1962.

"I was assigned to VP-9 as an airframes chief after training with Lockheed on the P-3s and went on their first deployment with the aircraft in November 1964," said Stewart.

"It's kind of sad to see the P-3 go, but it's an evolution. It's a new age; we have cell phones, wide-screen TVs and now the P-8s."

VP-26 became the Navy's first operational P-3B squadron in January 1966, when the squadron received the first production of the P-3B while stationed at Naval Air Station, Brunswick, Maine.

"I am so proud of all the Sailors who have worked so hard to keep these aircraft flying for so many years," said Cmdr. Gregory Smith, VP-26 commanding officer.

By MC1 (SW/AW) John Smolinski, Staff Writer Published in the Jax Air News, January 28, 2015



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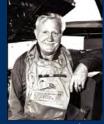
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www.maritimepatrolassociation.org/symposium



Japanese Aviators Review NATOPS at VP-30

P-30 welcomed members of the Japanese Maritime Self-Defense Force (JMSDF) for the annual review of the P-3C Orion NATOPS Manual Jan. 20-23.

Lt. Cmdr. Yoichiro Sagawa and Lt. Cmdr. Keisuke Tatchi – pilots from Air Development Squadron 51 based in Atsugi, Japan – worked closely with VP-30's Fleet NATOPS Team, headed by Lt. Cmdr. Trey Walden. The conference included an open forum question and answer period concentrating on similarities and differences within the two nations' maritime patrol and reconnaissance force (MPRF) communities.

After an extensive review of current P-3C NATOPS procedures, Lt. Trey Ross, a Fleet NATOPS Team pilot evaluator, said, "We enjoyed an extremely productive visit from our JMSDF counterparts. Their attendees leverage a considerable amount of P-3 flight hours and brought a wealth of knowledge to this conference.

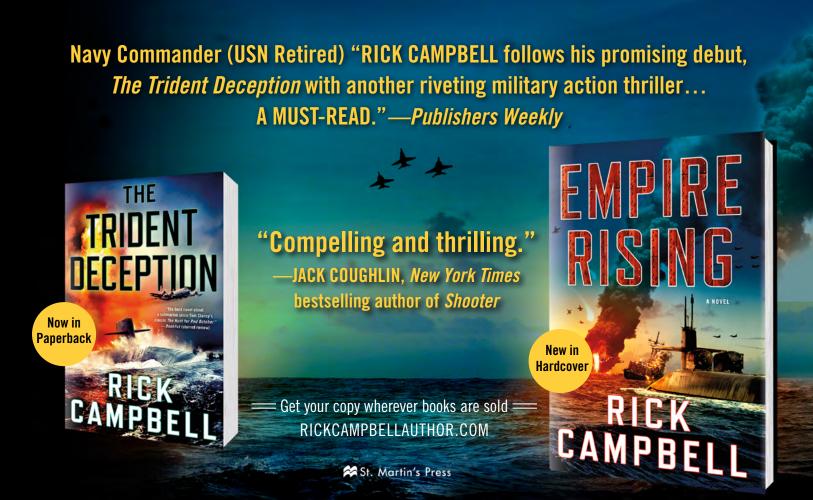
"We were able to provide them with insight into our operational risk management and crew resource management programs, as well as cover recent changes to our NATOPS manual. The Fleet NATOPS Team collected constructive feedback



Photo courtesy of VP-30. VP-30 Commanding Officer Capt. Curt Phillips (center) accepts a framed photo of the JMSDF Kawasaki P-1, from Lt. Cmdr. Keisuke Tachi and Lt. Cmdr. Yoichiro Sagawa. The P-1 is a more modern platform than the P-3C Orion currently flown by the JMSDF.

on specific P-3 programs and procedural changes. We all look forward to future collaboration with our MPRF partners in the future," concluded Ross.

By Lt. Justin Moore, VP-30 Public Affairs Officer Published in the Jax Air News, February 25, 2015



'Pelicans' Depart on First P-8A Poseidon Deployment

he "Pelicans" of Patrol Squadron (VP) 45 began their seven-month deployment to the U.S. 7th Fleet area of responsibility (AOR) when the first of six P-8A Poseidon aircraft departed from NAS Jacksonville on Jan. 27 and the last aircraft departed on Feb. 7.

VP-45 relieved the "Mad Foxes" of VP-5 at Kadena Air Base in Okinawa, Japan on Feb. 10 assuming maritime patrol and reconnaissance efforts in support of national interests in the 7th Fleet AOR.

This marks the first operational deployment of the P-8A Poseidon aircraft for the Pelicans and comes during a time of transition in the Maritime Patrol and Reconnaissance Force (MPRF). The P-3C Orion, predecessor to the P-8A Poseidon, was the workhorse of the Navy's MPRF community for more than 50 years, with the average Orion logging in excess of

17,000 flight hours.

The Orion was originally built to counter the Soviet naval threat during the Cold War – with a more specific mission of hunting attack and ballistic missile submarines and combat surface vessels. The P-3 saw its primary mission of anti-submarine warfare (ASW) expand and evolve into the modern realm where the U.S. demanded a platform capable of joint maritime and overland intelligence, surveillance, and reconnaissance flights. At its peak, the P-3 fleet included 24 operational squadrons and numbered over 240 aircraft.

In 2008, due to weight and airframe fatigue limitations, the Navy decided to implement a plan to transition the aging P-3C Orion to the P-8A Poseidon beginning in early 2012.

The Poseidon is a militarized version of the Boeing 737-800.



Photos courtesy of VP-45. On the NAS Jax flight line, the plane captain of VP-45 Poseidon No. 434 signals for the starboard engine start.

The flight station is a modern marvel of integrated flight management computers and sensors coupled to automated systems that significantly decrease pilot workload.

The "tube" boasts five interchangeable mission crew workstations, arranged along a single rail, exponentially increasing efficiency and crew resource management between naval flight officers and sensor operators.

The P-8A is the most advanced long-range anti-submarine and anti-surface warfare aircraft in the world. It brings the latest technology to the maritime patrol and intelligence, surveillance, and reconnaissance mission in an ever-changing global environment.

VP-45 returned from their last P-3C Orion deployment in June 2013 and immediately began the transition to the Poseidon in July, achieving "safe-for-flight" from Patrol and Reconnaissance Group just seven months later. They then began an arduous 12 month inter-deployment readiness cycle (IDRC) to prepare for their inaugural P-8A Poseidon deployment.

Since the transition, the Pelicans have participated in multiple joint and multinational exercises designed to enhance interoperability between the U.S. and its allies.

VP-45 aircrews and maintainers have detached to Estonia, Iceland, Hawaii, Guam, Bermuda, England, Peru and Chile, among others, in support of exercises Baltops, RimPac, Val-

iant Shield, Joint Warrior, Siforex and Teamwork South. Members of the Pelican team also augmented VP-5 to assist in the multi-national search for missing Malaysia Airlines Flight 370.

VP-45 will return to Kadena Air Base, the site of their final Orion deployment. This time the Pelicans will be sporting the brand new Poseidon aircraft – but still operating with the same professionalism and skill that earned them the title "World Famous" Pelicans.

"We have the training, equipment and drive to succeed in every aspect of this deployment," said VP-45 Executive Officer Cmdr. John Weidner.

"The Pelican team is ready to excel on station."

"The P-8 is an invaluable asset in the continued fight for maritime dominance. We never know what tomorrow may bring, but we will be ready to take care of business," said Cmdr. T.J. Grady, VP-45's commanding officer.

Deploying in conjunction with VP-45 will be the VP-1 "Screaming Eagles" from NAS Whidbey Island, Wash. By flying missions with their P-3C Orions, VP-45 will demonstrate the ability of the two platforms to operate effectively in a high-tempo environment.



By Lt. j.g. Robert Valentich, VP-45 Public Affairs Officer Published in the Jax Air News, February 18, 2015



Photo courtesy of VP-45.VP-45 "Pelicans" officers and enlisted stand by one of their new P-8A Poseidon maritime patrol aircraft prior to their recent deployment.

Upcoming Events

Reunion Events

MARK YOUR CALENDAR! The 2016 MPA Symposium will take place the week of April 11-15, 2016 on board NAS Jacksonville.

www.maritimepatrolassociation.org/symposium

VP-23 2015 Reunion: July 25, 2015 at Thomas Point Beach,

Brunswick, Maine Contact: Scott Savelle Phone: (860) 916-2448

Email: vp23association@gmail.com, VP23Reunion2015@

groups.facebook.com

Website:www.facebook.com/groups/VP23Reunion2015/

VP-11 Reunion: August 13-16, 2015 in Reno, NV

Contact: CAPT Edward Brittingham

Phone: (804) 560-3306 Email: captemb@gmail.com

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/reunion-

information/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

Thursday, April 2:

April

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

Thursday, April 9:

VP-46 Change of Command Ceremony: CDR **Matthew**Frauenzimmer relieves CDR David Brinson as Commanding Officer.

Wednesday, April 22:

VP-47 Change of Command Ceremony: CDR Erik Cyre relieves CDR Matthew Rutherford as Commanding Officer.

Thursday, April 23:

VP-1 Change of Command Ceremony: CDR **Arnold Roper** relieves **CDR Jon Voorheis** as Commanding Officer.

Wednesday, April 29:

VP-9 Change of Command Ceremony: CDR Gonzalo Partida relieves CDR Katrina Hill as Commanding Officer.



Friday, May 1:

VP-10 Change of Command Ceremony: CDR Herb Lacy relieves CDR James Johnston as Commanding Officer.

Friday, May 8:

VP-16 Change of Command Ceremony: CDR Daniel Bowman relieves CDR Dan Papp as Commanding Officer.

Thursday, May 14:

VP-45 Change of Command Ceremony: CDR John Weidner relieves CDR T.J. Grady as Commanding Officer.

Thursday, May 14:

VPU-2 Change of Command Ceremony: CDR Price Lockard relieves CDR Paul Crawford as Commanding Officer.

Thursday, May 14:

VQ-1 Change of Command Ceremony: CDR Matt Delabarre relieves CDR Jason Canfield as Commanding Officer.

Tuesday, May 19:

VP-26 Change of Command Ceremony: CDR Mark Burns relieves CDR Greg Smith as Commanding Officer.

Friday, May 22:

VP-8 Change of Command Ceremony: CDR Andy Barlow relieves CDR Derek Adametz as Commanding Officer.

Friday, May 22:

VP-40 Change of Command Ceremony: CDR Timothy
Thompson relieves CDR Erik Estenson as Commanding
Officer.



Wednesday, June 3:

VP-5 Change of Command Ceremony: CDR Alan D'Jock relieves CDR Greg Petrovic as Commanding Officer.

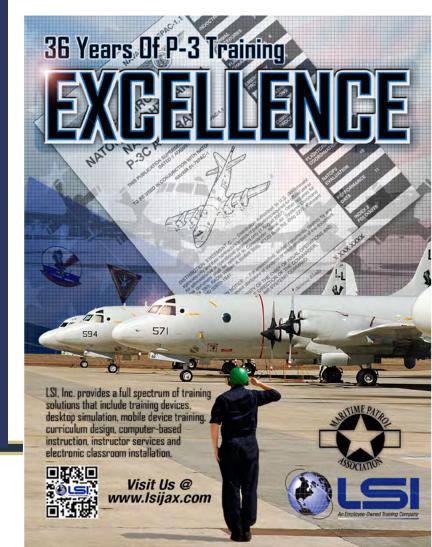
Thursday, June 4:

VP-4 Change of Command Ceremony: CDR Eric Spore relieves CDR Eric Hanks 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!



OF INTEREST

Maritime Patrol: Multitude of System Choices Alters Seascape

Aritime patrol systems, platforms and sensors, took center stage at US Navy League's 2014 exposition last April in Washington, D.C. Aging global maritime patrol aircraft (MPA) inventories are inadequate to counter growing numbers of navies now equipped (or newly equipping) with diesel electric submarines. Port and shipping lane security requirements; changing nature of international maritime and petrol piracy, Economic Exclusion Zone (EEZ), natural resource protection and, increasingly, offshore energy and infrastructure installation patrol missions have taken center stage as new users seek systems to monitor boarders.

Malaysia Airlines Flight MH370 ended with lengthy search involving substantial international assets deployed stretched to endurance limits in often-poor weather conditions. Maritime SAR (Search and Rescue) capabilities of Australia, New Zealand, Japan and United States covered large expanses with no result. A lack of MPA assets from regional countries was seen as a capability gap, particularly for island nations involved in search operations.

Estimates points towards an \$80 billion global spend on maritime patrol (MP) assets by 2035. Upwards of forty percent may be non-military buyers. Increased MPA use by civilian agencies is expected to grow considerably, particularly in nations with small defense budgets, yet sufficient fund avail-

ability in non-military accounts. Many new entrants will lack experience with rapidly advancing platforms and technologies.

Industry has taken note of these customer motivators. Those to produce cost-effective solutions countries seeking new or revitalized capabilities will find many willing buyers. Cost, unit and program are essential criteria for an MPA and sensor system selection. Modern digital communications encrypted and with easily updateable software is a critical offering for integrated MPA operations. Payload, endurance, versatility and speed are desirable trade offs. Seen as a differentiator, outsourced and contracted maritime patrol services will be offered to entry-level military & civil clients.

Dismissing development of a disruptive product or business model, possibly one lowering price, a major sales barrier, could prove a costly mistake, considering projected global MPA market size. New and updated code applied to existing MP radars, if integrated with used commercial turboprop aircraft, available via open markets, could substantially reduce initial acquisition costs.

Export restrictions will limit global MPA sales for US defense companies in seeking substantial near term gains. Lawmakers and defense industry lobbyists are pushing for relaxation of technology transfer regulations. Particularly where equiv-



Based on the 340 regional airliner, the Maritime Security Aircraft (MSA) is a multi-role surveillance aircraft for detection, classification, and identification of maritime contacts. The X-band radar carried by the aircraft is Telephonics RDR-1700B radar which uses SAR and ISAR (Inverse SAR) modes to provide a maximum image resolution of 1m. Photo courtesy of Saab.

alent foreign-made systems are available, these policies unnecessary damage a weakened industrial base. In Europe and elsewhere, companies are not waiting on Washington. A push for shares in emerging MPA markets has begun. As never before, industry is lining up to exceed client expectations, battling to offer top-line technology at lowest possible price.

CALL TO ARMS?

When ordered complete with weapon delivery hard points for anti-submarine, or anti-surface missions, maritime patrol platforms become extremely costly, restricting an already small buyers club. While weapon systems are not a deciding factor in a MPA purchase decision, most nations are expected to add on weapons capability as funds become available. Most military operators eventually provision their MPA to engage surface targets. Internal bays for deployable submarine detection equipment, anti-submarine torpedoes, and necessary support and targeting systems are expensive, costs are compounded by complex engineering integration operations, thus narrowing armed forces with budgets sufficient for such modification.

GLOBAL MPA ROUNDUP

NORTH AMERICA

According to Mel French, Corporate Vice President Busi-

ness Development and Strategy at Telephonics Corporation, "most advances in radar are software related, not hardware, older radar sets can be updated with new code providing enhanced performance equivalent to modern systems," Naval Forces spoke with Mr. French in early July, 2014.

"By sheer numbers, world standard has to be Telephonics radar RDR-1700B (V) 1," French noted. Adding both Telephonics' RDR-1700B (V) 1 and Raytheon SeaVue maritime radars, "use code developed in conjunction with US Navy and Johns Hopkins Applied Research Laboratory as part of an (Office of Naval Research) Ocean Surveillance Initiative...This code has been updated independently by Raytheon and Telephonics since being developed, approximately five years ago." Telephonics RDR-1700B uses an X-Band radar, Ground Moving Target Indicator (GMTI) mode. Operationally, this radar requires little electrical power and weighs less then 70 lbs (US). Telephonics APS-143C(V)3 Multi-Mode Radar (MMR) takes up an aft radar position on Indian Air Force P-8I Neptune MPA, one not present on USN P-8A Poseidon aircraft.

Raytheon's APY-10 surveillance set is installed in Indian Navy P-8I Neptune forward radar housing. Unique among MP sensors, APY-10 is reported to have an air-to-air capability. Raytheon is now proposing its SeaVue XMC (expanded mission capacity) radar matched to Beechcraft's King Air 350ER (turboprop) for unarmed duties as a "turnkey solution for maritime and persistent surveillance", according to media mes-



Armament of the P-8A Poseidon can include the AGM-84D Harpoon Block IC anti-ship missile seen here during recent trials. Limited to nations with sufficient budgets, at US \$130-180M each, the P-8A is well beyond the reach of most countries considering the new MPA acquisitions. Photo courtesy of Boeing.

saging. Based on previous global sales, over four hundred SeaVue radars are estimated in active service. Raytheon anticipates success with its follow-on SeaVue XMC, particularly in North African and Middle Eastern nations looking at EEZ capability. For SeaVue XMC, US export regulations have been relaxed, with Morocco as first international client. Raytheon plans to offer XMC upgrades to legacy P-3 Orion users. Those opting for lesser cost may select King Air 350ER turboprop configurations.

Exemplified by US\$130-\$180 million/copy Boeing P-8A Poseidon, the MP segment's lucrative high end is significantly crowded by top tier platform providers. International actors able to finance P-8A capabilities are obvious and less apparent. Singapore, South Africa and clients in select Gulf States with sizable maritime interests may appear. Meanwhile, US Navy, Indian Navy and Australian Air Force orders keep assembly lines occupied.

Brazil, Indonesia and South American nations with large ocean areas may also seek P-8A-type capabilities. Looking toward potential market share, Boing is offering a scaled back "P-8A', enabled in a Bombardier Challenger 605 platform. Designated CL900MS Maritime Surveillance aircraft (MS), this configuration deemphasizes military patrol aspects. Boeing's example has Selex ES Seaspray radar, a FLIR Systems electro-optical/infrared imaging system and standard electronic support measures. At Dubai's 2013 Airshow Boeing displayed its CL900MS concept.

EUROPE

In early 2014, Selex ES opened new corporate offices in Riyadh, Saudi Arabia, concurrently signing a three-year contract supplying and supporting Malaysian Naval Super Lynx Mk 100 with Selex ES 360 Seaspray surveillance radars.

Selex ES 7500E radar sets were integrated with United States Coast Guard HC-130 MPA by Sierra Nevada Corp, at present, Boeing is marketing Selex ES Seaspray 500E radar as with Bombardier Challenger CL900MS, a new offering claimed to provide substantial P-8A capability. Despite recent gains, Finmeccanica's defense electronics and sensor unit will reduce US marketing activities. Selex ES had had no visible presence at Navy League, 2014.

Regrouping, Selex ES will concentrate in North African and Middle East markets with a MPA and radar offering integrated on an ATR-42MP turboprop platform. ATR-42MP was displayed at DIMDEX 2014, targeting clients preferring turboprop performance. In widespread commercial use, global

ATR-42 fleets are well supported by mature supply chains, reducing reliance on exorbitantly costly components and spares for specialized military platforms.

Selex ES is proposing its Gabbiano Surveillance X-Band Radar as three-dimensional solution for air-land-sea and littoral areas and all weather conditions. Applications for UAV, helicopter and platforms such as ATR-42 and ATR-72, include two power configurations, T20 and T200. Gabbiano's maritime surveillance range is published in open sources at 220 nautical miles.

An ATR-42MP configuration is one logical candidate for Singapore's long anticipated MPA procurement, although a more capable ATR-72-500ASW (anti-submarine warfare) is advertised as low cost, medium-range, maritime patrol aircraft capable of engaging targets independently.

A decision looms for a renewed UK maritime patrol capability left vacant by a budget imposed NIMROD R2 retirement. Whitehall appears under pressure by an increase in Russian naval movements in the English Channel among other areas. P-8A may not prove a forgone conclusion for UK maritime patrol capability needs analysis.

A coalition of L-3 Communications, Selex & Ultra Electronics are suggesting a marine surveillance aircraft based on Bombardier's Q-400 platform. Marketing literature hits customer touch points: "this design can deliver up to 80% of P-8A capability at a third of acquisition and operating cost." Northrup Grumman is reportedly in discussions regarding sale of a UAS system to fulfill UK requirements.

It is expected a marinized Global Hawk, as under development for a US Navy Broad Area Maritime Surveillance (BAMS) program bid will be proposed. Although no direction has been set, any UK future MPA system will likely be long-range, multi-function and weaponization sufficiently to deal with ASW and ASuW (anti-surface warfare) threats. Sensors may accompany any new selection for additional missions such as electronic warfare and signals intelligence among other tasks.

MIDDLE EAST

ELTA's EL/M-2022ES radar is expected to open new markets for dual land/maritime use. Multi-purpose, EL/M-2022 is designed for low maintenance to compete globally. Bombardier's Q-400 platform was selected for integration with ELM-2022ES radar, forming the Q-400MPA, ELTA's entry to gain P-3 Orion replacement market share. Initiated in 2008 by team-

ing agreement, ELTA's EL/M-2022ES radar and Bombardier's Q-400 platform were integrated by specialist firm, 'Field Aviation', located in Canada.

An improved EL/M-2022ES AESA (Active Electronically Scanned Array) radar for maritime, ground and air-to-air operations is undergoing advanced testing. Initial availability is expected prior to 2016. ELTA Systems expects many clients will consider retrofitting to ES AESA capability to existing EL/M-2022 installations, effectively a leap-ahead in patrol capability.

ELTA Systems and parent company, Israel Aircraft Industries have substantial experienced establishing client-owned and operated repair facilities, enhancing MPA offerings as a total package. Last June, ELTA Systems indicated a bid would be submitted in response to a Philippine Government request for proposal (RFP) calling for two maritime patrol aircraft. Also calling for sensor-platform integration, testing, and support logistics and mission support facility upgrades, total contract value is approximately USD\$136 million.

Elta, IAI are proposing Q-400MPA, while reasonable to conclude ATR-72ASW may be another consideration. Price can be expected to emerge as determinant factor. An added benefit, a winning bidder may be well positioned as this RFP comes as at time regional MPA interest is rising.

Firms providing intelligence data integration, assimilation and analysis with tactical & strategic advising may prove more cost effective then developing an in-country capability, or provide a baseline for establishing a permanent governmental asset. Long-term maintenance enabled by remote monitoring, with technicians deployed on demand could streamline costs for these services.

As Selex may be reducing marketing in some locations, it cannot be said for ELTA Systems. "We see people from ELTA Systems at the table for every deal," they have usually made it a potential client before we get there, they seem to be everywhere there is an opportunity," according to Patrick Ryan, Airborne Remote Sensing Consultant with R4 Inc. Ryan is director of European, Africa and Middle East operations; he spoke with NAFO in July 2014.

Ready or Not: Unmanned Maritime Patrol

"Unmanned for maritime patrol is just not there yet, we've yet to see anything near full P-3 Orion-type performance coming from current UAS that are claimed to be effective for maritime patrol according to Mike Fuqua, international UAS business development consultant. Fuqua spoke with Naval



Two ATR-42 Surveyor aircraft, one ATR-42-500 and one ATR-42MP-500 (Maritime Patrol) were received by the Nigerian Air Force (NAF) in December 2008 and March 2010. Stationed at the Base of Benin City approximately 400km from Lagos, the aircraft are equipped with the Selex ES Airborne Tactical Observation and Surveillance System (ATOS) mission system. Photo courtesy of Alenia Aeronautical.

Forces in May. "That's not to say technology won't bring that about, I think it will, though not yet, bandwidth, data processing, sensors. There are many considerations when you make a level comparison between what a UAS can deliver, or a far larger aircraft with a crew to process intelligence, technology has yet to replace a human specialist", Fuqua noted.

Meanwhile industry is moving forward, ELBIT Systems now offer its HERMES 900 UAS in a maritime configuration, equipped with ELM-2022 radar. Northrup Grumman's MQ-4C Triton Broad Area Maritime Surveillance (BAMS) represents a longer endurance strategic asset integratable with P-8A Poseidon. The Piaggio Aero P.1HH HammerHead UAS, a Piaggio-Selex ES project adds Selex ES skylSTAR management system, ES 7300 Seaspray radar and FLIR equipment to an unmanned P.1HH platform, itself adopted from Piaggio Aero's P.180 Avanti II business aircraft.

Summing up maritime patrol sensor technology, Telephonics VP Mel French offers, "there are no bad competitors, market is too small and technical, your not going to get into this field high tech start up style, there is far too much institutional knowledge built up over about 30 years."



By Josh Cohen, MONCH Naval Forces Assignment Editor & MPA Member

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