PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2015: Issue 3



In This Issue
2015 Change of Command Season
ADM Harris Takes USPACOM
Submit a Hall of Honor Nominee Today!

PLANESIDE

Cover Photo



KANEOHE BAY, Hawaii (April 29, 2015) – Cmdr. Katrina Hill, commanding officer of the 'Golden Eagles' of Patrol Squadron (VP) 9, steers a P-3C Orion maritime patrol aircraft through a firefighter's salute during the last flight before her change of command ceremony. Cmdr. Gonzalo Partida relieved Cmdr. Hill as commanding officer of VP-9 in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Amber Porter/Released)













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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

This marks my last opening for "PLANSIDE" as I hand the helm over to CPRW 11 Commodore "Ant" Corapi. We are indeed in good hands and I remain extremely encouraged with the momentum and direction our association is headed. Read for yourselves and I think you will conclude that Maritime Patrol is indeed in a great place! RADM Sandy Daniels has included a timely message that truly embodies the "cultural change" that is upon us as we come ever closer to actualizing the Family of Systems vision – Poseidon and Triton, buttressed by our most valuable resource - the most energetic and innovative aircrew and maintainers to ever serve our force.

Just this month I watched our best and brightest demonstrate P-8A and P-3C AIP in multiple site visits and exercises around the globe. You will see them in these pages! They showcased our vision to numerous NATO partners with energized conversation on how we must continue to integrate our MPA missions and capabilities internationally. I watched our Weapons School Instructors demonstrate P-8A performance to 5th Fleet's staff, deliberately planned in the hottest month of the year, with all sensors and capabilities operating flawlessly to prepare the theatre team for Poseidon's first CENTCOM deployment led by VP-5. Our close Australian P-8A partners hosted our FRS and Weapons School pilots at the 42nd Wing's E-7A Wedgetail simulator to practice Air-To-Air Refueling as we develop our own P-8A training syllabus in advance of our refueling training model in the Fall of 2016. All of these events give me great confidence that we continue to "turn the pages" of what is an exceptional "new book" in Maritime Patrol Aviation.

I remain awed by the pace and success of this transition, largely a product of the vision of its architects whom engaged with us at this year's Symposium Flag Panel, as well as the unbridled innovation of our Fleet's brightest Junior Officers and Chiefs.

This brings me back to the handoff of our organization. Captain "Ant" Corapi, CPRW 11, is perfectly poised to continue the exceptional team work that has propelled the growth of the association while Captain Dave Whitehead, incoming VP-30 CO, will assume the duties of MPA Vice President. As we look to the future, we endeavor to someday **create the**



CAPT Curt Phillips, USN.

opportunity to transition to an East West rotational, vice Jaxcentric, leadership model. CPRW 2's merger into CPRW 10 in September 2017, as part of the West Coast P-8A basing plan and transition, could offer this opportunity... but only if our membership expands to support this larger growth strategy.

Make no mistake – if you are reading this edition of "PLA-NESIDE", you are the most lethal weapon in the MPA inventory for recruiting new members and supporting our growth strategy. So, tell a friend and mark your calendars NOW for our next MPA SYMPOSIUM 11-15 April 2016. We look forward to seeing you all - On Station!

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

Aritime Patrol and Reconnaissance Warriors Past and Present,

It has been over 53 years since the Navy introduced a new aircraft to VP, but in over 100 years of flying Maritime Patrol and Reconnaissance Aircraft (MPRA) there has never been a transformation of the entire Force like we are experiencing today. Not content to simply transition to a new platform, our transformation is about the capabilities and synergies gained between multiple platforms employing new technologies working together in ways never imagined. It is about the skill sets gained by our aircrews, and ground support personnel as we employ these new capabilities in innovative and exciting ways that increase our value to the Navy and nation. It is about how we integrate sensors and platforms from outside the community and distribute the "take" in a timely fashion to increase the Combatant Commander's Maritime Domain Awareness.

We are on the precipice of a new era in Maritime Patrol Aviation and the work we do today will shape not only our tomorrows but the tomorrows of every shipmate that will follow in our wake for years to come.

Our Maritime Patrol and Reconnaissance Force (MPRF) has proven that it can safely and effectively introduce a new weapon system to the Fleet. The transition to P-8A Poseidon is tracking very well and this fact is recognized by leadership at the highest levels. The MPRF TRIAD team of Fleet users, OPNAV Requirements Officers, and Program Managers working closely with our industry partners, continue to develop the MPRF Family of Systems on schedule and on budget – a rarity in today's acquisition arena.

With 27 of 109 funded jets delivered to the Fleet and nine of twelve Mobile - Tactical Operations Centers (M-TOC) established to date, VP-10 will certify safe-for-flight in P-8A this September and VP-26 - the last east coast active component P-3



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

squadron - will begin P-8A transition soon after.

As we enter the last phase of east coast P-8A transformation, the next big milestone is the sundown of CPRW-2 and the move of VP-4, VP-47, and VP-9 to NAS Whidbey Island, WA.

In September 2016, CPRW-10 will begin to assume CPRW-2 duties as the first of three Hawaii VP squadrons returns from deployment to Whidbey Island and begins P-8A transition. MILCON to support the P-8A and west coast transformation has already begun at Whidbey with construction of a new 103,000 sqft P-8A Fleet Training Center and expansion and modification of Hangars 6, 7, and 9. We will also be breaking ground on a new Tactical Operations Center (TOC) this fall with extensive aircraft ramp expansion work to follow.

Additionally, construction of the MQ-4C Triton Maintenance Training Facility at NB Ventura County, CA, is nearing completion in preparation for air vehicle arrival to support OPEVAL in FY17. More importantly, work is underway to ensure that the Wing, Base, and Region are prepared to welcome the influx of MPRF Sailors and their families that will soon be calling California and the Pacific Northwest home. This plan hinges on a community wide effort to support the move from Hawaii to Whidbey, and our team in JAX is providing lessons learned from the CPRW-5 sundown and P-8A introduction to ensure as smooth a transition as possible.

In addition to the challenges of moving our people, there are operational challenges to address during transformation. In order to meet deployed requirements with a growing mix of P-8A and legacy P-3C assets, we will continue to employ our Reserve Component forces to maximum effect. Both VP-62 and VP-69 are stepping up to fill gaps in active duty capacity by deploying aircraft and crews to the Pacific AOR this fall. Furthermore, our reserves will continue to play a significant role throughout the remaining service life of the P-3C and will be part of the Triton team in the future.

We all have an obligation during this transformation to shape the future of our community and the Navy as a whole. To provide every member of the Force the opportunity to contribute, I have established Cross Functional Teams (CFTs) charged with addressing a myriad of challenges. Led by the Maritime Patrol and Reconnaissance Weapons School (MPRWS), with Major Command Sponsorship, individual CFTs have been formed to address: CONOPS, ASW Multi-Active Coherent (MAC), ASW (NON-MAC), Battlespace Awareness, Anti- Surface Warfare (ASU), Imagery and Data off the Aircraft and Tasking, Collection, Processing, Exploitation and Dissemination (TCPED), TACMOBILE, and MQ-4C Triton.

Looking through the lens of MPR Mission Specific Kill-Chains (Find-Fix-Track-Target-Engage-Assess), we will maintain our focus on high-end warfare and consider new ways to employ our Force to best effect. The CFTs will solicit participation and Fleet feedback inside and outside the MPRF to include the Naval Reserve and Information Dominance Force (IDFOR). Each CFT will work to break down stovepipes to find solutions and report out to the ESC with findings and recommendations

during the fall's Commanders' Operational Group (COG). I have encouraged every member of the Force to engage as appropriate to feed lessons learned and innovative ideas for consideration. We are breaking new ground and everyone's input is valued.

In the five months that I have been on board, I have been impressed with the talent and dedication I see across the MPRF in both legacy and new platforms, no matter the challenges. Our people are our greatest resource, and it has been an honor to lead them during this dynamic period of transformation.

I will be turning over command of the MPRF in August to RDML Kyle Cozad. Most recently assigned as Commander, Joint Task Force - Guantanamo, RDML Cozad is the right leader at the right time to take the community forward. I trust that you will show him the same superb level of support that you afforded me and join you in wishing him the very best as he assumes command of Patrol and Reconnaissance Group / Patrol and Reconnaissance Group Pacific (CPRG/CPRG-P). Fly, fight, lead.

Respectfully,

S. Daniels

Rear Admiral

Commander Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific







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First P-3 Aviator Assumes Command of USPACOM

On any given morning out of the gates of Pearl Harbor, Hawaii, before the sun comes up, don't be surprised when you see and hear a corvette zipping up the hill to Camp Smith's U.S. Pacific Command Headquarters – "I FLY P3" inscribed on the license plate. Arriving is the Commander of U.S. Pacific Command, Admiral Harry B. Harris Jr., – the new commander of U.S. Pacific Command, the largest combatant command in the world.

On May 27, 2015, Admiral Harris was promoted from U.S. Pacific Fleet (PACFLT) and assumed command of U.S. Pacific Command (USPACOM) during a joint USPACOM / PACFLT change of command ceremony at Joint Base Pearl Harbor-Hickham. During a double-change of command ceremony

presided over by Secretary of Defense Ashton Carter and Chief of Naval Operations, Admiral Jonathan Greenert, Admiral Scott Swift relieved ADM Harris as the PACFLT commander and ADM Harris assumed command of USPACOM from ADM Samuel Locklear.

ADM Harris is the U.S. Navy's longest serving Naval Flight Officer on continuous active duty service, the Gray Owl, and the first P-3 aviator to rise to the rank of four-stars. ADM Harris' roots go back to his days as a junior officer with the VP-44 Golden Pelicans, department head with the VP-4 Skinny Dragons, and CO of the VP-46 Grey Knights – not to mention Commodore of Wing 1 – and that's just the first half of his Navy career!

With schools like Harvard, Oxford, and Georgetown amongst



PEARL HARBOR (May 27, 2015) Adm. Harry B. Harris Jr. salutes Defense Secretary Ashton B. Carter as he assumes command of U.S. Pacific Command (USPACOM) during the joint USPACOM and U.S. Pacific Fleet (PACFLT) change of command ceremony at Joint Base Pearl Harbor-Hickam. During the dual ceremony, Adm. Scott H. Swift relieved Harris as the PACFLT commander and Harris assumed command of USPACOM from Adm. Samuel J. Locklear III. (U.S. Navy photo by Mass Communication Specialist 2nd Class Johans Chavarro/Released)

the ranks and positions ranging from Commander, 6th Fleet to Commander, Joint Task Force-Guantanamo to the Assistant to the Chairman of the Joints Chief of Staff (whose duties included being the Chairman's direct representative to then Secretary of State Hilary Clinton), ADM Harris' leadership spans well beyond the Maritime Patrol community.

PACOM is responsible for all Army, Navy, Air Force, Marine, and Coast Guard forces throughout the Pacific. Also stationed in Hawaii just outside of Honolulu, this oldest and largest of unified combatant commands is home to more than 50% of the world's population, 3,000 different languages, several of the world's largest militaries, and five nations allied with the U.S. through mutual defense treaties. Two of the three largest economies are located in the Asia-Pacific along with 10 of the 14th smallest. The AOR includes the most populous nation in the world, China, the largest democracy, India, and

the largest Muslim-majority nation, Indonesia (pacom.mil).

Since taking command of PACOM, an area that spans from California to the Indian Ocean, and from the Arctic Sea to Antarctica, ADM Harris has visited several leaders in the region. This includes Presidents to Ambassadors to Military leaders everywhere from Japan to the Philippines to South Korea, even New Zealand, to name a few. ADM Harris leadership and experiences are ideal as the U.S. military and government continue its "rebalance" to the Asia-Pacific region and for leading the U.S. military through incredibly complex political and international issues; especially in the Pacific.

"The rebalance is real," ADM Harris said it best. "[The Navy has already brought our newest and most capable platforms to the area, like the P-8 surveillance airplane, the Littoral Combat Ship, the Virginia-class submarine and new amphibi-



PEARL HARBOR (May 27, 2015) U.S. Pacific Command (USPACOM) and U.S. Pacific Fleet (USPACFLT) held a joint change of command ceremony at Joint Base Pearl Harbor-Hickam. During the dual ceremony, Adm. Scott H. Swift relieved Adm. Harry B. Harris Jr. as the PACFLT commander and Harris assumed command of USPACOM from Adm. Samuel J. Locklear III. (U.S. Navy photo by Mass Communication Specialist 1st Class Jay M. Chu/Released)

ous ships like the U.S.S. America... Our war-fighting readiness will always be my top priority.]" (time.com).

But don't be surprised when you don't see ADM Harris driving his 'vette on highway H-3 through the Ko'olau mountain range in Hawaii, he is somewhere on the front lines already – perhaps it's Admiral Harris 4,400 flight hours and the skills demanded to be a successful Maritime Patrol aviator – from Wing Commodore to Fleet Commander to the Joint Staff and now, as commander of Pacific Command: ADM Harris has taken those traits combined with his tireless durability and mission clarity to ensure our forces are poised to "fight tonight".





By LCDR Mike Steffens, VP-8



ADM Harris' infamous license plate is recognized in and around Pearl Harbor on a daily basis.

VP-45 'Pelicans' Featured on CNN

NN Chief National Security Correspondent Jim Sciutto joined Capt. Mike Parker, commander Task Force Seven Two (CTF-72), and Combat Air Crew 11 of VP-45 on a mission in the South China Sea May 20, to report on China's rapid land reclamation activities in the contested Spratly Islands.

The Pentagon's decision to declassify aspects of the routine surveillance flight followed U.S. Secretary of State John Kerry's recent visit to Beijing amid escalating tensions between the United States and China on the issue.

Territorial disputes with five other nations in the region conflict with China's claims — Taiwan, Malaysia, Brunei, Vietnam, and the Philippines all claim sovereignty over various parts of the Paracel and Spratly Islands.

These small islands, reefs and shoals lie on extensive oil and natural gas fields near rich fisheries, and along international sea lanes that account for one third of the world's shipping.

China has reclaimed approximately 2,000 acres since January — a rapid increase in activity that has drawn significant international attention.

In recent months, surveillance flights conducted by VP-45 from Clark Air Base, Philippines, have documented the rapid construction of military grade facilities, to include what appear to be surveillance radar systems, deep-water harbors, and air fields capable of accommodating all models of aircraft in the Chinese military inventory.

The concern with the land reclamation activities is that China



Photo by AWO1 Ryan Telenga. CNN Correspondent Jim Sciutto (second from left) discusses video footage with Lt. John Norris, tactical coordinator of VP-45 CAC-11 during a surveiliance flight May 20 over the South China Sea.

is attempting to claim sovereignty over artificially constructed islands nearly 1,000 miles off of its coast.

Having positive military control of this area could potentially allow it to enforce an ADIZ, or Air Defense Identification Zone, requiring aircraft to identify themselves or face being intercepted.

It is Washington's position that China's activities in the South China Sea have increased tensions in the region and pose a potential threat to freedom of navigation.

The VP-45 crew on Wednesday's flight was challenged eight times with warnings from Chinese installations on the islands and told to leave what China considers its Military Alert Zone. The VP-45 flight crew responded each time with a standard reply identifying themselves as a U.S. Military aircraft conducting operations in international airspace in accordance with international law.

"The advanced multi-sensor suite of the P-8 allows us to pro-

vide our intelligence community and policy makers in Washington with real-time coverage of China's activities in the Spratly Islands," said Lt. Cmdr. Matthew Newman, mission commander of the flight.

"Our mission is to exercise these routine operations in international airspace to ensure freedom of navigation for all nations in the region,"

Currently forward deployed to Kadena AFB on Okinawa, Japan, VP-45 continues to promote peace and stability in the region while strengthening ties with partner nations.

The P-8 is being effectively employed at various detachment sites around Asia, participating in multilateral military exercises, ensuring maritime domain awareness, and supporting humanitarian assistance missions.



By Lt. j.g. Lara Bzik, VP-45 Public Affairs Published in Jax Air News, June 3, 2015



Photo by MC2 Joshua Scott. VP-45 aircrew and maintainers pose with CNN production crew May 20 at Clark Air Base, Philippines, after completing their reconnaissance mission over the South China Sea.

Eight Scholars Receive MPA Scholarship Funds

acilitated by the Wings Over America (WOA) Scholarship Foundation, the 2015 MPA Scholarships were awarded in April to eight outstanding recipients who topped the list of competitive applicants for the 2015 award year. MPA's scholars were so competitive, in fact, that some were eligible for and were awarded additional scholarship awards by Wings Over America.



ANNA HOLMES

Hometown:
Lexington Park, MD
High School GPA: 3.88
Headed to:
York College of Pennsylvania
Major: Criminal Justice

Activities:

- Student Government Association, President & Vice Pres.
- National Honor Society
- National Technical Honor Society (criminal justice)
- Junior & Senior Class Prom Committee
- College Access Program
- Volunteer: Kids Helping Kids & Food Drive charities, St. Mary's MD Sheriff's Open House Guide, ACS Relay for Life, St. Mary's County Shoe Fund
- Summer work as DARE Camp Counselor & Southern MD Junior Policy Academy Cadet

BRUCE JACKSON

Hometown:
Lexington Park, MD
High School GPA: 3.45
Headed to:
George Mason University
Major: Civil Engineering

Activities:

•National Society of Black Engineers, President

• Naval Junior ROTC, Company Executive Officer



- Varsity Golf Team
- Varsity Basketball Team
- Computer Aided Drafting & Design Team
- Volunteer: Chesapeake Shores Nursing Home, Zion UMC Youth Usher and Worship Leader, Three Oaks Homeless Shelter
- Year-Round Sales Clerk at Chick-Fil-A



NICOLE MUILENBURG

Hometown:
Spotsylvania, VA
High School GPA: 4.37
Headed to:
Christopher Newport University
Major: Undecided

Activities:

- Club Swimming, President
- Varsity Swim Team
- German Club, Historian & VP
- National Honor Society
- National English Honor Society
- Volunteer: Girl Scouts Bronze & Silver Award, swim coach, Brock Road Elementary Fall Festival
- Summer Lifeguard and Swim Instructor

DANIEL RICHARDS

Hometown:
Anacortes, WA
High School GPA: 4.04
Headed to:
Pacific Lutheran University
Major: Mechanical Engineering



Activities:

- Band Member, Drum Major
- National Honor Society
- Cross Country Team
- Church Youth Group Member
- Volunteer: Preschool Program Sound Tech, 2012 & 2013 Church Mission Trips, serving Thanksgiving and Christmas dinners at the naval base.





MEGAN WANDER

Hometown:
Lakeland, TN
High School GPA: 4.48
Headed to:
Clemson University
Major: Physics

* Megan was also the recipient of a Wings Over American Scholarship.

Activities:

- Varsity Tennis Team, Captain
- Varsity Swim Team
- Varsity Golf Team
- National Honor Society
- Science Olympiad
- Volunteer: Memphis Youth Court, Religious Education Assistant Teacher, HS Math Tutor
- Year-Round Babysitter

OLIVIA TEDESCO

Hometown:

Weisbaden, Germany *College GPA*: 3.92

Attending:

Northeastern University *Major:* Undeclared



* Olivia was also the recipient the VADM & Mrs. Michael Malone Scholarship.

Activities:

- NU Hall Council
- NU Student Dance Crew
- National Honor Society
- Varsity & JV Volleyball
- Team Manager/Statistician HS Wrestling Team
- Volunteer: HS Drama Club Fundraising, Service Project in Ostrava, Czech Republic & Cluj, Romania

MADELINE MATTINGLY

Hometown: Misawa, Japan High School GPA: 4.01

Headed to:

Pepperdine University

Major: Biology



* Madeline was also the recipient of a Wings Over American Scholarship.

Activities:

- Student Government Secretary and President
- Volleyball
- Soccer, Captain
- National Honor & Junior Honor Society
- Volunteer: Church Fellowship Set-up, Vacation Bible School, Misawa Officer Spouses Club
- Year-Round Babysitter



RACHEL THOMAS

Hometown:
Portugal
High School GPA: 4.20
Headed to:
UC Berkeley

Major: Computer Science & Man-

darin Chinese

* Rachel was also the recipient of the AIRLANT Scholarship.

Activities:

- Iberian Model UN, Press Team & Editor-In-Chief
- National Honor Society
- Korean Culture Club, VP/Founder
- Varsity Basketball
- Varsity Track Team
- Art Club
- Volunteer: NATO Cultural Events, Community Service Club, Habitat for Humanity, Bacno Alimentar Food Bank



Annual Golf Tournament

A FUNDRAISING EVENT BENEFITING SCHOLARSHIPS FOR DEPENDENTS OF NAVAL AVIATION

Friday, 25 September 2015

The Golf Club at NAS Jacksonville

Captain's Choice Format
0730-0830 Check-In 0900 Shotgun Start

Entry Fees: \$75 (greens fees, cart, range balls, breakfast, lunch, and awards)

For more information, and to register online visit:

www.wingsoveramerica.us





'Mad Foxes' Showcase P-8A to SECNAV

Aircrew assigned to Patrol Squadron (VP) 5 were privileged to host Secretary of the Navy (SECNAV) Ray Mabus on May 7. He joined the "Mad Foxes" for a demonstration flight as they showcased the capabilities of the multi-mission P-8A Poseidon.

Commander, Patrol and Reconnaissance Wing (CPRW) 11 Capt. Sean Liedman accompanied Mabus on board the Navy's new maritime patrol asset.

Mission commander Lt. Cmdr. Eric Andrews, pilot Lt. j.g. Michael Pirih and crew, took off from NAS Jacksonville and flew to the east towards their preplanned working area. Mabus and his delegation experienced the performance improve-

ments that the P-8A provides over its predecessor, the P-3C Orion, as well as the mission systems capabilities that the Poseidon has to offer.

While airborne, Lt. Cmdr. Andrews gave SECNAV a tour of the flight station, demonstrating the technologies that allow pilots to fly the aircraft to the edge of the envelope, getting the most out of the aircraft every time it performs its mission. The aircraft flew at various altitudes, optimal for specific mission sets, as well as different airspeeds required to gather intelligence over a variety of target sizes and locations.

After Mabus experienced the flight station, the tactical crew, including VP-5 Executive Officer Cmdr. Alan D'Jock, and Tactical Coordinator (TACCO) Lt. Jason Cromwell, gave SECNAV



Photos by MC2(NAC/AW) Doug Wojciechowski. Capt. Sean Liedman (right), commander Patrol and Reconnaissance Wing-11, explains the capabilities of the P-8A Poseidon's acoustics systems to Secretary of the Navy (SECNAV) Ray Mabus during a May 7 demonstration flight off the coast of Florida.

an up-close experience of the Mission Crew Workstations (MCWs), where all of the crew complete their specific tasks for each mission.

Mabus then watched as AWO3 Tiffany Yang displayed Poseidon's capabilities to identify surface targets with the radar system on board the aircraft. Yang also showed how the P-8A has the capability to identify targets using the electro-optical systems.

AWO2 Andrew O'Brien demonstrated the capabilities of the P-8A's acoustic system. He gave an example of how the P-8A can localize and track subsurface contacts based off the sounds that the target makes in the water. O'Brien then showed Mabus the sonobouys used to perform this mission, and how they can be preset to specific parameters to best exploit receiving sound propagated under water.

After learning the basics, SECNAV got first-hand experience on how to track a submarine, using a practice target released by a sister P-8A aircraft from VP-5.

Both aircraft tracked the target and conducted on coming and off going aircraft checklists to show how a tactical swap is conducted. The information sharing and altitude de-confliction can be an overwhelming situation, but the "Mad Foxes" provided a textbook example of how to do the job.

"These are some of the most technically advanced aircraft in the world. And they are crewed by some of the best Sailors and officers we have in the fleet," commented Mabus. "When you put that combination together, you can't help but be tremendously proud of the work being done here in Jacksonville."

After the final swap with the other aircraft, Mabus and his delegation returned to the base.

VP-5 recently returned from a successful deployment in 7th Fleet and is currently in their inter-deployment readiness cycle aboard NAS Jacksonville.



By Lt. j.g. Sean Conkle, VP-5 Public Affairs Officer Published in the Jax Air News, May 27, 2015



Photos by MC2(NAC/AW) Doug Wojciechowski. AWO1 Michael Ducker (right) explains the P-8A Poseidon's radar suite to SECNAV Ray Mabus during a May 7 demonstration flight from NAS Jacksonville.

P-8A Poseidon Conducts Site Visit in U.S. 5th Fleet Area of Operations

P-8A Poseidon assigned to Patrol Squadron (VP) 30 stopped in Bahrain as part of an advanced trip in preparation for the Poseidon's maiden deployment to the U.S. 5th Fleet area of operations (AOO), July 8-12, 2015.

VP-30 is the U.S. Navy's Maritime Patrol and Reconnaissance Fleet Replacement Squadron (FRS), providing P-3 and P-8 specific training to pilots, naval flight officers, and enlisted aircrew, prior to reporting to the fleet.

"Our role as the Fleet Replacement Squadron is to help prepare VP 5 for its deployment to the region," said Capt. Curt Phillips, commanding officer of VP-30. "This trip tests the P-8A platform within the environment of the 5th Fleet area of operations and provides us the opportunity to get handson experience so we can get VP-5 tactically prepared for a slightly different mission set compared to the mission in the Western Pacific."

The P-8A Poseidon is replacing the P-3C Orion which has been in service since 1962. The Poseidon will take the role as a long-range anti-submarine warfare, anti-surface warfare, intelligence surveillance and reconnaissance aircraft, capable of broad-area, maritime and littoral operations.

"The primary reason we got the Poseidon was to maintain the mission capabilities of maritime patrol and anti-submarine warfare," said Phillips. "The reconnaissance missions, search and rescue, and noncombatant evacuation missions come along with it. The Poseidon also provides advantages in reliability of the platform and its growth potential. As a modern airframe, this platform provides a large amount of growth potential in the next three to five years. On arrival it's going to be doing the same missions as the P-3C but with increased speed and reliability that the Orion brought to the table."

Once deployed to the region, the Poseidon will use its proven reliability and expanded capabilities to contribute to maritime security operations, theater security cooperation efforts, and strengthen partner nations' maritime capabilities in order to promote security and stability in the region.

"The P-8A platform is on its 3rd deployment in the Western Pacific and has proven itself as a venerable maritime patrol aircraft," said Phillips. "From the international maritime patrol perspective, this aircraft is the next step in long range anti-submarine warfare capabilities while providing greatly increased dependability and capability."

U.S. Naval Force Central Command/Commander, U.S. 5th Fleet is responsible for 2.5 million square miles of area including the Arabian Gulf, Sea of Oman, Gulf of Aden, Red Sea and parts of the Indian Ocean and 20 countries.

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By Mass Communication Specialist 2nd Class Charles Oki, COMUS-NAVCENT Public Affairs

Published in the US Naval Forces Central Command, July 12, 2015



U.S. 5TH FLEET AREA OF OPERATION (July 9, 2015) — P-8A Poseidon aircraft sits on a tarmac. VP 30 along with Maritime Patrol Reconnaissance Weapon School is performing site-surveys to evaluate the sensitivity and capabilities of the equipment in reaction to extreme hot weather conditions. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Jacques Renard/Released)

Maritime Patrol Aircraft Symposium Wraps Up

maritime patrol aircraft (MPA) symposium wrapped up three days of briefings and discussions on current challenges, recent national operational experiences, and improved cooperation on Thursday, 9 July 2015. The symposium was organised and hosted by Naval Air Wing 3 of the German Navy at Naval Air Station Nordholz.

Commander Maritime Air NATO (COMMARAIRNATO) Rear Admiral Thomas Ernst spoke at the inaugural event, addressing participants from nearly all MPA and maritime surveillance aircraft operating NATO Nations and partner nations, helping to strengthen the relationships within this small and specialized community.

"The particular value of such a symposium lies in the opportunity to discuss with other MPA operators in NATO current issues, concerns and challenges at the operational level," said Rear Admiral Ernst. "This is a time of shrinking defence capabilities as the consequence of declining budgets, but expanded demands on MPA to support NATO operations and assurance measures. The close cooperation amongst our navies in MPA support must be further developed."

The event coincided with the opening of a new runway at the naval air station, and featured static display aircraft such as the venerable P-3 Orion alongside the new U.S. Navy P-8 Poseidon. Also featured were the operational flight trainer and operational tactical trainer, acoustic analysis station and electronic warfare ground station, among the tools the German Navy uses to train and evaluate its MPA crews.



By HQ MARCOM Public Affairs Office Published in Allied Command Operations, July 10, 2015



Maritime Patrol Aircraft at Naval Air Station Nordholz in Germany - Photo courtesy of HQ MARCOM Public Affairs Office

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VP-8 Joins BALTOPS for International Exercise

Ships and aircraft from 17 NATO and partner countries, comprising the BALTOPS 2015 force, sailed from Gdynia, Poland, to start training June 8 in a number of warfare areas.

BALTOPS is an annual multinational exercise designed to enhance flexibility and interoperability in order to strengthen combined response capabilities necessary to ensure regional stability.

BALTOPS exercises will test the maritime defense capabilities of NATO and partner countries participating in the operation and will include a landing force event composed of 700 Swedish, Finnish and U.S. troops.

"The conditions were perfect and afforded us the opportunity to demonstrate solidarity and professionalism as we move into the southern Baltic ready for the challenges of the training exercise that lay ahead," said Rear Adm. Timothy Lowe, deputy commander, BALTOPS.

"Standing NATO Maritime Group 2 (SNMG2) personnel took full advantage of the meetings in port, not only to ensure we were prepared for BALTOPs, but also to get to know our Allied counterparts on a more personal level before operating together at sea. This exercise will provide another great training opportunity for our ships, and will give alliance and partner nations the chance to operate at sea as part of a large multinational force. The ability of maritime forces to quickly integrate is the cornerstone of the Alliance's capability," said Rear Adm. Brad Williamson, commander, SNMG 2.

Quick Facts

- Approximately 5,600 air, ground and maritime forces from participating nations will conduct air defense, maritime interdiction, anti-subsurface warfare, and amphibious operations in a joint environment.
- While BALTOPS remains a U.S.-led exercise, Commander, Naval Striking and Support Forces NATO (STRIKFORNATO) is responsible for executing this year's exercise.



U.S. Air Force photo by Sr. Airman Gustavo Castillo. A P-8A Poseidon assigned to the VP-8 "Fighting Tigers" taxis on the flight line at Spangdahlem Air Base, Germany. The aircraft, based at Naval Air Station Jacksonville, is in Europe to participate in BALTOPS 2015, an annual allied interoperability exercise that will allow ground, maritime and air forces from participating nations to demonstrate air defense, maritime interdiction, anti-subsurface warfare, mine countermeasures and amphibious operations in a joint environment to ensure regional security.

- BALTOPS is an exercise that brings together both NATO and non-NATO countries to increase interoperability in the spirit of the Partnership for Peace program.
- A total of 49 ships, 61 aircraft, one submarine, and a combined landing force of 700 Swedish, Finnish, and U.S. troops are scheduled to participate.
- Fourteen NATO and three partner nations are participating in the 43rd iteration of the multinational maritime exercise BALTOPS 2015.
- Participants in BALTOPS 2015 include Belgium, Canada, Denmark, Estonia, Finland, France, Germany, Georgia, Latvia, Lithuania, The Netherlands, Norway, Poland, Sweden, Turkey, the United Kingdom, and the United States.

By Lt. Adam Cole, Commander U.S. Naval Forces Europe and Africa/U.S. 6th Fleet Public Affairs Published in the Jax Air News, June 17, 2015





Photo by MC2 Amanda S. Kitchner. A U.S. Navy MH-60R Sea Hawk helicopter assigned to the Vipers of Helicopter Maritime Strike Squadron (HSM) 48, Det. 3, embarked aboard the guided-missile cruiser USS Vicksburg (CG 69), prepares to land aboard the Turkish navy ship TCG Göksu (F 497), part of Standing NATO Maritime Group 2 (SNMG2), to refuel during maritime interdiction training operations as part of Baltic Operations (BALTOPS) 2015. BALTOPS is an annually recurring multinational exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve of Allied and partner forces to defend the Baltic region.



Photo by Sgt. A.M. LaVey. U.S. Army paratroopers from the 173rd Airborne Brigade embark aboard the Royal Navy amphibious helicopter carrier H.M.S. Ocean near Ravlunda Skjutfalt, Sweden, during exercise Baltic Operations (BALTOPS) 2015. BALTOPS is an annually recurring multinational exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve of allied and partner forces to defend the Baltic region.

(Photo to left.) Photo by MC2(SW) Amanda S. Kitchner. Standing NATO Maritime Group 2 (SNMG2) Canadian ship HMCS Fredericton (FFH 337) transits past the guided-missile destroyer USS Jason Dunham (DDG 109) in Gdynia, Poland, for a port visit in preparation for exercise Baltic Operations (BALTOPS) 2015. BALTOPS is an annual multinational exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve of Allied and partner forces to defend the Baltic region.



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First RAAF P-8 on Track for Mid-2016 First Flight

Components for the first Boeing P-8A Poseidon maritime surveillance aircraft for the RAAF are already in production ahead of the aircraft's first flight in mid-2016, Boeing says.

The fuselage for the first RAAF P-8A, dubbed 'Aussie 01', should arrive at Boeing's Renton factory to begin final assembly by early 2016, James Detwiler, Boeing Military Aircraft's director of business development for maritime projects, told Australian journalists in Seattle on Monday.

"We've already begun production on the first aircraft. Aussie 01 is in production right now in a very long-lead advanced procurement state," Detwiler said.

"The first fuselage will be complete by the end of the year ... and that first Australian [fuselage] will be here [Boeing's mission systems integration line adjacent to Boeing Field in Seattle] in the first part of 2016."

That would lead to a first flight in "mid-year 2016," Detwiler said.

The Australian government announced approval of the RAAF's acquisition of eight P-8As with options on a further four in February 2014. The first Australian aircraft is due to be delivered in early 2017 and all eight are expected in service by 2021. Prime Minister Tony Abbott said at the time that acquiring the four optioned aircraft would be considered as

part of the new Defence White Paper, which is due to be released in coming weeks.

To date Boeing has delivered 27 production P-8As to the US Navy out of a requirement – project of record – for 117. Fifty-three P-8As have been contracted for under low rate initial production (LRIP) batches 1 through 4 and the first full-rate production batch. Currently Boeing and the US Navy are finalising contracts for full rate production batch two and long-lead items for full rate production batch three, which will include all eight Australian aircraft. A contract for long-lead items covering the first four RAAF aircraft was signed last August.

So far India and Australia are the only confirmed P-8 export customers – but Detwiler said Boeing anticipated that further international orders would take total P-8 production beyond 200 units.

"We're looking at numbers that would bring a fleet size in the 200 ballpark, maybe more," Detwiler said.

India is acquiring eight P-8Is, a variant of the P-8A featuring a different communications suite and a digital magnetic anomaly detector (MAD). Seven of the eight Indian P-8Is have already been delivered.

By Gerard Frawley, Australian Aviation Published in Australian Aviation Online, July 28, 2015



Photo courtesy of Australian Aviation. P-8As for the US Navy on Boeing's mission systems integration line for the aircraft, which is adjacent to Boeing Field, Seattle.

COMMUNITY

CPRW-11 to Conduct Change of Command

On July 16, Capt. Sean Liedman will be relieved by Capt. Anthony Corapi as Commander, Patrol and Reconnaissance Wing (CPRW)-11. The ceremony will be held aboard Naval Air Station Jacksonville and will feature an address from guest speaker Vice Adm. Bill Moran, chief of naval personnel.

Deputy Commander PRW-11 Corapi said of Liedman's legacy at Wing-11, "It was warfighting and it was developing the next generation of leaders. He has worked beautifully to make sure we focus on these things and empower people to make decisions and lead."

Liedman is the 54th CPRW-11 and has commanded since Jan. 16, 2014. CPRW-11 is based ashore at NAS Jacksonville.

CPRW-11's squadrons include VP-5, VP-8, VP-10, VP-16, VP-26, VP-45, VP-62, and VUP-19. During his tenure, Wing-11 successfully executed the first four transitions from the P-3C Orion to the P-8A Poseidon – as well as completing the first three P-8A deployments to the Western Pacific and Indian Ocean regions. He was also in command for the deployment of the last East Coast-based P-3C Orion squadron, the VP-26 "Tridents."

Liedman says the greatest accomplishment of Wing-11 during his tenure was, "The men and women of CPRW-11, teaming up with VP-30 and the P-8A Fleet Integration Team, to lead the successful fleet integration of the P-8A Poseidon."

This integration has secured the future of manned maritime patrol and reconnaissance aviation for decades to come.

"When we started the P-8A transition, it wasn't 100 percent assured that we would succeed – and now, as we approach the end of our fifth squadron transition and highly successful third deployment to the Western Pacific and Indian Ocean regions, it is now clear that we have succeeded and will continue to succeed in the future. That success is due in part to the fact that the P-8A is a great platform; however, most of the credit for success has to be given to our people who have executed the transition."

During his tenure as commodore, Liedman expertly guided the establishment, training and deployment of six Mobile Tactical Operations Center units.

He also led the organizational establishment of Unmanned Patrol Squadron (VUP)-19 to set the conditions for the future success of fleet integration of the high altitude, high endurance MQ-4C Triton Unmanned Aerial System.



Photo by MC2(NAC/AW) Doug Wojciechowski. VADM Moran entering the CPRW-11 Change of Command Ceremony on July 16, 2015

Corapi believes that the greatest accomplishment of the wing during the commodore's command was, "the successful forward-deployed operations of the newly transitioned squadrons."

Liedman is a native of Kimball, Minn. and graduated with distinction from the United States Naval Academy in 1991, with a Bachelor of Science degree in systems engineering. He was designated a naval flight officer in 1993. After his P-3C training he had his first assignment with the VP-45 Pelicans, where he was named "NFO of the Year" in 1996 by CPRW-11. His subsequent flying tours included Fleet Replacement Squadron instructor at VP-30, as well as a department head tour with VPU-1. He was the 61st commanding officer of the "Fighting Tigers" of VP-8. Staff tours include duty as the aide/ flag lieutenant to Commander, Carrier Group One; deputy executive assistant to the director, Air Warfare Division on the Chief of Naval Operations' staff; executive assistant to the deputy commander, U.S. Central Command; and P-3C/P-8A aircraft requirements officer in the Air Warfare Division on the Chief of Naval Operations staff.

When asked about his most memorable time as commodore, Liedman stated, "The most rewarding part for me was watching our newest generation of junior officers and mid-grade Sailors lead an intense innovation effort during transition from the P-3C to the P-8A.

"Our more experienced leaders led the P-8A transition by translating their P-3C experience into how they thought we should do business in P-8A; however, our younger generations weren't shackled by P-3C habits and experience and generated the real innovation that has led to the successful introduction of P-8A. Those young innovators are positioned to lead our Navy well into the future."

After relinquishing command of PRW-11, Liedman has been selected to represent the Navy as a military fellow at the Council on Foreign Relations in New York City.

Corapi hails from Brooklyn, N.Y. and is a 1992 graduate of The Citadel. He earned his naval flight officer wings in Dec. 1994. His first operational tour was with the VP-10 "Red Lancers" in Brunswick, Maine. His subsequent flying tours include an instructor tour at the Fleet Replacement Squadron, VP-30, and department head to the VP-1 "Screaming Eagles." He went on to be commanding officer of the VP-16 "War Eagles." He also was assigned to the USS Carl Vinson (CVN 70), Joint Chiefs of Staff in Washington, D.C., Navy Personnel Command in Millington Tenn., and the Office of the Secretary of Defense.

Corapi has most recently been assigned to PRW-11 as deputy commander and will fleet up to serve as its 55th commander. When asked about what he is looking forward to most about taking command, Corapi simply stated, "to continue to be humbled by the dedication and talent of every member of this incredible wing."

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By Lt. Lindsey Pifer, CPRW-11 Public Affairs Published in the Jax Air News, July 15, 2015



Photo by MC2(NAC/AW) Doug Wojciechowski. Captain Corapi relieves Captain Liedman as Commodore of CPRW-11 on July 16, 2015.



Photo by MC2(NAC/AW) Doug Wojciechowski. Mrs. Corapi pins Command Pin onto Captain Corapi as he becomes 55th Commodore of CPRW-11.

COMMUNITY

VP-30 Transitions Flight Operations to Cecil Airport

Even after a quick glance at the flight line in front of Patrol Squadron (VP) 30's hangar – the most casual observer would notice something is missing. On a typical day, the tarmac is abuzz with activity during the ongoing transition from the P-3C Orion to the P-8A Poseidon.

Today the flight line is noticeably absent of aircraft, maintenance professionals and aircrew. With the NAS Jacksonville runway set to close on June 8, VP-30 – the Navy's largest squadron – has led the charge in shifting flight operations west to Cecil Airport.

While the change has been significant to Sailors of VP-30, Cecil Airport is no stranger to hosting naval operations. Commissioned by the Navy in 1943 as Naval Auxiliary Air Station

Cecil Field, it has changed hands several times over the years.

Presently, the airfield is managed by the Jacksonville Aviation Authority. Its close proximity to NAS Jacksonville has allowed VP-30 to continue executing its mission without skipping a heat

Moving the manpower, support equipment, and aircraft of the Navy's largest squadron isn't something that can be done overnight. Months of planning and countless meetings allowed leadership to liaise with base leadership and Cecil Airport personnel.

Areas of concern were identified and a plan to safely execute the move was developed. The process started with all aircraft landing at Cecil Airport on May 8.



Photo courtesy of VP-30. A number of temporary hangars and other facilities at Cecil Airport enable VP-30 to continue meeting the demands of the Fleet for trained aircrew and maintainers.

The squadron stood down flight operations for a week to allow Sailors to man their spaces and acclimate to their new surroundings. Flight operations were resumed on May 19 and full FRS production was back on track the following day.

Lt. Cmdr. Brian Blaschke has been heavily involved in the move and currently serves as the VP-30 Officer in Charge of Cecil Airport operations. Following the first week of operations at Cecil Airport he provided his thoughts.

"It is amazing to look out on the flight line and see VP-30 aircrew and maintainers executing the FRS mission from Cecil Airport. Fixing and flying airplanes from a facility with limited infrastructure is challenging enough but to do so while simultaneously training replacement P-3 and P-8 aircrew for the Fleet is truly daunting. Our maintenance team and aircrew instructors are unbelievable problem solvers and leaders and it's because of them that the Pros' Nest has successfully executed. I'm very grateful for the superb support we received and continue to receive from NAS Jacksonville, NAVFAC Southeast, CNRSE, and the great staff at Cecil Airport."

Such an undertaking would not be possible without the support of many organizations. In particular, Jacksonville Aviation Authority (JAA) has worked closely with VP-30 throughout the process.

Kelly Dollarhide, general manager of JAA stated, "The first week of flying at Cecil Airport went great. JAA would like to thank VP-30, Wing 11, and NAS Jacksonville for making the transition to Cecil Airport so smooth."

While flights and maintenance evolutions have been conducted safely thus far, the professionals at VP-30 recognize operating in a new and dynamic environment requires constant vigilance. Operating away from home is nothing new for the seasoned staff members, but adding students, congested airspace, and towing and backing aircraft requires extra coordination and attention. As Wing 11 begins to arrive at Cecil Airport in the coming weeks, the lessons learned by the Pros' Nest will be invaluable to ensure the continued success of all squadrons in their new temporary home.



By Lt. Justin Moore, VP-30 Public Affairs Officer Published in the Jax Air News, June 10, 2015



Photo courtesy of VP-30. Despite cramped quarters, VP-30 Executive Officer Cmdr. Dave Gardella leads VP-30 instructors and maintenance personnel in a debrief of squadron's first day of FRS flight operations from Cecil Airport.



Photo courtesy of VP-30. VP-30 maintenance personnel use a tow vehicle to back a P-8A Poseidon aircraft into its parking spot at Cecil Airport.

COMMUNITY

Final Deployment of the East Coast P-3C Orions

he Patrol Squadron (VP) 26 "Tridents," based out of Naval Air Station Jacksonville, are currently conducting missions in the U.S. 5th Fleet area of operations. This is the Navy's final active duty deployment of the P-3C Orion aircraft from the East Coast.

The Navy is in the process of replacing the decades-old Lockheed Martin P-3C turboprop aircraft with the new multi-mission maritime aircraft P-8A Poseidon, a modified Boeing 737-800ERX.

Historic events aren't new to the Tridents. VP-26 was the Navy's first operational P-3 squadron when they received the first production P-3B, that replaced the P2-V Neptune in January

1966. Then, in 1979, VP-26 transitioned to the P-3C aircraft used today.

"It's incredible and it means being a part of history," said Lt. Cory Solis, a tactical coordinator assigned to VP-26.

"The plane has been a fighting force for the Navy for so long and we're still able to employ it. We can still count on her to get up in the air and be a vital part of something like what we are doing now in the Middle East."

Even in the final missions of the P-3C Orion, VP-26 continues to work with joint and coalition forces in the U.S. 5th Fleet area of operations.



Photos by MC1 Steve Smith. AWO2 Seth Gurrola (left) AWV2 John McDaniel, and AWO2 Jakyra Hunter, all assigned to VP-26, monitor targets while on a maritime surveil-lance patrol. The Sailors of VP-26 are on their final active duty deployment from the East Coast flying the P-3C Orion maritime patrol aircraft.

During this deployment, VP-26 has worked with British and French naval vessels and successfully executed combined operations with the Bahraini Coast Guard.

Today's P-3 is equipped with the latest Command, Control, Communications and Computer (C4) technologies to enable it to integrate with other forces and to facilitate network-centric warfare. The P-8 is designed to take these capabilities to the next level.

"The P-3 is an icon of Cold War anti-submarine warfare and it has proved extremely flexible, adapting to meet a variety of missions assigned by forward fleet commanders in the 25 years since," said Cmdr. Gregory Smith, commanding officer, VP-26.



Photos by MC1 Steve Smith. AWV2 John McDaniel, an in-flight technician assigned to Patrol Squadron (VP) 26, reads a technical manual for the P-3C Orion maritime patrol aircraft during a maritime surveillance patrol. The "Tridents" are on their final active duty deployment from the East Coast flying the P-3C.



Photos by MC1 Steve Smith. The flight crew aboard a P-3C Orion maritime patrol aircraft assigned to VP-26, taxi the aircraft after returning from a maritime surveillance mission. The "Tridents" are on their final active duty deployment from the East Coast flying the P-3C.

Transition to a new aircraft goes beyond utilizing the physical capabilities of the aircraft and its technology.

"This flexibility is one of the hallmarks of U.S. naval service, however, it is not the airframe that provides this flexibility," Smith said.

"It is the people. The same people who are making P-3s succeed on station will be the ones who make the P-8 succeed on station. The airframe will change, but the culture and legacy of excellence in maritime patrol and reconnaissance will remain."

Personnel are already preparing for the road ahead. Sailors will have to adjust, retrain and in some cases, find a different career path in the Navy.

"My training is P-3 specific and there's not actually a spot for the in-flight technician in the P-8," said AWV2 John McDaniel, an in-flight technician assigned to VP-26.

"So, I will be switching platforms. I will be going to the EA-6B Prowler and will have to attend another "A" school. I have been with P-3s for five years. I feel pretty good and feel it's time to do something new."

All maintenance Sailors will be required to attend the P-8 familiarization course, which is between five to 10 days. They will also be required to attend P-8 rate training. Upon completion, they will be assigned to Fleet Replacement Squadron VP-30 at NAS Jacksonville, and work in their rating-specific area to become qualified collateral duty inspectors (CDI) and plane captains on the P-8 for approximately six months.

All current VP-26 operators (aircrew) identified for transition will return home and complete Category II training at VP-30, which lasts approximately six months. Upon completion of training, they will receive their new respective navy enlisted codes (NEC) and begin their first P-8 inter-deployment readiness cycle.

"You either ride the waves of change or drown beneath them," said CMDCM James Daniels Jr., command master chief of VP-26. "The point is change is going to happen whether you like it or not. The P-8 is a new, more capable aircraft, and as we did with the P-3, we will maximize the use of it to further the Navy's mission."

The new P-8 aircraft is expected to arrive in Bahrain in approximately one year.

"I am extremely proud of what the men and women of VP-26 do every day," said Smith.

"They make complex and challenging evolutions seem routine. We don't set out every day to make history; we set out to do the little things the right way, the first time, to the best of our ability. Being a part of a "first" or a "last" makes it sound more special, but what is really special is the way Team Trident works together to overcome a challenge or rallies behind a shipmate who needs extra support. To me the last (P-3) deployment from the East Coast will always imply the additional work and sacrifices required to do more with less, and meeting the mission in spite of those challenges; the way VP-26 has always done before."





By MC1 Steve Smith, Naval Support Activity Bahrain Public Affairs



Photos by MC1 Steve Smith. A P-3C Orion maritime patrol aircraft assigned to Patrol Squadron (VP) 26 awaits its crew April 8 for their next maritime surveillance patrol. The "Tridents" are on their final active duty deployment from the East Coast operating the P-3C Orion.

COMMUNITY

VP-1, VP-45 Support Silent Shark

The "Pelicans" of VP-45 and the "Screaming Eagles" of VP-1 recently participated in Exercise Silent Shark 2015, a bilateral anti-submarine warfare exercise between the navies of the U.S. and the Republic of Korea (ROK).

Surface ships, submarines, and maritime patrol and reconnaissance aircraft from both nations joined in to strengthen relations and increase interoperability. Aircrew and maintenance personnel from both squadrons traveled to Guam for ten days to support the exercise.

Both squadrons displayed the various mission capabilities of their respective aircraft, the venerable P-3C Orion for VP-1 and the P-8A Poseidon, the U.S. Navy's newest maritime patrol and reconnaissance aircraft, for VP-45.

"Silent Shark 2015 was a great opportunity for our aircrews to participate in a wide range of mission sets and provided invaluable training for all participants," said Lt. David Hoffman, VP-45 detachment officer in charge.

"It allows us to test our tactics while we work in close coordination with U.S. and allied surface and subsurface assets."

During the exercise, VP-45 aircrews showcased the P-8A's sensors and multi-mission capabilities to their ROK Navy counterparts, who also operate the P-3C Orion.

ROK Navy aircrew members got to observe P-8A aircrew personnel perform various tasks in-flight throughout different phases of training. This insight will enhance interoperability between the two nations for future exercises and operations.

"This was a great training opportunity for our sensor operators," said AWO2 Jonathan Cuff. "This exercise will help the crews successfully conduct future missions in the 7th Fleet Area of Responsibility."

In addition, the squadrons brought several maintenance personnel who worked tirelessly to ensure the aircraft were ready to fly.

"I am very proud of the hard work and dedication displayed by our maintainers on this det. With quick turn-arounds between flights, everyone rose to the challenge," said AMC John Ernest, the VP-45 maintenance detachment leading chief petty officer.

VP-45 and VP-1 are currently forward deployed to the 7th Fleet Area of Operations to ensure the U.S. is best postured to honor its security commitments and contribute to regional security and stability.

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By Lt. j.g. Robert Valentich, VP-45 Public Affairs Officer Published in the Jax Air News, July 15, 2015



Maintainers and aircrew of VP-45 join with Republic of Korea (ROK) Navy personnel in front of the U.S. Navy's newest maritime patrol and reconnaissance aircraft, the P-8A Poseidon, following Exercise Silent Shark in Guam. The "Pelicans" are currently deployed to Kadena Air Base, Okinawa, Japan, in support of C7F objectives, that include strengthening maritime partnerships in the Pacific Command AOR.

COMMUNITY

'Pelicans' Hold Change of Command During Deployment

On May 14, Cmdr. John Weidner relieved Cmdr. T. J. Grady as commanding officer of VP-45 at a change of command ceremony held at Kadena Air Base, Okinawa, Japan, that featured an address from guest speaker Capt. Sean Liedman, commodore of Patrol and Reconnaissance Wing (CPRW) 11.

VP-45 is based ashore at Naval Air Station Jacksonville, although currently deployed to Okinawa, Japan. The "Pelicans" of VP-45 operate the Boeing P-8A Poseidon, the world's most advanced multi-mission maritime patrol aircraft.

Cmdr. Grady commanded the P-8A Poseidon squadron of 286 Sailors, since May 2014. During his tenure as commanding officer, aircrews and maintainers successfully detached to Estonia, Iceland, Hawaii, Guam, Bermuda, England, Peru and Chile, among others, in support of Exercises Baltops, Rimpac, Valiant Shield, Joint Warrior, Siforex and Teamwork South.

Grady has most notably led the Pelicans in their current inaugural P-8A Poseidon deployment, being only the third operational squadron to complete the transition from the P-3C Orion.

"I think what I am most proud of is what we have done as a team," said Grady.

"The squadron is a family of professionals who know their jobs and flawlessly execute the mission on a daily basis. The sailors of VP-45 truly exemplify our squadron mantra of leadership at every level."

Grady, a native of Doylestown, Pa., is a 1996 graduate of the United States Naval Academy where he earned a Bachelor of Science degree in economics. He then went on to earn his Naval Aviator Wings of Gold in December 1998.

His next assignment is to Naval Personnel Command, Milling-



Photo courtesy of VP-45. (Right) VP-45 Commanding Officer Cmdr. John Weidner and outgoing Commanding Officer Cmdr. T.J. Grady slice the ceremonial cake.

ton, Tenn., where he will serve as the VP/VQ Cmdr. Assignments Officer.

Cmdr. Weidner hails from Harrisburg, Pa. He earned his B.S. in Industrial Engineering Technology from Southern Illinois University in 1996 and was selected to Officer Candidate School (OCS) in May 1997.

Upon completion of OCS, he reported to Pensacola for flight training and was designated a Naval Flight Officer in October 1998.

As VP-45's 73rd commanding officer, he addressed the squadron and guests during the ceremony, highlighting the accomplishments and milestones achieved during the Pelicans' current deployment while charting their course forward and welcoming the command's new executive officer, Cmdr. Jason Williamson.

"It has been an honor to serve under the leadership of Skipper Grady. He has created an environment of operational excellence and has postured the Pelicans for success in the years to come," said Weidner.

Weidner's previous duty assignments include Helicopter Antisubmarine Squadron Light (HSL-42) Mayport, Naval Air Technical Training Center (NATTC) Millington, Tenn. and Pensacola, VP-10 and VP-30, USS Enterprise (CV-65), U.S. Army Command and General Staff College in Fort Leavenworth, Kan., VP-8, and most recently as VP-45's executive officer.

VP-45 is currently forward deployed to the 7th Fleet Area of Operations to ensure the U.S. is best positioned to honor its security commitments and to contribute to regional security and stability.



Photos courtesy of VP-45. "Pelicans" Commanding Officer Cmdr. John Weidner addresses the squadron.



By Lt. j.g. Robert Valentich, VP-45 Public Affairs Officer Published in the Jax Air News, May 20, 2015



Photos courtesy of VP-45. (From left) VP-45 Commanding Officer Cmdr. John Weidner, CPRW-11 Commanding Officer Capt. Sean Liedman and Cmdr. T.J. Grady in front of Pelican 434, which is now stencilled with Weidner's name as commanding officer.



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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.

'Raging' Rick Pretsch - Permanent Guest Host of the Hangar Deck Podcast, Raging Rick is a retired USAF Fighter Pilot USAF Test Pilot and retired American Airlines Captain. Raging Rick has accumulated over 14,000 Flight Hours in USAF F-4, F-16 and numerous Commercial, Training and General Aviation Aircraft. As an American Airlines Captain, Rick has flown the Boeing 737, 757, 767, 777 and the MD-80 type series aircraft. He currently is an Aviation and Aerospace Analyst specializing in Flight Operations, Aircrew Flight Manuals, Flight Clearances, Electronic Flight Bag Technologies and Crew Resource Management Standards.

Boman Relieves Papp at VP-16

mdr. Daniel Boman relieved Cmdr. Daniel Papp as the 61st commanding officer of Patrol Squadron (VP) 16 on May 8 in Hangar 117 at Naval Air Station Jacksonville.

The son of Billy and Matilde Boman of Vernon, Ala., Boman graduated from Texas A&M University in 1993 with a Bachelor of Science in wildlife fisheries sciences. He received his commission from the Officer Candidate School in Pensacola, and was designated as a Naval Officer in December 1997.

He was awarded his naval aviator 'Wings of Gold" in October 1999 and has completed flying tours in VQ-2 at NAS Whidbey Island, Wash., in VP-30 at NAS Jacksonville and in VQ-1 at NAS Whidbey Island.

Additional tours include assignment to USS Abraham Lincoln (CVN 72), where he served as a catapult and arresting gear officer and V-2 division officer. In December 2010 Boman reported to Joint Staff Washington DC, where he served as an action officer in reconnaissance operations and served as the executive assistant to the deputy director for global operations.

Boman assumed executive officer duties at VP-16 in May 2014, during the squadron's inaugural P-8A deployment at Kadena Air Base in Okinawa, Japan.

He commended his "War Eagles" predecessor. "I want to congratulate Skipper Papp on an impressive tour leading the War Eagle team. His commitment to his sailors and aircrew guided VP-16 through uncharted territories and successfully led them during the first deployment of the P-8A."

Boman assumes command of VP-16 nearing the end of a 14-month inter-deployment readiness cycle preparing to lead the squadron on its second P-8A operational deployment to Kadena Air Base.

As the new commanding officer, Cmdr. Boman takes control of nearly one billion dollars of naval aircraft and will lead more than 250 sailors during the next year. He is joined by new VP-16 Executive Officer Cmdr. Miguel Martinez of Topeka, Kan.

VP-16 is a naval Maritime Patrol and Reconnais-sance Force (MPRF) squadron stationed at NAS Jacksonville.



Photo by MC2 Eric Pastor. Cmdr. Daniel Boman, executive officer of VP-16, reads his orders during the May 8 change of command ceremony at NAS Jax, where he relieved Cmdr. Daniel Papp as the VP-16 "War Eagles" commanding officer.

The War Eagles were the first operational squadron to deploy with the P-8A Poseidon, the newest MPRF aircraft in more than 50 years. The P-8A is a modified Boeing 737 designed to take over the war-fighting capabilities of its predecessor, the P-3C Orion.

Their primary missions include anti-submarine warfare (ASW), anti-surface warfare (ASuW), and intelligence, surveillance and reconnaissance (ISR).



By Lt. j.g. John Mullaney, VP-16 Public Affairs Officer Published in the Jax Air News, May 20, 2015

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www.maritimepatrolassociation.org/symposium



Patrol Squadron FOUR Change of Command 2015

Ommander Jonathan E. Spore relieved Commander Eric M. Hanks as Commanding Officer of Patrol Squadron FOUR (VP-4) on June 4, 2015. The ceremony was held at Hangar 104 on Marine Corps Base Hawaii, Kaneohe Bay.

Commander Hanks, originally from Jennings, Louisiana, detached U.S. Africa Command in June 2013 to report for duty as Executive Officer with the "Skinny Dragons" of Patrol Squadron FOUR. On June 18, 2014, Commander Hanks became their 65th Commanding Officer.

The Change of Command ceremony culminated a highly successful tour for Hanks. Hanks led the Skinny Dragons through an arduous and challenging multi-site, seven-month deployment covering much of the EUCOM and AFRICOM AORs. Under his command, Patrol Squadron FOUR continued its tradition of excellence surpassing 265,000 hours of mishap-free flying, spanning 42 years of operations.

Patrol Squadron FOUR and Hanks were recognized for their mission accomplishment at the national level. Commander Hanks will continue his career in Washington D.C. at the National War College. He and his family are excited at the prospect of continuing their journey together as a part of the Navy.

Commander Hanks had this to say about serving as Skipper of VP-4, "This tour has been outstanding in many ways. The Sailors of VP-4 haven't missed a beat from the time I stepped in to be their Commanding Officer before deployment. We've accomplished above and beyond what was required and all credit should go to their workmanship and professionalism."

Commander Spore reported to VP-4 in June 2014 as the Executive Officer. A native of Chantilly, Virginia, he graduated the United States Naval Academy in 1997. His previous flying tours include assignments in VP-5 as a Junior Officer, VP-30 and a Department Head in VP-16.

Commander Spore's other assignments include a tour on the USS THEODORE ROOSEVELT, Flag Lieutenant for Commander, Naval Air Force, Atlantic, and most recently in the Pentagon,



Photo courtesy of VP-4. The VP-\$ Change of Command Ceremony took place on June 4, 2015.

serving on the Navy Staff and on the Joint Staff.

Commander Spore lives in Kailua with his wife Jennifer and their three children, Mitchell, Landon, and Marian. When asked about becoming the newest Skinny Dragon Skipper, Commander Spore commented, "With the last home cycle in Hawaii and final P-3C deployment for the Skinny Dragons before moving to Whidbey Island and transitioning to the P-8A, I am thrilled to have the opportunity to lead this great squadron through the challenges ahead. VP-4 has always been a leader in the Maritime Patrol and Reconnaissance community and I look forward to continuing that tradition."

Relieving Commander Spore as Executive Officer is Commander Christopher E. Smith. He graduated from the United States Naval Academy in 1998. His most recent assignment was in support of the Director of Intelligence at Cruise Missile Support Activity, Pacific. Commander Smith is married to Sarah and they have four children, Wyatt, Owen, Evan, and Elizabeth.



LT Trent Pietsch, VP-4 Public Affairs Officer Published on the VP-4 Association web site on June 4, 2015

Lacy Takes Helm of 'Red Lancers' From Johnston

On May 1, Cmdr. Herbert Lacy relieved Cmdr. James Johnston as commanding officer (CO) of Patrol Squadron (VP) 10 in Hangar 511 at Naval Air Station Jacksonville, becoming the squadron's 79th CO.

The ceremony concluded an exceptionally accomplished tour for the departing CO, spanning from May 2014 through April 2015, which included a rigorous seven-month deployment. The tri-site deployment saw operations in the U.S. 4th, 5th, and 6th Fleet Areas of Responsibility, including more than 850 sorties and encompassing more than 6,000 flight hours.

The VP-10 "Red Lancers" returned from their final P-3C Orion deployment in February and began a squadron-wide transition to the P-8A Poseidon in March. VP-10 is the fifth squadron to start the six month transition to the P-8A Poseidon.

Johnston said, "It is the commanding officer's responsibility to understand our Navy's vision and community direction. I did my best to understand this vision, set a course for us all, and empower each of you to not just complete the mission, but to do it well."

"It has been said that life is not about the destination, it's about the journey. As your journey of serving our Nation with honor continues, we are grateful to have shared this moment together."

Johnston will be continuing his naval career at Commander, Naval Air Force, U.S. Pacific Fleet as an executive assistant. His wife, Liz, and their four children will accompany him.

Lacy, a native of Lanham, Md. and son of a master chief petty officer, assumes command of the Red Lancers after serving as the squadron's executive officer (XO) since May 1, 2014. He graduated from the United States Naval Academy with a Bachelor of Science degree in history in 1997. Completing flight training in July 1999, he earned his Wings of Gold and was designated a naval aviator.

Lacy served flying tours with the "Mad Foxes" of VP-5 in Jack-sonville, where he qualified as mission commander (MC) and instructor pilot (IP). While attached to VT-35 in Corpus Christi, Texas, he qualified as strike flight pilot, providing multi-engine aviation training for student aviators. With VPU-1 at NAS



Photo courtesy of VP-10. Cmdr. James Johnston officially turns over command to Cmdr. Herb Lacy, VP-10's 79th skipper.

Jacksonville, he qualified MC and IP while conducting operations in support of Operation Enduring Freedom.

Lacy also served aboard USS Enterprise (CVN-65) as the operations administration officer, completing two Arabian Gulf deployments and as the Air Warfare Directorate on the Chief of Naval Operations staff at the Pentagon.

He assumes the reigns of VP-10 as they are in the midst of an historic transition to one of the U.S. Navy's newest and most

capable aircraft.

"To all the Red Lancers, I am proud to be a part of this organization and I will give you my best every day," said Lacy.

"All I ask is the same of you. You have earned my respect. For the next year, I will work to earn yours!"

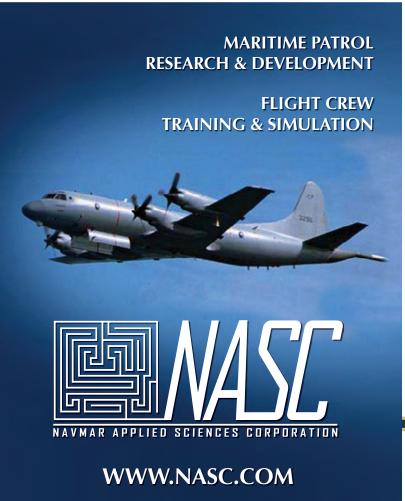
The Red Lancers are scheduled to complete the six-month transition in September at which point they will begin a 12-month Inter-deployment Readiness Cycle to prepare for their first operational deployment as a P-8A Poseidon squadron.

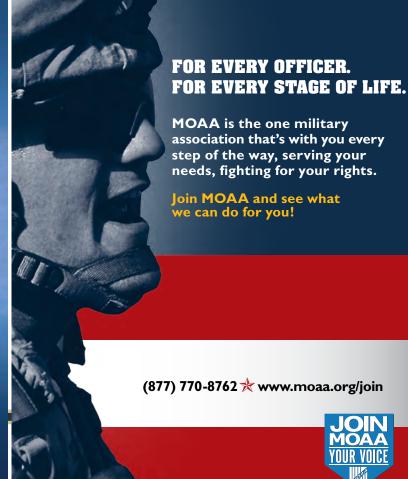
Cmdr. Al Miller, a native of Philadelphia, Pa., has assumed the duties of VP-10's XO.

By Lt. Anthony Beres, VP-10 Public Affairs Officer Published in the Jax Air News, May 6, 2015



Photo courtesy of VP-10. Cmdr. Herb Lacy and his wife, Cmdr. Taysa Lacy, strike a pose after the VP-10 Change of Command ceremony.





VP-9 Changes Command



ANEOHE BAY, Hawaii (April 29, 2015) - Cmdr. Gonzalo Partida and his family watch as the commanding officer name plaque is lowered during a change of command ceremony for Patrol Squadron (VP) 9. Cmdr. Partida relieved Cmdr. Katrina Hill as commanding officer of VP-9 in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)



KANEOHE BAY, Hawaii (April 29, 2015) - Capt. Stephen L. Newlund, left, Commodore of Patrol and Reconnaissance Wing (CPRW) 2, shakes hands with Cmdr. Katrina Hill during the change of command ceremony for Patrol Squadron (VP) 9. Cmdr. Katrina Hill was relieved as commanding officer of VP-9 by Cmdr. Gonzalo Partida in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)



KANEOHE BAY, Hawaii (April 29, 2015) - Aviation Maintenance Administrationman Airman Ashley Johnson sings the National Anthem during the parade of colors as part of the change of command ceremony for Patrol Squadron (VP) 9. Cmdr. Gonzalo Partida relieved Cmdr. Katrina Hill as commanding officer of VP-9 in the ceremony held at Marine Corps Base Hawaii in Kaneohe Bay. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)

Patrol Squadron Eight Holds Change of Command

The "Fighting Tigers" of Patrol Squadron (VP) Eight held a Change of Command ceremony on May 22 at Naval Air Station Jacksonville. The ceremony marked the conclusion of an extremely accomplished tour for the outgoing Commanding Officer, Cmdr. Derek Adametz. a native of McFarland, Wisconsin.

The ceremony included honored guests, family members, and the support of the entire squadron saying farewell to Cmdr. Adametz while welcoming the new Commanding Officer, Cmdr. Andrew Barlow.

A native of McFarland, Wisconsin, Cmdr. Adametz earned his Bachelor of Science degree from the University of Wisconsin and earned his commission through the Naval Reserve Officer Training Corps program in May 1996. He was awarded his Naval Aviator Wings of Gold in February 1998 and has com-

pleted flying tours at VP-45, VP-5 and VP-8 in Jacksonville, Fla. and VP-46 in Whidbey Island, Washington.

Additional tours include assignments to the Naval Historical Center at the Washington Navy Yard, USS NIMITZ (CVN 68) as the Assistant Operations Officer and the Pentagon as the Military Assistant to the Assistant Secretary of Defense for Global Strategic Affairs.

The Change of Command ceremony culminated a highly successful tour for Cmdr. Adametz who led the Fighting Tigers through the end of an exceedingly successful seven-month deployment to FOURTH and FIFTH Fleet. Adametz effectively transitioned the squadron from the P-3C Orion to the Navy's newest P-8A Poseidon aircraft and received a 'safe for flight' qualification in March of this year.

Adametz's superb operational vision and inspirational leader-



JACKSONVILLE (May 22, 2015) – Cmdr. Andrew Barlow renders a salute to Capt. Sean Liedman, Commander Patrol and Reconnaissance Wing Eleven, signifying that he accepts and assumes the role as Commander Patrol Squadron (VP) 8. (U.S. Navy photo by Mass Communication Specialist Clay M. Whaley)

ship elevated the squadron to unsurpassed levels of achievement. Under his command, Patrol Squadron Eight received both the coveted Battle Efficiency Award and the Arleigh Burke Fleet Trophy. The Arleigh Burke Fleet Trophy is presented annually to an aviation squadron in both the Atlantic and Pacific Fleets that has achieved the greatest improvement during the previous year based on the Battle Efficiency Competition. The competition encompasses operational readiness, inspections and retention.

Replacing Cmdr. Adametz as Commanding Officer is Cmdr. Andrew Barlow. Cmdr. Barlow, a native of Fincastle, Virginia, is a 1997 graduate of the United States Naval Academy where he earned a Bachelor of Science degree in Mechanical Engineering. He was awarded his Wings of Gold in August 1999 and has completed flying tours at VP-8 in Brunswick, Maine, VT-35 in Corpus Christi, Tex. and VP-5 in Jacksonville, Fla.

Cmdr. Barlow assumed Executive Officer duties at VP-8 midway through the squadron's multisite-expeditionary deployment in May of 2014. Upon its return, VP-8 began training on the new airframe. Cmdr. Barlow assisted Cmdr. Adametz in steering the Fighting Tigers through a rigorous transition syllabus, overcoming unforeseen obstacles encountered in bringing a new type model online. Together, their guidance and direction resulted in the squadron receiving outstanding marks during their safe for flight inspection and official qualification earlier this year.

12-month inter-deployment readiness cycle in preparation for the squadron's first P-8A operational deployment to Kadena Air Base Japan. He is joined by new Executive Officer Cmdr. Chris Wood of Pittsburgh, Pennsylvania.

By ENS Dallas Svrcina, VP-8 Public Affairs Officer



JACKSONVILLE (May 22, 2015) – Cmdr. Derek S. Adametz, Commander Patrol Squadron (VP) 8, speaks during VP-8's change of command ceremony on May 26, 2015. Cmdr. Adametz was properly relieved by Cmdr. Andrew Barlow. (U.S. Navy photo by Mass Communication Specialist Clay M. Whaley)

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Submissions for consideration in the 2016 Hall of Honor will close on November 1, 2015. Nominations made prior to May 2015 have been cleared from the candidiate list and may be re-nominated at this time. All candidiates will remain eligible for three years upon nomination. For more details, please visit the web site.

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

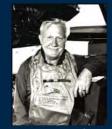
PAST HALL OF HONOR RECIPIENTS



Captain Vince Anania



Fernald Anderson



Mr. Jay Beasley



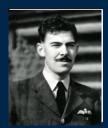
Squadron Leader Terrence Bulloch Royal Air Force



Scott Carpenter



Chief Petty Officer
Carl Creamer



Flight Lieutenant John Cruickshank Royal Air Force



Rear Admiral Thomas Davies



Captain Arnold J. Isbell



Commander Paul Lloyd Milius



Captain Norman "Bus<u>" Miller</u>



Admiral Thomas Moorer



Rear Admiral Paul J. Mulloy



Commander Kenneth D. Walker



Vice Admiral Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkensdorfer

Flight & Maintenance Snapshots



KANEOHE BAY, Hawaii (July 9, 2015) - Aviation Machinist's Mate Airman Alex Cowen, left, and Aviation Machinist's Mate 2nd Class Tamatha Shulmerich, right, assigned to the 'Golden Eagles' of Patrol Squadron (VP) 9, troubleshoot engine four on a P-3C Orion maritime patrol aircraft after a faulty start. Aviation Machinist's Mates conduct daily maintenance, as well as emergency troubleshooting, to ensure mission readiness. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)



KANEOHE BAY, Hawaii (July 9, 2015) - Naval Aircrewman (Mechanical) 2nd Class Craig Sullivan, assigned to the 'Golden Eagles' of Patrol Squadron (VP) 9, waits for take-off clearance after completing his assigned pre-flight. Maintenance Control communicates and coordinates with the pilot and air traffic control tower to maintain a clear and safe departure for every aircraft. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)



KANEOHE BAY, Hawaii (July 9, 2015) - Naval Aircrewman (Mechanical) 3rd Class Christopher Madden, assigned to the 'Golden Eagles' of Patrol Squadron (VP) 9, starts up air conditioning in a P-3C Orion maritime patrol aircraft to offset the load of revolutions per minute as part of his auxiliary power unit pre-flight. All tactical crewmembers are trained on proper start-up and shut-down procedures for the P-3C Orion before obtaining their designation. (U.S. Navy photo by Mass Communication Specialist 3rd Class Amber Porter/Released)

VP ASSOCIATION ANNUAL REUNION



Saturday October 24th 2015, Noon to 5 PM Weymouth Elks Hall, 1197 Washington St., East Weymouth, MA

The VP Association is composed mainly, but not exclusively, of veterans who served with VP-92 and the other Navy Reserve patrol squadrons that were based at NAS Squantum, NAS South Weymouth and NAS Brunswick. See www.vpassociation.org for more details.

Reunion tickets are \$40 per person, which includes a buffet style dinner (roast beef, chicken, potato, vegetables, salad, bread, dessert). Attendance is limited, reservations are required in advance, and will be taken first-come first served. Tickets will not be sold at the door. A mail-in reservation form is included in the June issue of the VP Association newsletter linked to the "newsletters" page on the VP Association web site at www.vpassociation.org. All reservations must be received before October 1st.

Our guest speaker will be author Len Sandler, who will give a presentation about local Medal of Honor recipient Army SFC Jared Monti. We also hope to have SFC Monti's father Paul with us too. Mr. Sandler wrote a book about SFC Monti called "See You on the High Ground". The author will have copies of his book available for sale at the reunion and will autograph them for purchasers.

The Weymouth Elks Hall is just a few miles from old NAS South Weymouth, which is being redeveloped into the SouthField condominium community. Plan on driving to Weymouth a few hours earlier, visit the base, and take a look at the remaining Navy structures as well as the new SouthField apartments and townhouses. The Association of Naval Aviation Patriot Squadron will have the Shea Naval Aviation Museum on the old base open from 9 to 11 AM on the day of the reunion. The museum is located in temporary spaces inside the old base gymnasium at 495 Shea Memorial Drive. Admission is free. If you have any naval aviation memorabilia gathering dust at home, especially items pertaining to South Weymouth or Squantum, please consider donating it to the museum. See www.anapatriotsquadron.org for details.

Although dress is officially CASUAL for the reunion, we encourage you to wear your old uniform (whatever you have) or a flight suit if you've got one. Tables will be available in the banquet hall to display any memorabilia you may wish to bring. If you have photos, cruise books, patches, caps, NATOPS manuals, or any other interesting Navy things that you'd like to show off to your friends please plan to bring them with you. For more information about the VP Association annual reunion contact Barbara Hanigan at bhanigan@aol.com.

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/

VP Association Reunion: October 24, 2015 at Weymouth

Elks Hall in Weymouth, MA Contact: Barbara Hanigan Email: bhanigan@aol.com

Web Site: www.vpassociation.org

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

Chapter Events

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

Tuly

Thursday, July 16:

CPRW-11 Change of Command Ceremony: **CAPT Anthony Corapi** relieves **CAPT Sean Liedman** as Commanding Officer.

August

Thursday, August 20:

CPRG Change of Command Ceremony: RDML Kyle Cozad relieves RDML Sandy Daniels as Commanding Officer.

Thursday, August 27:

VP-30 Change of Command Ceremony: CAPT David Whitehead relieves CAPT Curt Phillips as Commanding Officer.

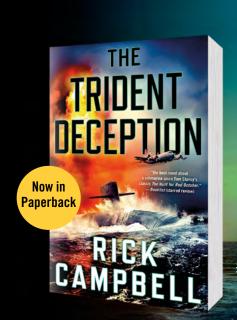
Get Your Event Listed Here!

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!



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



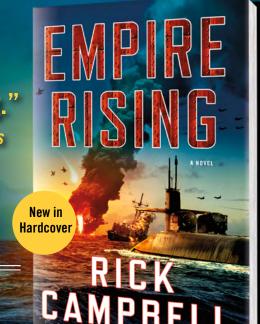


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HISTORY

P2V Article Exerpt from the June 1948 Issue of Naval Aviation News











\$ \$ \$ \$

NAWY



TRUCULENT TURTLE, NAVY'S MOST FAMOUS AIRCRAFT, TAKES OFF WITH SHORT RUN BY USING JATO. BELLY STRIPES MEASURE DUMPING OF GAS



NEPTUNE

If you want to know about a new Navy aircraft, ask the pilot who flies one. If it's the P2V Neptune, you're thinking about, you don't need to ask—they volunteer the information: It's a whale of a good plane.

Ever since the *Truculent Turtle* set a new world's distance record of 11,236 miles from Australia to Ohio, it has been no secret that the Navy had some-

thing in its newest and best patrol plane.

With half a dozen squadrons now flying Neptunes, the "word" is filtering out to fleet and shore establishments that it is close to a pilot's dream. It is an easy plane to fly. It handles like a fighter despite its 100-foot wingspan and weight near that of a Privateer. It is fast without being "hot" and it can do a lot of things, although its primary mission is patrol. Furthermore, it is one of the most heavily-armed

fighting machines flying today, a veritable sky cruiser.

Although medium landplane squadrons did not begin getting their P2V's until the last year, it is not a postwar airplane. Preliminary designs came out of Vega Aircraft, a subsidiary of Lockheed, back in 1942. Its primary mission then and now is long range dayand-night ASW patrol. Secondary jobs are patrol, photo reconnaissance, mine laying, and night torpedo attack.

It has the greatest radius of any Navy combat plane, by a wide margin. Range can be estimated variously from 5,000 miles to the extreme set by the *Turtle*. That famous plane staggered into the air using JATO to get its 85,000-pound load off the runway at Perth. Fuselage tanks and wingtip tanks helped it set the new non-stop record of 11,236 miles in 55 hours. The old B-29 record was 7,916 miles, Guam to U.S.



New Neptunes at Lockheed show accessibility of nose guns for rearming; three-bladed paddle props on newer models

Neptune Popular With Pilots Who Fly It In Navy Squadrons

PILOTS and the plain curious getting their first look at the Neptune are struck by its streamlined bulk, its 23' high rudder sticking up like a thumb—a good recognition feature. Its two 2500-hp engines give it almost as much power as the four engines on its cousin, the PB4Y-2 Privateer.

Although it is classed as a medium patrol plane, it is almost as heavy as the latter, both being in the 60,000-pound class. It will do things the *Privateer* won't however. Its forward firepower of six 20 mm. guns, 16 HVAR 5" rockets and a couple of 11.75" *Tiny Tim* rockets is the



Cdr. Robinson, CO of VP-ML-7, and Beeby, Preece, Haw-kinson, Prater, Vickers, Tomlinson, Cochrane, Lyle, Vreeland

roughest thing in an airplane today, guaranteed to trouble anything from a heavy cruiser on down.

More about the airplane later. Let's talk to some pilots who fly the P2V-2. There is nothing bashful about a pilot when he does not like a new airplane. It's his neck, and he says so in no uncertain language. There have been planes that almost every pilot has been apprehensive about flying, Some have had few words of kindness spoken in their favor. But not so the Neptune.

Up at Quonset Point, men of VP-ML-7, one of the first, Neptune squadrons sound like a bunch of tobacco auctioneers. "I've been in the Navy for 17 years, and during that time I've flown a lot of different aircraft more than 5,000 hours. The P2v is the best all-around airplane I've ever had the pleasure of driving," says Lt. Cdr. J. H. Buffington.

For a time his squadron was VP-HE-9 and flew *Privateers*. Those planes are only three or four thousand pounds heavier, but the *Neptune* can carry more payload, larger bombs, has more firepower, longer range and much more speed.

Eight of the pilots of the old VPB-119 are still with VP-ML-7. These boys have traveled with the outfit from Palawan in the Philippines in 1945 to Samar to Sangley Point, to Miramar on the West Coast and finally to Quonset Point.

Lt. Cdr. M. R. "Milt" Dahl, one of the old-timers, says: "I like the P2v's single-engine performance. A pilot likes plenty of safety factor in an airplane. During demonstration, the contractor's pilot does a slow-roll with the Neptune on one engine. Perhaps that may seem unnecessarily foolhardy, but it means a lot to a pilot who is going to be flying that airplane, even if he never will do that himself. There certainly is no fear of single engine operation here."

Lt. (jg) Jim Kistner, a lad who has sweated out many a long patrol and weather hop in the Pacific, likes the P2v's fuel economy. "You don't have to worry about gas. You can go as far as you want and stay up as long as you like and still come home with enough gas to keep the living room warm all winter."

It must be a good airplane. Ordinarily an outfit that has been equipped with such a rugged and dependable "standby" as the PB4Y-2 would not be too quick to transfer its affections to a relatively new airplane. There are always a few gripes that qualify the feelings about a change in planes, but apparently this feature is one that is lacking in the P2V.

The skipper of ML-7, Cdr. H. E. Robinson, who got around somewhat out in the Pacific back in 1944 with VPB-115, likes the way the P2V has been designed for comfort and ease of operation. "It's an airplane that can easily be flown by one man and fought by one man.

"The gas system is right beside the pilot, and the forward



Neptunes carry plenty of radar and radio gear; this picture shows camera installed for photographing traces on scopes



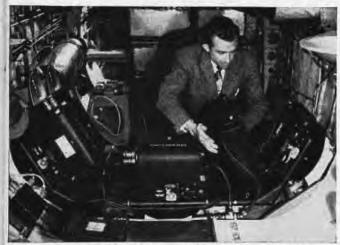
VP-ML-8 man demonstrates accessibility of rear of Neptune's engine for repairs; this feature makes the plane popular

firing guns and rockets give the P2V 'fingertip' fighting control. And a lot of bombs can be carried in that bomb bay."

The opinions voiced around ML-7 aren't all those of old multi-engine pilots who compare the *Neptune* with PBY's and *Liberators*. There are a couple of former fighter pilots who feel much at home in the P2v. They compare it most favorably with their fighters "though it doesn't maneuver quite as well as the old FM-2."

There are some ex-navigators in the group, a couple of lighter-than-air converts, and one displaced Irishman named O'Shea from the surface Navy. He put in some time on the Bunker Hill, caught the aviation bug and recently finished flight training. His comment was: "The Neptune is definitely more maneuverable than the Bunker and the rate of roll is faster. However, I must say in all fairness that the Bunker carried slightly more armor and had a little more firepower."

Čdr. P. E. Hartmann, skipper of VP-ML-8, sister squadron to 7, likes the manner in which Lockheed anticipated main-



Cameras were installed in roomy after-fuselage of Turtle for use on Byrd Antarctic expedition, but R4D's went instead



Pilots Kistner and Nicholas of VP-ML-7 demonstrate comfortable seats, convenient control placement in Neptune cockpit

tenance problems in the P2V. "The contractor has endeavored to make servicing of the P2V as easy as possible by making ordinarily hidden parts readily accessible.

"For example, no fuel lines, electrical conduits and whatnot clutter up the side mount wheel well. All of these lines are routed around the perimeter of the nacelle, leaving the central portion of the fire wall clear. A dzus fastener access door is incorporated in the wall. This leaves the accessory section of each engine, normally one of the most inacessible spots on many aircraft, readily accessible.

"Almost all accessories can be removed with a speed wrench. In addition, a plywood panel, included with the plane, fits across the wheel well doors, forming a selfcontained work stand."

Rearming guns in some planes is a major operation, but the six 20 mm. cannon in the nose are easy to get at. The top half of the fuselage nose lifts up. Ordnancemen can stand right inside the "mouth" and change ammunition cans.



Two mechanics of VP-ML-7, J. L. Carpenter AD1, and L. G. Judas, ADC, change brake expander tube on wheel of a P2V-2



Neptune's predecessor, the PV-1, had good war record; here VPB-128 bombs supply dump in raid on Ranau, Borneo



PILOTS of VP-ML-7 and -8 have one minor objection to the Neptune. The airplane is a bit too versatile. To check out as a patrol plane commander, the boys have to go through a course of instruction that is a bit broad. Firing and bombing isn't something the ordnancemen have

to worry about, but part of the pilot check list.

In the old days the pilot flew the runs, but the crewmen usually dropped the bombs and fired the guns. In the P2V, the pilot has to know fixed gunnery, rocket firing, plus a course in half a dozen different types of ordnance that can be carried, including rockets, depth charges, torpedoes, regular demolition bombs, napalm and what have you. Electronic equipment on the ASW types is enough to confuse the most avid tube-tester. Add this to the usual blinker, code, semaphore, foran, celestial and it requires a lot of training for a pilot.

In drawing up the missions of the Navy, Army and Air Force at Key West recently, Secretary of Defense James Forrestal and the Joint Chiefs of Staff designated antisubmarine warfare as one of the primary functions of the



recognize; here it demonstrates fast rate of roll at Miramar

Navy. And on naval aviation falls a large portion of the job. Its planes demonstrated in the last war that long range and striking power were what it took to track down and kill submarines. The P2V figures largely in the Navy air picture; this is demonstrated by the fact it is buying 151 of them from Lockheed.

They can operate from small bases with short runways. They have long range and can carry heavy loads of ASW radar and other detection gear for spotting schnorkel-carrying submarines. An ASW plane must fly safely at slow speeds for better detection and have long endurance. It must fly fast when it meets a submarine-a U-boat can crash dive in 30 seconds from periscope depth. A submarine can fight back with deck guns, so the plane must be maneuverable. The P2V with its high rate of roll and agility of a lighter plane fits well in the picture.

Once a submarine is sighted it must be able to attack hard. There is no more heavily-armed plane flying for this job than the Neptune, with its six 20's in the nose, plus 16 rockets under the wings and Tiny Tims, bombs, torpedoes or depth charges in the bomb bays.

Let's take a closer look at this airplane that can do all these things. Its 100' wingspan is only 10' shorter than the Privateer. Top speed is more than 300 miles, it cruises 31 hours without refueling, with normal non-stop cruise of 5,000 miles. Its two engines turn out 5,000 hp. Wing-



How would you like to have these 5" HVAR's staring down your throat? The Neptune carries 16, and other armament



One unique feature of P2V-2 is the varicam tail, which really gives it two elevators and increases its flight maneuverability

loading is around 55 to 60 pounds, although the Turtle had 85.5 when it took off.

Rate of roll is 30 degrees a second, compared to 18 degrees for a conventional four-engine bomber. The P2v is the first military airplane equipped with civilian airliner comfort factors—it needs them if it is going to stay up 31 hours. Pilot scats recline. An upholstered bunk behind the cockpit permits a quick nap. An electrically-equipped galley has refrigeration and cooking facilities. Pilots sit ahead of the propellers, a noise-cutting feature, and the plane has sound-deadening insulation throughout.

In addition to its forward firing guns, it carries twin 50's in a top turret and late models have twin 20's in a tail turret. Fully loaded, it can take off with 1400' run—with JATO much less. Stalling speed around 70 knots makes it capable of landing on improvised tropical island strips.

The Neptune also has some other interesting features. One is its varicam tail (variable camber), installed for the first time in a Navy plane (see photo, pg 4). It permits varying the curvature or camber of the elevator surfaces, facilitating trimming the plane in flight to allow for shifts in weight and center of gravity. Drooping ailerons in combination with Fowler flaps increase effective flap area.

Nacelles are appreciably smaller than those used for the same engine on superbombers. Dural nacelle armor plate on the Neptune gives extra protection to engines in the event of enemy interception. The P2V carries a ton of radio and electronic equipment, including intercom, 10-channel radio, VHF 10-channel transceiver, ADF, range receiver, marker beacon, radio altimeter, Loran, frequency meter, IFF, search radar and radar bomb releasing system.

Navy patrol planes did not always carry such a load of armament and electronics gear. The early Lockheed planes had considerably less of both, although their speeds were not much greater. The PV-1 Ventura had 65' wingspan, weighed 30,000 pounds and had 2,000-mile range. The PV-2 Harpoon upped this to 75' span, 32,000 pounds weight and 2,200-mile range. Contrast this with the 100' wings of the Neptune, 58,000 pounds weight and 5,000-mile range.

When the Japs hit Pearl Harbor the Navy's total patrol landplane establishment consisted of 20 PBO-1 airplanes diverted from British contracts. This model was the forementer of the Ventura series. The next fall 27 Vega Venturas were designated PV-3's. Both the PBO and PV-3 airplanes were maked into antisubmarine patrol in the Atlantic. The PV-1 and PV-2 actually got into service after the PV-3, the Ventura being a high performance, high wingloading plane con-



Ordnancemen like to work in roomy bomb bay of Nepune; here VP-ML-8 men practice hoisting 11.75" rocket in bay



Six 20 mm cannon in nose of P2V-2 are easily accessible for ordnancemen Vickers and Sokolis of VP-ML-7 to do repairs on

sidered "hot" by many pilots. It was almost on a par with a fighter. The PV-2 had more wingspan and less speed.

VP-82 got PBO's and PV-3's in October, 1942, being probably the first Navy outfit to have those aircraft. The first squadron in the tough Aleutian theater to use PV's was VB-135. It had been using PBY-5A's, but like squadrons in Iceland area, it found winter too tough and switched to PV's.

VB-148 was one of the first PV squadrons to fight in the South Pacific area. In March of 1944, operating around the Russell Islands, it flew fighter cover for R4D's carrying paratroops. VP-148 the preceding fall had been based in the Solomons and flew PV's, while in June of 1943, VB-137 had planes on Wallis island and later operated around Samoa, the Gilbert and Ellice islands.

Claim of being the first Navy squadron to fly the PV-1 operationally, from Africa to Borneo, is made by VPB-128.



Tail turret of P2V-2 carries twin 20 mm's; semi-circular rib atop plexiglas breaks airflow to prevent flutter while aloft

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