

# PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2015: Issue 4



*In This Issue*

**CPRG Changes Command**

**Beginning of the End for Hawaii Squadrons**

**Squadron Activity Around the Globe**



# PLANESIDE

## Cover Photo



Photo courtesy of VP-30. In July CAPT Phillips and a combined crew from VP-30 and the MPRWS lead a global circumnavigation mission testing the full operational capabilities of the P-8 across three theatres of operation. The crew successfully transited the Atlantic / Indian / Pacific oceans in 12 days, crossing multiple foreign countries, all while conducting operational missions and demonstration events with foreign dignitaries. The final stop of the trip was in New Castle, Australia, at Royal Australian Air Force Base Williamtown. There the crew discussed air-refueling capabilities with RAAF 2 Squadron, who currently flies an air refueling capable 737, the E-7 Wedgetail. The P-8 is expecting to begin air-to-air refueling in 2017, so by stopping in Australia the pilots on the crew were able to get training in a similar platform to the P-8. The above picture was taken while LT Philip Litfin (VP-30) was flying the E-7 Wedgetail simulator in preparation for air-refueling.



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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*

*G*reetings to you all!

I am CAPT Anthony “Ant” Corapi and I am humbled and blessed to be your next President of the Maritime Patrol Association. I received a “Hot Contact and Up Doppler” Turn-over from CAPT Curt Phillips and have him to thank for leading our organization over the past year. If I can do half the job he did, I will consider myself a success! Together with CAPT Dave Whitehead as the Vice President and CAPT (ret) Rich Heimerle as our National Director, as well as our countless other volunteers and staff, we will endeavor to lead this fantastic organization over the next year continuing the palpable momentum we all felt after the 2015 MPA Symposium.

I write you today from 34,000 feet as I am heading to NAS Whidbey Island for attendance at our first annual Commander’s Operations Group. This meeting is similar in attendance to the NARG that we conduct every year during the spring in Jacksonville, except that it has a much more operationally tailored agenda, while the NARG is more programmatic based. It is that operational theme that guides our decisions on where the community should be moving. The conference is being led by the new man at the helm of the community, RADM Kyle Cozad. Our new boss is the right man for the job and is leading the entire force to look with renewed vision at how we can be more effective when forward deployed.

The Maritime Patrol and Reconnaissance Force deployed on-station today is doing marvelous things - from VP-16 on their second P-8 deployment to the western Pacific, to VP-46 spread from the western Pacific to the Arabian Gulf flying C4ASW P-3Cs and BMUP+ LSRS equipped aircraft; to VP-9 covering down in Sigonella, Djibouti Africa and El Salvador. Finally, VQ-1 remains postured across the globe covering three different combatant commander’s requirements with their ever present detachments. In the world of P-8 transition, VP-26 recently returned from their last P-3C deployment and began transition to the P-8A on October 5th, marking the end of active duty P-3C operations on the East Coast. This also starts the one year count-down to the beginning of the West Coast Transition to the P-8A. Related to Triton, VUP-19’s maintenance department has stood-up its presence in Pt. Mugu California in preparations for training our newest squadron in maintaining the MQ-4C Triton.



*CAPT Anthony Corapi, USN.*

These are truly exciting times in the Maritime Patrol and Reconnaissance Force.

Our contribution to the forward fight has never been more important and never more needed. For those on active duty flying and supporting our forces forward, thank you. To our retired heroes, this is the force you created and trained. Know that the torch was passed to this generation and that they are doing beautifully on station because of what you did in the past. Our heritage is what has enabled us to succeed today.

It is that heritage that we will honor this year at the 2016 MPA Symposium 11-15 April 2016. We are excited to be able to link our past with our present helping the newest generation of Maritime Patrol and Reconnaissance Aviators realize that our accomplishments today are not possible without those who blazed a trail for us to follow. My vision is that VP and VQ reunion groups from around the nation gather in



Jacksonville to use MPA Symposium as the backdrop to their specific needs. I hope that you will be able to join us in April. Finally, our membership numbers have never been higher. This is due in no small part to you, our members. For that I thank you! I will continue to ask for your help in gathering new folks and getting the word out to those who may not know what this organization stands for and the benefits of membership in MPA. We cannot grow this organization without you.

Thank you all for everything you do for MPA, our members and of course our Navy. I hope to see you in the spring in Jacksonville!

All my best,  
Ant

Captain Anthony Corapi  
President, Maritime Patrol Association, Inc.



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# 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 off-set 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 in the wind, the Association is a 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 outstanding value.*



- 1) Monetary (membership pays for itself after one symposium)
- 2) Camaraderie (Chance to get together in our ever increasingly busy lives)
- 3) Networking (Industry partners are members as well)
- 4) Charity (Chance to make the world you live in better)
- 5) Preserving Maritime Patrol Heritage

## mpa SCHOLARSHIP 2016

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[www.maritimepatrolassociation.org/scholarship.html](http://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

*M*aritime Patrol and Reconnaissance Warriors Past and Present,

It is my honor and distinct privilege to “check on-station” as the 35th Commander of Patrol & Reconnaissance Group / Patrol & Reconnaissance Group Pacific. This is the first of many updates to keep you informed on the health and wellbeing of our Maritime Patrol and Reconnaissance Force (MPRF). I’d like to start by thanking RADM Sandy Daniels for her outstanding leadership of the MPRF during the 6 months preceding my arrival. Admiral Daniels brought a fresh and informed perspective at a time that we needed it most and the entire Force is better off due to Sandy’s hands-on leadership and vision. I have been posted outside of the Naval Aviation Enterprise for the last five years and my wife Amy and I could not be happier to be coming back to serve the community where it all started. A community that has changed a great deal since I commanded a Wing in 2009 and continues to evolve at an ever accelerating rate.

In the preceding edition of *Planeside*, Admiral Daniels was on target when she declared that in, “...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.” This was not an idle observation. I can state without reservation that our community has already changed more in the last 5 years than at any time during my career and probably since 1962 when P-3 Orions first arrived in the Fleet. The changes we are seeing today run much deeper than simply delivering the first 30 of the 109 planned P-8A Poseidons or establishing our first ever Unmanned Aerial System (UAS) squadron, VUP-19, in Jacksonville, FL, and flying the first couple of MQ-4C Tritons in Operational Test and Evaluation at Pax River, MD. While the complex transition from our still very capable P-3Cs and EP-3s to new platforms remains on track, it is the revolution in MPRA capabilities that has captured the attention of leadership and the imagination of our junior officers and Sailors. It is the innovative spirit of these



Rear Admiral Kyle Cozad, Commander, Patrol and Reconnaissance Group.

young and superbly trained Americans that I intend to tap into to shape the Tactics, Techniques, and Procedures (TTPs) that will optimize the combined effects of our MPRF Family of Systems (FoS) and literally provide us the biggest bang for our hard fought buck.

Fortunately, the one area that has not changed in all these years is the high caliber of the men and women serving in our Navy today. As has always been the case, our MPRF warriors today are well educated, experienced, and more than willing to voice their opinions on how to meet not only today’s threat, but tomorrow’s too. Leadership’s challenge is how to harness their boundless energy and direct it in a manner that produces tangible results. How do we capture the really good idea from Airman Smith or Lieutenant Timmy that ultimately delivers the goods to our Fleet and Combatant Commanders





so that they can understand, exploit, and dominate the maritime battle space during every phase of warfare? In order to give voice to our creative side and trap this lightning in a bottle, we stood-up nine Junior Officer led and O6 mentored Cross Functional Teams (CFTs).

MPRF leadership received the first reports from these CFTs at NAS Whidbey Island during the inaugural Commanders Operations Group (COG) meeting 6-8 October. As part of the community's new bi-annual commanders' conference drumbeat, the fall COG focuses on the operational effectiveness of the community, with discussions and deliberations to enhance and inform budgetary and programmatic decisions at the spring Commanders Action Group (CAG) and Naval Aviation Requirements Group (NARG) conferences, which are held every year in Jacksonville. At this year's COG, we emphasized the integration of our VP and VQ communities through the Maritime ISR (MISR) concept. In doing so, we brought in non-traditional stakeholders to our process, including the National Reconnaissance Office (NRO), the Office of Naval Intelligence (ONI) and the N2 from the Naval Aviation Warfighting Development Center (NAWDC).

As mentioned, critical to the success of the COG are the MPRF Cross Functional Teams (CFTs). CFTs are designed to be inclusive, with participation fully anticipated from each squadron, Task Force staff, Wing Weapons and Tactics Units, and MPR Weapons School. To reach maximum effectiveness, our community needs to blend the innovative ideas of our junior officers and enlisted personnel with the seasoned perspective of our senior leaders. At this year's COG; Major Commanders, Program Managers, and Requirements Officers received exceptional briefings from the Innovation, ASW, ASW (Multi-static Active Coherent), Triton, Maritime ISR (MISR), ASU, TACMOBILE, TCPED/IDOA, and CONOP CFTs. Again, I am committed to empowering our young aircrewmen, officer and enlisted, to lead the innovation of our warfighting capabilities well into the next decades.

With the operational theme of "ASW First, ISR Always, and ASuW When Called Upon," we asked each CFT lead to approach their battle space through the lens of the Kill Chain model, with every mission conducting some portion of - F2T2EA(P&R):

FIND: The detection of a target

FIX: Identifying and classifying the target

TRACK: Maintaining a continuous track of a target once fixed

TARGET: Developing weapons quality positional data

ENGAGE: Attacking the target once designated hostile

ASSESS: Comparing the results of the engagement versus desired effects

PREPARE: Conducting thorough planning to be ready for the mission

REPORT: Ensuring Information and Data flows off the Aircraft

I could not be more pleased with the engagement of our CFTs and the enthusiasm they are bringing to their tasks. They are truly breaking new ground with concepts like Maritime ISR Commander (MISR-C) and MISR Element Lead (MISR-EL) to improve MPR integration with the Carrier Strike Group (CSG) and Fleet commanders in an ever evolving process. I look forward to hearing more from them this spring in Jacksonville.

In closing, these are exciting times for the MPRF. We are currently transitioning the last active duty P-3 squadron, VP-26, in Jacksonville and starting to set our sights on the West Coast, where construction to support the new FoS is already well underway. However, in my short time on board, the one thing that has stood out to me is the enduring value of our legacy P-3C and EP-3 force. It is all too easy to become distracted by the new shiny airplane, but I can assure you that the P-3C and EP-3 are still in the fight – in demand, and performing better than ever. These warhorses must and will continue to fly for years to come. But make no mistake, regardless of platform it is the capability and professionalism of our aircrews, supported by TacMobile, which will win the day. It is our ability to excel on-station every day in every theater that results in the unprecedented operational and tactical credibility across the Joint Force and continued support of military and Congressional leaders. More simply, we are great because of our people and the families that support them at home. For that I am forever grateful. Fly, Fight, Lead.

Respectfully,

Kyle Cozad

Rear Admiral

Commander Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific





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# IN THE NEWS

## *Patrol and Reconnaissance Changes Command*

Rear Adm. Kyle J. Cozad relieved Rear Adm. Sandy L. Daniels as Commander, Patrol and Reconnaissance Group/Commander, Patrol and Reconnaissance Group Pacific (CPRG/CPRGP) in a change of command ceremony Aug. 20 at Center Naval Aviation Technical Training Unit Oceana in Virginia Beach.

Cozad, who served as Commander, Joint Task Force-Guantanamo since July 2014, assumed his duties as CPRG/CPRGP. Cozad is a 1985 graduate of the United States Naval Academy, where he received a Bachelor of Science in Oceanography/Physics. His operational Maritime Patrol and Reconnaissance Aircraft (MPRA) tours span across all four MPR sites. Cozad served extensively as an instructor pilot in multiple operational tours, completed two tours with Patrol Squadron (VP) 30, the P-3 Fleet Replacement Squadron (FRS), and another with 404 Squadron in Greenwood, Nova Scotia, where he was a CP-140 exchange instructor pilot with the Canadian Air Force.

Daniels commanded CPRG/CPRGP since February 2015 and was the first female commander since the command's establishment in 1948. She will be transitioning into retirement and will be returning back to Washington, D.C.

CPRG/CPRGP provides oversight to more than 7,000 men and women operating the U.S. Navy's maritime patrol aircraft including the P-8A "Poseidon", P-3C "Orion", EP-3 "Aries II" and MQ-4C "Triton" unmanned aircraft system. The Maritime Patrol and Reconnaissance Force (MPRF) is organized into three Patrol and Reconnaissance Wings at NAS Jacksonville, Florida, NAS Whidbey Island, Washington and NAS Kaneohe Bay, Hawaii. Composed of 14 Patrol and Reconnaissance squadrons, one FRS and over 45 subordinate commands, the MPRF is the Navy's premier provider for airborne Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), and Maritime Intelligence, Surveillance and Reconnaissance (ISR) operations.



*By CPRG PAO, Published on Navy.mil, August 20, 2015*



*Photo courtesy of CPRG. Various distinguished participants of the CPRG Change of Command ceremony included (left to right): RDML Kyle Cozad, USN, Incoming CPRG VADM Bill Moran, USN, CNP (Chief of Naval Personnel), RADM Sandy Daniels, USNR, (Outgoing CPRG), RADM J. R. Haley, USN, CNAL (Commander Naval Air Forces Atlantic), CDR Ryan Rupe, USN, (CNAL Force Chaplain).*





# IN THE NEWS

## *The Beginning of the End: The Navy's P-3 Orion Will Leave Hawaii*

One of the longest-lived military airplanes in Hawaii — the P-3 Orion turboprop — is starting to fade away, with the Navy deciding its sub-hunting jet replacements could be more economically based in Washington state.

Six to eight of the P-3Cs are assigned to each of three patrol squadrons — VP-4, VP-9 and VP-47 — at Kaneohe Bay.

But when the VP-4 “Skinny Dragons,” with up to 340 personnel, deploy in the spring, the squadron that first flew P-3As out of Barbers Point Naval Air Station in 1966 won’t be coming back, the Navy said.

They’ll head to Naval Air Station Whidbey Island in Washington state for transformation to the P-8A Poseidon, a jet based on the Boeing 737 that can fly faster and longer on the maritime surveillance and sub-hunting missions that are still so important to the Navy, officials said.

When the Navy wants to take a look at the controversial island-building that China’s been up to in the South China Sea, for example, it’s sent a P-8 to do it. Two of the jets were dispatched to search for missing Malaysian Airlines flight MH370 last year.

The versatility of maritime surveillance planes, coupled with a desire to keep an eye on long coastlines, has a number of Asian nations lining up to obtain them.

The two other Hawaii-based squadrons — VP-47 and VP-9 —

will deploy at different times throughout fiscal 2017, leaving Hawaii for good and making a similar return trip to Whidbey for upgrade to the Poseidon, officials said.

At the end of it all, Kaneohe Bay will be the operating point for a permanent detachment of two P-8s that will perform a Hawaii homeland defense mission.

It will be another end of an era for Hawaii’s military, and the retirement in March of VP-9’s Aircraft 916 after 42 years of service brought out some wistfulness from the crew that ferried the plane to the giant aircraft boneyard at Davis-Monthan Air Force Base in Tucson, Ariz.

“It was an honor to be part of 916’s last voyage,” Lt. Emily Cordle, a pilot on the “reposition” flight, said in a Navy-produced news story. “The entire crew couldn’t help but reflect on the countless missions she has flown, the numerous crew members she has carried, and the endless maintainers that have kept her flying for 42 years.”

Lockheed Martin said the all-terrain hunter entered Navy service in 1962. The turboprops, with a distinctive Magnetic Anomaly Detection tail stinger, can carry Harpoon, Standoff Land Attack and Maverick missiles, as well as Mk 46/50/54 lightweight torpedoes, according to the Navy.

Changing missions coupled with operations out of forward locations such as Greece, Italy, Bahrain, Japan and Djibouti in East Africa, meanwhile, have made the Hawaii basing less essential.



Photo Courtesy of CPRW-2.

Capt. Steve Newlund, the commodore of Patrol and Reconnaissance Wing Two at Kaneohe Bay, said he sees no strategic detriment to reducing the maritime surveillance and sub-hunting capabilities in Hawaii, because that same capability will be coming out of Whidbey Island.

"I'm a firm believer that we have to be good stewards of the taxpayers' money," Newlund said. Instead of three P-8 squadrons in Hawaii and three at Whidbey Island, all six will be co-located in Washington state. The U.S. military increasingly is seeking to use rotational forces, and Hawaii — with its submarines, ships and expanses of deep blue sea — provides a great opportunity for P-8 training, Newlund said.

"When we do exercises and there are opportunities here, you will see more than two (P-8s) on the ramp," he said. "We will flow this place up just like we would for (Rim of the Pacific war games) or any other exercise."

Patrol and Reconnaissance Wing Two is the evolution of Fleet Air Wing Two established at Pearl Harbor in 1937 and with later service at Kaneohe Bay, Barbers Point and Kaneohe Bay again.

Since the 1950s, Barbers Point was most famous for its "Rainbow Fleet" — the patrol squadrons that routinely deployed with P-2 and later P-3 aircraft to the northern and western Pacific, Indian Ocean and Arabian Gulf, according to the Navy. The squadrons tracked Soviet subs patrolling off the western coast of the mainland and supported operations in the Vietnam and Gulf wars. Developed as a Cold War sub hunter, the P-3 turned out to be just as useful over Iraq and Afghanistan. The planes have powerful radars and an electro-optical surveillance system. At sea, they hunt submarines with sonobuoys and torpedoes.

Newlund, a P-3 pilot with more than 3,000 flight hours, said an average mission can include nine to 10 hours of flying. Early in the Afghanistan war, VP-9 flew combat missions day and night, pinpointing targets for fighters and bombers.

The "Golden Swordsmen" of VP-47 last month returned from a seven-month deployment and missions that spanned an area north of the Arctic Circle to south of the equator and stretching across the Mediterranean and into the Black Sea. The squadron operated from sites in Iceland, Norway, Poland, Italy, Greece and Djibouti.

The Navy said the planes hunted submarines while flying 200 feet above the North Sea and provided real-time counterterrorism intelligence to special operations forces on the ground

in Africa.

In 2012, the Navy said it was reconsidering a plan to put 18 P-8A Poseidons at Kaneohe Bay, and instead was looking at consolidating them at Whidbey to save \$300 million. That plan was approved in 2014.


"What I think is the most important thing about the P-3 is she's flexible," Newlund said. The plane has "tremendous endurance, and we've been able to modify and adjust and keep the airplane relevant," he said. "It costs money, but that airplane today is just as relevant and revolutionary as it was in the '60s." But the new P-8 "is a game-changer for maritime patrol," he said.

"As sad as I am (to see the P-3s go)," he said, "I am just as equally energized that maritime patrol and reconnaissance is something that we're still going to leverage as a Navy (with P-8s), and I think that's the value added. It is fun being in an airplane that has new-car smell."

A fourth P-3 squadron exists at Kaneohe Bay, "special projects" VPU-2, which has secretive missions that the Navy does not talk about. ★

*By William Cole*

*Published in the Honolulu Star-Advertiser, October 13, 2015*




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# IN THE NEWS

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## *NAS Jacksonville-based P-8A Poseidon Aircraft Assist in Search for El Faro*

Two U.S. Navy P-8A Poseidon aircraft from the “Mad Foxes” of Patrol Squadron (VP) 5, conducted flight operations Oct. 3 in support of search efforts for the missing cargo ship El Faro, led by U.S Coast Guard 7th District Command Center in Miami.

VP-5 launched its first aircraft Saturday at approximately 10 a.m., from Cecil Airport in Jacksonville.

A second aircraft was launched at approximately 3:30 p.m. and was scheduled to fly into the evening.

The aircraft are operating under the tactical control of Coast

Guard 7th District.

Navy P-8A Poseidons were prepared to fly two missions on Sunday.

The P-8A Poseidon is a long-range, anti-submarine warfare (ASW), anti-surface warfare (ASuW), intelligence, surveillance and reconnaissance (ISR) aircraft capable of broad-area, maritime and littoral operations.



*By Naval Air Force Atlantic*

*Published in the Jax Air News, October 7, 2015*



*File photo courtesy of the Jax Air News. A P-8A Poseidon from Patrol Squadron (VP-) 5 similar to the one shown above supported search efforts for missing cargo ship El Faro Oct. 3, 2015.*

# IN THE NEWS

## *First P-8 Harpoon Live Missile During GUAMEX 2015*

*P*atrol Squadron (VP) EIGHT Combat Aircrew Four (CAC)-4 recently completed the first P-8A Poseidon fully-fueled AGM-84D Harpoon live missile shot on August 12 during GUAMEX 2015. This unprecedented event provided the Fighting Tigers with an invaluable opportunity to practice their Anti-Surface Warfare (ASUW) mission set in a dynamic coordinated environment, with air and surface participants from multiple services and agencies.

“The successful launch of one of the U.S. Navy’s most dependable over-the-horizon all-weather anti-ship missiles, the Harpoon Block 1C, from the P-8A is a significant milestone in naval aviation,” said LT Josh Cochran, tactical coordinator (TACCO) of CAC-4. “The significance of testing the first fully-fueled Harpoon warshot from a P-8A is greater than we all realize. What an honor.”

VP-8’s missile launch scored a direct hit on their designated target, proving the value of the AGM-84D. For more than 40 years, the Harpoon weapon system has been the Navy’s preeminent ASUW weapon, offering a low-level and sea-

skimming cruise trajectory that supports high survivability and effectiveness. The purpose of this test was to validate the weapons hardware and software integration in the P-8A Poseidon, while also providing the squadron with a critical training opportunity for both the aircrew and maintenance teams.

“This live-fire event was made possible through the efforts of the entire squadron including the Maintenance and Aviation Ordnance Departments,” said CDR Andrew Barlow, VP-8 Commanding Officer. “This is a prime example of reaping the reward of hard work. Our teams continuously meet the challenges placed before them.”

As the Navy’s replacement for the venerable P-3C Orion, the P-8A Poseidon will be performing maritime surveillance and ASUW missions for decades to come. The success of this missile shot evolution proves not only the effectiveness of the P-8A, but also how the AGM-84D Block 1C plays an intricate role in fulfilling the future of Navy maritime operations.



*BY LTJG Dallas Svrčina, VP-8 Public Affairs Officer*



*U.S. NAVAL BASE GUAM (Aug. 12, 2015) -Aircrew, Maintenance and Ordnance teams assigned to Patrol Squadron (VP) 8 pose in front of a Harpoon Training Missile, just a few hours before firing it during a Guam Training Exercise on Aug. 12, 2015. (U.S. Navy Photo RELEASED)*



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# COMMUNITY

## *VP-30 'Pro's Nest' Welcomes New Commanding Officer*

*P*atrol Squadron (VP) 30 began a new chapter in its long and storied history with a change of command ceremony honoring Capt. Curtis Phillips and welcoming its new Commanding Officer, Capt. Dave Whitehead Aug. 27.

Rear Adm. Kyle Cozad, Commander Patrol and Reconnaissance Group, was in attendance as the presiding officer and guest speaker to honor both men.

Phillips' tenure at the "Pro's Nest" coincided with continued excellence through the transition of fleet squadrons to the new Maritime Patrol and Reconnaissance aircraft, the P-8 Poseidon.

His 24 months at the Pro's Nest saw a growing cadre of high-

ly qualified P-8 instructors as part of the P-8 Fleet Integration Team (FIT) and the full transition of three operational VP Squadrons from P-3 to P-8 capability – all while providing aircraft-specific training for naval aviators, naval flight officers and enlisted aircrew on both P-3 and P-8.

As VP-30's role evolved to meet the dynamic needs of the community, it maintained its reputation for excellence in training and safety. In June of 2015, under the Command of Phillips, the Pro's Nest surpassed 486,500 class "A" mishap-free flight hours, a naval aviation record, receiving the 2014 Safety "S" Award.

Whitehead completed three operational tours with P-3 squadrons beginning with VP-4 at Barbers Point, Hawaii; VP-16 in Jacksonville, and most recently in command of VP-9 in Kaneohe Bay, Hawaii. He also served as Assistant Navigator



Photo by Lt. Jeff Graham, VP-30. Capt. Dave Whitehead (right) assumes command of VP-30 from Capt. Curtis Phillips on Aug. 27 as Rear Adm. Kyle Cozad looks on at NAS Jacksonville.



(ANAV) on board the USS John F. Kennedy (CV-67). He has deployed to the U.S. 4th 5th, 6th, and 7th Fleet areas of responsibility. In his shore assignments, Whitehead served as an instructor at VP-30; as flag aide to Commander, Naval Forces Europe and Commander, Allied Joint Force Command Naples; as the Aviation Officer Community Manager at the Bureau of Personnel, and as Executive Assistant to the Assistant Commander, Navy Personnel Command for Career Management (PERS-4) both in Millington, Tenn.

With growing responsibilities associated with introducing the MQ-4C Triton Unmanned Aerial System (UAS), the continued transition of the Maritime Patrol and Reconnaissance Force first new aircraft in more than 50 years, and simultaneously maintaining training requirements as the P-3C Fleet Replacement Squadron (FRS), the Pro's Nest of VP-30 looks forward to sustaining their superb record of safety and production of the world's finest maritime aviators.



*By Lt. Jeff Graham, VP-30 Public Affairs*

*Published in the Jax Air News, September 16, 2015*



*Photo by Lt. Jeff Graham. Capt Whitehead and Capt. Phillips cut the cake at VP-30's Change of Command ceremony.*



*Photo by Lt. Jeff Graham, VP-30. Capt Whitehead receives his command pin during VP-30's Change of Command ceremony.*



# COMMUNITY

## *'Red Lancers' Deemed 'Safe For Flight'*

Fifty years have passed since Patrol Squadron (VP) 10 last transitioned to a new aircraft – going from the P-2V Neptune to the P-3A Orion in 1965. Today's transition marks the first venture for VP-10 into the world of turbofan jet engines and marks a significant step for the Maritime Patrol and Reconnaissance Force (MPRF) into the 21st century.

After completing its Conventional Weapons Training Proficiency Inspection (CWTPPI) last month, the pre-maintenance practice assist (MPA), inspectors from Commander, Patrol and Reconnaissance Wing (CPRW) 11 conducted a Safe For Flight (SFF) MPA inspection Sept. 21-23.

This inspection certified the command safe to fly the P-8A

Poseidon without instructor personnel aboard. MPA is the process of ensuring a squadron is licensed for all ground service equipment (GSE), having the proper number of Collateral Duty Inspectors (CDI), Collateral Duty Quality Assurance Representatives (CD-QAR), SFF Inspectors and plane captains. Leading the way in the qualification process was AE1 Steven Weiland, the first in the squadron to qualify to release aircraft SFF, and AN Amahdiya Muhammad, the first certified plane captain for VP-10.

MPA also reviews each of the squadron's maintenance programs to ensure they are running within CPRW-11 standards. VP-10 performed exceptionally well having passed all programs and having nearly three times the amount of qualified



Photos courtesy of VP-10. VP-10 Commanding Officer Cmdr. Herbert Lacy recently addressed the "Red Lancers" during quarters in their temporary hangar at Cecil Airport – and congratulated them on achieving success during the safe for flight event.



personnel required to release aircraft.

One of the biggest hurdles was relocating to Cecil Airport, while at the same time getting personnel qualified, and then relocating again within Cecil Airport after VP-16 left on deployment.

The VP-10 Maintenance Department did an outstanding job in continuing the press to move into their new spaces and ensure there was no deficiency in training.

The Avionics/Armament Division was instrumental during CWTPI, having been prepared well ahead of schedule and receiving top marks on their inspection.

VP-10 Maintenance Officer, Lt. Cmdr. Chris Metz said, "Bravo Zulu to CWO3 Boris Harris and his whole team for leading the way in true Red Lancer style."

CPRW-11 also conducted an emergency drill simulating a "thermal runaway" in which the aircraft battery has a chemical reaction that produces high temperatures and possible explosions. The response team, led by AE1 Delford Lassiter and including AE2 Sanborn Holmes, AZ3 Keirra Adams and PR2 Trevan Brooks, performed brilliantly and expeditiously to ensure positive communications between the ground crew and maintenance control. Their attention to detail and procedural knowledge earned the team a Bravo Zulu from CPRW-11. With the squadron now SFF and the "Safe-to-Operate" message received, the command has officially become a self-sustaining P-8A squadron.

VP-10 celebrated its first official flight in the P-8A with aircraft number 168764. The aircrew consisted of: Cmdr. Herb Lacy, Lt. Cmdr. Mike Windham, Lt. Andrew Shellgren, Lt. Zach Stauber and AWO2 Brandi Kidd.

Tom Wagner, a representative from Boeing, was present to mark the occasion and celebrate this momentous achievement for the Red Lancers. He presented the command with special challenge coins that proudly display the squadron's emblem and the P-8A Poseidon on the opposite side.

For more than 85 years, VP-10 has deployed and demonstrated operational excellence in six different aircraft before transitioning to the P-8A. The P-3C Orion has been the workhorse of MPRF for 50 years and to have been qualified in multiple platforms is a unique experience for everyone in the command that went through transition.

Now that VP-10 is SFF, the next area of focus will be the Inter-Deployment Readiness Cycle that will prepare the squadron for the upcoming deployment next year to U.S. 7th Fleet.

The P-8A, which is based on the Boeing 737-800 airframe, performs anti-submarine warfare, anti-surface warfare, and intelligence, surveillance and reconnaissance operations. The flight deck is home to an array of modern displays and flight management systems, alleviating pilot workload.

The fuselage is setup with a row of five Mission Computing Workstations (MCWs), that enables crewmembers to perform their duties from any workstation. MCWs are a part of a high-tech information suite capable of processing thousands of commands and inputs from the various aircraft systems.



*By CWO3 Erik Gonzalez, VP-10 Public Affairs Officer  
Published in the Jax Air News, October 21, 2015*



*Photos courtesy of VP-10. VP-10 "Red Lancers" Track Leads for aircrew and maintenance personnel who were critical to the squadron's achieving safe for flight status included Cmdr. Herbert Lacy, Lt. Charile Sandford, Lt. Shawn Linse, AWO2 Bryan Bishop, AWO2 Solomon Morse, AE1 Steven Weiland, AE1 Delford Lassiter, PR2 Trevan Brooks, AE2 Sanborn Holmes and AZ3 Kierra Adams.*



*Photos courtesy of VP-10. (From left) "Red Lancers" who recently flew the squadron's first P-8A safe for flight (SFF) mission from Cecil Airport were: Lt. Zachery Stauber, Lt. Cmdr. Mike Windham, Cmdr. Herbert Lacy, Lt. Andrew Shellgren, CWO3 Jeffery Muenchrath, AWO2 Brandi Kidd, Lt. Cmdr. Michael Bender, AZ2 Desiree Hogan and PRCS Robert Fauls.*



# COMMUNITY

## *'Pelicans' Return to the Nest After Inaugural P-8A Deployment*

On Jan. 27, 2015, the first of six aircraft assigned to Patrol Squadron (VP) 45 departed NAS Jacksonville signaling the start of their inaugural P-8A Poseidon deployment to Kadena Air Base in Okinawa, Japan.

More than seven months later, on Sept. 11, the squadron's final Poseidon aircraft safely touched down at Cecil Airport in Jacksonville, marking the end of a successful U.S. 7th Fleet deployment.

The "Pelicans" of VP-45 supported Commander, Task Force 72 (CTF-72), flying a host of missions including: anti-submarine warfare (ASW), anti-surface warfare (ASUW); intelligence,

surveillance and reconnaissance (ISR); maritime domain awareness (MDA); and carrier strike group coordinated operations throughout the 7th Fleet area of responsibility (AOR).

One of two forward-deployed task groups for CTF-72, the Pelicans were joined by the "Screaming Eagles" of VP-1, based out of NAS Whidbey Island, Wash. VP-1 continues to operate the venerable P-3C Orion and will make the transition to the P-8A Poseidon in the coming years.

"The squadron's success over the last seven months has and will continue to be attributed to the work ethic and unwavering commitment of every Sailor in the command," said Cmdr. John Weidner, VP-45 commanding officer.



Photos by Lt. j.g. Robert Valentich. VP-45 Commanding Officer Cmdr. John Weidner is welcomed home by his family upon returning Sept. 11 from a seven-month deployment to Kadena Air Base in Okinawa, Japan.



During the deployment, VP-45 completed more than 15 detachments to several countries, including Japan, Singapore, Australia, Malaysia, the Republic of the Philippines, Guam, the Republic of Korea, and India. Throughout these detachments the Pelicans were able to strengthen partnerships while experiencing a multitude of different cultures acting as American ambassadors to their host nations.

Most notably, Jim Sciutto, Chief National Security Correspondent for CNN, joined Capt. Mike Parker, Commander of CTF-72, and VP-45 Combat Aircrew 11 on a mission over the South China Sea to report on China's rapid land reclamation activities in the contested Spratly Islands. China has reclaimed approximately 2,000 acres since January—a rapid increase in activity that has drawn significant international attention.

The Pelicans also participated in a number of exercises with both U.S. forces and international allies including Snapdragon Exercises, CARAT (Cooperation Afloat and Readiness Training) Singapore, Balikatan, MULTI SAIL Guam 2015, Exercise Key Resolve, Talisman Saber 2015 and Silent Shark Exercise 2015.

VP-45 also sent detachments to various airshows throughout the AOR to display the capabilities of the Poseidon aircraft, including Langkawi International Maritime and Aerospace Exhibition 2015 (LIMA 15), AERO India 2015, and the Australian International Airshow and Aerospace & Defense Exposition.

The dedication and professionalism of VP-45's maintenance department enabled the aircrew to fly more than 3,000 mishap-free hours and over 600 total sorties. Despite the enormously high operational tempo, Sailors were still able to achieve personal accomplishments including, 23 reenlistments, 31 advancements, and 53 Enlisted Aviation Warfare Specialist qualifications.

"The squadron as a whole deserves some much needed family time as we return to NAS Jacksonville," said Weidner. "We had an extremely successful deployment working in one of the most challenging and dynamic AORs in the world. After some relaxation, we will get back to work to prepare for the many training exercises during our home cycle."

The Pelicans were relieved by the "War Eagles" of VP-16.



*By Lt. j.g. Robert Valentich, VP-45 Public Affairs Officer  
Published in the Jax Air News, September 30, 2015*



*AWO2 Andrew Stover gets acquainted with his infant son.*



*The daughter of AWO2 Casey Thrasher made her feelings clear. Photos by Lt. j.g. Robert Valentich.*





# COMMUNITY

## *War Eagles Honor Fallen Jax Hero*

Captain Scott “Spike” Speicher was a United States (U.S.) Naval Aviator who was shot down in Iraq on January 17, 1991. He was the first American combat casualty of the Persian Gulf War. It took many years and national attention to determine the ultimate fate of Capt. Speicher, but on August 2, 2009 U.S. Marines located his remains. His wife Joanne, daughter Meghan, and son, Michael, survive Captain Speicher.

Michael followed his father’s footsteps and earned his Naval commission in 2013. He ultimately reported to Patrol Squadron SIXTEEN (VP-16) where he currently serves as the Aviation Intelligence Officer.

This summer, the VP-16 “War Eagles” rededicated the lone F/A-18 “Hornet” parked at Cecil Field in commemoration of Capt. Speicher. Years of dirt and hornet’s nests had accumulated on the aircraft since the Navy officially closed Cecil Field in September 1999. Jacksonville Aviation Authority’s Scott Morrison and a team of War Eagles led by Lieutenant Junior

Grade (Lt. j.g.) Nick Horton began the rigorous cleaning and painting process to bring new life into the jet. Lieutenant (Lt.) Andrew Constantino, Lt. Keith Soss, Lt. j.g. Greg Emde, Lt. j.g. Mark Lascara, Lt. j.g. Elliott Peters, and Lt. j.g. Mike Tato were integral in the preparation of the Hornet.

Once complete, the jet got a fresh paint job in the VFA-81 “Sunliners” color scheme. Aviation Structural Mechanic Senior Chief Darryl Gary, Aviation Structural Mechanic Chief (AMC) Dwayne Johnson, AMC Vincent Stolp, and Aviation Ordnanceman First Class Bryan Pellish comprised the painting team. Also added to the aircraft is a picture and inscription of Capt. Speicher located just in front of the starboard intake.

Lt. j.g. Nick Horton commented, “The finished project looks great! I’m very proud of the Chief’s Mess and Wardroom members who came out and supported Spike’s family by rededicating this relic. Naval Aviation heritage runs deep and runs strong. Capt. Speicher was an American hero and deserves all the recognition he’s owed.”



*Photos courtesy of VP-16. VP-16 repainted and rededicated a FA-18 hornet at Cecil Field to CAPT Scott Speicher, the naval aviator shot down on the opening night of Desert Storm in 1991.*



The VP-16 family is proud to honor an American Hero and fellow Jacksonville Naval Aviator who gave the ultimate sacrifice in support of his country and Navy.



By Lt. j.g. John Mullaney, VP-16



Photos courtesy of VP-16.



Photos courtesy of VP-16.



Photos courtesy of VP-16.





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# COMMUNITY

## *NAS Jacksonville Runway Construction Project On Schedule*

Operations of the NAS Jacksonville runway repair project is prepped to start running 24/6 to pour concrete on runway 10-28.

The project, which began June 8, started with tearing up of the old runway, and 20,000 tons of concrete being crushed and reused in the base layer.

"The concrete capped ends on both ends of the runway were cracking causing FOD (Foreign Object Debris) that could possibly result in damage to the aircraft," said NAS Jax Commanding Officer Capt. Howard Wanamaker.

"Also, the asphalt will be crowned properly so we won't have standing water along the runway."

Additionally, World War II oil water separator tanks were dug up during the project. The last major repair to the runway was completed in 1967 and a surface overlay in 1986.

The WW II lighting was removed in two weeks and will be replaced with LED lights, with a cost savings to the installation. The final part of the project is adding space to the apron or added parking and that is set to begin in a few weeks.

During the construction, all fixed-wing air operations have moved to Cecil Airport. Nearly 1,500 sorties have been completed at Cecil since the beginning of June.

"We have not missed a beat with our operations at Cecil Airport," said Wanamaker.

"That is a testament to our relationship with Jacksonville Airport Authority and the City of Jacksonville."

The \$52 million dollar project was awarded to Archer Western, from Tampa. They currently have around 50 employees working on the project, along with 50 subcontract employees.

As a part of the runway repair project three WWII hangars are being demolished.

The hangars are no longer needed due to the size of aircraft home based at NAS Jax and were not energy efficient.



*Photos by Julie M. Lucas. NAS Jax Commanding Officer Capt. Howard Wanamaker gives an interview to local media about an update of the runway construction project on Sept. 20. This was the first chance the media had to see the ongoing construction since the groundbreaking ceremony on June 8.*



*Photos by Julie M. Lucas. The shell of historic hangar 113 remains, before the crew moves on to the two other hangars being demolished to create space for a parking apron near the runway. The hangars were no longer energy efficient and not being used.*



*Photos by Julie M. Lucas. Construction workers on NAS Jax work on redistributing recycled concrete on the runway project. LED lights were installed, updating the World War II lights and will save energy for the base.*

Artifacts from the hangars are being donated the Jacksonville Museum of Science and History (MOSH).

Some of the artifacts include doors, windows and trusses.

“There are a number of items in the hangars that are unique to Jacksonville, to include the ropes on the ladder wells,” said Angela Glass, NAS Jax Natural and Cultural Resource manager.

The project is expected to finish in Spring 2016.



*By Julie M. Lucas, NAS Jacksonville Public Affairs  
Published in the Jax Air News, September 30, 2015*

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# COMMUNITY

## *Mad Foxes Conduct Flyover at UT Home Opener*

*P*atrol Squadron (VP) 5 performed the P-8A Poseidon's first-ever flyover of a major sporting event Sept. 12 in Knoxville, Tenn., as the University of Tennessee Volunteers hosted Oklahoma University in a Top 25 matchup for their home opener football game.

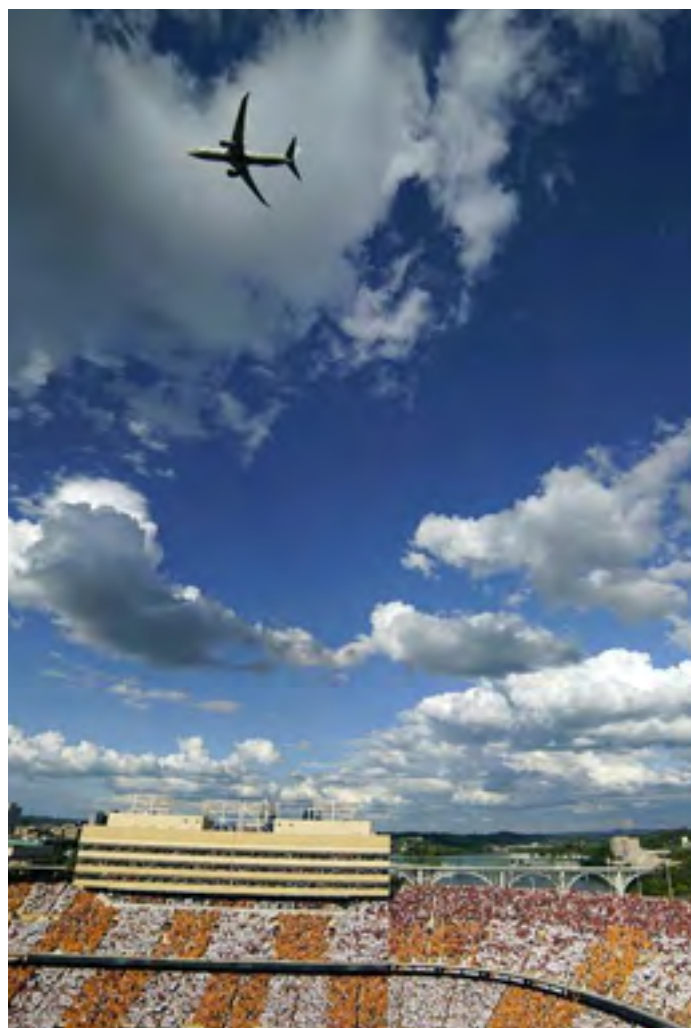
As the UT "Pride of the Southland" marching band played the final notes of the Star Spangled Banner, the attention of the fans was drawn to an aircraft rapidly approaching from the southwest. The cheers for the band's performance were quickly replaced by the thunderous applause of 102,455 fans as the P-8A Poseidon approached, piloted by Lt. Ben Hayes, Lt. j.g. Alex Lichtenfeld, and Lt. j.g. Eran Wilson. Lt. j.g. Ken Flannery accompanied the aircrew as an observer, coordinating the precise time the P-8A would arrive on top of Neyland Stadium as the band hit the final note of our national anthem.

Immediately after landing, the crew was rushed back to Neyland Stadium via police escort, where they were guests in the field-level green room. During a second quarter media time out, the aircrew was escorted onto the field for recognition. As the announcer finished introducing the four man crew, all four unzipped their flights suits to reveal the distinct orange of the University of Tennessee — replacing their standard Mad Fox blue. The crowd erupted into thunderous applause, chanting "USA!" that was recorded at over 114 decibels, breaking a Neyland stadium record.

Wilson commented afterwards, "It was an incredible experience to be a part of the flyover. It was a great opportunity for the fans to see naval aviation up close."

To the dismay of the Rocky Top fans, the from Oklahoma Sooners went on to win the game 31-24 improving their record to 2-0 while giving the Volunteers (1-1) their first loss of the 2015 season. Neyland Stadium is the fourth-largest stadium in the nation.

★  
*By Lt. Jeffrey Long, VP-5 Public Affairs  
Published in the Jax Air News, September 23, 2015*



*Photo by Patrick Murphy. VP-5 performs the first P-8A Poseidon fly over at a major sporting event. The aircraft roared over Neyland Stadium as the "Pride of the Southland" Marching Band hit the final note of the Star Spangled Banner.*



*Left: Photo by Lt. Ben Hayes. The "Mad Foxes" crew met up with country music star Toby Keith on their way into Neyland Stadium.*



*Right: Photo by Steve Carringer. (From left) VP-5 "Mad Foxes" Lt. j.g. Ken Flannery, Lt. j.g. Eran Wilson, Lt. j.g. Alex Lichtenfeld, and Lt. Ben Hayes on the sideline of Neyland Stadium during the University of Tennessee versus the University of Oklahoma football.*



# COMMUNITY

## *VP-5 Aircrew Comes to the Aid of Two Distressed Vessels*

While transiting home from a recent training mission off the East Coast, a VP-5 aircrew came to the timely aid of two distressed mariners.

During the return transit, AWOC Paul Mudge keenly had his radios tuned to the Maritime Guard frequency. While monitoring the channel, he heard a mayday request for help originating from a civilian pleasure craft, approximately 30 nautical miles from shore.

One of the vessels' crewmembers had suffered a cardiac event and was in need of medical assistance and evacuation. Due to the distance from shore, the distressed vessel had been unable to raise the US Coast Guard (USCG) on their radio.

Mudge quickly alerted the aircrew and began to coordinate a plan to provide assistance. Lt. Wes Kang worked to hold airspace with ATC and began configuring the aircraft to conserve fuel for the extended time required to stay airborne.

Lt. Cmdr. Brett Stauffer and Lt. j.g. Bryan Hamby performed as a communications relay between the distressed vessel and the Hampton Roads USCG station, passing current position of the distressed vessel and medical status reports.

Approximately 20 minutes later, Mudge overheard a second mayday call from a fishing craft reporting a crewmember with a laceration wound. The crewmember was rapidly losing blood and also in need of medical assistance and evacuation.

Once again, the position of the vessel rendered the fishing crew unable to contact the USCG Station. The VP-5 P-8A served a second time as a relay between Coast Guard Sector North Carolina and the distressed vessel.

After landing, the aircrew were informed that their actions allowed the USCG to vector rescue helicopters to both distressed vessels at least two hours earlier than would have otherwise been possible. The crewmember on the pleasure craft received the necessary medical attention and is currently listed in stable condition.

After a successful surgery, the injured fisherman has been



Photo by Lt. Jeffrey Long. CPRW-11 Commodore Capt. Anthony Corapi, presents the Navy/Marine Corps Achievement Medal to Lt. j.g. Bryan Hamby and the rest of the "Mad Foxes" aircrew responsible for rendering lifesaving aid to two distressed vessels while transiting home from a recent training flight over the Atlantic.

discharged from the hospital to recover at home.

Mudge commented on the aircrew's actions that day saying, "We preach readiness with our junior sailors. From wheels up to wheels down, we must anticipate and be prepared to respond to any situation that arises, not simply while 'on-station.'"

VP-5 returned from a successful deployment in the U.S. 7th Fleet and is currently in their inter-deployment readiness cycle aboard NAS Jacksonville and Cecil Airport preparing for their next deployment.

"Mayday" is the internationally recognized voice radio signal for ships and people in serious trouble at sea.

Made official in 1948, it is an anglicizing of the French m'aidez, "Help me."



y Lt. Jeffrey Long, VP-5 Public Affairs

Published in the Jax Air News, September 16, 2015



# COMMUNITY

## *VP-10 Reaches P-8A Transition Milestones*

The “Red Lancers” of Patrol Squadron (VP) 10, home-based at NAS Jacksonville continue to reach milestones and excel in their squadron transition from the P-3C Orion to the P-8A Poseidon.

Last week, the Avionics/Armament (AV/ARM) Division completed a three-day Conventional Weapon Training Proficiency Inspection (CWTPI) conducted by the Maritime Patrol and Reconnaissance Weapons.

This inspection measures the proficiency and ability of the AV/ARM Division to safely load and unload weapons onto the P-8A Poseidon aircraft.

CWTPI began Monday with an administrative review, release and control checks, pre-operational checks, weapon inspections – to complete the loading portion by Wednesday. “Although we are done with the inspection, we still have to train to stay proficient,” said CWO3 Boris Harris, the squadron gunner.

Team leaders and quality assurance safety observers for the inspection were AO1 Jason Keller, AO2 Richard Paquette, AO1 Aaron Tackett, and AO2 Jimmy Gillon. They were instrumental in supervising the process of the inspection to ensure that every evolution was conducted safely and within standards. AO1 Keller remarked on the success of the Red Lancers by stating, “the whole success was driven by their motivation and their willingness to put forth the effort. A score of 190 out of 200 is a pretty impressive accomplishment, but it was the combined effort from the work center that made it all happen. The ordnance division should be proud of its accomplishments and near perfect score for CWTPI.”

Following this accomplishment, VP-10 received its first P-8A Poseidon after a successful acceptance Functional Check Flight on Sept. 2. This aircraft arrived from the Boeing Company production line in Seattle, Wash. — by way of VP-30. Aircraft 764 is the first of two P-8As that VP-10 will receive and begin flying operationally once they complete their transition at the end of September.



*Photos courtesy of VP-10. Aircraft 764, the first P-8A delivered to VP-10, is welcomed by squadron Maintenance Officer Lt. Cmdr. Chris Metz and the entire Red Lancers Maintenance Department.*

"Today marked another milestone in our squadron's proud history," said VP-10 Commanding Officer Cmdr. Herb Lacy. "We are looking forward to the technological advancements of the P-8A and operating this new weapon system around the globe."

VP-10 will now focus its efforts on their next milestone, obtaining its Safe-For-Flight (SFF) certification at the end of September.

In October, the Red Lancers will begin their 12-month Inter-Deployment Readiness Cycle (IDRC) in preparation for their first deployment as a P-8A squadron in the U.S. 7th Fleet Area of Responsibility in October 2016.



By CWO3 Erik Gonzalez, VP-10 PAO

Published in the Jax Air News, September 9, 2015

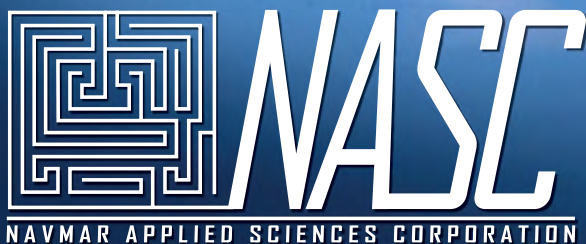
*Top Right: Photo courtesy of VP-10. (From left) VP-10 Maintenance Officer Lt. Cmdr. Chris Metz, Plane Captain AN Amahdiva Muhammad and Line Division Officer Lt. Joe Beres. Muhammad is the Red Lancers' first qualified P-8A plane captain, so her name is now painted on the Poseidon.*

*Bottom Right: Photo courtesy of VP-10. Celebrating the successful completion of the squadron's Conventional Weapon Training Proficiency Inspection were (from left) CWO3 James Ferguson, CWO3 Boris "Gunner" Harris, VP-10 Maintenance Officer Lt. Cmdr. Chris Metz, VP-10 Commanding Officer Cmdr. Herb Lacy, Lt. Chris Cruz and Assistant Maintenance Officer Lt. Cmdr. Derek Tindell.*



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# COMMUNITY

## *Job Done Well for the Final P-3C Deployment from East Coast*

On Sept. 4, the P-3C Orion's 50-plus storied years of active-duty operational service from the East Coast will come to an end as the final aircraft of Patrol Squadron (VP) 26 lands at Cecil Airport in Jacksonville, following its seven-month overseas deployment.

Sustaining a worldwide presence that spanned from the Middle East to Central America, the "Tridents" of VP-26, home-based at Naval Air Station Jacksonville, have "nothing but pride for the countless successes achieved during this historic deployment for the P-3," said Cmdr. Mark Burns, commanding officer of VP-26.

"Here we are, 50 years after the first P-3 was delivered and we can still make a large global impact with this aging aircraft.

This is a testament to the exceptional training and dedication of our Sailors and our inherent ability to absorb and maximize technological advancements."

Centered at Isa Air Base, Bahrain and maintaining detachment sites in Incirlik, Turkey and Comalapa, El Salvador, VP-26 flew more than 550 operational sorties resulting in more than 5,200 mission hours completed between the months of January and September.

From their deployment sites in Bahrain and Turkey, VP-26 served as an integral member of the multi-nation coalition flying more than 3,500 overland combat hours across the U.S. 5th and 6th Fleet Areas of Responsibility (AORs) in support of Operation Inherent Resolve and other multinational efforts, including the Struggle Against Violent Extremism (SAVE).



Photos by MC1(SW) Steve Smith. On April 8, the crew of a P-3C Orion maritime patrol aircraft assigned to Patrol Squadron (VP) 26 performs its preflight inspection before its next mission. The "Tridents" of VP-26 are on their final active duty deployment from the East Coast flying the P-3.

When called upon to meet and counter emerging regional threats to stability, such as the Houthi rebellion in Yemen, the Tridents responded by participating in Operation Decisive Storm and further on into Operation Restoring Hope.

“With a minimal planning window,” said Lt. Cmdr. Bill Major, VP-26 operations officer, “we were able to coordinate a completely new mission set far from our home base and normal areas of operation in order to provide valuable maritime domain awareness and counter-smuggling surveillance to both U.S. and coalition commanders.”

VP-26 also remembered the P-3’s roots as a maritime patrol aircraft. Aircrews performed numerous overwater patrol missions in the U.S. 5th Fleet AOR to provide surveillance and reconnaissance for U.S. NAVCENT in order to advance the United States and international community’s commitment to promoting a secure maritime environment throughout the Middle East.

Across the globe, in the U.S. 4th Fleet, VP-26 continued to flex its maritime patrol muscles by conducting counter-narcotics operations alongside the United States Coast Guard and Central American partner nations, as a part of Operation Martillo.

More than \$625 million worth of narcotics shipments were disrupted by authorities as a direct result of missions flown by the Tridents.

The Sailors of VP-26 also used their time in Central America to conduct many humanitarian and community outreach events for the local populace, working with groups such as orphanages and schools.

These thousands of hours flown and hundreds of missions completed could never have been achieved without the nearly 64,000 man-hours provided by the hardworking and committed VP-26 maintenance and ground support teams.

“Of my 10 deployments with the P-3,” observed Master Chief Mark Tapley, the squadron’s maintenance master chief, “this has truly been the most arduous, yet most successful, especially due to the unending support and encouragement of all the families, loved ones, and our friends of Tridents over the past seven months.”

While the sun has finally set on East Coast active duty operations for the P-3C, the Tridents of VP-26 look to the future as they prepare to transition to the Navy’s newest maritime

patrol aircraft – the P-8A Poseidon – and continue the legacy of Trident excellence as the world’s premiere maritime patrol squadron.



By Lt. j.g. Matt Nemetz, VP-26 Public Affairs  
Published in the Jax Air News, September 2, 2015



Photos by MC1(SW) Steve Smith. On April 8,, AWO2 Seth Gurrola, left, AWW2 John McDaniel, and AWO2 Jakyra Hunter, all assigned to VP-26, monitor targets while on a maritime surveillance patrol in the 5th Fleet AOR. The “Tridents” will complete their final active duty deployment from the East Coast flying the P-3C Orion in early September.



Photos by MC1(SW) Steve Smith The flight crew aboard a P-3C Orion maritime patrol aircraft assigned to Patrol Squadron (VP) 26 taxi the aircraft after returning from a maritime surveillance patrol in the Middle East. The “Tridents” are on their last active duty deployment from the East Coast flying the venerable P-3C.





# COMMUNITY

## *VP-30 Crew in Bremen, Germany, for NATO Maritime Patrol Symposium*

The Navy's Maritime Patrol and Reconnaissance Force (MPRF) has a history of long-duration flights over vast expanses of ocean.

While the aircraft and destinations have changed over the years, the planning, execution, and excitement of these trips has not. Recently, students from Patrol Squadron (VP) 30 participated in such a trip – flying a P-3C from Naval Air Station (NAS) Jacksonville to NAS Nordholz, a NATO base near Bremen, Germany.

The crew stopped briefly at Brunswick, Maine, a former naval air tation, to refuel before crossing the Atlantic.

While in Germany, the crew participated in the NATO Maritime Patrol Symposium, hosted by Naval Airwing 3 of NAS Nordholz.

The symposium focused on recent operational experiences, current challenges in the European theater, and improved cooperation between partner nations. Crews from Canada and Norway also attended along with a P-8A Poseidon crew from VP-30.

The symposium was an excellent forum to strengthen relationships with NATO Allies and to build esprit de corps while sharing traditions between aircrews of each nation.

AWO1 Erik Alcala, an aircrew instructor from VP-30, shared his thoughts on the experience, "It was an outstanding detachment. I came away extremely impressed with the efficiency of our NATO MPRF partners. Anytime we can collaborate and share experiences, we develop into a better, more capable force."

While the experience in Germany was valuable, the primary focus and benefit was the training received by the students who planned, executed and overcame the challenges inherent to extended navigation flights.

These missions reinforce each tenet of Crew Resource Management, a concept critical to the success and safety of each MPRF crew.

VP-30 Departing Executive Officer Cmdr. Dave Gardella, who served as plane commander for the flight, summarized the trip by stating,

"Extended over-water navigation flights always present invaluable training opportunities for our junior pilots, naviga-



U.S. Navy photos. (From left) Maritime patrol aircraft from Norway (P-3), Canada (P-3) and the United States (P-8 and P-3) populate the flight line at NAS Nordholz, Germany.

tors and aircrew. The unique nature of flying across oceans provides outstanding experience for them. They will take those lessons to their future operational squadrons.”



*By Lt. Justin Moore, VP-30 Public Affairs Officer*

*Published in the Jax Air News, August 5, 2015*



U.S. Navy photos. VP-30 Commanding Officer Capt. Curtis Phillips and VP-30 Executive Officer Cmdr. David Gardella stand with squadron P-3C Orion and P-8A Poseidon aircrew at NAS Nordholtz, Germany.



U.S. Navy photos. Maritime patrol and reconnaissance aircrew from Norway and the U.S., grab a photo between symposium briefs.

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# COMMUNITY

## *Historic Hangar Demolished*

*A*n original NAS Jacksonville aircraft hangar met its demise Aug. 24 following a brief ceremony. Hangar 113, which was constructed in 1941, was torn down due to its age, obstructing views of the airfield and outdated energy use.

“Hangar 113 and two other hangars are slated for demolition due to their age, excessive maintenance costs, and large energy consumption,” said Public Works Department Officer Cmdr. Joel Van Essen.

According to base historian Ron Williamson, Stearman and NR-1 Ryan aircraft were maintained in Hangar 113. SNJ aircraft, used for intermediate pilot training were also housed in the hangar.

“After that it was used to support advanced fighter training

through the end of World War II, including F4U Corsairs,” said Williamson.

Following the war, the hangar was used for Reserve units that moved from NAS Cecil Field.

The contract for demolition was awarded to Foresight Construction, a local contractor from Gainesville. The cost of the contract is \$3.2 million.

“Foresight Construction Group is honored to be selected as the contractor for this historic project,” said Juan Segarra, Foresight’s president and CEO.

“We are looking forward to delivering another successful project for NAVFAC at NAS Jax.”

When the demolition of Hangar 113 is complete, Hangars



*Photos by Julie M. Lucas. NAS Jax Commanding Officer Capt. Howard Wanamaker uses an excavator to tear down part of Hangar 113, following a ceremony Aug. 24. Additionally, Hangars 114, and 115 are also being torn down due to the age and non-use of the facilities.*



115 and then 114 will also be taken down. Hangar 114 was the first home of the Blue Angels in 1946. It was also the site of the first fatality on the base, when a contractor fell from support beams.

"This is a very solemn occasion for us to lose these historic hangars after so many years," said NAS Jacksonville Commanding Officer Capt. Howard Wanamaker. "We have removed some murals from the buildings so that they can be preserved."

Jacksonville Museum of Science and History (MOSH) will be the keeper of the historic artifacts removed from the hangars.

After the buildings are removed, the space will be used as parking for the P-8A Poseidon. The project is expected to be completed spring 2016.i



By Julie M. Lucas, NAS Jacksonville Public Affairs  
Published in the Jax Air News, September 2, 2015



Photos by Julie M. Lucas. Contractors, Public Works personnel and command members pose before the demolition of Hangar 113. Following the demo, Hangars 115 and 114 will also be taken down.



If you served or worked at the **BRUNSWICK NAVAL AIR STATION**, would you be interested in attending a 5<sup>th</sup> year anniversary / reunion of the Base closing?

If so, please contact Jeffrey Simpson to have your name added to the list. We also want to get families involved in this event.

Please help get the word out about this reunion to former shipmates and civilians who served at NAS Brunswick. The event is being planned for July or early August 2016.

Contact **Jeffrey Simpson on FaceBook**, or email: **BNAS 5 year @AOL.COM**

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# COMMUNITY

## *VP-5 Supports CVW-7 at Air Wing Fallon*

*P*atrol Squadron (VP) 5 detached Combat Air Crew (CAC) 3 to support Carrier Air Wing 7 in their Air Wing Fallon qualifications from July 24 – Aug. 7. CAC-3 flew eight missions ranging from Large Force Strike Indications and Warnings (I&W) to a simulated Harpoon shot in support of a maritime strike consisting of eight MH-60R/S helicopters.

Lt. Jason Cromwell, TACCO for the detachment, said, “The training environment created on the Fallon Range Training Complex (FRTC) is unlike anything else I’ve seen as an operator. It really is world class training.” The military controls the airspace and owns some of the associated land below covering an approximately 13,000 square mile area in the high desert near Fallon, Nev.

The FRTC employs actual operational Soviet era radar and surface to air missile (SAM) sites, eliminating some of the artificiality crews may see while performing ESM collection in the simulator.

“This is the first time that I’ve operated in such a demanding ESM environment. I was challenged on every single flight.” said SS3 operator, AWO2 Justin Bilbrey.

In addition to authentic radar and SAM sites, the FRTC also provides adversary fighter aircraft thanks to Fighter Composite Squadron (VFC) 13.

The aggressor pilots are proficient in multiple fighter aircraft, and at any time may be asked to fly the FA-18, F-16, or F-5.

The addition of the adversary aircraft challenged the P-8 to not only identify and locate ground targets, but also assist in the identification of multiple airborne targets.

Fallon also provided CAC-3 with the opportunity to stream real time EO/IR and radar imagery back to operators on the ground. This capability was factored into several of the scenarios, allowing a notional Warfare Commander to declare targets “hostile” based solely on the real time images being relayed back to higher headquarters via the P-8.



*Photos courtesy of VP-5. A VP-5 “Mad Foxes” P-8A Poseidon taxis to the hold short area as two F/A-18 Hornets start their take off roll at NAS Fallon in Nevada.*



“The I&W mission set is something we’re not used to executing. While the learning curve was steep, the entire crew took away valuable lessons that we’re looking forward to sharing with everyone back home,” stated Lt. j.g. Bryan Hamby, the CAC-3 COTAC.

The lessons learned were not just on the part of the P-8 aircrew. Air Wing Fallon provides an opportunity for aircrew from differing platforms across the military service to learn about each other’s capabilities and tactics. CAC-3 hosted riders from VAW-117, VQ-1, 38th Reconnaissance Squadron, and Naval Air Warfare Development Center (NAWDC).

CAC-3 also participated in the inaugural Intelligence, Surveillance, Reconnaissance – Integration (ISR-I) flight. The event gave the P-8 the opportunity to plan execution of a scenario with the E-2, P-3 Littoral Surveillance Reconnaissance System (LSRS), and EP-3. The ISR-I scenario served as the first event organized by the new ISR Cell being stood up at NAWDC. The purpose of the ISR Cell will be to further integrate external ISR assets into the strike group as well as develop tactics to assist ISR platforms in providing intelligence support.

Lt. Cmdr. Johnny Harkins, detachment officer in charge, said “Air Wing Fallon provided us an opportunity to step outside the box and excel in an unfamiliar warfare area. The crew struggled initially, but by the end of the second week, were passing accurate and timely intelligence to the strike group. There is no other training facility in the world that can simulate a fast paced, high threat environment like Fallon can. We look forward to taking the skills learned in Fallon and employing them in our upcoming CENTCOM deployment.”

VP-5 returned from their deployment in 7th Fleet and is currently in their inter-deployment readiness cycle aboard NAS Jax and Cecil Airport.



*By Lt. Jeffrey Long, VP-5 Public Affairs Officer  
Published in the Jax Air News, August 19, 2015*



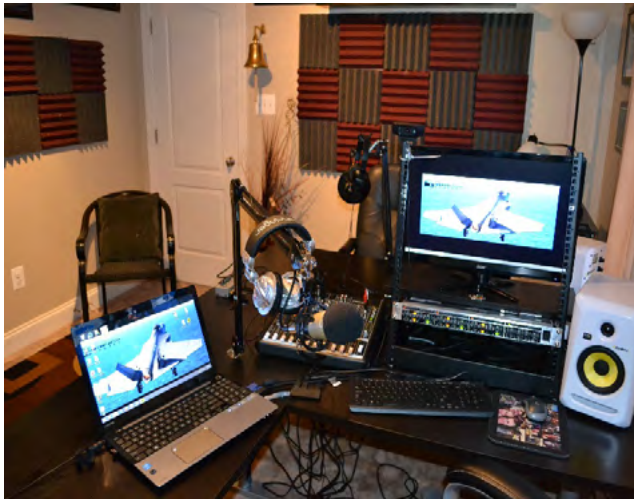
*Photo courtesy of VP-5. Lt. Jason Cromwell discusses P-8A Poseidon capabilities with naval flight officers from VAW-117, an E-2 Hawkeye squadron assigned to CVW-7.*





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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 Expert 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.



# COMMUNITY

## *VP-30 and MPRWS Conduct Worldwide P-8A Mission*

On July 6, aircraft 762 launched from Cecil Airport in Jacksonville, to travel around the world, making stops in Germany, Bahrain, and Australia, in order to increase P-8A Poseidon mission effectiveness for future global employment.

On board the Poseidon were 11 VP-30 and VP-5 maintenance personnel and 10 aircrew from VP-30, Maritime Patrol and Reconnaissance Weapons School (MPRWS), and VP-5.

Also on board were VP-30 Commanding Officer Capt. Curt Phillips, Officer in Charge of the P-8A Fleet Integration Team Cmdr. Andy Miller, and MPRWS Executive Officer Cmdr. Michael Puffer.

The primary intent of the mission was to prepare VP-5 “Mad Foxes” and 5th Fleet staff for the first P-8A deployment to the Middle East area of responsibility.

Another intent was to meet with the Royal Australian Air Force (RAAF) ahead of fleet implementation of the P-8A’s air-to-air refueling (AAR) capability.

The RAAF currently possesses and employs the in-flight refueling capability on its Boeing 737-700 based E-7A Wedgetail Command and Control aircraft.

While enroute to Bahrain and Australia, the crew made an overnight stop at German Naval Airbase Nordholz, to attend

German Maritime Patrol Symposium events and provide a static display for symposium attendees.

Among those attending the symposium was NATO’s Commander, Maritime Air and Deputy Chief of Staff, Maritime Air for NATO Allied Maritime Command (MARCOM), Rear Adm. Thomas Ernst, German Navy, as well as maritime patrol aircrew from Canada, Norway, Spain and Germany.

While in Bahrain, the P-8A crew provided a static display for the U.S. Ambassador to the Kingdom of Bahrain, the Honorable William Roebuck, as well as executed a local demonstra-



*Photos courtesy of VP-30. VP-30 and MPRWS instructor pilots received valuable hands-on, AAR refueling training in an Australian E-7A Wedgetail simulator at RAAF Base Williamtown.*



*Photos courtesy of VP-30. After fueling VP-30 P-8A Poseidon No. 762, the crew prepares to take off from picturesque Pago Pago in American Samoa. The round-the-world mission took 57 flight hours.*



tion flight with top Bahraini military officials on board.

The P-8A crew briefed Commander Task Force 57 on current and future capabilities, as well as limitations, and held meetings to discuss the roadmap ahead of VP-5's deployment. The crew conducted a local demonstration mission flight with 5th Fleet personnel to showcase P-8A capabilities and identify any potential issues well ahead of VP-5's deployment.

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

The crew then visited RAAF Base Williamtown, headquarters to Australia's Air Combat Group, located approximately nine miles north of the coastal city Newcastle, New South Wales. The P-8A aircrew held a static display for local aircrew and support personnel stationed at the base. During the visit, RAAF personnel provided briefings on E-7A operational employment and AAR best practices to better equip VP-30 as they implement their AAR training program in the near fu-



*Photos courtesy of VP-30. Maintainers from VP-5 and VP-30 and VP-30 Commanding Officer Capt. Curt Phillips check out the mileage signs at Naval Support Facility Diego Garcia. Their P-8A Poseidon logged a total of 22,000 miles.*



*Photos courtesy of VP-30. Capt. Curt Phillips (center), VP-30 commanding officer, stands with members of VP-30, MPRWS and VP-5 prior to taking off in July on their adventurous flight around the world.*



ture. The P-8A FRS and MPRWS crews were afforded the opportunity to fly an E-7A Wedgetail AAR simulator event to experience first-hand an AAR evolution.

Intermediate stops for fueling and crew rest during the around-the-world mission included Perth, Naval Support Facility Diego Garcia, Pago Pago, and Hickam AFB, Hawaii. Aircraft 762 and its crew arrived back at Cecil Airport on July 18.

“From Europe to the Pacific, this flight is about maintaining our critical, long-standing maritime patrol partnerships, while sustaining the momentum of P-8A Poseidon training and operational transition of the Fleet,” Phillips stated.

“VP-30 and the weapons school are charged to prepare P-8A Fleet squadrons ahead of future deployments and capabilities – 5th Fleet’s hot weather environment and forthcoming air-to-air refueling operations are just the next chapter in P-8A transition. We will be prepared.”



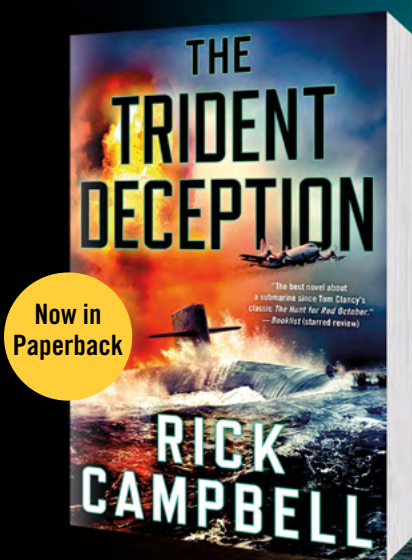
By Lt. Christian Suszan, MPRWS EP-3E Weapons and Tactics Instructor

Published in the Jax Air News, August 12, 2015



Photos courtesy of VP-30. VP-30 Commanding Officer Capt. Curt Phillips meets with the Honorable William Roebuck, U.S. Ambassador to the Kingdom of Bahrain, prior to a tour of the Navy’s new P-8A Poseidon.

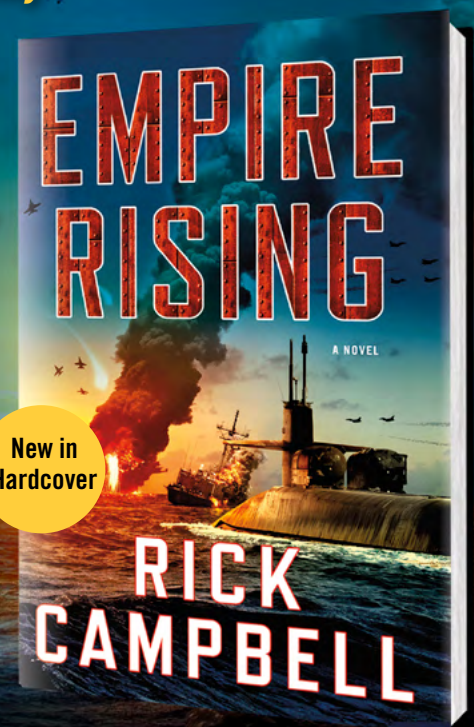
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# COMMUNITY

## *VP-5, VP-8 Complete Truman Strike Group Exercise*

As September drew to a close; so did the Harry S. Truman Composite Training Unit Exercise (COMPTUEX). During the exercise, the “Mad Foxes” of VP-5 and “Fighting Tigers” of VP-8 provided real time support for anti-submarine warfare (ASW), anti-surface warfare (ASuW), and maritime Intelligence Surveillance and Reconnaissance (ISR) to the Carrier Strike Group (CSG) 8.

Patrol Squadron (VP) 5 Commanding Officer Cmdr. Alan D’Jock, stated, “I could not be more proud of the VP-5, VP-8, and Mobile Tactical Operations Center (MTOC-3) “Mad Tiger” team. We look forward to deploying with the Fighting Tigers and continuing our relationship throughout the remainder of our home cycle and next year’s deployment.”

The VP-5 and VP-8 Mad Tiger team was well prepared for the uncertainties of such a dynamic environment. A contributing factor to the success of the exercise was due to the VP liaison officers (LNOs) aboard Harry S. Truman.

These individuals were led by Cmdr. Alan Miller, executive officer of VP-10 and provided enhanced communication between CSG8 and the maritime patrol reconnaissance aircraft. Each crew was able to adapt to and overcome potential problems that may arise such as formidable weather or simulated

hostile contacts.

“The experience that VP-5 and VP-8 garnered from COMPTUEX is invaluable. What our aircrews saw on station is very difficult to duplicate in a simulated training environment,” remarked D’Jock.

VP-5 and VP-8 provided 532.8 flight hours from 73 events to the exercise. The squadron’s participation was a valuable asset to both the surface forces, as well as to the aircrews in the aircraft.

AWO3 Dwyer, an electronics warfare officer with VP-5, said, “Being a part of the exercise was physically and mentally demanding but also taught some of the most senior crews lessons and tips for real world scenarios. It opened the eyes of many new sailors by showing the massive coordination required to accomplish many jobs.”

With this exercise complete, Oct. 2, VP-5 and VP-8 continued their training for a successful deployment next year. The Mad Foxes of VP-5 and Fighting Tigers of VP-8 will continue training, and participating in exercises abroad as well as at home.



*By Lt. j.g. Nicholas Martin, VP-5 Public Affairs  
Published in the Jax Air News, October 14, 2015*



*Photo courtesy of VP-5. P-8A Poseidon aircraft temporarily operating from Cecil Airport played anti-submarine warfare roles in the recent Harry S. Truman Carrier Strike Group 8 Composite Training Unit Exercise.*



# COMMUNITY

## 1975 VP-31 COMNAVAIRPAC NATOPS Team Gets VP-30 VIP Tour

To all the personnel in the VP-30 Pro's Nest -

The COMNAVAIRPAC NATOPS Team of 1975 at VP-31 recently received a VIP reception at VP-30. Our tour of the ITC, the Hall of Honor, and the Heritage Room were most inspiring. The historical second floor hallway at VP-30 is a thing of beauty to a VP aviator, who spent most of his adult life in the community. When my former boss and pilot Evaluator, CDR Rick Amundsen got to fly the P-8 simulator, it seemed like the years faded away. Thank you for making that happen. Likewise, the tour of an actual P-8 out at Cecil was fantastic. My sincere thanks to all those who made our visit so memorable - especially LT David Joselyn. David, you are a true professional in every way. I hope you enjoy the rest of your career in the Navy. Skipper Phillips, your hospitality was over the top. I know you are destined for more great accomplishments in our Navy.

Best regards,  
CAPT Tom Spink, USN (Ret)  
VP-46, VP-31, VP-91  
Sunnyvale, CA (near Moffett Field)

Moffett Field Historical Society and Museum Association of  
Naval Aviation MPA VP International



Skipper Curt Phillips receives two coffee cups - one with VP-31 NATOPS Team logo and one from the Moffett Historical Society with the logos of all the Moffett squadrons and commands. These are for the historical collection in the second floor hall of VP-30. CAPT Chalker Brown is next to CAPT Phillips. Chalker was responsible for transforming the second floor hallway into a historical monument during his tour as Skipper of the Pro's Nest.



The COMNAVAIRPAC NATOPS Team at VP-31 from 1975. Pilot Evaluator, CDR Rick Amundsen, USN (Ret), P-3B NFO Evaluator, CAPT Tom Spink, USN (Ret), CAPT George Lancaster, USN (Ret), P-3C NFO Evaluator, CAPT Al Prescott, USN (Ret). Photo courtesy of VP-30.



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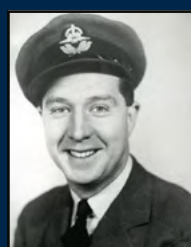
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Vince Anania



Captain  
Fernald Anderson



Mr. Jay Beasley



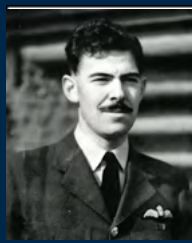
Squadron Leader  
Terrence Bulloch  
Royal Air Force



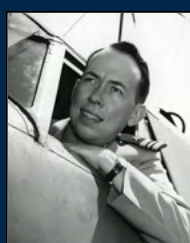
Commander  
Scott Carpenter



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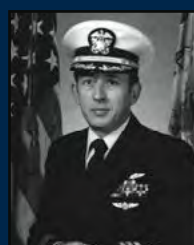
Captain  
Norman "Bus" Miller



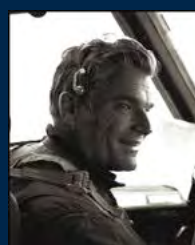
Admiral  
Thomas Moorer



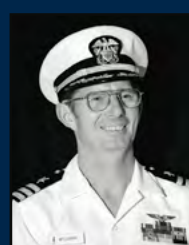
Rear Admiral  
Paul J. Mulloy



Commander  
Kenneth D. Walker



Vice Admiral  
Edward Waller



Commander  
David Weisbrod



Rear Admiral  
Daniel J. Wolkensdorfer



# COMMUNITY

## 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](http://www.maritimepatrolassociation.org/symposium)

**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](http://www.anapatriotsquadron.org).

### Chapter Events

#### Norfolk Chapter:

Norfolk Chapter Happy Hour on November 12 at O'Connor Brewing Company (211 W 24th St) from 1700-1900. Free for members, \$5 for spouses, and \$10 for non-members. For more information, contact:

**LT Scott Miller, VP of Region**  
[millersr@cvn77.navy.mil](mailto:millersr@cvn77.navy.mil)

#### Hawaii Chapter:

Stay tuned for coming events!

**CAPT Steve Newlund, VP of Region**  
[steve.newlund@navy.mil](mailto:steve.newlund@navy.mil)

#### Pax River Chapter:

Stay tuned for coming events!

**CDR Molly Boron, VP of Region**  
[molly.boron@navy.mil](mailto:molly.boron@navy.mil)

#### Washington DC Chapter:

Stay tuned for coming events!

**CDR Chris Flaherty, VP of Region**  
[christ.flaherty@navy.mil](mailto:christ.flaherty@navy.mil)

#### Whidbey Island Chapter:

Stay tuned for coming events!

**CAPT Brett Mietus, VP of Region**  
[vincent.segars@navy.mil](mailto:vincent.segars@navy.mil)

### October

#### Thursday, October 22:

Fall Flight Suit Social onboard NAS Jacksonville at the O'Club, 1400-1900.

### November

#### Thursday, November 12:

Norfolk Chapter Happy Hour at O'Connor Brewing Company (211 W 24th St) from 1700-1900. Free for members, \$5 for spouses, and \$10 for non-members. For more information, contact LT Scott Miller at [millersr@cvn77.navy.mil](mailto:millersr@cvn77.navy.mil).

### December

#### Happy Holidays!

### January

Stay tuned for information regarding the opening of event ticket sales for the 2016 MPA Symposium.

#### **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](mailto:info@maritimepatrolassociation.org).

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



# OF INTEREST

## *U.S. Military to Reopen Base in Iceland?*

The U.S. government has expressed its opinion to Icelandic authorities that considering increased Russian aggression there may be reason to reopen the U.S. Navy base in Iceland; the U.S. Armed Forces operated the Naval Air Station in Keflavík as a NATO base from 1951 to 2006. Its location was considered to be of great importance during the Cold War.

“The Russians have long done transit flights where they pass close by Iceland,” Work said, “but they’ve recently made several circumnavigation flights.” As a result, “Iceland is interested in increasing military cooperation,” U.S. Deputy Secretary of Defense Bob Work said in an interview on DefenseNews.

Work is currently on a seven-day visit to the Nordic countries and northern Europe. He discussed Russian concerns with representatives of NATO members Denmark, Iceland and Norway, along with those of the neutral Finland and Sweden, in Oslo on Tuesday.

Before the meeting, Work came to Iceland to talk with Icelandic officials; the Icelandic Ministry for Foreign Affairs confirmed to RÚV that reopening the base in Keflavík had come up.

Work then toured the former U.S. military air base, which is

now being used as a center for education and innovation, student housing, concerts and other events.

“The hangar built there to support P-3s is still there,” Work said, adding that he wants to make sure it can be reactivated. During the tour, which took place on Monday, commander of the airbase Jón Guðnason said it had been maintained, commenting. “There is lots of empty space here ... for new construction and facilities.”

“It’s clear the northern tier is very concerned with what the Russians are up to,” Work said, concluding, “They’re anxious to have cooperative talks.”

Icelandic authorities have stressed that the idea to reopen the base did not come from them and that no discussions to that regard are taking place between the two governments.

In the budget bill, which was presented this week, it is suggested that contributions for defense issues be increased by ISK 213 million (USD 1.7 million, EUR 1.5 million), an amount earmarked for NATO.



By EYGLÓ SVALA ARNARSDÓTTIR

*Published in the Iceland Review Online, September 11, 2015*



*The former U.S. Naval Air Station in Keflavík. Photo: Páll Stefánsson.*





# HISTORY

*Official Recording of 1944 VPB-33 Bombing Run from "Air Op Memo"*





Com Air PAC  
Hit Op Memo 3/26/45

## TACTICS AND OPERATIONS

### VPB-33 HITS 197,000 TONS OF JAP SHIPPING

VPB-33 is now on its way to the United States with its second tour (19 months) under its belt, during which it operated from Baker Island to Subic Bay, participating in 12 major operations. The spectacular record of this Black Cat squadron in effective, low-level, night-time operations against both warships and merchantmen includes the following ships sunk:

1 Katori Class CL	(6,000 tons)
1 Chitose Class AVP	(9,000 tons)
4 DEs	(1,400 tons)
2 Freighter Transports	(8,500 tons)
1 AO	(10,500 tons)
1 AP	(10,500 tons)
32 AKs under 5,000 tons	

Total: 116,500 tons sunk. In addition to these 42 ships sunk, 101 smaller craft were destroyed, and 20 ships totalling 80,500 tons were damaged. The period 1 September to 4 October accounted for 103,500 tons of shipping sunk.

Beginning at Baker Island in the summer of 1943, the squadron participated in the following operations:

Baker Island	Noemfoor
Admiralty Islands	Morotai
Hollandia	Leyte
Aitape	Mindoro
Wakde	Lingayen Gulf
Biak	Subic Bay

The normal schedule of operations was six weeks on night search and attack, six weeks on dumbo missions, and six weeks on daytime searches. Most of the shipping destroyed was in low-level (200 feet) night attacks, and 75% of the damage was done in the Philippines-Borneo-Dutch East Indies theatre between 1 September and 4 October, 1944.

PBY-5s of VPB-33 were the first allied aircraft to bomb Wolei and Wakde, the first to land at Halma-hera, the first to make night shipping attacks in Borneo and the Central Philippines since the fall of Corregidor, the first squadron to be based in the Philippines since that time.

If, upon analyzing this squadron's activities, the tendency is to be overcome by sheer weight of numbers, sight should not be lost of the reasons for the high degree of success in destroying enemy ships. When asked to what they attribute this success, members of the squadron said: "When you come down on any enemy ship in the black of the night at 200 feet at 150 knots, it's pretty hard to miss." Time after time action reports of this squadron show 75% hits to bombs dropped on a mission. The most spectacular attack, that in which Lt. (jg) Sumpter sank two DEs and one AVP, was done with the bombs from only one wing.

"The blacker the night, the safer the job," say the PFCs, "but on



bright moon-lit nights we got plenty of hell from the targets' AA. We have attacked on nights when the target ship could be seen seven miles away, but normally a radar search brings us to within a much closer range, so that we can establish visual contact even on pretty dark nights. Sighting and dropping, either by intervalometer or seaman's eye, was always visual, never by radar."

Details of some of the more profitable actions are contained in the following accounts of some of the more spectacular missions of VPB-33.

#### 5 September 1944: 2 DEs Fired

Two destroyer escorts of the Maturi Class were sighted moored side by side three miles east of Zamboanga, Mindanao, by Lt. Comdr. Anderson and his crew. After circling and coming in from the north, 2 x 100# bombs were released at masthead height. Each ship was struck squarely amidships and both exploded, sending flames more than 1000 feet in the air. When the Cat



left the area a minute later, both were blazing from bow to stern. The fire was still visible at 40 miles.

#### 6 September: 3 Freighters Hit, 1 Sunk

Lt. (jg) John D. Warner and his Black Cat crew sank or destroyed three freighters along the south coast of Ceram. The first target, a 500-ton freighter, was left in an unserviceable condition after a 100# bomb exploded 40 feet off its bow and after it took 350 rounds of .50 caliber. A 3000-ton freighter-transport was sunk by 2 x 500#, one landing slightly forward of the fantail and the other exploding six feet off the side of the ship. The ship could not be found after the attack. The third target, a 1000-ton freighter-transport, was hit squarely amidships with one of two 500-pounders released, as were all others, at masthead level. The explosion threw debris 800 feet in the air. The ship was then strafed at will.

#### 16 September: Large Freighter Destroyed

Lt. Comdr. J. F. Merritt and his crew destroyed an 8500-ton freighter in a 17-run attack in Kendari Harbor, Celebes. The target was at anchor one-half mile off shore when the Cat made its first run, during which 2 x 500# bombs and 1 x 100# bomb were released at masthead height. The two 500s landed amidships and the one 100# slightly over the vessel. Several strafing runs followed. Then Merritt came in a mite too low on another bombing run in which a 500-pounder and a 100-pounder were dropped to make sure of the kill.



As the plane passed over the ship, the starboard wing struck a forward king-post, biting out a one-foot-square chunk of the leading edge of the wing. The 500# bomb struck the ship, but the 100# bomb failed to release. More strafing runs were made and then six parafrags were let go, five scoring near-misses, the sixth landing in an open after-hold, causing a muffled explosion and fire. As the Cat left the scene, the ship was a raging inferno. Flame was visible 40 miles out to sea. Upon arrival back at base it was discovered that large pieces of the freighter's king-post were embedded in the wing's leading edge.

23 September: 2 DEs and a Large  
AV Sunk

In one of the best nights enjoyed by the squadron's Cats, Lt. (jg) Sumpter blew up two destroyer escorts and sank a 10,000-ton seaplane tender in Davao Gulf, Mindanao. The tender, of the Chitose Class, was at anchor in the process of fueling the two DEs when Sumpter came in at masthead level. Two 500# and two 100# bombs were dropped in series. The first 100-pounder struck the nearest DE amidships; both of the 500s caught the seaplane tender amidships, and the final century exploded in the second DE. The resultant explosion of the three ships lifted the Cat 200 feet in the air. The destroyer escorts disappeared.

Sumpter came around again and marked the crippled tender with numerous float lights. His gunners went to work, strafing. This, added to the effect of the two bomb hits, caused a raging fire, and oil and debris littered the water. When the

plane left the area, the ship had rolled over on its side and was sinking.

23 September: 550-Mile Trip on  
One Engine

In the face of intense, accurate 20-mm and .50-caliber return fire, Lt. (jg) Robert W. Schuetz and his crew damaged a 10,000-ton transport at Toli Toli Bay, Celebes. As the Cat passed over the target on its bombing run, .50-caliber bullets entered the under side of the afterstation, fatally wounding the navigator. Earlier, 20-mm fire holed the starboard engine and wing, went through one blade of the propeller, blew off two top cylinders, knocked out the prop pitch control cable, blew off the cowlings, and sheered the gas vents.

Despite the damage the run was completed and four 500# bombs released over the vessel — two about 30 feet away and two against the hull. With the starboard engine missing and the whole plane vibrating badly, Schuetz climbed to 2000 feet, the crew jettisoned all guns and ammunition, and the return home was made despite mechanical difficulties. The starboard prop had to be feathered and the 550-mile trip made on one engine.

23 September: Large Tanker Destroyed

Lt. Comdr. Anderson and his crew destroyed a 10,500-ton tanker in Kolono Bay, Celebes. A smoke light was dropped to mark the target, revealing not only the tanker but a small, escort vessel, both on the southern side of the entrance to the Bay. As the run was begun, both





ships and shore batteries opened up with intense, accurate, light and medium AA, holing the port wing.

Two 100# bombs and two 500-pounders were released over the tanker. One of the centuries and a 500 hit amidships; the other 500 struck close aboard the starboard side. The ship exploded, all ack-ack ceased, and flames rose several thousand feet in the air and spread across the surrounding water. The ship rolled over and sank. The fire was visible for 40 miles.

#### 26 September: Large Transport Sunk

A 10,500-ton transport was sunk and a 7000-ton transport was probably damaged in an attack made by Lt. Comdr. Merritt's PBY off shore of Jolo Island, Sulu Archipelago, in the face of intense AA from both vessels and five escorts. Four 100# and four 500# bombs and eight paragrags were dropped during the attack, which was made an hour and a half after the first sighting, under the assumption that the enemy had been aware of the presence of the Cat.

The first run was made at 100 feet, approaching up-moon from behind a high point of land, and was met by ack-ack shortly before reaching the target. The bomb mechanism failed to function. A circle to the right was made in order to avoid the barrage and then the port bombs were released in salvo by using the emergency-release handle. The two 100-pounders and the two 500-pounders exploded under the stern of the 7000-ton ship.

Merritt then headed for the larger vessel, again used the emergency release, and dropped two 500# and one 100# bombs from the starboard wing. The three burst amidships, sending debris and flames 500 feet into the air. The AA had been on all the time and continued as the Cat pulled away about four miles, and remained in the vicinity for three hours. Meanwhile, the ship had been engulfed in flames, the fantail had sunk, and the ship was slowly sliding under water.

#### 3 October: Light Cruiser Burned

A 6000-ton Katori Class cruiser fell to the Black Cat commanded by Sumpter. Two cruisers, a DD and a DE were sighted at anchor, protected by an anti-torpedo net, in Toli Toli Bay, Celebes. Believing the enemy had been alerted, Sumpter flew to sea and returned two hours later. Approaching from behind a hill at 1000-foot altitude, he made his run one and a half miles away from his target. When about a quarter of a mile from the ship, the four men-of-war opened fire with intense, light and medium anti-aircraft.

The entire bomb load of four 500-pounders and four 100-pounders was

released at 150 feet — the run being made directly down the center line of the ship. Two 500# and two centuries hit and exploded slightly abaft amidships on the port side, and the same amount of bombs hit and exploded forward of the starboard side. The entire ship burst into flames and Sumpter made tracks. Twenty minutes later, he approached to within a half-mile of the scene and all that remained of the cruiser was a mass of indistinguishable debris.

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# HERITAGE PHOTOS

*Photos of the Morning After a Heroic Event in 1944*



Lieutenant Commander [then Lieutenant] James Franklin Merritt, Jr., United States Naval Reserve, was awarded the Navy Cross for extraordinary heroism in operations against the enemy while serving as Commander of a Navy Patrol Plane in Patrol Squadron THIRTY-THREE (VP-33), attached to the SEVENTH Fleet, during operations against enemy Japanese forces off the Southwest Coast of Mindanao, Philippine Islands, on the night of 26 September 1944. Displaying extreme courage and resourcefulness, despite the danger of bright moonlight, Lieutenant Commander Merritt executed a masthead bombing attack on two large hostile transports in the face of heavy anti-aircraft concentration from the target ships and five armed escorts. After his bombs failed to release on the first bombing run, he gallantly returned to his targets and succeeded in totally destroying one of the transports and inflicting probable damage on the other. His outstanding fearlessness, determination and devotion to duty were in keeping with the highest traditions of the United States Naval Service.

*This photo was taken on the morning of 27 September 1944, as crew members examined part of the enemy masthead. Lt James Merritt appears on the left with VPB-33 CO, LtCmdr F. P. Anderson (MPRF Hall of Honor Recipient) aft in boat photo looking on.*

# HERITAGE PHOTOS

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*Photos of the Morning After a Heroic Event in 1944*



*This photo was also taken on the morning of 27 September 1944, as Lt James Merritt (left) and VPB-33 CO, LtCmdr F. P. Anderson (MPRF Hall of Honor Recipient) examine part of the enemy masthead.*





# MPA

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**Questions? Comments?**

**Drop us a line any time at:**

**[info@maritimepatrolassociation.org](mailto:info@maritimepatrolassociation.org)**

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

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PLANESIDE, please email your materials to:  
[info@maritimepatrolassociation.org](mailto:info@maritimepatrolassociation.org)**



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# MPA

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