

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2016: Issue 2



In This Issue

2016 Symposium Review!

Squadron News from Around the Globe

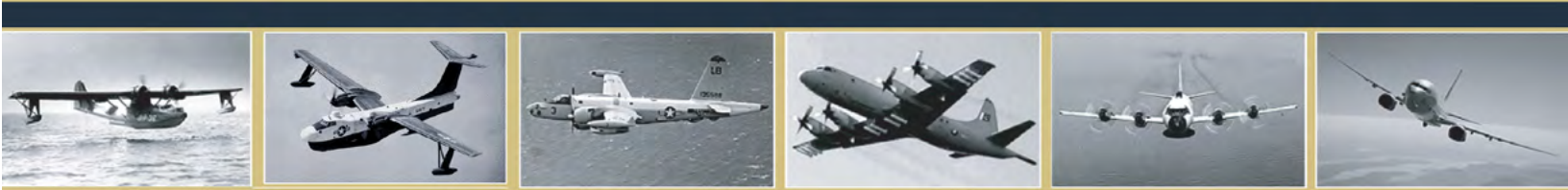
Maritime Patrol & Reconnaissance - It's a Family Business

PLANESIDE

Cover Photo



Photos courtesy of VP-10 . The Norwegian military base, Andoya Air Station, hosted VP-16 during the NATO exercise Cold Response 2016.



PLANESIDE is a quarterly online newsletter published by the Maritime Patrol Association, Inc. Copyright 2012-2016.



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





A NEW ERA, NOW ON STATION.

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



PLANESIDE

In this Issue

Features:

Welcome from the President	5
CPRG: Checking On Station	7

In the News:

2016 MPA Symposium Review	10
VADM Shoemaker Kicks Off 2016 MPR Symposium	15
'Mad Foxes' to the Rescue	16
'War Eagles' Showcase Capabilities at Singapore Airshow	17
VP-50/FASO 25th Anniversary Memorial	19

Community:

Patrol Squadron Four Begins 'Aloha' Deployment	21
VP-8 Deploys to Okinawa	23
The Grey Knights Return Home	24
VP-10 'Red Lancers' Hold Change of Command	26
Patrol Squadron 46 Celebrates 85 Years of Excellence	28
VP-8 Introduces P-8A to JMSDF	29
VP-30 Wins CNO Aviation Safety Award	30
VP-8 Participates in Indonesian 'KOMODO' Exercise	31
'Pelicans' Participate in Red Flag Exercise	33
U.S. Navy, Royal Australian Air Force Collaborate 'Down Under'	35
VP-5 Ready to Head Out the Door	36
'Red Lancers' Support Louisiana NROTC Midshipmen	39
'Mad Foxes' Provide P-8A Tour for 6th Fleet Brass	40
'Fighting Tigers' Welcome Members of Congress	41
'Pelicans' Check Out NAS Sigonella	42
'Red Lancers' Perform at Exercise Cold Response	43
VP-5 Maintainers Excel on Latest Inspection	45
VP-45 Conducts First Burial-at-Sea with P-8A	46
NAS Jacksonville Runway Construction Project	49
VP-8 Takes P-8 to ROTC Event	50
Recent Events	52
Calendar of Events	53

History, Heritage & Of Interest:

Heritage Photo - Patrol Aircraft from WWII to Today	56
Maritime Patrol and Reconnaissance – It's a Family Business	57
Confessions Of A US Navy P-3 Orion Maritime Patrol Pilot: Part 2 of 3	60

What's New:

65



WELCOME

From the President

*G*reetings to all of our MPA warriors past and present!

I am so excited to write to you and report out on what was our most successful MPA symposium we have had to date. The numbers are still being finalized but from what I have seen thus far we have exceeded our predictions and set records for attendance in every event over the course of the week. Thank you does not do enough to recognize the tireless efforts of our board, volunteers and our course our members! Without all hands taking a strain this event is not possible. I was deeply humbled to watch everyone work over the past months getting ready for MPA symposium and then watching them execute with precision throughout the week. It was something I will not forget.

As I type this letter the men and women of the Maritime Patrol and Reconnaissance Force are forward deployed in harms way. The 'Tigers' of VP-8 are deployed with the P-8 to Kadena Airbase Japan; the 'Mad Foxes' of VP-5 are deployed to Misawa Airbase Japan and for the first time with the P-8 to Isa Airbase Bahrain; the 'Skinny Dragons' of VP-4 are deployed to Sigonella Naval Air Station Sicily, Djibouti Africa and El Salvador. This is their last Orion deployment as they will begin transition to the P-8 when the return to their new home base of Whidbey Island Washington; the 'Fighting Marlins' of VP-40 are deployed with the P-3 to Incirlick Airbase Turkey, Isa Airbase Bahrain and Kadena Airbase Japan. The Marlins are flying the P-3 and using it to affect real combat power in our efforts to destroy ISIS. And as they have done for many years both VPU-2 and VQ-1 have detachments across the globe in every geographic combatant command bringing the fight to our enemies.

I mention all of what we are doing because it gives meaning to the theme of our recent MPA symposium, "Honor the Past; Forge the Future." What we are accomplishing with the P-3, EP-3 and P-8 is due to the blood sweat and tears of those who have come before us. There are many that have worked tirelessly and selflessly to enable the present we enjoy today and have set the conditions for success for the future. The current generation of Maritime Patrol and Reconnaissance aviators is standing on the shoulders of giants. The operational success we enjoy on station is due to the vision and persistence they had when they were leading this mighty community. From the current generation to our storied past we salute you and humbly thank you for your leadership.

Our member's sponsorship and support of MPA has allowed us to reach many of our goals. One of those goals is to increase the number of scholarships. Over the past three years, we have awarded a total of \$16,000 in scholarships. This year, we are happy to report that we have awarded \$10,000 to 10 very worthy recipients, growing our total scholarship amount to \$26,000. Our scholarships are funded through charitable events such as our golf tournament and more importantly due to the



CAPT Anthony Corapi, USN.

generosity of our individual members like you. In fact, in the past few weeks, our membership officially surpassed the 1200 active member mark and 60% of that active duty! Thank you all for your support!

Finally, I'd like to recognize all of our corporate sponsors for their continued generosity, many of whom make yearly contributions, both through monetary and non-monetary support. Some of our corporate sponsors are new this year and hopefully and we are excited to have you. We now have 13 corporate sponsors who contributed over \$35,000 total this year to the MPA for a grand total of \$205,400 since inception. This money not only funds our yearly symposium and scholarships, it allows MPA to support projects that have an everlasting impact on the heritage of the community like the Hall of Honor, the new memorial room at the P-8a training center, and a future memorial walk on board NAS Jacksonville. As our funds grow, so too will the number and size of our projects. See you on-station soon!

All my best,
Ant
Captain Anthony Corapi
President, Maritime Patrol Association, Inc.



What's In Your Wallet?

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

Dollar for dollar, you can't argue with the benefits of membership. A year-long membership at \$35 is more than 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 2017

Taking off for college?

★ **This application is for you.** ★

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

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

www.maritimepatrolassociation.org/scholarship.html

Wings Over America (WOA) administers the Maritime Patrol Association (MPA) scholarship. Applicants who are eligible for the MPA scholarship will also be considered for available WOA scholarships. Application for the 2017 award year will open in October 2016.



CPRG

Checking On Station

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

As I pen this submission of Checking on Station, I am riding comfortably at 37,000 feet winging my way back to Norfolk after an incredibly gratifying week with the fleet in Jacksonville. If, like me, you had the opportunity to attend the Maritime Patrol Association's Heritage Dinner and Symposium, you witnessed first-hand what makes this community so great. In keeping with this year's theme of, "Honor the Past, Forge the Future," we once again came together as Maritime Patrol Aviators – past and present – to renew old acquaintances and remember those who have gone before, at times paying the ultimate sacrifice. We gathered to tell sea stories, many of which are actually true, and perhaps most importantly lay in a course for the future of MPRA. As I listened to Admiral Harry Harris, United States Pacific Command, speak of his experiences as a VP NFO and how they shaped who he is today, and to AMMF1 Clarence "Bud" Lane (ret) and LTJG Richard Watson (ret), decorated veterans of Pearl Harbor and Battle of Midway, recount their experiences flying Maritime Patrol aircraft, I was reminded of the common bond shared by us all. The bedrock of our profession is the relationships we build with those we serve to answer our nation's call. Once again it was made abundantly clear that the true strength of the Maritime Patrol and Reconnaissance community lies more with the honor, courage, and commitment of its people, and the families that support them, than with the effectiveness of its machines.

While it is true that our Navy provides us with the very best equipment and technology that allow us to do our mission, it is the aircrews, maintainers, and ground support personnel that make it hum. This is as true today as it was for Bud Lane and his shipmates and will continue to be true for aviators manning the MPRF of the future. Our transition from P-3C to P-8A, which wraps up on the east coast this month with VP-26's "safe-for-flight" certification, remains on track as we look to begin the west coast transition with VP-4 this fall. While challenging, the transition to P-8 is executing as planned and we are now eagerly anticipating the initial Triton rollout in 2018 and going fully operational with Triton Multi-INT in 2020. Make no mistake; the introduction of Triton is foundational to successfully transforming the community. Our MPRF vision for 2025 brings together both VP and VQ operators to



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

man our entire Family of Systems and truly become "single patch wearers."

As I travel around the fleet, it is clear that there exists a fundamental misperception about how Triton will be manned and the career impacts of serving in a VUP squadron. There is an enduring myth that once an operator "goes" to remotely piloted Triton, that operator can never go back to P-8. This could not be further from the truth. Early in my tour I made the decision that a Triton tour - whether as a Junior Officer or Department Head - does not lock an officer out of P-8 opportunities in the future, or vice versa. Given the evolving and critical nature of our mission – ASW First, ISR Always, and ASuW when called upon – the fact is that a Triton tour will be just as valued for career progression as a tour in P-3 or P-8. Every MPR aviator will begin their career in their assigned fleet squadron and no operator, enlisted or officer, will be irrevocably tied to a specific platform but detailed and promoted in accordance with the traditional guidance of "best



and fully qualified” to fulfill the mission. I expect that officers who serve in VUP during their first shore tour will be competitive for P-8 Department Head and that subsequent selection for command will be based on the entirety of one’s record and not depend solely on what platform was flown, but rather how well it was flown. Like everything else we do – warfighting performance matters.

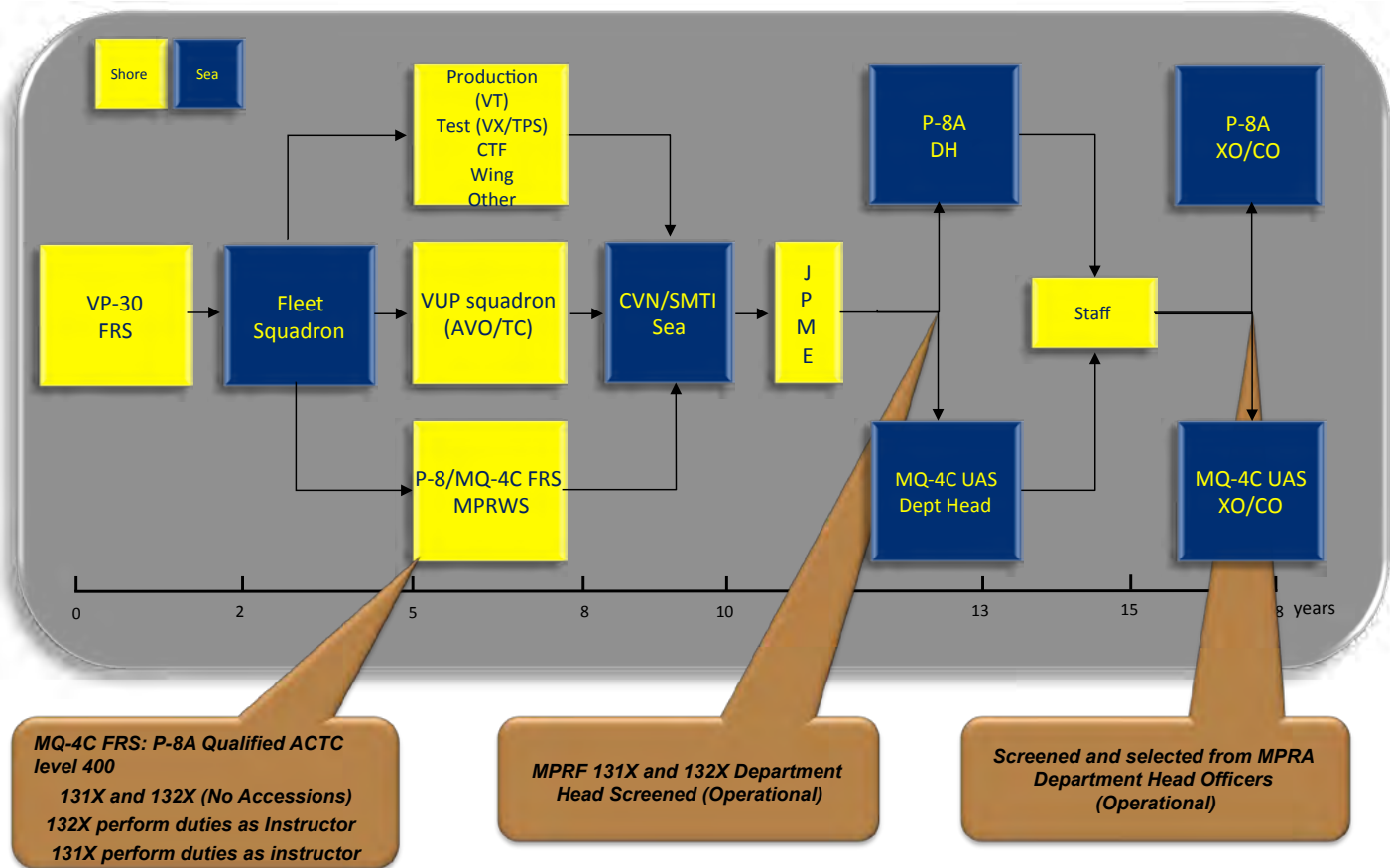
The diagram below depicts a typical MPRF officer’s due course career path from FRS graduation through O5 command.

With the resurgence of near-peer threats and the demand for Maritime Patrol and Reconnaissance skillsets rapidly approaching cold war highs, we are discovering that the lessons of the past are just as applicable today’s fight. The fact that I

am hearing JO’s talk about their ASW successes through employment of “old school” ASW tactics simply reinforces my belief that it is the people, not the platforms that make the difference on station every day. But having new platforms, with the very best in new technology, sure does help! Fly, Fight, Lead.

With Great Respect,
Kyle Cozad
Rear Admiral
Commander Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific
★

OFFICER CAREER PATH





TRITON

**THE VALUE OF
LEAVING NO STONE
IN THE OCEAN UNTURNED.**

When it comes to maritime intelligence, surveillance, and reconnaissance, persistence is better. Northrop Grumman's MQ-4C Triton is the ideal solution for the U.S. Navy's growing unmanned ISR needs. Triton can fly for over 24 hours at 50,000+ feet, constantly identifying and tracking threats over vast stretches of water. Equipped with a large payload of advanced maritime sensors, it can integrate with other systems as well. *That's why we're a leader in innovative Autonomous Systems.*

THE VALUE OF PERFORMANCE.

NORTHROP GRUMMAN

IN THE NEWS

2016 MPA Symposium Review

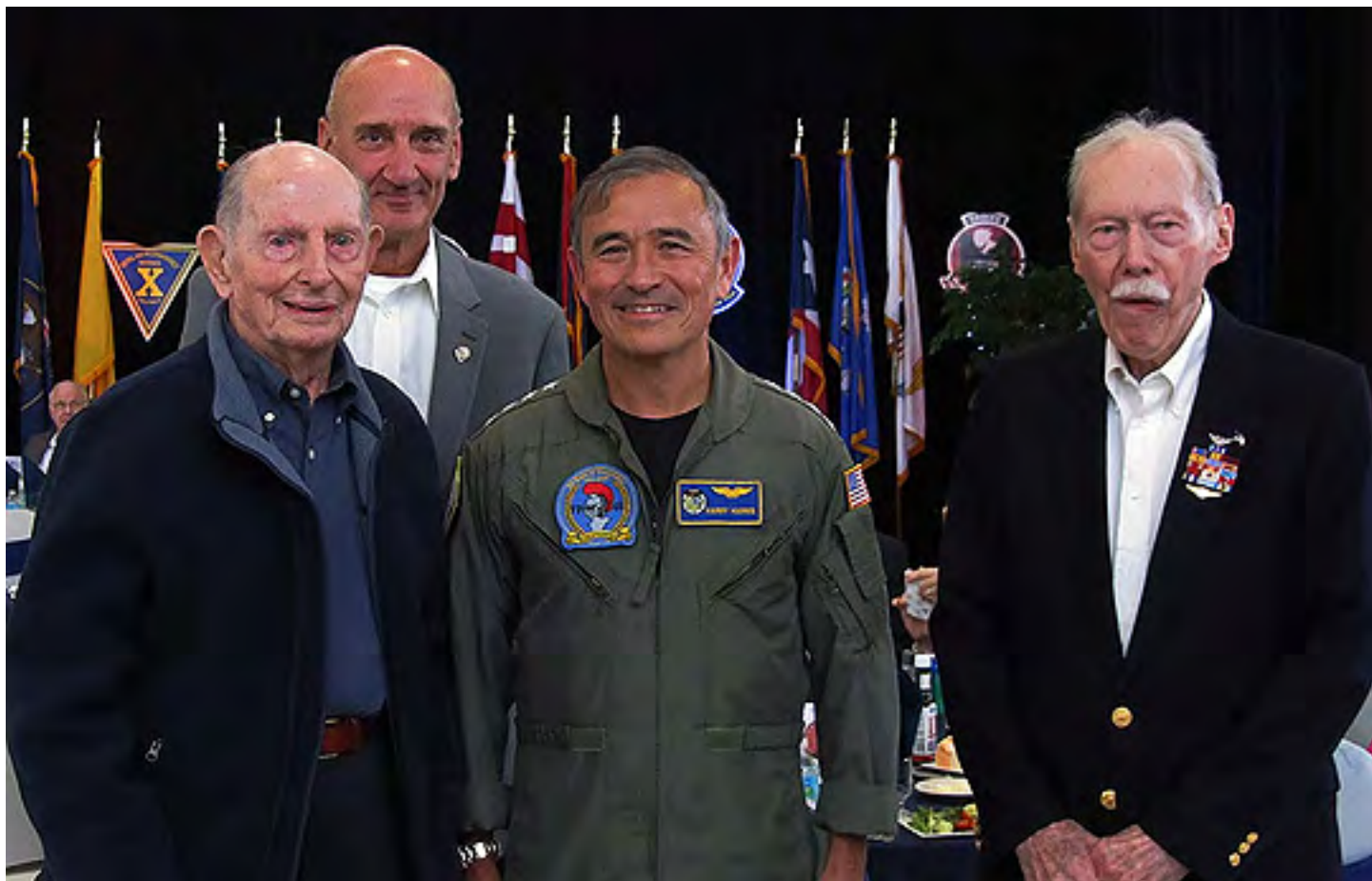
With record attendance numbers for nearly all of the week's events, the 2016 Maritime Patrol Association (MPA) Symposium celebrated the members and heritage of the MPRA community with the theme, "Honor the Past; Forge the Future", onboard Naval Air Station Jacksonville April 13-15.

The keystone event of the symposium, the annual Heritage Dinner, was held in historic Hangar 117, and attracted a crowd of more than 400 active duty, retired and civilian guests. The President of MPA, Captain Anthony Corapi, USN started the evening by reflecting on the accomplishments of the P-3, EP-3 and the P-8. "It is all due to the blood sweat and tears of those who have come before us. There are many here in the audience tonight that have worked tirelessly and selflessly to enable the present we enjoy today and have set

the conditions for success for the future. The current generation of Maritime Patrol and Reconnaissance Aviators are standing on the shoulders of giants. The operational success we enjoy on station is due to the vision and persistence they had when they were leading this mighty community".

Guest speaker, Admiral Harry Harris, Commander, United States Pacific Command was introduced by Rear Admiral Kyle Cozad, Commander, Patrol and Reconnaissance Group. ADM Harris spoke about Naval Aviators, Naval Flight Officers and Naval Air Crewman of the past and present.

"I choose to speak about history, the history you are making today and the shared history we've made together," said ADM Harris. "I choose to speak about the friends and heroes who made that history glorious and the places and events that made it memorable".



ADM Harry Harris joining the VP-44 Reunion Group at the Heritage Dinner. ADM Harris was also a member of VP-44. From left to right: AMMF1C Bud Lane, USN (Ret), Gene Toffolo, Admiral Harry Harris, USN and LTJG Richard Watson, USN (Ret). Photo by Gene Toffolo

ADM Harris addressed the history of Naval Aviation and the part that the P-3 Orion has played in that. "Naval Aviation is 105 years old this year and this year marks the 56th anniversary of the P-3 Fleet Introduction. The P-3 Orion has been around for more than half of Naval Aviation", said ADM Harris.

"In the Pacific, every day is a Navy day. For even though we now live in a world where we must think, learn and fight jointly...and rightfully so...today we go back to our roots and take special note of what lies at the very heart of our profession – seapower and the glory of Naval Aviation, and the wonderful men and women who wear wings of gold", said ADM Harris.

After ADM Harris's remarks regarding the past, present and future of Naval Aviation and the Maritime and Reconnaissance Force (MPRF), the dinner presentation turned again toward the past to honor war time heroes that were inducted into the MPRF Hall of Honor for 2016.

Rear Admiral Byron "Jake" Tobin, USN (Ret.) was a Cold War Warrior selected for an unprecedented 9 command tours by the Navy. In 1978, he assumed his first command at VP-49. He drove his crews to understand the "Art of ASW" and his squadron was awarded the coveted Arnold J Isbell Trophy for ASW excellence. While in command of Patrol Wing ELEVEN he developed what came to be known as Task Force Sierra, which saw P-3Cs working highly successful combined ASW operations with US submarines. Over the next 3 years, the Soviet Union conducted several surge operations but Task

Force Sierra operations resulted in the withdrawal of these submarines as the Soviets realized they were at extreme risk due to the successful prosecution by both P-3Cs and US submarines. As a flag officer, RADM Tobin served as the Commander of the newly established Mine Warfare Command, while also commanding Naval Base Charleston, SC. He returned to his beloved MPRA community in 1989, serving as Commander Patrol Wings, U. S. Atlantic Fleet. During this tour he surpassed 6,000 flight hours and directed the community's support of the build-up for Operation Desert Storm. He subsequently commanded Naval Base Norfolk, and finally, U. S. Naval Forces in Japan. Retiring from the Navy after 36 years, RADM Tobin and his wife, Sally, continued to serve together as they supported numerous charities in the Norfolk area and he was appointed President of the Hampton Roads Naval Historical Foundation.

Captain Michael E. Lopez-Alegria, USN (Ret.) began his naval career at the Naval Academy and first flew with Fleet Air Reconnaissance Squadron Two (VQ-2) in Rota, Spain conducting Cold War missions in both the EP-3 and EA-3B. He was designated a mission commander and instructor pilot in the EP-3 and left the command in 1986, as the top Lieutenant. As a test pilot he



Admiral Byron Tobin, USN (Ret) was inducted into the Maritime Patrol & Reconnaissance Force Hall of Honor at the Heritage Dinner on April 13, 2016 in Historic Hangar 117 during the 2016 MPA Symposium week. Photo courtesy of MPA.



The Hall of Honor inductees' photos and citations appear in the "Hall of Heroes" in the Integrated Training Center on board NAS Jacksonville. Photo courtesy of Nathan Morin.



Captain Michael Lopez-Alegria, USN (Ret) was inducted into the Maritime Patrol & Reconnaissance Force Hall of Honor at the Heritage Dinner on April 13, 2016 in Historic Hangar 117 during the 2016 MPA Symposium week. Photo courtesy of MPA.



Master Chief John Rosa, USN (Ret) was inducted into the Maritime Patrol & Reconnaissance Force Hall of Honor at the Heritage Dinner on April 13, 2016 in Historic Hangar 117 during the 2016 MPA Symposium week. Photo courtesy of MPA.

flew more than 5,700 flight hours in over 30 different aircraft, which culminated in his selection for astronaut training. He participated in 3 space flights in support of development of the International Space Station, culminating in his final flight where he served as Commander of the International Space Station Expedition 14 and conducted, at that time, the longest single space mission for an American of 215 days. During his 4 trips to space he conducted more space walks, 10, and spent more extra-vehicular time, 67 hours, than any other space explorer. He continued to work for NASA until 2012.

Master Chief John Rosa, USN (Ret.) enlisted in the Navy on January 20, 1941. Assigned to Patrol and Bombing Squadron ONE THIRTY FIVE, the "Blind Foxes", which was later designated VP-5, today's "Mad Foxes", he flew 37 combat missions under constant enemy fire in the campaign to interdict supplies to the Japanese forces occupying the Aleutian Islands. In 1944, the squadron shifted to Attu Island conducting photo-reconnaissance missions against the Japanese Kurile Is-

lands. On his crew's fifth mission, damage resulted in a forced landing Petropavlovsk-Kamchatsky, Russia. The crew of 6 was detained by the Russians, alongside numerous other Americans, including some of Doolittle's Raiders. Master Chief Rosa was presumed to have been lost at sea, missing in action or killed in action. He spent the next 6 months as a detainee in Siberia and it was not until 1984, that his detainment was officially classified as a prisoner of war. Following World War II, Master Chief Rosa served on both coasts and saw action in both the Korean War and Vietnam Conflict, serving aboard 6 aircraft carriers, USS Ranger (CV-4), USS Randolph (CV-15), USS Boxer (CV-21), USS Monterey (CV-26), USS Antietam (CV-36) and USS Tarawa (CV-40). His final duty was ashore, as the first Command Master Chief of NAS Cecil Field. He retired from the Navy in 1972.



Four hundred guests attended the Heritage Dinner on April 13, 2016 in Historic Hangar 117 during the 2016 MPA Symposium Week. Photo by Nathan Morin.

Both Admiral Tobin and Master Chief Rosa were surrounded by a crowd of family and friends at the dinner, they both expressed their gratitude to the dinner guests for the awards, and they both cited many names in the crowd for helping them achieve their goals and career successes. Captain Lopez-Alegria was not in attendance but sent a video acceptance speech also thanking all those people that played an active role in his successes.

In addition to the Hall of Honor inductees, MPA members and guests also honored several more awardees at the dinner, including: the Military Officers Association of America Lifetime Achievement Award awarded to CAPT Jeffrey McKenzie, USN (Ret.); Pilots of the Year, LT Alex Yu-Rank (MPRWS) and LT Eric Bowen (VP-40); Naval Flight Officers of the Year, LT Eric Niessner (VP-30) and LCDR Matthew Wood (VPU-2); Aircrewmembers of the Year, AW01 Adam Corner (VP-45) and AWW1 Drew Ledbetter (VP-40); Maintainer of the Year, AE1 Brian Callipo (VP-5); and Chief Petty Officer of the Year, Noel Pangilinan (VP-1).

The winning crew of the annual ASW Fleet Challenge was also announced at the dinner. An RAAF allied crew from Patrol Squadron (VP) THIRTY claimed victory over several other aircrews from three wings (CPRW-11, CPRW-10 and CPRW-2) and VP-30, in a challenge to test their anti-submarine warfare skills against each other.

The Heritage Dinner capped off a symposium day rich in history and reflection, including tours of the P-8 Heritage Room located in the Integrated Training Center, aircraft and Hall of Heroes tours, and VP Heritage Presentations led by WWII survivors, Richard Watson and Bud Lane USN (Ret.), as well as Tom Spink who spoke on the VP-50 Moffett Field Memorial. Guests were also able to participate in an industry partner

technology expo throughout the day.

Then on April 14th, the MPA symposium turned its focus on the future by hosting a 200-player golf tournament to benefit the MPA Scholarship fund. At the end of the day, there was one winning golf foursome and more than \$7,000 had been raised for the scholarship fund. The winning foursome included, CAPT (Ret) Richard Heimerle, CDR (Ret) Matthew Ahern, LCDR Dave Stuckey and LCDR Curtis O'Neal.

In April, MPA awarded \$10,000 in scholarships to qualified dependents of past and present MPRF personnel from funds raised at the 2015 symposium - an increase over the \$8,000 awarded last year. The money raised at this year's golf tournament will go towards funds to be awarded in 2017.

Symposium guests wrapped up the week with the annual flight suit social, which brought more than 300 guests together to reminisce and network with former and current shipmates and friends.



The winning foursome at the 2016 MPA Scholarship Golf Tournament included (left to right) LCDR David Stuckey, LCDR Curtis O'Neal, CAPT Richard Heimerle (Ret), not pictured CDR Matthew Ahern (Ret). Two hundred golfers gather before the shot gun start at the 2016 MPA Scholarship Golf Tournament on board NAS Jacksonville on April 14, 2016. The tournament and raised more than \$7,000 for the MPA Scholarship Fund.



The P-8A Poseidon and P-3 Orion were the stars of the show celebrating "Honor the Past: Forge the Future" at the Heritage Dinner on April 13, 2016 in Historic Hangar 117 during the 2016 MPA Symposium Week. Photo by Nathan Morin.

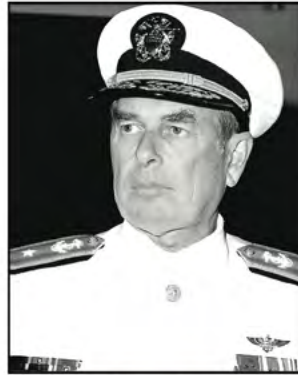


Introducing the newest

MPRF *honorees*



Captain
Michael E. Lopez-Alegria
United States Navy



Captain
Byron "Jake" Tobin
United States Navy



Master Chief
John Rosa
United States Navy

For more information, and to submit a nomination for 2017, visit:

www.maritimepatrolassociation.org/hallofhonor

PAST HALL OF HONOR RECIPIENTS



Captain
Vince Anania



Captain
Fernald Anderson



Mr. Jay Beasley



Squadron Leader
Terrence Bulloch
Royal Air Force



Commander
Scott Carpenter



Chief Petty Officer
Carl Creamer



Flight Lieutenant
John Cruickshank
Royal Air Force



Rear Admiral
Thomas Davies



Captain
Arnold J. Isbell



Commander
Paul Lloyd Milius



Captain
Norman "Bus" Miller



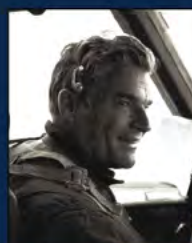
Admiral
Thomas Moorer



Rear Admiral
Paul J. Mulloy



Commander
Kenneth D. Walker



Vice Admiral
Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkensdorfer

IN THE NEWS

VADM Shoemaker Kicks Off 2016 MPR Symposium

RDML Kyle Cozad, Commander Patrol Reconnaissance Group (CPRG) kicked off the MPA Symposium 2016 before introducing the “Air Boss”, VADM Mike Shoemaker Commander Naval Air Forces (CNAF).

“I am a firm believer that we cannot talk about our future without talking about our past and our heritage,” he said, which was spot on for this year’s MPA Symposium theme, “HONOR THE PAST, FORGE THE FUTURE.”

VADM Shoemaker then took the podium stating, “The value of this forum is to bring everyone together to share ideas and perspective on current fleet operations and discuss what is coming down the road for future technology, and tell a couple of lies - I mean, sea stories.”

He then continued talking about the community’s rich and historic legacy, and the road ahead for the remarkable transition path that MPA is on.

“For more than 100 years naval aviation has proven beyond a doubt that what was initially thought to be useful reconnaissance capability, is now a critical element of power projection and national security,” he stated. “The MPA community has repeatedly demonstrated its worth and value and has continually expanded the reach of the Navy”.

The Air Boss then presented the Battle E to VP-26, VP-1, and VPU-2. This prestigious award was presented to each squadron for combining superb maintenance practices, availability of aircraft for operational commitments, and mission accomplishment around the world.

Everyone in attendance then had the pleasure and the privilege of observing the Heritage Presentations given by WWII Veterans AMMF1C Bud Lane and LTJG Richard Watson who discussed and shared their experiences as members of the VP community during and following Pearl Harbor and Midway. This was truly a special event for those present to experience and meet men who lived through such pivotal moments in our nation’s history.

It was a fittingly special beginning to the annual event, and a strong indicator of what a wonderful event lay ahead sponsored by the Maritime Patrol Association.



By LT Shawn Murray, VP-30 Staff



Photo courtesy of VP-30. Presentation of the ‘Battle E’ to VP-1, VPU-2 and VP-26. From left to right, CDR Wells (VPU-2), CDR Burelli (VP-26), CDR Roper (VP-1), VADM Shoemaker, CAPT Corapi (CPRW-11).



Photo courtesy of VP-30. Heritage presentation by WWII veterans AMMF1C Bud Lane and LTJG Richard Watson.



IN THE NEWS

'Mad Foxes' to the Rescue

The U.S. Navy and Coast Guard rescued three mariners from a remote, uninhabited Pacific island Thursday after a Navy plane spotted palm fronds spelling the word “help” on the sand.

The castaways who constructed the makeshift S.O.S. had been stranded on Fanadik Island for three days, according to the Coast Guard. This island lies about 2,600 miles southwest of Honolulu. Their small vessel had been swamped by a large wave and the sailors were forced to swim two miles to shore at night, Chief Petty Officer Sara Mooer, a spokesperson for the Coast Guard, told CNN. The Coast Guard was notified that the three men were missing Tuesday morning.

The remote island is part of the Federated States of Micronesia, which is comprised of more than 600 islands. The Coast Guard carries out search and rescue operations for the region due to a lack of local capacity.

A Coast Guard command center based in the U.S. territory of Guam coordinated the assistance of the U.S. Navy to help in the search effort. A Navy P-8 aircrew operating out of Misawa Air Base in Japan spotted the “help” sign and the castaways waving their life jackets Thursday morning.

Mooer said that the U.S. Coast Guard has carried out seven separate search and rescue missions in the area since March 28. She added that these rescue efforts have helped save 15 lives. “There are not a lot of resources in that region. It’s very small and very remote,” Mooer said.

To help cover the vast amount territory, the Coast Guard coordinates with the Navy and enlists the help of volunteer civilian vessels. Ten of these civilian vessels contributed to the seven search operations over the last two weeks.



CNN Wire, April 10, 2016



Federated States of Micronesia (April 7, 2016) One of three men discovered by a U.S. Navy P-8A Poseidon maritime surveillance aircraft after their 19-foot skiff capsized after setting out to sea from Pulap, FSM, three days earlier, waves lifejackets to attract attention on the uninhabited island of Fanadik. The P-8, attached to Patrol Squadron (VP) 5, and operating from Misawa, Japan, responded to a call for assistance from the U.S. Coast Guard and located the men as they waved life jackets and stood next to a large “help” sign made of palm leaves. The men reported their vessel was capsized by a large wave a few hours after their departure on April 4, and spent the night swimming until they arrived at Fanadik Island, approximately four nautical miles from Pulap. A small boat from Pulap recovered the men from the island with no reported injuries. VP-5 is in the midst of a routine deployment to the U.S. 7th Fleet area of operations. (U.S. Navy photo/Released)

IN THE NEWS

'War Eagles' Showcase Capabilities at Singapore Airshow

U.S. Navy aircraft, including a detachment from VP-16, participated in the Singapore International Airshow Feb. 16-21 held at the renowned Changi National Exhibition Center in Changi, Singapore.

Crews from the Navy's P-8 Poseidon maritime patrol aircraft and two F/A-18E/F Super Hornets joined aircrews from the U.S. Air Force and U.S. Marines for the weeklong exhibition.

The Navy aircraft are forward deployed to the Indo-Asia-Pacific as part of the U.S. 7th Fleet and have routine presence across the region.

Singapore's biennial airshow provides an ideal forum for naval aviators and crews to engage with their U.S. counterparts along with aircrews from allied and partner nations from across the region and the world.

showcase U.S. naval aviation alongside our Air Force and Marine counterparts."

The Singapore airshow is held every two years and is the largest defense exhibition and international tradeshow in the Pacific region. This year's exhibition is the 5th Singapore International Airshow since its inception in 1996.

The Navy teams also hosted a visit by Vice Adm. Joseph Aucoin, commander, U.S. 7th Fleet, and other senior leaders during their flight line exhibition. The engagements provided the crews with opportunities to familiarize senior leaders with current operations and the capabilities of their aircraft.

"It's been a really interesting experience coming here to Singapore," said ATAN Holly Tyler.

"We helped with the setup and now we're answering ques-



Photo by MC3 Madailein Abbott. Commander, U.S. 7th Fleet Vice Adm. Joseph Aucoin greets VP-16 "War Eagles" aircrew during a tour of their P-8A Poseidon maritime patrol aircraft. He was attending the Singapore International Airshow at Changi Exhibition Center on Feb. 16.

tions from our senior leaders and counterparts from nations across the world. I'm very proud to be representing the U.S. Navy during the Singapore airshow."

U.S. Navy participation in airshows helps demonstrate America's commitment to the peace and security of the Indo-Asia-Pacific region while fostering enduring relationships with international audiences and partner militaries.

The U.S. 7th Fleet conducts forward-deployed maritime operations in support of U.S. national interests in the Indo-Asia-Pacific region. As the U.S. Navy's largest numbered fleet, the U.S. 7th Fleet interacts with 36 nations across the region to build security partnerships that foster maritime stability.



*By MC3 Madailein Abbott, CTF73 Public Affairs
Published in the Jax Air News, February 24, 2016*



**FOR EVERY OFFICER.
FOR EVERY STAGE OF LIFE.**

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



Join MOAA and see what we can do for you!

(877) 770-8762
www.joinmoaa.org



Keeping Eyes in the Skies at Home and Abroad.

AMERICAN SYSTEMS provides and supports aircrew and aircraft systems and training to those who patrol and protect our shores at home and wherever freedom rings.

We know what's at stake.®



AmericanSystems.com

TALENT COMMITMENT EXCELLENCE



TOMORROW'S SOLUTIONS . . . TODAY.



www.asec.aero

Proud Sponsor of the
Maritime Patrol Association

IN THE NEWS

VP-50/FASO 25th Anniversary Memorial

Rear Admiral Kyle Cozad, USN, the Commander Patrol and Reconnaissance Force was the primary guest speaker at a Memorial for the 25th Anniversary of the worst tragedy in the Maritime Patrol Community's history.

The commemorative event was held on Sunday, March 20th, 2016 at Moffett Field, California. A large number of family members, plus VP-50 and FASO alumni gathered at the VP-50/FASO Memorial. The Wing Commanders and the C.O. of VP-30 assembled at Moffett Field for a leadership meeting the day before. It was commented that Northern California hadn't seen that much gold since 1849.

The solemn occasion also provided an opportunity for the current Maritime Patrol Community to visit the Moffett Field Museum. VP-47 brought some young sailors as a reward for their outstanding work. They got to see the history and heritage of their community up close as they wandered through the museum exhibits.

Following remarks by Honorary Colonel Bert Campbell from VP International Headquarters in Greenwood, Nova Scotia, CAPT John Mauthe, USN (Ret), the Skipper of VP-50 on that fateful night, recalled each of the 27 airmen killed on 21 March 1991, in a mid-air collision in the middle of the night off the San Diego coast during a Fleet Exercise.

Special honors were conducted for each of the 27 fallen ship-



Photo by Bill Schultz, Rear Admiral Kyle Cozad and Retired Captain "Red" Brooks lay a wreath at the Memorial, assisted by Chief Mike DiSanto.

mates. As each of their names were called, a single bell toll brought a family member or shipmate with a single flower to the base of the memorial plaque. Many touched the name of their loved one, shipmate, or friend.

A bugler played Taps, followed by a piper playing a lament and Amazing Grace. The ceremony concluded with Admiral Cozad and CAPT "Red" Brooks, a member of VP-50 during their flying boat days, positioning a large wreath in front of the memorial plaque.

During the Reception at the Museum that followed the Cer-



Photo by Roger Cain. Former VP-50 Blue Dragons gather to honor their shipmates

emony, a P-3C *Orion* from VP-47 at MCB Kaneohe, Hawaii, a P-8A *Poseidon* from VP-10 at NAS Jacksonville, Florida, and a PV-2 *Harpoon* from Stockton Airfield were available for tours at base operations. The P-8A is the replacement for the P-3C and has been highlighted in numerous news stories regarding the search for ML-370 and the Chinese buildup in the South China Sea. Also assembled for the iconic photo of patrol aircraft was the P2V-5 that is currently under restoration by the Moffett Field Museum's Air Group. The only ASW P-3A was open for tours, just outside the base ops gates.

The weekend was a huge success. Shipmates were reunited and shipmates were remembered.



By CAPT Tom Spink, USN (ret.)

MPA Plank Owner Member

Moffett Field Historical Society & Museum, Board of Directors



Photo by Bill Schultz, Plaque with names of 27 shipmates lost from VP-50 and FASO.

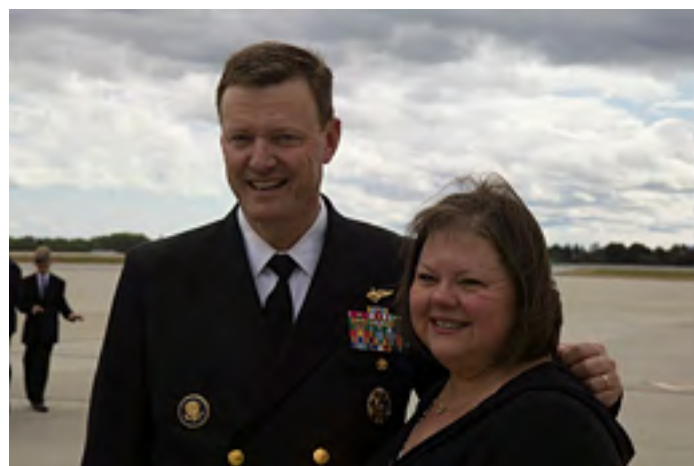


Photo by Bill Schultz. Rear Admiral Kyle Cozad thanks Former Blue Dragon, Cecilia Freeman.



Photo by Bill Schultz. Rear Admiral Kyle Cozad addresses Memorial. Retired Senior Chief Pete Lulis, Retired Master Chief Herb Parsons, President of the Moffett Field Historical Society, and Retired Captain Tom Spink conducted the Memorial.



Photos by Bill Schultz. (left to right) HCol. Bert Campbell, VPI HQ and CAPT John Mauthe.



Photo by Bill Schultz. Multiple Commodores and C.O. VP-30 attend Memorial for VP-50/FASO Memorial.



COMMUNITY

Patrol Squadron Four Begins 'Aloha' Deployment

P-3C Orion planes from Patrol Squadron (VP) Four, departed Kaneohe from Marine Corps Base Hawaii for the last time, March 18. The Skinny Dragons of VP-4 began a challenging tri-site deployment to three different areas of responsibility (AORs).

The theme, 'Aloha Deployment,' was adopted by VP-4 and its meaning is two-fold. First, the squadron says Aloha and Mahalo to their Hawaii home and the community that was instrumental in making their time on Oahu so memorable. A permanent fixture in Hawaii since 1964, VP-4 has a long and decorated history on the island so leaving is certainly bittersweet. Second, the Skinny Dragons will be saying Aloha to the P-3C in favor of the P-8A Poseidon.

Upon return from deployment, VP-4 will execute a permanent duty station change to Naval Air Station (NAS) Whidbey Island, Washington, and transition to the P-8A. The Skinny Dragons began flying the Orion 50 years ago, and the transition to the Poseidon is the next step in ensuring they remain the Navy's premier maritime squadron.

"This deployment is an exciting time for our squadron and our families," said VP-4 Commanding Officer Cdr. Jon Spore. "Between the move to Whidbey Island and the upcoming transition to the P-8A Poseidon, we have a lot to look forward to, but remain focused on our immediate goal of completing our last P-3C Orion deployment. That being said, our time in Hawaii was very special and we look forward to making new memories in a new location and with a new aircraft."



Photo image courtesy of VP-4.

Patrol Squadron Four is the first of three Hawaii-based squadrons to make the move to Whidbey Island and transition to the P-8A, and they will undoubtedly continue their standard of excellence in the new aircraft. The Skinny Dragons are motivated to face that challenge, however, their focus is currently on the deployment and executing the mission.

“VP-4 has enjoyed great success for many years in Hawaii. Our Sailors from today and years gone by have fantastic memories of serving in the Aloha State,” remarked VP-4 Executive Officer Cdr. Christopher Smith. “While it’s bittersweet to leave, we look forward to starting our next chapter in our new home after this deployment. We fondly say Mahalo to this wonderful community for all the great memories.”

After flying the P-3 for 50 years, the Skinny Dragons are committed to ensuring this last Orion ‘Aloha Deployment’ is a resounding success that sees them all return home safely.



By LTJG Matthew Johnston, Public Affairs Officer, VP-4



Photo image courtesy of VP-4.

COMMUNITY

VP-8 Deploys to Okinawa

The “Fighting Tigers” of Patrol Squadron (VP) 8 recently departed Naval Air Station Jacksonville for a six-month deployment to Kadena Air Base in Okinawa, Japan in support of Commander, Task Force (CTF) 72.

VP-8 Commanding Officer Cmdr. Andrew Barlow said, “The Fighting Tigers continue to set the standard for maritime patrol aviation. Through a focus on pride, people and professionalism, Tiger Sailors are prepared to represent our nation in this dynamic and challenging area of the world.”

The squadron’s mission during deployment will focus on maritime surveillance and reconnaissance. After a successful transition period from the P-3C Orion, the Fighting Tigers will be operating the new P-8A Poseidon for the first time operationally. Upon arrival at Kadena Air Base, VP-8 relieved the “War Eagles” of VP-16.

Cmdr. Christopher Wood, VP-8 executive officer, said, “This is unquestionably the finest organization that I’ve had the honor to work in. The Fighting Tigers are ready and excited to deploy to Japan and I have no doubt VP-8 will perform admirably.”

Prior to deployment, VP-8’s Fleet Readiness Training Plan consisted of individual and command qualifications and certifications. These included: Operational Readiness Evaluation, Fleet Naval Air Training and Operating Procedures Standardization Evaluations, weapons qualifications, and overseas deployment training requirements.

“I am incredibly proud of everything the Fighting Tigers have accomplished during this busy home cycle, from supporting the Fleet to supporting the community. The men and women of VP-8 have made a positive difference and will continue to do so while on deployment,” said Skipper Barlow.



*By Lt. j.g. Samuel Marcus, VP-8 Public Affairs
Published in Jax Air News, April 20, 2016*



Photo courtesy of VP-8/ MC2 Clay Whaley. Sailors assigned to the “Fighting Tigers” of VP-8 load their personal belongings onto a truck in preparation to leave on deployment to Okinawa, Japan.



COMMUNITY

The Grey Knights Return Home

Following a seven and a half-month deployment across the 5th, 6th, and 7th Fleets areas of responsibility (AOR), the men and women of Patrol Squadron (VP) 46 returned to Naval Air Station Whidbey Island, Wash., early April.

While forward deployed across three main locations, the Grey Knights provided critical intelligence, surveillance, and reconnaissance (ISR) for anti-submarine warfare (ASW) and Maritime Domain Awareness (MDA) missions in the 5th and 7th Fleet AORs. Grey Knight crews also conducted time critical Search and Rescue (SAR) missions and conducted valuable Theater Security Cooperation (TSC) missions enhancing our partnerships and interoperability with regional allies.

Additionally, Grey Knight aircrews provided time critical ISR to Combined Joint Forces engaged in Operations Inherent Resolve and Restoring Hope against the Islamic State of Iraq and the Levant (ISIL).

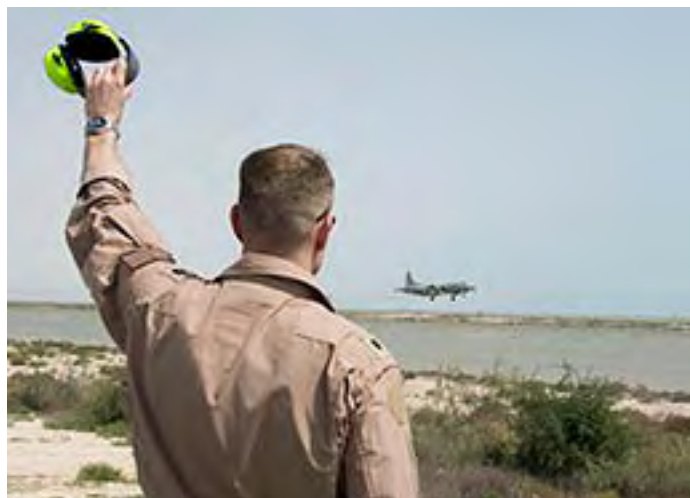
The Grey Knights flew in three theaters, completed eleven detachments, and operated in nine countries while supporting two Global War on Terrorism (GWOT) campaigns. Altogether, The Grey Knights flew 844 sorties for a total 6,700 hours.

"It was a great deployment! Although we were spread all across the world, I feel like we really accomplished every task that we set out to complete," said Lt. j.g. Rob Hege. "I honestly feel like I have made a difference in the global war on terror.

Although some detachment sites were more remote than others, the Grey Knights focused on their tasks and the mission in front of them.

"I learned to be very patient because our environment and missions were always changing. My experience in the 5th Fleet AOR was memorable considering that we were very limited with recreational activities," said Lt. j.g. Terrence Barcelon. "With that said, the camaraderie and bond with the aircrew and personnel has grown tighter and stronger making (for) a much more efficient working environment."

VP-46 aircrews completed 604 sorties for a total of 4,600 hours in the 5th Fleet AOR. A new gain to the command, Lt.



U.S. FIFTH FLEET AREA OF RESPONSIBILITY (March 21, 2016) Cmdr. Chad Livingston, the executive officer of Patrol Squadron (VP) 46, waves at a P-3C Orion aircraft as it takes off for the squadron's homeport. VP-46 is deployed in three areas of responsibility conducting missions that directly support Operation Inherent Resolve and Operation Restore Hope. (U.S. Navy photo by Mass Communication Specialist Seaman Alexander Cole/Released)



OAK HARBOR, Wash. (March 28, 2016) Patrol Squadron (VP) 46 Sailor, Petty Officer 1st Class Brandon Dawson, prepares to hold his son after deployment. VP-46 recently returned to their homeport from a seven and half-month deployment to the U.S. 5th, 6th and 7th Fleet areas of responsibility. (U.S. Navy photo by Mass Communication Specialist Seaman Alexander Cole/Released)

j.g. Miles McGee spent the majority of the deployment in the 5th Fleet AOR. "There are a lot of times when the military can cause stress for seemingly overcomplicated or unnecessary reasons. Being at the business end of the nation's tactical and operational goals allowed me to at least glimpse the bigger picture that all of our training has been building towards for one of the first times in my career. This deployment has al-



lowed me to refocus my mentality of our role as aviators in our country's future."

When able, VP-46 would rotate out aircrew members to different AORs, ensuring crews were getting as much operational experience as possible.

One of those individuals, Mission Commander, Lt. Russell Smith, said about his experiences in the 5th and 7th Fleet AORs, "it was really enlightening to see how the mission differed from one AOR to another and to see how different missions tie together into the US's foreign policy."

He continued, "it was also great seeing how different operational commanders use what MPRF brings to the table and how all of our different mission sets are useful and important no matter where you are in the world."

The Grey Knights look forward to a beautiful summer in the Pacific Northwest as they catch up on a little rest and relaxation prior to preparing for the next deployment.



By Lt.j.g. Jacob K. Balesi, VP-46 Public Affairs Officer



OAK HARBOR, Wash. (March 28, 2016) Family members of Patrol Squadron (VP) 46 Sailors wait for the return of their loved ones. VP-46 recently returned to their homeport from a seven and half-month deployment to the U.S. 5th, 6th and 7th Fleet areas of responsibility. (U.S. Navy photo by Mass Communication Specialist Seaman Alexander Cole/Released)



COMMUNITY

VP-10 'Red Lancers' Hold Change of Command

On April 8, Cmdr. Alan Miller relieved Cmdr. Herbert Lacy as commanding officer (CO) of Patrol Squadron (VP) 10 in Hangar 511 at Naval Air Station Jacksonville, becoming the 80th CO of the squadron.

The ceremony concluded an exceptionally accomplished tour for the departing CO, spanning from May 2014 through April 2016, that included a rigorous six-month transition to the P-8A Poseidon.

Lacy led the "Red Lancers" through their Safe for Flight certification and acceptance of their first P-8A Poseidon, aircraft number 168764.

"It is the commanding officer's responsibility to understand

our Navy's vision and community direction. I did my best to understand this vision, set a course for us all, and empower every Red Lancer to not just complete the mission, but to do it well," said Lacy.

Lacy will be continuing his career at Naval Air Systems Command, Patuxent River, Md.

Miller, a native of Philadelphia, will be assuming command after serving as the squadron's executive officer since May 2014.

He graduated from Villanova University with a bachelor's degree in business administration. Completing flight training in July 1999, Miller earned his naval flight officer wings.

He served his first flying tour with the Red Lancers, who at



Photo courtesy of VP-10. CDR Alan Miller and CDR Herb Lacy cut the ceremonial change of command cake on April 8, 2016 on board NAS JAX.

the time were homeported at Naval Air Station Brunswick, Maine. From 2000 to 2003, Miller completed two deployments.

The first deployment was in support of counter-drug proliferation operations in the Keflavik, Iceland/Caribbean Sea Areas of Responsibility, and the second to Sigonella, Italy in support of Operations Enduring Freedom, Deliberate Forge and Joint Guardian.

Following his first operational tour in 2003, Miller reported to Fleet Replacement Squadron VP-30 at NAS Jacksonville.

He held numerous jobs within the Weapons and Tactics Unit (WTU).

During this time, he qualified as a P-3C Orion Weapons and Tactics Instructor (WTI).

Miller also served aboard USS Carl Vinson (CVN 70) as the assistant navigator, completing a combat deployment to the U.S. 5th Fleet Area of Operations in support of Operation Enduring Freedom – while also earning his Officer of the Deck (OOD Underway) qualification.

He assumes the reins of VP-10 during a busy Fleet Response Training Plan cycle working up to the squadron's first deployment with the U.S. Navy's newest and most capable aircraft, the P-8A Poseidon.

"It is a tremendous honor to have the opportunity to return to the Red Lancers, and I'm especially grateful to do so as the squadron's 80th commanding officer. VP-10 has flourished under the charismatic leadership of Skipper Lacy," said Miller.

"I only hope to continue forging that legacy on our maiden P-8A deployment this fall."

Cmdr. Michael Albus, a native of Newtown, Pa., has assumed the duties of VP-10's executive officer. Albus was previously assigned to United States Pacific Command (USPACOM) as the joint exercise and readiness officer.



*By Lt. j.g. Andrew LaBrecque, VP-10 Public Affairs
Published in Jax Air News, April 20, 2016*



Photo courtesy of VP-10. CDR Alan Miller and CDR Herb Lacy greet each other after the change of command ceremony on April 8, 2016 on board NAS JAX.



COMMUNITY

Patrol Squadron 46 Celebrates 85 Years of Excellence

With their upcoming 85th anniversary on July 1, the “Grey Knights” of Patrol Squadron (VP) 46 are reminded of what makes this squadron “The Oldest and the Best,” its Sailors.

“History makes us the oldest, but it is the Sailors and Officers of VP-46 that make us the best,” said Cmdr. Chad J. Livingston, the executive officer of VP-46, who’s slated to take charge as the commanding officer, June 10.

Being the oldest American maritime patrol squadron and the second oldest squadron in the U.S. Navy, VP-46 has forged a legacy filled with history, tradition, and excellence. The Grey Knights have a rightful claim to their lineage as they have continuously operated since their inception, regardless of redesignations. Starting with the PM-2, a twin-engine open cockpit biplane, the Grey Knights were established at Naval Air Station (NAS) Coco Solo, Panama, as Patrol Squadron (VP) 5S on July 1, 1931. They have contributed to every major U.S. military conflict since.

From performing patrols in the Caribbean and providing support to the fleet’s annual training exercises in the 1930’s to anti-submarine warfare and convoy patrols when the US was thrust into World War II, VP-46 owes its operational ability to the performance of its Sailors.

“You hear it from the highest levels of leadership in the Navy,” said Livingston. “That the people, the young Sailors, the chiefs, and officers are the Navy’s most precious resource, and that’s absolutely the case.”

“The bond between each other revolves around the trust that has been developed and built up over the years,” said Cmdr. Matt Frauenzimmer, the commanding officer of VP-46. “There has to be trust between individuals. It’s about trusting we are going to do the right thing and take care of one another.”

The history that’s embedded into this squadron ties strong bonds between its Sailors.

“If you feel like you belong to something bigger than yourself, you believe in the mission, and you have loyalty to the unit, as well as to your shipmates, then that facilitates teamwork,” said Livingston.

Also, VP-46 recognizes that each Sailor in the squadron can



U.S. FIFTH FLEET AREA OF RESPONSIBILITY (March 21, 2016) Patrol Squadron (VP) 46 Sailor, Aviation Ordnance Airman Ederson Corpus, signals a P-3C Orion aircraft for a plane launch. VP-46 is deployed in three areas of responsibility conducting missions that directly support Operation Inherent Resolve and Operation Restore Hope. (U.S. Navy photo by Mass Communication Specialist Seaman Alexander Cole/Released)

bring a fresh perspective to any issue.

“It can be from the most senior O-4 to the most junior E-1 who has the best idea,” said Frauenzimmer. “Each Grey Knight is equally as important as the next.”

Without the people, there would be no squadron, according to Frauenzimmer. The history of VP-46 is forged from the actions of its members. September 1948 marked the Grey Knights’ final designation to VP-46. Since 1964, the Grey Knights have been utilizing the P-3 Orion, which is now being phased out by the newer P-8 Poseidon. VP-46 is scheduled to be one of the last squadrons to fly the P-3.

VP-46 performs anti-submarine warfare (ASW), intelligence, surveillance and reconnaissance (ISR), and anti-surface warfare (ASUW). They are homeported out of NAS Whidbey Island, Wash. The command recently returned home after a seven and a half-month tri-site deployment, spanning the 5th, 6th, and 7th Fleet areas of responsibility. They conducted various missions, to include operations in direct support of Operations Inherent Resolve and Restore Hope.

The 85th anniversary of this squadron is more than just a celebration of history, it’s a commemoration of the people; the ones who continue to keep the Grey Knights’ legacy alive.



By Mass Communication Specialist Seaman Alexander Cole, Patrol Squadron 46 Public Affairs



COMMUNITY

VP-8 Introduces P-8A to JMSDF

The “Fighting Tigers” of Patrol Squadron (VP) 8 hosted 29 aircrew from the Japanese Maritime Self-Defense Force (JMSDF) Patrol Squadron (VP) 1 “Jupiter” at Kadena Air Base Okinawa, Japan on April 6.

The Fighting Tigers provided a static display of a P-8A Poseidon aircraft, briefed the JMSDF aircrew on the squadron’s history and primary missions – and discussed the typical operations and capabilities concerning the P-8A aircraft.

The visit concluded with a tour of Tactical Operations Center Kadena and lunch with the JMSDF visitors.

All personnel involved in the visit noted the benefit of interacting with their counterparts.

“I enjoyed discussing my job as tactical coordinator (TACCO) with a fellow TACCO from Japan,” said Lt. j.g. Erik Arstein, who organized the visit for VP-8.

“It’s fascinating how similar our responsibilities, as aircrew as well as naval officers provide such great common ground in our efforts as allies.”

Lt. j.g. Aaron Ingram assisted with the static display and found the JMSDF were very interested in the aircraft’s flight station, especially how to operate the state-of-the-art displays for interface with mission systems and autopilot control.

VP-8 has interacted with their VP-1 counterparts on several occasions in previous deployments both in-flight and on deck to advance bilateral training and partnerships. As this current deployment kicks off in Okinawa, the coordination and cooperation with the JMSDF will continue to flourish.

The Fighting Tigers are based out of Naval Air Station Jacksonville, and are currently on a six-month deployment in support of U.S. 7th Fleet.



*By Lt. j.g. Samuel Marcus, VP-8 Public Affairs
Published in Jax Air News, April 20, 2016*



Photo courtesy of VP-8. LTJG Sam Marcus attached to VP-8 shows the flight deck features of the P-8A Poseidon to CDR Matsuda, a member of the Japan Maritime Self-Defense Force.



COMMUNITY

VP-30 Wins CNO Aviation Safety Award

*P*atrol Squadron (VP) 30 was recently awarded the coveted CNO Safety “S” in its first year of competing in the Fleet Replacement Squadron (FRS) category.

In previous years, VP-30 competed against other commands in the Maritime Patrol and Reconnaissance Force (MPRF) community.

The award recognizes VP-30’s proven commitment to aviation safety. During 2015, VP-30 P-8 and P-3 aircrews accumulated 10,954.9 flight hours over 2,760 sorties and 19,467 landings. The squadron achieved these significant milestones while leading the temporary displacement of air operations to Cecil Airport as the NAS Jacksonville airfield undergoes renovation.

The Safety “S” award citation commends VP-30’s “superior leadership, superlative airmanship, and proactive all hands commitment to the principles of Operational Risk Management.”

VP-30 is the Navy’s MPRF Fleet Replacement Squadron.

This award emphasizes the safety culture that stresses the importance of procedure to avoid mistakes, accidents and mishaps.

VP-30 Safety Officer Adam Godfrey said, “VP-30 has continued to be the lead for MPRF operations. The VP-30 team has earned this award leading the charge on the detachment to Cecil Airport while maintaining all of our safety programs and processes.”

Along with his safety team, VP-30 Commanding Officer Capt. Dave Whitehead, emphasizes that it is an all hands effort that earns this prestigious award and that he counts on every squadron member’s continued diligence to maintain this standard into the future.

“We set the standard of a reporting culture where we must be ever vigilant to use our multiple reporting systems to share our experiences with not only the command, but other tenants sharing our assets and location,” said Lt. Donnell Exum. “We are always learning – therefore we must consistently have a learning culture where collectively, once reports have

been generated, we learn from our actions and implement change via various avenues of policy review.”

VP-30 also received the Medical Blue “M” and the Golden Anchor for retention excellence Awards for 2015.

These three awards recognize the FRS’s excellence in mission execution, safety, medical support, command climate, and the unrelenting drive to lead from the front of the MPRF community.

The Blue “M” award (Medical) recognizes VP-30’s medical readiness and their role in targeting risk reduction interventions to reduce morbidity, decrease disability and mortality due to specific disease or injury within their defined squadron population.



By Lt. Casey Stuart, VP-30 PAO

Published in Jax Air News March 23, 2016



COMMUNITY

VP-8 Participates in Indonesian 'KOMODO' Exercise

The “Fighting Tigers” of Patrol Squadron EIGHT made their first ever visit to Padang Indonesia on the 10th of April 2016 for the second Annual KOMODO exercise. The Fighting Tigers, led by CDR Andrew R. Barlow, were received by Colonel Muhammad Tohir of Wing Udara TWO of the Indonesian Navy. The KOMODO exercise is a multilateral naval exercise with the Association of Southeast Asian Nations to foster relations, strengthen worldwide naval brotherhood, and conduct operations independently for world peace.

On Monday April 10th, flight crews from Indonesia, India, Pakistan, and the United States conducted a safety of flight brief in preparation of the KOMODO exercise. On Tuesday, April 11th the opening ceremony officially began. The Fighting Tigers demonstrated the P-8A in a fly-by for the Indonesian President, Joko Widodo, over the city of Padang. After landing, the Fighting Tigers welcomed aboard the American ambassador, Robert O. Blake Jr., and RDML Charles Williams. Both were given a tour of the P8A and expressed great interest in maritime patrol operations.

The next day the Fighting Tigers, Pakistani, Indonesian, and Indian air crews came together for a photo to commemorate



(Apr. 11, 2016) -- The Fighting Tigers demonstrated the P-8A in a fly-by for the Indonesian President, Joko Widodo, over the city of Padang. (U.S. Navy photo by Lt. j.g. Miles Schumacher/Released)

the occasion. Afterwards, the Fighting Tigers provided a static display of the P-8A Poseidon.

“It was a remarkable opportunity to work alongside the members of the Indonesian Armed Forces,” said U.S. Navy Lt. Andrew Kirchert, Combat Air Crew 3 Patrol Plane Commander. “Sharing this aircraft’s capabilities with our allies only strengthens our bonds.”

The final flight of KOMODO exercise was on Thursday, April 14th where the Fighting Tigers photographed the departing fleet of Southeast Asian Nations. Colonel Muhammad Tohir



(Apr. 11, 2016) – Cmdr. Andrew Barlow, right, Commanding Officer Patrol Squadron (VP) 8, speaks to Robert O. Blake Jr, center, the American Ambassador of Indonesia, and Rear Adm. Charles Williams while performing a tour of the P-8A Poseidon in Indonesia. VP-8 is currently deployed to the SEVENTH Fleet area of Operation, conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater. (U.S. Navy photo by Lt. j.g. Miles Schumacher/Released)



and his Indonesian air crew joined the Tigers for a final meeting where they discussed the capabilities of the P8A in the mission areas of Maritime Domain Awareness, search and rescue, and humanitarian aid.

Patrol Squadron EIGHT is currently deployed to the SEVENTH Fleet area of responsibility conducting Intelligence, Surveillance, and Reconnaissance missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.

★
By LTJG Miles Schumacher, Patrol Squadron EIGHT Detachment Public Affairs Officer and LTJG Samuel Marcus, Patrol Squadron EIGHT Public Affairs Officer

Photo to right. (Apr. 14, 2016) -- The Fighting Tigers, led by Commanding Officer CDR Andrew R. Barlow, right, was received by Colonel Muhammad Tohir, left, Commanding Officer of Wing Udara TWO, Indonesian Navy. (U.S. Navy photo by Lt. j.g. Miles Schumacher/Released)



(Apr. 10, 2016) -- The Fighting Tigers of Patrol Squadron EIGHT arrive in Padang, Indonesia to take part in KOMODO Exercise. (U.S. Navy photo by Lt. j.g. Miles Schumacher/Released)

COMMUNITY

'Pelicans' Participate in Red Flag Exercise

Members of Patrol Squadron (VP) 45 participated in Red Flag 16-1 at Nellis Air Force Base (AFB), Nev., Jan. 25 through Feb. 12, with the Navy's newest maritime patrol aircraft, the P-8A Poseidon.

As part of the squadron's Fleet Response Training Plan home cycle, Red Flag is an exercise held periodically at Nellis AFB since 1975. The exercise provides pilots, aircrews and support personnel from the U.S. and allied countries the opportunity to practice their skills in a simulated combat environment.

"These scenarios largely involved the P-8 performing advanced intelligence, surveillance and reconnaissance (ISR) missions and preparing the battlespace with timely and accurate information on threats to multiple platforms," said Lt. Cmdr. Annie Gilson, a naval flight officer with VP-45.

"These platforms were able to use this information to neu-

tralize targets more efficiently and effectively in a highly dynamic environment."

Those in attendance of this year's Red Flag exercise were members from the U.S. Air Force, U.S. Navy, Royal Australian Air Force and United Kingdom Royal Air Force.

"Working with the foreign militaries provided a better understanding of what they do," said AWO2 Irma Sanchez, acoustic operator with VP-45. "Getting an opportunity to work with these militaries was a real eye opener into the bigger picture."

"As a squadron, I feel that we did really well," said Sanchez. "For our first Red Flag exercise as a P-8 squadron, I felt that we exceeded the standards that were set for us."

Participants said one of the reasons VP-45 had such a successful exercise was because of their ability to work as a team.



Photo by Lt. Cmdr. Scott Hudson.



MARITIME PATROL RESEARCH & DEVELOPMENT

FLIGHT CREW TRAINING & SIMULATION

"During Red Flag, our communication and capability to work together was very important," said AWO2 Mathew Pereida, a VP-45 electronic warfare operator. "Working together as a team led to successful takeoff times, mission completeness, and overall coordinated operations effectiveness."

Overall, members of VP-45 felt Red Flag has prepared them for the future.

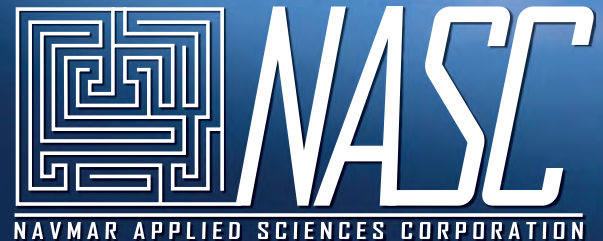
"Red Flag does a great job of detecting and resolving squadron and aircraft deficiencies and how we can improve," said AWO2 Jason Foor, "It really showed us what level we are operating at and where we can be in the future."



By Lt.j.g. Keith Estes, VP-45 Public Affairs
Published in Jax Air News March 30, 2016



Photo by Lt. Cmdr. Scott Hudson.



WWW.NASC.COM

VyStar Proudly Supports

MARITIME PATROL ASSOCIATION.



We never forget that it's your money.

777-6000 • vystarcu.org



FEDERALLY
INSURED
BY NCUA



@OfficialVyStar

©2016 VyStar Credit Union



COMMUNITY

U.S. Navy, Royal Australian Air Force Collaborate ‘Down Under’

Two U.S. Navy maritime patrol squadrons were assigned the unique privilege of working with the Royal Australian Air Force (RAAF) in the joint exercise Australian Fleet Concentration Period West 16-2.

The exercise consisted of Australian and U.S. military assets working together in a coordinated anti-submarine warfare scenario with an Australian submarine acting as the opposition beneath the Indian Ocean.

Jacksonville-based Patrol Squadron (VP)-16 and Whidbey Island, Wash. based Patrol Squadron (VP)-46 flew multiple missions out of RAAF Base Pearce, located just north of the Western Australian capital city, Perth.

The exercise focused on bringing allied maritime forces together in order to maintain proficiency and learn varied tactics from each other. The VP-46 “Grey Knights” fly the venerable Lockheed P-3C Orion, the same basic aircraft the RAAF utilizes to assert maritime dominance around its country’s ocean borders.

Unique to the exercise was the Boeing P-8A Poseidon, flown by the VP-16 “War Eagles,” that was selected as the replacement to the aging RAAF AP-3C Orion in 2014. The RAAF is expecting its first delivery in early 2017.

Australian Air Force and Naval personnel had the opportunity

to fly with both U.S. squadrons during the exercise. Flight Lt. Grant Targett, a RAAF AP-3C pilot, commented, “It was fantastic to see the P-8A in action. The P-8A is operated quite differently than the AP-3C. The technologically advanced design of the P-8A allows for more efficient operations. I’m looking forward to starting P-8A conversion in Jacksonville.”

Targett is one of a few Australian Air Force pilots who are being sent to Patrol Squadron (VP)-30 at NAS Jacksonville, to be trained and qualified by the U.S. Navy to facilitate Australia’s transition from AP-3C to the P-8A.

Pilots and aircrew weren’t the only guests aboard the flights: the Grey Knights and War Eagles flew submariners from the Royal Australian Naval Submarine Service, giving both the U.S. aircrews and allied submariners a chance to share information and tactical relevance. VP-46 Patrol Plane Commander Lt. Nicholas Duckworth commented, “The chance to interact with the Royal Australian Air Force and Navy provided a valuable training opportunity and allowed us to expand the interoperability with our allies in the region.”

The exercise was a huge success, bringing U.S. and Australian military assets together on the maritime battlefield. The Grey Knights of VP-46 and War Eagles of VP-16 thank the RAAF for its gracious hosting and planning of AUS FCP West 16-2.



*By Lt. j.g. John Mullaney, VP-16 Public Affairs
Published in the Jax Air News, March 16, 2016*



Photo by CPOIS Damian Pawlenko. (From left) Exercise participants from VP-46, VP-16, RAAF 11 SQN, and New Zealand AF No. 5 Squadron stand in front of a U.S. Navy P-8A Poseidon, a Royal New Zealand Air Force P-3K2 and a Royal Australian Air Force AP-3C at RAAF Base Pearce, Australia.

COMMUNITY

VP-5 Ready to Head Out the Door

The “Mad Foxes” of Patrol Squadron (VP) 5 are making the final preparations for their historic dual-site deployment with their first P-8A aircraft scheduled to depart Cecil Airport later this month. The squadron has been persistently sharpening their skills since returning home from their previous deployment.

Aircrews and maintenance personnel have been utilizing the time during the inter-deployment cycle for upgrading and for earning various qualifications.

Each crew is now fully trained and qualified to complete any missions presented during deployment. The Mad Foxes are ready to stand their watch.

The squadron has also been preparing the families of VP-5 for deployment. The leadership held a Pre-deployment Social and Information session at the NAS Jacksonville Officers’ Club on Feb. 4.

The event consisted of a brief unclassified intelligence synopsis given by Cmdr. Joe Levy, the squadron’s executive officer, along with representatives from base organizations including

Lt. Okwori, the chaplain of Patrol and Reconnaissance Wing 11; Fleet and Family Support Center; Navy-Marine Corps Relief Society; USO; and finally, a joint presentation from the VP-5 Family Readiness Group and Ombudsman.

Sailors from the squadron have also been organizing and preparing the hangar spaces for VP-5’s departure. The spaces will be turned over to CPRW-11.

The hangar has also become a staging area for the pack-out of equipment and supplies that are being prepared and packaged for movement to both deployment sites.

“As we close out this home cycle and prepare to depart on this historic deployment, we should reflect on all the amazing things the men and women of VP-5 have accomplished. Our Sailors have excelled on every inspection, every mission, and every task asked of them. They have given a perfect effort and they have taken care of each other.

“Commodore Anthony Corapi and the CPRW-11 staff have trained, manned and equipped the Mad Foxes to succeed on deployment – and I know we will answer the call. Our Sailors are prepared and our families are prepared . . . now it’s



Photo by MC3 Nick Bergman

Dozens of Mad Fox families attended the Pre-deployment Social and Information session at the NAS Jax Officers’ Club on Feb. 4.

time to perform,” said VP-5 Commanding Officer Cmdr. Alan D’Jock.

After completing its highly successful Inter-deployment Readiness Cycle, the Mad Foxes are ready to depart for their dual-site deployment this month. No Fox like a Mad Fox!



*By Lt. j.g. Nicholas Martin, VP-5 Public Affairs
Published in the Jax Air News, March 9, 2016*



Photo by Lt. j.g. Nicholas Martin. VP-5 personnel prepare equipment and personal gear on March 3 for pack-out at NAS Jax Hanger 511.



50 YEARS AS THE GLOBAL STANDARD

For decades, the Lockheed Martin P-3 Orion has set the global standard for the Maritime Patrol and Reconnaissance Missions with the most sophisticated multi-mission maritime capability available. Today, the Mid-Life Upgrade program delivers state-of-the-art mission systems to maritime operators while affordably providing an additional 20,000 flight hours. Building on 50 years of experience, Lockheed Martin is ensuring that the P-3 Orion continues its legacy as the standard for Maritime Patrol Aviation.

www.lockheedmartin.com/p3

100 YEARS OF
ACCELERATING
TOMORROW

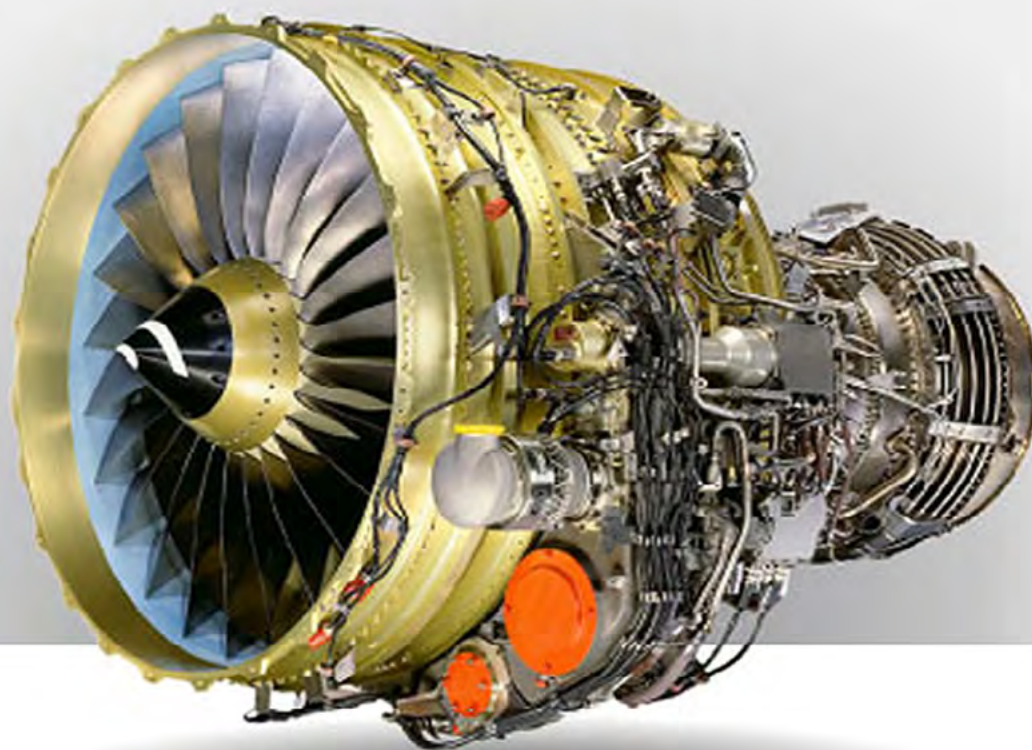
LOCKHEED MARTIN

© 2012 Lockheed Martin Corporation

Rugged
Reliable
Responsible
Ready

CFM56-7B

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



Global Engine Services
Materials
Customer Support

The Power of Flight

<http://www.cfmaeroengines.com>



COMMUNITY

'Red Lancers' Support Louisiana NROTC Midshipmen

An aircrew assigned to Patrol Squadron (VP) 10 flew a P-8A Poseidon aircraft to Baton Rouge, La. March 5 in support of the Naval Aviation Sponsorship Program.

The "Red Lancers" provided a static display for Midshipmen from Southern University Naval Reserve Officer Training Corps (NROTC) unit, consisting of students from Southern University, Louisiana State University, Southeastern Louisiana University and Baton Rouge Community College.

The VP-10 aircrew spent three days in Baton Rouge, affording midshipmen the opportunity to tour the Navy's latest Maritime Patrol and Reconnaissance Force (MPRF) aircraft. The NROTC students had the opportunity to not only tour the aircraft – but to learn more about the MPRF community and the process of becoming a naval aviator or naval flight officer.

"It is great to travel our nation and show off the capabilities of the Navy P-8A Poseidon. The future of naval aviation is here at the NROTC units, and it is important to give them all the information about our community and the impact we have in the current global environment," said VP-10 Patrol Plane Commander Lt. Jeremy Tijerina.

More than 30 students were welcomed aboard the aircraft, where the crew explained how the P-8A executes a multitude of missions, including Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASuW) and Intelligence, Surveillance and Reconnaissance (ISR).

While the immediate goal for these midshipmen is to gain a commission as an officer in the United States Navy, the Red Lancer provided valuable information on building a career in naval aviation.

The aircrew spent time with the students explaining to them the various phases of training that ultimately lead to completion of flight school and follow-on training in fleet aircraft like the P-8A Poseidon.

"Every member of the aircrew that flew to Baton Rouge has been where these students are currently. We hope that we helped make their career path more clear and more appealing as prospective naval aviators and naval flight officers," said Tijerina.



By Lt. j.g. Andrew LaBrecque, VP-10 Public Affairs Officer
Published in Jax Air News, April 7, 2016



Photo courtesy of VP-10. Lt. Jeremy Tijerina and Lt. j.g. Stephanie Mondloch (left) along with Lt. j.g. Joshua Cohen and Lt. j.g. Bridget Bizon (right) stand beside their P-8A Poseidon with students from the Southern University NROTC unit March 5.



COMMUNITY

'Mad Foxes' Provide P-8A Tour for 6th Fleet Brass

During a stopover in Naples, Italy, en route to their deployment site in southwest Asia, VP-5 Combat Aircrew (CAC)-7 seized the opportunity to give a tour of their P-8A Poseidon to Commander, 6th Fleet, Vice Adm. James Foggo.

Foggo was accompanied by Rear Adm. Jeffrey Harley, the Assistant Deputy Chief of Naval Operations (Operations, Plans and Strategy) (N3/N5B); Rear Adm. Cathal O'Connor, Deputy Chief of Staff for Strategy, Resources and Plans; and Commodore Bryan Durkee, Commander, Task Force-67.

All of the leaders were impressed with the P-8A capabilities and expressed great enthusiasm for future P-8 deployments to their area of responsibility. VP-5 is on a routine 6-month deployment to Southwest Asia and the Western Pacific.



By Lt. Cmdr. Johnny Harkins, VP-5

Published in the Jax Air News, April 7, 2016



Photo by Lt. Daniel Foose. AWO2 Christopher James, Lt. John Bellezza, Cmdr. Joe Levy, AWO2 Michael Bray, and AWOC Paul Mudge of VP-5 hosted Vice Adm. James Foggo for a tour of their P-8A Poseidon during a stopover in Naples, Italy.

37 Years Of P-3
EXCELLENCE

UNITED STATES OF AMERICA
NFO/IA
TPS FL
ITALY

LSI

MARITIME PATROL
ASSOCIATION

LSI, Inc. provides a full spectrum of training solutions that include training devices, desktop simulation, mobile device training, curriculum design, computer-based instruction, instructor services and electronic classroom installation.

Visit Us @
www.lsijax.com

What does your
training future hold?



With **SIX DEGREES** . . .

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



SDVOSB Seaport-e Prime
Gulf Coast Region

www.SIXDOFSIM.COM

COMMUNITY

'Fighting Tigers' Welcome Members of Congress

The "Fighting Tigers" of Patrol Squadron (VP) 8 welcomed a 23-member Congressional Delegation (CODEL) April 1 at Clark Air Base, Angeles City, Philippines.

Led by U.S. Rep. John Kline (R-MN), a former Marine stationed at Clark Air Base, the CODEL spent the afternoon touring the local area, visiting with senior Filipino military officers, and meeting with U.S. Air Force and U.S. Navy personnel.

Other members of the delegation included congressmen Tom Price (R-GA), Bobby Scott (D-VA), Erik Paulsen (R-MN), Dan Benishek, (R-MI), Rubén Hinojosa (D-TX) and Phil Roe (R-TN).

The delegation was in the Philippines to meet with Filipino defense officials and U.S. service members to evaluate U.S., ally and partner installations, operations and training in the Pacific, with a particular focus on new U.S. programs, deployments and installations in support of the Pacific rebalance.

The group seized the opportunity to tour one of VP-8's newest P-8A Poseidon aircraft that was on detachment to Clark Air Base supporting Commander, 7th Fleet operations.

Lt. Jake Torba, mission commander for Combat Aircrew 11, was on hand to discuss the capabilities of the U.S. Navy's most modern weapon system. "No other nation on Earth can match the capabilities of our Maritime Patrol and Reconnaissance Force or the proficiency and experience of our aircrews."

AWO2 Miranda Abbas described the experience as "once in a lifetime." She especially enjoyed sharing her knowledge as an electronic warfare operator, "They were all very nice and extremely interested in our missions."

The congressmen sincerely expressed their gratitude to each of the officers and Sailors and were, "Honored by our service and dedication to the country."

VP-8 is deployed to the 7th Fleet area of responsibility conducting intelligence, surveillance and reconnaissance mis-



Photo courtesy of Jax Air News. U.S. Rep. Erik Paulsen (R-MN) prepares to board a "Fighting Tigers" P-8A Poseidon for a capabilities brief April 1 at Clark Air Base in the Philippines.



Photos courtesy of VP-8
U.S. Rep. Tom Price (R-GA) talks with IS2 James Bailey and AWO3 Warren Bio during their tour of a P-8A Poseidon assigned to VP-8.

sions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.



By LCDR Ian Burgess, Commander, Task Group 72.2 Public Affairs
Published in the Jax Air News, April 7, 2016

COMMUNITY

'Pelicans' Check Out NAS Sigonella

Select members of Patrol Squadron (VP) 45 recently flew to NAS Sigonella, Sicily aboard one of the squadron's new maritime patrol aircraft, the P-8A Poseidon. The aircraft was supporting the P-8A site activation working group to prepare for future deployments to the 6th Fleet Area of Responsibility (AOR).

Participants in the working group included representatives from 6th Fleet, CPRW-11, CTF-67, NAVAIR, CNAL, NAS Sigonella and VP-45.

"The purpose of our flight to Sigonella was to make sure our squadron and the P-8 community is a perfect fit to operate in 6th Fleet without reservation," said CMDCM Ervin Byrd III, command master chief of VP-45.

"Bringing our squadron to this theater shows that the P-8 is capable of operating anywhere," said AMCS Mario Caligiuri, VP-45 100/200 divisions leading chief petty officer.

VP-45 participants included representatives from the maintenance and operations departments who have been integral to the community's transition from the P-3C Orion and also members who could deploy to the area as part of the squadron's upcoming regularly scheduled deployment.

"During our trip we wanted to make sure we had the appropriate amount of facilities for our Sailors," said AWOC Ronel Thomas, VP-45 Command Services Department leading chief petty officer. "We made sure to look at things like the Morale Welfare and Recreation (MWR) center, the barracks, the exchange, commissary and modes of transportation."

After examining the facilities onboard NAS Sigonella, VP-45 leadership is confident that the location would be able to support any upcoming P-8A deployment. They were also pleased with the efforts that the base and the supporting Navy community are making for the future.

"Sigonella has outstanding accommodations," declared Byrd III. "The commissary and exchange are awesome and MWR has many options for our Sailors to enjoy."

Byrd III said reconnaissance trips like these are what make VP-45 stand out when it comes to preparing for deployment. "Our squadron's ability to work together as a team is what makes us stand out when it comes to being prepared for deployment," said Byrd III. "In my 26 years, I haven't seen a squadron work so well to make things happen – and I have no doubt that we will perform well on this deployment." ★

By MC2 Tyler Fraser, VP-45 Public Affairs

Published in the Jax Air News, April 21, 2016



Photo by Shannon Haney. Personnel from Naval Supply Systems Command Fleet Logistics Center in Sigonella, Sicily conduct a fueling evolution March 10 for one of the VP-45 "Pelicans" P-8A Poseidon maritime patrol aircraft. It's one of the first P-8A aircraft deployed to 5th Fleet.

COMMUNITY

'Red Lancers' Perform at Exercise Cold Response

The "Red Lancers" of Patrol Squadron (VP) 10 participated in Exercise Cold Response 2016 from Andoya Air Station in Norway, March 3-11.

The exercise consisted of 12 NATO allied countries, including the United States, Britain and France. The Norwegian-led exercise included forces from all member countries, including ground troops, armored vehicles, aircraft and navy surface vessels. Jacksonville-based VP-10 was hosted by the Norwegian Air Force 133rd Air Wing, Squadron 333.

The Red Lancers provided 12 aircrew and 10 maintainers along with the Navy's latest Maritime Patrol and Reconnaissance Force aircraft, the P-8A Poseidon.

"The members of Squadron 333 were extremely gracious

hosts. We've never operated in this type of environment with this aircraft, so they were an extremely valuable asset to accomplishing the mission," said Patrol Plane Pilot Lt. Casey Powell. "Without the help of Squadron 333, our mission would have been immensely more difficult."

For VP-10, the primary missions for the exercise were Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASuW). Despite the majority of the exercise occurring on land, the Red Lancers were able to work very closely with naval vessels of allied countries. The Poseidon's ability to patrol and clear large areas of water and its advanced ASW capabilities make it a valuable asset in the maritime environment.

On top of the extremely complex scenarios, the adverse weather conditions added another level of difficulty to the situation. Temperatures regularly dropped into negative tem-



Photo courtesy of VP-10. Surrounded by mountains, Andoya Air Station in Norway provided a challenge to the Red Lancers flight crew during the exercise Cold Response 2016.



peratures in Norway.

The exercise focused on bringing together allied countries naval and air forces in a cooperative exercise. Most of the countries participating continue to fly the legacy aircraft, the P-3C Orion. VP-10 provided a unique opportunity for allies to see the advanced capabilities that the P-8A Poseidon brings to the maritime patrol environment.

“The P-3C Orion is an incredibly capable aircraft. Its versatility is proven by its more than 50 years in service. Despite having the same mission, the P-8A Poseidon brings a new level of integration with its modern sensor suite. We hope our participation in the exercise shows the abilities the new airframe provides,” said Tactical Coordinator (TACCO) Lt. Andrew Brown.

Overall, Exercise Cold Response 2016 was an immense success. Bringing together NATO countries and simulating challenging real life scenarios helps prepare the Red Lancers for their upcoming deployment to the U.S. 7th Fleet Area of Operations.

“ASW and coordinated operations will be integral to the success of the squadron on deployment. This exercise will not only better prepared the crew that participated in the exercise, but will give them valuable training to take back and share with the rest of the squadron,” remarked Brown.



*By Lt. j.g. Andrew LaBrecque, VP-10 Public Affairs Officer
Published in the Jax Air News, April 21, 2016*



Photos courtesy of VP-10 . The Norwegian military base, Andoya Air Station, hosted VP-16 during the NATO exercise Cold Response 2016.



COMMUNITY

VP-5 Maintainers Excel on Latest Inspection

The “Mad Foxes” of Patrol Squadron (VP) 5 received high marks on their Aviation Maintenance Inspection (AMI) conducted Jan. 19-22. The four-day inspection consisted of a thorough evaluation of programs, practical application of processes, and training within departments to determine mission readiness status.

Inspectors recognized the hurdles facing the Mad Foxes maintenance department, such as conducting operations out of Cecil Airport because of runway construction at NAS Jacksonville – as well as the high personnel turnover the squadron has experienced since their last deployment. Despite these hindrances, the inspectors were “extremely impressed” with the high morale and professionalism exhibited by the Mad Foxes maintenance team.

The VP-5 Maintenance Department achieved a final score of 98.5/100, with no programs off track. During the inspection, maintainers successfully completed five out of five drills and 50 out of 50 practical applications – scoring an impressive 100 percent satisfaction rate, all while juggling a heavy flight schedule.

Additionally, eight maintenance professionals received a ‘Bravo Zulu’ for excellence and their programs were listed as “Model Programs.”

The AMI results mirror the scores from November’s Maintenance Program Assessment (MPA), conducted by CPRW-11 to identify any areas needing improvement.

“The AMI team affirmed the exceptional work by our maintenance department that we’ve been privileged to witness firsthand over the past year – grading our overall performance in the top 5 percent of all naval aviation squadrons. It feels good to have Naval Air Forces validate that our team is absolutely ready for our upcoming worldwide deployment,” said VP-5 Executive Officer Cmdr. Joe Levy.

AMI was the final major challenge in VP-5’s inter-deployment readiness cycle. The Mad Foxes continue to hone their skills as they ready themselves for the upcoming goal of a successful dual site deployment this spring.



*By Lt. j.g. Nicholas Martin, Public Affairs Officer
Published in the Jax Air News, January 27, 2016*



Photo by MC3 Nick Bergman. As dawn breaks Jan. 20, maintainers and flight crews of VP-5 search the tarmac at Cecil Airport for foreign object debris during the morning FOD walk down.



COMMUNITY

VP-45 Conducts First Burial-at-Sea with P-8A

The “Pelicans” of Patrol Squadron (VP) 45 conducted a burial-at-sea Jan. 7 for James Lincoln “Linc” Sparks Sr., a deceased former naval flight officer and member of VP-45.

The burial-at-sea ceremony is an honored tradition dating back to World War II. It’s available for active duty members of the uniformed services, retirees and honorably discharged veterans, Military Sealift Command U.S. civilian marine personnel and their family members. It helps to recognize service members and the sacrifices they have made.

“A burial-at-sea is one of the most important things we can do to honor the memory of a Sailor,” said Cmdr. Jason Wil-

liamson, VP-45 executive officer.

“Some of Sparks’ fondest memories were as a Lt. with VP-45, so it means a lot to remember him in this way.”

Five members of VP-45, Cmdr. Jason Williamson, Lt. Lara Bzik, Lt. Joseph Johannes, Lt. j.g Robert Valentich and AWO1 Jason Lankhorst were part of the ceremony where Sparks’ remains were flown over the Atlantic Ocean before being laid to rest off the coast of St. Augustine.

“This was VP-45’s first burial-at-sea flying the P-8A,” said Williamson. “Traditions and customs like this help to connect the many generations of the maritime and patrol community.”



Photo by MC2 Tyler Fraser. Lt. Joseph Johannes (middle), a naval flight officer with Patrol Squadron (VP) 45 carries the ashes of James Lincoln “Linc” Sparks Sr., a former member of VP-45, aboard one of the squadron’s P-8A Poseidons during a burial-at-sea ceremony Jan. 7 at Cecil Airport.

Members who participated in the ceremony said performing this burial-at-sea for a former Pelican was a truly special experience.

“It was an honor to help lay to rest a member of VP-45,” said Bzik. “The trust that the Sparks’ family placed in us to carry out their father’s final wish speaks to the camaraderie of the Pelican family.”

James Lincoln “Linc” Sparks Sr. was born Jan. 27, 1939 in Ashland, Ky. He was raised and educated in Baltimore, Md.

He served six years as a naval flight officer (from 1960-1966) with three of those years at VP-45. Sparks retired from AT&T in 1995. He passed away April 1, 2015 due to complications

from pancreatic cancer.

Those who knew him remember what a humble and generous man he was. His family was greatly blessed. At the moment of his death, he was at home in peace surrounded by his loving family.

He is survived by his wife, Grace, three children Elinor Sparks, Carolyn Ditchendorf, and James Sparks Jr. as well as his grandchildren Sophia and Peter Staropoli, Cyrus, Elijah and Lilianna Ditchendorf. He was well loved and always considered an asset wherever he traveled. He will be missed and fondly remembered for his sense of humor.



*By Lt. j.g. Keith Estes, VP-45 Public Affairs Officer
Published in Jax Air News, January 27, 2016*

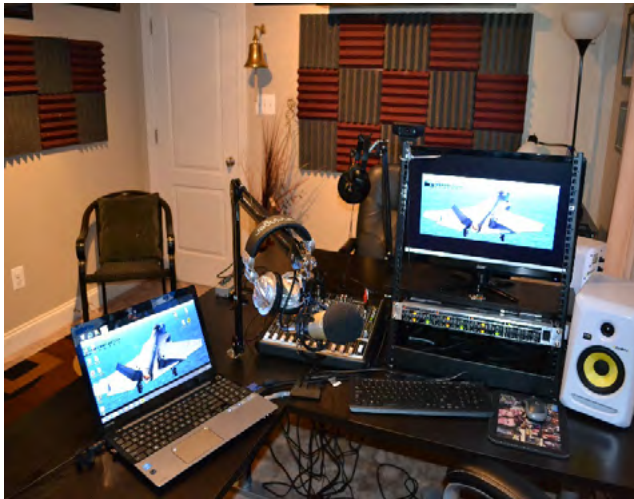


Photo by MC2 Tyler Fraser. Pre-flight prayers over the ashes of James Lincoln “Linc” Sparks Sr., a former member of VP-45.



THE HANGAR DECK PODCAST

If you love all things about Aviation as we do, then you will certainly enjoy our crew and [show](#). We are presenting this Podcast for the Aviation Enthusiast featuring news and technology discussions on all things Aviation.



the Amateur to Expert Level Aviation Enthusiast.

Our multiple segment Podcast includes interviews with Pilots, Analysts, Maintenance Specialists, Aerospace Engineers and Aviation Business Owners.

Our Goal is to have fun and present discussions on diverse Aviation topics with our partners and various guests from commercial and military aviation communities. The Hangar Deck Podcast team aims at bringing a relaxed, enthusiastic and entertaining experience while talking about cool aviation topics and perhaps learn a thing or two along the way. Our content and topics range from

You can listen to The Hangar Deck Podcast at www.thehangardeck.com.

A proud member of the
AVIATION MEDIA NETWORK
TheVoicesInYourHead.com

Upcoming Episodes

Building your own aircraft with Joe Tierney.

The Decommissioning of HCS-84 and HCS-85 with CMDCM Lee Barbrey (ret.)

Special Interview with MCPON Jim Herdt (ret.) on the USS Theodore Roosevelt (CVN-71).

The 747-400 Cargo Aircraft with Mr. Brian Mills.

Contact us:
Pitchlockpete@thehangardeck.com



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

NAS Jacksonville Runway Construction Project

This project replaces the original runway that was built in 1940. The last comprehensive overhaul/major runway repairs were completed in 1967. Today's repairs/improvements are necessary in order to meet evolving NAVAIR operational requirements and safety criteria and to ensure compliance with FAA airfield regulations.

Runway 10/28 thresholds will receive full-depth concrete placement of the existing pavement at the east and west ends in order to comply with design standards and requirements for P-8A aircraft.

The project also includes construction of a new 1,000-foot overrun at the west end of runway 10/28, along with construction of associated taxiways and new airfield lighting. Replacement of airfield lighting, including new taxiway signs, a new lighting vault, demolition of existing lighting vaults, and incidental work are included.

During the project, approximately 1,800 military personnel, nine fixed wing squadrons, and 37 aircraft have been temporarily relocated to Cecil Airport.

The project will require roughly 500,000 man-hours (across numerous construction trades) to complete. Nearly 100,000 tons of concrete will be recycled to support the project.

New concrete placed will total 1.2 million square feet or 53,853 cubic yards (equivalent to 24.2 football fields). Recycled asphalt used to support the project will total 2.2 million square feet, or 40,440 cubic yards (equivalent to 45.4 football fields). On-site concrete and asphalt batching plants were established to ensure timely project completion and to minimize environmental impact.



By Staff

Published in Jax Air News, February 17, 2016



Photo by Clark Pierce. The new easy to read airfield guidance signs meet all FAA specifications and are visually noticed more quickly by pilots.



COMMUNITY

VP-8 Takes P-8 to ROTC Event

On Feb 19th 2016, a crew from Patrol Squadron EIGHT (VP-8) flew a P-8A Poseidon aircraft to Raleigh Durham International Airport to be put on display. Over 100 Midshipmen from the North Carolina Piedmont Consortium ROTC, comprised of North Carolina, North Carolina State, and Duke Universities, toured the Fighting Tiger's state-of-the-art aircraft.

The VP-8 crew demonstrated to the North Carolina Midshipmen how the P-8A Poseidon is an asset in today's advanced anti-submarine warfare as well as a major contributor to the nation's intelligence, reconnaissance, and surveillance mis-

sions.

In addition to a full tour of the P-8A, students were able to ask questions about the capabilities of the aircraft as well as learn about the role of each crew member aboard. "The Midshipmen were excited to see the P-8," said Naval Flight Officer and Duke University graduate Lieutenant Junior Grade Mark Baden. "This sort of first-hand exposure is what really motivates future Naval Officers to pursue a career in the maritime community."

Some of the best lessons - and preparation - for becoming a



Photo by LTJG Andrew Herring. Pilot LT Rabon Jones gives ROTC students a tour of the cockpit.

commissioned officer often come from experiences outside of the classroom environment. This opportunity may provide the motivation the Midshipmen need to be successful, and potentially represent their school in the cockpit of a P-8A someday.



By LTJG Samuel Marcus, VP-8 Public Affairs Officer



Photo by LTJG Andrew Herring. AWO1 Edralin shows ROTC students around the aircraft.



Photo by LTJG Andrew Herring. LTJG Mark Baden poses with ROTC students in front of the P-8.



COMMUNITY

Recent Events

*T*he Norfolk Chapter of MPA gathered for a Happy Hour event on Friday, March 4th at Peck in Pour in Ghent. If you are a past or present MPA or MPRF member and want to know how you can participate in future events, contact Vice President of Region, Norfolk Chapter, **LT Scott Miller** at: srm248@gmail.com



Pictured (left to right): Marc Christino, John Fox, Tim Coennen, RDML Kyle Cozad, RADM (Ret) Dick Brooks, Sheryl Brooks, David Levy, Rachel Szechtman, Steve Wyss, Jess Coennen, Scott Miller, Jaclyn Miller, Kevin Hudson, Drew McClune, Audrey McClune, Amy Cozad

COMMUNITY

Upcoming Events

Reunion Groups & Events

The Mariner/Marlin Association (MMA) Reunion: April 27-30, 2016 in Tucson, Arizona

Visit the website for more information and to register.
Web Site: <http://marinermarlin.com/2016reunion>

14 Wing Greenwood celebrating RCAF Squadrons' 75th Anniversary and VPI 50th Anniversary: June 22-26, 2016, Nova Scotia Canada

Current and former members of 404/405/413/415 Squadrons, as well as members of VPI, are invited to share in the Anniversary events of these Squadrons and VPI from 22 – 26 June 2016 at Greenwood, Nova Scotia Canada. Registration deadline is 16 May 2016. Registration forms and event information are available at: <http://www.gmam.ca/75th-anniversary.html>

VP-90 Reunion: July 8-9, 2016

Contact: WW Thompson
Email: vp90.reunions@gmail.com
Web Site: <http://www.vp44goldenpelicans.com/>

NAS Brunswick Reunion: July or Early August, 2016 in Brunswick, ME

Contact: Jeffrey Simpson
Email: BNAS5year@aol.com
Web Site: Jeffrey Simpson on Facebook

Patrol Squadron 11 Reunion: August 18-21, 2016 in Richmond, VA

Contact: CAPT Mike Brittingham
Email: bhanigan@aol.com

VP Officer Reunion: September 23-25, 2016 in Monterey, CA

Contact: CAPT Tom Spink, USN (Ret)
Phone: (408) 732-4307

Email: Tom.Spink@att.net
Web Site: www.vpreunion.com

VP-45 Association Reunion: October 19-23, 2016 in Charleston, SC

Contact: Doug "Pooh Bear" Mitchell
Phone: (678) 650-7500
Email: poohbearmit@aol.com
Web Site: www.vp45association.org

VP-93: November 5, 2016 in Detroit, MI

Contact: Howard Rundell
Email: g5av8or@aol.com
Web Site: www.vp93.org

To join/renew your **VP-1 POPS (P-3 Orion Pioneers)** Membership, check out membership information at: www.vp1pops.com

Chapter Events



Hawaii Chapter:

Stay tuned for coming events!
CAPT Steve Newlund, VP of Region
steve.newlund@navy.mil



Memphis Chapter:

Stay tuned for coming events!

LT Luke Reid

john.l.reid1@navy.mil



San Diego Chapter:

Stay tuned for information on a March/April event!

CDR James Johnston, VP of Region

james.p.johnston@navy.mil



Norfolk Chapter:

Member cookout to be scheduled for May/June! For more info, contact:

LT Scott Miller, VP of Region

srm248@gmail.com



Washington DC Chapter:

Stay tuned for coming events!

CDR Chris Flaherty, VP of Region

christ.flaherty@navy.mil



Pax River Chapter:

Stay tuned for coming events!

CDR Molly Boron, VP of Region

molly.boron@navy.mil



Whidbey Island Chapter:

Stay tuned for information on a Feb/March event!

CAPT Brett Mietus, VP of Region

brett.mietus@navy.mil

April

Friday, April 8:

VP-10 Change of Command Ceremony in Jacksonville, FL. CDR Alan Miller relieves CDR Herb Lacy.

Friday, April 21:

VP-45 Change of Command Ceremony in Jacksonville, FL. CDR Jason Williamson relieves CDR John Weidner.

VP-4 Change of Command Ceremony will take place OCO-NUS. CDR Chris Smith relieves CDR Jon Spore.

Friday, April 21: *(continued)*

VP-9 Change of Command Ceremony will take place at K-Bay. CDR Beth Regoli relieves CDR Gonzalo Partida.

Friday, April 29:

VP-8 Change of Command Ceremony in Kadena, Japan. CDR Chris Wood relieves CDR Andrew Barlow.

May

Monday, May 2:

VP-5 Change of Command Ceremony in Misawa, Japan. CDR Joseph Levy relieves CDR Alan D'Jock.

Thursday, May 12:

VP-1 Change of Command Ceremony aboard NAS Whidbey Island. CDR Scott Brunson relieves CDR Arnold Roper.

Thursday, May 19:

VP-16 Change of Command Ceremony in Jacksonville, FL. CDR Miguel Martinez relieves CDR Daniel Boman.

VPU-2 Change of Command Ceremony will take place at K-Bay. CDR Jason Wells relieves CDR Price Lockard.

Thursday, May 26:

VP-26 Change of Command Ceremony in Jacksonville, FL. CDR Michael Borrelli relieves CDR Mark Burns.

June

Wednesday, June 1:

VP-40 Change of Command Ceremony will take place OCO-NUS. CDR Aaron Shoemaker relieves CDR Timothy Thompson.

Thursday, June 2:

VP-47 Change of Command Ceremony will take place at K-Bay. CDR Ryan Cech relieves CDR Erik Cyre.

Friday, June 10:

VP-46 Change of Command Ceremony aboard NAS Whidbey Island. CDR Chad Livingston relieves CDR Matthew Fraunzimmer.

Get Your Event Listed Here!

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

Email the details to us at:

info@maritimepatrolassociation.org

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

HERITAGE PHOTO

Patrol Aircraft from WWII to Today



Photo by Roger Cain. Four iconic aircraft were displayed together at the Moffett Field Historical Society & Museum on Sunday, March 20th, 2016, during a commemorative event to honor 27 airmen from VP-50 killed on 21 March 1991 in a mid-air collision in the middle of the night off the San Diego coast during a Fleet Exercise.

Displayed were a P-3C Orion from VP-47 at MCB Kaneohe, Hawaii, a P-8A Poseidon from VP-10 at NAS Jacksonville, Florida, a PV-2 Harpoon from Stockton Airfield and the P2V-5 that is currently under restoration by the Moffett Field Museum's Air Group.

OF INTEREST

Maritime Patrol and Reconnaissance – It's a Family Business

NAVAL AIR STATION WHIDBEY ISLAND, Wash. – “My grandfather is still baffled that we don’t have an option to smoke while in the air. He follows up by asking me ‘What happens if one of the crew members wants to smoke in the plane,’” said Lt. j.g. Allison Haas of Patrol Squadron (VP) 40.

For most members of the Navy, these types of questions are the daily fare of humorous and often off-the-wall inquiries guaranteed to arise over family dinners. Haas, however, has one factor that makes her grandfather’s interrogation more than just another question standing between her and the plate of turkey.

Her grandfather, James Sheehan, who retired as a Navy captain, earned his wings as a Naval Aviator in December 1959, and flew his first flight in a P-3 Orion on 15 April, 1966. If that wasn’t enough, Haas’ father, Capt. Eric Haas, earned his wings as a Naval Flight Officer (NFO) in November 1980 and was assigned to P-3 squadrons in both Brunswick, Maine, and Willow Grove, Pennsylvania, during his career.

Lt. j.g. Haas is not alone. She is one of several young Naval Aviators that find themselves in the unique position of being assigned to an aircraft that has seen more than two generations of their family take the yolk. As of 2012, the P-3 Orion joined the likes of the B-52 Stratofortress and the C-130 Hercules in earning the distinction of delivering more than 50 continuous years of service to the U.S. military.

The P-3 Orion began its life as the Navy’s response for the need for a new long-range, low-cost replacement for the aging P-2 Neptune. Lockheed won the contract and saw their answer in a military variant of the L-188 commercial airliner, a 4-engine turboprop commonly known as the Lockheed Electra.

Their updated aircraft included a new paint-scheme, a slightly shorter airframe, and a distinctive magnetic-sensing tail



Photo courtesy of VP-40. Lt. j.g. Allison Haas’ grandfather Cmdr. James Sheehan achieved 55,000 squadron flight hours while serving as commanding officer of VP-23.

boom that has become one of the most iconic trademarks in aviation history. The P-3 took its maiden flight 25 Nov., 1959, and received its commission in 1962. Over the next four decades, the P-3 became one of the most prolific aircraft in the Navy arsenal.

Today, P-3 crews operate at three installations: Naval Air Station (NAS) Jacksonville, Florida; NAS Whidbey Island, Washington; and Marine Corps Air Station Kaneohe Bay, Hawaii. Though less than 20 years ago, the community still feels the same, according to Haas’ father and grandfather, who remain in contact with their squadron-mates. Many of their favorite stories revolved around the banter between the pilots and the NFOs, and the overall relationship that exists between





Photo courtesy of VP-40. From left to right: Capt. James Sheehan (ret), Lt. j.g. Allison Haas, and Capt. Eric Haas



Photo courtesy of VP-40. Ensign James Sheehan in front of a T-34 trainer in primary flight school. The T-34 is another aircraft Lt. j.g. Haas and her grandfather have a shared common experience.

the different professionals in the community.

“I’m so new to the squadron that I haven’t had many P-3 experiences, but my grandfather especially loves to hear about my time here,” said Lt. j.g. Haas.

Over his 20-year career as a Naval Aviator, Sheehan first flew the P-5M before transitioning to the new Maritime Patrol and Reconnaissance Aircraft, the P-3A in April 1966. He went on to fly subsequent updates of the P-3. There is some family conflict, with Lt. j.g. Haas’ grandfather a pilot and her dad an NFO. Growing up she remembers constant playful ribbing between the two.

As she spends more time in VP-40, Lt. j.g. Haas said she is beginning to understand the unique relationship between the



Photo courtesy of VP-40. Lt. j.g. Haas’ grandfather enjoying a midflight cigar while flying the P-3 Orion.

pilots in the flight station and the NFOs in the tube that her dad and grandfather always talked about.

“You know, my flight here was as smooth as can be,” Lt. j.g. Haas’ father quipped to her not long after landing at Seattle-Tacoma International Airport to visit to her current duty station at NAS Whidbey Island. “You P-3 pilots should be taking some notes.”

The commentary that exists between pilots and NFOs seems to have remained largely unchanged in the many years the P-3 has been aloft even as the capabilities of the community have evolved. The P-3 cannot fly without pilots and the P-3 does not have a mission without the NFOs. While the maritime patrol and reconnaissance community looks toward the future with the transition to the P-8 there is no indication that the relationship between the cockpit and the tube will change.



By Lt. j.g. Myles Barbula, Patrol Squadron 40 Public Affairs Officer



If you served or worked at the **BRUNSWICK NAVAL AIR STATION**, would you be interested in attending a 5th 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**



Photo courtesy of VP-40. Lt. j.g. Haas's father, Lt. Cmdr. Eric Haas, holding her in front of a P-3.

OF INTEREST

Confessions Of A US Navy P-3 Orion Maritime Patrol Pilot: Part 2 of 3

Have you ever wondered what it is like to chase enemy subs from the air or to hunt pirates off the coast of Somalia? Fox-trot Alpha gives you an unprecedented look into the world of a US Navy Maritime Patrol pilot, a job that continues to change and evolve as fast as our increasingly complicated world does.

A P-3C weapons bay carries a grim reminder of the Cold War inside it...

To attack submarine targets, the P-3C carries several variants of lightweight air-launched torpedoes. The Mk-46 is widely produced and was originally built during the Cold War. Software updates have improved the seeker head and computer logic, making it more effective. The Mk-50 was built in response to fast, deep diving, and double-hulled Soviet attack submarines such as the Alfa class SSN, which were so fast they could out-run and out-dive the torpedoes of their day. The Mk-50 has a shaped charge warhead which cuts through hulls in the same way an anti-tank warhead is shaped to punch through the heavy armor on a tank. This makes the

weapon much more likely to score a kill. The Mk-54 marries the body of the Mk-46 with the seeker head of the Mk-50 and the command logic from the Mk-48 ADCAP carried by our submarines. All of these weapons are carried on the P-3 in a bomb bay that sits behind the pilots and below the tactical officers.

A P-3C weapons bay carries a grim reminder of the Cold War inside it. During the nuclear age, the Orion routinely carried nuclear depth bombs to target Soviet missile submarines that were about to launch their sea-launched ballistic missiles (SLBM's). In fact, as a young student I received cockpit mock-ups that still depicted the nuclear arming panels where both pilots would insert their firing keys and provide dual concurrence to release the 'nuke.' The panels have long been removed and the aircraft no longer carries the wiring for nuclear weapons, but many aircraft still are equipped with the reinforced weapons pylon where the 'special weapons' were once carried. It's a sobering thought about a very dangerous time in mankind's history.





A lot of people have seen photos of a P-3C armed with AIM-9 Sidewinders and have asked me whether I've ever carried the missiles or trained to dogfight. I have to laugh a bit when they ask that question. The AIM-9 was tested on the Orion, I was told due to the experiences the British had in the Falklands campaign. Allegedly RAF Nimrods encountered Argentinian patrol aircraft by chance during scouting missions. Unable to take action, the Brits quickly armed their Nimrods with infrared guided air-to-air missiles. Maybe that's where the program came from. I don't know for sure exactly, although I do know I sure would have loved to have mixed it up with an F/A-18 and trained to employ the weapon!

I should tell you that it has long been a Maritime Patrol Community rumor that a 'black' P-3B flown by the CIA over China shot down a MiG with a Sidewinder. This was allegedly in the 1960s. I have zero information to back that claim up but author David Reade in the book *Age of Orion* makes claims that this incident occurred. I suppose we'll never know what really happened. By the time the truth is allowed out, anyone who flew these planes or operated them in such a manner will be long gone.

As we left, the sub popped his periscope out of the water. How amazed must he have been to see not one, but two Orions right overhead...

As a kid, I read every Tom Clancy book I could get my hands on, and in several books the author featured the Los Angeles class attack submarine USS Dallas (SSN-700). On my first mission tracking an actual submarine in an exercise, the target submarine happened to be Dallas! What a strange co-incidence and good memory to look back on. Dallas fought hard that day and while we tracked her for a good part of the exercise, she did prove very elusive. I have the highest respect for our submariners and am truly glad that they are on our side.

They are a very professional, effective, and lethal group and I would honestly hate to have them as an adversary.

One of my most memorable flights was just before becoming an aircraft commander. I'm not at liberty to say where we were, but we were the first on scene to lay out buoys to trap a foreign submarine as it transited through a geographical choke point. We had already laid a large pattern when we received a new location as to where the sub might be. The P-3C carries 84 sonobuoys and we had already laid almost two thirds of our sensors before we gained a "sniff." We called for a relief aircraft but were told it would be three hours till one could be there. We simply didn't have enough buoys to track the elusive sub using our original game-plan. We decided to drop buoys one at a time, leaving gaps between coverage and making very educated predictions on where and when the sub might re-appear. We dropped our final buoy just as our relief aircraft arrived to track. As we left, the sub popped his periscope out of the water. How amazed must he have been to see not one, but two Orions right overhead!

Another flight I will always remember found us flying against a very capable foreign submarine. Because the target was so capable all the commanders and brass in the operating area were interested and closely scrutinizing our missions. After tracking it super-sub for a few hours, it passed near a freighter. This is not uncommon, but what was uncommon was that he didn't reappear after the freighter moved on. Afterward we discovered the sub had entered a current where the water temperature changes and therefore the way sound moves changes drastically as well. Now we couldn't hear the sub and had no idea where he might have gone.

My crew made an educated guess on where we would go if we were the sub skipper and we laid buoys there in hopes that the target would stumble into them. Those 45 minutes

were some of the longest in my life. I wouldn't be able to look my buddies in the eye back in the ready room if me and my crew lost this crucial sub. Our squadron would look bad in front of all the brass and a great training opportunity would be lost. After interminable waiting, my operator yelled so loud from his station that I could hear him from the cockpit over the drone of the P-3's four notoriously loud turboprop engines. The sub had faded in on our sensors and we had caught him again. We passed the contact over to our relief aircraft with just one buoy remaining!

P-3 crews still refer to the 'Decade in the Desert' to describe the years that we spent patrolling combat zones in the Middle East and Southwest Asia...

The end of the Cold War saw the enormous fleet of Soviet submarines return to port, many permanently. This draw-down had an incredible effect on the maritime patrol community. Almost overnight, the Navy cut from 24 P-3 squadrons down to 12. Think about losing half your force and number of aircraft in less than five years! A 'peace dividend' was a wonderful thing for the country, but it cut the force deeply.

During the 1990's, the P-3 community was an organization in search of a mission. It's primary reason for being would never go away, but how can admirals justify their budgets when there are no non-allied subs out of port for months at a time? To their credit, the community flexed. They found work patrolling the Adriatic during the wars in former Yugoslavia. P-3C crews fired AGM-84 SLAM missiles into Kosovo during Operation Allied Force and they also worked closely with DEA and U.S. Coast Guard assets during counter narcotics operations in the Caribbean.

The beginning of the Global War on Terror and the conflicts in Iraq and Afghanistan turned the U.S. defense establishment upside down once again. The P-3 community was no different. Maritime patrol crews saw themselves go from open-ocean patrolling and surveillance in the littorals to operations over the Hindu Kush Mountains of Afghanistan supporting combat operations or patrolling for IED's in Iraq's tumultuous Anbar province. Defense publications claim that the advanced APS-149 Littoral Surveillance Radar System was used extensively during both wars, providing imagery of overland targets of interest. Maritime crews still refer to the 'Decade in the Desert' to describe the years that the P-3C spent patrolling combat zones in the Middle East and Southwest Asia.

My worst fear was that we'd get there too late and see the pirates already on-board with the crew as hostages or possibly dead...

While I hit the fleet towards the tail end of Iraq operations, I did have the chance to deploy to Djibouti, in East Africa. Djibouti is a tiny country sandwiched between Ethiopia, Eritrea, and Somali. For years, the camp I was stationed at has been a base for anti-piracy operations, has hosted USAF Predator

UAV's, and generally provided a foothold to the unstable areas of East Africa. We flew primarily maritime security missions to detect and warn merchant ships of the presence of pirate vessels.

My most memorable time in Djibouti found us breaking up an attack on a Malaysian cargo ship. The Malaysian crew radioed a distress call reporting a pirate attack in progress. We were about 180nm away from getting to the scene, which equates to about 30 minutes time. We were so far out to sea and far away from a divert air base that we couldn't fly at top speed as we simply wouldn't have the gas to get home. The waiting was terrible. My worst fear was that we'd get there too late and see the pirates already on-board with the crew as hostages or possibly dead. Once the pirates were on-board there was little we could do.

Pirates use converted fishing vessels called 'motherships' to patrol and speedboats called 'skiffs' to raid their target vessel. Because the skiffs aren't very fast in high seas, or very seaworthy for that matter, the pirates have to be ahead or abeam of the target ship for the skiffs to successfully engage. It's a game of geometry and faster merchant ships can elude the pirates largely with their speed alone. The simple fact is that pirates have to wait days if not weeks for prey to come along and be in just the right position to be successful.

When we dropped below the clouds we locked our EO/IR turret onto the skiff. I remember the pirate captain in the skiff turning up to look directly at us. You could tell by his body language he was in charge. I'll never forget it. You could see him turn his head, look at us, and you could literally see him thinking. For ten seconds, the skiff sped on towards the ship, getting closer and closer. Then they slowed. The captain followed us with his eyes as we circled overhead, putting our plane between the skiff and the ship. He must have been thinking: 'days of waiting and when my prey is in sight, the Americans show up. 800 miles off the coast of Somalia and the Americans show up now?!?' Then you could see him gesture, and we thought he was probably yelling at the crew in the skiff. The skiff slowly turned its bow downwind, away from the Malaysian ship and started heading back to the mothership. The merchant ship was safe. But watching that pirate captain think from our perch far away and high up in the sky and watching him literally weigh profit against freedom was a powerful thing. I will never forget that.

Out of the corner of my eye I saw a bright red flash and jumped in my seat as I heard an alarm scream...

One of my most memorable moments flying the P-3C was coming home to the States after a large joint exercise in Lossiemouth, Scotland. We were midway across the Atlantic flying west at 24,000 feet just before midnight. Flying the Orion across the ocean is always challenging and interesting, espe-

cially over the cold and storm blown North Atlantic at night. The plane is barely stable in pitch and speed when it is heavy, and if the center of gravity is aft, it is even less so. In fact, you can feel it in the controls when crew or passengers move toward the the back of the aircraft. If your radar operator gets up to use the lavatory, you will feel the control pressure change as he walks back aft and then forward to his console.

On such nights the Northern Lights may be visible and the high frequency (HF) radios hiss in your ear as airliners make their position reports. Fighting the plane, which rarely has an operable autopilot, is a full time job, and the noise of the radios combined with the utter blackness outside makes for a surreal experience.

I was flying with a junior copilot while my commanding officer rested in the bunk back in the rear of the aircraft. Out of the corner of my eye I saw a bright red flash and jumped in my seat as I heard an alarm scream. I looked to see what was wrong with the aircraft, but the light and alarm were gone as quickly as they had came. As I turned to ask my flight engineer "was that a fire warning," the fire warning tone blared for one second and the fire light on the #3 engine lit up. Then it abruptly went out. For the next two minutes, the alarms would go off and then extinguish themselves randomly. I was shocked watching this occur. Here we were, literally half way across the ocean, the most desolate part of the trip, and an engine was about to fail. This off-and-on alarm could indicate a faulty sensor or it could indicate that there was a hole in the engine and 900 degree Celsius exhaust gasses were escaping from the burner cans into the nacelle. That heat could start a fire, and this far out over the cold wintery Atlantic was not the place to have that happen.

I called for my Skipper to come to the flight deck and a few moments later, we shut the engine down. We were past the equal time point, where it would take the same amount of time to continue to Canada or Maine as to return to Ireland



or Scotland. We landed safely on three engines in Bangor, ME. The mechanics found a faulty fire sensor in the engine. Thank goodness it was just a busted sensor. I hope I never have to see a sick engine over the water like that again. Even with three more, one sick engine was enough.

The P-8 Poseidon is revolutionary when it comes to sensor management, data fusion, and connectivity...

Following a few deployments with the P-3C, my squadron transitioned to the new P-8A Poseidon. The P-8A is derived from the Boeing 737. The aircraft features a Boeing 737-800 fuselage mated to 737-900 wings and is equipped with raked wingtips optimized for low altitude flight and long endurance. In place of a cargo hold, the aircraft boasts additional fuel tanks and a weapons bay. The reliability, speed, and sensor capabilities equate to a significant improvement over the legacy aircraft (the P-3). In the Poseidon, the Navy married advanced sensors and communications connectivity with a modern, highly reliable and efficient airframe that already existed on the commercial marketplace.

If I sound like a Poseidon lover, well then consider me guilty.



I am, and admit it honestly. The aircraft is powerful, reliable, and easy to fly. It was a challenge transitioning from a straight wing turboprop to a high altitude, swept wing jet, but I personally found the P-8A to be intuitive and comfortable to fly. The largest difference is not in flight characteristics, but rather in how the pilot interfaces with the aircraft. The P-3C is flown hands-on, with little if any automation. In the Poseidon, the pilot utilizes the Flight Management Computer and a highly advanced coupled autopilot to fly the jet. Whether flying on airway routes or positioning the aircraft to employ sensors, the Poseidon utilizes high levels of automation. This is not harder or easier than flying hands-on, simply different, and requires a different approach.

The tougher part about the jet is acting as a tactical operator and employing the sensors of the aircraft. The P-8A is revolutionary when it comes to sensor management, data fusion, and connectivity. The challenge for operators is not having insufficient sensor performance, but rather how to manage so many capable sensors, process the information, and transmit actionable data to commanders through a variety of communications networks and datalinks.

The P-8A boasts five mission crew workstations, all of which feature dual reconfigurable touchscreen displays and data entry keyboards. The ability to do any job from any worksta-

tion makes load sharing possible and is indeed critical to success during a mission. For example, during an information, surveillance and reconnaissance (ISR) missions we might have extra electronic warfare operators in the seats scanning for radar emitters while another operator scans the radar and maps where those emitters are located. Conversely, during an ASW mission we can place extra acoustic operators in the seats to interpret sonar signals and track a submarine. The flexibility is extremely impressive.

****Read part 3 of this article in the next issues of PLANE-SIDE. (Part 1 is published in QTR 1, 2016.) ****



By Tyler Rogoway

Published in the online publication, Alpha Foxtrot, for Jalopnik.com, July 2, 2014

Tyler is a defense journalist and photographer that maintains the website Foxtrot Alpha for Jalopnik.com You can reach Tyler with story ideas or direct comments regarding this or any other defense topic via the email address Tyler@Jalopnik.com

Pictures via Tyler Rogoway/Foxtrot Alpha where branded, USN, Boeing, Lockheed where not.



MPA

What's New?

PLEASE UPDATE YOUR CONTACT INFO!

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

Questions? Comments?

Drop us a line any time at:

info@maritimepatrolassociation.org

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

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



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

★ **You're cleared for take-off.** ★

With a corporate sponsorship program that is engineered to soar, we're looking to build long-term partnerships with industry and community leaders who can see what's on the horizon and are planning for what is beyond it.

To see how we fit into your company's flight plan, visit us at:

www.maritimepatrolassociation.org



MPA

Thank You!

THANK YOU
TO OUR AMAZING AND GENEROUS
CORPORATE SPONSORS!



The Power of Flight

NORTHROP GRUMMAN



RGKGLOBAL, LLC
Partner in Global Business