

# PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2016: Issue 3



*In This Issue*

***P-8 Air-to-Air Refueling Tests in Progress***

***NAS Whidbey Island Receives P-8A Poseidon***

***Triton Demonstrates New Capabilities***



# PLANESIDE

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## *Cover Photo*



Photos courtesy of NAVAIR . P-8 air-to-air refueling testing has begun and Patrol Squadron FIVE will be the first squadron to roll out the history-making process in 2017.



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P.O. Box 147  
Orange Park, FL 32067  
[info@maritimepatrolassociation.org](mailto:info@maritimepatrolassociation.org) \* [www.maritimepatrolassociation.org](http://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

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# WELCOME

## *From the President*

*G*reetings to all of our MPA warriors around the world!

Today, I write my final letter as the president of the Maritime Patrol Association. I will soon turnover my duties as President to my good friend, and Commanding Officer of VP-30, CAPT Dave Whitehead. Dave is a remarkable leader and our community and this mighty organization is in great hands with him at the helm.

I am very proud of the work we have done this past year and want to share a bit of that with you before I check off station. Of course none would have been possible without you, our members, so let me first begin by saying thank you so much for your support this past year. It has been an honor and privilege to serve you as President. I cannot believe where this organization has come in only 5 short years. While those of us on active duty serve as President and Vice President, this organization does not run or even exist without the tireless efforts of CAPT (ret) Rich Heimerle and his daughter, Kristen. We all owe them a debt of gratitude that we cannot soon repay.

As I reported to you in my last letter, the 2016 MPA Symposium was a huge success. We set records in all areas from funds raised - over \$36,000 - to our attendance numbers - well over 900 participants. More importantly, we received feedback from our surveys that indicated that folks were excited to hear our guest speakers, see our presentations, participate in the many events of the week and spend time with our active duty aviators and maintenance personnel. It seems to me that each year gets better and I know that next year will be even bigger.

One of my goals was to increase membership and I am happy to report that we did in fact grow the organization again. We currently have 1190 members, up from 1070 this time last year. This is tremendous for our young organization and really is our life blood. If not for our members, we would have shutdown shortly after we started. Thank you to all of our members for first, trusting us to manage your hard earned money in running the organization, but also for helping us grow.

Another goal was to increase the scholarship fund and try to give more money back to our kids. We were able to distribute \$10,000 in scholarship funds this year, up from the \$8,000 we gave last year. After this year's MPA Symposium, I



*CAPT Anthony Corapi, USN.*

believe that we are poised to provide additional scholarships next year. We raised close to \$8,000 from our scholarship golf tournament that will enable us reach that goal. This is a tremendous feat and is probably the most important thing we do as an organization. The money we make as a non-profit is for helping the organization to run successfully and most important to give back to our members and their families. I am very proud to report we are doing that.

Thank you again for the privilege to serve you as President of MPA. I am humbled to have had a chance to work with some incredible people and am excited to see where the organization will be in a few more years. I know that through their efforts and your support as our members, the organization will flourish.

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

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



# CPRG

## *Checking On Station*

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

Ten years ago Admiral Mike Mullen advocated for a “1,000-ship Navy.” His vision was of world-wide naval forces forming regional partnerships that would work together and share information in the interest of maritime security. While this phrase has somewhat fallen out of vogue, the concept of partnership and coalition is still relevant and certainly applies to the global Maritime Patrol and Reconnaissance Aircraft (MPRA) community. In an environment where developing and reemerging near-peer threats narrow the gap in technological advantage and stretch our resources to cover an even greater swath of our world’s oceans, there is clear mandate to reaffirm our ties with our international partners – especially in an ASW environment that often has me thinking we are ‘back to the future.’

The force multiplying effect of a closely allied MPRA is not a new concept, but rather one that has atrophied over the past years due to global economic pressures and shifting strategic priorities. With the growing number of actors on today’s maritime stage, the increased threat to security cannot be ignored. Think how powerful it would be to have a joint maritime Common Operational Picture (COP) shared by Atlantic and Pacific maritime patrol allies – I’m a firm believer that we could exponentially increase our breadth and depth of ASW capability to more forcefully address global maritime security issues faster and more effectively.

The P-3 Orion is arguably the most successful MPRA in aviation history. However, the Mighty Orion’s legacy is not simply an American phenomenon - 17 nations have flown or are currently flying some variant of P-3 aircraft, including Argentina, Australia, Brazil, Canada, Chile, Germany, Greece, Japan, New Zealand, Norway, Netherlands, Pakistan, Portugal, Spain, Republic of Korea, Taiwan, and Thailand. I recently had the privilege of traveling to Greenwood, Nova Scotia to attend a VP International Anniversary event. As a former Exchange Pilot assigned to the RCAF and once stationed in Greenwood, it was great to spend time with old squadron mates and tell stories about the ‘hay-days’ of ASW at the height of the Cold War.



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

As a young lieutenant flying the Aurora in the early 90’s, the numbers, capacity and expertise that I grew up with in the Atlantic theater was second to none. Today, that’s not the case. In addition to countries that have divested completely of their MPRA force – others have significantly declined in numbers of aircraft and crews. I think it’s also fair to say that as an ASW coalition – our focus was shifted to a non-traditional battlespace, where ASW was not a priority. While this downward trend is not unprecedented, as I look around today’s world – we see patterns of operations and more capable adversaries that lead me to believe we’re back in the “good old days” where in many cases, MPRA is the only capability to effectively locate, track and kill adversary submarines. One way to regain that edge that I knew during my time as an exchange pilot in Canada is to collectively reenergize our partnerships and strengthen relationships with our MPRA allies around the world and seek opportunities to work more closely for our mutual benefit. Regardless of the aircraft we fly – our com-



mon mission and an increasingly capable adversary demand that we partner for excellence.

Both the Australians and the UK have begun the process of acquiring their own fleet of P-8A aircraft, and are taking a hard look at Triton Unmanned Aircraft System as well. The US Navy is actively forging new bonds with Australia through a PMA-290 managed P-8A Cooperative Partnership Program, which has proven to be of tremendous benefit to both nations. Australian participation as a cooperative partner means Australia has been fully integrated into the U.S. Navy procurement, logistics support, training, future capability development, and operational fleet introduction activities and processes.

As Australia replaces its fleet of AP-3s with P-8s, it is vitally important that they continue to participate fully in requirements, upgrades and modifications such as P-8 Increment 3, as configuration commonality is a key tenet to maintaining affordability and cooperative value for all our maritime partners. Australia initiated procurement for eight (8) P-8 aircraft in 2014 and in March 2016 received government approval to procure an additional four jets with a possibility of buying as many as 15 aircraft total. As cooperative partners, the Australians are fully embedded in the procurement process and have begun training their initial cadre of instructors at VP-30. We also enjoy the value added of an Australian exchange officer on the CPRG staff. The RAAF is on track to receive its first P-8A aircraft in Jacksonville in October and will continue to receive jets and train their aircrews over the next three years.

Similarly, former Prime Minister David Cameron recently announced that the UK has entered into a Foreign Military Sales (FMS) agreement to buy nine P-8A Poseidon Maritime Patrol Aircraft with initial delivery slated for 2019. The current plan is to base the aircraft at RAF Lossiemouth in Scotland. After the cancellation of the Nimrod MRA4 program in 2010, the British Ministry of Defence recognizes the growing gap in maritime security for their island nation and views P-8A as vital to protect the UK's nuclear deterrent and £6 billion aircraft carriers.

I recently returned from the UK where I had the privilege to meet with our MPRA counterparts and discussed increasing interoperability between the RAF and our MPRF sooner rather than later. This includes not only aircrew, but Maintainers and TacMobile non-reciprocal personnel exchanges too. Under the auspices of the UK Seedcorn program, we have already

hosted over two dozen experienced UK MPRA aircrew at VX-1 and VP-30 since 2013, which have contributed greatly to our USN P-8 Test and Training missions, including in-flight refueling. Now is the time to look at embedding these experienced ASW airman into our operational squadrons to not only leverage their collective expertise, but provide them hands-on operational experience in the Poseidon. One distinct advantage of the emerging P-8 growth has been a similar growth in training partnerships with UK and Australia as part of our growing UK Seedcorn program and Australian FRS instructors who have set the stage for a new level of multinational interoperability.

Exercises, real-world operations, and information flow should be unhindered by tail feathers. As technology tends to push capabilities and communication into ever higher classification levels, there is concern that this trend significantly hampers our ability to work with our closest allies just when there are greater synergies to be gained by open networks between coalition maritime patrol partners.

To address this challenge we must begin with a presumption of releasability and are diligently working those permissions through official channels. If conflict starts with a near-peer power, we will need our maritime partners to engage seamlessly into any conflict and provide needed effects immediately. If we truly adopt the 'fight tonight' mantra, then planning (and training) for that scenario needs to happen now. As I consider my days in Greenwood, I'm more convinced now than ever that we need to expand these partnerships to increase our depth on the bench and realize that "1,000-ship Navy" that Admiral Mullen spoke about. Hardware gets us to the fight – but people, will win the fight. Theater ASW is a "team sport" and reenergizing our partnerships and relationships is key to that "people advantage" that we've always worked to achieve in the Maritimes. I look forward to hangar flying this plan with you and our allies in Jacksonville at the next MPA Symposium, scheduled for 24-28 April, 2017. Until then continue to Fly – Flight - and Lead!

With Great Respect,

Kyle Cozad

Rear Admiral

Commander Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific







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

## *P-8A Tests Aerial Refueling, Readies For ASW Shakeouts*

JACKSONVILLE, Florida – The P-8A Poseidon has started air-to-air refueling testing and is on course to test its multi-static active coherent (MAC) anti-sub search system and High Altitude ASW (antisubmarine warfare) Weapons Concept Mk. 54 torpedo and high-altitude sensor upgrades.

“We have an aircraft at Edwards Air Force base,” U.S. Navy Capt. Tony Rossi, program manager, said last month. “They’ve been out there a week and a half, doing air-to-air refueling. We’ve been testing with KC-135 from the Air Force. We’ve done nine flights so far. The testing had gone very well – we’ve passed 10,000 gallons of fuel on a flight. The primary focus has been on the flying qualities of the aircraft.”

The Navy is now using the data to help develop a high-fidelity

P-8A air-to-air refueling trainer, he says.

The first engineering change proposal (ECP) for the MAC system is in the fleet today, following developmental and operational testing. It was fielded to the fleet in the summer and fall of 2015.

“We are currently flying [the system] for training,” Rossi says. The next evolution for MAC, ECP 2, is currently in developmental testing “It is expected to go into operational testing this summer,” he said.

Thus far testing has gone as expected. “It’s a complicated problem,” he said. “We are improving the operator’s workload through signal processing. You put that much energy into the water and have to sort through thousands of returns



EDWARDS AIR FORCE BASE, Calif. -- A U.S. Navy P-8 Poseidon conducts aerial refueling tests with a U.S. Air Force KC-135 Stratotanker over different parts of Southern California, to include the Sierra Nevada mountains, Western Mojave Desert, greater Los Angeles, and the Pacific Ocean. (U.S. Air Force photo by Christopher Okula)



that are coming back, everything from fish to rocks to subs. Which one do you care about? We are shedding the load off the operator.”

Part of the testing difficulty, he notes, is simply getting the submarines. The operational tests are scheduled to last about six months. “That’s highly dependent on our ability to get ‘targets,’ the correct type of subs in the correct type of water. Scheduling could be longer, it could be shorter. It depends on subs’ availability. They are highly sought-after assets.”

Regarding the Mk. 54 torpedo, he says, “Portions of high-altitude ASW testing are ongoing right now.” While the weapons are being developed by another program office, the Poseidon community is working on doing the P-8A integration testing. Safe-separation testing is scheduled for the end this summer, he says.



By Michael Fabey

Published in Aerospace Daily & Defense Report, May 09, 2016



EDWARDS AIR FORCE BASE, Calif. -- A U.S. Navy P-8 Poseidon conducts aerial refueling tests with a U.S. Air Force KC-135 Stratotanker over different parts of Southern California, to include the Sierra Nevada mountains, Western Mojave Desert, greater Los Angeles, and the Pacific Ocean. (U.S. Air Force photo by Christopher Okula)



EDWARDS AIR FORCE BASE, Calif. -- A U.S. Navy P-8 Poseidon conducts aerial refueling tests with a U.S. Air Force KC-135 Stratotanker over different parts of Southern California, to include the Sierra Nevada mountains, Western Mojave Desert, greater Los Angeles, and the Pacific Ocean. (U.S. Air Force photo by Christopher Okula)

# IN THE NEWS

## *MQ-4C Triton UAS Demonstrates New Capabilities During Flight Test*

**N**AVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, Md. – The Navy recently demonstrated two key capabilities for the Triton Unmanned Air System (UAS) program that will enhance future fleet operations.

During a flight test June 2, an MQ-4C Triton and P-8A Poseidon successfully exchanged full motion video for the first time inflight via a Common Data Link (CDL), marking another interoperability step for the program.

The test demonstrated Triton's ability to track a target with its electro-optical/infrared camera to build situational awareness for a distant P-8 aircrew.

"In an operational environment, this would enable the P-8 aircrew to become familiar with a contact of interest and surrounding vessels well in advance of the aircraft's arrival in station" said Cmdr. Daniel Papp, Triton integrated program team lead.

The MQ-4C Triton's ability to perform persistent intelligence, surveillance and reconnaissance within a range of 2,000 nau-

tical miles will allow the P-8A aircraft to focus on their core missions.

Last week also marked the completion of Triton's first heavy weight flight that will expand Triton's estimated time on station significantly. Triton operated in the 20,000 foot altitude band in the heavy weight configuration for the first time and completed all test objectives. A second heavy weight flight on June 14 had Triton operating in the 30,000 foot altitude band.

"The heavy weight envelope expansion work will enable Triton to realize its long dwell capability and become the unblinking eye for the fleet," Papp added.

Triton is designed to fly missions of up to 24 hours at altitudes over 10 miles high, allowing the system to monitor two million square miles of ocean and littoral areas at a time. Since its first flight in 2013, Triton has flown more than 455 flight hours. The Navy will continue testing Triton at Patuxent River to prepare for its first planned deployment in 2018.



*By PEO(U&W) Public Affairs*

*Published in NAVAIR News online, June 22, 2016*



*The MQ-4C Triton prepares for a flight test in June 2016 at Naval Air Station Patuxent River, Md. During two recent tests, the unmanned air system completed its first heavy weight flight and demonstrated its ability to communicate with the P-8 aircraft while airborne. (U.S. Navy photo)*





# Nominate a **MPRF** *hero*

## TODAY!



*Submissions for consideration in the 2017 Hall of Honor will close on November 15, 2016.*

**To view the candidate list and submit additional nominees, visit:**  
**[www.maritimepatrolassociation.org/hallofhonor](http://www.maritimepatrolassociation.org/hallofhonor)**

### PAST HALL OF HONOR RECIPIENTS



**Captain**  
**Michael E. Lopez-Alegria**



**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**



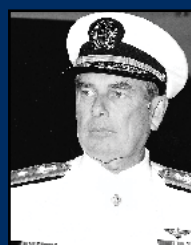
**Admiral**  
**Thomas Moorer**



**Rear Admiral**  
**Paul J. Mulloy**



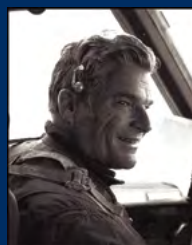
**Master Chief**  
**John Rosa**



**Captain**  
**Byron "Jake" Tobin**



**Commander**  
**Kenneth D. Walker**



**Vice Admiral**  
**Edward Waller**



**Commander**  
**David Weisbrod**



**Rear Admiral**  
**Daniel J. Wolkensdorfer**

# IN THE NEWS

## *SECDEF and Singapore's Minister of Defense Tour P-8A Poseidon*

*P*AYA LEBAR AIR BASE, Singapore (NNS) -- Secretary of Defense (SECDEF) Ashton Carter and Singapore's Minister of Defense, Dr. Ng Eng Hen, visited Patrol Squadron (VP) 8 to tour a P-8A Poseidon on June 3, 2016 at Paya Lebar Air Base.

During the visit, SECDEF and the Minister of Defense participated in a demonstration flight aboard the aircraft, witnessing first-hand the capabilities, reliability and latest avionics the P-8A Poseidon brings to the table.

In terms of mission effectiveness and reliability, the P-8A Poseidon represents a leap forward for the United States'

Maritime Patrol and Reconnaissance community. It is capable of excelling at long-range anti-submarine warfare; anti-surface warfare; and intelligence, surveillance and reconnaissance missions.

Singapore and the United States have an excellent longstanding bilateral defense relationship, founded on a shared belief that a strong U.S. presence in the Asia-Pacific is vital for regional peace and stability.

U.S. Navy Maritime Patrol and Reconnaissance detachments began in Singapore on Dec. 2015, as part of a bilateral agreement that allows U.S. maritime patrol and reconnaissance as-



*PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Commander Patrol Squadron (VP) 8 Cmdr. Christopher Wood greets Secretary of Defense Ashton Carter upon arriving for a demonstration flight on one of VP-8's P-8A Poseidon aircraft on June 3, 2016. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)*



sets to operate from Singapore to enhance operational and crisis response capabilities.

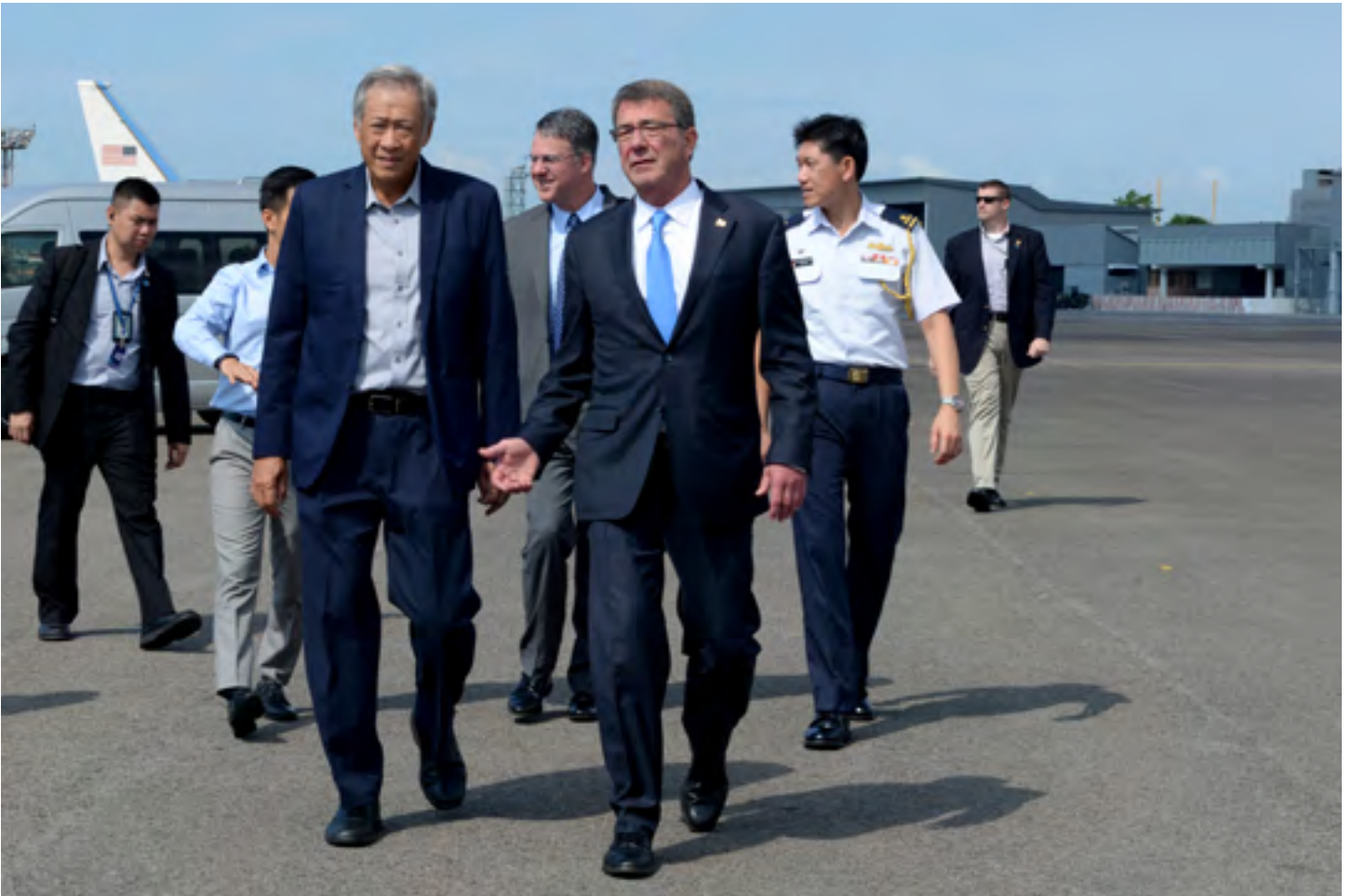
VP-8 is currently deployed to the SEVENTH Fleet area of operation conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.



*By Mass Communication Specialist 2nd Class Clay M. Whaley  
VP-8 Public Affairs*



*PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Secretary of Defense Ashton Carter and Singapore's Minister of Defense, Dr. Ng Eng Hen, disembark a Patrol Squadron (VP) 8 P-8A Poseidon after a demonstration flight at Paya Lebar Air Base, Singapore on June 3, 2016. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)*



*PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Secretary of Defense (SECDEF) Ashton Carter and Singapore's Minister of Defense, Dr. Ng Eng Hen, walk down the flight line in Paya Lebar Air Base in preparation for a demonstration flight on one of Patrol Squadron (VP) 8's P-8A Poseidon aircraft on June 3, 2016. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)*



PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Secretary of Defense Ashton Carter speaks to Sailors assigned to the Fighting Tigers of Patrol Squadron (VP) 8 after participating in a demonstration flight at Paya Lebar Air Base, Singapore on June 3, 2016. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)



PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Secretary of Defense Ashton Carter poses for a photo with Sailors assigned to the Fighting Tigers of Patrol Squadron (VP) 8 after participating in a demonstration flight at Paya Lebar Air Base, Singapore on June 3, 2016. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)



PAYA LEBAR AIR BASE, Singapore (June 3, 2016) -- Commander Patrol Squadron (VP) 8 Cmdr. Christopher Wood presents a plaque of appreciation to Singapore's Minister of Defense Dr. Ng Eng Hen after going on a P-8A Poseidon demonstration flight on June 3, 2016 at Paya Lebar Air Base. 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 Mass Communication Specialist 2nd Class Clay M. Whaley)



# IN THE NEWS

## *NAS Whidbey Island Receives P-8A Poseidon*

June 2016 marked another milestone for the future of MPA, with Patrol and Reconnaissance Wing TEN (CPRW-10) hosting the P-8 Fleet Integration Team (FIT) from VP-30 at NAS Whidbey Island.

The P-8 Integration Team accomplished vital steps necessary to successfully set the west coast for transition from P-3 to P-8. Between coordinating with local maintenance teams new to the P-8, communicating with local command and control elements and familiarizing with the local flying environment unique to the Pacific Northwest, the combined efforts of CPRW-10 and the P-8 FIT have painted a picture of things to come, not only for NAS Whidbey Island, but for all of MPA.

A perfect snapshot of the things to come at NAS Whidbey Island was on Wednesday June 22nd. This day brought the first P-8 TOWEX into the newly renovated Hangar 6, which

will be the new home of the P-8s stationed here in NAS Whidbey Island. This first evolution was a great success, not only proving that the P-8 could be towed in and out of the hangar safely, but that there was more than enough room to accommodate the aircraft and its gear and the adaptability and flexibility of the different maintenance teams to work together to make this first TOWEX a success without hiccup.

On Friday June 24th, at the invitation of NAS Whidbey Island and CPRW-10 leadership, state and local officials, Chamber of Commerce members, veterans and pioneers of P-3 aviation, a World War II veteran and other various and distinguished guests were taken onboard the P-8 for a first-hand view of the new aircraft.

This event was a great opportunity for community outreach, to let them know that they also play an important and vital part in the future of NAS Whidbey Island and CPRW-10. While the transition to P-8 commences and as CPRW-2 in Ha-



OAK HARBOR, Wash. (June 22, 2016) Aviation Structural Mechanic Airman Alexander Moses, Patrol Squadron (VP) 30, signals Aviation Electrician's Mate Airman Shayne Kleinmanphillips, VP-30, towing a P-8 Poseidon, to stop with an air horn in Patrol and Reconnaissance Wing 10's newly renovated hangar six on Naval Air Station Whidbey Island's Ault Field. The P-8 is scheduled to replace the P-3, in naval service since the 1960s, no later than 2020. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington/Released)



waii disestablishes and her squadrons transfer to NAS Whidbey Island, the local communities will have an integral role during this period of transition. The event was a great venue for showing them the importance of the mission they will continue be supporting as they always have done in the past.

★  
By LT Eric Jensen, CPRW-10 Public Affairs Officer



Photos courtesy of CPRW 10.



ABOVE: Oak Harbor Mayor Robert Severns with his wife Rhonda Severns posing in front of the P-8 during a tour of the P-8 for local officials and dignitaries.

RIGHT: LCDR Metz, CPRW-10 OPSO with a World War II MPRF veteran.

LEFT: World War II veteran with the keys for the 737 that was given to him by Boeing.



OAK HARBOR, Wash. (June 22, 2016) Sailors from Patrol Squadron (VP) 30 move a P-8 Poseidon into Patrol and Reconnaissance Wing 10's newly renovated hangar six on Naval Air Station Whidbey Island's Ault Field for the first time. The P-8 is scheduled to replace the P-3, in naval service since the 1960s, no later than 2020. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington/Released). Photo below.



OAK HARBOR, Wash. (June 24, 2016) Capt. Brett Mietus, commodore, Patrol and Reconnaissance Wing 10, speaks to guests during a tour of a P-8 Poseidon for local officials, Navy League members, Chamber of Commerce members, and Association of Military Officers members on Naval Air Station Whidbey Island's Ault Field. The P-8 is scheduled to replace the P-3, in naval service since the 1960s, no later than 2020. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington/Released)





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# IN THE NEWS

## *A New Age Dawns for NAS Jax Aircraft*

A P-8A Poseidon landed on the new NAS Jacksonville primary runway June 27, signifying the reopening of Towers Field following a major yearlong construction project that required all fixed-wing aircraft operations to move to Cecil Airport for expeditionary style operations.

In the predawn, Runway Project Manager Lt. Jamie Wallace, CEC, noted that it was exciting for her to call the control tower and request the newly installed LED lights to be switched on, after the runway spent a year in symbolic darkness.

“It was significant to me and that’s what made this project

feel complete,” Wallace said.

“The \$52 million invested in this project will safely serve the Navy’s Maritime Patrol and Reconnaissance Force – as well as our rotary community and Reserve squadrons.”

Dozens of guests, including military, state and local officials, civilians and retirees, mingled as they shared their experiences with the armed forces.

Patriotic music was delivered courtesy of Navy Band Southeast. Master of ceremonies NAS Jacksonville Executive Officer Capt. Sean Haley welcomed guests and introduced Cmdr.



Photo by AMAN Otisa Williams. VP-45 'Pelicans' and a P-8A Poseidon on the primary runway to mark the grand reopening of the airfield at NAS Jacksonville June 27 to the cheers of the assembled crowd.



Dennis Andrews, NAS Jacksonville command chaplain, who delivered the invocation, followed by a blessing the runway.

“The completion of the runway represents the collective efforts of hundreds of people, who gave the very best of their skills and abilities to see this project accomplished,” said Andrews. “God, as we dedicate this air field help us to be mindful that it is a symbol of freedom.”

Remarks were also given by lead contractor Archer Western Project Manager Justin Cooper.

“Conversations about teamwork for this major project started long before the runway was shut down and torn up for recycling,” Cooper said. “That kind of communication is what kept everything going.”

NAS Jacksonville Commanding Officer Capt. Howard Wanamaker, keynote speaker, welcomed the distinguished guests, but also recognized the contractors and other key personnel who worked on the project.

“Your dedication, cooperation and patience helped complete this project safely, on time and on budget – thank you,” Wanamaker said.

He also thanked the Jacksonville Aviation Authority and Cecil Airport personnel for their assistance helping to save taxpayers money, with a minimum impact to the community.

“Cecil Airport became our second home and proved to be a dynamic airport, capable of handling all our requests and requirements,” he said. “From the start, with the many facilities upgraded and strong ties to the community, we knew we were going to be successful.”

Wanamaker remarked about the P-8A Poseidon that was circling overhead of the ceremony “That P-8 is just itching to land, isn’t it?” he joked to the audience.

NAS Jacksonville Air Operations Officer Cmdr. Stephen Polk asked Wanamaker for permission to land the circling aircraft on the secondary runway 14-32. Wanamaker suggested the use of the primary runway 10-28 and the P-8A briefly touched down and then took off again to the delight of the crowd. Wanamaker finished his presentation by declaring, “Towers Field is now open for military aviation!”

According to Wanamaker, NAS Jacksonville is home to the most advanced anti-submarine warfare aircraft in the world —The P-8A Poseidon and the MH-60R Seahawk helicopter.

The P-8A Poseidon is designed for long-range anti-submarine warfare; anti-surface warfare; and intelligence, surveillance and reconnaissance missions.

The MH-60R Seahawk is the world’s most advanced maritime helicopter designed for anti-submarine warfare; anti-surface warfare; surveillance; communications relay; combat search and rescue; naval gunfire support and logistical support.

After Andrews gave the benediction, a ceremonial cake was served followed by aircraft tours.



*By Julie M. Lucas, NAS Jacksonville Public Affairs  
Published in the Jax Air News, June 29, 2016*



*Photo by Julie M. Lucas. New LED runway lights illuminate NAS Jacksonville following the construction project. The new lights represent \$1 million in annual energy savings.*



*Photo by AMAN Otisa Williams. Aviators, contractors and distinguished guests gathered together to celebrate the reopening of Towers Field at NAS Jacksonville after being closed for one year.*

# COMMUNITY

## *VP-8 Builds Interoperability with Royal Malaysian Air Force*

KADENA, OK, JAPAN. (April 2016) – Combat Aircrew Four (CAC)-4 of Patrol Squadron (VP) EIGHT recently participated in a Subject Matter Expert Exchange (SMEE) with the Royal Malaysian Air Force. United States Pacific Commander (PACOM), Admiral Harry B. Harris Jr. and Chief of Malaysian Armed Forces General Zulkifeli bin Mohd Zin, were amongst the many distinguished visitors hosted by the Fighting Tigers during one of many Maritime Domain Awareness (MDA) missions conducted in theater.

The exchange played a vital role in demonstrating interoperability between both nations' MDA forces and served as a

continuation of a strong diplomatic relationship in Southeast Asia. The program consisted of two flights in the span of five days.

The first flight from Subang, Malaysia involved a combined crew of nine Fighting Tiger aircrew and eight locally-based Malaysian aircrew, in order to display the operations and capabilities of the US Navy's new P-8A Poseidon aircraft. The second flight consisted of distinguished guests from both countries including: PACOM Admiral Harry B. Harris, Chief of Malaysian Armed Forces, General Zulkifeli, 1st Air Region Chief Staff Royal Malaysian Airforce, Brigadier General Abdul Manaf bin Md Zaid and Assistance Chief of Staff Operation



Photo courtesy of VP-8. ADM Harris, right, United States Pacific Commander (USPACOM), speaks with General Zulkifeli, left, Chief of Malaysian Armed Forces aboard a P-8A Poseidon.



and Exercise, Rear Admiral Ahmad bin Abdullah.

“What an incredible opportunity,” said Commander Andrew Barlow, Commanding Officer of the VP-8 Fighting Tigers. “It’s not very often that you get to not only meet, but host VIP’s from two nations to promote a relationship that could last lifetime. This flight was bigger than we all realize.”

This marks the beginning of a six month deployment for the Fighting Tigers out of Kadena Air Base in Okinawa and the first after transitioning from the P-3C Orion to the Navy’s new P-8A Poseidon. The P-8A brings the latest technology to the maritime patrol and intelligence, surveillance and reconnaissance mission, making it the most advanced anti-submarine and anti-surface warfare aircraft in the world.

“We are extremely grateful to the people of Malaysia for their hospitality and vital contributions to the alliance,” said Lieutenant Commander Graham Gill, Detachment Officer in Charge. “The exchange program couldn’t have gone smoother thanks to the hard work of the Malaysian service men and women.”



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



*Photo courtesy of VP-8. Commander Andrew Barlow, Commanding Officer of Patrol Squadron EIGHT, shakes hands with Brigadier General Shamsudin Kasim of the Royal Malaysia Air Force after a successful completion of the SMEE Exercise.*



*Photo courtesy of VP-8. Combat Air Crew (CAC) 4 poses in front of 168757 along with members of the Royal Malaysian Air Force.*



*Photo courtesy of VP-8. Members of the Royal Malaysian Air Force tour a P-8A Poseidon during the Subject Matter Expert Exchange (SMEE) in Subang, Malaysia.*



# COMMUNITY

## *VPI Celebrates 75 Year Anniversary of Community / 50 Years of VPI*



*RADM Kyle Cozad, CPRG, and other international visitors, representing military forces part of VP International, laid wreaths at the VPI 50th anniversary ceremony June 26.*



*Photos courtesy of VPI and THE AURORA publication.*



*ABOVE: Master Chief Petty Officer Herb Parsons laying wreath on behalf of USN Reserves.*

*LEFT: Wing Operations Lieutenant Colonel Richard Hone salutes squadron colours at the completion of the 75th anniversary squadrons' colours parade June 24. Hone chaired the wing committee organizing the week's commemorative events.*





ABOVE: Event attendees olks at VPI enjoying the Meet & Greet.

LEFT: Squadron colours were proudly marched through the streets of Greenwood June 24, as 14 Wing Greenwood celebrated the 75th anniversary of 404 (Long Range Patrol and Training) Squadron, 405 (Long Range Patrol) Squadron, 413 (Transport and Rescue) Squadron, and 415 (Long Range Patrol Force Development) Squadron.

BOTTOM: Colonel (retired) Herb Smale with his Greenwood Military Aviation Museum Commemorative Gardens memorial stone, presented June 23 during a meet and greet marking the 50th anniversary of VP International.





# COMMUNITY

## *'Mad Foxes' in the Hunt for ISIL*

Southwest Asia presents many challenges to military personnel who operate beyond the wire. As members of Al-Qaeda-affiliated Islamic State of Iraq and the Levant (ISIL), known colloquially by its Arabic acronym, DAESH, they continuously wage jihad [holy war] against "infidels, traitors and crusaders."

As DAESH attempts to expand their influence across the region, so does the criminal activity used to support their network of terrorism.

Among DAESH criminals are drug and weapons smugglers

who seek to evade the law at all cost to ensure their illegal cargo makes it to shore.

It is the responsibility of coalition forces led by the VP-5 "Mad Foxes" to stop these criminals dead in the water. Recently, VP-5's Combat Air Crew 7, led by Lt. John Bellezza, set out to search the Arabian Gulf for a suspect dhow reported to be carrying munitions to support DAESH activities.

After a few hours, the crew was able to find and identify the suspected dhow (ancient Arabian sailboats used for fishing and commercial activities) and relay its position to USS Sirocco (PC 6), a patrol coastal ship in the area.



Combat Air Crew 7 of the VP-5 'Mad Foxes' and Combat Air Crew 4 of the VP-40 'Fighting Marlins' stand by USS Sirocco after their ship's tour following their successful ISR mission where thousands of munitions were interdicted in the Arabian Gulf. Photo courtesy of VP-5.



“Our partnership with coalition forces make all of this possible,” said Lt. j.g Drew Voshen, “If we didn’t have Sirocco out there, none of this would have been possible.”

Soon after receiving the dhow’s position, Sirocco sent a visit, board, search and seizure team to further investigate the suspect vessel. Upon boarding, the Sirocco team found 1,500 AK-47 rifles, 200 rocket-propelled grenades, 20 (.50 caliber) rifles, and IED bomb-making material.

“Keeping these weapons off the streets and out of enemy hands can result in many saved lives all over the world,” said Voshen.

The Mad Foxes and coalition forces will continue to stand the watch and patrol the seas in hopes of putting an end to such

illegal operations all over the world.

VP-5 is currently on a routine deployment to Southwest Asia.



*By Lt. j.g. Jake Daly, VP-5 Public Affairs  
Published in the Jax Air News, June 29, 2016*



USS Sirocco Commanding Officer LCDR T.A. Montplaisir, leads a tour of his ship for members of VP-5 and VP-40 after an awards ceremony for their achievements at sea. Photo courtesy of VP-5.



# COMMUNITY

## *VP-8 Participates Reaches Out to Students in the Philippines*

CLARK AB, Pampanga, Philippines (June 30, 2016) - Sailors and Officers assigned to the Fighting Tigers of Patrol Squadron (VP) 8 and Maritime Tactical Operations Center (MTOC) 7 played soccer and volleyball with 5th and 6th grade students during a community relations project at Floridablanca Elementary School in Floridablanca San Antonio, Pampanga, Philippines. The project was coordinated by Major Brian Barba of the Joint U.S. Military Assistance Group in the US Embassy in Manila, Philippines.

The school matriculates over 2000 students ranging from kindergarten to the sixth grade.

The principal, Mrs. Bundalian said, "This is the first time that U.S. military service members have come to this school and it

was the first time for many of them to play soccer."

She then introduced the Sailors to the school Athletics Director, Coach Ryan who informed them that, "Our volleyball team is the reigning champion on Luzon."

Luzon is the largest and most populous island in the Philippines.

The 12 Sailors split into teams of six and fielded one team to teach soccer and one team to challenge the school's champion volleyball team. The concrete courts were lined with young spectators who were excited to participate and observe the activities.

While there may have been language and cultural differences between them, the common bond of competition, physical



CLARK AIR BASE, Philippines (June 30, 2016) – Lt. Kelley Ranz assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8, interacts with children during a community relations project at Floridablanca Elementary in Pampanga, Philippines. (U.S. Navy photo by Lt. Pat McCarthy)



exertion, and love of sport, clearly transcended these boundaries.

Lieutenant Duffy commented, "It was great to have the opportunity to interact with children from the local community. I enjoyed getting a chance to see a little bit of their culture and seeing them genuinely enjoying our company."

The Sailors also donated basketballs, soccer balls and volleyballs to the school so that the children could practice playing their newly learned sports and remember the day's events.

The camaraderie between the children and the U.S. Navy visitors was celebrated with high-fives, fist bumps, handshakes and hugs. Upon the ringing of the schoolyard bell, the children promptly and purposefully returned to their classrooms, but not before receiving autographs from their favorite players of the day.

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.



By LTJG Samuel Marcus, VP-8 PAO



CLARK AIR BASE, Philippines (June 30, 2016) – Sailors assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8, pose for a photo during a community relations project at Floridablanca Elementary in Pampanga, Philippines. (U.S. Navy photo by Lt. Pat McCarthy)



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# COMMUNITY

## *Patrol Squadron 46 Celebrates Change of Command*

**W**HIDBEY ISLAND, Wash. — Cmdr. Chad J. Livingston relieved Cmdr. Matthew T. Frauenzimmer as commanding officer of Patrol Squadron (VP) 46 during a ceremony at Naval Air Station (NAS) Whidbey Island, June 10.

“Very few times in my life have I got my number one choice,” said Frauenzimmer. “Coming to 46 was one of those times.”

Frauenzimmer, a native of San Clemente, California, is a 1997 graduate of the U.S. Naval Academy. In May 2014, he reported to VP-46 as the squadron’s executive officer. His next duty station is working for Commander, Patrol and Reconnaissance Group. During Frauenzimmer’s time as the commanding officer, the squadron earned the Retention Excellence Award.

“The Retention Excellence Award, for me, is one of the biggest awards a squadron can get,” said Frauenzimmer. “As a group of leaders we are doing the right thing to create that culture and environment where people can grow and have success.” With the change of command right after deployment, it leaves plenty of room for opportunity.

“You guys are in great hands,” said Frauenzimmer. “Cmdr. Livingston brings perspective having just seen a deployment with 46, so he knows what the squadron needs done during homecycle.”

This is Livingston’s third time on Whidbey Island. After completion of Fleet Replacement training, he reported to VP-1 in March 2001. Later, he reported to VP-40 in June 2009 where



*Photo courtesy of VP-47. CDRs Livingston and Frauenzimmer shake hands during the change of command ceremony on June 10, 2016.*



he completed his department head tour. Now, he is back on the island completing his XO/CO tour.

"I absolutely look forward to leading the Grey Knights to continued success as their commanding officer," said Livingston. "We have a busy inter-deployment readiness cycle (IDRC) in front of us with the goal of deploying forward next year, fully prepared to support our fleet commanders."

"Even though VP-46 is 'the oldest and the best,' I believe it's possible for us to be better, and I think we will achieve this goal by focusing on three things: doing the right thing; helping shipmates be successful; and holding ourselves accountable when required," said Livingston. "It has been an honor and a privilege to have been a part of the Grey Knight legacy over the course of the last year serving as the executive officer, and it will continue to be so over the course of the year to come."

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.



*By Mass Communication Specialist 3rd Class Alexander J. Cole  
Published on NAS Whidbey Island Facebook page, June 15, 2016*

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# COMMUNITY

## *Commodore Mietus Speaks Aboard USS Hornet Museum*

Commodore Brett Mietus, Commander Patrol and Reconnaissance Wing 10 at Naval Air Station Whidbey Island, Washington recently spoke to the San Francisco Bay Area Squadron and the Bay Area Tailhook Ready Room aboard the USS Hornet Museum.

Commodore Mietus spoke about the Maritime Patrol and Reconnaissance Transformation because it is more than a Transition. There are more platforms and more sensors than ever before. The Maritime and Reconnaissance Forces (MPRF) have numerous missions, none more important than to protect the primary focus of power projection in any area of conflict, our Carrier Battle Groups. That has become increasingly more difficult with 1) the increased range of potential threat weapons, and 2) the difficulty in sorting out all

the “contacts” that a Combined Warfare Center is evaluating. Like any weapon platform within the Navy, a Patrol aircraft must adopt a Kill Chain Approach. This is a progression along a path to Find, Fix, Track, Target, Engage, and Assess. This applies to everything on or below the seas.

The Patrol Force of the Cold War was 24 active and 13 reserve squadrons. Both sides have drawn down following the end of the Cold War and now with the transition from the venerable P-3 to the P-8. All six squadrons at NAS Jacksonville, Florida have completed the transition. The three squadrons at MCAS Kaneohe, Hawaii will draw back to NAS Whidbey Island and the transition there will commence this fall.

The Reconnaissance part of the force has seen numerous upgrades to the EP-3 Ariels aircraft. Plans are to transition to the multi-intelligence Broad Area Maritime System (BAMS) Triton



Photo courtesy of Tom Spink. CDR Ray Stromberger, Commanding Officer, Navy Recruiting District San Francisco, CAPT Brett Mietus, Commander Patrol and Reconnaissance Wing 10, CAPT Tom Spink, C.O. San Francisco ANA Squadron. CDR Stromberger was a Department Head during CAPT Mietus' Command tour in VP-40.



aircraft, when its capabilities are equal or greater than the EP-3. This high altitude, high endurance aircraft will provide new capabilities our leaders can better use to stay in front of conflict.

Recently, the P-3s and P-8s have received international recognition for their efforts to locate ML-370 in the Indian Ocean. And the P-8s long range video cameras have recorded the Chinese buildup on the low reefs in the South China Sea. The Patrol force has always been capable of a wide list of missions. The future will add even more capability to the force.

Commodore Mietus reminded the mostly TACAIR crowd that only VP and the submarine communities have the challenge of “practicing their art” against a potential adversary on a daily basis.

And finally the Commodore pointed out something that many of us in the audience remember. For decades, VP aircrews consisting of a dozen airmen, mostly in their 20s, have operated out of far flung airfields, with little support and comforts, while being international ambassadors.

It’s a lot to ask of a LT or an airman but they have consistently performed with dignity and professionalism. The term “Tip of the Spear” comes to mind. Our Navy has many spears and I am proud to say that VP and VQ are two of them.



*By CAPT Tom Spink, USN (RET)*

*MPA Plank Owner Member*

*Moffett Field Historical Society & Museum, Board of Directors*



*Photos courtesy US Navy.*



# COMMUNITY

## *VP-8 Participates in Exercise with JMSDF*

OKINAWA, Japan - The “Fighting Tigers” of Patrol Squadron (VP) 8 participated in a Combined Maritime Patrol Operating Procedure (CMPOP) exercise with members from Japan Maritime Self-Defense Force’s (JMSDF) Fleet Air Wing-1 on July 12.

The objective of the CMLPOP exercise was to improve Anti-Submarine Warfare (ASW) readiness, increasing efficiency and interoperability between the two partner nations, in efforts to cohesively accomplish the same operational goals.

Lt. j.g. Mark Becker, a P-8A Poseidon naval flight officer assigned to VP-8, spoke about his experience participating in the joint exercise.

“The experience was amazing because our partners have

more than 3,000 flight hours, and they are still impressed by the capabilities we showcase working together,” said Becker. “We cohesively worked side by side, completing the exercise efficiently, effectively and safely.”

Due to its capabilities, effectiveness, and reliability, the P-8A Poseidon represents a leap forward for the Maritime Patrol and Reconnaissance community. The P-8A is a multi-mission aircraft that provides long-range maritime, intelligence, surveillance and reconnaissance (ISR) capabilities, making it the most advanced anti-submarine and anti-surface aircraft in the world.

VP-8 is currently deployed to the 7th Fleet area of operations conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.

★By MCS 2nd Class Clay M. Whaley, VP-8 Public Affairs



OKINAWA, Japan (July 11, 2016) – Sailors assigned to the Fighting Tigers of Patrol Squadron (VP) 8, accommodate members of Japan Maritime Self Defense Force’s Fleet Air Wing 1 in preparation for a Combined Maritime Patrol exercise. The objective of the exercise is to improve Anti-Submarine Warfare (ASW) readiness, increasing efficiency and inter-operability between the two partner nations. VP-8 is currently deployed to the 7th Fleet area of operations conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)



# COMMUNITY

## *Mad Foxes Join with Japanese Forces for Anti-submarine Exercise*

Atsugi, Japan - Built in 1938, NAF Atsugi started as a training base for Gekko and Zero pilots. Today it has evolved into a combined base for United States and Japanese aircraft housing the United States Navy's Carrier Air Wing 5, known to be the "emergency air wing" due to its quick reaction posture. This plays an important role in the partnership between the Japanese and United States maritime forces due to Japan's reliance on international commerce, and maritime security and operations. The US is able to provide assistance and support the Japanese Maritime Self Defense Force (JMSDF) as a major ally to ensure freedom of navigation and commerce within the Japanese economic exclusion zone.

Combat Air Crew 2 of the Patrol Squadron FIVE "Mad Foxes,"

based in Jacksonville, Florida, began the detachment with the familiarization of the local airfield and mission planning with fellow Japanese aviators. "This detachment was a great experience and a great opportunity for us to work with our partners here in Japan. We often find ourselves working with the JMSDF on station, so any opportunity to strengthen our partnership and enhance our on station capability is great," says Naval Aircrewman Operator 2nd Class Alyssa McCollough, assigned to VP-5. The Mad Foxes have experience operating in the 7th fleet Area of Responsibility, which extends throughout Eastern and Southern Asia, and have had a lot of training with our Japanese partners. On this detachment, the primary mission was to operate with the JMSDF's newest aircraft, the Kawasaki P-1. The primary focus of the joint exercise was Anti-submarine Warfare, which provided excellent training for both crews and strengthened our bond with our



Photo courtesy of VP-5. Combat Air Crew 2 and maintenance team of Patrol Squadron (VP) Five pose with members of the Japanese Maritime Self Defense Force in front of the P-8 during the Anti-Submarine Warfare Exercise.

Japanese allies.

Throughout the exercise, the aircrew was able to conduct valuable training working with both the P-1 and MH-60 Romeo Helicopters from Helicopter Maritime Strike Squadron 51 (HSM-51). “Having any opportunity to practice Anti-Submarine Warfare outside of the simulator is great training, especially with the help of friendly helicopters and maritime assets,” says Naval Aircrewman Operator 2nd Class Troy Apodaca, assigned to VP-5. Practicing these evolutions with multiple platforms takes a lot of coordination and trust, and also promotes confidence in everyone’s warfighting ability.

When the aircraft were not flying, aircrew and maintenance personnel enjoyed sharing stories and offered tours of their prospective aircraft. This proved very beneficial to the crews by allowing them to understand the capabilities and limitations of the various airframes. This exercise was the first opportunity this deployment that the Mad Foxes were able to

work with their U.S. Navy counterparts in the “Warlords” of HSM-51. “It is great to see our Anti-Submarine Warfare operators in the MH-60 Romeo [helicopters] operate like they do. They are very efficient, professional, and flexible when operating with the P-8,” says LTJG Abraham Hribar. The ability to coordinate and operate with other ASW platforms is critical in developing an efficient and effective warfighting force.

The Mad Foxes departed with a better understanding of how both the P-1 and MH-60R operate. The training received was invaluable and plays a large roll in how effective the Mad Foxes operate in the ASW mission set. They look forward to participating in future exercises and continuing a successful deployment.

VP-5 is currently on a routine deployment to Southeast Asia.



*By LTJG Jack “Bo” Daly, VP-5 Public Affairs*



*Photo courtesy of VP-5. Combat Air Crew 2 of Patrol Squadron (VP) Five poses for a picture in front of the P-1 Kawasaki with Japanese Maritime Self Defense Force personnel after a tour of the aircraft.*



# COMMUNITY

## *Shoemaker Takes Command of VP-40*

**K**ADENA AFB, Japan (NNS) – The Fighting Marlins of Patrol Squadron Forty (VP-40) held a change of command ceremony on June 2. Cdr. Aaron Shoemaker assumed command of the Fighting Marlins, relieving Cdr. Timothy M. Thompson.

The guest speaker, Rear Adm. Kyle Cozad Commander, Patrol and Reconnaissance Group Commander, Patrol and Reconnaissance Group Pacific, praised Thompson's tenure as commanding officer of VP-40.

"The successes of our community hinges on the people who make those things happen. As I watch this squadron I know it's the people that make a difference and I want to say thank you for that," said Cozad. "I've been lucky to have the oppor-

tunity to watch Skipper Thompson grow as a leader since our days in Milington and even prior to that."

During the ceremony Cozad presented Thompson and the Fighting Marlins with the Golden Wrench Award.

"I've got something on behalf of Lockheed Martin," said Cozad. "It's an honor and a privilege for me to present the 2016 Golden Wrench trophy for excellence in aircraft maintenance to you and the men and women of the Fighting Marlins. Congratulations."

During Thompson's tenure as Skipper, the Squadron was awarded the Retention Excellence award, the Golden Wrench award, the 2015 Naval Aviation Maritime Patrol Unit, 2015 Isbell Trophy and Medical Readiness Blue "M" award. VP-40 executed a total of 4,746.7 flight hours on 912 sorties with a



Photo courtesy of VP-40.

98 percent mission completion rate, surpassing 48 years and 295,000 mishap-free flight hours.

“What does success look like,” said Thompson. “I’m here to tell you it looks a lot like the Fighting Marlins that sit before me today, and those marlins that are out in 5th Fleet and 6th Fleet expertly carrying out our nation’s business.”

Shoemaker addressed the Fighting Marlins for the first time as their Commanding Officer.

“Your tireless work ethic and unrelenting devotion to mission accomplishment is truly inspiring. Please continue to be the professionals that you are,” said Shoemaker. “It is an honor and my greatest privilege to serve alongside each of you as your commanding officer.”

Thompson’s next assignment is at SECNAV Management. Cdr. Scott Coonan assumed the role as The Fighting Marlin’s Executive Officer.

VP-40 is currently on a tri site deployment in the 5th, 6th and 7th fleets Areas of Operations.



*Published on NAS Whidbey Island Facebook page, June 3, 2016*



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# COMMUNITY

## *A Skinny Dragon Kind of Day*

Over the course of one 24 hour period from the 13th through the 14th of June, the Skinny Dragons of Patrol Squadron FOUR (VP-4) did something amazing; they launched six different aircraft spread across five different locations around the world on six very different missions.

In Comalapa, El Salvador, the 70 person detachment launched their 35th counter-drug mission of the deployment. The men and women of this detachment work closely with several other units of the Joint Interagency Task Force, South (JIATF-S) to stop the distribution and sale of illegal drugs. Money from the sale of these drugs is often used to support interna-

tional terrorist organizations and the efforts of JIATF-S have a direct and meaningful impact on national defense. To date, VP-4 has contributed to 21 busts totaling 19,808 kilos of illegal drugs with a street value of over \$501,170,000.

VP-4 also has a permanent detachment stationed in Camp Lemonnier, Djibouti. This team of Skinny Dragons operates in the sweltering heat of Africa to fly overland intelligence, surveillance, and reconnaissance missions in support of counter-terrorism efforts in the Horn of Africa. Their flight on this day represented VP-4's presence on a third continent and demonstrates the P-3C's ability to operate in extreme conditions.

Simultaneously, VP-4 participated in Exercise BALTOPS 2016



Photo courtesy of VP-4.

from Spangdahlem Air Base, Germany. With one aircraft, two aircrews, and 18 maintenance professionals, the detachment is a small part of the large multinational maritime exercise. BALTOPS 2016 included approximately 6,100 maritime, ground, and air force troops from 17 participating nations. The exercise is designed to allow the participants to hone their maritime interdiction, anti-submarine warfare, amphibious operations, and air defense tactics, techniques, and procedures in a combined and joint environment. On this particular day, Combat Aircrew TEN conducted an anti-submarine warfare flight demonstrating the primary mission area of the P-3C Orion.

Operating out of Naval Air Station Rota, Spain, Combat Aircrew FIVE supported by several maintenance professionals provided airborne support for the USS Eisenhower as she made her way into the Mediterranean Sea. This kind of support to a Carrier Strike Group is another critical mission of the P-3C. An airborne P-3C gives the Strike Group Commander visibility on threats beyond his horizon and the ability to destroy those threats if the need arises.

In a rare feat, VP-4 provided support to a second Carrier Strike Group on the same day. Flying out of NAS Sigonella, Italy,



*SIGONELLA, Sicily (May 19, 2016) A P-3 Orion maritime patrol aircraft from Patrol Squadron (VP) Four taxis at Naval Air Station Sigonella, Sicily in preparation to take off in support of the search for Egyptair flight MS804. The U.S. Navy is providing a P-3 Orion in support of the Hellenic Armed Forces, the Joint Rescue Coordination Center in Greece, in response to a request by the U.S. Embassy in Athens, Greece for assistance in the search of the missing Egyptian aircraft. (U.S. Navy photo by Mass Communication Specialist 1st Class Tony D. Curtis/Released)*

Combat Aircrew EIGHT flew in support of the USS Truman as she conducted operations in the eastern Mediterranean Sea.

Even in the face of all these rigorous operational demands, the Skinny Dragons of VP-4 made time to continue training for tomorrow's fight as well. The vision of VP-4 is to "Do right to fight, today and tomorrow". To do that, the most experienced Sailors of this squadron must pass on the lessons they have learned to the next generation of warriors. On this day, the squadron also executed an important Pilot Training Flight to ensure that the long line of outstanding Skinny Dragon Aviators continues into the future.

Days like this are not unique to this squadron or this moment in history. Days like this represent any given day in the long and venerable history of the mighty P-3C Orion and the entire Maritime Patrol and Reconnaissance Community.

Skinny Dragons... Breathe Fire.



*By CDR Chris Smith, Commanding Officer, VP-4*



*Photos courtesy of VP-4.*





# COMMUNITY

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## *VP-5 Trains with 13th Fighter Squadron*

*D*uring their routine deployment to Japan, the “Mad Foxes” of Jacksonville based Patrol Squadron (VP) FIVE had a chance to train with the 13th Fighter Squadron based out of Misawa Air Base, in the northern Aomori Prefecture of Japan.

The 13th Fighter Squadron, a part of the U.S. Air Force’s 35th Fighter Wing, flies the F-16 Fighting Falcon, affectionately known as the “Viper.” As part of a unique intraservice training opportunity, Patrol Squadron FIVE, in the mighty P-8A “Poseidon” and the F-16s of the 13th Fighter Squadron conducted air-to-air training off the coast of northern Japan.

Over the course of a week, both squadrons worked together to test current and future capabilities of the P-8A. The fighter

aircraft conducted multiple air intercepts of the P-8A in order to allow operators of the Poseidon to train on and utilize multiple sensors onboard the aircraft.

This fantastic opportunity helps to solidify the bond between the United States Navy and Air Force, displaying cohesion between the services. The dedicated pilots of the 13th Fighter Squadron in Misawa and the Mad Foxes worked together seamlessly to pave the way for future capabilities of the P-8A and show what can be accomplished when two squadrons work together.



*By LT Dmitri Atrash, VP-5*



*Photo courtesy of VP-5. USAF F-16 Falcon of the 13th Fighter Squadron turns towards Patrol Squadron FIVE’s USN P-8A Poseidon during a training event conducted over Northern Japan.*



# COMMUNITY

## *VP-4 Participates in BALTOPS '16*

*P*atrol Squadron (VP) FOUR participated in the NATO Exercise BALTOPS 16 from 3-18 June. BALTOPS is an annually occurring exercise that is designed to enhance interoperability and demonstrate the ability of partner and allied nations to defend the Baltic region.

The Skinny Dragons of VP-4 deployed two Combat Aircrews, 18 aircraft maintenance professionals, and one P-3C Orion to Spangdahlem Air Base, Germany and established Task Group (CTG) 67.2. Joining the Skinny Dragons as members of CTG 67.2 was a P-8A Poseidon from VP-26, a P-3C from VP-62, and numerous aircraft maintainers from both squadrons. Combat Aircrew Seven (VP-4) also flew one mission out of Lielvārde

Air Base, Latvia.

CTG 67.2 aircraft flew 18 missions during the exercise, totally over 67 hours of on station training with NATO and partner forces. The Poseidon and Orion crews flew a diverse set of missions but their primary focus was Anti-submarine Warfare (ASW) and Anti-surface Warfare. The aircrews honed their ASW skills working with three submarines and over 40 surface combatants. The well trained NATO submarine crews and challenging environmental conditions in the Baltic Sea created excellent training opportunities for the P-3C and P-8A aircrews.

“BALTOPS provided our entire team a fantastic training opportunity. The dynamic mission scenarios challenged us and



SPANGDAHLEM AIR BASE, Germany (June 15, 2016) Aircrew Survival Equipmentman 3rd class Evan Dowden signals to the pilots of Patrol Squadron FOUR's (VP) P-3C Orion as they taxi onto the parking apron after a flight. BALTOPS is an annually recurring multinational exercise designed to enhance flexibility and interoperability, and demonstrate the capability and resolve of allied and partner forces to defend the Baltic region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin Menhardt/ Released)



we are now better prepared for combined operations with our NATO allies and partners” remarked Combat Aircrew Ten Mission Commander and Detachment Officer-in-Charge, LCDR Brian Blaschke.

“Additionally, a key to our success was our hard working and talented aircraft maintainers; they put our aircrews in a mission ready aircraft every time, on time.”

The Skinny Dragons of VP-4 worked tirelessly to support BALTOPS 16 and are extremely grateful for the opportunity to train with such talented NATO forces and build interoperability. VP-4 looks forward to future operations with NATO allies and partners as we exercise our mutual commitment to Baltic Security.

#### Quick Facts:

- BALTOPS is an annually recurring multinational exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve of allied and partner forces to defend the Baltic region. This is the 44th year of the exercise.
- One P-3C Orion aircraft and two aircrews from the “Skinny Dragons” of VP-4 were assigned to participate in BALTOPS 2016. The crews flew Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASUW) operations.
- One P-3C from VP-62 and one P-8A Poseidon from VP-26 also participated in the exercise.
- Combined Task Group (CTG) 67.2 was formed for the exercise and is comprised of 92 Sailors from three squadrons. CTG 67.2 was commanded by VP-4 Commanding Officer, Cdr. Christopher Smith.



By LTJG Matthew Johnston, VP-4 PAO



LIELVARDE AIR BASE, LATVIA (June 13, 2016) Naval Air Crewman Operator 2nd Class Brandon Fregeau and Air Crewman Operator 3rd class John Ferguson pre-flight their sensor stations before take-off. The Orion and 11 person crew are operating along-side Latvian forces in support of BALTOPS. BALTOPS is a joint, multinational, maritime-focused exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve among NATO and partner forces to defend the Baltic region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin Menhardt/ Released)



LIELVARDE AIR BASE, LATVIA (June 13, 2016) Aviation Ordnanceman 2nd class Dustin Mayse pre-flights sonobouys before take-off. The Orion and 11 person crew are operating along-side Latvian forces in support of BALTOPS. BALTOPS is a joint, multinational, maritime-focused exercise designed to enhance flexibility and interoperability, as well as demonstrate resolve among NATO and partner forces to defend the Baltic region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin Menhardt/ Released)

(Photo Right) SPANGDAHLEM AIR BASE, Germany (June 15, 2016) Patrol Squadron FOUR's (VP) P-3C Orion taxis' onto the parking apron after a flight. BALTOPS is an annually recurring multinational exercise designed to enhance flexibility and interoperability, and demonstrate the capability and resolve of allied and partner forces to defend the Baltic region. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin Menhardt/ Released)



# COMMUNITY

## *VP-5 Trains with Royal Thai Air Force*

*M*isawa, Japan - On 23 May 16 the “Mad Foxes” of Patrol Squadron Five sent a Combat Air Crew and a maintenance team from their deployed site at Misawa Air Base, in northern Japan, for the warmer climate of U-Tapoa, Thailand, to participate in exercise “Guardian Sea 2016.”

Following an early wake up and thorough pre-flight, the Mad Foxes hit the skies with a short hop to Okinawa followed by a long transit to Thailand, flying west of the Philippines and South of Vietnam through the Gulf of Thailand.

“Having the opportunity to travel to Thailand and operate with the Royal Thai Navy was a great experience and training,” said LTJG Eric Bowers, “Taking a plane on the road to a country most of us have never been is a once in a lifetime opportunity that we will never forget.”

After a long flight the crew was welcomed at U-Tapoa Airbase by the Royal Thai Navy and began the exercise. Units involved included the Mad Fox P-8; a US Navy Destroyer, the USS Steithem; and aircraft and surface ships from the Royal Thai Navy. The primary objective for the three-day exercise was to practice and sharpen Anti-Submarine Warfare (ASW) skills and enhance all participating countries abilities to operate jointly in a dynamic environment.

During Guardian Sea the Mad Foxes successfully demonstrated their ASW war fighting capabilities. They operated in support of multiple Royal Thai Navy warships while tracking contacts. Throughout each day the crew assumed responsibilities as the On Scene Commander and directed Thai S-70B helicopters while assisting the surface vessels in any way possible. The Mad Foxes also had the opportunity to carry on board Royal Thai Navy Chiefs and Officers to display the P-8’s



*Photo courtesy of VP-5. Naval Aircrewman Operator Second Class EJ Gasmen, attached to Patrol Squadron (VP) FIVE, explains to the Royal Thai Navy Aircrewmen how acoustic operators utilize their equipment to track submarines and work more efficiently with S-70B's.*



capabilities and to further our working relationship with our Allies.

The exercise was a great opportunity to work with allies to reach the highest levels of coordinated warfare. To top the trip off, one of the maintainers, Petty Officer Second Class Zellous received long awaited news. During a preflight his Chief Petty Officer told Petty Officer Zellous he was out of uniform. That morning, the US Navy had announced Petty Officer Zellous' promotion to First Class Petty Officer, a result of his outstanding work ethic and dedication to his fellow sailors.

The Mad Fox team returned home after a successful detachment to Misawa Air Base to continue on with normal deployment operations.



By Lt.j.g.Jake 'Bo' Daly, VP-45 Public Affairs



Photo courtesy of VP-5. Aviation Maintenance Administrationman Second Class Dominique Morris, attached to Patrol Squadron (VP) FIVE, and Chief Aircrew Survival Equipmentman Jimmy Moody Patrol, attached to Patrol Squadron (VP) FIVE congratulate Aviation Structural Mechanic – Safety Equipmentman First Class (select) Ulysses Zellous attached to Patrol Squadron (VP) FIVE on his advancement during preflight in Thailand.

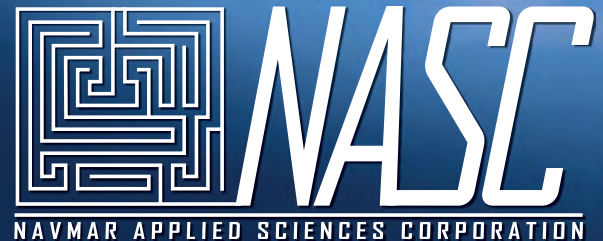


Photo courtesy of VP-5. Naval Aircrewman Operator Second Class Ethan Lenegar, attached to Patrol Squadron (VP) FIVE, shows Royal Thai Chiefs how to properly preflight and load sonobuoys in the P-8A Poseidon.



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# COMMUNITY

## *'Fighting Tigers' Participate in Malabar 2016*

*C*ombat Aircrew Three (CAC-3) of Patrol Squadron (VP) 8 participated in the Malabar 2016 exercise with members from the Indian Navy and the Japanese Self Defense Force (JSDF) from June 10-17.

Malabar 2016 began with a Harbor Mission Planning Phase in Japan's Sasebo City and culminated in a sea, air and land demonstration off the island of Okinawa. The exercise covered a diverse range of activities at sea, including complex surface, sub-surface and air operations. The annual Malabar event was designed to enhance naval cooperation through engage-

ment with India and Japan while demonstrating U.S. Naval presence in the Indo-Asia region.

Also featured in the exercise was the USS John C. Stennis (CVN 74) Carrier Strike Group as well as multiple ships from the Japanese JSDF and the Indian Navy.

Lt. Ryan O'Laughlin, the Patrol Plane Commander for CAC-3, considered the combined exercise a success.

"Participating in these exercises with our partner nations plays a vital role in demonstrating interoperability between our militaries and reinforces our commitments in the area,"



*Photos by MC2 Clay Whaley. LCDR Michael Steffens explains the P-8A Poseidon's sonobuoy capabilities to Lt. Cmdr. Govind Rathor, a member of the Indian Navy, while performing pre-flight operations on June 15. VP-8 is currently deployed to the 7th Fleet of operation conducting Maritime Domain readiness to supported units throughout the Pacific Theater.*



said O’Laughlin.

Due to its capabilities, effectiveness, and reliability the P-8A Poseidon represents a leap forward for the Maritime Patrol and Reconnaissance Force. The P-8A is a multi-mission aircraft that provides long-range maritime intelligence, surveillance and reconnaissance (ISR) capabilities, making it the most advanced anti-submarine and anti-surface aircraft in the world.

VP-8 is currently deployed to Kadena Air Base in Okinawa, Japan, in the 7th Fleet area of operations, conducting ISR missions, anti-submarine warfare missions, and providing maritime domain awareness to supported units throughout the Pacific theater.



*By Lt. j.g. Miles Schumacher, VP-8 Public Affairs  
Published in the Jax Air News, June 22, 2016*



*LTJG Alex Shaffer explains his role in the P-8A Poseidon to Lt Cmdr. Shrikanth Vadlamani, a member of the Indian Navy, while performing pre-flight operations on June 15.*

# COMMUNITY

## *Patrol Squadron FOUR Change of Command*

Commander Jonathan E. Spore was relieved by Commander Christopher E. Smith as Commanding Officer of Patrol Squadron FOUR (VP-4) on April 21, 2016. The ceremony was held in Hanger 426 on NAS Sigonella, Sicily.

Commander Spore reported to VP-4 in June 2014 as the Executive Officer and relieved Commander Eric M. Hanks as Commanding Officer in June 2015. A native of Chantilly, Virginia, he graduated the United States Naval Academy in 1997. His previous flying tours include assignments in VP-5 as a Junior Officer, VP-30, and a Department Head in VP-16.

Commander Spore's other assignments include a tour on the USS THEODORE ROOSEVELT, Flag Lieutenant for Commander,

Naval Air Force, Atlantic, and most recently in the Pentagon, serving on both the Navy and the Joint Staff. Under his guidance, Patrol Squadron FOUR certainly lived up to their reputation as "Hawaii's Best."

CDR Spore and the Skinny Dragons set the standard for maritime excellence, completing nine exercises and over 5,000 flight hours during his time as Commanding Officer. In March 2016, he led the way on VP-4's last P-3C 'Aloha Deployment', and the Skinny Dragons are already achieving success executing their mission in the 4th and 6th Fleet Areas of Responsibility.

CDR Spore's wife Jennifer and their three children, Mitchell, Landon, and Marion currently live in Hawaii. The family's remaining time in Hawaii is short however, as Commander



*Photo by MC2 Devin Menhardt. CDR Christopher Smith, new CO of VP-4 with CAPT Steve Newlund, Commander, Patrol & Reconnaissance Wing 2.*





Spore has received orders to report to Navy Personnel Command in Millington, Tennessee. The Skinny Dragons bid a fond Aloha and say Mahalo to Commander Spore for his leadership and guidance.

“As a former Skinny Dragon Skipper, there was no way that I would miss this change of command,” stated Captain Steve Newlund, Commodore of Command Patrol and Reconnaissance Wing TWO (CPRW2). “VP-4 is a premier outfit and has long been ‘Hawaii’s Best.’ Skipper Spore is an outstanding officer and has taken VP-4 to new heights.”

Commander Smith was raised in Brunswick, Maine and graduated from the Naval Academy in 1998 with a Bachelor of Science degree in Ocean Engineering. He went on to earn his wings as a Naval Flight Officer (NFO) and after completing training at VP-30 in Jacksonville, Florida, Commander Smith reported to the Golden Swordsmen of VP-47.

Following his first tour at VP-47, Commander Smith went on to have successful tours at VP-30, the USS JOHN C. STENNIS, Navy Personnel Command, and another tour at VP-47 as a Department Head. As the next Skipper of VP-4, Commander Smith will have the opportunity to lead the Skinny Dragons through the transition to their next Fleet aircraft, the P-8A Poseidon.

CDR Smith and his wife Sarah now call Whidbey Island home with their four children Wyatt, Owen, Evan, and Elizabeth.

Relieving Commander Smith as Executive Officer is Commander Bryan P. Hager. He is originally from Bangs, Texas and went on to graduate Magna Cum Laude from Texas A&M University with a Bachelor of Science Degree in Industrial Distribution.

Commander Hager completed flight training in Corpus Christi, Texas and earned his Wings of Gold as a Naval Aviator in December 2001. His Fleet assignments include tours at VP-16 as a Junior Officer and Department Head, VP-30 as an instructor, a tour on the USS DWIGHT D. EISENHOWER (CVN-69), and lastly a tour with Naval Operations (OPNAV) working to facilitate future transitions to the P-8A. His wife Kristen and their three sons, Kenan, Sladen, and Stetson currently reside in Anacortes, Washington.



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



*Photo by MC2 Devin Menhardt. CDR Christopher Smith salutes outgoing CO CDR Jonathan Spore as CAPT Steve Newlund, Commander, Patrol & Reconnaissance Wing 2 looks on.*



# COMMUNITY

## *VP-8 Participate in Exercise with Royal Thai Navy*

**U**-TAPAO, THAILAND - Combat Aircrew Ten (CAC-10) of Patrol Squadron (VP) 8 participated in Sea Surveillance Exercise (SEASURVEX) 16-4, a Maritime Domain Awareness (MDA) exercise, with the Royal Thai Navy (RTN) July 6th to July 12th in U-Tapao, Thailand.

The exercise played a vital role in demonstrating interoperability between both nations' MDA forces. With a combined crew of nine "Fighting Tigers" from VP-8 Aircrew and three RTN riders, VP-8 had the opportunity to show the operational capabilities of the US Navy's new P-8A Poseidon aircraft while exercising mission sensors in the Gulf of Thailand.

At the conclusion of the exercise the two navies were able to compete against one another in a sports day followed by a BBQ hosted by the RTN.

In addition to participating in SEASURVEX 16-4, the Fighting

Tigers were able to show their support of the local community, spending the day working with the Human Help Network at the Drop-In Center. The Drop-In Center cares for approximately 65 children from Cambodia, Burmese, and Laos whose parents are construction workers in Thailand. The children would otherwise not receive education and care during the day. The Sailors of VP-8 were able to play games and sports, and entertain the children during a one day visit.

"It was an amazing opportunity to be able to work with the Royal Thai Navy as well as community leaders during our visit this week," said Commander Edward Kribs, VP-8 executive officer.

VP-8 is currently deployed to the 7th Fleet area of responsibility conducting Intelligence, Surveillance, and Reconnaissance missions and providing MDA to supported units throughout the Pacific theater.



*By Lt. Erwin Hale, VP-8 Public Affairs*



*U-TAPAO, THAILAND (July 09, 2016) – Sailors assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8 pose for a photo alongside members of the Royal Thai Navy, after performing maritime domain awareness flight in U-Tapao, Thailand on July 9. 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. Erwin Hale)*



RIGHT : U-TAPAO, THAILAND (July 09, 2016) – Chief Naval Aircrewman (Operator) Albert Flores, assigned to the “Fighting Tigers” of Patrol Squadron (VP) 8, demonstrates P-8A Poseidon capabilities to members of the Royal Thai Navy in U-Tapao, Thailand on July 9. 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. Erwin Hale)



MIDDLE: U-TAPAO, THAILAND (July 11, 2016) – Sailors assigned to the “Fighting Tigers” of Patrol Squadron (VP) 8 pose for a photo alongside members of the Royal Thai Navy, after playing a game of soccer in U-Tapao, Thailand. VP-8 is currently deployed to the 7th Fleet area of operations conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater. (U.S. Navy photo by Lt. Erwin Hale)

BOTTOM: U-TAPAO, THAILAND (July 11, 2016) –Sailors assigned to the “Fighting Tigers” of Patrol Squadron (VP) 8 participate in a community relations project at an elementary school in U-TAPAO, Thailand. VP-8 is currently deployed to the 7th Fleet area of operations conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater. (U.S. Navy photo by Lt. Erwin Hale)



# COMMUNITY

## *Patrol Squadron 46 Celebrates Change of Command*

**W**HIDBEY ISLAND, Wash. — Cmdr. Chad J. Livingston relieved Cmdr. Matthew T. Frauenzimmer as commanding officer of Patrol Squadron (VP) 46 during a ceremony at Naval Air Station (NAS) Whidbey Island, June 10.

“Very few times in my life have I got my number one choice,” said Frauenzimmer. “Coming to 46 was one of those times.”

Frauenzimmer, a native of San Clemente, California, is a 1997 graduate of the U.S. Naval Academy. In May 2014, he reported to VP-46 as the squadron’s executive officer. His next duty station is working for Commander, Patrol and Reconnaissance Group. During Frauenzimmer’s time as the commanding of-

ficer, the squadron earned the Retention Excellence Award.

“The Retention Excellence Award, for me, is one of the biggest awards a squadron can get,” said Frauenzimmer. “As a group of leaders we are doing the right thing to create that culture and environment where people can grow and have success.”

With the change of command right after deployment, it leaves plenty of room for opportunity.

“You guys are in great hands,” said Frauenzimmer. “Cmdr. Livingston brings perspective having just seen a deployment with 46, so he knows what the squadron needs done during homecycle.”



OAK HARBOR, Wash. (June 10, 2016) Cmdr. Chad J. Livingston is rendered honors during a change of command ceremony held at Patrol Squadron (VP) 46’s hangar. Livingston assumes position as the 81st commanding officer of VP-46. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander J. Cole/Released)





This is Livingston's third time on Whidbey Island. After completion of Fleet Replacement training, he reported to VP-1 in March 2001. Later, he reported to VP-40 in June 2009 where he completed his department head tour. Now, he is back on the island completing his XO/CO tour.

"I absolutely look forward to leading the Grey Knights to continued success as their commanding officer," said Livingston. "We have a busy inter-deployment readiness cycle (IDRC) in front of us with the goal of deploying forward next year, fully prepared to support our fleet commanders."

"Even though VP-46 is 'the oldest and the best,' I believe it's possible for us to be better, and I think we will achieve this goal by focusing on three things: doing the right thing; helping shipmates be successful; and holding ourselves account-

able when required," said Livingston. "It has been an honor and a privilege to have been a part of the Grey Knight legacy over the course of the last year serving as the executive officer, and it will continue to be so over the course of the year to come."

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.



*By MCS 3rd Class Alexander J. Cole, VP-46 Public Affairs*



OAK HARBOR, Wash. (June 10, 2016) Capt. Brett W. Mietus, Cmdr. Chad J. Livingston and Lt. j.g. Edwin Handley salute the ensign during the national anthem at a change of command ceremony held at Patrol Squadron (VP) 46's hangar. Livingston assumes position as the 81st commanding officer of VP-46. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander J. Cole/Released)



# COMMUNITY

## *Exercise RED FLAG*

*I*n January, Maritime Patrol Squadron (VP) 1 led a Task Group comprised of three VP squadrons, one Fleet Air Reconnaissance (VQ) squadron, and two Fleet Support Units (FSU) to represent the Maritime Patrol and Reconnaissance Force (MPRF) in the annual RED FLAG exercise, a multi-lateral exercise between all branches of United States military and numerous allied forces. During the four week exercise at Nellis Air Force Base in Las Vegas, Nev., participants combined aerial combat training, live munitions employment, test and evaluation, tactical development, and intelligence gathering to fight simulated near-peer adversaries.

Aside from two VP-1 crews flying the P-3C Orion Littoral Surveillance Radar System (LSRS), other participating Command Patrol Reconnaissance Wing (CPRW) 10 assets included one VQ-1 crew flying the EP-3E Aries, several CPRW-10 Weapons and Tactics Instructors, and operators from FSU-10. Supporting from Naval Air Station (NAS) Jacksonville were two VP-45 crews flying the P-8A Poseidon and operators from FSU-5. Also supporting from NAS Whidbey Island was EA-18G

Growler squadron VAQ-138, showcasing the capabilities of the Navy's premier electronic attack carrier aircraft.

While the scenario evolved over the course of four weeks, the academic tempo for participating aircrews remained fast-paced. A typical mission planning day consisted of 12-14 hours of mission planning with Air Force Intelligence personnel, Naval MPRF crews, and various battle managers for the upcoming evolution. The following day, crews completed a four to five hour flight on the Nellis range.

MPRF aircraft contributed to solving the battle problem by providing real-time intelligence, surveillance, and reconnaissance (ISR) data to help to create an accurate picture of the battle space. Specific pieces of information acquired and sent off of the P-3C's included electronic signatures, locations and activities of enemy troops and equipment. MPRF assets collaborated with other assets in the ISR arrangement by cross-cueing sensor data. Assets in the constellation included EA-18G Growlers, J-8 Joint Surveillance and Target Attack Radar System JSTARS, Australian AP-3 Orions, and other traditional



*EP-3E Aries and P-3C Orion (above) aircraft are parked on the ramp at Nellis AFB near Las Vegas, NV. Their respective squadrons based at NAS Whidbey Island, VQ-1 and VP-1, took part of the four week long Exercise RED FLAG hosted by the Air Force, February 2016. Photo courtesy of VP-1.*





and non-traditional ISR platforms.

Lt. Cmdr. Patrick Ronan of VP-1 described RED FLAG as, "A great opportunity to practice dissimilar platform coordination in a time compressed environment with dozens of assets airborne simultaneously. RED FLAG was very unique in that crews had to utilize the given parameters of the environment including weather, Intel, and overall objectives and it was up to each crew on how to solve the problem."

Exercise RED FLAG is a holistic training opportunity for even the most senior mission commanders and it continues to serve as an unparalleled training opportunity for aircrews and maintenance teams. VP-1 crews brought home valuable experience from the exercise which they can draw upon in the future.



*Lt. j.g. Scott Goodin, VP-1 PAO*



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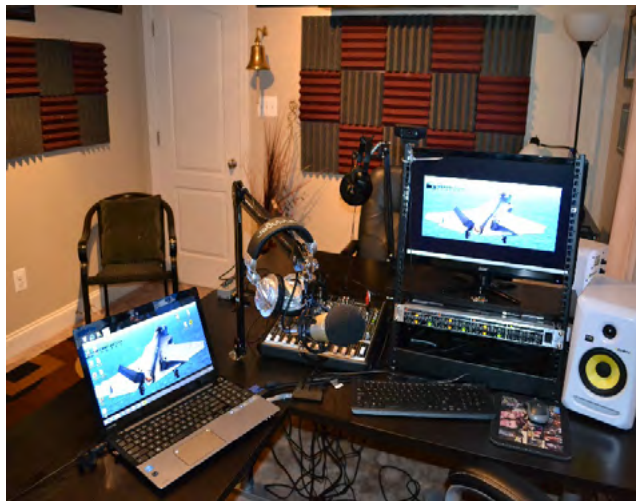
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[Pitchlockpete@thehangardeck.com](mailto:Pitchlockpete@thehangardeck.com)



## 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

## *'Fighting Tigers' Change of Command*

**K**ADENA, OK, JAPAN. (April 2016) – On April 29th, Cmdr. Christopher Wood relieved Cmdr. Andrew Barlow as commanding officer of VP-8 at a Change of Command ceremony held at Kadena Air Base, Okinawa, Japan. Attendees included Capt. Anthony Corapi, Commander, Patrol and Reconnaissance Wing (CPRW) 11 and Capt. Rich Prest, Commander, Task Force (CTF) 72 and Capt. Robert Mathewson, Commander Fleet Activities Okinawa (CFAO).

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

Cmdr. Barlow commanded the P-8A Poseidon squadron of 283 Sailors, since May 2015. During his time as Commanding Officer, aircrews and maintainers successfully detached to Germany, Iceland, Guam, Canada, Scotland, Brazil and Norway, among others, in support of Exercises BALTOPS, GUAMEX, UNITAS, JOINT WARRIOR, DELOUSE, and SHARK HUNT. Barlow has most notably led the Fighting Tigers in their current inaugural P-8A Poseidon deployment, after a successful transition from the P-3C Orion.

“I think what I am most proud of is what we have done as a team,” said Skipper Barlow.

“The squadron is a family of professionals who know their jobs and flawlessly execute the mission on a daily basis. The Sailors of VP-8 truly exemplify our squadron mantra of servant leadership at every level.”

Barlow, a native of Fincastle, Va., is a 1997 graduate of the United States Naval Academy where he earned a Bachelor of Science degree in Mechanical Engineering. He then went on to earn his Naval Aviator Wings of Gold in August 1999.

Cmdr. Wood hails from Pittsburgh, Pa. He graduated from the University of Pittsburgh in April, 1998 and was commissioned through the Naval Reserve Officer Training Corps program in May. In July 1999 he was designated as a Naval Flight Officer. As VP-8’s 68th Commanding Officer, he addressed the squadron and guests during the ceremony, highlighting the accomplishments and milestones achieved during the Fighting Tiger’s current deployment while charting their course forward



*After assuming the role of Commander Patrol Squadron (VP) 8, Cmdr. Christopher Wood performs his opening speech as Commanding Officer. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)*

and welcoming the Command’s new Executive Officer, Cmdr. Edward Kribs.

“It has been an honor to serve under the leadership of Skipper Barlow. He has created an environment of operational excellence and has postured the Fighting Tigers for success in the years to come,” said Skipper Wood.

Wood’s previous duty assignments include the Patrol Squadron FOUR SEVEN in Kaneohe Bay, HI, Patrol Squadron THREE ZERO in Jacksonville, FL, USS DWIGHT D. EISENHOWER in Norfolk, VA, Naval War College in Newport, RI, Patrol Squad-

ron NINE in Kaneohe Bay, HI, and US Strategic Command in Omaha, NE.

VP-8 is currently forward deployed to the SEVENTH Fleet Area of Operations area of responsibility conducting Intelligence, Surveillance, and Reconnaissance missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.



*LTJG Samuel Marcus, VP-8 Public Affairs Officer*



*After Cmdr. Andrew Barlow lands from his last flight as Commander Patrol Squadron (VP) 8, fellow officers wet him down as part of a tradition for the Skipper's last flight. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)*



*After assuming the role of Commander Patrol Squadron (VP) 8, Cmdr. Christopher Wood performs his opening speech as Commanding Officer. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)*





# COMMUNITY

## *Mad Foxes Host Japan Maritime Self Defense Force*

Misawa, Japan – The “Mad Foxes” of Patrol Squadron FIVE (VP-5) hosted Rear Admiral Naoki Sonoda, Commodore of the Japan Maritime Self Defense Force’s (JMSDF) Fleet Air Wing 31 (FAW-31) on July 8.

The two-star Admiral, the Commodore of Japan’s Air Wing based at Iwakuni Air Base, was visiting Misawa Air Base to participate in Exercise RAIJIN 2016, an exchange between JMSDF Air Recon Ron EIGHT ONE (VQ-81), Japan’s EP-3 Reconnaissance squadron, and Fleet Air Reconnaissance Squadron ONE (VQ-1), the Navy EP-3E squadron based out of NAS Whidbey Island, Wa.

A career P-3C pilot, Rear Admiral Sonoda was very interested in the advances in technology and capability afforded by the P-8A, and was clearly impressed with the P-8A’s combat systems and the VP-5 aircrew who provided the in-depth tour for him.

Rear Admiral Sonoda’s visit was preceded by a tour for aircrew from VQ-81 on July 7.

The JMSDF EP-3 squadron, led by their Commanding Officer, Capt. Katsushi Ohkubo, also received a tour of a Mad Fox P-8A and exchanged flight suit patches with their hosts from VP-5.

The JMSDF reconnaissance aircrew enjoyed their tour, noting many of the similarities and differences in aircraft design between the P-8A and their EP-3s, and affirming the commitment to continued partnership between U.S. and Japanese maritime patrol and reconnaissance squadrons.



*LTJG Jack Daly, VP-5 Public Affairs Officer*



*Photos courtesy of VP-5.*

*ABOVE: LT Trent Freeman and Naval Aircrewman Operator 3rd Class Joshua Johnson describe the capabilities of the P-8A’s mission suite for Rear Admiral Naoki Sonoda, Commodore of the Japan Maritime Self Defense Force’s (JMSDF) Fleet Air Wing 31 on July 8.*

*UPPER RIGHT: Naval Aircrewman Operator 2nd Class Travis Hamilton describes the characteristics of a sonobuoy for a JMSDF EP-3 pilot.*

*BOTTOM RIGHT: Aircrew from VQ-81, the JMSDF EP-3 squadron, tour the weapons bay of a VP-5 P-8A Poseidon with CDR Joe Levy, Patrol Squadron (VP) Five CO, in Misawa, Japan on July 7.*



# COMMUNITY

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## *Recent Events - Norfolk Chapter*

The Norfolk Chapter of MPA gathered for a Happy Hour event on June 10th at Chick's Oyster Bar. 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



*Left to right: Andy Smith, Maryann, Dan Madanat, Dylan Booher, Marc Christino, Jaclyn Miller, Scott Miller, TJ Pausche, Jess Coennen, Tim Coennen*



# COMMUNITY

## *Recent Events - San Diego Chapter*

The San Diego Chapter of MPA gathered for a Happy Hour and member meeting event on 14 April at the I-Bar on North Island. 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, San Diego Chapter, **CDR Jamey Johnston** at: james.p.johnston@navy.mil



Left to right: CAPT (ret) Jack "JT" Thomas, CDR Jamey "JJ" Johnston, CAPT Christopher "Arch" Archer, CAPT Michael "Wally" Joyner, CAPT Jake Jacobs, CAPT Mark "Noodle" Melson, CAPT Garner "Bugs" Morgan, CAPT Steve "Big Daddy" Barnett, CDR William "Wild Bill" Cody, CDR (ret) David "Skary" Skarin, CDR Matthew "Toto" Totoro, and CAPT (ret) Dennie Bourbeau.

# COMMUNITY

## Upcoming Events

### *Reunion Groups & Events*

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

Contact: Jeffrey Simpson  
Email: [BNAS5year@aol.com](mailto: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](mailto: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](mailto:Tom.Spink@att.net)  
Web Site: [www.vpreunion.com](http://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](mailto:poohbearmit@aol.com)  
Web Site: [www.vp45association.org](http://www.vp45association.org)

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

Contact: Howard Rundell  
Email: [g5av8or@aol.com](mailto:g5av8or@aol.com)  
Web Site: [www.vp93.org](http://www.vp93.org)

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

**ANA Patriot Squadron, Boston, MA.** This group operates a small naval aviation museum on the site of

former NAS South Weymouth called the Shea Naval Aviation Museum. A number of members were formerly VP-92 and predecessor reserve patrol squadrons that were based at NAS South Weymouth. The group meets at 11 AM on the last Saturday of the month at the museum and goes out for lunch afterwards. For details see: [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org).

### *Chapter Events*



#### **Jacksonville Chapter:**

Happy Hour at the T-Bar, last Thursday of each month at 1600!

**LCDR Ron Rumfelt, VP of Region**

[ronrumfelt@gmail.com](mailto:ronrumfelt@gmail.com)



#### **Hawaii Chapter:**

Stay tuned for coming events!

**CAPT Steve Newlund, VP of Region**

[steve.newlund@navy.mil](mailto: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 coming events!

**CDR James Johnston, VP of Region**

james.p.johnston@navy.mil



### Norfolk Chapter:

Stay tuned for coming events!

**LT Tim Coennen, VP of Region**

tcoennen@gmail.com



### Washington DC Chapter:

Stay tuned for coming events!

**CDR Bill Pennington, VP of Region**

billkatep@hotmail.com



### Pax River Chapter:

Stay tuned for coming events!

**CDR Molly Boron, VP of Region**

molly.boron@navy.mil



### Whidbey Island Chapter:

Happy Hour on August 25th!

**CAPT Brett Mietus, VP of Region**

brett.mietus@navy.mil

July

**Thursday, July 28th:**

MPA Jacksonville Chapter Happy Hour at the T-Bar starting at 1600.

August

**TBD:**

CAPT Bill Ellis relieves CAPT Bryan Durkee, Commander, CTF-67 OCONUS.

**Thursday, August 25th:**

MPA Jacksonville Chapter Happy Hour at the T-Bar starting at 1600.

**Thursday, August 25th:**

MPA Whidbey Island Chapter Happy Hour. More information to follow.

September

**Thursday, September 29th:**

MPA Jacksonville Chapter Happy Hour at the T-Bar starting at 1600.

October

**Wednesday, October 19th:**

MPA Whidbey Island Chapter Flight Suit Social. More information to follow.

**Friday, October 21st:**

CAPT Rob Patrick relieves CAPT Brett Mietus as Commander, WING 10 on board NAS Whidbey Island.

**Thursday, October 27th:**

MPA Jacksonville Chapter Happy Hour at the T-Bar starting at 1600.

November

**Thursday, November 10th:**

CAPT Chris Flaherty relieves CAPT Brent Coffey as Commander, CTF-57 OCONUS.

**Thursday, November 17th:**

MPA Jacksonville Chapter Flight Suit Social. More information to follow.

**MARK YOUR CALENDARS:  
2017 MPA SYMPOSIUM  
April 24-28, 2017  
ONBOARD NAS JACKSONVILLE**

**Get Your Event Listed Here!**  
Have a command ceremony or event, or reunion event that you would like posted in *PLANESIDE?*

**Email the details to us at:**  
[info@maritimepatrolassociation.org](mailto:info@maritimepatrolassociation.org)

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





# OF INTEREST

## *Confessions Of A US Navy P-3 Orion Maritime Patrol Pilot: Part 3 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.*

***The P-3C that is honestly trying to break, catch on fire, or generally kill you during any given flight...***

I won't claim the P-8A does everything better than the P-3C. For one, the controls feel very different between the two aircraft. I find the P-3C to be a bit crisper on the controls, especially at low altitude and in the landing pattern. This isn't surprising, given the Orion's thick, straight wing and the swept wing and spoilers on the Poseidon. Also, the lack of a Magnetic Anomaly Detector (MAD) aboard the P-8A is a drawback.

Many folks ask if I feel less comfortable with two engines in the P-8A rather than four in the P-3C. Realistically, I'll take Poseidon any day. The reliability of the CFM-56 turbofans on the jet is generations ahead of the T-56 turboprops on the Orion. CFM-56 shutdown rates are on the order of three per million flight hours. In fact, P-8A has been flying for more than three years and has yet to have an in-flight engine shutdown. I'll take the reliability of the P-8A every time over the P-3C.

Overall, I've found the P-8A allows crew-members to focus more on tactical employment and getting every ounce of performance out of the jet's sensors and weapons. While the Orion is a very safe airplane statistically, it was designed in another age with different design philosophies. It's very hands-on and user intensive especially for pilots and flight engineers. Because of the fact that the P-3C is honestly trying to break, catch on fire, or generally kill you during any given flight, we have to devote a great deal of energy simply to operating it safely. This isn't a hit on the P-3C, any airplane of that generation is like that, and the fact that some of these birds are over 40 years old is a testament to the engineers who designed them and our maintainers who keep them flying. Because reliability is baked into the P-8, we can focus more on tactical effectiveness. The result is higher situational awareness (SA) and much better mission performance in the new jet.

***There are currently two schools of thought in the community right now when it comes to how the P-8 should be used...***



Many people are curious about the capabilities or limitations of P-8A. It's interesting to note that when the Navy solicited program offers for the aircraft that became P-8A they called the project the 'Multi Mission Maritime Aircraft' or MMA. The computer systems and networks on the Poseidon are open-architecture, reconfigurable, and can grow in a low-cost, flexible manner. The stores management and data-transfer systems are all digital, meaning that the only variable for growth is cost and software upgrades. Combine the ability to 'plug and play' new sensors and weapons with the aircraft's communications connectivity, excellent crew coordination abilities and flexibility and you have a weapons system that is honestly limited only by weight, the training of its operators, and the tasking assigned by the commander. In other words, the P-8A can be as 'Multi-Mission' as commanders desire it to be.

P-8A acquisitions and capabilities have been planned around incremental upgrades. With today's technology and budgetary environments, acquiring every capability, sensor, and weapons system concurrently is too expensive and too high-risk. P-8A hit the fleet with baseline ASW capability and a limited ASuW capability via the inclusion of AGM-84 Harpoon capability. Follow-on increments will add multi-static sonobuoys to achieve wider area detection of submarines. Future capabilities will likely feature net-enabled weapons like AGM-154 Joint Standoff Weapon (JSOW) and very likely the upcoming Long Range Anti-ship Missile or LRASM, a derivative of the AGM-158 JASSM-ER. This is all a great thing in a military that is seeing more and more platform winnowed away by budget cuts and massive "sacred-cow" programs like F-35.



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 workstation 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.

***The P-3C that is honestly trying to break, catch on fire, or generally kill you during any given flight...***

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Unlike the F-35, which sought a revolutionary approach with technologies such as the Distributed Aperture System and extremely advanced sensor fusion, Boeing and the Navy minimized the P-8A's risk by getting baseline capabilities online and jets out to the Fleet and then building on those technologies with steady upgrades. It's a work in progress but I think Boeing and NAVAIR had a lot to be proud of with Poseidon so far.

There are currently two schools of thought in the Maritime

Patrol Community right now when it comes to how the P-8 should be used. One where it works closely along the lines of its predecessor, and follows the P-3's traditional mission sets of ASuW, ASW and limited ISR, and another where the P-8 can be adapted more dramatically for a litany of missions, including direct attack on ground targets. Personally, I believe the P-8A should also be equipped with a more robust set of weapons and sensors for the fight against smaller vessels in constrained littoral environments.

Harpoon is a great weapon, but it's too imprecise to use with civilian shipping nearby and in dense target environments close to shore. P-3C had a robust short range ASuW capability with AGM-65 Mavericks, and we saw that used in Libya. We took a major step back capability-wise with only Harpoon being deployed aboard the P-8. I would equip P-8A with an off-the-shelf targeting pod such as the AAQ-33 Sniper, which is currently found on everything from USAF F-16s to B-52s. Couple the targeting pod with short range, laser guided munitions such as AGM-65 Laser Mavericks, AGM-176 Griffon, and/or or Small Diameter Bombs and you have a lethal and persistent weapons system.

The Marines have done a similar upgrade with their KC-130 "Harvest HAWK" program and the Air Force is moving in a similar direction with it's new AC-130W Stinger II and MC-130J Combat Spear aircraft. I am actually quite curious as to why senior leadership insists on utilizing expensive bombers and fighter aircraft requiring extensive tanking to provide precision fires that can be achieved by lower cost, persistent assets such as a P-8A or C-130 in low-threat environments? Are they just in love with their 'sexy' weapons systems or do they want to get the most bang for their acquisition buck?

I also believe that P-8A should be equipped with a more robust set of radio frequency countermeasures. Long range SAM systems such as the S-300, S-400, and HQ-9 are rapidly proliferating around the globe, bringing high-value ISR platforms such as P-8A or RC-135 into threat ranges of land based air defense sites. If commanders desire intelligence up to and after the first shot of a conflict is fired, they need to provide their previously 'untouchable' ISR assets with more robust countermeasures mirroring those provided to penetrating bombers such as B-1B and B-52. A jamming pod such as ALQ-184 and a towed radar decoy such as the ALE-50 or ALE-55 would greatly benefit the Poseidon and make this high value aircraft survivable on the modern aerial battlefield.

***The ability to cover huge swaths of ocean or monitor an area of interest for hours on end are hallmark maritime patrol missions, and few assets do that better than a UAV...***

The Maritime patrol community is currently in an interesting time and place. We're about to retire, or 'sundown' as we say, two long-standing platforms, the P-3C and the EP-3E Signals Intelligence (SIGINT) aircraft. In their place we'll have P-8A and the MQ-4C Triton Unmanned Aerial System (UAS). I know many of my fellow pilots stress about losing manned platforms, but realistically it's the reality of where warfare is headed. English peasants killed hundreds of mounted French knights at Crecy with longbows while losing only a few dozen of their own. Did French chivalry whining about the 'dishonor' of their enemies make the cavalry charge more effective against archers? No. Technology changes and warfare changes with it.

Aircraft are used in war because of their speed and because of their ability to carry sensors and weapons. They don't exist to provide joy-rides for pilots. Unmanned aircraft bring more persistence, and persistence is what an air-breathing intelligence gathering platform offers over a satellite. The ability to cover huge swaths of ocean or monitor an area of interest for hours on end are hallmark maritime patrol missions, and few assets do that better than a UAV. There's no use fighting the inevitable. Sadly I think too many of our pilots, senior officers included, are more in love with the physical act of flying than they are the art of war-fighting. That's a shame.

It is worth considering what the MQ-4C Triton can and cannot do. Any Signals Intelligence (SIGINT) operations by Triton will likely be limited by satellite bandwidth. I'm speaking from my own knowledge and assumptions here, but consider the task at hand. If you want real-time data off a UAV you have to transmit it via a satellite uplink to a ground monitoring station. Think how costly this bandwidth is during peacetime. Is it more cost-effective to simply wait till the MQ-4C lands and accept that the downloaded intel will then be hours old? Maybe or maybe not.





Now let's consider a wartime scenario. Other nations have demonstrated anti-satellite capabilities, including kinetic hard-kill capabilities against low Earth orbit satellites. While this isn't a concern for geo-synchronous communications satellites, the ability to jam or spoof UAV satellite uplinks was possibly demonstrated during the loss of the RQ-170 over Iran. How secure exactly are our satellite uplinks? Are they safe from cyber attack? Will this bandwidth be available to the Navy during wartime or will more pressing communications take precedence? This is all above my pay-grade but realize that UAV endurance doesn't come without a price.

There's another factor to consider and that's the nature of the EP-3E's mission. EP-3s are capable of supporting a Carrier Strike Group's air wing by providing communications and signals intelligence support. This is a distinctly 'real-time' function as enemy air defense operators may only speak for a few moments or activate SAM radars for several seconds. The latency (time delay) inherent in satellite communications and control systems could possibly mean the difference between life and death for strike pilots in F/A-18 Hornets heading into the target area. If you take away EP-3E, you may lose that real-time SIGINT and COMINT capability.

The good news is that P-8A boasts a very capable ESM system. The ALQ-240 system is derived from the ESM system on-

board the EA-18G Growler jamming aircraft. The system has the capability to detect and geo-locate hostile threat emitters and support strike forces. Whether the Navy chooses to leverage this capability or rely on the Air Force for non-organic strike support with aircraft such as the RC-135 Rivet Joint is yet to be seen.

***The funny thing is that MMA was originally envisioned as providing tanking services to the air wing...***

Observers have compared the ASW and ASuW capabilities of the S-3 with the P-3C and asked how retiring this platform effected Naval Aviation. The truth is it effected the air wing enormously, but not in the ways one might think. With the loss of the Viking, the air wing had to rely on fast strike aircraft for organic tanking. Plugging tanks and buddy stores on an already short-legged strike fighter such as the legacy F/A-18C or even the upgraded F/A-18F is not nearly as effective as a dedicated tanker aircraft with long legs.

The funny thing is that MMA was originally envisioned as providing tanking services to the air wing. Instead of deploying independently, each P-8A squadron would be tied to a particular air wing. The P-8A's would follow the carrier as it moved from its homeport to an operating area, hopping from air base to air base. When a carrier would go into flight ops, the P-8A would launch, tank aircraft using drogue and hose



buddy stores, conduct a surveillance flight around the carrier, tank during recovery, and then return to base. This was a great idea but got killed by inter-service politics.

When the Air Force heard that the navy was soliciting proposals with the tanking mission included, they cried foul, saying the fleet of KC-135's and KC-10's were the sole source of strategic tanking as mandated by Congress. The Navy replied "well, it's not strategic tanking, it's tactical tanking," but that battle had already been lost. A great idea withered on the vine because of shortsighted petty inter-service politics. Naval Aviation has always been shorted by USAF tanker assets. Why else would an organization like Omega Tanker exist? They provide on-demand tanking for the air wing because the USAF makes it too cumbersome. Oh, and because the Navy decided to retire the S-3 with no long-range tanker replacement. That decision didn't help the air wing but it sure helped Omega's shareholders.

It truly is a shame that the P-8A wasn't tied to the air wing as it was envisioned at one time. Both organizations would become more effective and deadly with the synergy of a powerful and persistent land-based sensor platform with tons of gas to play with and the all the unique strike, air-to-air and search and rescue capabilities of the air wing. Maritime patrol crews get a hard time for not being familiar with operating with the

carrier and her aircraft but that's understandable if you consider the context. P-3C and P-8A crews usually only train with a carrier once or twice a year during a carrier group's pre-deployment certification exercises. Would anyone expect a football team to practice twice and then be ready for the big game on Friday night? No way! Why would anyone expect that something like aerial warfare would be simpler than a football game? The more the P-8A and the carrier air wing fly together, the more effective both will be.

**The line that separates tracking a sub and killing a sub is literally opening the weapons bay and throwing a switch...**

P-3C is a demanding aircraft to fly, and because high fidelity simulators weren't available for most of its lifetime, training had to be done in the aircraft. Simulating systems failures, landing with flaps up, executing high speed aborts, and simulating multiple engines out were routine maneuvers in the P-3C. As a result, the pinnacle of a well trained pilot was a be a Fleet Replacement Squadron instructor and in charge of Standardization. A demanding aircraft required very well trained Instructor Pilots to safely train the next generation of new pilots.

As I mentioned earlier, the P-8A is generations ahead of the P-3 in terms of safety and reliability, and this allows crews to really focus on their mission. Poseidon is a force multiplier





when you consider the sensors, weapons, and connectivity it brings to the fight. Acting as an armed C5I (Command, Control, Communications, Computers, Collaboration, and Intelligence) node, the P-8A is becoming more useful to a combatant commander. That mission focus has put new emphasis on the Maritime Patrol and Reconnaissance Weapons School. The 'Weapons School' is where the top Weapons and Tactics Instructors from the Fleet serve a shore tour. They conduct graduate level training for fleet squadrons and act as an incubator for tactics development and defining requirements for new weapons and sensors.

Probably the best part of being in the maritime patrol community is the chance to practice our mission all the time and interact with other nations. A fighter pilot may go his entire career without flying an actual wartime combat air patrol (CAP) or even seeing a real enemy jet. On the other hand, the line that separates tracking a sub and killing a sub is literally opening the weapons bay and throwing a switch!

In the last several years I've flown against many foreign submarines, operated near contested areas in the Pacific, and seen pirates attempt to hijack ships. The chance to be Amer-

ica's ambassador in the grey areas around the world is also humbling. When commanders talk about projecting power, that's what they mean. And the chance to do that as a twenty-something year old with a crew of 10 well-trained, motivated men and women is very special. To fly and lead is an honor. All of us pilots and Naval Flight Officers are very proud of that.

\*\*\*\*Read parts 1 and 2 of this article in the 2016 QTR 1 and QTR 2 issues of PLANESIDE.\*\*\*\*



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

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