

PLANESIDE

The Quarterly Newsletter of the Maritime Patrol Association

2016: Issue 4



In This Issue

VP-4 Homeports at NAS Whidbey Island

Whidbey Island Hosts COG, Media Day & Fall Flight Suit Social

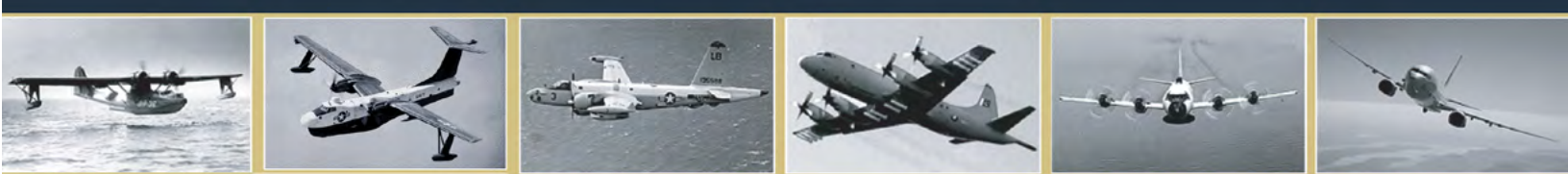
Don't Miss the Jacksonville Fall Happy Hour & Scholarship Golf Tournament!

PLANESIDE

Cover Photo



The 'Skinny Dragons' of VP-4 began arriving home to NAS Whidbey Island in early September after a six-month deployment to the U.S. 4th and 6th Fleet areas of responsibility during which they provided support to Operation Inherent Resolve and Operation Martillo. VP-4 is the first of three CPRW-2 squadrons to execute a homeport change to Naval Air Station Whidbey Island from MCAS Kaneohe Bay. Photo Credit: Mass Communication Specialist 3rd Class Alexander Cole.



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A NEW ERA, NOW ON STATION.

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



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WELCOME

From the President

At some time during the past year I crossed an interesting point in my life; more than half of it has been spent in the Maritime Patrol and Reconnaissance Community. While life up to that point, as the son of an Army Aviator, had been an adventure, it still pales in comparison to the experiences I've had and people I've met since. To wit, I write this while flying on board aircraft 169002 as we return from a circumnavigation of the North Pole. Returning to Thule, Greenland we watch the sunrise in the south and from our vantage point we can see night giving way to day far to the west and, simultaneously, dusk to the east. Below us, the vast expanse of the polar icecap defies description. Joining me on this navigation trip are several of our Royal Australian Air Force partners completing their VP-30 syllabus, as well as member of our NATOPS, Safety, and Maintenance team who will validate existing cold weather procedures and write new ones for dissemination to our fleet squadrons. I'm happy to report that the P-8A Poseidon performed flawlessly in the harsh cold and will serve us and our allies well as we push back into more frigid climates to meet reemerging challenges.

This experience, along with ones from Masirah, Diego Garcia, Djibouti, the Balkans, Cambodia, and numerous more form a tapestry of memories that, while uniquely my own, is not so different from the thousands of others belonging to those who served in the Maritime Patrol and Reconnaissance Community. We all possess a world view that is broader and richer than our friends and relatives who may never have left their home country. We share a better understanding of how the world and its people are inextricably linked and we've seen how instability anywhere is a threat to stability and security everywhere. It is with these thoughts in mind, that I am honored to serve as the president of the Maritime Patrol Association for the coming year. MPA is our medium for preserving the memories and experiences of those who came before us, to honor the best of us, and a connection point for all of us still active and those who transitioned to civilian life, but will always be part of our community. Our association celebrates our heritage from the infancy of Naval Aviation and we are actively involved in paving our future; ensuring that future generations of the MPRA force are able to build similar memories and friendships as we have while they engage in deployed operations.

Our aircrew, maintainers, and support personnel continue their vigilant watch around the globe. VP-1 recently departed Whidbey Island, flying the P-3C Orion with advanced equipment and



CAPT David Whitehead, USN

capabilities that our P-8A aircraft have yet to achieve. VP-47, on their last P-3C deployment, departed out of Kaneohe Bay and will return this spring to their new home in Whidbey Island. VP-10 is on her maiden Poseidon deployment, while VP-45, on her second, has brought the P-8A to her first 6th Fleet deployment. VQ-1 and VPU-2 maintain their near permanent presence in critical regions. Without breaking step in our operational duties, our force continues to transform. VP-4, recently returned from their last Orion deployment and homeport change to Whidbey Island, will begin their P-8A transition at the end of the month. They will be followed by VP-47 and, subsequently, VP-9 to complete our sundown of CPRW-2. Especially exciting, VUP-19, our first MQ-4C Triton squadron, officially becomes an operational command later this month (October 28th). As the final member in our Family of Systems, the Triton will bring unmatched persistence and coverage to the battlespace. In fact, we are only able to guess at the capabilities that our combined Poseidon, TACMOBILE, and Triton force will bring to our community. Fortunately, there is a generation of intrepid aviators eagerly ac-



cepting the challenge to write these next chapters in our MPRA heritage and push the limits of these airframes as we did with our Catalinas, Neptunes, Aries, and Orions.

We forge this brave new future in MPRA operations hand-in-hand with our enduring allies. The Royal Australian Air Force (RAAF), cooperative partners from the beginning, just celebrated the roll-out of their first Poseidon aircraft in Seattle. Meanwhile, the first two RAAF aircrews are completing their training at VP-30 and will fly their new aircraft home next month. The RAAF will train stateside with our FRS until they begin indigenous training in 2018. Following the RAAF through the doors of VP-30 will be the Royal Air Force (RAF) who begin their training in 2018 with an aircraft acceptance about a year later. RAF aircrew instructors, under Project Seedcorn, have been serving with the FRS and Maritime Patrol and Reconnaissance Weapon School since 2012. Commander Patrol and Reconnaissance Group, RADM Kyle Cozad, wrote about the criticality of our alliances and global partnerships in the previous issue of Planeside (great article – look it up!). These partnerships were built to endure and must be steadily fed with combined training, exercises, and operations to ensure our interoperability is as natural as breathing. Global challenges – from non-state actors, fail-

ing states, to emerging near-peer competitors – that threaten global stability can only be met with the unity and unrelenting persistence of freedom-minded nations. Nobody understands that more than we, the MPRA community, who have worked for decades alongside our friends operating the Orion, Aurora, Atlantique, and other MPA to bring safety and security to the great maritime domain.

The upcoming MPA symposium celebrates those partnerships, their history, and their continued relevance. Symposium will be an opportunity, as always, to reconnect with old friends, but also to meet new ones from the international MPRA community and hear their perspectives and learn their challenges. Mark your calendars for the April 26th-28th, 2017 and join us in Jacksonville for the 2017 Maritime Patrol Aviation Symposium. I look forward to seeing you there. Skipper Whitehead sends...

Captain David Whitehead
President, Maritime Patrol Association, Inc.



VP-30 and RAAF aircrew at Thule Air Base, Greenland. Photo courtesy of VP-30.



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?

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

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

www.maritimepatrolassociation.org/scholarship.html

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



CPRG

Checking On Station

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

At 0530 on June 4th, 1942, Lieutenant Howard P. Ady, piloting a PBY Catalina from VP-23, call-sign "Strawberry 5," signaled the contact report that Rear Admiral Frank J. Fletcher was anxiously waiting to hear aboard his flagship USS Yorktown: "Two carriers and main body ships, carriers in front, course 135, speed 25." Admiral Nagumo's powerful Japanese carrier force had been discovered as it approached to strike America's Midway Atoll. This contact report verified what Fleet Admiral Chester Nimitz had suspected for weeks, but could not verify with the limited sensors he had available at the time. What he did know was that the coming naval engagement west of Midway would change the course of the war in the Pacific.

Records show that the intercept and analysis of enemy radio transmissions allowed Nimitz to interpret Japanese intent, and preposition the American Fleet to achieve an overwhelming victory against a far superior force. It took weeks of painstaking analysis by Nimitz's intelligence officers, who had previously broken the Japanese naval code, to piece together enough of the puzzle for the Commander-in-Chief, Pacific Fleet (CinCPac) to act and LT Ady's early morning contact report provided the first physical sighting to prove the theory.

Once the location of the enemy Fleet was known, it was simply a matter of subordinate commanders carrying out their orders by applying a concept that has come to be called "Mission Command." Simply put, Mission Command is the exercise of authority and direction using orders to enable disciplined initiative within the commander's intent. Once commander's intent is understood, warfighters are empowered to adapt to the environment and, acting within the Rules of Engagement (ROE), attack the enemy. This basic premise is as evident in present day operations as it was in WWII's Battle of Midway. The one major difference is today's warfighter has many more tools available to help him understand an adversary's intent. Instead of weeks or months, real-time access to "big data" provides a level of situational awareness that can inform a Fleet Commander, or Patrol Plane Commander, on exactly what is happening around him. Today's challenge — there is now more information available than can ever be effectively processed or be analyzed by one person or even an entire crew.

The Maritime Patrol and Reconnaissance Force (MPRF) is currently fielding a family of systems that can harvest and process more data from organic or remote sensors than ever before. When both Poseidon and Triton are working together



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

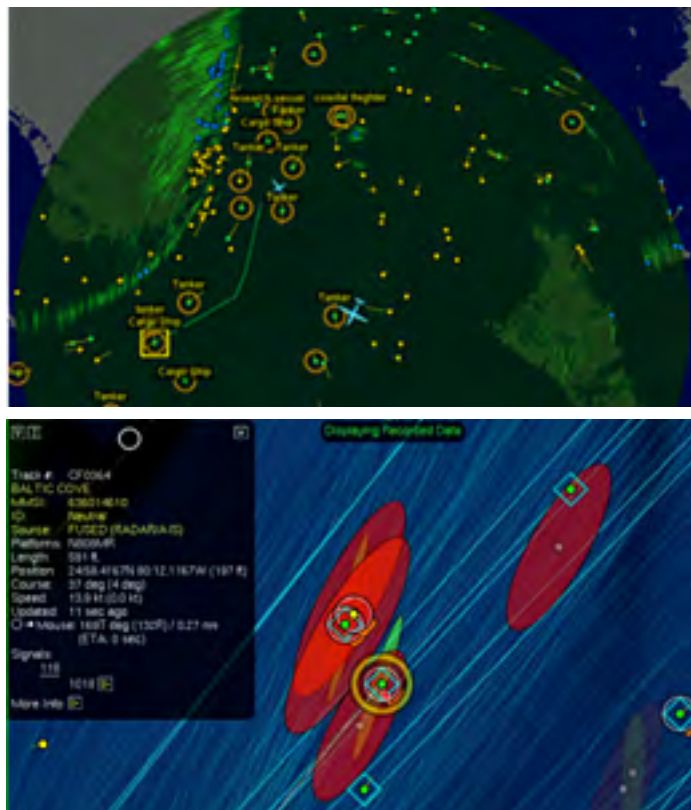
on-station, simultaneously exploiting the visual, acoustic, and electronic battle space, information will continuously feed strategic, operational, and tactical decision makers in real time. Working closely with the Intelligence Community (IC), MPRF assets will be a critical node in our Navy's Anti-Submarine Warfare (ASW), and Intelligence Surveillance and Reconnaissance (ISR) missions. One system that will aid in correlating multiple sources of sensor data is a new Navy developed system called Minotaur.

Minotaur acts as a data fusion engine that will reside in the P-8, Triton Mission Control Station (MCS), and TacMobile (TOCs and M-TOCs), processing and filtering multiple data feeds to provide the warfighter with unparalleled and automated comprehension of the battlespace. Consider the power of an ASW prosecution conducted from altitude with P-8A Increment 3. When coupled with the ability of P-8 to conduct the entire ASW kill-chain from altitude, the increased radar horizon will enable Poseidon to perform a multitude of missions simultaneously. When fully netted, Minotaur will automatically correlate both on board and remote sources to

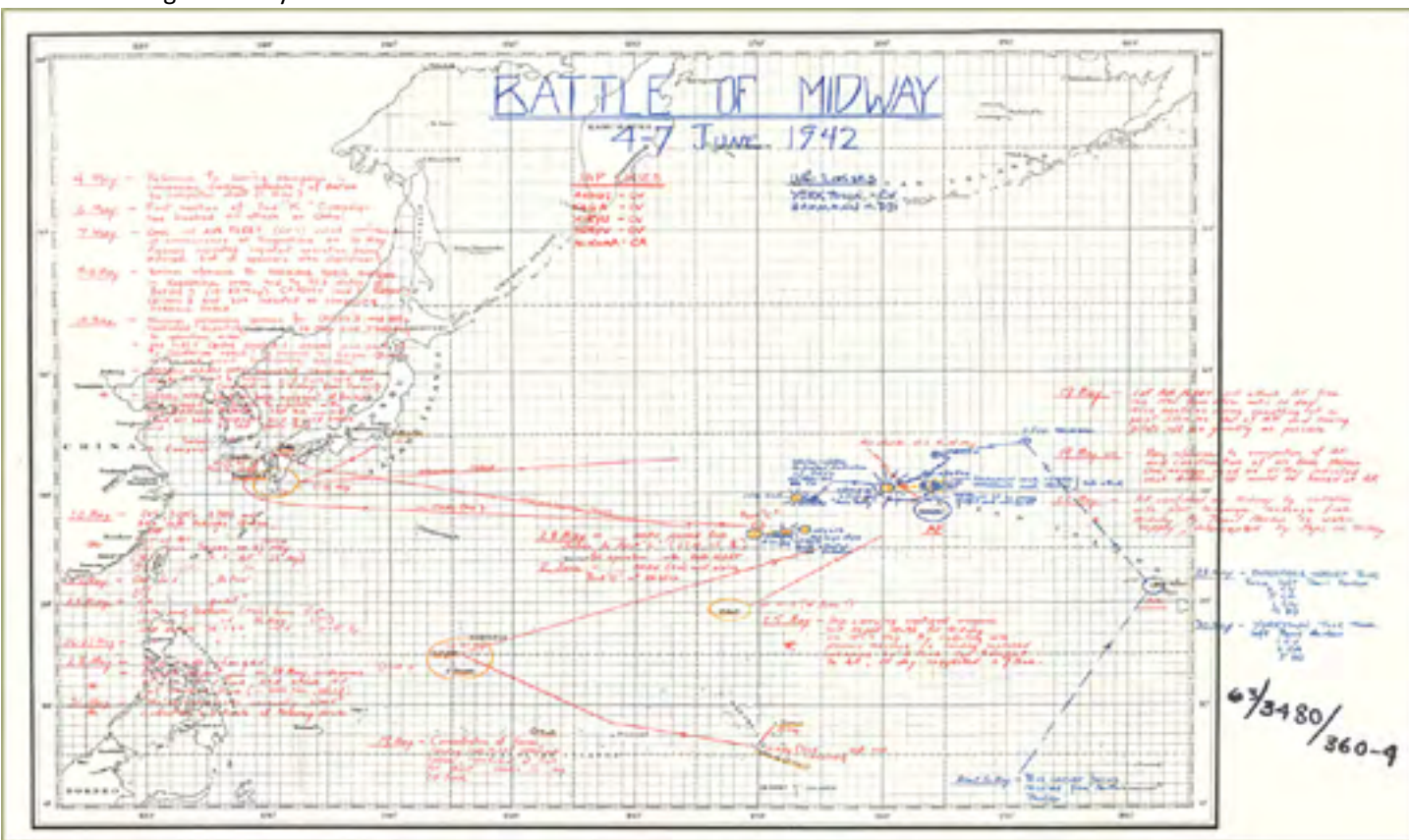


develop an accurate COP - enabling the crew to rapidly shift from ASW to SUW or enable other platforms while continuing to gather additional electronic intelligence to do the same. In the future when it comes to executing our many missions, it is no longer a question of “either/or” but “and.” This is a sea change for our community and will require a cultural shift within the MPRF and the Navy.

Like Admiral Nimitz, our success in “out-thinking” our adversaries will be enabled by our willingness to embrace and institutionalize Mission Command concepts at all levels...bolstered by inherent trust. Trust in each crew’s capabilities and mission products. This will require a new approach to training aircrews and ground support personnel and innovative thinking about our evolving role in the kill-chain. So what happens if any or even all of our technological edge is blunted by a savvy adversary? At the end of the day it is still a well-trained, tactically aggressive combat aircrew on-station that will make the difference. Armed with commander’s intent and employing Mission Command concepts, today’s aircrews, whether flying P-8 or Triton, are every bit as capable of operating alone and unafraid as LT Ady on Strawberry 5. This is the strength of MPRA crews — that strength will never change. Fundamentally it is what we have always done, exceedingly well, but when we are connected, there is no limit to the lethality we achieve — whether that lethality is imposed as part of a battle package, or as an independent asset, ready to inflict damage on an unwilling adversary.



Examples of Minotaur operator displays.



Fleet Admiral Chester Nimitz’s “Operational Picture” on the eve of the Battle of Midway.

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Earlier this month, I had the privilege to meet with community leaders and junior officers at our annual Commanders Operations Group (COG) in Whidbey Island. I can't tell you how encouraged I am by the incredible professionalism and unbridled optimism our wardrooms have for the future of MPRF. With half of our force already transitioned to Poseidon and Triton progressing through operational test, the opportunities for each and every MPRF warfighter to apply their experience in new and exciting ways has never been more apparent. We began our West Coast P-8A transition this month with VP-4's homeport change from Kaneohe Bay to Whidbey Island, and we have officially established the Navy's first Triton squadron with stand-up of VUP-19 in Jacksonville. Our allies are also rapidly coming up on speed with delivery of Australia's first P-8A aircraft and the UK's announcement to procure their own Poseidons. Our future is incredibly bright, and I look forward to this year's MPRF Symposium in Jacksonville, 26-28 April, where we will celebrate these critical international partnerships. Be sure and visit the Maritime Patrol Associations website for details - <http://www.maritimepatrolassociation.org/>. Hope to see you there! Until then, Fly, Fight, Lead.

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



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

www.lockheedmartin.com/p3

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IN THE NEWS

VP-8 Aids in Rescue of Tropical Storm Survivors

*F*ighting Tigers Combat Aircrew Three (CAC-3) of Patrol Squadron (VP) 8 successfully aided in a Search and Rescue (SAR) effort in the Federated States of Micronesia (FSM) at the request of Coast Guard District 14 based out of Guam.

During the three-day detachment, the aircrew found two survivors marooned on an uninhabited island roughly 500 nautical miles from Guam. The castaways were stranded on the island due to a recent tropical storm in the Western Pacific and were able to make it ashore with their skiff.

The survivors constructed a small hut on the beach and were able to subsist more than a week with extremely limited resources.

The P-8A CAC-3 aircrew was able to contact multiple Automated Mutual Assistance Vehicle Rescue Program assets in the area; the Kyowa Orchid as well as the Dyna Crane.

The vessels were able to deploy rescue craft to the island, leading to the rescue of the couple Aug. 25.

"It was incredibly rewarding to be able to contribute to the couple's return to their family, and we were thankful we had the resources to participate in the search," said Lt. Patrick McCarthy, the flight's Mission Commander.

The couple was on a routine trip from their home on Weno Island to a neighboring island when they became stranded and were missing for nine days before the crew began their search.



GUAM (Aug. 25, 2016) –Two Micronesia tropical storm survivors are located by a P-8A Poseidon assigned to Patrol Squadron (VP) on Aug. 25. The couple was stranded on East Fayo Island and had been missing for nine days. After prior unsuccessful search and rescue (SAR) attempts, VP-8 was requested to assist in the SAR efforts by Coast Guard District 14 based out of Guam, which ultimately led to their rescue. VP-8 is currently deployed to the 7th Fleet area of responsibility conducting Intelligence, Surveillance, and Reconnaissance and ASW missions to support units throughout the Pacific theater. (U.S. Navy photo by U.S. Navy photo by Naval Aircrewman (Operator) 3rd Class Warren Bio)

The aircrew searched more than 4,500 square miles over two days and ultimately located the survivors on the second day.

The Navy P-8A Poseidon aircrew discovered the stranded couple in the Caroline Island chain via a signal mirror from their 18-foot skiff, as well as an “S.O.S.” message scrawled in the sand on the island’s small beach area.

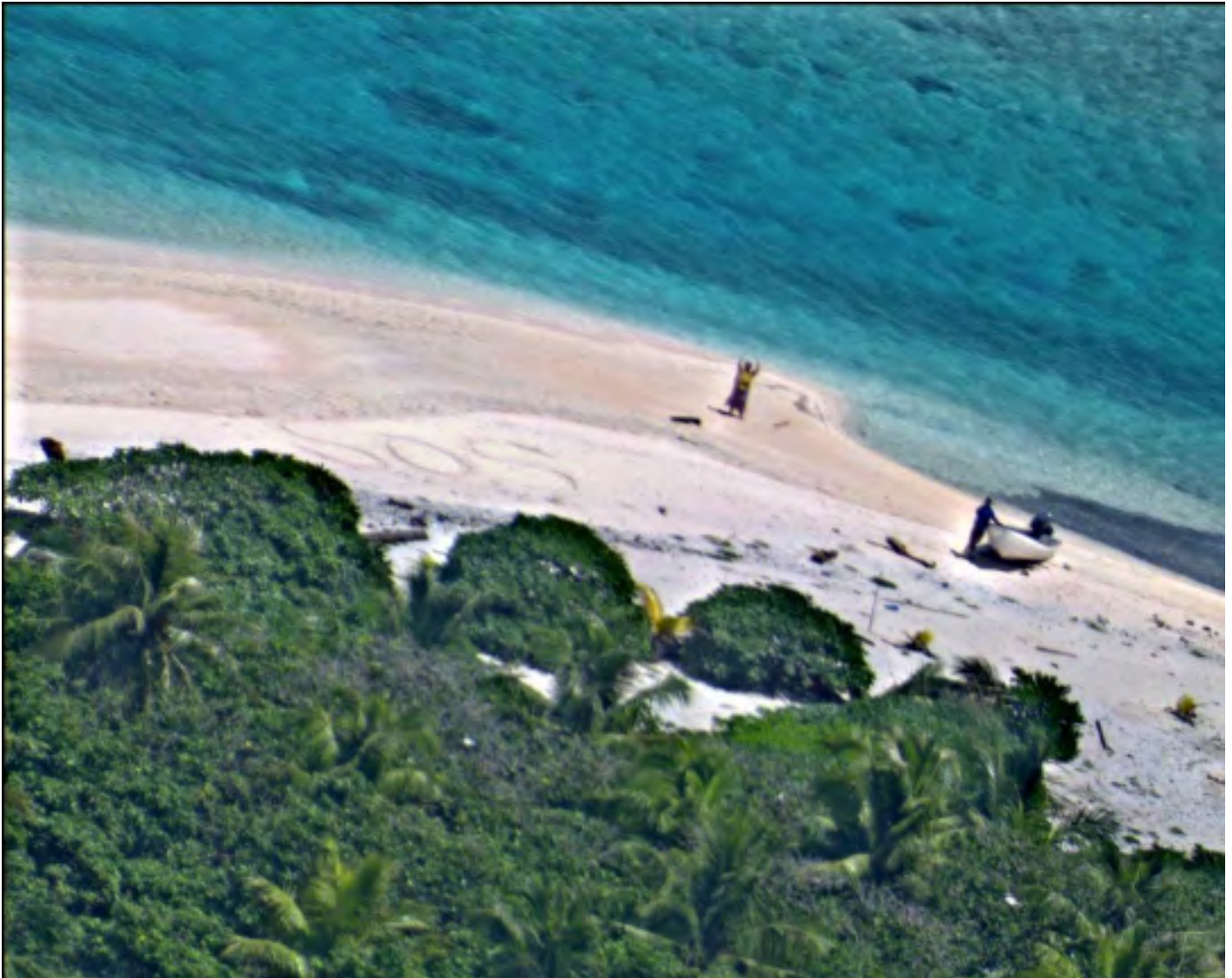
“I am very proud of the hard work and professionalism of our aircrew and maintainers,” said Cmdr. Christopher Wood, commanding officer of VP-8.

He added that, “Missions such as this showcase the versatility and flexibility of our Sailors and highlights the true multi-mission capabilities of the P-8A Poseidon.”

VP-8 is currently deployed to the 7th Fleet area of operations conducting Intelligence, Surveillance and Reconnaissance and ASW missions to support units throughout the Pacific theater.



*By Lt. j.g. John Waters, VP-8 Public Affairs Officer
Published in the Jax Air News, August 31, 2016*



GUAM (Aug. 25, 2016) – Two Micronesia tropical storm survivors are located by a P-8A Poseidon assigned to Patrol Squadron (VP) 8 on Aug. 25. The couple was stranded on East Fayo Island and had been missing for nine days. After prior unsuccessful search and rescue (SAR) attempts, VP-8 was requested to assist in the SAR efforts by Coast Guard District 14 based out of Guam, which ultimately led to their rescue. VP-8 is currently deployed to the 7th Fleet area of responsibility conducting Intelligence, Surveillance, and Reconnaissance and ASW missions to support units throughout the Pacific theater. (U.S. Navy photo by Naval Aircrewman (Operator) 3rd Class Christopher Tran)

Don't miss the
Jacksonville
Fall Happy Hour!



Thursday, November 17 @ 1600
at the NAS Jax O'Club

** MPA Members **

Free admission includes appetizers and beverages!

To register, go to:

www.maritimepatrolassociation.org/symposium/registerjax.html

Not a member? Sign up today!

Visit our website at: www.maritimepatrolassociation.org



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

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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



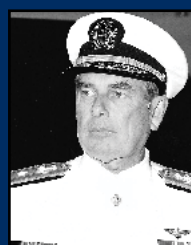
Admiral
Thomas Moorer



Rear Admiral
Paul J. Mulloy



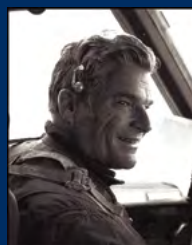
Master Chief
John Rosa



Captain
Byron "Jake" Tobin



Commander
Kenneth D. Walker



Vice Admiral
Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkensdorfer

COMMUNITY

NAS Whidbey Island Hosts Weeklong COG, Concludes with P-8 Media Day

“Can one desire too much of a good thing?” As homage to the late great Bard, it is fitting to ask the question, given all the goodness that is happening on Naval Air Station Whidbey Island. Kicking things off Oct. 17, CPRW-10 hosted the annual Commander’s Operational Group (COG), a weeklong event involving the collective leadership of the Maritime Patrol and Reconnaissance Force (MPRF).

Highlights of the COG included an evening Flight Suit Social and a Media Day on Friday, Oct. 21, showcasing the P-8 and celebrating the opening of the new Command and Tactical Operations Center, where CPRW-10 and CTF-32 will be based,

and the Fleet Training Center (FTC), housing classrooms and simulators for aircrews to sharpen their in demand skill sets.

The COG provided a great opportunity for all of MPRF leadership to gather and “recage” on how we operate and will operate, with every member of our force excelling in its own region or specialty and putting all of it together to put forth an effective fighting force in defense of our great nation.

A large focus of the COG was the Family of Systems, namely the P-8, EP-3, P-3 and MQ-4C working together to maintain mastery of the maritime domain. Combining older platforms, with the introduction of newer systems and platforms,



OAK HARBOR, Wash. (Oct. 21, 2016) Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Group, and Petty Officer 3rd Class Joe Starnes, Patrol Squadron Four, cut the ribbon at the new P-8 simulator building during a media availability 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 Petty Officer 2nd Class John Hetherington/Released)

has its inherent challenges. What the COG accomplished was taking greater steps to enhance the interoperability of all the disparate systems. Granted each system or platform has a wealth of stand-alone capabilities, but when they cooperate and coordinate their efforts seamlessly, the net result is an exponential increase in the customers', namely the Carrier Strike Group and Fleet Commanders', situational awareness of the battlespace near and far away.

Wrapping up the COG on Friday was the media day, and an event showcasing the P-8 and FTC. Invited were local media as well KING 5, the Seattle NBC news affiliate. The P-8 on display will be the first P-8 stationed on NAS Whidbey Island. Journalists were able to embark on a tour inside the P-8 followed by Q&A with Rear Adm. Cozad. Concluding the media day, journalists were invited to the FTC ribbon cutting and even flew the P-8 simulators housed inside.

Of course, Whidbey Island is not all work and no play. The Maritime Patrol Association (MPA) Flight Suit Social had a great turnout of 170 attendees at the Officer's Club. It was great venue for taking a break from work, telling sea stories and the occasional group sing-a-long.

All of that sums itself up in a strengthened esprit de corps, something all members of the MPRF enjoy. So going back to the original question asked by Shakespeare, the answer would be that our "desire of too much of a good thing" is what drives us as a community. It is our desire for goodness in what we do, goodness in how we do it and goodness in why we do it, is what makes MPA a paragon of service to our great nation.



OAK HARBOR, Wash. (Oct. 21, 2016) Capt. Andy Miller, officer-in-charge, West Coast P-8 Integration Team, Patrol Squadron 30, explains the training capabilities of the computer systems in a classroom at the P-8 simulator building during a media availability 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 Petty Officer 2nd Class John Hetherington/Released)



OAK HARBOR, Wash. (Oct. 21, 2016) Lt. Cmdr. Matt Olson, Patrol Squadron 30, demonstrates weather settings in a P-8 simulator during a media availability 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 Petty Officer 2nd Class John Hetherington/Released)



By LT Eric Jensen, CPRW-10

HONOR, COURAGE AND COMMITMENT

SALUTING THE MARITIME PATROL & RECONNAISSANCE COMMUNITY

Raytheon pays tribute to the men and women serving in the Maritime Patrol & Reconnaissance Force, who remain a beacon for naval aviation excellence. Raytheon is committed to delivering solutions that enable their success.

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OAK HARBOR, Wash. (Oct. 21, 2016) Capt. Andy Miller, officer-in-charge, West Coast P-8 Integration Team, Patrol Squadron 30, explains the capabilities and mission of the P-8 Poseidon during a media availability 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 Petty Officer 2nd Class John Hetherington/Released)



OAK HARBOR, Wash. (Oct. 21, 2016) Lt. Cmdr. Matt Olson (right), Patrol Squadron 30, talks Michael Watkins, a reporter with Whidbey News-Times and retired Navy Chief, through landing procedures in a P-8 simulator during a media availability 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 Petty Officer 2nd Class John Hetherington/Released)

COMMUNITY

Building 514 Officially On Line

July 28 marked a historic day for both the TacMobile and Maritime Patrol and Reconnaissance Force communities – as Building 514 – the newest facility in the P-8A family of systems was declared open for business by Commander, Patrol and Reconnaissance Group, Rear Adm. Kyle Cozad.

Located on the corner of Yorktown Avenue and Gillis Street, Building 514 is the new home for both Commander, Patrol and Reconnaissance Wing 11's Tactical Operations Center (TOC), as well as VUP-19, the Navy's first MQ-4C Triton squadron that is an essential step forward in the relationship between the Triton and P-8A Poseidon programs.

The ribbon cutting ceremony was presided over by Cozad and is the second building on Naval Air Station Jacksonville he has dedicated (The other being Hanger 511 that he dedicated while serving as CPRW-11 Commodore in 2009).

In his speech, Cozad recognized the many people who have made the opening of the building a success. He also praised TacMobile for their integral role in the MPRF community and had this to say with regards to the support they deliver.

"Back when I was a junior officer, this base did not look like it does today. Since Hangar 511 we, the Navy and the DoD, have pumped almost \$270 million into our mission and that is a testament to what each and every one of you do. And it's a testament to the value our community brings. As I get out and talk to people inside and outside our community, I always start with TacMobile because we cannot do our mission without the backbone that TacMobile provides."

Planning for the new \$10.3 million building took five years with about another year and a half to complete construction. TacMobile completed their outfitting in July of this year and VUP-19 is scheduled to complete theirs by summer 2017.



(From left) Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Group; Capt. Howard Wanamaker, commanding officer, Naval Air Station Jacksonville; Capt. Anthony Corapi, commander, Patrol and Reconnaissance Wing 11; and OS2 Audra Arnold, TacMobile cut the ceremonial ribbon for Building 514. Photo by Lt. J.G. Dan Oftelie

Getting the new building up and running has not been the easiest task, because operational requirements necessitate a specific level of security – and since TacMobile will be sharing the new facility with the Triton program, many decisions need to take both organizations’ requirements into account.

In addition to security constraints, TacMobile has had to take into consideration the need for the Triton program to move in and set up their own hardware.

Despite the hurdles of outfitting new facilities from scratch the results speak for themselves. Compared to the old spaces in Building 506, the watch floor, briefing rooms and data processing spaces have all doubled in size. Additionally, since its inception, the new facility was designed specifically to support the P-8A aircraft and its mission, along with room to grow as the aircraft continues to develop new capabilities. All of these benefits give TacMobile the edge they need to better support the squadrons operating out of Jacksonville and around the world.



*By Lt. J.G. Dan Oftelie, CPRW-11 Public Affairs Officer
Published in the Jax Air News August 17, 2016*

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(From left) Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Group; Lt. Cmdr. Marcus Maccario, Tactical Operations Center director; and Capt. Anthony Corapi, commander, Patrol and Reconnaissance Wing 11 at the Building 514 ribbon cutting ceremony. Photo by Lt. J.G. Dan Oftelie



COMMUNITY

Midshipmen Learn from the 'Tridents,' 'Spartans' and Other Commands

The "Tridents" of Patrol Squadron (VP) 26 hosted 15 midshipmen from colleges around the nation who seized the opportunity to see what life in a P-8A squadron was all about.

Since June, a new set of five midshipmen came to VP-26 for a month of summer training. They hailed from colleges like the United States Naval Academy and the Merchant Marine Academy, and universities such as the University of Virginia, Marquette University and others. During their time with VP-26, midshipmen had sponsors who were responsible for showing them the squadron and its lifestyle. They also experienced multiple flights in the P-8A Poseidon, as well as a tour of the full-motion, state-of-the-art flight simulators.

Midshipman London Bostic-Hardy from Florida A&M University enthusiastically described his experience, "to sum it up in one word: amazing! VP-26 gave me the opportunity to see every aspect of the aviation community. Not one question went unanswered and everyone was willing to help out the midshipmen. If I'm ever so fortunate to select aviation, maritime patrol may be my first choice because of this experience."

Lt. j.g. Eric Campbell was the midshipmen coordinator for the visiting midshipmen. The Tridents were able to coordinate visits for exposure to the various platforms across naval aviation.

The Helicopter Maritime Strike Squadron (HSM) 70 "Spartans" at NAS Jacksonville provided the midshipmen with insight into the rotary wing (helicopter) side of naval aviation. During their first day with HSM-70, they toured squadron spaces and practiced their skills in the simulator. Then, the midshipmen were able to fly in the backseat of the MH-60R Seahawk.

Over the course of the summer, the midshipmen visited Training Squadron (VT) 3 in Milton, Fla., to see the T-6B Texan II and how naval aviators begin primary flight training. While there, they were able to speak with instructors and spent time in Training Air Wing (CTW) 5 simulators.

Strike Fighter Squadron (VFA) 106 at Naval Air Station Oceana took the midshipmen to see the F/A-18E/F Super Hornet simulators. This allowed them to see the tail hook side of aviation and give them another perspective on a career in naval

aviation. While the Trident midshipmen were busy practicing carrier operations and "dogfighting" in the F/A-18 simulators, the VP-26 aircrew provided a tour of the P-8A and discussed maritime patrol operations with NAS Oceana's visiting midshipmen.

"It was very rewarding to be able to share our experience with those interested in pursuing a career in naval aviation. With the help of HSM-70 in Jacksonville and VFA-106 in Virginia Beach, we were able to provide the tail hook and helicopter aspect to their summer cruise," said Campbell.

The Tridents were proud to have had the opportunity to give back to the future of naval aviation and hoped to show all of the opportunities available for those fortunate to select the aviation community.



*By Lt. j.g. Mason Bailey, VP-26 Public Affairs Officer
Published in the Jax Air News on October 5, 2016*



Midshipmen hosted by VP-26 "Tridents" stand by a P-8A Poseidon at Naval Air Station Jacksonville. The cadets were at VP-26 as part of their summer training, also known as the Midshipmen Cruise, and spent three weeks with the Tridents learning about maritime patrol and reconnaissance community.



Midshipmen visited VP-26 for three weeks this summer. In addition to spending time in P-8A flight and mission simulators, the young aviators flew on night missions with active duty personnel.

COMMUNITY

No Fox Like a Home Fox

*H*anger 511 at Naval Air Station Jacksonville was a little more crowded than usual on Oct. 2. The squadron's final two P-8A Poseidons returned from deployment after having departed in March from Cecil Airport during NAS Jacksonville's runway closure.

Excited spouses, children, family members, friends and fellow "Mad Foxes" watched as the wheels touched down, signaling the end of VP-5's dual-site deployment.

Over the past six months, the Mad Foxes flew more than 280 missions all over the world from bases in southwest Asia and Japan in support of the 5th and 7th fleets.

"The Mad Foxes performance in both the Western Pacific and the Middle East was absolutely phenomenal," said VP-5 Com-

manding Officer Cmdr. Joe Levy.

"Every Sailor who began deployment with us returned home wearing EAWS wings – 100 percent. There were also zero liberty incidents in a time of unprecedented scrutiny on Sailor behavior. Zero failed missions due to heat or human error, even in extreme desert conditions. And nothing but excellence on station, especially when we got the opportunity to track adversary submarines."

The Mad Foxes traveled to 13 countries in Asia and the South Pacific to include Australia, Brunei, Fiji, Thailand and Singapore. We participated in over 20 exercises to strengthen our relationships with regional partners. In Japan, they participated in airshows in Sapporo, Misawa, and Yokota, fostering good will and community with the Japanese people. In southwest Asia, the Mad Foxes were instrumental during operations to seize a large shipment of weapons being smug-



Petty Officer First Class Jack Silverio, assigned to Patrol Squadron (VP) Five, embraces his son during the "Mad Foxes" deployment homecoming event. Photo courtesy of VP-5

gled in open waters. They also participated in many exercises with coalition partners, supporting enhanced training and coordination among units.

For many Mad Foxes, this was their first experience with deployment, and the anticipation of returning home to a loved one's embrace was almost overwhelming. "It was such a great feeling of relief when we landed," said Lt. j.g. Kyle Avocato. "I kept thinking, 'I finally get to see her!'"

For others, this deployment marked another end to life overseas and a return to civilian life. "Just being able to drive my car again is a great feeling," said Petty Officer 3rd Class Jeffrey Tumelty.

Preparing for homecoming required a coordinated effort from the entire squadron. Maintenance crews worked diligently to make sure all aircraft were mission capable, Administration managed payroll and movement orders, Operations prepared and coordinated the return of personnel and cargo, and flight crews mapped out the route for return flights.

In the final weeks of deployment, Mad Foxes assisted VP-1 and VP-10 with indoctrination flights and briefings at the two deployment sites, while preparing for the transition back to home cycle operations.

Back home at NAS Jacksonville, crews helped prepare the new squadron space, coordinated seven homecoming events along with the Mad Foxes Family Readiness Group, and supported returning Mad Foxes by welcoming them home alongside family and friends at each event.

The final group of Mad Foxes returned Oct. 3, just in time to settle in before Hurricane Matthew.

Petty Officer 2nd Class Jason Long, a father of five, says the best part of returning home is "hearing your kids yell 'daddy' when they come home from school." There might be "No fox like a Mad Fox," but for the foreseeable future, the motto is a little different. These days, there's "No fox like a home fox."



By VP-5 Public Affairs

Published in the Jax Air News on October 18, 2016



Mad Foxes" Petty Officer 2nd Class Troy Apodaca, greets his wife during one of the VP-5 deployment homecoming event. Photo courtesy of VP-5.

COMMUNITY

'Red Lancers' Employ Harpoon in RIMPAC 2016

*P*atrol Squadron (VP) -10 Combat Aircrew (CAC) 7 conducted the squadron's first live-fire employment of the AGM-84 Harpoon over-the-horizon, anti-ship missile during Rim of the Pacific Exercise (RIMPAC) 2016.

The Sink Exercise (SINKEX) brought together air and surface assets to conduct a live-fire launch of the AGM-84D Harpoon missile. A P-8A Poseidon flown by VP-10 conducted a Coordinated Time on Top (CTOT) with an Australian warship, HMAS Ballarat, on a decommissioned U.S. Navy frigate, the former USS Thach (FFG-43). The goal of the CTOT is to have multiple missiles from multiple assets arrive simultaneously. Overall, the missile shot was an immense success with both Harpoons arriving at the same time.

"The SINKEX provided a real-life scenario with live ordnance that can't be duplicated in a simulator," said VP-10 Tactics Instructor Lt. Curtis White. "The interoperability aspect of the exercise provided a realistic scenario to how we would actually employ the AGM-84."

The SINKEX during RIMPAC provided a unique training opportunity that helps participants foster and sustain cooperative relationships. The relationships that are formed during RIMPAC will prove to be invaluable as VP-10 is in the final stretch of its Fleet Response Training Plan (FRTTP) for an upcoming deployment to the U.S. 7th Fleet Area of Responsibility.

RIMPAC is a biennial exercise and is the largest maritime exercise of its kind. The exercise brings together 27 nations, 45 ships, five submarines, 200 aircraft and over 25,000 personnel and spans from the coast of California to the Hawaiian Islands to Guam. RIMPAC 2016 is the 25th iteration of the exercise with the first occurring in 1971.

Maritime Patrol and Reconnaissance assets are well represented during the exercise. MPR assets from South Korea, Japan, Australia, New Zealand and Canada are operating together to conduct Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASuW) and Maritime Intelligence Surveillance and Reconnaissance (ISR).



*By Lt. j.g. Andrew LaBrecque, VP-10 Public Affairs
Published in the Jax Air News on August 31, 2016*



Aviation Ordnancemen assigned to the "Red Lancers" of VP-10 finished loading an AGM-84 Harpoon anti-ship missile inside the bomb bay of their P-8A Poseidon.
Photo by VP-10 Public Affairs

COMMUNITY

'Pelicans' Participate in Northern Coast 2016

A P-8A Poseidon assigned to Patrol Squadron (VP) 45 arrived in Aalborg, Denmark recently for the Northern Coasts 2016 exercise.

Northern Coasts was the first exercise to be supported by the new P-8A Poseidon on its maiden operational deployment to the 6th Fleet area of operations. The event is a German Navy scheduled multi-national exercise that brings together maritime air and maritime special operation forces to train in confined and shallow water environments.

"VP-45 could not have been more excited than to be in Aalborg to participate in Northern Coasts," said Lt. Cmdr. Scott Hudson, detachment officer in charge. "The P-8A provides an unprecedented advancement in air based maritime patrol that we hope will be evident throughout the exercise and our first deployment to 6th Fleet."

VP-45 provided support to multiple anti-submarine warfare operations and one anti-surface warfare mission. The crews showed off the capabilities of the P-8A throughout the entire exercise. Working with other countries proved to be a challenge especially since they had never worked with a P-8A. Through these challenges, all countries involved learned how to work in conjunction with a prime maritime asset. This exercise demonstrated that the P-8A was ready to take over the challenging 6th Fleet area of operations.

The exercise would not have gone as smoothly without the extraordinary maintenance team that accompanied the two crews to Aalborg. Petty Officer 2nd Class Thomas Ford exercised extreme work ethic, by staying late into the night to fix our communication systems during the exercise. The rest of the maintainers strove to the same work ethic, to keep the plane in good shape and ready to fly for the next mission.

The relationships established and grown during this exercise will leave a lasting mark in the international community.

"Pelicans" Quick Facts

- The P-8A is replacing the venerable P-3C Orion that has provided worldwide maritime air patrol for more than 50 years.
- The P-8A is currently on the first scheduled deployment to the 6th Fleet Area of Operations after previously deploying to the 5th and 7th Fleet Area of Operations.

- The Pelicans of VP-45 deployed two combat aircrews, eight maintainers and one P-8A to Aalborg, Denmark.
- VP-45 is in the U.S. 6th Fleet area of operation in support of U.S. National security interests in Europe and Africa.
- U.S. 6th Fleet headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint and interagency partners, in order to advance U.S. national interests along with security and stability in Europe and Africa.



By Lt. j.g. Tanner Anjola, VP-45 Public Affairs
Published in Jax Air News, October 18, 2016



Petty Officer 1st Class Jason Lankhorst (left) a VP-45 acoustic warfare operator, adjusts sonobuoy settings during an anti-submarine warfare event Sept. 9 with members of VP-45's Combat Aircrew Three during Northern Coasts 2016. Photo by Lt. Anthony Montes



Lt. j.g. Cameron Flora (right), Patrol Squadron (VP) 45 co-tactical coordinator, briefs members of VP-45's Combat Aircrew One before their first flight event in Denmark as part of VP-45's regularly scheduled deployment to the U.S. 6th Fleet area of responsibility. Photo by Lt. Anthony Montes



COMMUNITY

Rear Adm. Cozad Visits NAS Whidbey Island Amid a Sea of Change

Naval Air Station (NAS) Whidbey Island will never be the same again, because things are changing for the better. The consolidation of CPRW-2 into CPRW-10 and the transition from the P-3C Orion and EP-3E Aries to P-8A Poseidon and MQ-4C Triton all within a five year period here at NAS Whidbey Island sounds like a lot to take on all at once.

The flight line, transformed with completely different aircraft and renovated hangars, will not be the only visible change here. In order to support the increased number of personnel and aircraft, NAS itself will also have an additional three buildings off the flightline to support the Maritime Patrol

and Reconnaissance Force (MPRF). Already completed are the Command and Tactical Operations Center, where CPRW-10 will physically reside, and the Fleet Training Center (FTC), where P-8 crews will hone their warfighting skills in the classrooms and simulators. The third building, which hasn't broken ground yet, will be the Mission Control Station (MCS), where crews will control Triton orbits around the world.

Amidst the shuffle at NAS Whidbey Island, Rear Adm. Kyle Cozad visited Sept. 26 to 30. During an all-hands call, Cozad touched on the highlights of his trip to the area, beginning with his attendance at Boeing while the Royal Australian Air Force accepted their first P-8. He continued with what the Maritime Patrol Force brings to the fight, and how other com-



OAK HARBOR, Wash. (Sep. 28, 2016) Rear Adm. Cozad fist bumps Petty Officer 2nd Class Jones of VP-1, as he hands her a challenge coin. (U.S. Navy photo by Petty Officer 3rd Class Alexander Cole)



munities, such as tactical air platforms, and our superiors, including Adm. Scott H. Swift of Pacific Fleet, are excited about what MPRF brings to the fight.

After recognizing and awarding superior performance from individuals at each squadron of CPRW-10, Cozad continued with emphasis on how the MPRF will not only continue to be relevant with current capabilities, but will expand upon them as well. With the continuing transformation to P-8, complemented with MQ-4C, MPRF will be able to provide a constant “above the surface” picture for the Carrier Strike group while prosecuting High Altitude Anti-Submarine Warfare for the “beneath the surface” picture. He then closed with remarks of taking perspective of what it means to serve, being models of moral courage, taking care of each other, and gratitude to the families for their support and sacrifices they make.

Like all the activity NAS Whidbey Island and CPRW-10 are currently experiencing, Cozad too had a busy schedule. After his all-hands Call, Cozad toured all the ongoing construction

spaces. This included the renovated hangars, now suited for P-8 maintenance; the new home of CPRW-10 at the Command and Control Center; the FTC; and all the active duty and reserve components under CPRW-10.

With the changes happening all at once, the Admiral’s visit was a great opportunity to reflect on all the accomplishments of the past two years, re-focusing on continuing operational excellence amongst change, and looking forward to the great future that MPRF has in front of it here at CPRW-10.



By LT Eric Jensen, CPRW-10



OAK HARBOR, Wash. (Sep. 28, 2016) Rear Adm. Cozad speaks at an All Hands call in the Skywarrior Theater at NAS Whidbey Island. (U.S. Navy photo by Petty Officer 3rd Class Alexander Cole)



COMMUNITY

VP-8 Tops Off Successful Deployment with Jacksonville Homecoming

The final plane carrying the “Fighting Tigers” of Patrol Squadron (VP) 8 arrived at Naval Air Station Jacksonville Oct. 4, ending their six-month deployment with Commander, Task Force (CTF) 72. Flying out of Kadena Air Base in Okinawa, Japan, VP-8 supported myriad U.S. and Allied units throughout the Western Pacific Theater, including aircraft carriers USS Ronald Reagan (CVN 76) and USS John C. Stennis (CVN 74).

The Fighting Tigers arrived home having opened a new chapter in the squadron’s history — by completing their inaugural deployment in the Boeing P-8A Poseidon, one of the latest aircraft in the Navy’s warfighting arsenal.

“The P-8A is an extremely capable and smooth platform” said Lt. Chris Leger, a pilot with VP-8. “I felt fortunate to have had the opportunity to operate one of the Navy’s most sophisticated aircraft on our deployment in Japan.

Over the course of their 2016 operational deployment, 12 Combat Aircrews (CACs) went as far West as Diego Garcia, conducting a medevac for a submariner requiring immediate medical attention, and as far East as the Micronesia Island chain where they assisted the 14th U.S. Coast Guard District in the search and rescue of two stranded mariners on an uninhabited island.

“I couldn’t be more proud of the performance of the Fighting Tigers on this 7th Fleet deployment both on and off duty. Our Sailors successfully executed every mission on this capable aircraft with professionalism and precision,” said Cmdr. Christopher Wood, VP-8 commanding officer.

VP-8 executed 15 detachments from seven countries in the Western Pacific where they participated in bilateral exercises with military personnel from several partner nations including Australia, France, India, Indonesia, Philippines, Singapore,



Petty Officer 2nd Class Corinne Martin, assigned to Patrol Squadron (VP) 8, tightly embraces her daughter after returning from a six-month deployment at Kadena Air Base in Okinawa, Japan.

Thailand and South Korea. Additionally, VP-8 was hosted by the Japanese Maritime Self-Defense Forces (JMSDF) where they conducted aircraft familiarization flights and participated in coordinated ASW training.

While deployed, VP-8 provided invaluable support to U.S. interests in the Pacific, and completed 608 sorties totaling 3,568 flight hours. With a 100 percent mission completion rate on their inaugural P-8A deployment, VP-8 set a high bar for future deployments.

"It was inspirational to see the Sailors of this Command perform so magnificently throughout six months of challenging and dynamic operations. I'm thrilled to get our Tigers home safely to their loved ones," said. Wood.



*By Lt. j.g. John Waters, VP-8 Public Affairs Officer
Published in the Jax Air News, October 11, 2016*



Chief Petty Officer Mitchell Killeen reaches out to greet his daughter upon returning from a six-month deployment out of Kadena Air Base in Okinawa, Japan. VP-8 supported Commander, Task Force (CTF) 72, working with a myriad of U.S. and Allied units throughout the Western Pacific Theater, including aircraft carriers USS Ronald Reagan (CVN 76) and USS John C. Stennis (CVN 74). Photo by PO2 Clay Whaley



The family of Petty Officer 1st Class Andrew Phipps, assigned to Patrol Squadron (VP) 8 "Fighting Tigers," await their Sailor returning from deployment Photo by PO2 Clay Whaley

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Previous years' symposium logos include:



COMMUNITY

'Mad Fox' Iwo Jima Trip

Maritime patrol deployments usually afford sailors the opportunity to travel the world and experience many cultures. This has been especially true during Patrol Squadron Five's (VP-5) current deployment as Mad Fox sailors have traveled from Brunei to Thailand, the Middle East, and even countries such as Singapore and South Korea. Among the many trips that the Mad Foxes have taken, none have been as special as the trip to Iwoto. The Mad Foxes took a once in a lifetime trip to the island of Iwoto, Japan, where one of the most famous battles of World War II was fought. This island, formerly known as Iwo Jima, is where thousands of Marines lost their lives and is the origin of the notorious picture of six US Marines raising the US flag at the summit of Mt Suribachi.

Not just anyone can get to this sacred island, and as VP-5's Petty Officer 2nd Class Joy said about the trip, "I put my name down right away [to participate] because I did not want to miss out on this opportunity." There were a total of 21 sailors

on this trip that included every part of the squadron from maintainers to aircrew and combat support staff.

The day started with the P-8 landing on the island's airfield known as Iwo Jima Air Base or Central Field. Soon after landing, all of the Sailors changed into their hiking clothes and prepared for the trek to the beach and to Mt. Suribachi. Along this scenic hike, they stopped at key points along the route to learn about the different significant parts of the island for both the US Marines and Japanese Army personnel.

The hike started at the airfield and continued down a road until everyone made it to the infamous beach of Iwo Jima filled with volcanic black sand. Before the beach, the sailors stopped to see an old bunker, naval guns and artillery, and even parts of the intricate cave system that spans the island. While walking to the beach, there were memorials commemorating different anniversaries of the battle for both the United States and Japan. Once on the beach, Sailors could imagine the challenges Marines and soldiers faced during



Sailors assigned to Patrol Squadron (VP) Five pose with the National Ensign on top of Mount Suribachi following their successful summit to the top of the island with Commanding Officer Joe Levy. Photo courtesy of VP-5.

their struggles to gain and maintain progress during this historic battle.

After making their way across the beach, everyone started the hike up Mt. Suribachi that spans roughly 14 miles. The hike was long but rewarding. Standing on top of the mountain, one could see the whole island and imagine what it must have been like during the battle and took the time to honor all of the lives lost. Sailors were in awe of the whole experience.

Petty Officer 3rd Class Kennedy said, "I enjoyed every part of the hike. I would not have traded it for anything."

The Commanding Officer of VP-5, Commander Joe Levy, was also along for the trip and said, "This is a once in a lifetime experience. I will remember this for the rest of my life."

The Mad Foxes hope to make multiple trips back to the is-

land so other Sailors can have and share the same experience. VP-5 honors those that lost their lives on the island and strives to learn from their bravery and courage.

VP-5 is currently on a routine deployment to the Southwestern and Eastern Asia.



By LTJG Kyle Avocato, VP-5 Public Affairs



Sailors assigned to Patrol Squadron (VP) Five pose for a group photo prior to the summit of Mount Suribachi. Photo courtesy of VP-5.

COMMUNITY

Grey Knights Dominate in Valiant Shield 2016

The “Grey Knights” of Patrol Squadron (VP) 46 excelled during exercise Valiant Shield 2016 (VS16) from Sept. 12 to Sept. 23. VS16 is a 12-day biennial exercise focusing on integrated joint training among U.S. forces to produce proficiency in detecting, locating, tracking, and engaging units in the air, land, or sea.

“It’s exciting to be in an all U.S. exercise where we try things we normally don’t have the opportunity to try in other exercises,” said Petty Officer 2nd Class Jordan Mayer, a VP-46 aircrewman.

The squadron’s aircraft is the P-3C Orion, a multi-mission capable aircraft that specializes in anti-submarine warfare (ASW), intelligence, surveillance and reconnaissance (ISR), and anti-surface warfare (ASU). Having the ability to use the P-3C Orion in this exercise gave it and its crew valuable high-

tempo training in each one of those mission areas, according to Lt. Cmdr. Mathew C. Moeser, the officer in charge of VP-46’s detachment and senior pilot for the squadron in Guam.

“We were able to practice and conduct all of our mission sets while we were out at Valiant Shield, displaying them for the rest of the Joint community to see,” said Moeser.

VS16 also gave the Maritime Patrol and Reconnaissance Force (MPRF) the opportunity to show other communities what they bring to a real-world scenario.

“We helped develop and increase awareness for the Maritime Patrol and Reconnaissance Force,” said Moeser. “Everyone fully understands what we bring to the fight.”

According to Petty Officer 2nd Class Chad M. Zandi, a Sailor in VP-46’s intelligence department, the squadron not only dis-



GUAM (September 16, 2016) - Information System Technician 1st Class James Dorsey and Electronics Technician 2nd Class Christopher Porvis assigned to Mobile Tactical Operation Center Twelve coordinates a supply relocation during Exercise Valiant Shield. Valiant Shield focuses on integrated joint training among U.S. military forces, enabling real-world proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and cyberspace in response to a range of mission areas. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)



played its skills to the other branches of the U.S. military, it showed its Sailors how they affect the battle space when it comes to ISR. “Valiant Shield gave us another opportunity to show how important MPRF ISR is in a large-scale operation,” said Zandi.

VS16 didn’t come without challenges, however. Severe weather and the remote nature of the detachment caused difficulties, but VP-46’s maintenance department kept the aircraft flying through the exercise allowing the aircrew to meet every mission.

Now that VS16 is complete, VP-46 will continue preparing for deployment during its inter-deployment readiness cycle at Naval Air Station Whidbey Island.

★
U.S. Navy story by Mass Communication Specialist 3rd Class Alexander J. Cole



GUAM (Sept. 14, 2016) The other photo is a picture of a VP-46 flying overhead the ex-USS Rentz during a live fire exercise at Valiant Shield 2016. . (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)



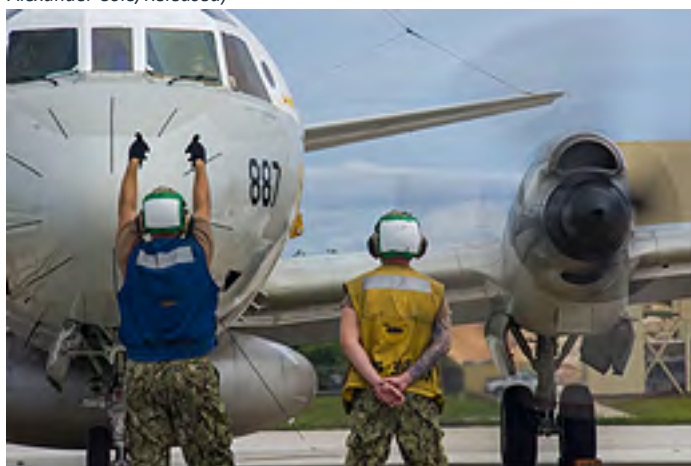
GUAM (September 13, 2016) - Aviation Ordnanceman 3rd Class Donta Stone and Aviation Ordnanceman Airman Ederson Corpus assigned to Patrol Squadron (VP) 46 load an AGM-65F Maverick air-to-surface missile on a P-3C Orion aircraft during Exercise Valiant Shield. Valiant Shield focuses on integrated joint training among U.S. military forces, enabling real-world proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and cyberspace in response to a range of mission areas. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)



GUAM (Sept. 14, 2016) A P-3C sits on the flightline of Andersen Air Force Base during Exercise Valiant Shield. Valiant Shield focuses on integrated joint training among U.S. military forces, enabling real-world proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and cyberspace in response to a range of mission areas. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)



GUAM (Sept. 15, 2016) A P-3C Orion aircraft approaches the runway at Andersen Air Force Base during Exercise Valiant Shield. Valiant Shield focuses on integrated joint training among U.S. military forces, enabling real-world proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and cyberspace in response to a range of mission areas. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)



GUAM (Sept. 15, 2016) Aviation Machinist's Mate 2nd Class Stephen Poland and Aviation Electronics Technician 2nd Class Michael Smith assigned to Fleet Air Reconnaissance Squadron (VQ) 1 signals the flight crew during engine starts for an EP-3E Aries aircraft during Exercise Valiant Shield. Valiant Shield focuses on integrated joint training among U.S. military forces, enabling real-world proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and cyberspace in response to a range of mission areas. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander Cole/Released)

COMMUNITY

VP-26 Takes On ‘Operation Steel Trident’

P-8A Poseidon No. 857 and its crew of 19 “Tridents” from Patrol Squadron (VP) 26 conducted anti-submarine warfare (ASW) operations with other maritime patrol forces over the North Atlantic Ocean, July 22-25.

The Tridents were part of a group of 40 Sailors from VP-16 “War Eagles” and commander, Patrol and Reconnaissance Wing (CPRW) 11. The detachment conducted extended-range anti-submarine warfare (ASW) operations flying out of L. F. Wade International Airport, Bermuda over the course of four days.

“As a group, we executed more than 24 hours of operational flying and extended the range of the P-8A Poseidon,” said Lt. Cmdr. Joel Martinez, the assistant officer in charge of the Bermuda detachment. “Operation Steel Trident utilized ad-

ditional assets of VP-45 “Pelicans” and VP-10 “Red Lancers” flying out of NAS Jacksonville over the two-day event.”

Martinez continued, “Operations in extended environments such as Bermuda, enhance and challenge a squadron’s readiness – especially when it comes to communication, logistics support, and command and control. As a squadron, this was a perfect opportunity to put our training into execution. It was a great opportunity for each of the four P-8A squadrons to come together and conduct ASW operations flying from different locations.”

The United States, United Kingdom and Bermuda are currently in discussions to establish an agreement for periodic U.S. Navy flights into and out of Bermuda.



*By Lt. j.g. Mason Bailey, VP-26 Public Affairs Officer
Published in the Jax Air News, August 24, 2016*



“Tridents” Combat Aircrew (CAC) 5 and a maintenance detachment of VP-26 gather at P-8A Poseidon No. 857 as they prepare for the first day of Operation Steel Trident, an ASW exercise in the North Atlantic Ocean. Photo courtesy of VP-26

COMMUNITY

RIMPAC Provides Unique Opportunities for Training

The first week in August signaled the end of the 25th RIMPAC (Rim of the Pacific Exercise) on the Hawaiian Island of Oahu. The month-long naval training exercise consisted of twenty six countries and over 25,000 personnel in an effort to promote cohesive international training and showcase multinational strength and cooperation. Through the involvement of a wide spectrum of naval assets, ranging from foreign and domestic surface, subsurface, and air assets including a global MPRA (Maritime Patrol and Reconnaissance Aircraft) component, RIMPAC challenged individual units to act as members of a unified, multinational force within both scripted mission sets and an evolving scenario mimicking a realistic wartime environment. While the size and scope of the event provided a unique swath of challenges and opportunities, the diverse training scenarios would ultimately showcase the MPRA community's ability to respond to the ever-evolving threats in tandem with its international partners in the Pacific.

Throughout the event, the Screaming Eagles of VP-1 and the MPRA community at large continuously demonstrated their

capacity to carry out the core mission sets of traditional Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), and Intelligence, Surveillance, and Reconnaissance (ISR). LCDR Benjamin Anderson, VP-1 detachment OIC for RIMPAC, oversaw the squadron's diversified tasking:

"MPRA is very unique. As an asset, we can carry out the ASW mission, but at the same time, CTG (Commander, Task Group) understands that we have a large capacity to provide overhead coverage... As the scenario shifted from the serialized phase to free play in the simulated wartime environment, the need for a P-3 airborne was consistently expressed in order to pass an updated surface picture."

Adaptability proved key to MPRA's successes. Tasked with operations ranging from the prosecution of foreign submarines to live Maverick and Harpoon missile shots on the ex-USS Thach (FFG 43) and ex-USS Crommelin (FFG 37) and the locating and tracking of foreign ISR targets, our community repeatedly showcased the P-3 and P-8 as multidimensional platforms. For newer members of the squadron, RIMPAC was



Photo by Lt. jg. David Wanninger.

their first experience of a theater environment. LTJG Damon Pescaia of VP-1 spoke to the opportunities provided. “As an upgrader who has never deployed, RIMPAC gave me great insight into not only the operational capability of our platform, but also how we might be employed within a broader network of international assets.”

As a complex coord-ops environment, RIMPAC offered an unprecedented look into aspects of the maritime force that often go unseen by members of our community. LTJG Scott Peterson, a VP-1 Naval Flight Officer acting as a MPRA Liaison Officer from CTF (Combined Task Force) 172 to CTF 174 aboard the USS America, assisted a New Zealand staff in coordinating with the Expeditionary Strike Group for cross-platform integration. Peterson states, “Working with foreign forces provided direct insight into foreign military operations, giving a unique perspective on both multinational and coordinated ops. Even more, I was able to experience how each element of the strike group operated in a wartime environment.”

However, while it offered our squadron unique insights into multi-platform operations, RIMPAC’s immense scope also provided its fair share of challenges for VP-1 crews. “As much training as we do in both the aircraft and simulators, it is impossible to simulate the complications of operating on-station together.” Anderson continued, “Language barriers, plat-



Lt. Cmdr. Marc Hines sitting as Mission Commander during a VP-1 sortie as part of RIMPAC 2016. Photo by Lt. jg. David Wanninger.



Photo by Lt. jg. David Wanninger.



Photo by Lt. jg. David Wanninger.

form capabilities, and tactical differences proved challenging, even basic terminology proved an impediment... we train to specificities as a squadron, but in an environment like this, you can't make assumptions about shared understandings." Though Maritime Patrol has been around for some time, the opportunity to operate alongside international MPRA partners with different tactical understanding of a particular mission set will serve as a window for evaluating our own procedures. The P-3 has been operating on-station for over 50 years, and while time has allowed for the development

of precise, time-tested methods of execution, the changing operational landscape illustrated during RIMPAC will require a continuous reassessment of our tactical capabilities.

VP-1 would like to sincerely thank VP-47, CPRW-2, and all of our international friends and allies for an amazing experience at the 25th RIMPAC. We will see you again soon!



By LTJG David Wanninger, VP-1 PAO



P-3C's on the flight line at MCAS Kaneohe Bay during RIMPAC 2016. Photo by Lt. jg. David Wanninger.



Photo by Lt. jg. David Wanninger.

COMMUNITY

'War Eagles' Strive for Nothing but Excellence

Established in May 1946 at NAS Cecil Field as Naval Air Reserve Training Squadron (VP-ML-56), Patrol Squadron (VP) 16 was assigned six Patrol Flying Boat Catalina amphibian aircraft.

By February 1953, the squadron took on the name it bears today, VP-16, and became an active duty command. After transitioning to the Lockheed P2V-2 Neptune patrol bomber in 1951, the "War Eagles" conducted many high value missions in service of the United States Navy throughout the world.

From counter-drug operations in the Caribbean to antisubmarine warfare (ASW) and anti-surface warfare patrols in the western Pacific, the War Eagles have built a history of excellence. One high interest mission in 1961 included a VP-16 Neptune being the first aircraft over astronaut Lt. Col. John

Glenn's "Friendship Seven" capsule after it touched down back on Earth.

In 1964, the War Eagles transitioned to the P-3C Orion, the most advanced antisubmarine aircraft in the world at the time. The P-3C exhibited unequaled abilities to locate and track subsurface contacts as well as increased abilities in command and control of surface assets.

For nearly half a century the War Eagles proved their exceptional abilities in the P-3C until 2013, when the squadron was selected as the first maritime patrol and reconnaissance squadron to transition to the Navy's newest antisubmarine aircraft, the P-8A Poseidon.

In November 2013, VP-16 embarked on the first P-8A deployment and led the way for how the aircraft can be utilized to its greatest potential. Operating out of Okinawa, Japan in the



Photos courtesy of VP-16. Lt. j.g. Lucas Skalski and Lt. j.g. Nicholas Hutchins make final preparations on their flight deck Aug. 25 as they prepare to execute a training flight from NAS Jacksonville.

Navy's 7th Fleet Area of Responsibility, the War Eagles conducted numerous ASW and Intelligence, Surveillance, and Reconnaissance missions, including Search and Rescue missions for the MH370 flight.

Having returned from the squadron's second deployment with the P-8A Poseidon in April 2016 to Okinawa, Japan, VP-16 continues to effectively employ the P-8A in all mission sets.

The War Eagles are currently led by: Commanding Officer Cmdr. Miguel Martinez; Executive Officer Cmdr. Amanda Hawkins; and Command Master Chief (CMDCM) John Bowler.

The squadron is comprised of 280 officers and enlisted personnel who operate and maintain six P-8A aircraft. Whether stationed at home at NAS Jacksonville or over seas, the War Eagles of VP-16 strive to live by their slogan: Anytime, anywhere – nothing but excellence!



*By Lt. j. g. Samuel Bowen, VP-16 Public Affairs Officer
Published in the Jax Air News, October 5, 2016*



AM3 Corey Parker checks a P-8A for signs of corrosion. Every inch of a naval aircraft such as the P-8A Poseidon must be visually checked for corrosion to maintain airframe integrity.



AE2 Shannon Strange connects a ground illumination light Sept. 8 onto the underside of a P-8A Poseidon aircraft in VP-16's hangar bay. The P-8A must undergo frequent maintenance in order to perform at the highest level possible.

COMMUNITY

VP-5 Participates in the Sapporo Airshow 2016

The Mad Foxes of Patrol Squadron Five (VP-5) were recently invited to participate in an airshow in Sapporo, Japan. The Sapporo Airshow is a biannual event and this year was the first year for the Mad Foxes to fly and display the P-8A Poseidon. VP-5 sent a crew including three pilots, two air crewmen and four maintenance personnel, all who arrived two days prior to begin preparations and practice for the show.

The crew landed in Chitose Air Base on the island of Hokkaido and used the air base to stage the aircraft and prepare for upcoming events. This was the first time a P-8A had flown and operated out of this Japanese air base, and the base personnel and surrounding community were very friendly and excited to see the Poseidon.

People lined the fence outside of the base to get pictures of the P-8A taxiing. Petty Officer 2nd Class Apodaca said, "This was a great opportunity to get to see and explore Sapporo." The crew provided multiple aircraft tours to different base personnel and participated in the traditional exchange of patches with the Japanese F-15 demonstration team.

VP-5 continued to further our relations with the local Japanese civilians and military personnel and were grateful to perform for them. The air show was a success and the Mad Foxes were honored to fly for such supportive crowds and gracious hosts.



By LTJG Kyle Avocato, VP-5 Public Affairs



Patrol Squadron (VP) Five's P-8A Aircraft 435 piloted by LT Ben Hayes, LT Alex Lichtenfeld, and LTJG Kyle Avocato flies over the Sapporo Air Field during a P-8 flight demonstration. Photo courtesy of VP-5.



COMMUNITY

'Mad Foxes' Kick off Training in Singapore

SINGAPORE – The Mad Foxes of Patrol Squadron Five (VP-5) entered the first phase of the Cooperation Afloat Readiness and Training (CARAT) Singapore 2016 by engaging with their Maritime Patrol Reconnaissance counterparts from Squadron 121 and Squadron 123. Republic of Singapore Air Force (RSAF) Squadron 121 operates the F-50 Fokker, a twin-engine turboprop aircraft while Republic of Singapore Navy (RSN) Squadron 123 operates the S-70 Seahawk, a medium lift helicopter. This cooperative engagement, called the Maritime Affiliation Program, began with each of the participant hosting aircraft tours for their counterparts, enjoying lunch, providing introductory briefs, and concluding with dinner.

The day began with VP-5 hosting RSN and RSAF personnel on a tour of VP-5's P-8A Poseidon. During the tour, VP-5 highlighted the extensive Anti-Submarine Warfare (ASW) and Search and Rescue (SAR) capabilities of the aircraft. Later, the Mad Foxes were escorted for a tour of the RSAF's Fokker 50 aircraft. After the tour of the Fokker, personnel from VP-5 enjoyed lunch, followed by squadron briefs. The RSAF and RSN began the briefs with introductions of personnel attending,

followed by CDR Joe Levy, VP-5 Commanding Officer, who introduced the Mad Fox personnel and shared his gratitude toward the RSN and RSAF for their hospitality.

During the briefs, the RSAF and RSN described their officer training pipeline, aircraft capabilities, and types of missions that they perform, including Maritime Air Surveillance, Search and Locate and Anti-Piracy. CAPT Suren of the 121 Squadron, went on to describe the Eyes-In-The-Skies program which is a multilateral mission that aims to prevent piracy in the Malacca Strait through the use of aerial surveillance.

Naval Aircrewman Operator 2nd Class Justin Burns, a VP-5 P-8A acoustic operator and a presenter during the briefs between US and Singapore forces, declared "The overall sharing of knowledge was a success." Burns went on to explain that the briefs were a positive way to share capabilities and limitations as well as provide an introduction to ASW.

"We're here not only to train with Singapore forces but to strengthen our relationship with them," said Burns, "and I think this was a great way of kicking off this exercise and to



Commanding Officer, Patrol Squadron (VP) Five, and Commanding Officer, 121 SQN, exchange plaques. Photo courtesy of VP-5.

meet and make friends with those we will be working alongside for the days ahead.”

Following the briefs, the squadrons exchanged gifts and participated in a barbecue provided by the RSAF and RSN.

CARAT is an annual series of bilateral military exercises between the United States and Southeast Asian nations.

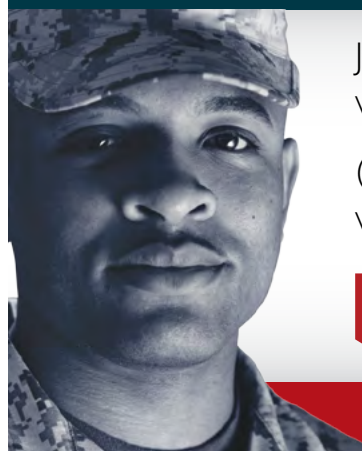


By MC2 Nicholas Bergman, VP-5 Public Affairs



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Command Aircrew assigned to Patrol Squadron (VP) Five, 121 SQN, and 123 SQN pose for a group photo. Photo courtesy of VP-5.



COMMUNITY

VP-45 Conducts Static Display in Naples

Sailors from Patrol Squadron (VP) 45 flew a P-8A Poseidon to Naval Support Activity Naples Sept. 6 in support of a static display to highlight the aircraft and the improved capabilities it brings to the region.

During the static display, Sailors from the VP-45 “Pelicans” explained the capabilities of the P-8A to Italian media personnel and U.S. Sailors from the 6th Fleet area of responsibility (AOR).

“As we bring new technology into this theater, with the coordination and cooperation of our Italian partners, it’s important that we cultivate our relationships. Engagements like this give us this opportunity,” said Capt. Bill Ellis, commander, Task Force 67.

The P-8A Poseidon improves upon the capabilities of the P-3C Orion with an extended global reach, greater payload capacity, higher operating altitude and open systems architecture.



Commander, Patrol Squadron (VP) 45, Cmdr. Jason Williamson, speaks to Italian media during a static display of the P-8A Poseidon multi-mission aircraft at Naval Support Activity Naples, Italy. U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint and interagency partners. Photo by MC2 Tyler Fraser



Commanding Officer Patrol Squadron (VP) 45 Cmdr. Jason Williamson (left) leads a tour in a P-8A Poseidon, a maritime patrol and reconnaissance aircraft for Commander, U.S. 6th Fleet, Vice Adm. James G. Foggo III, (right); and Director of Operations, U.S. European Command, Maj. Gen. Gordon Davis Jr., (second from right), at Naval Support Activity Naples, Italy, Sept. 6, 2016. U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert



The P-8A will also allow fleet operators the added benefit of interfacing with unmanned aircraft systems when performing operational missions. This aircraft is one of seven that will be operating throughout the theater, providing continued support to U.S. allies and partners in the region.

The Pelicans are currently deployed to Sigonella, Sicily as part of its regularly scheduled deployment to the U.S. 6th Fleet area of operations.

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



By MC2 Tyler Fraser

Published in the Jax Air News, September 14, 2016

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COMMUNITY

Elite P-8 Weapons School Joins ‘Mad Foxes’ in Middle East

Jacksonville-based Patrol Squadron (VP) 5 made history in July by being the first P-8A Poseidon squadron to deploy and operate in the U.S. Central Command Area of Responsibility.

Speculation of the harsh and unforgiving atmosphere of the Middle East creating conditions drastically reducing aircraft performance and reliability proved to be a myth, as the “Mad Foxes” fell back on their training and innovative spirit to overcome environmental challenges.

VP-5 was fortunate to host members from the Maritime Patrol and Reconnaissance Weapons School (MPRWS), home of the “best of the best” in the maritime patrol force, for one week of missions, briefs and innovative discussions on how to successfully operate the Poseidon in a desert environment.

The Mad Foxes welcomed the elite cadre consisting of Lt.

Chris Hawbaker, Lt. Thomas Shannon, Lt. Douglas Kettler and AWOC Daniel Faulkner by quickly integrating them onto the flight schedule.

VP-5 shared knowledge on how they operate the P-8A in hot weather and conduct missions on a daily basis. The MPRWS instructors were receptive to inputs and were eager to work with VP-5 to determine a set of standardized procedures for operations in a challenging environment.

“This is what MPRWS should be doing – interacting with the fleet and relaying the information to crews back home,” said Lt. Tommy Shannon. Subjects such as ground cooling procedures, pre-flight operations, and on-station tactics and techniques for different mission sets were both taught and received by the weapons school.

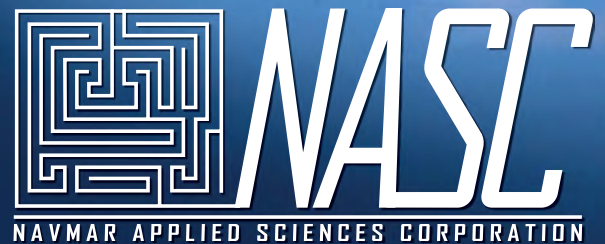
After a few flights, the MPRWS cadre provided presentations on force’s best practices. Overall, the Mad Foxes and weap-



Lt. Tommy Shannon discusses tactics with Lt. j.g. Ken Flannery while standing by Tactical Coordinator Lt. j.g. Fan Yang for VP-5 Combat Aircrew (CAC) 9. Photo courtesy of VP-5

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ons school instructors learned a tremendous amount from each other.

"It is very refreshing to see our practices and knowledge learned in theater being considered to pave the way for P-8A operations in the future here in Central Command," said VP-5 Lt. Patrick Bates.

MPRWS was excited about transferring new operational weapons knowledge back to their home base of NAS Jacksonville. There they will digest all of the information and utilize the Mad Foxes as subject matter experts to develop newer and more effective procedures for operating in harsh and hot weather conditions. This is exciting news for the maritime patrol and reconnaissance force and will prove valuable as the P-8A continues to expand its boundaries of operations.



*By Lt. j.g. Jack Daly, VP-5 Public Affairs
Published in the Jax Air News, July 20, 2016*



Combat Aircrew (CAC) 9 of VP-5 stands with the Maritime Patrol Reconnaissance Weapons School cadre in front of aircraft 758 after a successful Intelligence, Surveillance and Reconnaissance mission in U.S. 5th Fleet area of operations. Photo courtesy of VP-5



COMMUNITY

VP-8 plays role in CARAT 2016

The “Fighting Tigers” of Patrol Squadron (VP) 8 participated in Cooperation Afloat Readiness and Training (CARAT) in Surabaya, Indonesia August 1-9.

CARAT is an annual, nine-country bilateral naval exercise series between the United States and Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, Singapore, the Philippines, Thailand, and Timor Leste.

It is designed to enhance maritime security skills and operational cohesiveness among participating forces.

Lt. Jacob Torba, a naval flight officer assigned to VP-8, explained why exercises like CARAT are crucial to ensure smooth interoperability with partner nations.

“Conducting CARAT alongside our allies allows us to tactically

operate in sync when we try to accomplish the same operational objectives,” said Torba.

“We are training how we would respond to a real world scenario, resulting in one smoothly operating cohesive force,” Torba added.

The aircrew’s busy schedule was comprised of several official functions ranging from static and aerial demonstrations of the P-8A Poseidon aircraft with host-nation military personnel to a community relations event at a local high school.

Lt. Cmdr. Karl Murray, officer-in charge (OIC) of the detachment, was delighted to have the opportunity to visit such a remarkable place saying that, “Immediately upon landing, the crew was warmly greeted by their Indonesian hosts whose hospitality was extended throughout the entire detachment.”



AWO2 Miranda Abbas, assigned to Patrol Squadron (VP) 8, presents a shoulder patch to a member of the Indonesian Navy Aug. 7 after taking part in Cooperation Afloat Readiness and Training (CARAT) 2016. Photo by Lt. Jon Cashon

During the exercise, the Command-ing Officer of the Indonesian Naval Aviation Center, along with several members of the Indonesian media were provided an opportunity to tour and witness P-8A Poseidon capabilities. Ten members of the Indonesian Navy were afforded the opportunity to participate in a demonstration flight.

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 the 7th Fleet area of operation conducting ISR missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater.



*By Lt. j.g. Mark Hissner, VP-8 Public Affairs
Published in the Jax Air News August 17, 2016*

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Sailors assigned to Patrol Squadron (VP) 8 gather for a group photo alongside members of the Indonesian Navy after taking part in Cooperation Afloat Readiness and Training (CARAT) 2016. Photo by Lt. Jon Cashon



COMMUNITY

Patrol Squadron FOUR Returns from Aloha Deployment

WHIDBEY ISLAND, Washington – The first wave of “Skinny” Dragons from Patrol Squadron (VP) 4 returned home Thursday, Sept. 1 from a demanding, yet highly successful tri-site deployment.

For the first time since 1964, that return home was not made to Hawaii, but instead to Naval Air Station (NAS) Whidbey Island.

In the midst of deployment, the Skinny Dragons executed a permanent duty station change (PDSC) from Kaneohe Bay, Hawaii to Whidbey Island, Wash., with many families moving in advance of the squadron’s return. Despite the challenges that come with executing a move, VP-4 personnel committed each day to ensuring that their last P-3C Orion deployment was a resounding success.

The VP-4 “P-3 Sundown” or “Aloha Deployment” as it became known, involved the Skinny Dragons operating out of 12 different countries in three vastly diverse areas of responsibility (AORs). In fact, on June 13 VP-4 launched six P-3C aircraft from five different detachment sites to six different missions within 24 hours.

According to Cmdr. Christopher Smith, VP-4’s commanding officer, the commitment from aircrew, maintenance and support personnel were astounding throughout the entire deployment.

“The Skinny Dragons are finishing a very successful deployment that saw us deployed to several locations around the world. This deployment was a significant milestone for our squadron as 2016 marks 50 years of flying the P-3C Orion for Patrol Squadron 4,” remarked Smith. “This summer was a great opportunity to honor the fine heritage of our squadron and the history of the mighty P-3C Orion.”

Those already in Whidbey Island eagerly await the arrival of the rest of their squadron who will trickle home in waves over the next two weeks.

Smith commented that it is certainly bittersweet to leave the island paradise of Oahu, but the Skinny Dragons are excited for the move to the Pacific Northwest and are enthusiastic to join Patrol and Reconnaissance Wing (CPRW) 10. In addition, he added that the local community and sponsors from CPRW-10 have been instrumental and the PDSC undoubtedly would



Photo Credit: Mass Communication Specialist 3rd Class Alexander Cole.

not have been possible without their help.

“VP-4 is extremely excited to join the Whidbey Team and we have been welcomed with open arms at every step of our transition,” expressed Smith. “The local community, on and off base, has been aware of our arrival for over a year and has continuously worked to make our transition a seamless one. I am overwhelmed with the support we have been given and I am very grateful.”

The next step for VP-4 is a transition from the P-3C Orion to the P-8A Poseidon. As the first of the three Hawaii-based Orion squadrons to transition, VP-4 is focused on a successful integration into CPRW-10 and continues their standard of excellence in maritime aviation throughout the transition.

The Skinny Dragons will begin the first portion of P-8A training in October with the “Pro’s Nest” of Patrol Squadron (VP) 30, the U.S. Navy’s Maritime Patrol and Reconnaissance Fleet Replacement Squadron (FRS), who will provide a detachment of personnel to NAS Whidbey Island. After the New Year, VP-4 personnel will travel to the FRS in Jacksonville, Florida to complete the rest of their training.

Thankful for the support of CPRW-10 and the Whidbey Island community, VP-4 looks forward to bringing the Aloha spirit to the Pacific Northwest and their next chapter in maritime aviation.



By LTJG Matthew Johnston, VP-4 Public Affairs



Arianna Buck reunites with her father, Lt. Joe Buck of Patrol Squadron (VP) 4, during a homecoming Sept. 2 at Naval Air Station Whidbey Island. VP-4 is executing a homeport change to NAS Whidbey Island all while returning from a six-month deployment to the U.S. 4th and 6th Fleet areas of responsibility during which they provided support to Operation Inherent Resolve and Operation Martillo. Photo Credit: Mass Communication Specialist 3rd Class Alexander Cole



Capt. Robert Patrick, Deputy Commodore of Patrol and Reconnaissance Wing TEN, greeting Patrol Squadron FOUR (VP-4) sailors as they reunite with family members after deployment. VP-4 is executing a homeport change to Naval Air Station Whidbey Island all while returning from a six-month deployment to the U.S. 4th and 6th Fleet areas of responsibility during which they provided support to Operation Inherent Resolve and Operation Martillo. Photo Credit: Mass Communication Specialist 3rd Class Alexander Cole



Photo Credit: Mass Communication Specialist 3rd Class Alexander Cole



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COMMUNITY

VP-8 Participates in Exercise with Republic of Korea Navy

BUSAN, Republic of Korea — Combat Aircrew Two (CAC-2) of Patrol Squadron (VP) 8 participated in Ulchi Freedom Guardian 2016 (UFG16), an international maritime exercise, with the Republic of Korea Navy (ROKN) from Aug. 16 to Sept. 12.

The annual joint exercise is a continuous, 24/7 real-time simulation that involves 7th Fleet assets working with the Republic of Korea Navy to practice tactics in a command and control environment. Consisting of three scenarios over a two week period, the exercise allowed VP-8 to test the flexibility and force-multiplying capabilities of the P-8A Poseidon in the Korean Theater of Operation. Dispersed in three cities throughout Korea, VP-8 personnel played a vital role in the anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance mission sets by relaying cross-cue information back to the Combined Maritime Op-

erations Center located in Busan, Korea.

“Not only was it a great opportunity to work side by side with the Korean Navy towards a common goal, the exercise allowed VP-8 to demonstrate the war-fighting capability of the P-8A Poseidon on a dynamic and strategic level,” said Lt. Winston Massey.

At the conclusion of the exercise, the two navies held a victory party to celebrate the success of the simulation and promote the strong relationship between the two countries.

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



By Ens Andrew Whelan, VP-8 Public Affairs

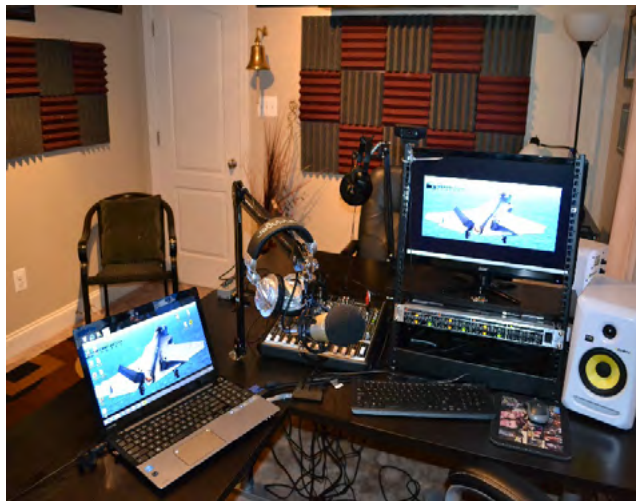


Republic of Korea (September 1, 2016) — Lt. Ryan O’Laughlin and Ltjg. Andrew Herring, assigned to the “Fighting Tigers” of Patrol Squadron (VP) 8, pose with the exercise coordination team located at Osan Air Base on Sept. 1. VP-8 is currently deployed to the U.S. 7th Fleet area of operation conducting Intelligence, Surveillance, and Reconnaissance missions and providing Maritime Domain Awareness to supported units throughout the Pacific theater. (U.S. Navy photo by Lt. Ryan O’Laughlin)



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

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



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Upcoming Episodes

Building your own aircraft with Joe Tierney.

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

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

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

Contact us:
Pitchlockpete@thehangardeck.com



The Hangar Deck Podcast Crew

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

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

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

COMMUNITY

VP Officer Reunion 2016 in Monterey, California

Every two or three years, a VP Officer Reunion is held on the West Coast. The site alternates between San Diego, California to the South and Northern California, either the Santa Clara Valley near Moffett Field or Monterey, California, the site of the Navy's Post Graduate School, where so many of officers received their Master's degree.

The Reunion Headquarters was the Hyatt Regency Monterey. A first class resort in one of the most beautiful places in America. Friday night was the flight jacket reception. The cool Monterey bay evening breezes kept it comfortable. The history displayed was truly fantastic. Although, some could not zip up their jackets any more. The dry cleaners were blamed for shrinking their jackets.

The weather was perfect for the golf tournament on Saturday morning at Monterey Pines golf course, that is associated with the PG School. The competition was fierce but the Mulligans were probably the deciding factor between first and second place. Saturday evening's Banquet was held in the historic Ballroom at the PG School.

Captain Kevin Bertelsen, Commanding Officer of the Naval Support Activity Monterey and VP-9 alumni, welcomed all the Patrol veterans and the returning graduates of the PG School. Instead of a guest speaker, the organizers chose a History and Heritage slide presentation to remind everyone of where we trained, where we deployed, and how we spent our youth.

One of the highlights of the evening was a welcome video by Admiral Harry Harris, Commander Pacific Command and the first VP NFO to achieve four-stars. He spoofed the complexity of his Corvette dash by asking for a pilot to explain it to him and he wondered where his track ball was. Then he praised the accomplishments and professionalism of the P-3 community in helping to win the Cold War and ensured all present that the current generation of aviators will carry on the excellence with the P-8 Poseidon and the MQ-4C Triton.

He paid tribute to his mentor, RADM Jerry MacKay and told the crowd the "next round is on Jerry". Not missing a beat, Jerry MacKay stepped up to the microphone with a check in hand and said he would put it down on the bar. This brought the house to its feet.



Naval Post Graduate School Ballroom. Photos by Lark Beaugureau.



CAPT Jerry Huss and wife Pam, RADM Jerry MacKay and wife Linda, CAPT Deni Beaugureau at the Flight Jacket Reception on Friday evening.



CDR Randy Bigos, CAPT Mark Denari, CAPT Chris Cluster, CDR Jack Boniface at the Flight Jacket Reception.

VP OFFICER REUNION 2016

The Hyatt Regency Monterey did a fantastic job of arranging all the events in the best way possible. Since the weather was great, the Continental Breakfast was moved outside the large Hospitality Suite both mornings. Attendees spent the morning telling tales and planning their next gatherings, both large and small.

A fantastic weekend with 275 VP veterans that will long be remembered.



*By CAPT Tom Spink, USN (Ret)
MPA Plank Owner Member
Moffett Field Historical Society & Museum, Board of Directors*



MONTEREY, CALIFORNIA SEPTEMBER 23-25, 2016



CAPT Tom Spink, CDR Randy Bigos, CAPT Jim McMahon, CAPT Don Hefkin, CAPT Jim O'Donnell at the Continental Breakfast outside the Hospitality Suite.

COMMUNITY

Brunswick Naval Museum & Memorial Gardens Kicks Off Capital Campaign

The Brunswick Naval Museum and Memorial Gardens was established in 2009 and seeks to preserve the rich heritage of maritime patrol aviation and NAS Brunswick's contribution to America's security for nearly seven decades during which tens of thousands of Sailors and their families were stationed at Brunswick. The museum is located in the former chapel aboard the former NAS Brunswick, and plaques in the Memorial Gardens commemorate the ultimate sacrifice made by 93 squadron personnel during combat losses and peacetime mishaps.

The museum's vision is to become the primary resource center for maritime patrol aviation history, which does not cur-

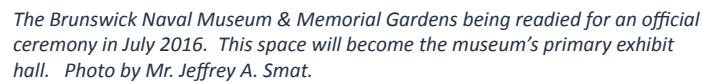
rently exist. Accomplishing this lofty goal will require the support of the maritime patrol community both past and present, as the costs are significant. Accordingly, museum leadership has kicked off its "Wheels Up" Capital Campaign, which has a goal of raising a total of \$770,000 in three phases. The first phase will fund the renovation of the chapel in order to bring it into compliance with modern safety codes, improve its energy efficiency, and install museum infrastructure such as lighting and fiber optic cabling to enable high-quality exhibits. Museum leadership has set a goal of \$300,000 for this phase, to be completed by the summer of 2017. The second phase will fund educational programming including an advanced flight simulator and interactive exhibit infrastructure; museum leadership has set a goal of \$250,000



BRUNSWICK NAVAL MUSEUM & MEMORIAL GARDENS

Artist's conception of the museum's exterior after the "Wheels Up" Capital Campaign.

The museum has succeeded in getting off the deck, and “Wheels Up” is the next step on our checklist. This mission will be challenging, but we are confident we can successfully accomplish it with your support. We are a 501(c)(3) non-profit organization and contributions are income tax deductible within IRS guidelines. For more information, please have a look at our website www.brunswicknavalmuseum.org and case statements can be requested at: info@brunswicknavalmuseum.org.”



COMMUNITY

Upcoming Events

Reunion Groups & Events

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

Contact: Howard Rundell

Email: g5av8or@aol.com

Web Site: www.vp93.org

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

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

Chapter Events



Jacksonville Chapter:

Happy Hour at the T-Bar, last Thursday of each month at 1600! Jax Fall Happy Hour & Scholarship Golf Tournament on Nov. 17! For more info and to register, see: www.maritimepatrolassociation.org

LCDR Stephen Williams, VP of Region
stephen.v.williams1@navy.mil



Hawaii Chapter:

Stay tuned for coming events!

CAPT Steve Newlund, VP of Region
steve.newlund@navy.mil



Memphis Chapter:

Happy Hour on Nov 2 at the Flying Saucer in Cordova. Time is TBD.

LT Luke Reid
john.l.reid1@navy.mil



Norfolk Chapter:

Stay tuned for coming events!

LT Tim Coennen, VP of Region
tcoennen@gmail.com



Pax River Chapter:

Stay tuned for coming events!

CDR Molly Boron, VP of Region

molly.boron@navy.mil



San Diego Chapter:

Event coming in December - stay tuned for info!

CDR James Johnston, VP of Region

james.p.johnston@navy.mil



Washington DC Chapter:

Happy hour coming in December - stay tuned for info!

CDR Bill Pennington, VP of Region

billkatep@hotmail.com



Whidbey Island Chapter:

Stay tuned for coming events!

CAPT Brett Mietus, VP of Region

brett.mietus@navy.mil

November

Wednesday, November 2nd:

MPA Memphis Chapter Happy Hour at the Flying Saucer in Cordova. Time is TBD.

Thursday, November 10th:

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

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

Thursday, November 17th:

Jacksonville MPA Scholarship Golf Tournament at the NAS Jacksonville golf course at 1100. Net proceeds go to the MPA Scholarship Fund. Cost: \$50 (MPA Members), \$65 (Non-Members). Ticket price includes golf, 2 giveaway tickets and lunch. For all the details, and to register online, please go to:

<http://www.maritimepatrolassociation.org/symposium/registerjax.html>

December

TBD:

MPA Washington DC Chapter Happy Hour - More info to come!

MPA San Diego Chapter event - More info to come!

**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
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and some photos and we will
publish those as well!**

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IN MEMORIUM

Hall of Honor Inductee, Rear Admiral Paul J. Mulloy USN (Ret.)

Rear Admiral Paul J. Mulloy USN (Ret.) was born in Boston and reared in Belmont, Massachusetts. He enjoyed a career of thirty-seven years of U.S. Naval service that included the Korean and Vietnam wars. His Navy career was distinguished in assignments in personnel management and operational command. A graduate of the U.S. Naval Academy in 1952, Admiral Mulloy also achieved a Master's degree in Management and completed Harvard's Senior Executive Program.

Admiral Mulloy's naval positions ashore were in assigning officer personnel for career staff positions. Operationally at sea, he served with various aircrafts, ships and task forces. He commanded Patrol Squadron 26 and was early selected to the rank of Captain, where he commanded the USS Ponce (LPD 15). He commanded Amphibious Squadron Six that was comprised of eight navy ships with operations in the Atlantic Ocean and Mediterranean Sea.

When selected for Flag rank, Admiral Mulloy commanded Patrol Wings U.S. Atlantic Fleet. His command consisted of twelve P-3 aircraft patrol squadrons and three naval air bases. In this and other commands, Admiral Mulloy received numerous individual recognitions and citations each he would then credit to the exceptional support and performance of his personnel. He was always known for being especially caring and supporting towards his enlisted personnel. His final tour of duty was as the Assistant Chief of Naval Operations for Human Resources. Here, he expanded Navy personnel programs from seven to seventeen. These programs were recognized by People Magazine as among the ten best managed programs in the country. Additionally, Admiral Mulloy was cited as the Architect for the Navy's War on Drugs, reducing illicit drug use from 48% to 0.01%. This Navy program was later adopted by all Military Services and the Federal government.

Facing impending family needs of four in college, Admiral Mulloy requested retirement from Navy active duty in August 1984. After Admiral Mulloy's distinguished naval career and at the suggestion of President Ronald Reagan, he introduced the Navy's War on Drugs program domestically and in Europe. Afterwards, he served on the state of Rhode Island's cabinet as the Drug Czar.

Admiral Mulloy then retired to Falmouth, Massachusetts on beautiful Cape Cod. He and his beloved bride of 61 years, Mary Fran, are blessed with six children, sixteen grandchildren and two great grandchildren. They have enjoyed special times with their wonderful family. During retirement, Admiral Mulloy continued to be a consultant on leadership, substance abuse and community issues and he also served as a



Catholic Eucharistic Minister to the Falmouth Hospital. Other interests he enjoyed included reading, playing his piano and gardening. His core beliefs were always - 'God, Family and Country.'

Admiral Mulloy's distinguished awards include three Legions of Merit, two Meritorious Service Medals, the Navy Commendation Medal (with combat V), and numerous foreign decorations. In 2014, Admiral Mulloy was an inductee into the Maritime Patrol and Reconnaissance Hall of Honor for outstanding contributions that established the foundation of our proud war fighting heritage.

Admiral Mulloy passed away on Sept 24, 2016 with his wife and children by his side. He will be interred at the Arlington National Cemetery in early 2017.

Please contact M&K Funeral Home at 703-938-7440 or at www.moneyandking.com for funeral arrangements and details. ★

MPA

What's New?

PLEASE UPDATE YOUR CONTACT INFO!

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of our website to access the secure
member directory and online forums.

Also, don't forget to update your contact information
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or general contact info.

MPA Membership cards are mailed out each time you renew...
we need your updated mailing address to make sure you get yours!

Questions? Comments?
Drop us a line any time at:
info@maritimepatrolassociation.org

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

**To contribute a story, photos or event to
PLANESIDE, please email your materials to:**
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