

PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2017: Issue 1



In This Issue

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Unmanned Patrol Squadron (VUP) NINETEEN Commissioned

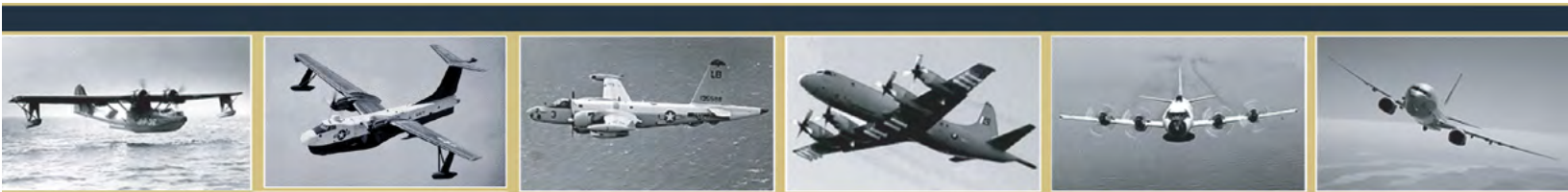
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Cover Photo



The MQ-4C Triton unmanned aircraft completed its 100th flight Oct. 17 from NAS Patuxent River, Md. Triton flew over the newly commissioned USS Zumwalt (DDG 1000) while it traveled across the Chesapeake Bay. When fully operational, Triton will provide 24/7 intelligence, surveillance and reconnaissance for the U.S. Navy's surface ships. (U.S. Navy Photo)



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WELCOME

From the President

*H*appy New Year, MPA!

I hope everyone had a wonderful and safe holiday season. For those of us who were able to spend these festive days at home with our families, please keep in mind the many MPRF warriors who were deployed. While we were enjoying Christmas Dinner and New Year's Eve, they were on-station around the globe; keeping an ever-watchful eye on current and potential adversaries. Thanksgiving may be over, but I'd like to take a few moments to give Thanks to the aircrew and maintainers keeping us safe.

The World Watchers of VQ-1 are living up to their name by being deployed across three continents; using their unique skillsets in operations in the Pacific, Middle East, and Europe to provide intelligence, surveillance, and reconnaissance (ISR) support for real world anti-submarine warfare (ASW) and maritime domain awareness (MDS) missions. VQ-1 is also heavily involved in providing ISR for Operations INHERENT RESOLVE and RESTORING HOPE in efforts against the Islamic State of Iraq and Levant (ISIL). Also involved in the efforts against ISIL, the Screaming Eagles of VP-1 bring our most advanced sensor systems into the fight; ensuring that this global threat has no place to run or hide from coalition forces. VP-1 has been involved in provided critical overwatch in counter-insurgency operations across the Middle East and Horn of Africa (HOA) while also engaging in essential theater security cooperation (TSC) and search and rescue (SAR) missions to help build lasting partnerships in the region.

Focused in the Pacific Command (PACOM) area of responsibility (AOR), the Red Lancers of VP-10, on their inaugural P-8A deployment, are demonstrating that their proven maritime expertise, coupled with the latest weapon system, is a perfect fit for the region. With their main hub in Kadena, and large "spoke" detachments in Misawa and the PI, the Lancers are fully engaged in increasing regional stability through numerous multi-national and bi-lateral exercises with our traditional allies and emerging partners. VP-10 also supported local communities of host nations through numerous community relation (COMREL) projects. Operationally, VP-10 is engaged in ASW and MDA missions to keep an eye on those who threaten regional security and prosperity.

The European Command (EUCOM) AOR was introduced to the P-8A Poseidon by VP-45. In addition to conducting numerous



CAPT David Whitehead, USN

exercises with our stalwart allies, the Pelicans have been operating out of traditional maritime bases in Rota, Keflavik, Norway, and Scotland in support of SIXTH FLEET tasking. Back at their main hub in Sigonella, VP-45 and the local AIMD have participated in many COMREL events, including building a pathway for children to use at a local school.

On their final P-3C deployment, VP-47 is showcasing the venerable Orion globally; with operations in Africa, the Pacific, and South America, where they had immediate impact in disrupting the flow of illicit narcotics. As with our other deployers, they are exercising the full spectrum of MPRF mission sets in conjunction with regional partners. In addition to our squadrons, let's not forget the personnel of our Mobile Tactical Operation Centers (MTOCs) who are deployed in support of our aircraft and aircrew. Without them, the mission doesn't happen.

Thanks to all of our deployed MPRF heroes, we are in debt to your deployed vigilance. Back here at home, 2017 promises to



be bring more excitement to the Maritime Patrol and Reconnaissance Community. VP-4, now homeported in NAS Whidbey Island under CPRW-10, has relocated to NAS Jacksonville for Phase 2 of their six-month P-8A transition. The Skinny Dragons will be able to take full advantage of NAS Jacksonville's P-8A resources over the next two months before departing in March to complete Phase 3 back home in Whidbey Island. The VP-4 transition is continuing on track and under budget! This is a testament to the diligent planning from the P-8A Fleet Introduction Team (FIT) and VP-4 leadership.

Air-to-Air Refueling (AAR) also remains on track for a summer FIT with VP-5. Our VX-20 and VX-1 testers recently travelled to NAS JAX to evaluate and train in the AAR modified operational flight trainer (OFT). The OFT models exceed expectations and VP-30 plans to begin flights in the spring. AAR is a new capability for our community, and is essential in extending the operation reach of the Poseidon.

This past October, the Navy achieved a historical milestone with the commissioning of the first unmanned aerial vehicle squadron. Commander Benje Steinspring officially took command of VUP-19 on October 28th. Skipper Steinspring is charged with preparing his squadron for operations beginning in 2018. Best wishes, Skipper!

It's important to remember that the MPRF remains a force in transition through 2017 and beyond. This is an all hands effort to transform to our future family of systems of Poseidon, Triton, and TACMOBILE. Simultaneously, we will continue to meet our global operational commitments with our characteristic professionalism and expertise. The advocacy of our whole MPA family is critical in ensuring we succeed in these tasks and retain the support we need to stay on course in our transition. I wish everyone a safe and prosperous 2017. Skipper Whitehead sends...

Captain David Whitehead
President, Maritime Patrol Association, Inc.



Photo courtesy of VP-45. VP-45 interacting with the Sigonella community.



Photo courtesy of VP-10. VP-10 on deployment.



Photo courtesy of VP-45.



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



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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,

Happy New Year! It is cold outside, really cold. Last weekend, Norfolk got a dose of an early winter blizzard that dumped almost a foot of snow over a 24 hour period. Being snowed in at my quarters on the Naval Station, I had a chance to marvel at the crisp, pristine, and as yet untracked snow that blanketed the world's largest naval base (my wife hadn't shoveled our sidewalks yet). With our aircraft carriers and numerous destroyers and support ships tied up tight to the pier, I was struck by how utterly quiet this normally bustling military industrial complex had become with no one on the roads and most home with family. Despite that quiet, though – I knew that the quarterdecks were manned, the watch was set and the runways were plowed. Even on this quietest of days, it was reassuring to know and sense the watchfulness and the coiled presence of immense American military power ready to respond and protect. This backdrop allowed me to reflect on our MPRA community's accomplishments of the past year and contemplate the hard work ahead to maintain on glideslope in 2017.

I am happy to report that the Maritime Patrol and Reconnaissance Force enters the New Year healthy, prosperous, and ready to answer all bells. This is evidenced by some noteworthy accomplishments in 2016, which included seven operational deployments; 30,463 flight hours flown; and over two dozen "cased" targets prosecuted. The MQ-4C Triton achieved acquisition milestone "C" and the first Triton squadron, VUP-19, officially stood-up in Jacksonville. We received our 50th Fleet P-8A and began Air-to-Air refueling training at VP-30. P-8 deployed for the first time to FIFTH and SIXTH Fleet AORs, and MPRF MILCON projects progressed around the world including the opening of the new west coast Fleet Training Center (FTC) in Whidbey Island. Our first P-8A Quick Reaction Capability (QRC) aircraft began its modification and our closest allies advanced their efforts to partner with the United States to procure their own P-8 and Triton aircraft. The first of twelve contracted Australian P-8As was delivered in Seattle this past October and a VP-30 trained RAAF aircrew flew it to Adelaide soon after.

Our complex transition from the Mighty Orion to the P-8A Poseidon is now over 50% complete. I suspect that no one in the history of Naval Aviation has had the challenge of executing a more complex, challenging transition than your MPRF. Shifting from a 50-plus year old legacy turboprop man, train and equip model to a modern manned and unmanned turboprop jet community, and doing it "heal to toe" without any



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

break in combat readiness or operational support forward, is a feat that is unprecedented – likely never even attempted, let alone achieved, by any other type / model / series aircraft. Yet at this point, we have done it flawlessly and made it look easy – at least from the outside. I credit our success to my awesome and very lean staff supported by the outstanding leadership of our Wings, FRS, FIT, Weapons School, TOCs, MTOCS, and Squadrons. No one could have done it better and the power of a tightly aligned TRIAD of OPNAV Requirements Officers, NAVAIR Program Managers, and Fleet operators was key to our success and set the example for the entire Navy. What other DoD aircraft acquisition programs are delivering on budget and on schedule? You would be hard pressed to find one, and I cannot overstate the uniqueness of executing a seamless transition plan that was first "white-boarded" over a decade ago. We continue to chart our way every day using an in-house designed "Rosetta stone" that ties in every major component of the transition from aircraft and training systems delivery to aircrew readiness, MILCON, and squadron deployment. It is this time-tested plan that will keep us tracking to become a true Family of Systems with the combat capability



and lethality our nation demands. With the growth and resurgence of near-peer ASW and maritime threats, it is in some respects “back-to-the-future” where ASW First, ISR Always, and ASuW when called upon will remain our community’s motto. In practice it will be P-8A Increment 3 and Triton Multi-INT supported by TacMobile and our Mission Control Stations on the deck that will protect our carrier strike groups, amphibious expeditionary strike groups, land component forces, and allies around the world.

In 2016 we remained right on schedule with all our active component east coast squadrons having transitioned to P-8A, and the first west coast P-8A squadron, VP-4, having executed its homeport change from Kaneohe Bay, HI, to Whidbey Island, WA. The Skinny Dragons have completed phase one of P-8 transition and are now in Jacksonville, FL to begin the fly phase. While in JAX, they will take delivery of their first P-8s and return to Whidbey Island in a few months with their new jets to complete transition. They will be followed in turn by VP-47 and VP-9 before we begin the final phase of transition with the remaining three Whidbey squadrons. Our twelve active component squadrons, plus the FRS, will be an all P-8 force by the end of 2019. Our two reserve squadrons will continue to augment the active component with LSRS equipped P-3’s until introduction of the P-8’s Advanced Airborne Sensor (AAS) and with the eventual retirement of the last reserve P-3s, our reserve forces will continue to serve in support of Triton operations.

If you thought we accomplished a lot in 2016, this year is shaping up to be even more dynamic. In 2017 we will increase the number of operational P-8 squadrons from six to nine, and expand our P-8 footprint to the south by executing its first ever FOURTH Fleet deployment in support of former CPRG, RADM Sean Buck. Sadly, with the transition of the Kaneohe Bay VP squadrons, we will say good bye to CPRW-2 when it disestablishes on May 18th, 2017. We will complete refurbishment of the P-8 hangar in Whidbey, and complete construction of the Triton hangars in Guam and California. VUP-19 will receive and begin flying our first two “baseline” MQ-4C Triton jets in Point Mugu. TacMobile will transition to a “TOCRON” organizational construct, one on each coast commanded by an O5, to improve M-TOC readiness, efficiency and effectiveness with the added capability to dispatch media Flyaway Kits (FAKs) in support of short duration detachments. To that end, we will continue to engage and strengthen our relationships with our international partners in every theater of operations. Our international partnerships in the MPRA community are central to a broader strategy to leverage our allies’ Maritime Patrol Aircraft and the expertise of their aircrews, to increase our reach an impact across the maritime to meet tomorrow’s threat. To this end we have seen a number of countries pursue either a cooperative program, in the case of Australia, or establish a Foreign Military Sales (FMS) case for the procurement of the P-8. Australia will accept four additional P-8’s this year and three more next year. The UK has signed up through FMS to procure nine P-8s with the first arriving in 2019. Ad-

ditionally, a number of countries are exploring options to procure P-8, including Norway who is acquiring five P-8 aircraft. Together, with the many countries still flying the Orion and other MPRA, these international ties serve to make us stronger as a nation and better as a community. We may very well find ourselves flying with our allies from old MPRA bases around the world like Bermuda, Keflavik, and Lossiemouth that were all but abandoned by our crews, post-cold war.

I encourage you to take every opportunity to strengthen and reconnect with our traditional MPRA brothers and sisters, and not just on station but through professional organizations like VP-International (VPI) and Maritime Patrol Association (MPA). I have many fond memories of shared victories against a common foe, sprinkled with a healthy dose of national pride, and often exaggerated sea stories told over a cold beverage or two. I am very much looking forward to forging new memories and telling new sea stories at this spring’s MPA Symposium in Jacksonville, FL, 26-28 April. It should be no surprise that the theme of this year’s gathering is “Global Maritime Partnerships, Built to Endure.” Please visit the Maritime Patrol Associations website for details - <http://www.maritimepatrolassociation.org/>. As always, I hope to see you there. My relief will get the first round! 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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IN THE NEWS

VUP-19 Commissioning Ceremony

Unmanned Patrol Squadron (VUP) 19 “Big Red” held a commissioning and change of command ceremony Oct. 28 at NAS Jacksonville Hangar 117. Cmdr. Benjamin Stinespring assumed command of the squadron from Cmdr. Shannon Clark, who was part of the team that stood up VUP-19 on Oct. 1, 2013, and where he served as officer in charge for the next three years.

Clark welcomed guests and said that only one word describes the day – historic.

“As Cmdr. Stinespring becomes the first commanding officer of VUP-19 today, it also marks the momentous occasion as Big Red is commissioned and officially becomes the first unmanned patrol squadron in the Navy – and joins the Maritime Patrol and Reconnaissance Force family.”

The mission of VUP-19 is to operate the MQ-4C Triton Unmanned Aerial System (UAS) continuously from fixed land bases around the world to support operational and exercise requirements of combatant commanders.

The MQ-4C Triton UAS is operated by crews consisting of Navy P-8A pilots, naval flight officers and aviation warfare operators. VUP-19 provides the organizational framework for mission control, mission planning and data analysis from its headquarters at NAS Jacksonville.

Stinespring is a native of Huntington, West Virginia. He graduated from the United States Naval Academy in 1999 with a bachelor’s degree in ocean engineering. He followed that in 2000 with a master’s degree in mechanical engineering from Naval Postgraduate School.

He was designated a naval aviator in 2001 and completed



(From left) As his wife, Sheila, looks on, Cmdr. Shannon Clark accepts an award from Rear Adm. Kyle Cozad commander, Patrol and Reconnaissance Group, and VUP-19 Command Master Chief Chris Leonard. Photos by Clark Pierce.

Fleet Replacement Squadron training in 2002, followed by an operational assignment at VQ-1 at NAS Whidbey Island, Washington until 2005. Upon completion of shore duty, Stinespring transferred to Okinawa, Japan, where he served as flag aide to Commander, Expeditionary Strike Group 7 until 2010, where he completed his qualifications as Underway Officer of the Deck aboard USS Denver (LPD-9).

He returned to NAS Whidbey Island as a department head with VQ-2, where he led multiple departments and served as officer in charge of detachments to Curacao; Incirlik, Turkey; and Sigonella, Italy.

Following the disestablishment of VQ-2, Stinespring served at Navy Personnel Command. Then, he subsequently completed joint duty assignments to U.S. Cyber Command as the operations and communications chief for Interagency Partnership Program. Stinespring has logged 3,600 flight hours in Navy aircraft.

Clark is a Nashville, Tennessee native who enlisted in Nuclear Power School in April 1992. He accepted an appointment to the United States Naval Academy, where he graduated in 1997 with a bachelor's degree in marine engineering. He earned his "Wings of Gold" at VT-31 in 1999 and was specially selected to remain as an instructor pilot in the T-44 Advanced Maritime Training Aircraft.

Clark next reported to Fleet Replacement Squadron VP-30 as a replacement pilot with follow-on orders to the VP-16 "War Eagles." After completing his first fleet tour, Clark served as catapult and arresting gear officer on board USS Dwight D. Eisenhower until December 2006.

Clark then attended Naval War College where he earned his master's degree in National Security and Strategic Studies.

He rejoined the VP-16 War Eagles at NAS Jacksonville for his department head tour until July 2010. While attached, Clark completed a 7th Fleet deployment to Okinawa, Japan.

From July 2010 to September 2013 he was the assistant officer in charge of the MQ-4C Triton UAS Fleet Introduction Team – to provide guidance and training in support of the orderly and economic introduction of the Triton.

Clark reported as the first officer in charge of the Navy's first unmanned patrol unit, VUP-19, on Oct. 1, 2013.



By Clark Pierce, Editor, Jax Air News

Published in the Jax Air News, November 2, 2016



With an MQ-4C Triton and P-8A Poseidon just outside NAS Jacksonville Hangar 117, many shipmates and friends attended the Oct.27 commissioning ceremony for VUP-19 "Big Red" unmanned patrol squadron.



Hundreds of friends and shipmates assembled at NAS Jacksonville Hangar 117 Oct. 28 to celebrate the commissioning ceremony of Unmanned Patrol Squadron (VUP) 19.



VUP-19 Commanding Officer Cmdr. Benjamin Stinespring discusses the Navy plan to procure three MQ-4C aircraft under the low-rate initial production contract awarded in September to Northrop Grumman Corporation.



Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Group, spoke with local media representatives at the conclusion of the VUP-19 Commissioning Ceremony Oct. 27 at NAS Jacksonville. A full-size static display model of an MQ-4C Triton Unmanned Aerial System fills the background.



IN THE NEWS

VP-30 Flies Over Navy v. Notre Dame Football Game

November 5th, 2016, Navy football defeated Notre Dame for the fourth time since 1963. VP-30 aircrew executed a formation flyover at 1000ft AGL and 300 knots with their time on top positioning them over the stadium right before Navy ran onto the field. Navy played an exciting game, defeating Notre Dame 28-27. Quarterback Will Worth ran for 175 yards and two touchdowns. Navy ensured their win with heart and determination, but I like to think the formation of two P-8A Poseidon maritime aircraft secured their victory, by leading them onto the battlefield.

The aircrew for the lead aircraft consisted of: LT Lyle Gerard, Aircraft Commander (AC) and Auburn graduate, LCDR Kevin Harrington, Co-Pilot (CP) USNA class of 2005, LCDR Sean McElhannon, Observer (OBS) USNA class of 2005, CAPT Dave

Whitehead, Commanding Officer of VP-30 and USNA class of 1993. The aircrew for the wing aircraft consisted of: LT Dave Christenson (AC) USNA class of 2009, LT Philip Litfin (CP) USNA class of 2007, LT Ryan McFeely (OBS) USNA class of 2008. The ground crew consisted of CDR Billy Bushman, Executive Officer of VP-30 and USNA class of 1996, and LT Nate Bailey USNA class of 2009.

LT Philip Litfin resurrected the formation program for the VP-30 Pro's Nest, because of the Air-to-Air Refueling (AAR) requirement associated with the P-8A. He coordinated and led the first formation flyover for an NFL football game and the first formation airshow for the Sea and Sky Spectacular 2015. LT Dave Christenson relieved LT Litfin of his duties as P-8A AAR and continues to build the syllabus and courseware. VP-30 brought in LCDR Jake Magan, an E-6 TACAMO post department head to help train VP-30's instructor cadre. Their ef-



forts have set the MPRA community up for success during its transition to AAR.

Currently, the AAR transition remains on timeline with VP-5 receiving the capability first. The OFT has been upgraded with the capability to simulate AAR with the KC-135. LCDR Magan and LT Christenson will travel to VX-1 to be the first AAR instructor pilots for the community. They will then train a group of eight instructors, beginning in April of 2017, to FIT VP-5 in July of 2017. VP-5 executes their first AAR deployment to the Sixth Fleet Area of Responsibility (AOR). They will work with the 100 Air Refueling Wing to maintain currency and test AAR concept of operations (CONOPS).

The AAR team includes foreign nationals from Australia and the United Kingdom to ensure standardized training between the allied countries also flying the P-8A. Because of the great relationship with our allies, the United States benefits by receiving the clearance to tank behind the Australian KC-30. The flexibility to tank behind multiple tankers enhances our on-station presence greatly in the Seventh Fleet AOR. VP-45 is scheduled to be the next squadron to receive AAR training. They will execute their AAR deployment in the Seventh Fleet AOR.

Following the FIT of both VP-5 and VP-45, the AAR FIT team plans to address lessons learned to enhance the AAR syllabus and continue on the path to AAR excellence.

★
By VP-30 Public Affairs



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IN THE NEWS

US Navy Maritime Patrol Aircraft Assist New Zealand in Earthquake Response

*A*t the request of the New Zealand Ministry of Defence, the United States Navy is providing maritime patrol and reconnaissance aircraft to assist in life-saving efforts after the Nov. 13 earthquakes on the South Island of New Zealand.

A P-3C Orion assigned to Patrol Squadron (VP) 47 was participating in Exercise Mahi Tangaroa as part of the New Zealand International Naval Review when the earthquake occurred, and has been tasked with assessing the area surrounding Kaikoura, New Zealand.

The P-3C is currently operating from Royal New Zealand air force base Auckland located in Whenuapai, New Zealand.

“From the moment we got the word, our air crew and maintenance professionals have thrown themselves into this relief effort with a commitment that is just so much a part of what our maritime patrol and reconnaissance force stands for,” said Cmdr. Ryan Cech, commanding officer of VP-47. “I am proud we can assist our New Zealand partners in their time of need.”

VP-47 is a U.S. Navy P-3C squadron based out of Marine Corps Base Hawaii, Kaneohe Bay. The P-3C Orion is a four engine, turboprop maritime patrol aircraft with the endurance and ability to conduct wide-area maritime search operations, which give the aircraft an advantage for search and rescue missions.

The U.S. Navy is fully supporting the recovery efforts. In addition to the MPRF assets, guided-missile destroyer USS Sampson (DDG 102), embarked with two MH-60R Seahawk helicopters is currently en route to participate in the New Zealand International Naval Review and is standing by to assist, if needed.

The U.S. Navy and Royal New Zealand navy regularly operate and train together in engagements such as the U.S.-led biennial Rim of the Pacific exercise and the annual Pacific Partnership disaster response preparedness mission. The two militaries also participate in the New Zealand-led the biennial Southern Katipo exercise and the annual Tropic Twilight humanitarian assistance/disaster relief (HADR) exercise.



From U.S. Pacific Fleet Public Affairs



Petty Officer 3rd Class Tyler Ray, with the “Golden Swordsmen” of Patrol Squadron (VP) 47, directs a P-3C Orion maritime patrol aircraft to its parking spot. VP-47 is currently deployed to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa, Japan, and U.S. 4th Fleet AOR at Comalapa, El Salvador. Photo by Petty Officer 2nd Class Joshua Walters

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Mr. Jay Beasley



Squadron Leader
Terrence Bulloch
Royal Air Force



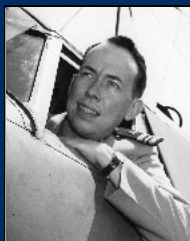
Commander
Scott Carpenter



Chief Petty Officer
Carl Creamer



Flight Lieutenant
John Cruickshank
Royal Air Force



Rear Admiral
Thomas Davies



Captain
Arnold J. Isbell



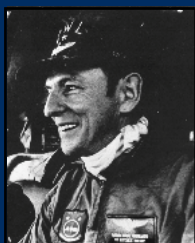
Commander
Paul Lloyd Milius



Captain
Norman "Bus" Miller



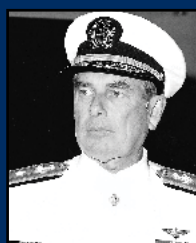
Admiral
Thomas Moorer



Rear Admiral
Paul J. Mulloy



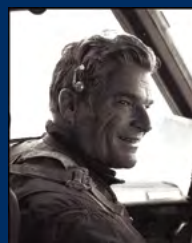
Master Chief
John Rosa



Captain
Byron "Jake" Tobin



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Wednesday, April 26th at 1800
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Join shipmates past and present as we gather in the historical Hangar 117 for drinks, dinner, dancing and words from our guest speaker, Vice Admiral Joe Rixey, Director of the Defense Security Cooperation Agency. The 2017 Hall of Honor inductees, as well as several community awards, will be announced and honored during the evening. A cash bar will be provided. Attire will be flight suits for active duty. Retired members are encouraged to wear their uniforms or business casual attire. **BUY TICKETS EARLY - THIS EVENT WILL SELL OUT!!**

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COMMUNITY

Flaherty Relieves Coffey at CTF 57 Change of Command

U.S. Naval Forces Central Command's (NAVCENT) maritime patrol force, Commander, Task Force (CTF) 57, held a change of command ceremony at Naval Support Activity Bahrain, Nov. 8. Capt. Christopher Flaherty relieved Capt. Brett Coffey as commodore of CTF 57.

CTF 57 provides maritime patrol and reconnaissance aircraft throughout the U.S. 5th Fleet area of operations.

The task force supports four task groups comprised of more than 650 personnel, operating from four countries with four variants of P-3 Orion aircraft and Broad Area Maritime Surveillance-Demonstrator (BAMS-D).

The ceremony marked CTF 57's sixth change of command since its establishment as a major aviation command in September 2008.

During the ceremony, Vice Adm. Kevin Donegan, commander of U.S. Naval Forces Central Command, spoke about Coffey's term in command.

"He did all this hard work and he did it by paying attention to his Sailors," said Donegan, commander of U.S. Naval Forces Central Command, after listing Coffey's accomplishments during his time as commander.

"Your support of our combat operations and peacetime operations are crucial to the success of our mission."

Coffey served as commodore from Nov. 17, 2014 until Nov. 8, 2016, providing U.S. 5th Fleet with reliable and consistent Maritime Patrol and Reconnaissance Force (MPRF) aircraft coverage throughout the region.

"Words can't describe the honor and pleasure I've had working with CTF 57," said Coffey. "During the last two years, we've accomplished 2,300 flight hours. It wasn't easy, but my crew made it so."

Coffey reports next to the Ohio State University Naval ROTC Unit in Columbus, Ohio as the professor of Naval Science.

"Command isn't about me. It's about us," said Flaherty. "You have already achieved much, but now it's up to all of us to further that success."



Capt. Christopher Flaherty (left) salutes Capt. Brett Coffey (right) during U.S. Naval Forces Central Command's (NAVCENT) maritime patrol force, commander, Task Force (CTF) 57 change of command, officiated by Vice Adm. Kevin Donegan, commander of NAVCENT (center), at Naval Support Activity Bahrain, Nov. 8.

Photo by Petty Officer 2nd Class Victoria Kinney

Flaherty reports to CTF 57 from the 'Fighting Tigers' of Patrol Squadron (VP) 8, where he was the squadron's commanding officer, homeported at Naval Air Station Jacksonville.

NAVCENT is responsible for approximately 2.5 million square miles of area including the Arabian Gulf, Gulf of Oman, North Arabian Sea, Gulf of Aden, and the Red Sea.



From U.S. Naval Forces Central Command Public Affairs



COMMUNITY

Patrol and Reconnaissance Wing 10 Changes Hands

Commander Patrol and Reconnaissance Wing (CPRW) 10 held a change of command ceremony in Hangar 6 on board Naval Air Station (NAS) Whidbey Island, Nov. 10.

The change of command ceremony is a time-honored tradition that formally restates to the officers and enlisted personnel of a command the continuity of the authority of command. Captain Brett Mietus was relieved by Captain Robert Patrick as commodore of CPRW-10. Rear Adm. Kyle Cozad, Commander of Patrol and Reconnaissance Group (CPRG), was the keynote speaker at the event.

Rear Adm. Cozad hit the high points of how NAS Whidbey Island and CPRW-10 are great benefactors of the great community of Oak Harbor, with the Mayor Severns in attendance. He continued with how we need to, as a community, continue to focus on how we operate, fight and win. The Adm.

commended Capt. Mietus on his humility, recalling the days when he was Capt. Mietus's former department head. He recalled how Capt. Mietus continued to press for improvements in performance in both how he and those under his leadership performed, as well as the exceptional care he had for his sailors and their families.

Capt. Mietus engendered operational excellence and mission accomplishment to the highest standards through noteworthy leadership of 13 subordinate units, achieving exemplary support to Combatant Commanders across the Maritime Patrol and Reconnaissance warfighting spectrum. He skillfully led the Maritime Patrol and Reconnaissance Force's most diverse Wing through execution of in excess of 36,000 flight hours in continuous support of CONUS training requirements and OCONUS Combatant Commanders across every numbered Fleet Area of Responsibility. His expert oversight of patrol and reconnaissance operations and readiness in every primary mission area provided for continuous manning,



OAK HARBOR, Wash. (Nov. 10, 2016) Capt. Robert Patrick, the Patrol and Reconnaissance Wing 10 Commodore, is pinned with the Command At Sea Badge by his wife, Jen Patrick at the Wing 10 change of command ceremony. Patrick is relieving Capt. Brett Mietus as the Wing 10 Commodore. (U.S. Navy photo by Seaman Jakoeb Van-

training and equipping of 2,500 Sailors, certification of 20 EP-3E Combat Reconnaissance Crews, operational readiness of three P-3C squadrons and one reserve component squadron, training and readiness of 21 littoral surveillance and reconnaissance crews, safe execution of more than 4,300 sorties, including 493 combat sorties, while training locally and deployed support to ground and Combatant Commanders in support of Operation ENDURING FREEDOM.

During his speech, Capt. Mietus showed great gratitude to CPRG leadership, squadron leadership, the “Delemus Tribe” at CPRW-10, industry partners and to his family for awesome things that happened during his tenure at NASWI, saying “This doesn’t just happen”. Capt. Mietus spoke of the enormity of CPRW-10’s impact, as MPRF mans the front lines, finds, fixes, tracks and targets contacts of interest and fly the sea lanes. He lauded how our efforts enable power projection, builds better relationships around the world and keeps our country safe. For his parting words, Capt. Mietus said, “As the men and women of Wing 10, we do it better than anyone else.”

Adm. Cozad presented Capt. Mietus with the Legion of Merit Award and CPRW-10 Command Master Chief (AW/SW/NAC) John Hermandorfer, presented Capt. Mietus with the broad command pennant on behalf of the chief petty officers mess. Prior to assuming command of CPRW-10, Capt. Patrick served as the Deputy Executive Assistant to the Chief of Naval Operations. Capt. Patrick told the audience that he is honored and humbled to be the next Commodore of CPRW-10, calling it an exceptional warfighting force.

Adm. Cozad is confident in the future of CPRW-10 with Capt. Patrick in command.



By LT Eric Jensen, CPRW-10 Public Affairs



OAK HARBOR, Wash. (Nov. 10, 2016) Capt. Robert W. Patrick, right, Commodore Patrol and Reconnaissance Wing (CPRW) 10 relieves Capt. Brett W. Mietus, of his duties during a change of command ceremony at Naval Air station Whidbey Island. Wing Ten is responsible for the training, maintenance and administrative support of its assigned VP and VQ squadrons. (U.S. Navy photo by Seaman Juan Sua/Released)



OAK HARBOR, Wash. (Nov. 10, 2016) Capt. Brett Mietus, the former Patrol and Reconnaissance Wing 10 Commodore, smiles at Capt. Robert Patrick, the new Wing 10 Commodore, at the Wing Ten change of command ceremony. Patrick is relieving Mietus as the Wing 10 Commodore. (U.S. Navy photo by Seaman Jakoeb VanDahlen/Released)



OAK HARBOR, Wash. (Nov. 10, 2016) Capt. Robert Patrick, the new Patrol and Reconnaissance Wing 10 Commodore, speaks at the Wing 10 change of command ceremony. Patrick is relieving Capt. Brett Mietus as the Wing 10 Commodore. (U.S. Navy photo by Seaman Jakoeb VanDahlen/Released)



COMMUNITY

'War Eagles' Conduct Humanitarian Flights Over Haiti

*H*urricane Matthew left a trail of destruction in its wake.

The Category Four storm, that crawled north just miles off the eastern coast of the United States, caused numerous service members and their families to evacuate the Northeast Florida area.

Prior to affecting the United States, however, the storm ravaged the small Caribbean country of Haiti.

Haiti, the poorest country in the Western Hemisphere, is still rebuilding from a devastating earthquake that struck in 2010.

The 7.0 magnitude earthquake killed more than 230,000 people and left over one million people homeless. Much of the infrastructure around the country was demolished.

Due to lack of funds, much of the infrastructure has still not been rebuilt, causing thousands of Haitians to take residence in tents.

Following the earthquake, the United States and fellow allied nations worked, tirelessly, to provide humanitarian assistance to the country and its citizens to help stabilize the country, providing necessary supplies.

Following Hurricane Matthew, the reaction from the United States was no different.

Hurricane Matthew became the first Category Four to make landfall in Haiti since 1964. It left hundreds of people dead and more than 750,000 people in desperate need of assistance. Despite relocating to NAS Pensacola due to a mandatory HUREVAC, The War Eagles of Patrol Squadron (VP) 16, as well as Patrol Squadron 26, flew Humanitarian Assistance and Disaster Relief (HADR) missions over Haiti.

Conducting four flights Oct. 6–10, the P-8A crews provided much needed information to rescue forces. The crews were tasked to utilize the P-8A's electro optical camera to send images of the hardest hit areas affected by the massive storm. Photographs of airfields, seaports, roadways, bridges and other infrastructure, provided by the P-8A crews, informed ground units which areas of the country needed assistance.



VP-16 "War Eagles" aircrew use their intelligence-gathering equipment to evaluate damage left in the wake of Hurricane Matthew. Photo courtesy of VP-16



VP-16 aircrew evaluate damage to infrastructure and hazards to assistance while providing Humanitarian Assistance Disaster Relief for Haiti following Hurricane Matthew. Photo courtesy of VP-16

The United States always stands ready to provide assistance to people who need it most. Lt. Lance LaFlamme, tactical coordinator for VP-16, described his experience assisting in Haiti as, "Incredibly rewarding, knowing we were able to help the people in need in whatever way we could was a driving factor for why I wanted to join the Navy.



*By Lt. j.g. Samuel Bowen, VP-16 Public Affairs Officer
Published in the Jax Air News, November 22, 2016*



COMMUNITY

Admiral Cozad Announces CPRG Sailors of the Year

On November 30th, 2016, Patrol and Reconnaissance Wing 10 (CPRW-10) hosted the Annual Patrol and Reconnaissance Group (CPRG) Sailors of the Year at NAS Whidbey Island. There were ten finalists for Sailor of the Year, four finalists for Sea and six finalists for Shore. Rear Adm. Cozad was the Guest Speaker for the occasion, with senior officer and enlisted leadership from each finalists' Chain of Command.

The finalists for the Group Sea Sailor of the Year were AWO1 (NAC/AC) Raymond Perez of VP-9, AWO1 (NAC/AW/SW) Michael Griffin of CPRW-11, AWO1 (NAC/AW/SW) Marc Deskin of VP-16 and AWO1 (NAC/AW) Billy Swinney of VP-40.

The finalists for the Group Shore Sailor of the Year were YN1 (SCW/SW) Victor Gonzalez of CPRG, AE1 (AW) Bryce Cartrette of MALS-24, AWW1 (NAC/AW) David Matuska of CPRW-10, AWO1 (NAC/AC) Adam Hestness of VUP-19, AWO1 (NAC/AW) Larry Lephart of VP-30 and AO1 (AW) Mary Jones of MPRWS.

The Chief of Naval Operations established the Sailor of the Year Program to recognize the Sailor who represents the best

of the Navy by demonstrating both professional and personal dedication. The Sailor of the Year Program distinguishes outstanding enlisted active duty and reserve Sailors to represent the many superior petty officers serving both sea and shore establishments Navy wide.

The CPRG Sailor of the Year ceremony started with opening remarks by CPRG Command Master Chief Frank King and an invocation by retired Master Chief Petty Officer Loy Hower. Rear Adm. Cozad followed giving a speech that highlighted recognition of the best of the best in the Maritime Patrol and Reconnaissance Force, tying in the concept of Service into the Navy Core Values and how they all relate to the closing sentences in the Declaration of Independence.

After Rear Adm. Cozad's speech, Mast Chief King introduced the CPRG Sailor of the Year finalists, followed by the announcement of the CPRG Sea and Shore Sailors of the Year.

The CPRG Sea Sailors of the Year are:

Atlantic: AWO1 (NAC/AW/SW) Marc Deskin of VP-16

Pacific: AWO1 (NAC/AC) Raymond Perez of VP-9



Photo by MC3 Alex Cole, CPRW-10. Rear Admiral Cozad pictured with the finalists for Group Sea and Group Shore Sailor of the year.



The CPRG Shore Sailors of the Year are:

Atlantic: AWO1 (NAC/AW) Larry Lephart of VP-30

Pacific: AWW1 (NAC/AW) David Matuska of CPRW-10

From here on, the CPRG Sailors of the Year will move forward to compete for either Commander Naval Air Force Pacific or Commander Naval Air Force Atlantic. Their respective Sailor of the Year ceremonies will take place at the end of January of 2017.



By LT Eric Jensen, CPRW-10 Public Affairs Officer



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COMMUNITY

Former USNA Footballers Find Brotherhood in VP-30

*F*or the first time ever on Nov. 5 Notre Dame will play football against the U.S. Naval Academy in Jacksonville.

While the most common rival may be the Army, it has been said that the Navy and Notre Dame rivalry is the longest intersectional rivalry in college football.

This game will mark the 90th time the Mids and the Irish have gone head-to-head on the football field.

Seven former academy football players are now working together as VP-30 pilots.

Lt. Craig Almond, Lt. Cmdr. Josh Smith, Lt. Jordan Young, Lt. Derrick Bruce, Lt. Mike Brammer, Lt. Reggie Campbell and Lt. Zach Weatherington have all been teammates before arriving at NAS Jacksonville.

“Playing football helps you learn a unit mindset before you even leave the academy. When we show up to the squadrons we are so used to working on a team, you are ready to go to work,” said Young.

When attending the Naval Academy, playing a sport is mandatory. Playing football and traveling to play in games can add extra pressure to the otherwise heavy load required of the midshipmen.

“Just going to the academy, you are already overwhelmed with everything but put football on top of that and you learn priorities and that correlates to the military life,” said Smith.

Young agreed, saying “The things we go through on a football field . . . when everyone else is home on vacation, those are the moments that make you selfless and prepares you for the future.”



Former U.S. Naval Academy football players, now pilots at VP-30 huddle up for a photo. From the left, Lt. Reggie Campbell, Lt. Mike Brammer, Lt. Zach Weatherington, Lt. Derrick Bruce, Lt. Craig Almond, Lt. Cmdr. Josh Smith, and Lt. Jordan Young. Photos by Julie M. Lucas.

The players credit the coaching staff for helping to make the team successful during their time at the academy.

“(Former head) Coach (Paul) Johnson really humbled the program and taught us what hard was to be a championship team,” said Brammer. “He took things to a higher level that we didn’t realize we could give it until we started playing for him.”

The former players shared their memorable moments playing against the Irish.

“There was a 43-yard field goal and I had three fingers on the ball. I got up celebrating, thinking there was no way it was going in and it went right over,” Smith said.

The former player with the best story is Campbell, who helped score the final points in the third overtime to give the Mids their first victory over Notre Dame in 43 years.

That game in 2007 ended the longest streak for most consecutive wins by one team over another in college football.

Now that they are in their jobs, the reality of being a Navy pilot is ever present. Some of the pilots are unable to attend the game in Jacksonville, due to work commitments. The pilots said they like to attend the Navy/Army game when they can and when asked who they would rather beat between the Army or Notre Dame, the resounding answer was “Both!”



By Julie M. Lucas, NAS Jacksonville Public Affairs
Published in the Jax Air News, November 2, 2016



Midshipman 1st Class Josh Smith (left) presents a football to President George W. Bush April 20, 2005, during the presentation of the Commander-In-Chief’s Trophy to members of the U.S. Naval Academy football team in a ceremony in Rose Garden of the White House. Behind Smith is U.S. Naval Academy superintendent, Rear Adm. Rodney P. Rempt and to the right of the President is Midshipman 1st Class Aaron Polanco. The Navy won the Commander-In-Chief’s trophy for the second year in a row. Smith is now a pilot at VP-30, along with other former football players.



2017 Symposium Schedule of Events

Tuesday, April 25th

1800-2000: Corporate Sponsor Reception
(invitation only)

Wednesday, April 26th

0815-0900: Current Operations Brief
(unclassified)
0900-1100: Heritage Presentations
1100-1330: Tech Expo & Lunch
1330-1400: Triton Training Building
Dedication
1330-1600: Integrated Training Center &
Simulator Tours
1600-1700: MPA General Members Meeting
1800-2300: MPA Heritage Dinner

Thursday, April 27th

0900-1200: Spouse Symposium & Breakfast
0900-1100: Retired Major Commanders Brief
1100-1830: Scholarship Golf Tournament
1600-1700: Scholarship 5K
1830-2000: Golf/5K Social

Friday, April 28th

1100-1300: Lunch
1800-2400: Flight Suit Social

For more details about these events, and to register, please visit:

www.maritimepatrolassociation.org/symposium



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*By Julie M. Lucas, NAS Jacksonville Public Affairs
Published in the Jax Air News, November 2, 2016*



Former Naval Academy standout Slot Back and Team Captain Reggie Campbell will be remembered as the player that made the game winning catch in tripple OT in 2007 to end the 44-year Notre Dame win streak against the Midshipmen. In this photo, Campbell breaks free during a kick-off return for a touchdown during the second quarter of the 108th annual Army/Navy football game. The Midshipmen defeated the Cadets 38-3, for a sixth straight victory over the Black Knights. He is now a pilot at VP-30.



Seven former U.S. Naval Academy football players are now VP-30 pilots. From the left, Lt. Craig Almond, Lt. Mike Brammer, Lt. Zach Weatherington, Lt. Reggie Campbell, Lt. Jordan Young, Lt. Derrick Bruce, and Lt. Cmdr. Josh Smith agree that the Mids will be victorious Nov. 5 against Notre Dame.





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COMMUNITY

P-8A Poseidon Returns to NAS Fallon for Overland Missions

The “War Eagles” of Patrol Squadron (VP) 16 returned to the deserts of Nevada in November to gain valuable experience practicing the P-8A Poseidon’s overland capabilities – while integrating with multiple non-maritime assets. VP-16 is preparing for an upcoming deployment and is actively engaged to broaden the experience levels of the aircrew. Overland Intelligence, Surveillance and Reconnaissance (ISR) is one of the many capabilities of the Poseidon that enables the Navy’s Maritime Patrol and Reconnaissance Force (MPRF) to support combatant commanders around the globe.

For a week this past November, the War Eagles detached a crew to NAS Fallon, to perform overland ISR with other assets of the US Navy. Carrier Air Wing (CVW) 8 utilized various platforms from different communities to assist in simulating a multi-platform wartime environment. F/A-18 Hornets and Super Hornets, EP-3 Aries, and the E-2 Hawkeyes all worked in conjunction with the P-8A to execute tasked missions as part of Air Wing Fallon.

VP-16’s role in Fallon was to provide imaging from the MX-20 camera and emitter intelligence, in conjunction with the EP-3 Aries, to provide a real time surface and air picture of how the battle space was developing during the exercise.

The information provided by the P-8A was relayed to fighter assets to provide the battle space picture that allowed them to achieve successful “kills” on simulated targets.

The Poseidon was an invaluable tool, ensuring the F/A-18s maintained situational awareness during high stress evolutions that required real time information.

The opportunity to work in conjunction with other platforms provides Poseidon aircrews more experience in working in a combined/joint environment, allowing missions to be successfully achieved both safely and efficiently.

As the Poseidon continues to fulfill the important role of overland ISR, participating in events such as Air Wing Fallon helps to ensure the P-8A community will continue to be deployable worldwide and can complete any tasked mission.

Lt. j.g. Cero, a naval aviator on the crew stated, “It was valuable to get hands-on experience within a mission set that we did not execute regularly. Additionally, we do not have an opportunity to work with other platforms in such a challenging work environment on a regular basis.”



*By Lt. j.g. Justin Sabelhaus, VP-16 Public Affairs Officer
Published in the Jax Air News, December 14, 2016*



P-8A Poseidon No. 997, assigned to the VP-16 “War Eagles” is parked on the deck at Naval Air Station Fallon, Nevada. Fallon is the Navy’s premier air-to-air and air-to-ground aviation training facility. It is located southeast of the city of Fallon, in western Nevada. Photo courtesy of VP-16 Public Affairs

COMMUNITY

VUP-19 Triton Achieves Milestone 'C'

Following a successful Milestone Decision Authority (MDA) led review Sept. 26 at NAS Patuxent River, Maryland, the U.S. Navy's MQ-4C Triton unmanned aircraft system (UAS) obtained positive Milestone C low-rate initial production approval.

The decision marks the beginning of the production and deployment phase of the DoD acquisition process.

"Triton's critical technology is mature, and the system development and design review phases have been successful," said Doug Shaffer, vice president, Triton programs, Northrop Grumman.

"Completion of the full system Operational Assessment (OA) testing exercised in various real-world scenarios validated the system's ability to protect the Navy's fleet from evolving threats. We are extremely pleased with the maritime domain awareness products and results coming from Triton."

An integrated test team made up of Navy personnel from Air Test and Evaluation Squadrons VX-1 and VX-20, Unmanned Patrol Squadron, VUP-19 and Northrop Grumman demonstrated the true reliability of Triton going into Milestone C.

The team analyzed and validated sensor imagery and performance at different altitudes and ranges.

The aircraft system's ability to classify targets and disseminate critical data was also examined as part of the OA testing.

Successful evaluation of Triton's time on station confirmed that it will meet flight duration requirements.

Triton also transferred full motion video to a P-8A Poseidon in flight, proving a key capability to significantly enhance its ability to detect, track, classify and identify maritime threats.



*From Northrop Grumman Corporate Communications
Published in the Jax Air News, November 30, 2016*



Following a successful Milestone Decision Authority (MDA) led review, the U.S. Navy's MQ-4C Triton unmanned aircraft system (UAS) obtained positive Milestone C low-rate initial production approval in September.. Northrop Grumman photo

COMMUNITY

VP-4 Begins P-8A Poseidon Training Missions

OAK HARBOR, Wash. (NNS) -- Sailors assigned to Patrol Squadron (VP) 4's 'Skinny Dragons' flew in the P-8A Poseidon aircraft for the first time at Naval Air Station (NAS) Whidbey Island's Ault Field Dec. 12.

VP-4 is currently in transition from the P-3C Orion aircraft, which has been in service since the 1960's, to the P-8A Poseidon aircraft. The P-8A is a variation of the Boeing 737-800 ERX airliner with several modifications. The Poseidon will replace the P-3C Orion as the Navy's long-range anti-submarine warfare platform as well as anti-surface warfare, intelligence, surveillance and reconnaissance aircraft. It will surpass the mission efficiency of the Orion with greater payload capacity and range, as well as advanced mission systems, sensors, software and communications upgrades.

Sailors and instructors from Patrol Squadron (VP) 30's West Coast Fleet Integration Team are leading the transition. This "high tech" training leverages cutting edge flight simulators, crew workstation simulators, desktop training devices, and interactive courseware. Training is conducted in the new Fleet Training Center onboard NAS Whidbey Island.

After six weeks of ground instruction, preparation, and over 40 hours in the Operational Flight Trainers, the VP-4 pilots were ready and excited to take to the skies of the beautiful Pacific Northwest for their first training flights. This significant milestone in the six month squadron transition is the culminating event of Phase 1 (of 3) for VP-4's training.

Pilots were well prepared for this milestone. LTjg Hunter Broten felt ready for success on this very first P-8A sortie, "It was



OAK HARBOR, Wash. (Dec. 13, 2016) Petty Officer 2nd Class Robert Ballew of Patrol Squadron (VP) 4's Skinny Dragons taxi's and directs VP-4's first P-8 Poseidon flight on Naval Air Station (NAS) Whidbey Island's Ault Field. VP-4 is currently in transition from the P-3 Orion, in naval service since the 1960's, to the P-8 Poseidon aircraft and will be the first P-8 squadron stationed at NAS Whidbey Island. (U.S. Navy photo by Petty Officer 3rd Class Juan Sua/Released)

really cool to be the first transitioning pilot to fly the P-8,” said LTjg Hunter Broten, a pilot with VP-4. “The situational awareness tools that are involved with the P-8 give you the ability to look at the big picture. The high level of automation and the situational awareness the plane provides, greatly reduces the workload on the pilot and allows them to focus on other important aspects of flight and the P-8A’s mission.”

“The simulator we used is really something to admire,” said Petty Officer 1st Class Ian Allen, an acoustic operator assigned to VP-4. “The fidelity and ergonomics of the simulations really make for a seamless transition from the virtual world to the operational real world.”

In January, VP-4 will travel to Jacksonville, FL for its next phase of training and will then complete the final phase of tactical instruction and maintenance inspections back in Whidbey Island in April, 2017. They are scheduled to receive their first two P-8A Poseidon aircraft in April, as well, and will be the very first P-8A squadron on the west coast. ★

U.S. Navy Story by Mass Communication Specialist 3rd Class Juan Sua



OAK HARBOR, Wash. (Dec. 16, 2016) A P-8A Poseidon piloted by Lt.j.g. Giancarlo Palazzo of Patrol Squadron (VP) 4's Skinny Dragons taxis on Naval Air Station (NAS) Whidbey Island's Ault Field after completing a training exercise in eastern Washington. VP-4 is in the final stage of phase one in their transition from the P-3 Orion, in naval service since the 1960's, to the P-8A Poseidon. Stage two of the transition will take place in Jacksonville, FL through the training of Sailors from Patrol Squadron (VP) 30. (U.S. Navy photo by Petty Officer 3rd Class Juan Sua/Released)

COMMUNITY

‘War Eagles’ Join in European NATO Exercise

For two weeks this past October, the “War Eagles” of Patrol Squadron (VP) 16 detached a P-8A Poseidon to Northern Scotland where the crew participated in exercise Joint Warrior, operating from Royal Air Force (RAF) Base Lossiemouth.

The purpose was to provide the Navy’s new Maritime Patrol and Reconnaissance Aircraft (MPRA) real-world international experience operating in conjunction with partner countries from the North Atlantic Treaty Organization (NATO).

Two VP-16 aircrews and maintenance personnel were utilized to support day and night operations, fostering interoperability among the allied nations.

Joint Warrior is held twice a year – in the spring and fall. It is one of the largest exercises held by NATO forces in Europe, providing an opportunity for countries to simulate a wartime environment, requiring cooperation and interoperability of allied forces. This includes air, sea, and land-based platforms, performing joint tasking to safely and efficiently execute missions.

Joint Warrior included participants from Belgium, Canada, Estonia, Finland, France, Germany, Latvia, Lithuania, Netherlands,

Norway, Portugal, Spain, United Kingdom, and the United States. The allied countries providing MPRA assets included Canada and Germany – flying their respective variants of the Lockheed P-3 Orion – and the French Breguet Atlantique 2.

The primary purpose of MPRA was to provide detection and deterrence of all “enemy” submarine participants. Other responsibilities included providing real-time surveillance updates of all surface ship activity for “friendly” forces, utilizing the P-8A’s vast mission capabilities.

Exercises such as Joint Warrior allow real-world training for missions that VP-16 may have to execute in the future. Any opportunity to practice war simulations with allied forces is a critical step in ensuring NATO forces are ready for any mission they are tasked to execute.

Lt. Michelle Austin, a naval flight officer with VP-16, said, “Any opportunity to train with allied countries is invaluable to the people involved. The lessons learned at a multinational exercise are vital to making sure we are at the top of our game – working safely and effectively together.”



*By Lt. j.g. Justin Sabelhaus, VP-16 Public Affairs Officer
Published in the Jax Air News, November 30, 2016*



P-8A aircraft 760 operated by VP-16 lands at RAF Base Lossiemouth, Scotland in October as part of the NATO exercise Joint Warrior. Photo courtesy of Michael Leek.

COMMUNITY

'War Eagles' Support George H.W. Bush COMPTUEX

*P*atrol Squadron (VP) 16 recently supported the George H.W. Bush Carrier Strike Group with P-8A Poseidon Maritime Patrol and Reconnaissance Force (MPRF) aircraft, during the strike group's Composite Training Unit Exercise (COMPTUEX) in the Atlantic.

The first three weeks of December were a busy time for the 'War Eagles' and other Patrol and Reconnaissance Wing 11 squadrons, as they pooled resources to provide Carrier Strike Group 2 with land-based MPRF support – including multiple periods of continuous airborne coverage for anti-submarine warfare and maritime domain awareness.

In a team effort, VP-16 utilized all 12 of its Combat Aircrews, as well as all maintenance and support personnel.

When tensions escalated during the simulated COMPTUEX

"war games," P-8A Poseidons were responsible for searching and destroying any hostile combatants, surface or subsurface.

The Poseidon is capable of carrying the MK-54 torpedo and AGM-84 harpoon missile, with the capability of destroying an enemy submarine or surface combatant. The MPRF is vital to ensuring the safety of all assets associated with a strike group.

When the Poseidon is not providing anti-submarine or surface warfare, it has the capability to perform Intelligence, Surveillance, and Reconnaissance of all surface vessels around the strike group.

This results in the ability to sanitize the area of all contacts surrounding the carrier and neighboring ships, in excess of several hundred miles of the strike group, by utilizing the full



A "War Eagles" P-8A performs a turn-over on station during recent COMPTUEX training with George H.W. Bush Carrier Strike Group.
Photo by AWO1 Marcus Belew.

sensor suite on board the P-8A.

The hard work of the maintenance, support, and aircrew teams made the challenge of directly supporting the strike group achievable. Challenges like COMPTUEX are great opportunities for the 'War Eagles' to show they stand ready to support our nation if called upon.

Based at NAS Jacksonville, the War Eagles were the Navy's first MPRF squadron to achieve "safe for flight" status in January 2013 – and were certified for the first P-8A deployment in November 2013.



*By Lt. j.g. Justin Sabelhaus, VP-16 Public Affairs
Published in the Jax Air News, January 25, 2017*

*(Top right)
P-8A Poseidon aircraft No. 000 sits on deck at NAS Jacksonville between missions supporting USS George H. W. Bush Carrier Strike Group during its recent COMPTUEX.*

*(Bottom right)
After recovering a P-8A Poseidon at NAS Jacksonville, ground crew fuel the aircraft for its next mission.*

Photos courtesy of VP-16.



*AWO2 Nichole Lindberg performs an onboard preflight with VP-16's Combat Aircrew 6 at NAS Jacksonville.
Photos courtesy of VP-16.*



COMMUNITY

Surplus Orion Cut Up for Recycling

A demolition team from Ram Metals of Pensacola recently cut up a surplus P-3 Orion near NAS Jax Hangar 1000 due to the diminishing number of squadrons operating the Orion anti-submarine warfare aircraft.

On the east coast, only the reserve squadron VP-62 still flies the more-than 50 years old P-3C Orion. On the west coast, squadrons are transitioning to the P-8A Poseidon, that will add more retired aircraft to be disposed of.

Randy Monroe and Jody Aplin of Ram Metals travel the country disposing of old and unwanted government aircraft.

“When Fleet Readiness Center Southeast (FRCSE) has removed any hazardous fluids or salvageable parts, we set up our chainsaw and forklift and begin the demolition process,” said Monroe. “It’s not unusual when retirees see what we’re doing that they ask for a part from an aircraft they used to fly.



Jody Alpin of Ram Metals uses a chainsaw and a forklift to turn a P-3 Orion into scrap metal.

It’s kinda touching to watch them tear up as they remember something from their personal aviation history.”



By Clark Pierce, Editor, Jax Air News

Published in the Jax Air News, November 2, 2016



A surplus Navy P-3 Orion is being demolished on the tarmac near the fuel farm on Yorktown Avenue. As more P-8A Poseidons enter the fleet, more P-3 Orions will meet their demise. Photos by Clark Pierce

COMMUNITY

VP-45 Participates in Air Combat Power Visit 2016

A P-8A Poseidon from Patrol Squadron (VP) 45, exhibited in the Royal Air Force (RAF) “Air Power Visit 2016,” Oct. 24 - 26 in Coningsby, England.

The “Pelicans” participation in the event offered RAF leadership — who are replacing their Nimrod maritime reconnaissance aircraft with the P-8A Poseidon — an opportunity to gain firsthand experience with the new aircraft.

VP-45 Executive Officer Cmdr. Ryan Lilley said, “Static displays that provide opportunities for our allies to learn about our capabilities are rare and invaluable. We don’t often get to talk face-to-face while also being able to touch and see the aircraft.”

Quick Facts: This was the first time that the new P-8A multi-mission surveillance aircraft has been a part of the Con-

ingsby event. The P-8A Poseidon, the U.S. Navy’s replacement for the P-3C Orion aircraft, is capable of broad-area maritime and littoral operations. The P-8A Poseidon is a long range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance aircraft. The aircraft is one of seven that will be operating throughout the U.S. 6th Fleet theater, and represents the U.S. 6th Fleet’s continued commitment to partners and allies in the region.

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 – as well as security and stability in Europe and Africa.



By Petty Officer 2nd Class Tyler Fraser

Published in the Jax Air News, November 22, 2016



Petty Officer 2nd Class Joseph D’andrea (right) a VP-45 electronic warfare operator, explains characteristics of the P-8A Poseidon aircraft to a member of the Royal Air Force during “Air Combat Power Visit 2016.” The 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. Photo by Petty Officer 2nd Class Tyler Fraser

COMMUNITY

VP-30 Flies in Sea & Sky Spectacular

For the second year in a row, Patrol Squadron 30 dazzled crowds over Jacksonville Beach during the Sea & Sky Spectacular Airshow with a P-3/P-8 formation flight routine. The crews wowed the crowd with three formation passes including a high speed- low altitude pass and another with the bombbays open.

Caroline George, a first time spectator and Jacksonville resident, said "Seeing the airshow for the first time with one of the spouses of the P-3 pilots was a highlight of my year! Watching the planes roar over my head so close to the beach left me awestruck and proud to be an American."

Each aircraft also demonstrated their unique individual flight characteristics for spectators along Florida's First Coast. From the south, the Orion sped over the show center pier at 200 feet, hitting 300 knots before demonstrating its low speed landing configuration at 140 knots.

From the North, the Poseidon showed its low speed landing configuration followed by a high powered performance with a maximum powered climb-out. For many, the highlight was seeing the P-8 accelerate past the P-3 at 200 feet in a legacy

salute that demonstrated the Poseidon's incredible power and the P-3's low altitude maneuverability with a 60 degree Angle of Bank turn away.

Flying P-3 Lead was LT Sasha Frankhouser, LT Nathan Durham and LT Shawn Murray with CPO Jeff Adkins as Flight Engineer. Flying Dash-2 P-8 was Sqn Ldr Mark Faulds, LT David Hoffman and LT Andrew Knott.

Sqn Ldr "Fauldsie" Faulds, Officer in Charge of the Royal Air Force Jax Seedcorn, says of the airshow "It was a great honour to pilot the P-8A Poseidon for the Sea & Sky Spectacular. Looking at the P-3C whilst in formation, over Jax Beach is something I will never forget. For me, the best part was the acceleration and overtake of the P-3C, symbolizing the "handing over of the maritime torch from P-3 to P-8."

VP-30 eagerly awaits the return of the airshow to NAS Jacksonville next season and the opportunity to put both aircraft on display again for the terrific hometown crowd.



By LT Nathan Durham, VP-30 Public Affairs



The P-8A Poseidon takes off for its display above the line of Blue Angels. Photo courtesy of VP-30.



The P-8A Poseidon flies over Jacksonville Beach. Photo courtesy of VP-30.





The P-3C leads the P-8A across the sky as a demonstration of past and future. Photo courtesy of VP-30.



The P-3 Orion through the windscreen of the P-8 Poseidon as part of their form flight. Photo courtesy of VP-30.



Squadron Leader Mark Faulds at the controls of the P-8A Poseidon with Jacksonville Beach below. Photo courtesy of VP-30.



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COMMUNITY

The Assembly of Triton

(Insert, right) VUP-19 maintainers from Pt. Mugu visited the Triton production line. Photo courtesy of U.S. Navy.



A number of VUP-19 maintainers from Pt. Mugu traveled to tour the Triton production line in Palmdale, CA on November 9, 2016 to witness the joining of the wing and fuselage of an in-production Triton. Photo courtesy of U.S. Navy.



Photo courtesy of U.S. Navy.



Maintainers check out the wing of the Triton. Photo courtesy of U.S. Navy.

COMMUNITY

VP-40 Returns from Tri-Site Deployment

NAVAL AIR STATION WHIDBEY ISLAND, Wash. - The Fighting Marlins of Patrol Squadron (VP) 40 returned home to Whidbey Island early October after the successful completion of a tri-site deployment.

The six-month deployment saw crews flying in three different Areas of Responsibility and in support of numerous joint and combined exercises.

Kadena Air Base in Okinawa, Japan, served as the hub for VP-40 in the Western Pacific. Over the course of the deployment, detachments were sent to multiple countries including Thailand, Malaysia, and the Philippines, as well as the U.S. Territory of Guam.

Fighting Marlins in the 5th Fleet and 6th Fleet Areas of Responsibility flew more than 1,420 operational hours in support of Operation INHERENT RESOLVE and Operation RE-

STORING HOPE.

On June 2, 2016, Commander Aaron F. Shoemaker took the reins as Commanding Officer of VP-40 after conducting a change of command ceremony in Kadena with the outgoing CO, Commander Timothy M. Thompson.

Despite the demanding tempo, operational requirements, and the constraints of a tri-site deployment, the Fighting Marlins rose to the challenge and executed 425 operational sorties encompassing 3,455 flight hours.

This monumental effort extended VP-40's legacy of safe, efficient and successful mission accomplishment by surpassing 54 years and 295,000 mishap-free flight hours.



By Lt. j.g. Will Beverly, VP-40 Public Affairs



OAK HARBOR, Wash. (Sept. 23, 2016) Aviation Electricians Mate 1st Class Jayme Davis of Patrol Squadron 40 (VP-40) walks with her children at the VP-40 homecoming. VP-40 was deployed to the 5th and 7th Fleets areas of responsibility. (U.S. Navy Photo by Mass Communication Specialist Seaman Jakoeb VanDahlen/RELEASED)

COMMUNITY

Training Squadron THIRTY-ONE Change of Command

CORPUS CHRISTI, Texas – Training Squadron Thirty-One (VT-31) held a Change of Command Ceremony on board Naval Air Station Corpus Christi, Friday, November 18, at 10:31 in the morning. Commander Juan Carlos “JCP” Pallares relieved Commander Samuel D. Gage as Commanding Officer of the VT-31 Wise Owls.

Training Squadron THIRTY-ONE is an advanced multi-engine flight training squadron that trains student military aviators from the United States Navy, Marine Corps, Coast Guard, and international students from countries such as Italy, the Netherlands, Denmark, and Norway.

Commander Gage is a native of Appleton, Wisconsin. He received his commission in 1997 from the United States Naval Academy and began his career at NAS Brunswick Maine piloting the P-3C Orion where he deployed in support of Operation IRAQI FREEDOM. He has deployed to Iceland, Puerto Rico, Ecuador, Sicily, and El Salvador and has served as the Commanding Officer of VT-31 since August 14, 2015. His follow on orders are to the USS John C. Stennis (CVN 74) in Naval Base Kitsap-Bremerton.

Commander Pallares is a native of Bogota, Colombia. He received his commission in 1998 through the Naval Reserve Officer Training Corps program. Upon completion of the Fleet Replacement Squadron, CDR Pallares began his career as a P-3C pilot at MCBH Kaneohe Bay, HI. He has deployed worldwide and has flown in support of Operations ENDURING FREEDOM, ACTIVE ENDEAVOR, JUNIPER SHIELD, ODYSSEY GUARD and OLYMPIC TITAN. He recently served as the Executive Officer of VT-31 since August 14, 2015.

The guest speaker for the Change of Command was CAPT (Ret) Bob Dishman. CAPT Dishman is a retired U.S. Navy Captain. He is currently Senior Director, Government Affairs for Sierra Nevada Corporation.



*By Training Squadron THIRTY-ONE
Public Affairs*



Capt. Trey Hayden (center), Commodore of Training Air Wing 4, looks on as Cmdr. Juan Carlos Pallares (left) relieves Cmdr. Samuel Gage (right) as Commanding Officer of VT-31 Nov. 18. (Photo by Lt. j.g. Elizabeth Feaster, CNATRA Public Affairs)



Cmdr. Juan Carlos Pallares, incoming commanding officer for VT-31, salutes a side boy during the arrival of the official party for the squadron's change of command ceremony held Nov. 18 aboard NAS Corpus Christi. (Photo by Lt. j.g. Elizabeth Feaster, CNATRA Public Affairs)



COMMUNITY

VP-46 Supports CSG 1 in Deployment Readiness

CORONADO, Calif. — The “Grey Knights” of Patrol Squadron (VP) 46 honed their warfighting capabilities during the Composite Training Unit Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX) for Carrier Strike Group (CSG) 1 off the coast of Southern California. The Grey Knights operated out of Naval Air Station (NAS) North Island, Oct. 22-Nov. 22.

Although these exercises were designed for CSG 1, they brought many opportunities to VP-46. COMPTUEX and JTFEX offered the perfect chance for the squadron to prepare for their upcoming deployment.

VP-46’s role was to support CSG 1 by sending real-time information to the strike group on enemy surface and sub-surface contacts. This provided the CSG valuable situational awareness in a dynamic training environment. The Grey Knights were the primary airborne anti-submarine asset, one of the most essential cogs within the maritime patrol domain.

“A VP squadron brings the capability of large scale ASW [anti-

submarine warfare],” said Lt. j.g. Jacob Balesi, a VP-46 naval flight officer (NFO). “Although the ships and the helicopters in the exercise bring a lot to the fight, ASW is what VP-46 lives and breathes.”

COMPTUEX and JTFEX test multiple systems and the capabilities of the CSG to ensure they are equipped for deployment. Since VP-46 is operating at high-tempo for those exercises, Patrol and Reconnaissance Wing (CPRW) 10 sent some of their personnel to conduct VP-46’s operational readiness evaluation (ORE). This allows the squadron to simultaneously prepare for their deployment and support CSG 1.

The Grey Knights were not the only maritime patrol presence supporting CSG 1. VP-46 worked with the 407TH Long Range Patrol Squadron of the Royal Canadian Air Force, out of Comox on Vancouver Island, British Columbia; No. 10 Squadron of the Royal Australian Air Force, out of Adelaide, South Australia; and VP-9, out of Marine Corps Base Hawaii, Kaneohe Bay.

“This exercise gives the maintenance teams and aircrew an opportunity to see a new place and gain new insight on what



CORONADO, Calif. (Nov. 1, 2016) Sailors assigned to Patrol Squadron (VP) 46 conduct a preflight on a P-3C Orion aircraft on the flightline of Naval Air Station North Island. VP-46 is supporting USS Carl Vinson (CVN 70) during its Composite Training Unit Exercise (COMPTUEX). (U.S. Navy photo by Petty Officer 3rd Class Alexander Cole/Released)



other crews are doing in the rest of the VP Navy, both in the States and from around the world,” said Balesi. “Experience in combined operations not only helps us hone our warfighting skills, but it allows us to build relationships with key allies that we will work with in the future.”

Each squadron uses a variant of the P-3 Orion, an aircraft that specializes in ASW, intelligence, surveillance and reconnaissance (ISR) and anti-surface warfare (ASUW).

“It’s exciting to work with other squadrons,” said Petty Officer 2nd Class Luciano Zinzani, a VP-46 power plant mechanic. “Even though we all come from different areas around the world, we still do the same job. It shows that no matter who we may end up working with, we still accomplish the mission.”

Since this was a detachment for the squadron, it offered training in a dynamic, real-time environment by allowing the aircrew and maintainers to work in a fast-paced atmosphere, like it would on deployment. This includes tasks such as getting airborne as soon as possible, working through maintenance problems, and loading buoys and weapons. Also, a real-time exercise tests the ability of the aircraft and aircrew to send accurate and timely information to other operating units in the area.

“This detachment is extremely important to VP-46,” said Balesi. “It gives our maintainers an opportunity to see what it is like to work from a detachment site, far from home, working sometimes without everything that they are accustomed to while in Whidbey. It also gives the aircrew real world experience when we work with the numerous helicopter squadrons, various ships from the Carl Vinson Strike Group and, our allied nations, Canada and Australia.”

According to Zinzani, the new Sailors of the squadron get the most out of these detachments.

“Detachments offer great experience in getting us prepared for what we may encounter on a six-month deployment,” said Zinzani. “It gives the new personnel that have not been deployed yet, firsthand experience in a fast pace environment, which is essential to our deployment readiness.”

VP-46 completed 71 out of 71 missions with a total of 485 flight hours during this detachment. They are homeported out of Naval Air Station Whidbey Island, with this being the second large-scale exercise they have participated in during their inter-deployment readiness cycle (IDRC). ★

U.S. Navy story by: Petty Officer 3rd Class Alexander J. Cole, Patrol Squadron 46 Public Affairs



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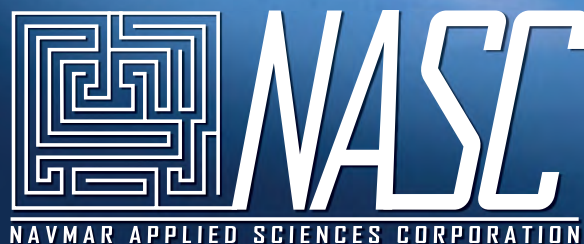


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COMMUNITY

VT-35 Historic Change of Command on USMC Birthday

On the United States Marine Corps' 241st birthday, a historic change of command took place aboard NAS Corpus Christi Nov. 10.

For the first time, training squadron VT-35, had a Marine Corps officer take charge.

"I am very grateful and honored to be the first of hopefully a long line of VT-35 Marine commanders and I look forward to playing a small part in shaping the future generations of both the Navy Maritime and Marine Assault Support communities," Lt. Col. Michael Murphy said. "I do not embark upon this journey lightly. I will ensure VT-35 continues to be an amazing squadron as we continue to challenge each other to be better each day."

Outgoing commanding officer, Cmdr. Arthur Hodge, a member of the MPRF community, took command of the squadron in Aug. 2015.

"I will never be as proud as I am now. My watch is ending and I know that we are in good hands," Hodge said. "Stingrays, thank you for your stalwart professionalism, thank you for giving me your best." ★ *Courtesy of VT-35*



Cmdr. Arthur Hodge accepts a token of gratitude from the VT-35 wardroom.



Cmdr. Arthur Hodge accepts a token of gratitude from the VT-35 wardroom. Photo courtesy of VT-35.

COMMUNITY

War Eagles Host Fall Festival

Sailors and families of Patrol Squadron 16 (VP-16) focused an afternoon on building squadron camaraderie, getting families together, and sharing a meal before kicking off the holiday season.

VP-16 held a Fall Festival in November to take a break from busy flight and maintenance operations, and to spend time with family and friends. As cooler weather descended upon Jacksonville, it was an ideal time to enjoy outdoor festivities. Family entertainment included various games and activities, including a bean-bag toss and a bounce house.

Commanding Officer Cmdr. Mike Martinez opened the event with statements about the importance of family during the holidays. He emphasized that the support and bonds that we develop at home will translate into stability while the War Eagles are on deployment.

day season, to ensure pre-deployment planning begins sooner than later for sailors and their families,” Martinez said.

“Events such as the Fall Festival are a great way to allow sailors and families to recharge their batteries and re-cage their minds before embarking on a demanding work schedule and preparing for the upcoming deployment.”



By Lt. j.g. Justin Sabelhaus, VP-16 PAO

Published in the Jax Air News, January 4, 2017



VP-16 Sailors serve family members during the fall fest, held in November. The event featured outdoor games and activities. Photo courtesy of VP-16.

COMMUNITY

‘Mad Foxes’ Visit ROTC in Texas

VP-5 recently flew a P-8A to Ellington Airfield just outside of Houston, Texas, for two days in support of an outreach initiative to provide information for multiple local ROTC units.

The Mad Foxes participate in the Navy ROTC sponsor program and is a sponsor of the Rice University ROTC unit. Rice University’s ROTC is unique because it is combined with University of Houston, Houston Baptist University, Prairie View A&M, and Texas Southern University.

The Mad Fox crew gave an overview of the pilot and naval flight officer pipelines and how to earn wings in naval aviation.

Following the initial flight school discussion, the aircrew delivered a capabilities and limitations brief specific to the P-8A

Poseidon. The ROTC midshipmen were very attentive and receptive of information about the MPRA community and the P-8A. The Mad Foxes fielded a multitude of questions about the aircraft, deployment tempo, and the lifestyle of being in the P8 community.

“We looked at the future of Naval Aviation today,” said Lt. Brian Patterson. “And it’s a comfortable feeling knowing that these Midshipmen will bring their knowledge and enthusiasm with them.”

At the end of the event, the Mad Foxes’ professionalism and love for their community inspired the midshipmen to strongly consider selecting the Maritime Patrol and Reconnaissance community during service selection.



By VP-5 Public Affairs

Published in the Jax Air News, January 4, 2017



ROTC Midshipmen visit with Mad Fox air crew and take a tour of the P-8 Poseidon while in Texas. Photo courtesy of VP-5.





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COMMUNITY

VP-30 Begins 2017 with Awards Quarters

*P*atrol Squadron (VP) 30 filled its auditorium Jan. 9 to celebrate the achievements of a selection of its sailors to start the New Year with a fresh focus on safety.

Newly returned from the holiday leave periods, the Pro's Nest had the pleasure of recognizing its members' performance over the past year and looking forward to more challenges ahead. Five shipmates were acknowledged in front of the squadron as part of 11 total awards. Of particular note was the presentation of AE2 (AW) Gerald Williams with his Navy Achievement Medal, selection as the Junior Sailor of the Quarter, as well as the prestigious selection of Junior Sailor of the Year.

The squadron took the opportunity to reflect on the previous year's safety concerns and successes, maintenance achievements, and current goals.

Briefers from multiple departments spoke to the constantly changing atmosphere of the Maritime Patrol and Reconnaissance Force (MPRF).

The Pro's Nest continued responsibilities as the "Model for the Fleet." Looking forward, VP-30 Commanding Officer Capt. David Whitehead placed specific emphasis on the safety cul-

ture of the squadron. While 2016 brought success throughout its operations, Whitehead reiterated that this was a continuing mission that requires the constant vigilance and attention of its members.

He said that the Pro's Nest enters 2017 with a substantial agenda – including Phase II of the West Coast P-3C/P-8A transition, continued integration of the Triton unmanned program, and the constant production of trained personnel for the fleet in all three platforms.

Navy Commendation Medal: AWOC Brian High , AMC Bryan Yumul

Navy Achievement Medal: AWO1 Andrew Coffey, AM1 Daniel Malone (Sailor in the Arena), AO1 Keon Williams, AE2 Kristopher Fimple (Sailor in the Arena), AE2 Christopher Perez, PR3 Hiroto Herman

MOVSM: PO2 Alek Stirnman (VPU-2)

Junior Sailor of the Year: AE2(AW) Gerald Williams



*By Lt. Spencer Washom, VP-30 Public Affairs
Published in the Jax Air News, January 18, 2017*



Speaking at the VP-30 Auditorium aboard NAS Jacksonville, Commanding Officer Capt. David Whitehead placed specific emphasis on the safety culture of the squadron looking forward to 2017. Photos courtesy of VP-30.

COMMUNITY

'Red Lancers' Volunteer in Singapore

The "Red Lancers" of Patrol Squadron (VP) 10 took part in a community relations (COMREL) project while on detachment in Singapore Dec. 14-21.

Thirteen Sailors from the Red Lancer detachment visited the Willing Hearts Soup Kitchen in the Kembangan Precinct of Eastern Singapore Dec. 20. to provide assistance during the holiday season.

The visit was an opportunity for the Sailors to give back to the people of Singapore and further strengthen relationships with one of the United States' premier partners in the Asia-Pacific region.

The Willing Hearts Food Kitchen is a non-affiliated charity that is run by volunteers. The volunteers prepare, cook, and distribute more than 5,000 meals 365 days a year, to more than 40 locations across the country. Its beneficiaries include the elderly, disabled, and poverty stricken. The greater organization also provides medical care, legal aid and tuition assistance to the people it serves.

The Red Lancers volunteers provided assistance by performing a number of tasks including restocking store rooms, pre-

paring food and cleaning kitchen spaces.

"It was a great opportunity to work hand in hand with people from many cultures and backgrounds to improve the quality of life for the community," said AW2 Elias Tavarez.

Chief Petty Officer Raymond Schwegman, a Mobile Tactical Operations Center Nine (MTOC-9) Watch Officer assigned to VP-10 for the detachment said, "As we visit many countries around the world we have the opportunity to help where we can, not just for defense, but also to help people in their day-to-day lives. This outreach today supported that endeavor."

By volunteering to help feed those less fortunate, the Sailors of VP-10 expanded their mission in the region to include charitable efforts. Opportunities such as these increase VP-10's presence in the local communities, which in turn strengthens our relationship with host nations.

VP-10 is currently deployed to the 7th Fleet area of operations conducting Intelligence, Surveillance and Reconnaissance missions, and providing Maritime Domain Awareness to supported units throughout the Pacific theater. ★

By Lt. Brian Cotroneo, VP-10 PAO

Published in the Jax Air News, January 11, 2017



VP-10 volunteers gather outside of the Kembangan-Chai Community Hub. The Hub houses the Willing Hearts Soup kitchen, where Red Lancers volunteers on detachment in Singapore provided assistance during the holiday season. Photo by Lt. Brian Cotroneo

COMMUNITY

Cadets from Illinois High School Visit VP-30 Pro's Nest

NJROTC students and staff from Zion-Benton High School in Illinois arrived at NAS Jacksonville Dec. 18 to visit the Navy's largest aircraft squadron, VP-30, the Pro's Nest.

As part of a larger tour of Naval Station Mayport, Orlando and Jacksonville, the Chicago natives escaped the colder climate to meet with instructor pilots, instructor tactical officers, and aircrew of both the P-3C Orion and P-8A Poseidon. The nearly 40 visitors were given a brief about the Maritime Patrol and Reconnaissance Force mission and community to help them plan their potential future in the Navy. The class was also given a weapons walk to introduce them to the offensive capabilities of the aircraft.

Retired Cmdr. Steve Shulte, organized the event from a personal as well as professional initiative. As a member of VP-31 and VP-4, he flew P-3 Orions from Moffett Field, California, and Barber's Point, Hawaii. He was as eager as the VP-30 instructors to show his students the mighty Orion and its

jet-powered successor, the P-8A Poseidon. Questions were in abundance covering everything from antennae wires to acoustic systems, which were welcomed by the experienced crewmembers.

"It's always great to share our community with the next generation of naval leaders. Seeing their excitement in the platform is a rewarding experience as an instructor," said Lt. Adam Pennington, a P-8A mission commander.

The NJROTC group was in Florida for three more days, finishing their visit with some time in St. Augustine before returning north for the holidays. VP-30's recent transition and status as the largest squadron in the Navy brings groups from across the globe to visit its hangars. The Pro's Nest looks forward to the many more the New Year will bring as part of its mission to educate young service members and the global community they serve.



*By Lt. Andrew Kirchert, VP-30 Assistant PAO
Published in the Jax Air News, January 18, 2017*



About 40 JROTC members of the Zion-Benton High School in Illinois gather for a photo in the VP-30 auditorium Dec. 18 after a tour of the squadron's hangar and flight line. Photos courtesy of VP-30.

COMMUNITY

VP-30 Wraps Up Meticulous Inspection Period in 2016

*P*atrol Squadron (VP) 30 Commanding Officer Capt. David Whitehead recently addressed his maintenance team at an all-hands quarters following a tremendously successful 2016 inspection season.

The squadron, which holds both P-3 and P-8 responsibilities was scrutinized down to the last nut and bolt as part of the annual inspection process covering all shops and programs.

The arrival of the Aviation Maintenance Inspection (AMI) team brings equal measures of excitement and tension to a squadron eager to prove its status as the standard for the fleet.

The Pro's Nest rose to the challenge and received a sterling review from their evaluators.

Occurring around the same time as AMI, the Conventional Weapons Technical Proficiency Inspection (CWTPPI) looks more specifically into the ordnance and weapons departments with an equal level of detail.

In the wake of these evaluations and their immensely positive results, Whitehead proudly awarded 16 Sailors and 11 civilians in front of their peers.

AMI Awards NCM

- SCPO Guadalupe Gonzalez, Quality Assurance Supervisor

AMI Awards NAM

- CPO Grover Quiambao, Corrosion Control and Prevention Program Manager
- PO1 William Davison, Data Analysis Program Manager
- PO1 Jeremy Lutheran, Quality Assurance Division Leading Petty Officer
- PO1 Nathan Murry, Quality Assurance Representative
- PO1 Andrew Redman II, Technical Directive Program Coordinator
- PO2 Latrasha Andrews, Support Equipment Planned Maintenance System (SE PMS) Program Coordinator
- PO2 Timothy Czubek, Hazardous Material Control and Management Program Coordinator
- PO2 Richard Jennings, Line Division Leading Petty Officer
- PO2 Kimberly Medzyak, Maintenance Training Program Coordinator

- PO2 Marcus Miciotto, Maintenance Training Program Fleet Administrator
- PO2 Laporsha Shelton, Ordnance Qualification Certification Program Manager
- PO2 Benjamin Silverapineda, Ordnance Qualification Certification Program Training Petty Officer

CWTPPI Awards NAM

- PO2 Michael Burger Jr., Ordnance Handling Quality Assurance Safety Observer
- PO2 Mallory Burton, Ordnance Load Handling Team Leader
- PO2 Leonardo Vasquez, Ordnance Quality Assurance Safety Observer

AMI COLOC

- Brett Bailey, United Research Services (URS) Corporation Ordnance

Supervisor

- Carl Champagne, United Research Services (URS) Corporation Unscheduled Maintenance Supervisor
- Roy Cleveland, United Research Services (URS) Corporation Quality Assurance Supervisor
- Henry Johnson Jr., United Research Services (URS) Material Control Supervisor
- Matthew Mayon, Island Creek Associates Central Technical Publication Librarian
- Robert Neutz, United Research Services (URS) Corporation Site Supervisor
- Gary Owens, The Boeing Company P-8A Poseidon Site Activation Support Team Lead And Maintenance Material Control Supervisor
- Thomasena Roberts, United Research Services (URS) Corporation Logs and Records Supervisor
- Robert Silva, United Research Services (URS) Corporation Maintenance Training Coordinator
- Francisco Trevizo, United Research Services (URS) Corporation Avionics Maintenance Supervisor
- James Tyler, United Research Services (URS) Corporation Phase Maintenance Supervisor



By Lt. Andrew Kirchert, VP-30 Assistant PAO

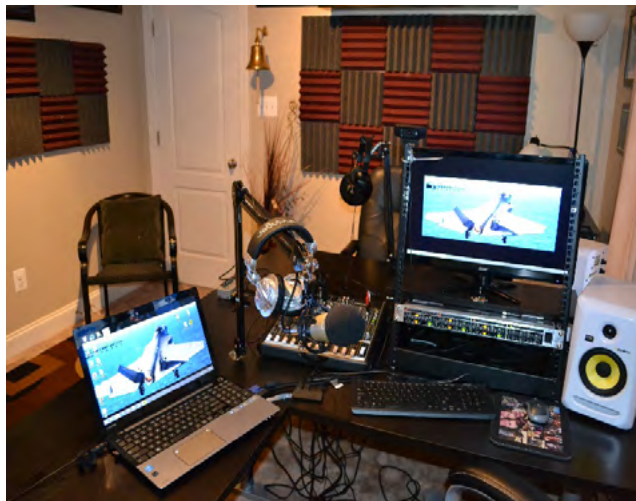
Published in the Jax Air News, January 11, 2017





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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

Jacksonville Chapter Fall Scholarship Golf Tournament & Happy Hour

This year marked the first annual MPA Fall Golf Tournament and Happy Hour onboard Naval Air Station Jacksonville.

Twenty-three golfers competed in support of the MPA Scholarship Fund, raising over \$350.00 for future scholarship recipients while enjoying a beautiful day on the links. The winning foursome was comprised of Curtis O'Neal, Patrick Mack and Dave Stuckey.

Following the golf tournament, players joined other MPA members at the T-Bar to share stories and camaraderie over food and beverages.

We look forward to this event growing rapidly over the next few years, providing yet another great benefit to our MPA members!



The littlest golfer, daughter of LCDR Hamish Kirkland.

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COMMUNITY

Brunswick Naval Museum & Memorial Gardens' Capital Campaign: Condition III Set

The Brunswick Naval Museum and Memorial Gardens is in the climb phase of its “Wheels Up” Capital Campaign and is pleased to report three recent developments. The first is that every member of the museum’s Board of Directors has pledged a contribution to the capital campaign in a strong signal of their personal commitment to campaign success. Second, the capital campaign surpassed the \$50,000 mark in pledges thanks to strong support from museum members and friends of the museum alike. Finally, achievement of those first two milestones enabled the museum to retain the services of Alpha Architects based in Portland, Maine for design and engineering services with a goal to begin construction in the late summer of 2017.

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 currently exist. The “Wheels Up” Capital Campaign has set 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



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

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 for this phase with a target date of 2018. The third phase will retire the \$220,000 mortgage on the building, with a target date of 2020.

The Brunswick Naval Museum and Memorial Gardens is 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.brunswick-navalmuseum.org and case statements can be requested at info@brunswicknavalmuseum.org.



Artist's conception of the museum floor plan after the "Wheels Up" Capital Campaign. A room can be named in honor of an individual, family, squadron, or corporation for the suggested donation level.



COMMUNITY

Upcoming Events

Reunion Groups & Events

VPB-111/VP-21 109 Reunion: April 24-28, 2017 in Jacksonville, FL

Contact: Carter Nute
Phone: (352) 335-1293
Email: ccnute@cox.net
Web Site: www.vp-21navy.org

2nd Brunswick Naval Air Station Reunion: August 10-12, 2018 on board NAS Brunswick
Web Site: www.facebook.com/groups/191708631780

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.



Jacksonville Chapter:

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

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:

Stay tuned for coming events!

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

Chapter Events



Norfolk Chapter:

Stay tuned for coming events!

LT Tim Coennen, VP of Region

tcoennen@gmail.com



Washington DC Chapter:

Stay tuned for coming events!

CDR Bill Pennington, VP of Region

billkatep@hotmail.com



Pax River Chapter:

Stay tuned for coming events!

CDR Molly Boron, VP of Region

molly.boron@navy.mil



Whidbey Island Chapter:

Stay tuned for coming events!

CAPT Kevin Long, VP of Region

kevin.long@navy.mil



San Diego Chapter:

Member event March 16th at the North Island I-Bar!

CDR James Johnston, VP of Region

james.p.johnston@navy.mil



Moffett Field Chapter:

Stay tuned for coming events!

CAPT Tom Spink, USN (Ret.), VP of Region

tom.spink@att.net

January

2017 Symposium Registration now open!!
www.maritimepatrolassociation.org or download our app!

February

Friday, February 3rd:

CPRW-11 Change of Command Ceremony on board NAS Jacksonville. CAPT Anthony Corapi will be relieved by CAPT James Robinson.

March

Friday, March 10th:

VP-45 Change of Command Ceremony. CDR Jason Williamson will be relieved by CDR Ryan Lilley.

Thursday, March 16th:

MPA San Diego Chapter event at the North Island I-Bar!
For more info, contact **CDR James Johnston, VP of Region:**
james.p.johnston@navy.mil

Friday, March 17th:

VP-46 Change of Command Ceremony. CDR Chad Livingston will be relieved by CDR Derrick Eastman.

April

TBD:

VP-16 Change of Command Ceremony. CDR Mike Martinez will be relieved by CDR Amanda Hawkins.

Friday, April 21st:

VQ-1 Change of Command Ceremony. CDR Rick Payne will be relieved by CDR Jason Zaharris.

Saturday, April 22nd:

VP-69 Change of Command Ceremony. CDR Jason Brookham will be relieved by CDR Peter Lauder.

April 26-28:

MPA Symposium on board NAS Jacksonville. For more information and to register, check out our web site or download our app!

www.maritimepatrolassociation.org

May

Thursday, May 4th:

VP-8 Change of Command Ceremony. CDR Chris Woods will be relieved by Teddy Kribs.

Friday, May 5th:

VP-47 Change of Command Ceremony. CDR Ryan Cech will be relieved by CDR Jim Imlah.

Friday, May 5th:

VP-9 Change of Command Ceremony. CDR Beth Regoli will be relieved by CDR Jeff Bowman.

Thursday, May 11th:

VP-1 Change of Command Ceremony. CDR Scott Brunson will be relieved by CDR Dennis Jensen.

Thursday, May 11th:

VPU-2 Change of Command Ceremony. CDR Jason Wells will be relieved by CDR Todd Duez.

Friday, May 12th:

VP-26 Change of Command Ceremony. CDR Mike Borrelli will be relieved by Drew Klosterman.

Friday, May 18th:

CPRW-2 will disestablish.

Thursday, May 25th:

VP-4 Change of Command Ceremony. CDR Chris Smith will be relieved by CDR Bryan Hager.

TBD:

VP-10 Change of Command Ceremony. CDR Al Miller will be relieved by CDR Mike Albus.



June

Thursday, June 1st:

VP-40 Change of Command Ceremony. CDR Aaron Shoemaker will be relieved by CDR Scott Coonan.

Friday, June 2nd:

VP-5 Change of Command Ceremony. CDR Joe Levy will be relieved by CDR Will Torrason.

Get Your Event Listed Here!

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

Email the details to us at:

info@maritimepatrolassociation.org

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



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HERITAGE

Royal Australian Air Force (RAAF) MPRA Heritage Fly Past



To celebrate the arrival in Australia of the first P-8A Poseidon, a heritage fly past of the four generations of MPRA operated by No 11 Squadron was conducted at RAAF Base Edinburgh. The formation included: Consolidated PB5A Catalina; Lockheed P2V-7 Neptune; Lockheed AP-3C Orion; and Boeing P-8A Poseidon. Photo by CPL Craig Barrett.

In an Australian first, a Neptune, Catalina, AP-3C Orion and P-8A Poseidon aircraft have flown over Adelaide together to mark the start of a new era for the Royal Australian Air Force.

Representing four generations of aircraft flown by Number 11 Squadron, the aircraft have flown over Adelaide to celebrate the arrival of the first Royal Australian Air Force P-8A Poseidon to RAAF Base Edinburgh.

During the Air Force's transition to the P-8A Poseidon, the AP-3C Orion will continue to operate from RAAF Base Edinburgh, providing maritime surveillance operations across the globe.

By 2022, twelve aircraft will be based at RAAF Base Edinburgh, with an additional three to be acquired as part of the Government's 2016 Defence White Paper commitment.

MPA

What's New?

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Log-in to our members only area on the Membership page of our web site or by using our app to access the securemember directory and online forums.

Also, don't forget to update your contact information in your online profile each time you change locations or positions, or general contact info.

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

Questions? Comments? Drop us a line any time at:

info@maritimepatrolassociation.org

Attention MPA Members, Command PAOs, and Corporate PAOs: To contribute a story, photos or event to PLANESIDE, please email your materials to: info@maritimepatrolassociation.org

MPA

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