

# PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2017: Issue 2



*In This Issue*

**2017 Symposium Review: Hall of Honor Inductees, ASW  
Challenge Winners, MPA Scholarship Golf Tournament & More!**

**Change of Command Season: Ceremonies and Photos**

# PLANESIDE

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## *Cover Photo*



Two hundred golfers participated in the 2017 MPA Scholarship Golf Tournament held during the annual Symposium Week on board NAS Jacksonville. The event raised more than \$6,500 for future scholarship recipients. Twelve MPA scholarships totaling \$12,000 were awarded this year to promising students through the Wings Over America Scholarship organization. Photo by Dmitri Atrash.



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# PLANESIDE

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# WELCOME

## *From the President*

Spring greetings to all of our Maritime Patrol Association members, friends and family.

My year as your MPA President was recently capped off with an amazing MPA Symposium...truly one for the books. Symposium week held many significant events (photos for which you will find throughout this magazine), but I'd like to focus on a few that held special significance for me.

Symposium kicked off with the Corporate Reception; an MPA hosted social for our corporate sponsors. Our sponsors, especially charitable this year, generously donated a combined total of \$65,000. These sponsorships allow MPA to continue hosting our world-class symposium with subsidized event pricing, fund our growing regional chapters and their events, and provide for our future with our scholarship program. We could not operate like we do without them and I'd like to give them another hearty "Thank you!" for their kindness.

One of the many perks I have as Skipper of VP-30 is the opportunity to speak with every new class of aviators and aircrew entering our community. These 'replacement' aviators are always an exceptionally motivated and energetic group; newly out of initial training and eager to begin flying their fleet aircraft. I spend time talking with them about our mission and future, but I first anchor them on our heritage. As the Navy's FIRST (and BEST) aviation community, Maritime Patrol and Reconnaissance warriors have played pivotal roles in all of our major conflicts. Our history is bursting with stories of intrepid aviators, harrowing flights, selfless bravery, and true heroism. Every year those stories come to life for our symposium attendees during our Heritage Presentations and Heritage Dinner.

For our Heritage Presentations, we were honored with two members of VPB-111/VP-21, LCDR Ed LaFontaine and AMM3C Merrill Chruchill, as well as LCDR Louis Conter, VP-11. These three heroes enthralled the crowd with their recollections of WW2 events from their time in the South Pacific. It was too easy to get lost in their descriptive stories and imagine oneself performing a touch-and-go at an enemy airfield or flying low off the Sepik River en route to rescue Australian Coast Watch-



*CAPT David Whitehead, USN*

ers behind enemy lines. The retelling of these stories from the 'Greatest Generation' continue to inspire our community.

That same evening, we held our Heritage Dinner and managed to pack a number of fantastic events into the evening. We commemorated the 102nd Anniversary of ANZAC Day with Australian Air Attaché to the United States, Air Commodore Gary Martin, delivering moving remarks on the formation of the ANZAC alliance and its significance today. Commodore Steve Newlund gave remarks on the disestablishment of Patrol and Reconnaissance Wing TWO in Hawaii and the historical significance of maritime patrol aircraft in that state. We recognized our aircrew and maintainers of the year and crowned VP-8 as our annual ASW Fleet Challenge winner. VP-8 rose to the top in a spirited contest with international crews.

Commodore Ken Seliga was selected for the MOAA Lifetime Achievement Award for his steadfast advocacy for our commu-



nity and his enduring mentorship of many of our community leaders. Vice Admiral Joe Rixey, Director of the Defense Security Cooperation Agency, delivered keynote remarks on the importance of continued cooperation between the United States and our allies and partners. Finally, we inducted two more members into our Maritime Patrol Association Hall of Honor. LCDR Louis Conter, resplendent in his Service Dress Whites, was on hand to accept his award. Also inducted was Air Commodore Leonard Birchall, RCAF, for his conspicuous bravery in flight and his inspirational leadership in numerous prisoner of war camps. These gentlemen, along with our entire Hall of Heroes, serve as guide points for all of our current and future community warriors.

The remainder of the week held many other exciting events. We cut the ribbon on our MQ-4C Triton Training Facility, ushering in a new and revolutionary warfighting system to our community. Our Golf Tournament and 5K raised \$6,500 for our scholarship fund. Our spouses attended a special symposium focused on information vital for our families. Our allies from Australia, the UK, and Norway presented us with briefs on the status of their Maritime Patrol programs.

Finally, we concluded the week with our Flight Suit Social. It was a remarkable three days. I'd like to thank all of those who attended, presented, and especially those who volunteered during the events and kept everything running smoothly. We do this every year, folks, and it just keeps getting better. If you haven't had the opportunity to attend I strongly encourage you to set aside the time for next spring (actual dates coming soon). You won't be disappointed.

I will soon turn over the title of MPA President to my good friend, Commodore Rob Patrick, Commander Patrol and Reconnaissance Wing TEN. Commodore Patrick is a motivating leader and tireless advocate for our community receiving the resources necessary to continue our expanding warfighting relevancy. As the CPRW-10 Commodore, he will better understand the needs of our west coast member base and will work to expand membership and MPA activity in that area. He's going to be fantastic.

Before I sign off on my last PLANESIDE article, I'd like to reflect some on observations I've made during the year as the MPA President and two years as Skipper of VP-30. Our community is in a great place right now and our stock is rising. I joined our community directly in the aftermath of downsizing from 24 to

12 active VP squadrons. Despite having some fantastic leaders, keeping morale high was a challenge. This was exasperated as we entered the 'red stripe' years and we watched our beautiful planes continue to disappear from our flight lines. However, we dug in, proved our skillsets could be used in a variety of missions, and continued to argue the necessity of ASW primacy and a new airframe. We won. Big.

The Poseidon and Triton are more than capable to keep us at the technological edge as potential adversary threats continue to evolve. But it's not the gear that is going to secure the future of our community. Our Aviators and Aircrew are more capable than ever. They are technologically adept, natural multi-taskers, complex problem-solvers, and fiercely patriotic. They will push the evolution of our new airframes to places our oldsters can't fathom. Our job is to enable them, ensure they have the resources necessary to further this community and remove the roadblocks to their innovation. We are in great hands.

Thank you for the honor of serving as your MPA President. I look forward to continuing to advocate for this organization as a Millington Chapter member. I charge all of you to do the same. Please work to grow the MPA member base within your region. I know we have many Maritime Patrol and Reconnaissance heroes who aren't aware of who we are and what we do. Let's bring them into the association and welcome them home.

Finally, I'd like to express an overwhelming feeling of gratitude to the Heimerle Family. Rich, Kristen, and Julie are the brains, muscle, and heart of our association and I'm privileged to have gotten to know them well over the past two years. They are a remarkable MPA and Navy family. May God Bless you all and keep you and our Maritime Patrol and Reconnaissance warriors safe.

*Skipper Whitehead sends...*

Captain David Whitehead  
*President, Maritime Patrol Association, Inc.*



# What's In Your Wallet?

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

Dollar for dollar, you can't argue with the benefits of membership. A year-long membership at \$35 is more than off-set if you are able to attend the annual symposium events (total member savings in 2015 = \$45). PLUS, the association and its regional chapters (Jacksonville, DC, Patuxent River, Whidbey Island, Hawaii and Norfolk) also hold regularly scheduled FREE member events around the country.

Aside from the monetary benefits, the organization and its more than 1,000 members across the country enjoy a level of comradery anchored in Maritime Patrol history that shares no rival. The association boasts representation that spans the spectrum of pay grades, active and retired, uniformed and civilian, which creates invaluable networking opportunities.

Additionally, MPA has partnered with the Wings Over America Scholarship Foundation, which offers college scholarships to dependents of military members from the US Navy's aviation community, and awarded over \$15,000 to a number of outstanding students since 2012.

As time passes and old sea stories of glories past float away in the wind, the Association is a mechanism for the preservation of Maritime Patrol Heritage.

Whether it's the refurbishing of aircraft from a bygone era like the P-2V at NAS Jax or the PBY "Catalina" at NAS Whidbey, members and their dollars are what make it possible. When it comes to money and time well spent, membership in the Maritime Patrol Association stands out as important, beneficial and an *overall outstanding value.*

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



## mpa SCHOLARSHIP 2018

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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 2018 award year will open in October 2017.



# CPRG

## Checking On Station

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

Having just returned from our annual spring Commanders' Conference and Maritime Patrol Association (MPA) reunion at NAS Jacksonville, I wanted to take this opportunity to provide a community update for those able - and unable to attend. Our Symposium theme this year was "Global Partnerships... Built to Endure." With a number of USN and allied aircrews converging on JAX to compete in the Fleet ASW Challenge, this year's Symposium had a decidedly international flavor. This annual venue continues to bloom as those in attendance experience the same sense of camaraderie with old squadron mates and new nuggets that make our community so great to be a part of. We also used this opportunity to pay tribute to Captain Frank Bryant, who passed away in Jacksonville this past February. Frankie was a stalwart of the community, mentor, and friend to many of us and he will be missed.

Since assuming command nearly 21 months ago, I have had the opportunity to visit and talk to our sailors and aircrew both at home and deployed, and I am humbled at the depth of their dedication to our Nation, Navy, and Mission. With the support of their community, friends, and families at home they make the impossible seem easy each and every day. These patriotic Americans, not our hardware, are the reason we are successful. Whether flying the mighty Orion, Aries, Poseidon, or Triton, the services they provide our Fleet Commanders are second to none and demand for their services only increases with each mission success. While this may not seem unusual, keep in mind that they are performing superbly without skipping a beat in the middle of a complex force-wide transition. One example of awe inspiring performance lies in our COMPACFLT Shore Sailor of the Year - AWW1 David Matuska, who represented the community exceedingly well a finalist in OPNAV's Shore SOY competition. Although he was not the overall winner, he's but one example in a force of over 6,000 incredible Sailors who are committed to our mission each and every day ...

As I've alluded before, ours is really more of a force "transformation" as opposed to a simple transition as we prepare to introduce another new member of our MPRF Family of Systems; the MQ-4C Triton. We are now past the planning stages centered on Power Point slides and programmatic Excel spreadsheets and have entered what I consider, "the year of execution" - actually, the first of many... Here is a snapshot of where we are:

- P-8A Poseidon. With 55 of 111 funded P-8As delivered to



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

the Fleet, our transition from P-3 to P-8 is on track with over 50% of the community transitioned and our first west Coast squadron, VP-4, certified safe-for-flight and executing their own P-8 flight schedule. VP-4 will be followed in six month intervals by VPs 47, 9, 40, 1, and 46. The last K-Bay P-3 squadron, VP-9, has deployed and will return to its new homeport NAS Whidbey Island in October. Only VPU-2 and a VP Homeland Defense detachment remain in K-Bay. CPRW-2 has officially turned over operations to CPRW-10 and, as planned, will disestablish on 24 MAY 2017. We will soon be a two-base VP force, Jax and Whidbey Island, but will maintain 12 active component VP squadrons and the FRS. VPU, VQ, and our reserve VP squadrons will phase out over the next four years - their missions subsumed by P-8 and Triton squadrons. We will capture the necessary skillsets and manage detailing of our VQ and VPU personnel billet by billet to assure career opportunities and mission accomplishment through platform retirement. Furthermore, there is growing momentum to buy back to the 117 P-8 inventory objective to meet the requirement established by warfighting analysis.



\* P-8A Aerial Refueling has arrived. In December the P-8A FIT accepted the latest Boeing Training Systems software, which incorporates Aerial Refueling. The visual modeling of the tanker is excellent, perhaps the best representation that VX-20 has seen in a simulator. The aerodynamic interactions between the P-8A and the tanker are not perfect, but are better than anticipated and acceptable for initial training and Fleet Introduction. We anticipate a KC-135 flight clearance in late April. The P-8A FIT will introduce Aerial Refueling to a Fleet squadron later this year ahead of the Advanced Airborne Sensor fleet introduction, giving ample time for tanking proficiency at the squadron level.

- MQ-4C Triton. The Navy's first Unmanned Aircraft System squadron, VUP-19, is up and running out of CPRW-11 in Jacksonville. "Big Red" will receive their first baseline Triton at their detachment in Point Mugu, California later this summer, and VUP-19 crews and maintainers, with PMA-262 sponsorship, have already begun "fly as you fight" training along-side VX-1 testers in PAX River. Our first Triton Maintenance System Trainer was recently delivered to the FRS in JAX and will soon support maintainer Fleet Introduction Training to get VUP-19 safe-for-flight late this year and prepare for an Early Operational Capability (EOC) deployment to 7th Fleet as early as next spring. We will apply our lessons learned with baseline Triton to support the main focus of our persistent ISR efforts, Triton Multi-INT. The greatly expanded capability coming with Triton Multi-INT, the defacto replacement platform for EP-3, will begin to arrive in late 2019 with an EOC in 2020. As Triton inventory grows, Multi-INT will reach Initial Operational Capability (IOC) in 2021 concurrent with VQ disestablishment.

- TacMobile. From a Family of Systems perspective, TacMobile support is critical to operation of P-8A and Triton - I've come to realize during my tour that TacMobile is absolutely foundational to everything we do. With six brick and mortar TOCs and 12 fully manned M-TOCs we can cover all our training, homeland defense, and "hub and two spokes" deployed operations. Our M-TOCs will also be outfitted with the capability to dispatch P-8 transportable media Flyaway Kits (FAKs) in support of short duration detachments. With a robust P-8A and Triton Foreign Military Sales (FMS) program, we are aggressively pursuing increased interoperability with our closest allies to ensure that we can operate from each other's bases as a force multiplier and to expand our expeditionary reach and effectiveness. This effort will require significant technical and policy considerations but is a goal worth pursuing.

- Cooperative Partnerships and Foreign Military Sales (FMS). Evidence of the importance and resurgence of Maritime Patrol Aviation can be found in the strong interest from our allies in procuring P-8A and Triton. While having our allies flying the same airborne ASW and ISR platforms is certainly a force multiplier, as with TacMobile, I am focusing on developing interoperability wherever it can be found.

Australia: The P-8A Cooperative Program continues to be a

bright spot in bilateral partnership with the Australians. I was honored to attend the RAAF P-8A Arrival Ceremony in Canberra, Australia last November where I met with the Australian Chief of Air Force and discussed the USN MQ-4C Triton program. The second of 12 programmed RAAF P-8A aircraft delivered in March, with an expected delivery of one every 3 months thereafter. The RAAF P-8A IOC is scheduled for expected Nov 2017. To date there have been four crews, two maintenance shifts and two MTOC watch and instructor cadre to complete transition syllabus at NAS Jacksonville. The next cadre of aircrew and maintenance will commence training at VP-30 in Jan 2017.

United Kingdom: The UK FMS case is established and the UK MOD has signed Letters of Offer and Acceptance (LOA) for delivery and support 9 P-8As. The first two UK aircraft will be delivered in 2019, three aircraft in 2020, and four in 2021. UK crews will be trained at VP-30, where we currently have 10 UK "seedcorn" instructors on board as non-reciprocal exchanges. Norway: Norwegian Parliament approved pursuit of a P-8 program in December and signed an LOA for 5 P-8A aircraft in March. First aircraft delivery is planned for 2021. We are already seeing an increase in visits from Norway to VP-30 as we work toward establishing a training model similar to that of the UK.

As I wrap this up, please walk away with an important takeaway: your MPRF community is on an incredibly positive vector. It will not be easy to complete this transformation and there will no doubt be challenges as yet unrealized. Despite budget churn, technical hurdles, and the seemingly insatiable demand for our mission products, I am incredibly confident that we will continue to be successful. With the end of my tour as Commander Patrol and Reconnaissance Group in sight, I want to thank each of you who have been involved in architecting and supporting our Family of Systems transition. This tour has been humbling, and rewarding beyond belief...I have to say what an honor it has been to lead and serve the men and women of the Maritime Patrol and Reconnaissance Force (MPRF). Amy and I count our time at CPRG as among the best in our 32 year Navy journey. I will turn over the reins to RDML "Trey" Wheeler in Norfolk on 8 June, 2017 - the community remains in very capable hands as Trey, with the support of his wife Mary, take the conn. I will be pulling chocks and heading to Pensacola this summer to take command of Navy Education Training Command (NETC). Until then, your MPRA community continues to Fly, Fight, and Lead from the front.

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

## 2017 MPA Symposium Review

*“In this current environment, we as a U.S. military cannot get at it alone,”* said guest speaker Vice Admiral Joe Rixey, Director of the Defense Security Cooperation Agency, at the 2017 Maritime Patrol Association (MPA) Heritage Dinner. *“We rely heavily on our network of partners and allies to help share the burden and ensure our global security. We never know when the next round of conflict may emerge, but it is comforting to know that our partners are there with us to get the job done.”*

These remarks in historic hangar 117 on board Naval Air Station Jacksonville last month emphasized the strength of the

global network of partners represented by this year’s MPA Symposium Week theme of “Global Maritime Partnerships: Built to Endure.” The hundreds of attendees included active duty members, veterans and retirees, we well as their guests at events and briefings that took place April 25-28.

The week’s pinnacle event, the Heritage Dinner attracted a crowd of nearly 400 guests, which included reunion groups from the VPB-111/VP-21 Veterans Association, VP-7, and VP-24, as well as members of the British Royal Air Force, the Royal Australian Air Force, and the Royal Norwegian Air Force, all of which our Maritime Patrol and Reconnaissance Force call allies in our efforts to maintain peace and safety around the world.



LCDR (Ret.) Louis Conter is inducted into the MPA Hall of Honor at the 2017 MPA Heritage Dinner on April 26. Left to Right: CAPT David Whitehead, RDML Kyle Cozad, LCDR (Ret.) Louis Conter and VADM Joseph Rixey. Photo courtesy of VP-30.



RDML Kyle Cozad cutting the ribbon for the new Triton facility aboard NAS Jacksonville on April 26, 2017. Photo courtesy of VP-30.

"My time in this community has anchored me on a single truth...we must do this together," said Captain Dave Whitehead, Commander, Patrol Squadron THIRTY, and President of MPA, in his opening remarks at the dinner. "We are the watchers and the guardians. We bring stability and security to the seas so that all may prosper from it...and we do this much more effectively when we operate as one."

Air Commodore Gary Martin, Australian Royal Air Force, spoke about "ANZAC Day", the equivalent to the U.S. Memorial Day, explaining the tradition of remembering those who served and fell in both World Wars, in overseas conflicts and while serving aside the U.S. and others conducting United Nations peacekeeping activities worldwide.

"We gathered - and we shall always gather - not to celebrate a war, but to remind ourselves that we value who we are and the freedoms we have been given," said Air Commodore Martin. "We acknowledge the courage and sacrifice of those who contributed so much in shaping the identity of Australia and New Zealand, and those who continue to serve."

lian and New Zealand, and those who continue to serve."

There are no words better than 'courage and sacrifice' to describe the two Hall of Honor recipients at the Heritage Dinner



Lieutenant Commander Louis Conter, USN (Ret) was inducted into the Maritime Patrol & Reconnaissance Force Hall of Honor at the Heritage Dinner on April 26, 2017 in Historic Hangar 117 during the 2017 MPA Symposium week. Photo courtesy of MPA.

that evening, including a World War II Royal Canadian pilot and 96-year-old LCDR Louis Conter, USN (Ret.), who traveled from across the county to attend the day's festivities and stood proudly in choker whites after his award citation was read.

**Lieutenant Commander Louis Conter, USN (Ret.)** was a 20-year-old Quartermaster 3rd Class on duty on the USS Arizona on the morning of December 7th, 1941. He was one of 335 who survived after the ship's magazine cata-

strophically exploded and sank the ship. He spent that day saving his injured shipmates and the next 10 days and nights in recovery operations. Although previously selected for flight training, his orders were lost with the ship and it was one month before he was able to begin training, earning his pilot wings in November 1942.

Following flight training he was assigned to VP-11, a "Black Cat" Squadron flying wartime night bombing missions in black-painted PBY Catalina seaplanes. He remembers, "We learned to attack the Japanese shipping at 1 AM, as we noticed that was when the ship was most quiet. We would drop our bombs and get out before they would put up much resistance. We would take off at 5:30 every evening and be out for 12-14 hours, return in the morning, eat, sleep on the beach and do it all over again."

Flying one such mission in September 1943, an enemy round pierced his aircraft, causing flares to ignite and forcing the crew to land and abandon the aircraft without survival gear. Conter ordered the crew to "Stay together, hold hands and kick slowly, cause there'll be sharks around. If a shark comes too close, just hit in the nose with your fist as hard as you can." The men helped one another, holding up anyone who weakened. Later that evening, a squadron aircraft which had seen the fire dropped a life raft and the crew was able to make it to the enemy shore on New Guinea. After hiding out for a day the entire crew was rescued by a PT boat and returned to action. Asked years later about the incident, Conter's PPC stated, "I had survival training in the ocean. We had survival training on the job. And my co-pilot, Lou Conter, saved my life." Conter was shot down a second time but was rescued and again immediately returned to duty.

Later that year, over a three night period, his crew rescued 219 Australian coast watchers from New Guinea, flying up



Historic Hangar 117 during the 2017 MPA Symposium Week.

the Sepik River, just off the water with 15 to 20 feet of clearance on each side of the aircraft. Conter recounted, "The Japanese were only one mile away. It was one of the biggest rescues in World War II, but no one knew about it because everything about the coast watchers was top secret in those days." He was subsequently awarded the Distinguished Flying Cross for valor.



Air Commodore Leonard Joseph Birchall, RCAF, (Ret) was inducted into the Maritime Patrol & Reconnaissance Force Hall of Honor at the Heritage Dinner on April 26, 2017 in Historic Hangar 117 during the 2017 MPA Symposium week. Photo courtesy of MPA.

Lieutenant Conter subsequently flew 29 combat missions in Korea and was promoted to Lieutenant Commander in February 1954. He worked until he retired in 1967, establishing the Survival, Evasion, Resistance and Escape (SERE) program for the military. After first not being able to return to visit the USS Arizona because of the pain it held, he now attends Pearl Harbor day celebrations to honor his fallen shipmates.

**Air Commodore Leonard Joseph Birchall, RCAF, (Ret)** was born in St. Catharines, Ontario and entered the Canadian Armed Forces in 1933. He was selected for pilot training in 1937 and, at the outbreak of World War II, was flying convoy and anti-submarine patrols over the North Sea in his Consolidated Catalina PBY, initially from Nova Scotia and subsequently from the Shetland Islands. Following the Japanese attack on Pearl Harbor, his squadron was transferred to the western Pacific to provide a reconnaissance force for the Royal Navy fleet operating there. Flying a patrol two days after his arrival at Ceylon, on 4 April 1942 and at the far edge of his search area, ships were spotted on the horizon. Determined to investigate, he discovered the approaching ships to be the Japanese invasion fleet, including 5 aircraft carriers. His aircraft was immediately set upon by the carrier's fighters but, before being shot down, he was able to successfully notify Ceylon and the Royal Navy fleet at Ceylon harbor of the approaching onslaught. With 3 of his crew dead, Air Commodore Birchall and his remaining crew were picked up by the Japanese and spent the remainder of the war in various POW camps. Of vital importance, the Royal Navy fleet was able to withdraw and Prime Minister Winston Churchill dubbed Air Commodore Birchall, "The Saviour of Ceylon" and added that the saving of the fleet was instrumental in the defeat of the Germans in North Africa, as this fleet was able to move into the Mediterranean.

Serving as the senior Allied officer in four Japanese POW

camps, Air Commodore Birchall was instrumental in decreasing the Allied POW death rate from an average of 30 percent early in the war, to less than 2 percent by war's end. He repeatedly stood up to the Japanese, including striking a guard who was forcing a wounded Australian to work. At a dock-side prison camp later in the war, Birchall ordered all of the prisoners to stop working until sick and wounded men were excused. For all of his efforts, he suffered repeated beatings and solitary confinement. He was finally liberated by American troops on 27 August 1945. His efforts in the POW camps was well known throughout the Allied world and he was recognized by the UK with induction as an officer in the Order of the British Empire, by the US with a Distinguished Flying Cross for his warning to Ceylon and induction as an officer in the Legion of Merit by President Truman for "His legendary exploits throughout Japan that brought renewed faith and strength to many hundreds of ill and disheartened prisoners." Canada recognized him with the Order of Canada and induction into Canada's Aviation Hall of Fame.

Air Commodore Birchall retired in 1967 but remained an

Honorary Colonel at the Royal Military College of Canada until his passing. On that date he had earned five service clasps representing 62 years of service, matched only by one other person - Queen Elizabeth, the Queen Mother.

After inducting the Hall of Honor Class of 2017, the program focused on future of community by awarding recent achievements and bright futures.

"The second reason that our community will continue to flourish is because of the men and women that come to work every day to make it the best community in the Navy," said Vice Admiral Rixey. "We wouldn't be standing here right now if bright, talented, and courageous leaders didn't stick it out and innovate when times were tough. It is far easier to serve and lead in times of growth and healthy funding - it is far more challenging in decline. "

Awards included the Military Officers Association of America Lifetime Achievement Award awarded to CAPT Kenneth Seliga, USN (Ret.); Pilots of the Year, LT Kristofer Hawbaker,



*The visiting members of the Australian Royal Air Force gathered before dinner at the Heritage Dinner on April 26, 2017 in Historic Hangar 117 during the 2017 MPA Symposium Week.*



*CAPT Ken Seliga, USN (Ret.) receives the Military Officers Association of America Lifetime Achievement Award joined by CAPT Dave Whitehead, RDML Kyle Cozad, VADM Joe Rixey and MOAA representative, Paul Frost.*

MPRWS (LANT) and LT Joseph Murphy, VQ-1 (PAC); Naval Flight Officers of the Year, LT Richard Poudrier, VP-30 (LANT) and LT John Coughlin, VP-4 (PAC); Aircrewmembers of the Year, AWO1 Xavier Page, VP-5 (LANT) AWO1 Douglas Blynn, VP-47 (PAC); Maintainer of the Year, AWF1 John Holmes, VPU-2; and Chief Petty Officer of the Year, ATCS Steven Worsham, VP-30. The winning crew of the annual ASW Fleet Challenge was also announced at the dinner. A crew from Patrol Squadron (VP) EIGHT claimed victory over several other aircrews, including those from VP-5, the Royal Australian Air Force and the British Royal Air Force, in a challenge to test their anti-submarine warfare skills against each other.

The Heritage Dinner capped off a symposium day rich in history and reflection, including tours aircraft and the Hall of Heroes, and VP Heritage Presentations by LCDR Louis Conter, USN (Ret.), VPB-111 World War II veterans, LCDR Ed LaFontaine and AMM2 Merrill Churchill, who were featured speakers given the opportunity to share their experiences flying 14-hour Combat Patrols in PB4Y-1 Liberators throughout the Philippine Islands, Borneo, Singapore and the Bintan Straits. Rear Admiral Kyle Cozad, Commander, Patrol and Reconnaissance Group, also has the honor of cutting the ribbon on the opening of the new Triton facility on board NAS Jacksonville. Guests were also able to participate in an industry partner technology expo throughout the day.

On Thursday, the symposium turned its focus on the future by hosting a 200-player golf tournament to benefit the MPA Scholarship fund. At the end of the day, there was one win-



*VADM Joe Rixey speaking at the Heritage Dinner.*

ning golf foursome and more than \$6,500 had been raised for the scholarship fund. The winning foursome included, Curtis O'Neal, Dave Stuckey, Ben Hayes, Josh Lowery.

In April, MPA awarded a combined \$12,000 in scholarships to 12 qualified dependents of past and present MPRF personnel from funds raised at the 2016 symposium. The money raised at this year's golf tournament will go towards funds to be awarded in 2018.

Finally, on Friday symposium guests wrapped up the week with the annual flight suit social at the NAS Jacksonville Officers Club, which included food, drinks and reminiscing among current and former shipmates in a casual atmosphere – it was a late night for most, and a fantastic time was had by all.



*By September Blue Wilkerson  
MPA Member*





The MPRF Heritage Presentation guest speakers appeared before a packed VP-30 auditorium on April 26, 2017. Left to Right: LCDR (Ret.) Louis Conter, LCDR (Ret.) Ed LaFontaine and AMM3C (Ret.) Merrill Churchill. Photo courtesy of VP-30.



The Tech Expo hosted various vendors and contractors in the VP-30 hangar on Wednesday, April 26, as well as static displays and tours of the P-8.



CAPT David Whitehead presents the championship plaque to the winners of the 2017 MPA Scholarship Golf Tournament: Curtis O'Neal, Dave Stuckey, Ben Hayes, Josh Lowery.



RDML Kyle Cozad joins the winning crew of the annual ASW Fleet Challenge at the dinner. An crew from Patrol Squadron (VP) EIGHT claimed victory over several other aircrews, including those from VP-5, the Royal Australian Air Force and the British Royal Air Force, in a challenge to test their anti-submarine warfare skills against each other.



Members of VP-5 on the course during the scholarship golf tournament.



Pre-tournament box lunch at Mulligan's.



Symposium photos courtesy of VP-30.

# IN THE NEWS

## *VP-8 Deploys Aircraft to Search for Missing Republic of Korea Crew*

The U.S. Navy deployed a Boeing P-8A “Poseidon” maritime aircraft to Galeo Air Force Base in Rio de Janeiro, Brazil, April 6 to search for crew members on a missing Republic of Korea vessel.

The Republic of Korea ship, Stella Daisy, departed Brazil March 26, and is believed to have sunk in the South Atlantic with 22 crew members unaccounted for.

An aircraft and crew from Patrol Squadron 8 deployed from Naval Air Station Jacksonville to conduct international search and rescue operations at the request of the Republic of Korea. The approximately 20-person crew departed from NAS Jacksonville to Galeo Air Force Base April 6.

Brazil is one of the nation’s supporting the international search for missing crew members in the Republic of Korea vessel Stella Daisy’s last known location. The government of Brazil has authorized the P-8A aircraft to operate from Galeo

Air Force Base in Rio de Janeiro, Brazil. Operating out of Brazil will allow the P-8A missions to remain over the search area longer while supporting international efforts to locate the missing crew members. The U.S. is contributing this air asset to the international search and rescue effort being led by the Uruguayan Navy.

U.S. Naval Forces Southern Command/U.S. 4th Fleet (USNAVSOF/FOURTHFLT) fulfills the maritime role within U.S. Southern Command’s joint and combined military operations. USNAVSOF/FOURTHFLT employs maritime forces in cooperative maritime security operations to maintain access, fortify the ability of U.S. forces to work together with partner nations, and build enduring partnerships with the ultimate goal of enhancing regional security and promoting peace, stability and prosperity in the Caribbean, Central and South American regions. ★

*By U.S. Naval Forces*

*Southern Command/U.S. 4th Fleet Public Affairs*

*Published in Jax Air News, April 12, 2017*



*Aircrewmen assigned to Patrol Squadron 8 perform pre-flight procedures aboard a P-8A “Poseidon” maritime aircraft in preparation to support search and rescue efforts for the missing Republic of Korea cargo ship crew in the 4th Fleet area of operations. Photo by MC2 Clay Whaley*



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# IN THE NEWS

## *New Triton Training Facility Opens*

Northrop Grumman Corporation representatives officially turned over the new Triton Unmanned Aerial Systems Operator Training Facility to the Navy during a ribbon-cutting ceremony aboard NAS Jacksonville April 27. The event was held in conjunction of the 2017 Maritime Patrol Association Symposium.

“We stand in front of a building that is more than just a building. It is the home of the Triton mission systems trainer where in just a few short months, a large group of aircrew will parade through these doors to learn the ins and outs of this transformational platform,” said Doug Shaffer, Northrop Grumman Corporation vice president and Triton program manager.

“This new platform will give unbelievable persistence and domain awareness to maritime patrol. If you look back at

the past couple months and the success the Triton system has had with the community we’ve made many strides. Unmanned Patrol Squadron (VUP) 19 was commissioned in October 2016, all the hardware for this training facility has been installed, we’re delivering our first two aircraft to Point Mugu later this year and plan to deploy the aircraft in 2018. This is definitely a team effort between industry teams, the acquisition community and the fleet.”

“This year is all about execution,” said Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Wing.

“On May 8, 2009, I had the honor of cutting the ribbon to open Hangar 511. Now, we are here cutting the ribbon for this Triton Training Facility. It’s really the golden spike of our railroad. Since I left Wing Eleven, \$267 million has been invested in our maritime community. We’ve come a long way. This is a historic day for us and it’s really exciting to be part of all this.



Rear Adm. Kyle Cozad, commander, Patrol and Reconnaissance Wing (right), and Doug Shaffer, Northrop Grumman Corporation vice president and Triton program manager, cut the ribbon to signify the opening of the new Triton Unmanned Aircraft Systems Operator Training Facility at Naval Air Station Jacksonville April 26 as Joe Richards, Naval Air Systems Command PMA-262 operations lead for aircrew training looks on. The building houses training classrooms where pilots learn to fly missions with the MQ-4C Triton Unmanned Aircraft Vehicles. Photos by Kaylee LaRocque.

Guests were invited to view the new facility where Cmdr. Joe Opp, Triton UAS Operator Training Facility Officer in Charge, explained the pilot training pipeline and some of the features of the new system.

“Our job is to track contacts and provide data to the fleet,” said Opp.

“This data provides pattern of life and gives updates on where the contacts are so the battle groups have current information.”

“The pilots start in a classroom setting, learning emergency procedures, what the system does, how it works and the parts of the aircraft,” explained Opp. “The next curriculum allows them to learn the software and the scenarios in the fleet before working their way up to a NATOPs [Naval Air Training and Operating Procedures Standardization] check. They will then complete a tactical phase before being assigned to VUP-

19 as a pilot of these unmanned aircraft.”

“So when they leave here and arrive at VUP-19, they can be certified as plane commanders,” he added. “When they arrive at the squadron, the pilots are put on a watchbill to fly. These aircraft will fly 365 days a year, 24/7 around the world.”

VUP-19 currently operates out of Naval Air Station Jacksonville and is the first Navy unmanned aircraft squadron. The first two aircraft will arrive at NAS Point Mugu, California, later this year with their first deployment scheduled for 2018.



*By Kaylee LaRocque, NAS Jax Public Affairs Officer*

*Published in the Jax Air News, May 3, 2017*



UAS Operator Training Facility Officer in Charge Cmdr. Joe Opp (right) explains the training pipeline for MQ-4C Triton pilots at the Triton Unmanned Aerial Systems Operator Training Facility April 26. Photos by Kaylee LaRocque.



# COMMUNITY

## *VPB-111/VP-21 Reunion Joins 2017 MPA Symposium*

*P*atrol Bombing Squadron ONE HUNDRED ELEVEN (VPB-111) and Patrol Squadron TWENTY ONE (VP-21) Veterans Association members chose the Maritime Patrol Association (MPA) 2017 Symposium to be their biennial reunion venue in Jacksonville, Florida. Established on 30 July 1943 Bombing Squadron ONE-HUNDRED ELEVEN (VB-111) began its storied career in Norfolk, Virginia. This Navy PB4Y Liberator squadron served in England, North Africa and the Pacific during World War TWO. Its lineage evolved flying the PB4Y-2 Privateer and P4M-1 Mercator aircraft before being re-designated Patrol Squadron TWENTY-ONE (VP-21) on 1 September 1948 flying the P2V-5F and P2V-7 Neptune aircraft arriving at Naval Air Station Brunswick, Maine in 1954. VP-21 was disestablished 21 November 1969.

Over subsequent years alumni members of VPB-111 and VP-21 held separate reunion gatherings until lineage research uncovered the fact of their common heritage. As a result, the VPB-111/VP-21 Veterans Association was formed and

members have enjoyed joint reunion activities in a variety of recent locations such as Portland, ME, Hilton Head, SC, Bronson, MO, Charleston, SC, Virginia Beach, VA, Pensacola, FL and the Sixteenth Biennial Reunion at NAS Jacksonville, FL in partnership with the MPA 2017 Symposium. This venue was considered a natural fit to celebrate our rich heritage among past and present MPA comrades. Thirty VPB-111/VP-21 alumni, spouses and significant others, traveling as far away as Alaska, participated in this biennial gathering of ship-mates.

The Hilton Garden Inn Jacksonville/Orange Park, FL was reunion headquarters with most members checking in on Monday, 24 April. Contracted NAS JAX Morale, Welfare and Recreation Motor Coach transportation provided a Tuesday, 25 April visit to historic St. Augustine, FL with an Old Town Trolley Sights Tour of America's Oldest City.

Wednesday, 26 April was a fully packed schedule of MPA Symposium events that offered a current operations overview,



*The VPB-111/VP-21 group gathered for a reception at the Hilton Garden Inn Jacksonville/Orange Park before attending the 2017 MPA Heritage Dinner on board NAS Jacksonville on April 26, 2017. Reunion Group Photo by Lisa Busuttill, Hilton Garden Inn Jacksonville/Orange Park.*

P-8 and P-3 Aircraft Tours and P-8 Simulator demonstrations for our VPB-111/VP-21 Veterans. The highlight of the 2017 Heritage Presentations was two of our VPB-111 World War II veterans, LCDR Ed LaFontaine and AMM2 Merrill Churchill, were featured speakers given the opportunity to share their experiences flying 14-hour Combat Patrols in PB4Y-1 Liberators throughout the Philippine Islands, Borneo, Singapore and the Bintan Straits.

Reunion festivities continued Wednesday evening at the MPA Heritage Dinner held in Ceremonial Hangar 117. With thanks to Kristen Heimerle-Kirkland, MPA Director, our VPB-111/VP-21 Veteran Members were welcomed with reserved tables appropriately displayed with our squadron logo center piece decorations. The pre-dinner reception was a great opportunity for our veterans to meet and share sea stories with MPA members past and present. This informal setting was a perfect venue to reinforce mutual bonds of fellowship with the



*The VPB-111/VP-21 reunion group visited historic downtown St. Augustine and toured the sites. Photo by CAPT C. Carter Nute, USN (Ret).*



*VPB-111 World War II veterans, LCDR Ed LaFontaine (center) and AMM2 Merrill Churchill (right), were featured speakers given the opportunity to share their experiences flying 14-hour Combat Patrols in PB4Y-1 Liberators throughout the Philippine Islands, Borneo, Singapore and the Bintan Straits. Photo by CAPT C. Carter Nute, USN (Ret).*

incumbent generation of MPA professionals. However, none of the MPA junior officers accepted the offer to trade places with our intrepid veteran aviators.

Our Biennial Reunion Business Meeting was held Thursday morning, 27 April for old and new business discussions, selection of the next biennial reunion site (Brunswick, ME), nominations and approval of our slate of Association Officer assignments, and the conduct of a time honored "Two Bell Ceremony." This ceremony acknowledges the passing away of members who are reported deceased since our 2015 Reunion. Two Bells are rung as each name is read to honor their service to our nation. Fifty-one (51) names were added to our deceased roster as their remembrance was closed by the trumpet sound of "Taps" played by our own 95 year old veteran, LCDR Ed LaFontaine. A Thursday evening visit Whitey's Fish Camp gave us an opportunity to to close the day's activities and enjoy this local eclectic eatery.

Several diehard VPB-111/VP-21 members stayed on to enjoy the MPA Friday evening Flight Suit Social. This farewell event was a fitting conclusion to a memorable reunion week with our beloved MPA community members.★

*By CAPT Charles Carter Nute, USN (Ret)  
VPB-111/VP-21 Veterans Association,  
Board of Directors/Reunion Co-Chairman  
MPA Plankowner Member since February 2012*



*Above: The VPB-111/VP-21 reunion group had special reserved seating at the 2017 MPA Symposium Heritage Dinner on April 26. Photo by CAPT C. Carter Nute, USN (Ret).*

*Below: Whitey's Fish Camp was the site of a reunion group dinner on Thursday, April 27th. Photo by CAPT C. Carter Nute, USN (Ret).*

*CAPT Nute's MPRF assignments included VP-21 (P-2's) 1965 - 1967; VP-23 (P-3's) 1971 - 1973; VP-31 (P-3's) 1974 - 1977; VP-9 (P-3's XO/CO) 1979 -1981; Commander Patrol Wing ONE/Commander Task Force SEVENTY-TWO (Commodore) 1986 - 1988.*





## VPB-111/VP-21 Lineage

Established	Bombing Squadron ONE HUNDRED ELEVEN (VB-111)	30 July 1943 in Norfolk, VA
Redesignated	Patrol Bombing Squadron ONE HUNDRED ELEVEN (VPB-111)	1 October 1944
Redesignated	Patrol Squadron ONE HUNDRED ELEVEN (VP-111)	15 May 1946
Redesignated	Heavy Patrol Squadron (Landplane) ELEVEN (VP-HL-11)	15 November 1946
Redesignated	Patrol Squadron TWENTY ONE (VP-21)	1 September 1948
Disestablished		21 November 1969 at NAS Brunswick, ME

PD4V-1 Liberator



1943

PD4V-2 Privateer



1945

P4M-1 Mercator



1950

P2V-6 Neptune



1953

***The Maritime Patrol Association would like to thank  
CAPT Nute Carter, USN (Ret) and the entire  
VPB-111/VP-21 Reunion Group for their fantastic showing at the  
2017 MPA Symposium events!***

**Interested in hosting your reunion group events alongside the MPA Symposium?  
Contact us for future dates and details at:  
[info@maritimepatrolassociation.org](mailto:info@maritimepatrolassociation.org)**

**Hosting a reunion group event ANYWHERE? Send us a write up on the festivities and  
photos (including captions and photo credit) and we'd be happy to include your  
event coverage in PLANESIDE!**

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[www.maritimepatrolassociation.org/hallofhonor](http://www.maritimepatrolassociation.org/hallofhonor)

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Captain  
**Vince Anania**



Captain  
**Fernald Anderson**



**Mr. Jay Beasley**



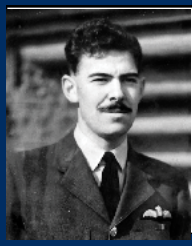
Squadron Leader  
**Terrence Bulloch**  
*Royal Air Force*



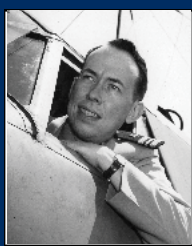
Commander  
**Scott Carpenter**



Chief Petty Officer  
**Carl Creamer**



Flight Lieutenant  
**John Cruickshank**  
*Royal Air Force*



Rear Admiral  
**Thomas Davies**



Captain  
**Arnold J. Isbell**



Commander  
**Paul Lloyd Milius**



Captain  
**Norman "Bus" Miller**



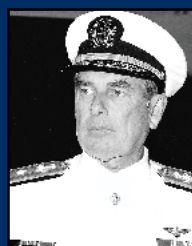
Admiral  
**Thomas Moorer**



Rear Admiral  
**Paul J. Mulloy**



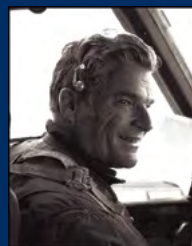
Master Chief  
**John Rosa**



Captain  
**Byron "Jake" Tobin**



Commander  
**Kenneth D. Walker**



Vice Admiral  
**Edward Waller**



Commander  
**David Weisbrod**



Rear Admiral  
**Daniel J. Wolkensdorfer**

# COMMUNITY

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## *‘Mad Foxes’ Win First P-8A Battle ‘E’*

Commander, Naval Air Forces (CNAF) awarded the 2016 Atlantic Fleet Battle Efficiency (“E”) award to the Mad Foxes of Patrol Squadron (VP) 5.

The Aviation Battle “E” is an annual award recognizing a command for its display of exceptional performance, efficiency, and mission readiness throughout the year. VP-5 was one of 6 Patrol Squadrons competing for the Battle “E”, and is the first P-8A squadron to garner the award.

“This award is the result of the hard work and professionalism of the men and women of VP-5,” explained Lt. Cmdr. Brett Stauffer.

“We’re really proud of what we’ve accomplished, both at home and on deployment.”

VP-5 recently completed the P-8A Poseidon’s first dual site deployment, with the squadron divided between Japan and Southwest Asia.

During the highly successful deployment, the Mad Foxes achieved a 99 percent mission completion rate while executing 5,016.5 flight hours in some of the most arduous conditions around the world.

This included 1,430 hours in the first P-8A deployment to the desert environment of 5th Fleet.

“We attribute the high degree of success we achieved on deployment to a few factors: an emphasis on quality maintenance, tactically focused and talented aircrews and outstanding support from our families back home,” said Command Master Chief Joshua Davis.



AM2 Jessica Diaz, of the VP-5 “Mad Foxes,” places the Battle Efficiency “E” on one of the squadron’s P-8A Poseidon aircraft. The squadron is the first P-8A squadron to earn the coveted award for exceptional performance, efficiency and mission readiness. Photo courtesy of VP-5

Leading up to deployment, the Mad Foxes demonstrated their professionalism during various inspections such as the Commander, Patrol and Reconnaissance Wing Eleven Maintenance Program Assist, and Commander, Patrol and Reconnaissance Group Conventional Weapons Technical Proficiency Inspection. The inspection cycle culminated with the CNAF Aviation Maintenance Inspection. VP-5 achieved an outstanding 98.4 percent, ranking in the top five of the last 100 inspections. With an average aircraft fully mission capable rate of 83.2 percent, Mad Fox combat aircrews amassed a total of 415.6 hours of submarine contact.

Mad Fox families were also a key component of the squadron's success. The command ombudsman provided the Family Readiness Group with a direct link to the commanding officer throughout the deployment. Families stayed engaged with the squadron throughout the home cycle and deployment by participating in various events such as children and adult holiday parties and a pre-deployment social and information meeting.

The Mad Foxes' commitment to safety, process improvement and excellence on station led to them surpassing more than 207,457 hours and 38 years of mishap-free flight operations in FY16. The Battle "E"--their ninth award in over 69 years--sets a high standard of achievement for the squadron to re-

peat as they prepare for their next deployment to the 6th Fleet area of responsibility this fall.



*By Lt. j.g. Steve Mehr, VP-5 PAO*

*Published in the Jax Air News, February 8, 2017*



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# COMMUNITY

## *VP-45 Responds to Clyde Challenger SAR Effort*

*H*er Majesty's coast guard received an emergency beacon from Clyde Challenger, a 60-foot sailboat transiting from the Azores back to the United Kingdom (UK), Feb. 10.

The sailboat took on a rogue wave which snapped its mast, leaving it stranded in a severe sea state and weather conditions.

A nearby ship, UK tanker CPO Ferdinand, responded to the distress signal and shielded and monitored the vessel until further relief could arrive.

Sailors from the "Pelicans" of Patrol Squadron (VP) 45 responded to the call, and dispatched two crews and two P-8A Poseidon aircraft to provide aerial coverage while waiting for Royal navy destroyer HMS Dragon (D35) to arrive on station.

"P-8 presence on station provided continuous, rescue scene condition updates to Her Majesty's coastguard and facilitated a communications relay between the Clyde Challenger crew and the HMS Dragon," said Lt. Rodrigo Cunha, VP-45 tactical coordinator.

Lt. Lindianna Steffan, mission commander, and her P-8 crew arrived on station and established a 30-minute communications window with Clyde Challenger, maintaining updates on the crew's status and overall health of the vessel.

"It was a privilege to be the communications relay and provide the crew with any updates to the status of their rescue," said Lt. Caroline Sabatt, VP-45 tactical coordinator.

"We were thrilled to be able to inform them when the HMS



Cmdr. Jason Williamson, (left) and Lt. Bob Valentich, both assigned to VP-45, fly a P-8A Poseidon aircraft during qualification training, Nov. 17, 2016. The squadron is trained to conduct a full spectrum of joint naval operations – including search-and-rescue – often in concert with allied, joint, and interagency partners. Photo by MC2 Ramon Go.

Dragon was inbound and provide their instructions for rescue. You could hear the relief in their voices knowing that help was on the way and the rescue would commence soon.”

Dragon was conducting routine operations when the ship was diverted to assist in the rescue operations. The second P-8A crew, led by Lt. Cmdr. Michael Winters remained on station and assisted vectoring Dragon to intercept Clyde Challenger.

The crew was able to maintain eyes on Clyde Challenger and witnessed four of the crewmembers’ safe transfer from the sailboat to Dragon. All 14 personnel on Clyde Challenger were safely rescued.

“Supporting this mission highlights the P-8A’s ability to respond quickly to a crisis situation, in this case 1,500 nautical miles from home base,” said Capt. Bill Ellis, commander, Task Force 67.

“While on scene, our crews were able to monitor and provide updates of the Clyde Challenger through the night, and help coordinate the arrival and rescue efforts of the HMS Dragon. For the crew of the Clyde Challenger and their worried family members at home, it’s reassuring to know that someone is watching over them while help is on the way. I’m very proud of the VP-45 Pelicans for their rapid response and role in this rescue at sea.”

VP-45 is in the U.S. 6th Fleet area of operation in support of U.S. national security interests in Europe and Africa.

The P-8A Poseidon is a long-range, anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft.

As the Navy’s replacement platform for the P-3C Orion, the P-8A is capable of broad-area maritime and littoral operations.

★  
By VP-45 Public Affairs  
Published in the Jax Air News, February 22, 2017

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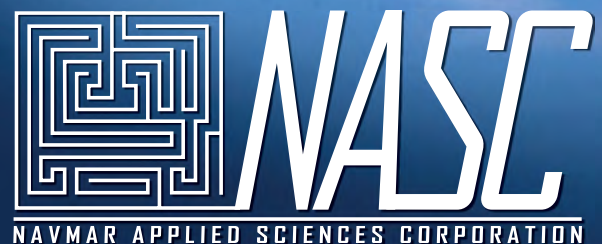


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# COMMUNITY

## *'War Eagle' Named Naval Air Force Atlantic Sailor of the Year*

Naval Aircrewman Operator First Class (NAC/AW/SW) Marc Deskin was chosen as Naval Air Force Atlantic's Sea Sailor of the Year.

Deskin, a Winston-Salem, North Carolina native has been with VP-16 for over 2 and a half years as an Electronic Warfare Operator (EWO) onboard the P8-A Poseidon Maritime Patrol and Reconnaissance Aircraft. He currently serves as the Training Department Leading Petty Officer and is a Weapons and Tactics Instructor EWO, the highest possible level of qualification achievable by a Naval Aircrewman.

His work in his department, as well as his exceptional instructor abilities, led to his selection as the Patrol Squadron (VP)-16 Sailor of the Year. This highly prestigious squadron accomplishment entered him into more competitive selection pool to contend against all the Maritime Patrol Squadron's Sea Sailors of the Year. At the Commander Patrol and Reconnaissance Group selection board, Deskin was announced as the CPRG Sea Sailor of the Year.

He was further advanced to the Naval Air Forces Atlantic Sea Sailor of the Year selection board. The odds were raised from initially competing with more than 200 Sailors in VP-16, to more than 30,000 Sailors serving in Naval Air Forces Atlantic. Deskin said, "Representing the War Eagle family was a truly humbling and amazing opportunity. Having the platform to meet Sailors from every warfare community throughout our Navy was an overwhelmingly positive and surreal experience."

Before competing for Sea Sailor of the Year at U.S. Fleet Forces Command, Deskin was selected to be commissioned as a Limited Duty Officer. The LDO ranks will benefit greatly from Deskin's outstanding leadership and dedication to the mission of the Navy.



(From left) Rear Adm. Bruce Lindsey, commander, Naval Air Force Atlantic (CNAL), AW1 Marc Deskin, AO1 Christopher Carter and Force Master Chief Bill Smalts gather for a photo after Deskin and Carter were named as CNAL's 2016 Sea and Shore (respectively) Sailors of the Year. Photo by VP-16.



By Lt. j.g. Justin Sabelhaus, VP-16 Public Affairs Officer  
Published in the Jax Air News, April 26, 2017



# COMMUNITY

## *Golden Swordsmen Return from Successful Deployment*

OAK HARBOR, Wash. – The “Golden Swordsmen” of Patrol Squadron (VP) 47 returned to their new home at Naval Air Station (NAS) Whidbey Island on March 9th after a successful dual-site deployment.

VP-47 was deployed to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa, Japan, and to the U.S. 4th Fleet AOR at Comalapa, El Salvador since September 2016. Additionally, the squadron sent detachments to the Republic of Korea, New Zealand, the Republic of Djibouti, Curacao, the Kingdom of Thailand, and the Republic of the Philippines.

The Golden Swordsmen flew 503 sorties, accumulating 2,822

flight hours with a 94% mission completion rate over the 6-month deployment, and were key participants in several multilateral exercises, including Invincible Spirit 2016, Sea Survet 2017-1, and Keen Sword 2017. They also provided critical humanitarian assistance and disaster relief support in New Zealand following a 7.8-magnitude earthquake November 14.

“I couldn’t be more proud of the Golden Swordsmen team this deployment,” said Cmdr. James Imlah, VP-47’s executive officer. “They rose to the challenge and executed the mission flawlessly.”

For the first time in more than 52 years, VP-47 returned to NAS Whidbey Island after the deployment. The squadron



OAK HARBOR, Wash. (Mar 7, 2017) Lt. Cmdr. Michael Lynch, assigned to Patrol Squadron (VP) 47, is greeted by his family on the flight-line at Naval Air Station Whidbey Island. VP-47 returned from deployment to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa, Japan, and to the U.S. 4th Fleet AOR at Comalapa, El Salvador. (U.S. Navy Photo by Lt. j.g Matthew Baker/Released)



OAK HARBOR, Wash. (Mar 1, 2017) Family members of Patrol Squadron (VP) 47 Sailors wait to greet their loved ones on the flight-line of Naval Air Station (NAS) Whidbey Island. VP-47 returned from deployment to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa, Japan, and to the U.S. 4th Fleet AOR at Comalapa, El Salvador. (U.S. Navy Photo by Lt. j.g. Matthew Baker/Released)

was previously home-ported at Marine Corps Base Hawaii, in Kaneohe Bay, and conducted a permanent duty station change in conjunction with the deployment. VP-47 is the second of three Hawaii-based squadrons to make the move to Whidbey Island.

"It is a bittersweet feeling leaving our home in Hawaii, but we are extremely excited to be coming to Washington," said Im-lah. "The people of Whidbey Island have done an exceptional job of making us feel welcome and making our transition as seamless as possible."

This was the Golden Swordsmen's final deployment with the P-3C Orion aircraft. VP-47 flew the Orion for over 50 years. They will be transitioning to the Boeing P-8A Poseidon over the course of 2017.

For more news from Commander, Naval Air Forces, visit <http://www.navy.mil/local/airpac/>.



By Lt. j.g. Matthew Baker, Patrol Squadron 47 Public Affairs

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# COMMUNITY

## *'War Eagles' Return to Scotland for NATO Exercise*

The "War Eagles" of Patrol Squadron (VP) 16 detached to Northern Scotland in early April to participate in Exercise Joint Warrior. Operating out of Royal Air Force Lossiemouth, VP-16 purpose was to provide the Navy's maritime patrol and reconnaissance aircraft (MPRA) real world international experience operating in conjunction with partner countries.

VP-16 supported the exercise with two P-8A's and 38 Sailors consisting of aircrew and maintenance professionals. Joint Warrior is held twice a year, once in the spring and fall. The purpose is for North Atlantic Treaty Organization (NATO) countries to simulate a wartime environment testing the interoperability of allied forces during one of the organization's largest exercises. The exercise challenges air, sea, and land-based platforms to perform their respective tasks to ensure mission success.

Joint Warrior participants included Belgium, France, Germany, Netherlands, Norway, Spain, United Kingdom, and the

United States. The allied countries providing MPRA assets included the German variant of the Lockheed P-3 Orion and the French Breguet Atlantique 2.

The primary purpose of MPRA was to detect and deter 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 are critical to ensure NATO forces continuously improve their capability to operate proficiently with other allied forces.

AWO3 ShaneTanguay, an electronic warfare operator said, "This detachment is important to the MPRA community to help foster stronger relationships with our NATO allies. We were able to build a lethal force and had to find innovative ways to combat the language barriers and differences in tactics we faced on station.



*By Lt.j.g Justin Sabelhaus, VP-16 Public Affairs Officer  
Published in the Jax Air News, May 11, 2017*



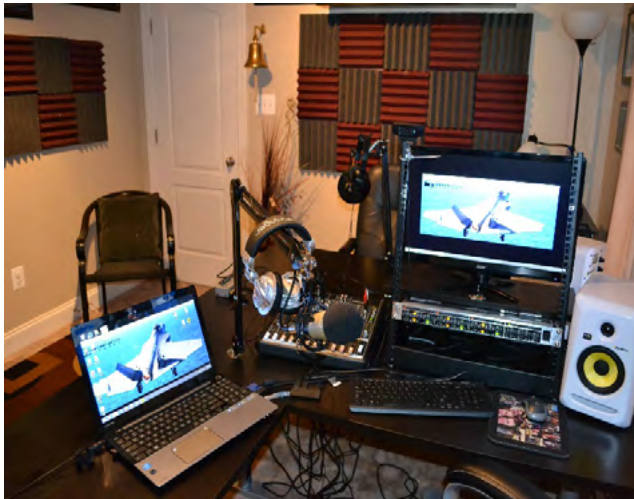
Patrol Squadron 16 aircrew present a P-8A "Tail Flash" to Vice Chief of Defense Staff Gordon Messenger of the Royal Marines during Exercise Joint Warrior. Courtesy photo of VP-16.





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## The Hangar Deck Podcast Crew

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

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

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

# COMMUNITY

## *CPRW-11 Sailors Visit Sonobuoy Manufacturer Sparton*

On 21 Feb 2017, 14 Aircrew, Sailors, and Meteorologists from CPRW-11 made the 100 mile trip south from NAS Jacksonville to DeLeon Springs, FL to visit the Sparton Electronics sonobuoy manufacturing facility. The Sparton facility is one of only two US facilities where sonobuoys are manufactured for the USN and Allied Nations conducting Air-ASW operations. (Sparton's Joint venture partner Ultra (Columbia City, IN)) is the other Sonobuoy manufacturer.

The visit provided an opportunity for professional development and an exchange of information for the visiting Sailors, and a rare opportunity for Sparton's production floor professionals to meet and speak with the actual 'end-users' of the sonobuoys they produce. The Sparton personnel were especially gratified to see 'real live' Aviators in flight suits and the maintainers as well.

The production floor tour lasted almost three hours providing the Sailors with an overview of assembly and in-process testing that occurs on the five production lines for Q36B, Q53G, Q62F, Q101B and the Q125.

Joining the CPRW-11 Staff personnel were the VP-5 Mad Foxes, VP-8 Tigers, VP-16 War Eagles and the NAS JAX Naval Oceanography ASW Detachment. The group collectively expressed how much they learned through seeing the production floor and talking with so many Sparton employees.

"It was a pleasure to host sailors from NAS Jacksonville," said Jim Lackemacher, Group Vice President of the Sparton Engineered Components and Products Segment. "They represent the pilots, air crew, and ground support personnel that use the sonobuoys we build."



Wing ELEVEN Crews and Maintainers beginning their tour of the Sparton Sonobuoy Production Lines, 21 Feb 17. Photo by Dan Alred of Sparton Electronics

After a brief exchange of patches, momentos, and thank yous, the CPRW-11 personnel RTB'd to NAS JAX with a better understanding of the sonobuoys they rely on each day.



*By Chuck Sitarski, Sparton Electronics*



*Photos by Dan Alred of Sparton Electronics. The tour concluded with a summary of the evolution of Sparton Sonobuoys from yesterday's LOFAR and CASS Buoys...*



*... to today's GPS capable DIFARS and DICASS; as well as to the MAC Buoys.*



# COMMUNITY

## *VP-10 'Red Lancers' Return from Deployment*

The VP-10 "Red Lancers" have returned home to NAS Jacksonville following a routine six-month deployment in the western Pacific in support of Commander, Task Force (CTF) 72.

The squadron, attached to Commander, U.S. 7th Fleet Area of Operations, and led by Commanding Officer Cmdr. Alan Miller, consists of 272 personnel and six P-8A "Poseidon" aircraft.

"The Red Lancers exceeded all expectations in the area of responsibility and our impact has been immeasurable," said Miller. "Our success is clearly a testament to the experience, efforts and hard work of each and every Red Lancer."

VP-10's mission is to operate P-8A aircraft utilizing the anti-submarine warfare (ASW) and intelligence, surveillance and reconnaissance (ISR) capabilities of the aircraft.

After a successful transition period from the P-3C Orion, the Red Lancers flew the new P-8A Poseidon for the first time operationally.

VP-10 participated in several international, bi-lateral naval exercises, air shows and engagements interacting with foreign navies and air forces from around the world to include the Republic of the Philippines, Brunei, Australia, Singapore, Sri Lanka, India, Thailand, the Republic of Palau and Japan.

Additionally, they conducted ASW and ISR missions and provided maritime domain awareness to supported units throughout the Pacific theater.



*By Jax Air News Staff*

*Published in the Jax Air News, April 5, 2017*



*Lt. j.g. Fiona McCoy of VP-10, is smothered with kisses from her "kids" aka Maggie and Murphy as she arrives home from a seven-month deployment to Japan April 1. Photos by Kaylee LaRocque.*



AWO3 Jonathan Ilinets of VP-10 happily greets his children after arriving home to NAS Jacksonville from a seven-month deployment to Japan April 1. Photos by Kaylee LaRocque.



Cmdr. Michael Albus, VP-10 executive officer, gets lots of hugs from his four children as he arrives home to NAS Jacksonville April 1 after a seven-month deployment to Japan. Photo courtesy of VP-10.



AWO2 Kurt Candler opens a gift from his wife, Davika at the VP-10 homecoming April 1 at NAS Jacksonville. Photos by Kaylee LaRocque.

# COMMUNITY

## *West Coast Battle “E” Recipients*



VQ-1 Awarded Battle ‘E’. OAK HARBOR, Wash. (March 9, 2017) Commander, Naval Air Force, U.S. Pacific Fleet Vice Adm. Mike Shoemaker (right) presents the Battle ‘E’ award to Commanding Officer Fleet Air Reconnaissance Squadron (VQ) One Cmdr. Richard Payne onboard Naval Air Station Whidbey Island. VQ-1 was awarded the Battle ‘E’ for demonstrating the highest overall readiness and efficiency. (U.S. Navy photo)



Battle ‘E’ Goes to VP-46. OAK HARBOR, Wash. (March 9, 2017) Commander, Naval Air Force, U.S. Pacific Fleet Vice Adm. Mike Shoemaker (right) presents the Battle ‘E’ award to Commanding Officer Patrol Squadron (VP) 46 Cmdr. Chad J. Livingston onboard Naval Air Station Whidbey Island. VP-46 was awarded the Battle ‘E’ for demonstrating the highest overall readiness and efficiency. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alex Cole/Released)



# COMMUNITY

## *Patrol Squadron NINE Holds In-Flight Change of Command*

**O**KINAWA, Japan (May 5, 2017) - Cmdr. Jeffrey M. Bowman assumed command of Patrol Squadron (VP) 9 from Cmdr. Elizabeth A. Regoli in a ceremony which was held in-flight on May 5, 2017. Bowman became the 68th VP-9 skipper since the squadron's establishment in 1951.

During her tenure, Regoli led the VP-9 "Golden Eagles" through an intensive Inter Deployment Readiness Cycle and three months of a dynamic dual-theater deployment in Asia and South America, fulfilling Maritime Patrol and Reconnaissance support in the U.S. 4th and 7th Fleet Areas of

Responsibility (AOR) from April 2016 to May 2017. Under her leadership, VP-9 successfully executed 1600 deployment flight hours with a 99 percent mission completion rate and surpassed a milestone 38 years and 216,000 hours of mishap free flying. Regoli's next assignment will be a Battalion Officer at the United States Naval Academy.

"It has been a privilege and an honor to work with the nation's finest Sailors every day at VP-9. The Golden Eagles have answered every challenge, met every goal and remain poised and ready for continued operational success," said Regoli. This is Bowman's second tour with a Hawaii-based squadron, having previously served with the "Golden Swordsmen" of



KADENA AIR FORCE BASE, Okinawa (May 5, 2017) – Cmdr. Elizabeth Regoli stands relieved as the Commanding Officer of Patrol Squadron (VP) 9 from Capt. Richard Prest following an in-flight change of command over Kadena Air Force Base on May 5, 2017. The in-flight ceremony made Cmdr. Jeffrey Bowman the 68th commanding officer of VP-9 since its establishment in 1951. VP-9 is currently deployed to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa and to the U.S. 4th Fleet AOR at Comalapa, El Salvador. (U.S. Navy Photo by Mass Communication Specialist 2nd Class A.L. Porter/Not Released)



VP-47 for his department head tour in 2011. His previous tours include VP-10, VP-30, C7F Targeting Officer and the Naval War College. He will lead VP-9 through their move to Whidbey Island, Washington following a six month deployment as they transition from the P-3C Orion maritime patrol aircraft to the P-8A Poseidon.

"I am honored and humbled to have the opportunity to lead this great team of professionals. Our hard work and dedication is paying dividends in the form of our early successes both here (in Kadena) and in the U.S. 4th fleet. We are nowhere close to the finish line so I ask you stay the course, work hard every day, prepare for challenges and avoid distractions. Remember, this is VP-9's last P-3 deployment, so decades of Golden Eagles are counting on us to finish strong." said Bowman in his first address to the command as Skipper.

Kirkland. He is joining VP-9 from a tour at Navy Personnel Command as the Washington, D.C. Placement Officer. Kirkland's previous tours include VP-47, Naval Strike and Warfare Center, USS RONALD REAGAN (CVN 76), VP-30 and VP-45.

VP-9 is currently deployed to the U.S. 7th Fleet AOR at Kadena Air Base, Okinawa, Japan, and to the U.S. 4th Fleet AOR at Comalapa, El Salvador.



*By VP-9 Public Affairs*



KADENA AIR FORCE BASE, Okinawa (May 5, 2017) – Cmdr. Elizabeth Regoli and Cmdr. Jeffrey Bowman slice a ceremonial cake in front of a P-3C Orion maritime patrol aircraft belonging the “Golden Eagles” of Patrol Squadron (VP) 9 following an in-flight change of command over Kadena Air Force Base on May 5, 2017. The in-flight ceremony, overseen by Capt. Richard Prest, made Cmdr. Jeffrey Bowman the 68th commanding officer of VP-9 since its establishment in 1951. VP-9 is currently deployed to the U.S. 7th Fleet Area of Responsibility (AOR) at Kadena Air Base, Okinawa and to the U.S. 4th Fleet AOR at Comalapa, El Salvador. (U.S. Navy Photo by Mass Communication Specialist 2nd Class A.L. Porter/Not Released)



# COMMUNITY

## *VP-8 “Fighting Tigers” Hold Change of Command*

JACKSONVILLE, Fla. – A Pittsburgh, Pennsylvania native, CDR Christopher J. Wood, the Commanding Officer of Patrol Squadron EIGHT (VP-8), transferred command of the “Fighting Tigers” in a ceremony held onboard Naval Air Station Jacksonville, Florida on the 4th of May.

Upon graduation from the University of Pittsburgh in 1998, CDR Wood was commissioned in the U.S. Navy and was later designated a Naval Flight Officer in 1999. Following his initial sea tour at VP-47 in Kaneohe Bay, HI, he completed a tour at VP-30, where he was designated a Weapons and Tactics Instructor. In April 2006, CDR Wood reported to the USS DWIGHT D. EISENHOWER (CVN 69), where he supported Operations Enduring Freedom and Iraqi Freedom. After attending the Naval War College in Newport, RI, he served his with

VP-9 and U.S. Strategic Command before reporting to VP-8.

Throughout Wood’s tenure, the “Fighting Tigers” completed Maritime Patrol and Reconnaissance missions and conducted the squadron’s first P-8A deployment to the Commander U.S. 7th Fleet Area of Responsibility. The “Fighting Tigers” were recognized for their outstanding performance with the 2016 Captain A J Isbell ASW Trophy and the 2016 Arleigh Burke Fleet Trophy Award. Replacing CDR Wood is CDR Edward R. Kribs of Granite Bay, CA. CDR Kribs is the 69th Commanding Officer of VP-8.

CDR Kribs assumes the reins of VP-8 in the midst of a busy OFRP, as the squadron works up to its next deployment in the fall. “It has been a tremendous honor to work with Skipper Wood over the past year, and I am especially grateful to



Commander, Patrol Squadron (VP) 8, Cmdr. Edward Kribs, and Cmdr. Christopher Wood, perform a traditional cake cutting ceremony after a Change of Command on May 4. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley) (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)

have the opportunity to work with every Tiger to complete our mission as we prepare to return to 7th Fleet this year,” said CDR Kribs.

CDR Zachary S. Stang, a native of Little Rock, AR, has assumed the duties of VP-8’s Executive Officer. CDR Stang was previously assigned to the National War College in Washington, DC.



By LTJG John Waters,  
Patrol Squadron 8 Public Affairs Officer

*Right:*

*After assuming the role as Commander, Patrol Squadron (VP) 8, Cmdr. Edward Kribs performs his opening speech as Commanding Officer during a Change of Command ceremony on May 4. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley) (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)*

*Below: Cmdr. Edward Kribs assumes the role as Commander, Patrol Squadron (VP) 8, as his wife pins the Command at Sea Insignia onto his uniform. The Command at Sea insignia consists of a five-point star superimposed on anchor flukes and a partially unfolded commission pennant showing six stars. All officers presently in command at sea wear the insignia on their right breast. (U.S. Navy photo by Mass Communication Specialist 2nd Class Clay M. Whaley)*



# COMMUNITY

## *Grey Knights Host 81st Change of Command*

**D**OHA, Qatar – Cmdr. Derrick W. Eastman relieved Cmdr. Chad J. Livingston during a change of command ceremony for Patrol Squadron (VP) 46 held in the Coalition Compound Theater aboard Al Udeid Air Base, April 29.

Eastman became the “Oldest and the Best’s” 82nd commanding officer since the establishment of the squadron in 1931.

During his tenure, Livingston led the “Grey Knights” of VP-46 through an inter-deployment readiness cycle (IDRC), which included the deployment of detachments away from home-

port to participate in Valiant Shield 2016 while detached to Anderson Air Force Base, Guam; USS Carl Vinson’s (CVN 70) composite training unit exercise and Joint Task Force Exercise (COMPTUEX/JTFEX) while detached to Naval Air Station (NAS) North Island; and Air Wing Fallon while detached to NAS Fallon. Livingston also successfully established the squadron on a scheduled, quad-site, six-month forward deployment, conducting simultaneous operations across the 5th, 6th, and 7th Fleet areas of responsibility (AOR).

“These quad-site deployments are challenging and difficult for our Sailors, yet in fine Grey Knight fashion, our people have met the challenge head-on and have delivered excellent



DOHA, Qatar (April 29, 2017) – Capt. Rob Patrick, Cmdr. Derrick Eastman and Cmdr. Chad Livingston salute the ensign during a change of command ceremony for Patrol Squadron (VP) 46 held in the Coalition Compound Theater aboard Al Udeid Air Base. Eastman assumes position as the 82nd commanding officer. VP-46 is currently deployed in the 5th, 6th and 7th Fleet areas of responsibility in support of Operation Inherent Resolve and Restoring Hope. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alex Cole/Released)

results, advancing the fleet commander's objectives across three AORs, and that is no small feat," said Livingston. "I have no doubt the Grey Knights will continue to excel on station under the leadership of Skipper Eastman."

Under Livingston's leadership, the Grey Knights earned the 2016 Commander, Naval Air Forces Pacific Battle Efficiency Award, the Golden Wrench for maintenance excellence, and the Commander, Pacific Fleet Retention Excellence Award.

"I couldn't be prouder of this team. It has been a privilege and honor to have served alongside the Sailors of VP-46, and it was incredibly rewarding to see their hard work and sense of duty highlighted through the receipt of these three prestigious awards," said Livingston.

Additionally, he reveled in the command's achievement of advancing their Pacific Fleet aviation safety record of over 52 years and 345,000 hours of class A and B mishap-free flying. Livingston's next assignment is at the Pentagon.

This will be Eastman's second tour with the Grey Knights. His previous assignments include: VP-46 as a tactical coordinator, instructor at the VP fleet replacement squadron, a "Shooter" on USS Theodore Roosevelt (CVN 71), an individual augment tour with Combined Joint Special Operations Task Force-Afghanistan, department head with the VP-5 "Mad Foxes," operations officer at Commander, Task Force 57, and prior to rejoining the Grey Knights in June 2016, he served at U.S. Strategic Command's Joint Functional Component Command for Global Strike.

"Following a first-rate leader like Skipper Livingston will be



DOHA, Qatar (April 28, 2017) – Cmdr. Chad Livingston is sprayed with water after completing his final flight as the commanding officer of Patrol Squadron (VP) 46. VP-46 is currently deployed in the 5th, 6th and 7th Fleet areas of responsibility in support of Operation Inherent Resolve and Restoring Hope. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alex Cole/Released)

challenging,” said Eastman. “The passion and dedication he poured into this winning team has been nothing short of amazing. He took VP-46 to the next level! I am both honored and blessed to have learned from him this past year, and I’m thrilled to be working alongside this amazing group of volunteers. This squadron is special, and it will be my greatest challenge to try and keep up with the Grey Knights!”

Cmdr. Michael Bishop, of Wheeling, West Virginia, is assuming the duties of executive officer. He is joining VP-46 from a tour at the MQ-4 Triton Program Office. This is Bishop’s third tour on Whidbey Island. He previously served in VP-46 as a division officer and VP-40 as a department head.

VP-46 is assigned to Commander Patrol and Reconnaissance Wing (CPRW) 10, NAS Whidbey Island. The squadron consists of 68 officers and 278 enlisted personnel who maintain and operate nine P-3C Orion maritime patrol aircraft. The mission of VP-46 is to support Fleet Commander’s tasking in the realms of anti-submarine warfare (ASW), intelligence, surveillance, and reconnaissance (ISR), and anti-surface warfare (ASUW). The Grey Knights have the distinction of being the oldest American Maritime Patrol Squadron in the U.S. Navy.

★  
By Lt. j.g. Jessica Wells and Lt. j.g. Elizabeth Morrison, VP-46 Public Affairs



DOHA, Qatar (April 29, 2017) – Cmdr. Derrick Eastman addresses the command during a change of command ceremony for Patrol Squadron (VP) 46 held in the Coalition Compound Theater aboard Al Udeid Air Base. Eastman assumes position as the 82nd commanding officer. VP-46 is currently deployed in the 5th, 6th and 7th Fleet areas of responsibility in support of Operation Inherent Resolve and Restoring Hope. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alex Cole/Released)

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# COMMUNITY

## *'Mad Foxes' Celebrate Longest Streak in Navy*

The "Mad Foxes" of Patrol Squadron (VP) 5 celebrated their 1,500th consecutive day without receiving a DUI citation on April 4. This is currently the longest streak in the Navy, and includes almost 900 consecutive days without an alcohol related incident.

To mark the occasion, the Mad Fox family held a celebration at the NAS Jacksonville Officers Club pavilion.

VP-5 used some of the prize money they won from the Secretary of Defense Energy Conservation Award to cater the event, that was full of games, competitions, and live music provided by VP-5's very own Aviation Ordnanceman First Class Patrick Williams. The party also included a keg of beer – a symbolic element of the squadron's promotion of responsible use of alcohol.

"We focus on modeling the consumption of alcohol in moderation as a healthy aspect of our social environment," said VP-5 Commanding Officer Cmdr. Joe Levy.

"This is central to our strategy to combat binge drinking. We provide a controlled environment where Sailors can practice enjoying each other's company and it's understood that you don't get blitzed. This streak is not a fluke."

"We try to focus on the positive. Rather than lecturing our Sailors about what they shouldn't be doing, we provide examples of what great behavior looks like and keep a fun environment," said the squadron's Command Master Chief, Josh Davis. At 1,500 days, the record encompasses generations of Mad Foxes and reflects the squadron's rich heritage that is defined by Sailors demanding the best of each other.

"Responsible drinking is always an important consideration when any of us go out to a social function," said Petty Officer



VP-5 Commanding Officer Cmdr. Joseph Levy (right) and VP-5 Executive Officer Cmdr. Will Toraason discuss the significance of the Mad Foxes' safety achievement April 4 at the Naval Air Station Jacksonville Officers' Club pavilion. Photos by MC2 Nick Bergman

2nd Class Troy Apodaca. “Our Skipper treats us as adults and expects nothing less. That philosophy is adhered to by the most senior, all the way down to the newest check in.”

With the proper use of ride-sharing and available assets, everyone in the command knows how to stay safe and use proper judgment in every situation. This comes as no surprise since the Mad Foxes practice the same decision making skills on a daily basis for maintenance and flying.

Lt. Jeffrey Long shared his thoughts on the philosophy: “Before and during each flight I always do a risk assessment of the mission, asking myself; ‘do the risks outweigh the costs?’ When I apply this risk analysis to drinking and driving, the decision against it is a no-brainer.”

Skipper Levy told the squadron that the streak is the result of a squadron with no bad apples, which often come from bad barrels. “We’ve managed to avoid bad apples because we have a good barrel. We’ve taken great care to maintain this good barrel by cultivating good values – kindness to others, being leaders and not followers, and just being awesome.”

The same values also lead to mission success and help prevent other destructive behaviors.

The 1,500 days milestone is symbolic of the bond each and every Mad Fox has with one another and reflects a command culture that puts others before themselves. The Mad Foxes also believe that 1,500 days is not the finish line, but just the beginning.

Coincidentally, April is Alcohol Awareness Month. This year’s theme is “Connecting the Dots: Opportunities for Recovery.” For more information, please visit the National Council on Alcoholism and Drug Dependence website <https://www.ncadd.org/aam>.



*By Lt. j.g. Steve Mehr, VP-5 Public Affairs Officer  
Published in the Jax Air News, April 19, 2017*



AE2 Christian McLaughlin (left) and AT1 Amber Kuney join their VP-5 shipmates April 4 for a celebratory luncheon at the Naval Air Station Jacksonville Officers' Club pavilion. Photos by MC2 Nick Bergman

# COMMUNITY

## *VP-30 Flies P-3C to NAF El Centro*

The annual air show at Naval Air Facility El Centro, California, marks the official beginning of the air show season for Patrol Squadron (VP) 30, as well as the Navy Flight Demonstration Team “Blue Angels.”

At this year’s March 11 show, a P-3C Orion from the Pro’s Nest at NAS Jacksonville flew to El Centro to join a collection of 44 aircraft from naval aviation’s beginning to the newest generation of active military warplanes.

Of note was a Douglas C-53 Skytrooper transport that actively dropped American forces as part of the D-Day invasion in 1944. The sound of its radial engines landing in El Centro set the tone for the weekend that honored aviation’s expansive history.

Performances on Saturday included four separate parachute jumps from the Navy “Leap Frogs” and the Army “Black Daggers” – both teams made up of active duty Special Forces attached to the demonstration teams before returning to service. Two dogfights were also flown featuring a Mitsubishi A6M Zero versus a P-51 Mustang as well as a MiG-15 versus an F-86.

The P-3C was also part of a displayed lineage featuring its World War II predecessor, the Consolidated CB4Y Privateer, nearby the active duty patrol aircraft.

The Orion aircrew consisted of 10 volunteers from the VP-30 Pro’s Nest who gave an in- depth tour of the aircraft to interested persons among the 47,000 attendees. Former Maritime Patrol Force servicemen, submariners and civilians alike were able to sit in the cockpit and receive first hand instruction on the Orion’s tactical stations. One El Centro native who saw P-3s frequently while in the Seabees, commented on the presence of the aircraft, “I’ve been to a good amount of airshows in my life – but I’ve never had a chance to get inside of a P-3 like this. It’s great to see one up close.”

The VP-30 crew welcomed a constant stream of people at the top of the ladder until the doors closed for the final demonstration put on by the Blue Angels. Since air show season has now begun, VP-30 will be sending P-3 and P-8 aircraft across the country to give people a chance to see their nation’s Maritime Patrol Force up close.



A VP-30 P-3C Orion multi-mission patrol aircraft was one of 44 aircraft on display March 11 at the Naval Air Facility El Centro Air Show in California. Photo by Lt. Spencer Washom.



By Lt. Spencer Washom, VP-30 Public Affairs Officer  
Published in the Jax Air News, March 29, 2017

An advertisement for LSI, Inc. featuring a large P-3C Orion aircraft in the foreground. The background is a blue sky with clouds. Text at the top reads "37 Years Of P-3 EXCELLENCE". Logos for "NFOIA", "UNITED STATES OF AMERICA", "LSI", and "MARITIME PATROL ASSOCIATION" are visible. At the bottom, text describes LSI's services: "LSI, Inc. provides a full spectrum of training solutions that include training devices, desktop simulation, mobile device training, curriculum design, computer-based instruction, instructor services and electronic classroom installation." A QR code is in the bottom right corner, and the website "www.lsijax.com" is listed below it.



# COMMUNITY

## *'Pelicans' Return from Deployment*

The last plane carrying the “Pelicans” of Patrol Squadron (VP) 45 arrived at Naval Air Station Jacksonville April 8, after completing a seven-month deployment attached to Commander 67, U.S. 6th Fleet area of responsibility (AOR).

Operating out of Naval Air Station Sigonella, Italy, VP-45 supported a multitude of U.S. and allied forces throughout the Central Mediterranean, including the Charles De Gaulle Carrier strike Group (CSG), USS Wasp Expeditionary Strike Group, USS Eisenhower CSG, and the USS George H. W. Bush CSG.

The Pelicans made naval aviation history as the first P-8A squadron to deploy to the 6th Fleet AOR providing anti-submarine warfare, anti-surface warfare, search and rescue and maritime intelligence, surveillance and reconnaissance capabilities to the region.

Over the course of their deployment, 12 combat aircrews participated in 24 detachments to 11 countries including Denmark, England, Germany, Greece, Iceland, Italy, Malta, Portugal, Romania Scotland and Spain.

The Pelicans flew more than 3,700 hours of operations and completed over 8,700 maintenance actions encompassing almost 33,000 maintenance man-hours.

“We’re the first squadron to deploy with the P-8A to Europe and we successfully and safely integrated our operations, paving the way for other squadrons to follow,” said Cmdr. Ryan Lilley, VP-45 commanding officer.

After a seven-month deployment, the Sailors from VP-45 say they are excited to finally be home.



Lt. Cmdr. Matt Newman of VP-45 happily greets his children after arriving home from a seven-month deployment to Naval Air Station Sigonella, Italy April 9. Photos by Kaylee LaRocque

“They’ve worked extremely hard for over seven months,” said Lilley. “It’s time to reunite with family and friends, take a little break, and then get ready for our next deployment.”



BY VP-45

Published in the Jax Air News, April 12, 2017



AWCS Trey Brown of VP-45 reads one of the welcome home signs as he’s greeted by family and friends during the homecoming at Naval Air Station Jacksonville April 9. Photos by Kaylee LaRocque.



AWO2 Andrew Bauknight of VP-45 shares a special moment with his son, Hendrix, after coming home from a seven-month deployment to Naval Air Station Sigonella, Italy April 9. Photos by Kaylee LaRocque



VP-45's last P-8A "Poseidon" to return home, piloted by squadron commanding officer, Cmdr. Ryan Lilley, taxis in to Hangar 511 at Naval Air Station (NAS) Jacksonville April 9 after a seven-month deployment to NAS Sigonella, Italy.



# COMMUNITY

## *VP-5 'Mad Foxes' Clean Up Local Park*

The inter-deployment training cycle isn't just a time for the Patrol Squadron (VP) 5 "Mad Foxes" to focus on mission readiness and prepare for deployment overseas – it also is a chance to give back to the community in which they serve. To show their support to the community, the Sailors participated in a cleanup event March 20 at Tillie K. Fowler Regional Park.

Electrician's Mate Airman (AEAN) Mark Johnson pitched the idea to help out at the park during an all hands meeting. He presented his vision for the event in front of the "Shark Tank," - the squadron's idea forum that is open to all ranks and vetted logistic questions from his peers and superiors.

VP-5 Commanding Officer Cmdr. Joe Levy and Executive Officer Cmdr. Will Toraason approved the idea and tasked Johnson with leading a committee to set up the event.

"I'm very impressed with AEAN Johnson's initiative," said Levy. "Many of us have made Jacksonville our home during our active duty tour and it is rare that we are afforded the opportunity to give something back to our community. I applaud the Mad Foxes for their stellar participation to make this event a reality."

Electrician's Mate 1st Class Angelo Warnock led the considerable planning and coordination required to get the Mad Foxes to the park with help from the NAS Jacksonville Security Department and Jacksonville Sheriff's Office. The squadron decided to pair its weekly physical training exercise with the clean up event, which meant several roads on and off base including U.S. 17, needed to be temporarily closed to allow everyone safe travel during their three-mile run to and from the park.

Johnson worked with Tillie K. Fowler Regional Park Manager Joan Schubert to work out how the Sailors could make an impact during the clean up.



AEAN Adam Schneiderman (left) and AEAN Andrew Gray of VP-5 happily fill up another bag of trash during a clean up March 20 at Tillie K. Fowler Regional Park. Photos courtesy of VP-5.

"I love seeing the squadron doing a community activity together," said Naval Aircrewman 2nd Class Justin Burns. "I didn't realize how much trash there was until the event was finished. It was very rewarding to see the impact we had on the park."

Once at the park, the squadron divided into groups to cover several areas. Over the next three hours, VP-5 Sailors removed trash and debris from over six areas, including the bike trail, dog park, and the entrance road leading to the park.

"I am grateful that our squadron supports and encourages ideas from any individual who has an idea", said Johnson. "I chose this project because it is important to me that our area stays clear of waste. I also liked the idea of combining our physical training with helping the local community."

VP-5's participation was an opportunity for the maritime patrol and reconnaissance aircraft community to positively partner with local entities and has opened the door for ad-

ditional squadron involvement within the Jacksonville area.



*By Lt. j.g. Steve Mehr, VP-5 Public Affairs Officer  
Published in the Jax Air News, April 12, 2017*



*VP-5 Sailors gather after participating during a clean up day at Tillie K. Fowler Regional Park March 20. The group picked up hundreds of pounds of debris in the community outreach event. Photos courtesy of VP-5*



*With assistance from the Junior Sailor Association, AD3 Steven Burns leads the VP-5 "Mad Foxes" safely across Roosevelt Boulevard from Naval Air Station Jacksonville to Tillie K. Fowler Regional Park March 20. Photos courtesy of VP-5.*



# COMMUNITY

## *VP-4 Skinny Dragons Help Restore Local Camp*

**O**AK HARBOR, Wash. -- Sailors from Patrol Squadron (VP) 4 contributed 120 man-hours during a community relations project with Quaker Cove Retreat of Anacortes, March 15. The purpose of the event was to help VP-4 sailors build positive relationships with the local community, as the squadron recently completed a homeport change to Naval Air Station Whidbey Island.

Service members participated in removing and sorting the contents of several cabins and sheds on the property. They also separated building supplies for a future beautification project this summer.

"It has been an amazing blessing to receive help from the Navy," said Karl Seume, director at Quaker Cove Retreat. "The work done here today will help clean up the property from years of use and make it more usable for groups to spend time in nature and in the community with each other." Nestled within 27 acres on the western part of Fidalgo Island, Quaker Cove has hosted camps, family reunions, and church groups since it was established in the 1930s.

"Today was a great opportunity to help the community and build camaraderie within our squadron," said Naval Air Crewman (Operator) 1st Class Ryan White. "My favorite part of the day has been getting to know everybody from the most junior Sailor on up."

The service members laughed and grinned as they sorted materials and took turns tearing down an old shed with a sledge hammer.

"The service provided to Quaker Cove by the members of VP-4 will greatly benefit groups coming in the future," said Seume. "Quaker Cove's ultimate goal is to make the retreat a better place for everyone."



*By Mass Communication Specialist 3rd Class Juan S. Sua,  
VP-4 Public Affairs*



*VP-4 Sailors pause for group photos while sorting materials at the Quaker Cove Retreat in Anacortes, WA. VP-4 recently completed a homeport change from MCAS Kaneohe Bay, Hawaii to NAS Whidbey Island, Washington. (US Navy photo by Mass Communication Specialist 3rd Class Juan S. Sua/Released)*

# COMMUNITY

## *P-3C Aircraft Evaluates Navy's Newest Destroyer*

**O**AK HARBOR, Washington (NNS) Combat Air Crew (CAC) 8, attached to Patrol Squadron (VP) 40, completed a joint mission to test the Zumwalt-class guided-missile destroyer USS Zumwalt (DDG 1000) for fleet readiness, March 15-16.

VP-40, stationed at Naval Air Station Whidbey Island, Washington sent CAC-8, a P-3C Orion aircraft, and a maintenance detachment to San Diego, California to test the DDG-1000's detection vulnerabilities. CAC-8 collected acoustic and non-acoustic information on the warship, which became Zumwalt's first evaluation of this kind.

"The Zumwalt engineering contractors, our customers for this mission, were very pleased with the surveillance information we were able to provide," said Lt. Josh Puscas, the crew's mission commander.

The DDG-1000 is a first generation warship specifically engineered for stealth. The ship features an electronic propul-

sion system and modern weaponry. The unique design of the superstructure makes it significantly more difficult to be detected by enemies at sea.

"It was a blast getting to work with the Navy's newest destroyer," said Puscas. "Detachments like this continue to highlight the versatility of the P-3C."

The P-3C aircraft provides surveillance of the battlespace and is used in search and rescue, anti-submarine warfare, anti-surface ship warfare, and littoral surveillance and reconnaissance missions.

Since VP-40 started its inter-deployment readiness cycle in October, it has provided support to drug interdiction, security at the Presidential Inauguration, training exercises at Naval Air Station Fallon and in Maritime Homeland Defense/Security Operations for the Pacific Fleet.



*By LTJG Jocelynn Knudsen and MC3 Jakoeb Vandahlen, Patrol Squadron 40 Public Affairs*



*File photo of DDG 1000, courtesy of CPRW-10.*

# COMMUNITY

## *Brunswick Naval Museum Names Ready Room In Honor of VP-21*

The Brunswick Naval Museum and Memorial Gardens is pleased to announce the naming of the “VPB-111/VP-21 ‘Blackjacks’ Ready Room” in recognition of the squadron’s contribution of more than \$30,000 to the museum’s “Wheels Up” Capital Campaign. VP-21 was stationed at NAS Brunswick from May of 1954 until the squadron was disestablished in November of 1969 and flew the Lockheed P-2 “Neptune” maritime patrol aircraft during that time frame.

Retired CDR Bill Locke, who served two tours in VP-21 and currently serves as a member of the Board of Directors of the museum, stated “the veterans of VP-21 were thrilled to learn that the legacy of their squadron will be preserved forever in the Brunswick Naval Museum & Memorial Gardens. NAS Brunswick will always be near and dear to our hearts, and we are thankful to have had the opportunity to contribute to the preservation of its rich heritage through our contributions to the museum.”

Many men served heroically in VPB-111/VP-21 during the ASW campaign against German U-Boats in the North Atlantic, the sea control battle against the Imperial Japanese Navy during the Marianas Campaign in the Pacific, and in the Cuban Missile Crisis during the Cold War. However, VP-21’s most famous alumni is likely LT Irving Hallmark Glick. LT Glick reported aboard VP-21 June 30th, 1960 and went on to serve as a P-2 Patrol Plane Commander in VP-21 until the squadron’s disestablishment. Upon VP-21’s disestablishment, LT



Glick was ordered to VP-30 for transition training in the P-3A “Orion” and reported to VP-10, where he continues to serve to this day. LT Glick’s official biography can be found at <http://www.vp-21navy.org/GLICK/>, and his service record is on display at the Brunswick Naval Museum and Memorial Gardens.

Thirty-four individuals and corporations have pledged \$500 or more to the museum’s “Wheels Up” capital campaign and are recognized on the museum’s “Wall of Honor”. The capital campaign has amassed more than \$60,000 in pledges to date, and squadrons are encouraged to band together in a pledge drive to name a room or exhibit in a similar fashion as VP-21 to preserve their legacy at NAS Brunswick. Room naming thresholds are listed on the museum diagram below, along with a copy of a pledge card.

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 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 see our Facebook page (@bnmmg) or website at [www.brunswicknavalmuseum.org](http://www.brunswicknavalmuseum.org). ★



*The P-2 “Neptune” static display at the main gate of NAS Brunswick, painted in VP-21’s colors and named in honor of VP-21’s most famous alumnus – LT Irving Glick.*



# COMMUNITY

## Upcoming Events

### Reunion Groups & Events

#### **Brunswick Naval Museum and Memorial Gardens, 75th Anniversary Battle of Midway Commemoration: June 4 in Brunswick, ME**

June 4, 2017, 11:00 a.m. – 5:00 p.m.

Flight Deck Brewing Company, Brunswick, Maine

Contact: CAPT Sean R. Liedman, USN (Ret.)

Mobile: (207) 504.0180

Email: [president@brunswicknavalmuseum.org](mailto:president@brunswicknavalmuseum.org)

Website: [www.brunswicknavalmuseum.org](http://www.brunswicknavalmuseum.org)

#### **VP4 Skinny Dragons All Hands Reunion: August 22-27, 2017 in Arlington, Virginia**

Contact: Larry Hames

Phone: (503) 688-9804

Email: [Larry.Hames@VP4Association.com](mailto:Larry.Hames@VP4Association.com)

Web Site: <https://www.afr-reg.com/VP-42017/>

#### **NAS South Weymouth 20th Anniversary Reunion: September 30, 2017 in Randolph, MA**

Contact: Marc Frattasio

Web Site: [www.facebook.com/groups/1667597296838670](http://www.facebook.com/groups/1667597296838670)

#### **2nd Brunswick Naval Air Station Renuion: August 10-12, 2018 on board NAS Brunswick**

Web Site: [www.facebook.com/groups/191708631780](http://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](http://www.vp1pops.com)

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

### Chapter Events



#### **Jacksonville Chapter:**

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

**LCDR Stephen Williams, VP of Region**

[stephen.v.williams1@navy.mil](mailto:stephen.v.williams1@navy.mil)



#### **Hawaii Chapter:**

Stay tuned for coming events!

**CAPT Steve Newlund, VP of Region**

[steve.newlund@navy.mil](mailto:steve.newlund@navy.mil)



#### **Memphis Chapter:**

Stay tuned for coming events!

**LT Luke Reid**

[john.l.reid1@navy.mil](mailto:john.l.reid1@navy.mil)



### **Norfolk Chapter:**

Stay tuned for coming events!

**LT Tim Coennen, VP of Region**

tcoennen@gmail.com



### **Washington DC Chapter:**

Stay tuned for coming events!

**CDR Bill Pennington, VP of Region**

billkatep@hotmail.com



### **Pax River Chapter:**

Stay tuned for coming events!

**CDR Molly Boron, VP of Region**

molly.boron@navy.mil



### **Whidbey Island Chapter:**

Stay tuned for coming events!

**CAPT Kevin Long, VP of Region**

kevin.long@navy.mil



### **San Diego Chapter:**

Stay tuned for coming events!

**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

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:**

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

**Wednesday, May 24th:**

CPRW-2 will disestablish. On Board MCBH Kaneohe, HI at 1800, Hangar 105 (VPU-2). Guest Speaker: ADM Bill Moran.

**Thursday, May 25th:**

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

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.

**Thursday, June 8th:**

CPRG Change of Command Ceremony. Rear Admiral Kyle Cozad will be relieved by Rear Admiral Trey Wheeler.

July

**Thursday, July 6th:**

VP-30 Change of Command Ceremony. CAPT David Whitehead will be relieved by CAPT Adam Kijack.

***Get Your Event Listed Here!***

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

**Email the details to us at:**

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

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





### MISSION ACCOMPLISHED!

Thanks a ton to everyone who got the word out last year and/or bought a copy of Ice Station Nautilus. It sold extremely well, which led Barnes & Noble to keep it at the front of every store for 3 months. Most new authors don't get follow-on contracts, fizzling out after their 3rd or 4th book, but thanks to you I'm well on my way - I was offered another contract last month for books 5 and 6, releasing in early 2019 and 2020.

### TRANSLATION RIGHTS SOLD FOR EMPIRE RISING

The Dutch edition of The Trident Deception did very well, and as a result, Karakter Uitgevers in The Netherlands (Holland) purchased the translation rights to Empire Rising. Attached is the cover of the Dutch edition, which releases later this month.

### WIN AN ADVANCE COPY OF BLACKMAIL

My publisher will be running a giveaway of ten Advance Reader Copies (ARCs) of Blackmail on Goodreads, from March 7 to 20. I'll send everyone a short email on March 7th, or whenever I get the link, so you can enter to win.

### SAVE THE DATE - 2017 EVENTS

The following events are being planned to celebrate the publication of Blackmail, which releases in June (some dates, times, and locations are tentative - updates to follow, or check my website):

### RELEASE PARTIES

July 1: MARYLAND - Rockville (Rockville Barnes & Noble at noon, party at TBD)

July 8: WASHINGTON - Silverdale (Silverdale Barnes & Noble at noon, party at Yacht Club Broiler)

July 22: FLORIDA - Melbourne (West Melbourne Barnes & Noble at noon, party at TBD)

**BOOKS & BEER** (Socialize afterwards at a nearby pub - the beer's on me!)

July 1: MARYLAND - Annapolis (Annapolis Barnes & Noble at 6 p.m., reception at Chesapeake Brew Pub)

July 2: VIRGINIA - Fairfax (Fair Lakes Promenade Barnes & Noble at 2 p.m., reception at TBD)

July 9: WASHINGTON - Seattle (Northgate Mall Barnes & Noble at 2 p.m., reception at TBD)

July 15: GEORGIA - St. Marys (St. Marys Museum at time-TBD, reception follows)

July 16: FLORIDA - Jacksonville (St. Johns Town Center Barnes & Noble at 2 p.m., reception at TBD)

July 23: FLORIDA - Tampa area (TBD at 2 p.m., reception at TBD)

July 29: HAWAII - Honolulu (Al Moana Barnes & Noble at noon, reception at TBD)

Aug 12: RHODE ISLAND - Newport (Middletown Barnes & Noble at noon, reception at TBD)

Aug 13: CONNECTICUT - Groton (TBD at 2 p.m., reception at TBD)

Aug 19: CALIFORNIA - San Diego (Mysterious Galaxy Bookstore at 2 p.m., the Beer will be there!)

Aug 20: CALIFORNIA - Los Angeles (Book Carnival at 2 p.m., reception at TBD)

Aug 26: VIRGINIA - Norfolk (Virginia Beach Barnes & Noble at noon, reception at TBD)

### BOOK FESTIVALS & OTHER EVENTS

April 1: MARYLAND - St. Mary's County Author Fair - Lexington Park Library (10 a.m. - 2 p.m.)

April 23: MARYLAND - Kensington Day of the Book Festival (11 a.m. - 4 p.m.)

May 20: MARYLAND - Gaithersburg Book Festival (10 a.m. - 6 p.m.)

June 27: VIRGINIA - ABC Morning News (WRIC / Richmond, 9 a.m.)

July 20: WASHINGTON, D.C. - Navy-Marine Corps Relief Society Fundraiser (Navy Yard, 11 am - 1 pm)

Oct 19-22: MARYLAND - Signing at the Naval Academy Midshipmen Store (15th, 40th, 45th, and 50th Reunions)

Nov 2: VIRGINIA - Book Signing at the Naval Submarine League Symposium

That's it's for now. Have a safe and enjoyable 2017!

Best regards,

Rick

Author of military thrillers published by Macmillan / St. Martin's Press. Find out more at - [rickcampbellauthor.com](http://rickcampbellauthor.com)

# OF INTEREST

## De-mystifying NAVAIR

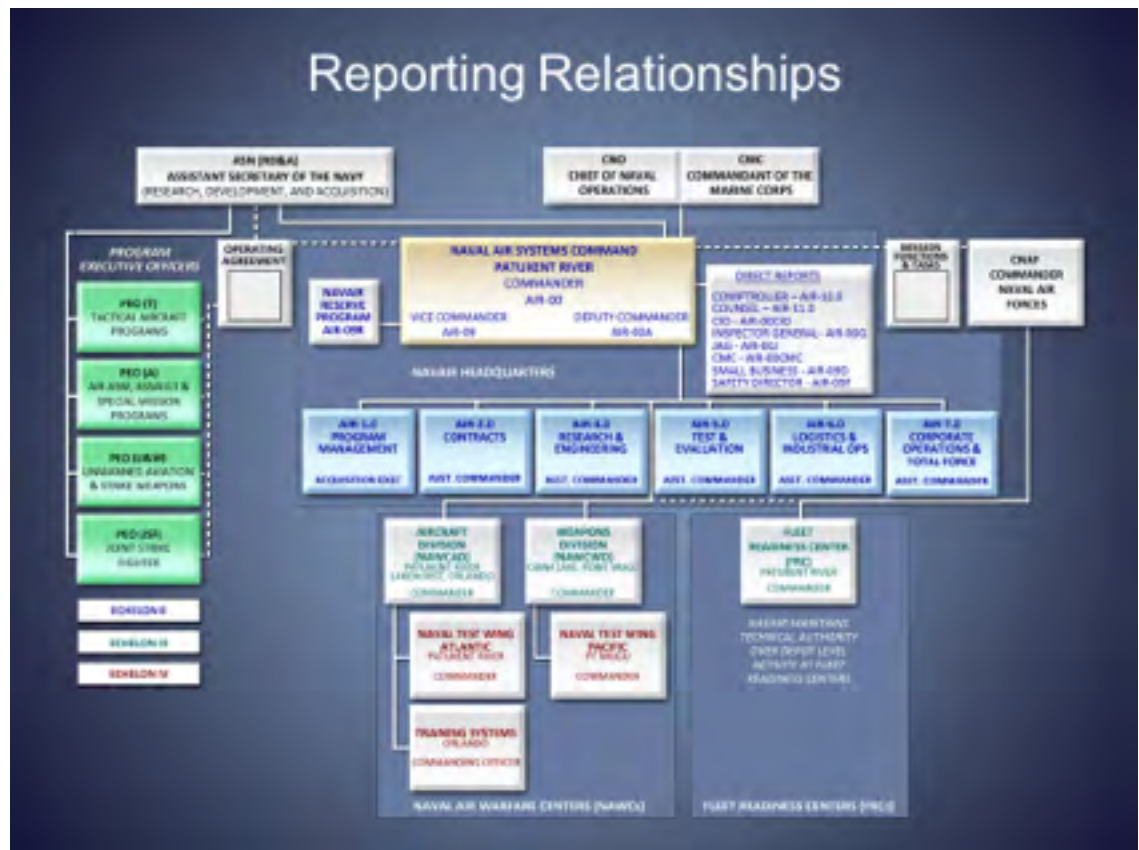
The year was 1991 when my skipper informed me that I was selected to attend the U.S. Naval Test Pilot School. In the excitement of talking about my future at Naval Air Station (NAS) Patuxent River, Maryland, he said that we would be seeing more of each other over the next few years because he also received his post-command orders to be a Class Desk at the Naval Air Systems Command (NAVAIR). “What’s a Class Desk?” I wondered, “and what’s NAVAIR?” Thus began my career in the Department of Defense acquisition community and my fascination with this mysterious organization called NAVAIR.

Now, 25 years later, I’m an instructor for NAVAIR University teaching the naval aviation acquisition process to its workforce. To this day, NAVAIR remains a mystery that confuses many, especially those outside of the organization. So let me start the de-mystification process, as best I can in one short article, by explaining how NAVAIR fits into a much larger defense acquisition organization. Our story begins at the top with the Secretary of Defense (SecDef) and the Defense Acquisition System.

Every year, the SecDef requests from the U.S. Congress, via the President of the United States, budget authorization for what is called the Future Years Defense Program (FYDP). In the FYDP budget request, SecDef requests funding for the operations, sustainment and upgrade of the current military forces, as well as funding for the acquisition of new weapon systems. Once Congress authorizes the programs to be funded and appropriates the amount of funding to be provided, SecDef assigns the operation and execution of the programs to a staff of Under Secretaries. For the purposes of

this article, we will be focusing on The Under Secretary of Defense for Acquisition, Technology and Logistics, USD(AT&L) who is responsible for the development of new technologies, the acquisition of new weapon systems, and the sustainment of existing systems.

USD(AT&L), referred to as the Defense Acquisition Executive (DAE), executes the FYDP via the Defense Acquisition System by assigning individual programs within the FYDP to one of the three Department of Defense (DoD) Components; the Department of the Army, the Department of the Navy, or the Department of the Air Force. Every Component has a key staff principle as their Component Acquisition Executive (CAE) or Service Acquisition Executive (SAE), responsible for managing and executing the assigned programs. In the Air Force, it’s the Assistant Secretary of the Air Force (Acquisition), or SAF/AQ. In the Army, it’s the Assistant Secretary of the Army for Acquisition, Logistics, and Technology, or ASA(ALT). In the Navy, it’s the Assistant Secretary of the Navy for Research, Development and Acquisition, or ASN(RDA). This is where NAVAIR’s story begins.



If you go to the NAVAIR website, [www.navair.navy.mil](http://www.navair.navy.mil), under the about/organizational structure tab, you will find –the following figure. Notice two subtle points to this chart; it’s titled Reporting Relationships, and it starts with ASN(RDA) in the upper left corner. Under ASN(RDA), you will notice two lines. One line going to NAVAIR, and one going to four green boxes on the left. Why?

Again, let’s go back to the top. To support the three service CAEs in executing the FYDP, SecDef has established two different, yet complimentary, organizations. The first of those organizations, as represented by the green boxes, are the Program Executive Offices (PEOs). The Army, Navy and Air Force all have PEOs, in fact numerous PEOs. For example, the Department of the Air Force has a PEO for its fighter and bomber aircraft programs called PEO Fighter/Bomber. The Department of the Army has PEO Soldier, PEO Ammunition, and PEO Aviation just to name a few. The Department of the Navy has PEO Ships, PEO Submarines, PEO Carriers, etc. Each PEO is typically assigned a large portfolio of programs to manage and execute. For example, PEO Land Systems (LS) is responsible for all the Marine Corps assault vehicles and towed artillery systems. Specifically for naval aviation programs, the Department of the Navy (DON) has three PEOs: PEO for Air Anti-Submarine Warfare, Assault, and Special Mission Programs, PEO(A); PEO for Tactical Aircraft Programs, PEO(T); and PEO for Unmanned Aviation and Strike Weapons, PEO(U&W). There’s also a special PEO for the Joint Strike Fighter Program, PEO JSF, which alternates service lead with the Department of the Air Force.

Every PEO, in every Component, is an independent command led by a one or two-star flag officer, or a member of the Senior Executive Service (SES). Given the title of Program Executive Officer, these individuals have a reporting relationship to the CAE, specifically for the Navy, ASN(RDA).

Below the PEOs, but not shown in the figure, are Program Management Offices (PMOs). A program management office, or program office for short, is structured to focus on one type of program within the PEO’s portfolio, this could be a certain type of aircraft, ship or weapon, or a certain type of warfare system or training system. For example, there is a program management office that focuses on all heavy lift helicopters for the U.S. Navy and U.S. Marine Corps designated PMA-261. In the DON, we differentiate our program offices by changing the third letter in their designation from PMO to PMx. For U.S. Navy ship programs, we use PMS, ‘S’ for ship. For Marine Corps land system programs we use PMM. Space and naval

warfare systems are PMWs, and naval aviation programs are PMAs, ‘A’ for air.

Just like the PEOs, every program office is a unique command led by a field-grade military officer, normally an O-6, or a senior civil servant (GS-15). Given the title of Program Manager (PM), these individuals have a reporting relationship to the PEO and ASN(RDA). The USD(AT&L) to ASN(RDA) to PEO to PMA reporting relationship is referred to as the Acquisition Chain of Command.

Now let’s skip over to the other line that leads from ASN(RDA) to NAVAIR. Earlier I mentioned that SecDef has established two different, yet complimentary, organizations to execute programs. The first being the PEO and their supporting PMOs. The second is the Systems Command (SysCom) and just like with the PEOs, every Component has them. The Department of the Air Force has the Air Force Material Command (AFMC). The Army has the Army Material Command (AMC) with numerous sub-tiered systems commands such as the Aviation and Missile Command (AMCOM). The DON has six Systems Commands; Marine Corps Systems Command (MCSC); Naval Sea Systems Command (NAVSEA); Naval Air Systems Command (NAVAIR); Space and Naval Warfare Systems Command (SPAWAR); Naval Facilities Engineering Command (NAVFAC); and Naval Supply Systems Command (NAVSUP).

Every Systems Command, or SysCom, is also a unique command led by a three or four-star flag officer. But what’s unique about naval aviation is that its three PEOs and NAVAIR all reside in the same building at NAS Patuxent River, and that is where people start to get confused. People tend to view that entire conglomeration as one unified command called NAVAIR when it’s actually four collaborating commands that happen to be co-located.

Maritime Patrol Program Offices	PEO
PMA-262 Persistent Maritime UAS Program	PEO(U&W)
PMA-264 Air Anti-Submarine Warfare Systems Program	PEO(A)
PMA-290 Maritime Patrol & Reconnaissance Aircraft Program	PEO(A)

Now, looking back at the reporting relationships in the figure above, we notice one more important thing. Despite the naval aviation PEOs and the NAVAIR commander both having a direct reporting relationships to ASN(RDA), they have no direct connection to each other. All that exists is a dotted communication line with a box that says “Operating Agreement.” Why is that? What is the difference between a PEO and a Systems Command?

Command	Commanding Officer
NAVAIRSYSCOM	Vice Admiral P. Grosklags
PEO(A)	Rear Admiral D. Peters
PEO(T)	Rear Admiral M. Moran
PEO(U&W)	Rear Admiral M. Darrah

To answer that question, we need to go to SECNAVINST 5400.15 which is titled Department of the Navy Research and Development, Acquisition, Associated Life-Cycle Management, and Logistics Responsibilities and Accountability. Let's break that title down since in the world of government acquisitions, "words means things".

Notice the words Research, Development, and Acquisition in the title. These three words also appear in ASN(RDA)'s title, which means that this instruction is his/her instruction on how he/she wants "life-cycle management, and logistics" done.

What is Life-Cycle Management? The formal definition is "a management process, applied throughout the life of a system that bases all programmatic decisions on the anticipated mission-related economic benefits derived over the life of

the system. This encompasses the acquisition program, in-service support and sustainment, modernization, and final disposal". More simply, it's the life of a weapon system, from a design on paper, to a prototype, to a full-scale development model, to a finished design that enters into full-scale production, and then fleet introduction, operation and sustainment. That's a weapon systems life-cycle, and this instruction defines who's responsible, and more importantly, who's accountable at every stage by describing the duties, responsibilities and authorities of ASN(RDA); the PEOs; the PMs; and the six SysComs. It also describes their relationship with the Chief of Naval Operations (CNO) and the Commandant of the Marine Corps (CMC) in exercising those duties, responsibilities, and authorities. Notice the location of the CNO and CMC above NAVAIR on the reporting relationship figure, and note that the PEOs and PMAs do not report directly to the CNO/CMC. In fact, if you look at the Department of the Navy organizational chart, you can visualize where the PEOs and NAVAIR now fit into the larger organization.

To more clearly define the linkage between a PEO and a SysCom for naval aviation programs, the NAVAIR Commander (COMNAVAIR) and the four naval aviation PEOs all signed an Operating Agreement, approved by ASN(RDA), to delineate

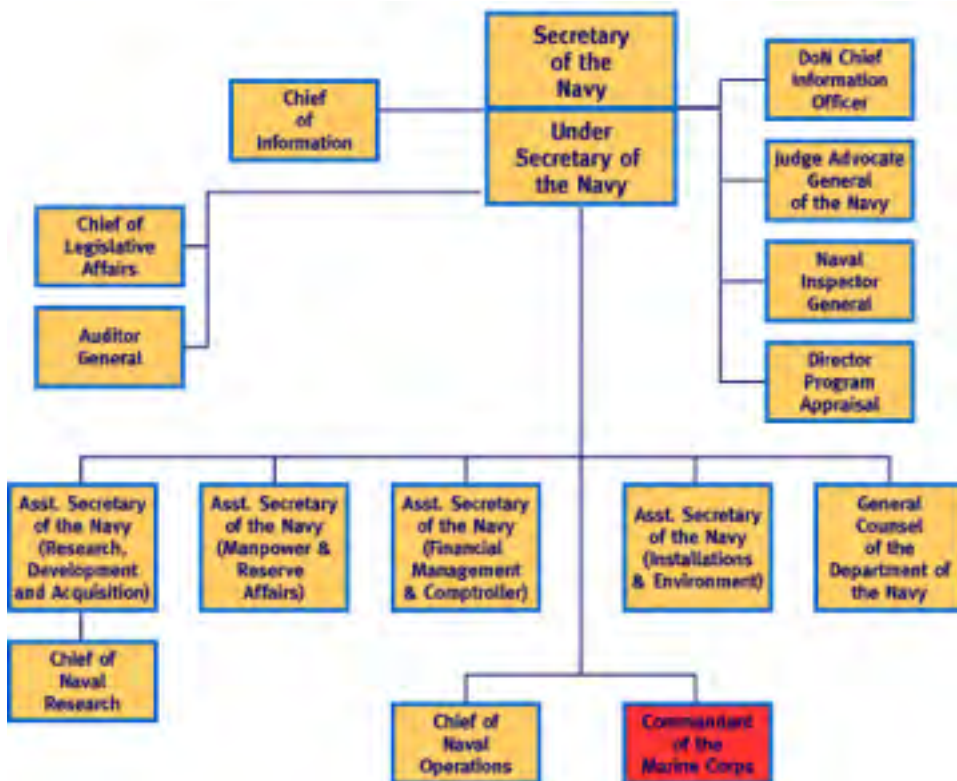
the operating relationships and support agreements between NAVAIR and the PEOs. If you really want to understand how NAVAIR works, the Operating Agreement is a great place to start.

So, here is what SECNAVINST 5400.15 and the Operating Agreement basically say.

#### Cost, Schedule and Performance

As acquisition professionals, it's our job to manage the life-cycle of a weapon system program on cost and on schedule while providing you, the warfighter the best performance we can... cost, schedule and performance. It's a delicate balancing act between the three based on risks and trades. The PEO/PMA is accountable for cost, schedule and performance.

- PEOs have management oversight and accountability for program life-cycle management of assigned major defense acquisition programs and related non-major programs. Such programs



Source: [www.navy.mil](http://www.navy.mil)

include aircraft, strike weapons, anti-surface and airborne anti-submarine warfare systems, special mission programs, air traffic control and landing systems, aircraft launch and recovery equipment, and unmanned aviation.

- PEOs report to the CNO and the CMC through COMNAVAIR for matters pertaining to in-service support for aircraft that are delivered to the fleet. In-service support is defined as “management and technical support provided between delivery to operational forces and final disposal. This includes maintenance, supply support, systems engineering, technical support, configuration management, test and evaluation, and all aspects of Integrated Logistics Support (ILS)”. COMNAVAIR is responsible to CNO and CMC for the execution of logistics sustainment and in-service support, and operating forces support responsibilities.

- In some cases, as approved by ASN(RDA), NAVAIR can also act as a PEO. In these cases, COMNAVAIR assigns this PEO responsibility to the NAVAIR Assistant Commander for Acquisition (AIR-1.0). Specifically, COMNAVAIR/AIR-1.0 has management oversight and accountability for assigned acquisition programs used by multiple platforms, referred to as “common systems”. Such programs involve aircrew systems, air combat electronics, aviation support equipment, navigation systems, aviation training systems, and tactical training ranges.

- NAVAIR, in addition to its own assigned programs, is the host (i.e., main) systems command for the naval aviation PEOs and their assigned PMAs. All elements of NAVAIR provide support to the PEOs/PMAs.

AIR-1.0 Program Offices
PMW/A-170 Air Navigation Warfare
PMA-202 Aircrew Systems
PMA-205 Aviation Training Systems
PMA-209 Air Combat Electronics
PMA-226 Specialized & Proven Aircraft
PMA-260 Aviation Support Equipment

## Programmatic Authority vs. Technical Authority

When managing programs, acquisition professionals walk a delicate line between balancing cost, schedule and performance, (i.e., programmatic authority) while ensuring that they deliver a useable end product that is safe to operate (i.e., technical authority). Program Managers have programmatic authority. SysCom commanders have technical authority. It’s a unique checks and balances approach.

- The PEOs and AIR-1.0 exercise the programmatic authority assigned to them by ASN(RDA). They supervise the management of assigned programs, and report directly to ASN(RDA) for all matters pertaining to acquisition. Programmatic authorities manage all aspects of assigned programs from concept to disposal, including oversight of cost, schedule and performance, and direction of life cycle management.

- In exercising programmatic authority, PEOs and their PMAs substantially rely on support provided by COMNAVAIR who has technical authority and operational safety/assurance certification authority for all naval aviation programs. Technical authority is the authority, responsibility, and accountability to establish, monitor and approve technical standards, tools, and processes in conformance with applicable DoD and DON policy, requirements, architectures, and standards. Certification authority is the authority to certify that products meet established standards.

NAVAIR Competencies
AIR-1.0 Program Management
AIR-2.0 Contracts
AIR-3.0 (Not Used)
AIR-4.0 Research & Engineering
AIR-5.0 Test & Evaluation
AIR-6.0 Logistics & Industrial Operations
AIR-7.0 Corporate Operations
AIR-8.0 (Not Used)
AIR-9.0 (Not Used)
AIR-10.0 Comptroller
AIR-11.0 Legal Counsel

- For naval aviation aircraft, weapons, and associated systems, technical (and business) authority resides with COMNAVAIR and is delegated to the technical competency leaders in their respective areas of accountability. For contracting, it’s the Assistant Commander for Contracts, AIR-2.0; for research and engineering, it’s the Assistant Commander for Research & Engineering, AIR-4.0; etc.

- In executing their programmatic and technical/business authorities, PEOs and COMNAVAIR will operate with a shared responsibility for program success. Program management authority and technical competency authority will be complementary and jointly exercised to seek the right balance between program realities and constraints, and the best business or technical solutions to meet warfighting needs. They will work collaboratively to balance current readiness and future capabilities for the fleet.



So, how does this shared responsibility happen? For naval aviation programs, it's through a concept called a Competency-Aligned Organization, or CAO. The PMAs, as the programmatic authority, are ultimately accountable for the execution of the programs throughout their life-cycle; from inception to disposal. When Congress funds a program, the funding flows down the left side of the chart through the PEOs to the PMAs who use that funding to put the weapon system manufacturers on contract to build and deliver the actual products; the aircraft, the missile, the simulator. They will also use part of that funding to hire technical and business experts across the acquisition competencies (e.g., program management, contracting, engineering, integrated logistics, test) to support them with the execution of their assigned programs and the management of their contracts. Where do the PMAs go to hire that talent? Well, NAVAIR of course! So what's NAVAIR's role? To support the PMAs by providing a technical workforce that is trained and equipped to properly execute programs and manage contracts. NAVAIR provides its technical workforce with the processes and tools needed to exercise their technical authority aligned to their core competencies.

That's it in a nutshell. I hope I helped to shed some light on the relationship between NAVAIR and the naval aviation ac-

quisition chain of command. To learn more about the inner workings of NAVAIR and its Competencies, as well as the Naval Air Warfare Centers (NAWCs) and the Fleet Readiness Centers (FRCs) (i.e., the right side of the reporting relationships figure), please contact AVIAN and inquire about its 4-hour training course, NAVAIR, Simplified. (Contact us at [TeachMe@avianllc.com](mailto:TeachMe@avianllc.com))



*By Cmdr. Kevin Switick, USN (ret.)*

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