

PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2017: Issue 3



In This Issue

CPRW-2 Disestablishes After 80 Years in Hawaii

Whidbey Island Symposium Dates Announced: September 27-29, 2017

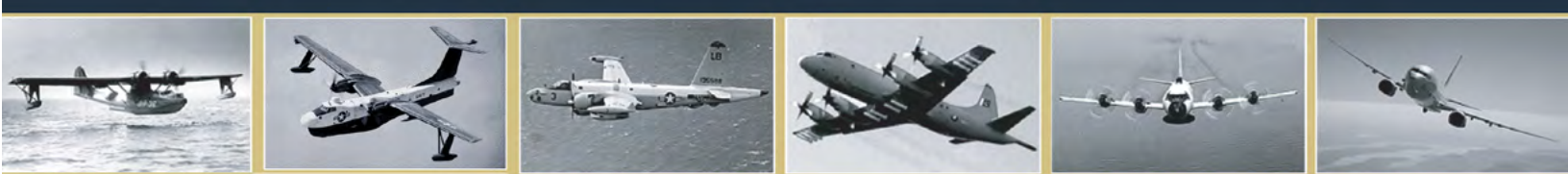
Join us for the West Coast Ball, heritage presentations, flight suit social & more!

PLANESIDE

Cover Photo



CDR Stephen Weeks snapped this photo while flying in the backseat of the lead solo jet, Blue Angel #5, on 09 May 2017 during a farewell flight from the Blue Angels upon the conclusion of his Commanding Officer tour at VT-4 in Pensacola, FL. VT-4 wings all of the Naval Flight Officers for the MPRA community. NAS Pensacola/Sherman Field appears in the background, as well as Fort McCrea to the far right.



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WELCOME

From the President

*M*aritime Patrol Warriors, Ladies and Gentlemen,

Greetings from the beautiful Pacific Northwest. It is my humble honor to introduce myself, Rob Patrick, Commodore for PATRECONWING 10 at NAS Whidbey Island, as one of the presidents of the Maritime Patrol Association, along with my good friend and co-president, CAPT Jim Robinson, Commodore for PATRECONWING 11.

I am excited about this opportunity because what we are doing in the Maritime Patrol and Reconnaissance Force has never been more important than it is today. I believe that there is nothing more important than our national defense, and right now, there is no one closer to the fight. Over the past three decades ago, our adversaries have continued to develop and deploy increasingly advanced, highly capable, lethal weapons systems and platforms designed to inflict harm to our carrier and expeditionary strike groups and associated assets. As our Nation's first choice for broad area maritime surveillance and rapid response, our MPRF crews and aircraft are standing the watch wherever these threats to our vital American and coalition interests exist. Our maintenance teams are on deployment ensuring our crews safely fly our aircraft. Our Mobile Tactical Operations Centers deploy with the squadrons to ensure our Fleet Commanders, our forward Task Force Commanders, and our allies receive the highest quality intelligence to make the best decisions. In short, our MPRF teams are postured to put aircraft on station, anywhere, anytime, to ensure that we maintain our maritime superiority around the world.

While we continue to transition to the P-8 and Triton, the success of these platforms absolutely depends on the sustainment of our legacy systems. The ramp at NAS Whidbey Island is full of P-3s, which continues to fly an overwhelming number of operational flight hours on station. The EP-3, LSRS, and SPA aircraft are integral to filling warfighter gaps between the P-3 and P-8. We must maintain focus on the contribution of our legacy platforms as we finish our transition to the P-8 and Triton. While the airframes may be aging, the sensors and mission products remain cutting edge and critically important to our fleet and Combatant Commanders, while bridging to our future force.

Adversaries, challenges, platforms and leadership come and go with time. However, what will never change is our dedicated Sailors, our asymmetric advantage. The constant work, sacrifice, and commitment our Sailors bring to our great Nation at home and abroad are beyond compare. Our planes provide vital support to our troops on the ground and ships at sea because of you. Our adversaries fear us and our capabilities because of you. In short, the maritime patrol community is succeed-



CAPT Rob Patrick, USN

ing because of you. Each and every one of you has my sincere gratitude.

Finally, we look forward to hosting you at the first ever West Coast Maritime Patrol Symposium at NAS Whidbey Island on 28 and 29 September 2017. We will include many of the same events that you've seen at the Jax Symposium including a Flight Suit Social, a Flag Panel, heritage presentations and current operations briefs, P3 and P8 tours, Fleet Training Center tours, a Spouse Symposium, a Golf Tournament and a 5K run. In addition, we'll hold a West Coast Ball, a more formal dining event on Thursday evening. I look forward to seeing you at NAS Whidbey Island in September.

Thank you for your support.

All the best and very respectfully,
Rob Patrick
Captain, US Navy
Commander, Patrol and Reconnaissance Wing TEN
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



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www.maritimepatrolassociation.org/scholarship.html

Wings Over America (WOA) administers the Maritime Patrol Association (MPA) scholarship. Applicants who are eligible for the MPA scholarship will also be considered for available WOA scholarships. Application for the 2018 award year will open in October 2017.



CPRG

Checking On Station

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

After nearly five years away, it is a truly an honor to be back with the Maritime Patrol and Reconnaissance Family. RDML Cozad is a phenomenal leader and we have been extremely blessed to have him as our Commander the past two years, he and Amy will be missed. We wish him the very best as he leads our Naval Education and Training Command on a journey of continued transformation.

Having spent the past few years on the Joint Staff, Naval Forces Europe/Naval Forces Africa, and forward deployed as part of a Combined Joint Task Force, I had the opportunity to view our community from “the outside.” I am pleased to pass, what we do on-station, day in and day out, is absolutely noticed, appreciated, and relevant. The future of our community is extremely bright.

Over the past few weeks, I have taken briefs on the community’s focus areas:

1. The continued on-schedule transition from P-3C to P-8A, to include the introduction of the Advanced Airborne Sensor and MQ-4C Triton to the fleet;
2. TacMobile integration and improvement;
3. Commitment to a Family of Systems approach to maintain our multiple intelligence (multi-INT) dominance.

These focus areas remain “on target” as we work together with our NAVAIR/NAVSEA Program Managers, OPNAV Requirements Officers, and forward CTF commanders to keep our community manned, trained, equipped, and combat ready. Given the complexity of our transformation, including the parallel transition of VQ and VPU, we must ensure our people – Sailors, civilians, and their families - remain at the forefront of our efforts. Our Navy Core Values are tried and true; we can live up to these values by focusing and demonstrating the following traits:

- Be professional. Our nation depends on us to be the expert in our fields. The foundation of our community is long range, airborne anti-submarine warfare (ASW) – that is our primary mission – that is what our Nation demands – we must ruthlessly pursue ASW opportunities. We must be professionals in all we do – at work, at home, in the community. We must set the example.

- Be agile. We must be able to adjust quickly and respond to operational requirements. To be agile, we must be well trained, we must think ahead, and we must leverage technology. Coming in second is not acceptable.

- Be lethal. We are warriors, not spectators. Our platforms



Rear Admiral Trey Wheeler, Commander, Patrol and Reconnaissance Group.

and our people must remain competent and capable of finding the enemy and delivering effects. We must be tough, we must be confident; we must be ready to answer the nation’s call.

Working in concert with our NAVAIR Program Managers, OPNAV Requirements Officers, and Fleet Operators, I will do my best to ensure our squadrons have the necessary tools and support to be successful.

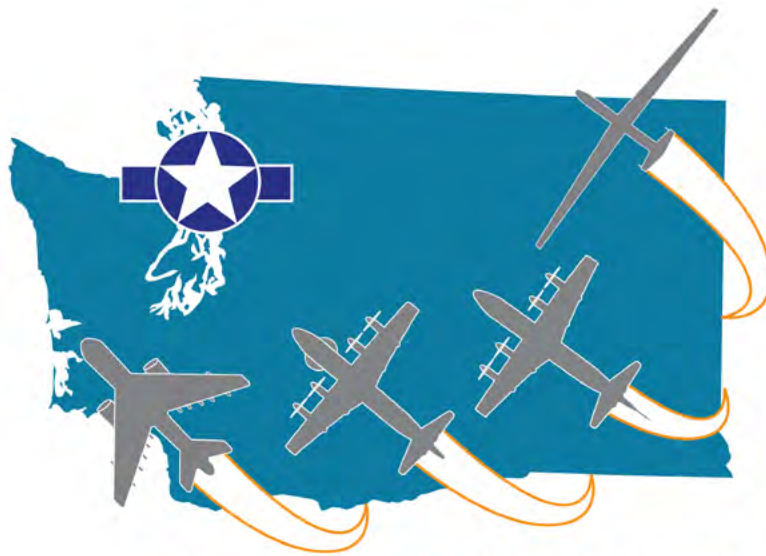
As I wrap up my first few weeks, it is obvious our community is on an incredibly positive vector. We have a long road ahead and we will face many challenges, but I’m extremely encouraged by the men and women of the Maritime Patrol and Reconnaissance community. I have no doubt our teams will continue to operate forward with distinction. Fly, Fight, Lead.

Humbly and with Great Respect,
Trey Wheeler

Rear Admiral

Commander Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific ★





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IN THE NEWS

CPRW-2 Disestablishes After 80 Years

Commander Patrol and Reconnaissance Wing Two (CPRW 2) Disestablishment Ceremony took place at Hangar 105 on Marine Corps Base Hawaii, May 24.

CPRW 2 memorialized and celebrated more than 80 years of history and service on the Hawaiian Islands as they hauled down the colors for the last time during a sunset disestablishment ceremony. It is home to the last U.S. Navy P-3C squadron on Kaneohe Bay and the last squadron to detach from CPRW-2. There was a P-3C static display that discussed the history of the P-3C as well as a P-8 static display that discussed the future of Maritime, Patrol, and Reconnaissance and the transition to the new airplane.

The Chief of Naval Operations officially established Patrol Wing Two at Fleet Air Base Pearl Harbor, Hawaii on Oct. 1, 1937. On Dec. 7, 1941, the Wing was at the center of the

Pearl Harbor attacks from Japanese raiders. On June 30, 1949, the Wing was relocated to the leeward side of Oahu at Naval Air Station Barber's Point, where it remained for 50 years and experienced many changes in aircraft, missions, and commands.

In the 1970's Patrol Wing Two became known as the "Rainbow Fleet" and began to routinely deploy with the P-3 Orion, a long range anti-submarine warfare patrol aircraft.

Wing Two squadrons tracked Soviet submarines patrolling off the western coast of the United States and supported operations in the Vietnam War, the Gulf War, and the NATO air campaign over Kosovo. Post-Cold War, the Wing continued to meet the evolving needs of the Navy, proving the P-3C as a multi-mission platform over land and sea; supporting Operations Desert Shield and Desert Storm, establishing an airborne reconnaissance capability during the Balkan wars;



Above, Capt. Stephan Newlund, commander of Patrol and Reconnaissance Wing Two, renders his salute to his squadron during Wing Two's disbandment ceremony at Hangar 105, at Marine Corps Air Station Kaneohe Bay, May 24. Photos by Air Force staff sgt. Christopher Stoltz

and supporting counter- drug detection by monitoring and interdiction operations in the Southern Hemisphere.

In June 1999, the Patrol Wing Hawaii forces moved from their Cold War home at Naval Air Station Barbers Point to the windward side of Oahu to Marine Corps Air Station Kaneohe Bay.

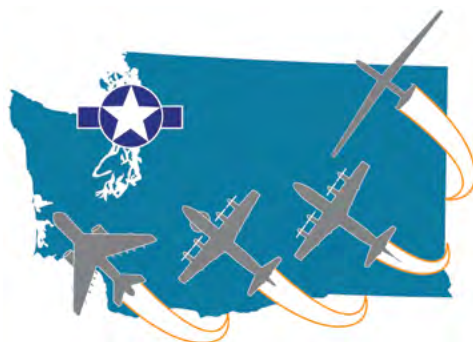
After Sept. 11, 2001, Wing Two squadrons joined the Global War on Terrorism and engaged in Operations Enduring Free-

dom, Iraqi Freedom, Operation Enduring Freedom - Philippines, Operation Enduring Freedom - Afghanistan, and Operation Anaconda. Recently, Wing Two squadrons lead expeditionary Maritime Patrol and Reconnaissance Forces in support of Two, Fifth, and Seventh Fleet operations.



By Lt. Emily Cordle, CPRW 2 Public Affairs

Published in the Ho'okele online, June 2, 2017



2017 MPA WHIDBEY ISLAND SYMPOSIUM
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2017 MPA WEST COAST BALL

Thursday, September 28 at 1800

Naval Air Station Whidbey Island Wash Rack

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Join shipmates past and present as we gather in the NAS Whidbey Island Wash Rack for drinks, dinner, dancing. A cash bar will be provided. Attire will be Flight Suits for active duty. Retired members are encouraged to wear their uniforms or business casual attire.

BUY YOUR TICKETS ONLINE : www.maritimepatrolassociation.org/symposium

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IN THE NEWS

Vice CNO Visits NAS Jax

Vice Chief of Naval Operations (VCNO) Adm. Bill Moran visited Naval Air Station Jacksonville May 30 to get a first-hand look at the new MQ-4C Triton Mission Control Center and meet Sailors and civilians during several all-hands calls.

During his first all hands call, the admiral greeted maritime patrol and reconnaissance aircrew and instructors with praise for their achievements in executing their missions.

He also discussed an increasingly competitive security environment, but highlighted where our Navy still maintains its edge.

“We continue to work on technology, but we are far ahead of our adversaries when it comes to people,” said Moran. “That is the one big advantage we have over everyone else. Our

people are experienced, professional, able, smart and well-led. If you look back on the battles of the Coral Sea and Midway on their 75th Anniversary, we were pretty lucky in both those battles because of our people taking risks. On Memorial Day, we remembered Americans who lost their lives fighting for our country. It’s a dangerous business. We have to be deadly serious and continue to be competitive. If you look back at history when the world seemed relatively normal at peace, and then suddenly it explodes with something bigger, well we have to be ready for that.”

Other issues Moran touched on included the defense budget, squadron collateral duties, manpower, training, new platforms, sea duty ratings and the new retirement system as they pertain to mission readiness.

The admiral stressed the importance of being more proficient



Lt. David Long of Patrol Squadron (VP) 30, right, talks to Vice Chief of Naval Operations Adm. Bill Moran about his father, retired Master Chief Steven Long Sr. following an all-hands call at Naval Air Station Jacksonville. Photos by Jack Ford.

warfighters.

“We recently polled the fleet and asked every command what collateral duties they had. We received list after list,” said Moran. “Many of these will be going away. We need to make sure we are incentivizing the right things, which is a focus on warfighting.”

Later, at a visit to the Triton Mission Control Center, Moran was briefed by Unmanned Patrol Squadron 19 Executive Officer Cmdr. John LeVoy on how the center will function in the future regarding manpower, working hours and mission planning and execution. LeVoy also discussed how the aircraft would collect and disseminate intelligence to fleet customers.

At a second all-hands call, the admiral thanked the security force, firefighters and civilian workforce for their dedication and hard work, discussed current world affairs, then opened the floor to questions.

Sailors asked about the Navy’s evaluation and fitness reports system, which eliminates the current ranking system and its associated reporting timelines, promotes regular counseling and emphasizes performance assessment.

“We are currently testing the new system in a pilot program before we roll it out to the fleet,” said Moran. “We plan to shift to the new program within a year.”

He also urged Sailors who have less than 12 years of service to look at the new retirement program but to do the math and make their own best decision.

The admiral also used the opportunity to address social media misbehavior. “What we have to fix and what you have to own for us is self-policing – calling out one another and holding each another accountable,” said Moran. “If the behavior doesn’t pass the test at your dinner table, it’s that simple.”

In closing, Moran stressed the importance of being ready. “I want to thank you for being willing to sacrifice your life for this country,” he said. “If you are not there, then find something else. We have to be all in and ready. We don’t know what tonight will bring. We need everyone on the team pulling their weight.”



*By Kaylee LaRocque, NAS Jacksonville Public Affairs Officer
Published in the Jax Air News, June 14, 2017*



Military members and civilians from Navy Region Southeast and Naval Air Station Jacksonville listen as Vice Chief of Naval Operations Adm. Bill Moran discusses the defense budget, squadron collateral duties, manpower, training, sea duty ratings and the new retirement system during an all-hands call aboard the station. Photos by Jack Ford

IN THE NEWS

CPRG Holds Change of Command

NORFOLK, Va. (NNS) – Rear Adm. Trey Wheeler relieved Rear Adm. Kyle J. Cozad as the commander of Patrol and Reconnaissance Group and Commander, Patrol and Reconnaissance Group Pacific (CPRG/CPRGP) during a change of command ceremony June 8, at the Joint Force Staff College aboard Naval Support Activity Hampton Roads.

Wheeler previously served as Deputy Commander, Combined Joint Task Force-Horn of Africa. Cozad, who previously served as Commander, Joint Task Force-Guantanamo, assumed his duties as CPRG/CPRGP month 2015.

“Over the last 22-months, our people, the people of this command are what have enabled our success,” said Cozad.

“They turn our technological capabilities into war fighting ability. The civilians, officers, enlisted and most importantly our families, really enable our success in every mission.”

Nearly 175 service members and guests gather to participate in the ceremony. Special guest VCNO Rear Adm. Bill Moran was in attendance as well.

“Great teams need three qualities, they need to be well lead, create leaders from within and make their own luck,” said Moran. “When we look forward to the next ten years we are going to need that leadership. I couldn’t be more proud of where these two leaders are, where they have been and where they are going.”

Wheeler is a 1988 graduate of the United States Naval Acad-



NORFOLK (June 8, 2017) The color guard parade the colors during the Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific change of command ceremony. Rear Adm. Trey Wheeler relieved Rear Adm. Kyle Cozad during a ceremony held at the Joint Forces Staff College aboard Naval Support Activity Hampton Roads. (U.S. Navy photo by Mass Communication Specialist 2nd Class Bill Dodge/Released)



NORFOLK (June 8, 2017) Adm. Bill Moran, vice chief of naval operations, addresses the audience during the Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific change of command ceremony. Rear Adm. Trey Wheeler relieved Rear Adm. Kyle Cozad during a ceremony held at the Joint Forces Staff College aboard Naval Support Activity Hampton Roads. (U.S. Navy photo by Mass Communication Specialist 2nd Class Bill Dodge/Released)

emy, earning a Bachelor of Science in Oceanography. As a career Naval Flight Officer, he has completed six Maritime Patrol and Reconnaissance tours including commanding officer of VP-10 and commander, Patrol and Reconnaissance Wing ELEVEN. He served two tours of duty in Afghanistan. In addition, Wheeler served as communications officer and assistant chief of staff for administration/flag secretary for commander, Carrier Group ONE in San Diego and as the assistant chief of staff for operations/fleet operations officer for commander, 7th Fleet in Yokosuka, Japan.

Cozad is a 1985 graduate of the United States Naval Academy, earning a Bachelor of Science in Oceanography and Physics. He served extensively as an instructor pilot in multiple operational tours, completed two tours with Patrol Squadron (VP) 30, the P-3 Fleet Replacement Squadron (FRS), and another with 404 Squadron in Greenwood, Nova Scotia, where he was a CP-140 exchange instructor pilot with the Canadian Air Force. His operational Maritime Patrol and Reconnaissance Aircraft (MPRA) tours span across all four MPR sites.

CPRG aims to provide optimum and uniform training, readiness and effective command, control and coordination of 12 land-based, operational multi-mission capable patrol squadrons, two reserve patrol squadrons, one fleet replacement training squadron, one operational special projects unit, one special reconnaissance squadron, one unmanned patrol squadron and operational task unit commands.

For more information on COMMAND visit, <http://www.public.navy.mil/airfor/cprg/Pages/default.aspx>

For more information on USFF visit, <http://www.public.navy.mil/usff/Pages/default.aspx>



By CPRG Public Affairs

IN THE NEWS

DSCA Director Retires After More Than Three Decades of Naval Service

WASHINGTON (July 14, 2017) – After more than three-decades of serving the nation, Vice Adm. Joseph Rixey, director of Defense Security Cooperation Agency (DSCA), retired during a ceremony at the Washington Navy Yard, July 14.

Rixey, a 1983 graduate of the United States Naval Academy, served as the 16th director of DSCA from Sept. 6, 2013 to July 14, 2017.

Adm. Harry B. Harris Jr, the 24th commander of U.S. Pacific

Command (USPACOM), was the guest speaker for the ceremony. He reflected on serving with Rixey in the aftermath of 9-11, when Harris commanded Task Force 57 and Rixey served as a squadron commander at a location in the Middle East.

“One day, Naval historians will acknowledge the vision of Joe Rixey and our battle buddy Bob Lally for dreaming up the crazy idea to put P-3s overland in Afghanistan in those dark weeks following 9-11,” said Harris. “History will show how right they were -- our surveillance capability proved to be so



U.S. Navy Vice Admiral Joseph Rixey, the Director of Defense Security Cooperation Agency, has his retirement ceremony at the Washington Navy Yard, Washington, D.C., July 14, 2017. (U.S. Army Photo by Spc. Trevor Wiegel)

reliable and timely that ground commanders often insisted upon the presence of MPRA before they would conduct a major troop movement.”

Under Rixey’s leadership, the agency has led a robust set of improvement initiatives laid out in a six-year strategy called Vision 2020 providing a foundation for the Security Cooperation (SC) reforms mandated by the FY17 National Defense Authorization Act. These efforts have focused on ensuring: the quality of the workforce through professionalization, the right-size of the quantity of resources through the protection of SC manpower, and more effective requirements prioritization through the consolidation of SC program management and budgets, and the expansion of planning capability.

“We are embarking on a focused journey under the rubric of Secretary Mattis’ threat-based security cooperation,” said Rixey, in describing the reforms underway. With the demand of the National Defense Authorization Act and the forceful backing of the Secretary, we are embarking on a once-in-a-generation reform of the Security Cooperation Enterprise. DSCA is laser-focused and empowered to improve.”

During the ceremony, Harris presented Rixey with the Defense Distinguished Service Medal.

“He operationalized DSCA and made it more relevant, more responsive to the warfighter and our Nation,” said Harris.

Additionally, the Honorable Sean J. Stackley, Acting Secretary Of The Navy, presented Rixey’s wife, Kathy, with the Secretary of the Navy’s Distinguished Public Service Award.

“Collectively, we thought of the greater good,” noted Rixey, speaking to the agency and interagency. “I know each of you and your organizations rise every day to support and defend our nation as outlined by law and policy, aligned by our Nation’s strategic goals.”

Addressing foreign partner representatives, Rixey said, “We provide for you as we would provide to ourselves. We bring integrity and dedication to partner capacity building. We are dedicated to providing not just the end item, but full spectrum capability.”

Rixey, a native of Monterey, California, started his naval career in August 1978 with enlistment and assignment to the Naval Academy Preparatory School, leading to graduation from the United States Naval Academy in 1983. He was designated as a naval aviator in August 1986. His operational tours

include: Patrol Squadron 17, Naval Air Station (NAS) Barbers Point, Hawaii; USS Constellation (CV 64) as a catapult and arresting gear officer and assistant air officer; Patrol Squadron 40, Whidbey Island, Washington; and commanding officer Patrol Squadron Two, Kaneohe Bay, Hawaii.

The new DSCA director is expected to be announced in the coming weeks.

DSCA’s mission is to lead the Security Cooperation community in developing and executing innovative security cooperation solutions that support mutual U.S. and partner interests. DSCA directs, administers, and provides guidance to the Department of Defense’s Components and representatives to U.S. missions, for the execution of the department’s Security Cooperation programs for which DSCA has responsibility.



By Department of Defense Press Operations

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COMMUNITY

VP-30 'Pro's Nest' Holds Change of Command

Capt. Christopher Kijek took the helm of the Patrol Squadron (VP) 30 Pro's Nest as its 43rd commanding officer July 6 aboard Naval Air Station Jacksonville.

Kijek relieved Capt. David Whitehead who has led VP-30 since August 2015. More than 400 friends, family and military members attended the ceremony.

Kijek was born in Warwick, Rhode Island. He graduated from the United States Naval Academy in 1995 and received his wings of gold in 1997. Kijek then went on to earn a master's degree in national security and strategic studies from the Naval War College, where he graduated with distinction.

Kijek's first operational tour was with VP-47, where he deployed to 5th Fleet twice and 7th Fleet. He reported for duty

to VP-30 in 2001 as a fleet replacement squadron (FRS) instructor pilot on the mighty P-3C Orion.

As a follow-up tour, he was assigned as the flag lieutenant to Commander, 7th Fleet. Kijek's department head tour was at VP-46 where he again deployed to 5th Fleet and executed combat operations in support of Operation Iraqi Freedom and Operation Enduring Freedom.

After a tour at the Navy Personnel Command, he went back to lead VP-46 as the executive officer and then commanding officer.

In 2013, Kijek served as deputy executive assistant to the Chairman of the Joint Chiefs of Staff. Kijek reported once more to VP-30 where he completed the transition to the P-8A Poseidon and is now again qualified as an FRS instructor.



Rear Adm. William Wheeler (center), commander, Patrol and Reconnaissance Group, returns Capt. Christopher Kijek's salute as he relieves Capt. David Whitehead as Patrol Squadron 30's commanding officer. Photos by MC1 Charles Panter



Capt. Christopher Kijek (right), Patrol Squadron 30 commanding officer, is pinned by his wife, Allison during the squadron's change of command ceremony July 6. Photos by MC1 Charles Panter

Rear Adm. William Wheeler, commander, Patrol and Reconnaissance Group (CPRG), presided over the event. The guest speaker was Rear Adm. Kyle Cozad, commander, Naval Education and Training Command and former CPRG.

Cozad reflected upon Whitehead's achievements during his tenure as commanding officer of VP-30 and offered words of thanks.

"I am proud to serve alongside you as we take this community forward," said Cozad. "To those in uniform and those who serve with the military, thank you."

For his exceptional meritorious conduct, Wheeler presented Whitehead with the Legion of Merit.

Whitehead had parting words for his Sailors who served under him during his tenure as the VP-30 commanding officer.

"Never have I seen the concentration of talent like there is at VP-30," he said. "I am proud of the work and accomplishments the personnel of VP-30 have achieved over the past two years."

His last act as the VP-30 commanding officer was to meritoriously promote three enlisted Sailors for their many accomplishments.

VP-30 is the Navy's largest squadron and is known for the standard of excellence set by its Sailors. During Whitehead's tenure at VP-30, the command received the coveted Golden Wrench Award for maintenance excellence, Golden Anchor award for retention excellence and the Blue "M" for medical readiness. The command also surpassed 500,000 mishap-free flight hours earlier this year setting a Navywide record for safety.

VP-30 continues to transition the maritime patrol squadrons from the P-3C Orion to the P-8A Poseidon while integrating the new MQ-4C Triton into the maritime patrol community.



*By Lt. Andrew Kirchert, VP-30 Public Affairs Officer
Published in the Jax Air News, July 12, 2017*



COMMUNITY

VP-5 “Mad Foxes” Hold 66th Change of Command

*C*mdr. Will Toraason assumed command of Patrol Squadron (VP) FIVE from Cmdr. Joseph Levy on Friday, June 2 aboard Naval Air Station Jacksonville, Florida during a formal change of command ceremony at the VP-5 hangar. Cmdr. Toraason is the 67th commanding officer of the VP-5 Mad Foxes.

“For the past 12 months, Skipper Joe Levy has led from the front, and I’ve often asked him to do more with less,” said Rear Adm. Kyle Cozad, Commander, Patrol and Reconnaissance Group, who served as the honored guest speaker at the event. “He and his Mad Fox Den have always found a way - they found a way to accomplish the mission. And Skipper, you’ve led your team to answer the community call every single time. Thanks for what you’ve done for this community.”

Dressed in a sea of summer whites, the Mad Foxes and their

families observed the time-honored change of command as Cmdr. Toraason officially relieved Cmdr. Levy from duty as commanding officer with the words, “I relieve you, Sir!”

Cmdr. Toraason assumes command of VP-5 as the Mad Foxes prepare for their second dual site deployment later this year.

“In the past several years we have had a string of stellar successes, but we must never forget that we are only as good as the mission we go out to perform on that day,” said Toraason in his change of command address. “In less than six months we head overseas to do the work of the United States Navy. The American people expect great things from us. It is our privilege to serve them and we owe them the best we can offer.”

Cmdr. Toraason, a Cincinnati native, graduated with a Bachelor of Science in Physics from Carnegie Mellon University



VP-5 commanding officer Cmdr. Will Toraason is pinned with the Command at Sea insignia by his wife, Jamie Toraason. All officers presently in command at sea wear the insignia on their right breast. Photo by MC2 Bergman.

in 1999 and was commissioned through the Naval Reserve Officers Training Corps. He also holds a master's degree in Public Administration from the Harvard Kennedy School of Government. Toraason served his first operational tour as a Submarine Officer aboard the fast attack submarine USS Jefferson City (SSN 759), where he earned his Gold Dolphins and completed nuclear engineer qualifications, deploying with the boat to the western Pacific and Arabian Gulf. He then transitioned to aviation, earned his Wings of Gold as a Naval Flight Officer, and served his next operational tour as Tactical Coordinator in the P-3C Orion with the Pelicans of VP-45, where he deployed with the Pelicans to Central America, Africa, Europe, and Japan. He later served with the War Eagles of VP-16, completed the squadron's sundown P-3C deployment, and transitioned with the squadron to the P-8A Poseidon.

Ashore, Cmdr. Toraason served in Kami Seya, Japan, as the Anti-Submarine Warfare Officer on the staff of Commander, Patrol and Reconnaissance Wing 1 (CPRW-1)/CTF-72, and in Jacksonville, Florida, he was the Assistant Officer-in-Charge at the Maritime Patrol and Reconnaissance Weapons School. His most recent shore position was at the Pentagon on the Navy Staff as Deputy Executive Assistant to the U.S. Navy's Chief Financial Officer (OPNAV N8).

Following the official reading of orders, Cmdr. Rob Wilkerson



Former VP-5 commanding officer Cmdr. Joseph Levy (left) and VP-5 commanding officer Cmdr. Will Toraason cut the ceremonial cake following their change of command ceremony. Photo by MC2 Bergman.

assumed the duties of executive officer. His most recent tour was as a program analyst in the Force Structure, Requirements, Resources, and Strategic Assessments Directorate (J-8) at United States Special Operations Command. Cmdr. Wilkerson then completed the P-8A transition syllabus at VP-30 before arriving at VP-5.



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



With a VP-5 P-8A Poseidon serving as a bold backdrop, VP-5 Cmdr. Will Toraason offers his remarks after assuming command of the Mad Foxes. Photo by MC2 Bergman.



COMMUNITY

Cmdr. Coonan Takes Command Of VP-40 at NASWI

OAK HARBOR, Wash. - Cmdr. Scott Coonan assumed command of Patrol Squadron (VP) 40 from Cmdr. Aaron Shoemaker during a change of command ceremony at Naval Air Station Whidbey Island (NASWI) June 1. Coonan, a native of Orange Park, Fla., served as VP-40's executive officer during Shoemaker's time as commanding officer. Shoemaker, a native of Broken Arrow, Oklahoma, was VP-40's commanding officer since June 2016. Coonan became the 67th commanding officer of the Fighting Marlins of VP-40.



*By MC3 Jakoeb VanDahlen, VP-40
Mass Communication Specialist*



CDR Coonan has his command at sea pin put on by his wife at the VP-40 Change of Command Ceremony on June 1 on board NAS Whidbey Island.



CDR Shoemaker receives a Meritorious Service Medal from CDRE Patrick for his service as commanding officer of VP-40. Photos by MC3 Jakoeb VanDahlen.



COMMUNITY

VP-4 Declared Safe for Flight

Oak Harbor, Washington - The Patrol Squadron (VP)4 “Skinny Dragons” were certified safe for flight by Commander, Naval Air Forces May 5th.

The final certification marked the end of the squadron’s six month transition from the legacy P-3C Orion to the P-8A Poseidon, which began October 31, 2016. The Skinny Dragons’ culminating transition event was a week-long series of inspections that tested the squadron’s abilities to safely operate and maintain the new aircraft. Inspections were conducted by both Patrol and Reconnaissance Wing (CPRW) 10, based at Naval Air Station Whidbey Island (NASWI), CPRW 11, based at Naval Air Station (NAS) Jacksonville, FL.

VP-4 aircrew completed over 3,000 flight hours and over 20,000 simulator hours as they trained to fly and operate the P-8A. Maintenance personnel underwent over 55,000 hours of classroom and on the job training. VP-4 now has eight new P-8A patrol plane commanders, 12 new patrol plane pilots, four tactical coordinators, 11 co-tactical coordinators, 14 acoustic air warfare operators, eight electronic warfare

operators, eight Safe for Flight qualified personnel, 20 collateral duty inspectors, six plane captains, five quality assurance representatives, 76 qualified proficient apprentices, and 65 qualified proficient journeymen.

During the first phase of the transition, aircrew and maintenance personnel became familiar with the P-8A at NASWI. For the second phase of the transition, VP-4 pilots, aircrew, and maintenance personnel relocated to NAS Jacksonville to work closely under the professional mentorship of VP-30. The Skinny Dragons returned to NASWI for the final phase of transition, where aircrew and maintainers were tested on their proficiency. The final phase concluded with VP-4’s safe for flight certification.

The Boeing P-8A Poseidon is a long range anti-submarine warfare, anti-surface warfare, and information, surveillance, and reconnaissance platform based on the Boeing 737-800 model. The Navy began transitioning P-3C squadrons to the P-8A in 2012, and the new aircraft has been deployed multiple times to the U.S. 5th, 6th, and 7th Fleet Areas of Responsibility (AOR).

“The P-8A’s capabilities have vastly surpassed that of our ag-



OAK HARBOR Wash. (May 5, 2017) Aviation Structural Mechanic Second Class Robert Ballew directs a P-8 Poseidon to its parking spot on the flight line at Naval Air Station Whidbey Island. VP-4 underwent a six month transition from the legacy P-3C to the P-8 Poseidon, the U.S. Navy’s maritime patrol and reconnaissance aircraft of the future. (U.S. Navy photo by Mass Communication Specialist 3rd Class Juan Sua).



ing P-3C's," said VP-4 Operations Officer, Lt. Cmdr. Christopher Bennett. "The crew's situational awareness of the operational environment is astonishing; the electronic warfare equipment can reliably keep us safe, and the anti-submarine warfare suite is exactly what the Maritime Patrol Reconnaissance Aircraft community needed to keep up with current and future submarine technology."

VP-4 has had a busy year leading into this milestone: after completing a highly successful tri-site deployment to U.S. 4th and 6th Fleet areas of responsibility (AOR) in 2016, they conducted a permanent duty station change from Marine Corps Base Kaneohe Bay to NASWI and then immediately began their training to become the very first P-8A squadron based on the West Coast.

The Skinny Dragons transition is a significant marker in the Navy's shift to the P-8A after 55 years of flying the P-3C. Before their transition, the Skinny Dragons had been operating variations of the P-3C since 1966. "It was tough in the beginning, having to adjust to the new plane," said Aviation Ordnanceman 3rd Class Kimondria Townsend. "But in the end, working on the P-8A was a lot easier than working on the P-3C because of the newer systems and electronics."

Though VP-4 was declared Safe for Flight on May 5th, the squadron accepted its first aircraft, Bureau number 168009 on April 14th, following a series of aircraft inspections that



OAK HARBOR Wash. (May 5, 2017). Patrol Squadron FOUR (VP-4) maintenance personnel perform checks on the nose wheel of the P-8 Poseidon. VP-4 was declared safe to operate the new maritime patrol and reconnaissance aircraft after a weeklong series of inspections and evaluations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Juan Sua).

culminated in a functional check flight. "It has been a pleasure to learn a new aircraft and state of the art systems, which allow us to effectively monitor and exploit the anti-submarine warfare environment," said Lt. Cmdr. Bennett. With transition complete, VP-4 now begins a home cycle in preparation for their P-8A deployment in 2018 to the U.S. 7th Fleet AOR.



By Lt. j.g. Charles Fitzmaurice, VP-4 Public Affairs



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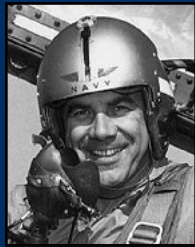
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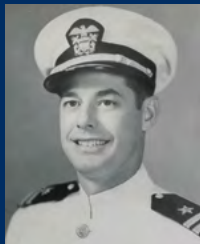
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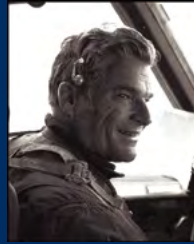
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COMMUNITY

New 'Trident' Takes the Helm

Cmdr. Andrew Klosterman relieved Cmdr. Michael Borrelli as commanding officer Patrol Squadron (VP) 26 at Kadena Air Base, Okinawa, Japan, May 12.

"Thank you to Skipper Borrelli for his leadership of VP-26 this past year," said Cmdr. Klosterman who assumes command as the 72nd commanding officer of the squadron.

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

A native of Coldwater, Ohio, and a University of Notre Dame alumni, Klosterman became the executive officer of VP-26 in 2016 after serving as the Washington, D.C. placement officer while assigned to the Staff/Restricted Line Officer Distribution Division (PERS-44) at Navy Personnel Command in Millington, Tennessee.

Klosterman lead VP-26 through its first deployment as an operational P-8A squadron in the U.S. 7th Fleet area of responsibility.

"It has been my distinct honor and privilege to lead Team Trident," said Borrelli.

"I wish VP-26 continued success and I know Cmdr. Klosterman will lead them well."

During his time as commanding officer of the squadron, Borrelli led VP-26 through its challenging transition from the P-3C Orion to the P-8A Poseidon and was instrumental in preparing the "Tridents" for their first operational P-8A deployment.

Borrelli will next report to the Office of the Secretary of Defense.



Patrol Squadron 26 Commanding Officer Cmdr. Andrew Klosterman salutes the sideboys after assuming command of the squadron May 12. Photos by MC2 Sean Morton.

Cmdr. Michael Haymon, a native of Aberdeen, Washington, has assumed the duties of VP-26's executive officer.

Haymon was previously assigned to Joint Staff, Strategic Plans, and Policy (J5) directorate, serving as the deputy executive assistant to the Director, Strategic Plans and Policy directorate.

The Tridents are currently deployed to the U.S. 7th Fleet area of responsibility conducting maritime surveillance reconnaissance and patrol operations, strengthening international partnerships and promoting stability in the region.



*By MC2 Sean Morton, VP-26 Public Affairs
Published in the Jax Air News, June 14, 2017*



Patrol Squadron (VP) 26 Commanding Officer Michael Borrelli, left, turns over command to Cmdr. Andrew Klosterman during a change of command ceremony May 12 at Kadena Air Base, Japan. Photos by MC2 Sean Morton.



Incoming Patrol Squadron (VP) 26 Commanding Officer Cmdr. Andrew Klosterman gives his remarks during the VP-26 Change of Command at Kadena Air Base, Japan on May 12. Photos by MC2 Sean Morton.

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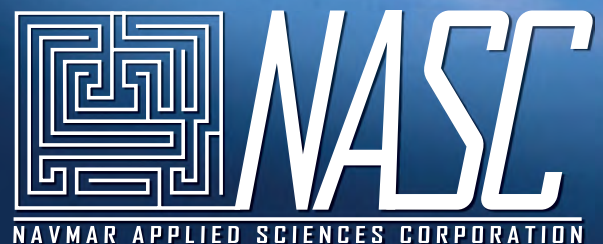


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COMMUNITY

VP-9 and the Royal Thai Navy Enhance Interoperability During Exercise

OKINAWA, Japan (March 28, 2017) – Patrol Squadron (VP) 9 “Golden Eagles” participated with the Royal Thai Navy (RTN) in Exercise Guardian Sea to refine and promote anti-submarine warfare (ASW) skills and coordination between the two allied nations from May 21-27.

VP-9 aircrew and the RTN took part in three days of ground events consisting of subject matter exchanges, mission planning and safety briefs to strengthen communication and understanding between the two navies prior to live exer-

cise events. Following the ground events, VP-9 executed two ASW missions with embarked RTN riders in which they conducted coordinated operations with US and RTN surface ships to provide a realistic training environment and enhance bilateral effectiveness during ASW evolutions.

“From start to finish, the RTN were exceptional hosts. This exercise serves as a great cooperative effort, broadening our shared capacity as a combined naval force. I am also grateful for the opportunity my young officers and aircrew got to experience. Operating expeditiously brings a unique set of challenges and our team performed outstandingly.” said



NAVAL AIR SECTION THIRD AREA COMMAND, Phuket (May 25, 2017) - Military members from the RTN watch Naval Aircrewman (Operator) 3RD Class Anthony Quintana, assigned to the “Golden Eagles” of Patrol Squadron (VP) 9, as he performs a brief on emergency procedures prior to their first flight event out of the Naval Air Section Third Area Command in Phuket, Thailand. VP-9 is currently 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. (U.S. Navy photo by Mass Communication Specialist 3rd Class Roy Duran/ Released)

Cmdr. Jeffrey Bowman, commanding officer of VP-9.

“Working with the RTN was an incredible opportunity. My crew learned a lot about working with other foreign entities, and we are all excited to take our new experiences and apply them to our operational missions in the U.S. 7th Fleet,” said Lt.j.g. Jenna Hillman, the tactical coordinator for Combat Aircrew Eight.

This exercise is vital to maintaining trust between the two navies and providing a greater understanding of ASW operations between the U.S. and RTN units.

The Naresuan-class frigate HTMS Taksin (FFG 422) and Tapi-class ASW corvette HTMS Long Lom (FS 533) participated from the RTN. The Arleigh Burke-class guided-missile destroyer USS Sterett (DDG 104), Los Angeles-class attack submarine USS Key West (SSN 722), and VP-9 participated from

the United States.

VP-9 operates the P-3C Orion maritime patrol aircraft, capable of conducting ASW, maritime patrol, reconnaissance, anti-surface warfare and search and rescue missions. VP-9 will be heading to Whidbey Island, Washington following their six month deployment and transition to the P-8A Poseidon.

VP-9 is currently 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.



By VP-9 Public Affairs



THIRD AREA NAVAL COMMAND, Phuket (May 23, 2017) - Military members from the RTN exchange patches with Lt. Jordan Saverse and Lt. j.g. Brendan Lewis, assigned to the “Golden Eagles” of Patrol Squadron (VP) 9, during Exercise Guardian Sea mission planning at the Third Area Naval Command Headquarters in Phuket, Thailand. VP-9 is currently 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. (U.S. Navy photo by Mass Communication Specialist 3rd Class Roy Duran/ Released)



COMMUNITY

VP-5 Qualifies First Enlisted Sailors to Operate P-8A Engines

As the P-8A Poseidon continues to mature as the Navy's premier anti-submarine warfare aircraft, the maritime patrol and reconnaissance community continues to experience a number of "firsts" with the new platform. On May 19, VP-5 qualified the first enlisted servicemen in the P-8A community to turn up engines on the P-8A without the presence or supervision of a pilot. This key milestone affords the P-8A community the same flexibility in performing aircraft maintenance as P-3s and the rest of naval aviation.

ADCS Christian Desiderio and AD1 Nicholas Vadney were hand selected to undergo a rigorous P-8A qualifications standards syllabus consisting of aircraft systems, mastering the fundamentals of flight deck checklists, and engine start procedures. After learning the basics, they were shown how to handle more complex and potentially dangerous situations such as engine start malfunctions and engine fires on

the ground. Desiderio and Vadney put their knowledge into practice through multiple events in the simulator and in the aircraft and completed a written and oral exam. They finished their qualifications after completing a final check ride in the simulator.

Desiderio said the course proved to be both challenging and rewarding. "You can't be afraid to step out of your comfort zone. Success can only be achieved when you go beyond what you have already mastered. Learning the engine start checklists and procedures was unfamiliar but I embraced the opportunity to gain knowledge and master something new."

Since aircraft maintenance and upkeep are critical elements of a squadron's ability to perform its mission, the added flexibility of being able to tap into the skills of a squadron's mechanics to perform engine turns will be a force multiplier. Routine inspections and upkeep of the P-8A frequently re-



ADCS Christian Desiderio of Patrol Squadron 5, runs through the before start checklist in the flight deck of a P-8A Poseidon aircraft. Desiderio recently completed a rigorous qualification course allowing him to turn up the aircraft's engines without pilot supervision. Photos by MC3 Nick Bergman.



AD1 Nicholas Vadney of Patrol Squadron 5, performs an inspection check before conducting engine start flows in the flight deck of a P-8A Poseidon. Vadney is one of the first enlisted servicemen qualified to operate P-8A engines. Photos by MC3 Nick Bergman.

quire starting the engines so maintenance can perform work on the aircraft. Now, with pilots no longer being required to be on the plane to start and monitor the aircraft, a squadron's pilots become freed to prepare for their next mission.

"This qualification will result in maintenance being able to inspect and troubleshoot aircraft on a less restrictive schedule that better meets the demands of the squadron's dynamic environment," said Vadney.

This capability is especially critical during times of heightened operational tempo such as submarine prosecutions or aerial combat, since maintenance work will no longer need to be delayed to accommodate pilots' crew rest requirements.

VP-5's Commanding Officer, Cmdr. Joe Levy, added, "while I'm proud of the great professional achievement of these two Sailors and marking this important milestone for our community, this is all about combat effectiveness. We stand more ready to fulfill our squadron's responsibility to our national defense because of the effort our team put in to making this happen."



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

Published in the Jax Air News, May 31, 2017



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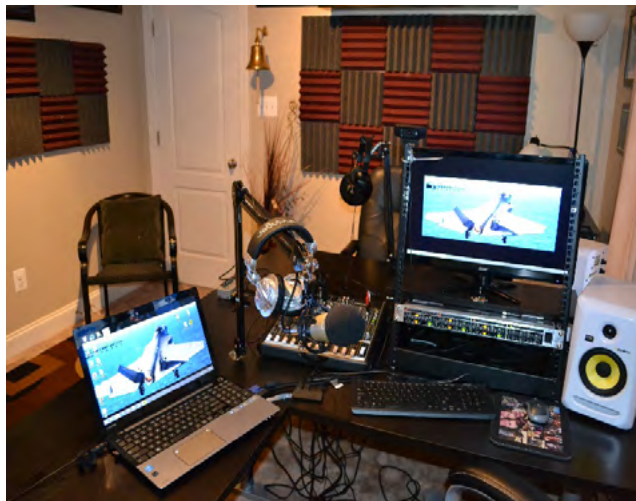
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'Pitchlock' Pete Bruno - Creator and Host of the Hangar Deck Podcast is a retired US Navy Chief Petty Officer and Graduate of Embry Riddle Aeronautical University. Pitchlock Pete has over 5,000 flight hours as a P-3C Flight Engineer and SH-3D/H Crew 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.

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COMMUNITY

VP-16 'War Eagles' Promote 45 Sailors

During a brief pause amid a busy 6th Fleet deployment, Patrol Squadron (VP) 16 took a moment to promote 40 Sailors following the Navy's spring advancement exams.

As the executive officer read their frocking letters, the newly promoted Sailors were pinned with new collar insignia by their closest shipmates and mentors and congratulated by the commanding officer and command master chief.

The "War Eagles" promoted seven Sailors to petty officer third class, 26 to petty officer second class, six to petty officer first class, and one to senior chief petty officer. The promotions were the result of strong performance during the March 2017 Navywide petty officer advancement examinations, administered while VP-16 was conducting a demanding operational readiness evaluation (ORE) in preparation for their current 6th Fleet deployment.

Despite the high operations tempo and added stress on the

squadron during ORE, VP-16 Sailors exceeded the Navywide advancement rates in every category, E-4 through E-6, and earned the highest number of advancements across all Commander, Patrol and Reconnaissance Wing Eleven (CPRW-11) squadrons.

While addressing the squadron during the frocking ceremony, VP-16 Commanding Officer Cmdr. Amanda Hawkins said, "I am constantly amazed by the accomplishments of the Sailors in VP-16 and the advancement results are no different. The number of War Eagles we advanced is a testament to the hard work and dedication of every individual being advanced today."

This achievement follows other individual honors for the Sailors and officers of VP-16 including the Naval Air Force Atlantic Sailor of the Year, Richard E. Luehrs Operational Flight Surgeon of the Year, and CPRW-11 Naval Flight Officer of the Year. ★

*By Lt. j.g. Justin Sabelhaus, VP-16 Public Affairs Officer
Published in the Jax Air News, June 28, 2017*



VP-16 Sailors gather in formation during a pinning ceremony while on deployment at Naval Air Station Sigonella, Italy. Photo by MC3 William Andrews.

COMMUNITY

VP-9 Works with Local Love and Hope Children's Home in El Salvador

COMALAPA, El Salvador (NNS) — Sailors assigned to Patrol Squadron (VP) 9 and Cooperative Security Location (CSL) Comalapa, El Salvador, teamed up to break the record for the largest single donation of goods to the Love and Hope Children's Home in El Salvador following a donation drive, July 5.

The "Golden Eagles" of VP-9 and CSL Comalapa Sailors solicited donations through daily burrito sales and by offering a "buy in" to play games at VP-9's recent "Over the Hump Party." This party marks the halfway point of a seven month deployment for the squadron.

Representatives from the orphanage cited that the efforts of the Sailors from VP-9 and CSL resulted in the largest single donation they have ever received.

"While celebrating the midpoint of our own deployment, we took the opportunity to give back to the community that has so graciously hosted us," said Lt. j.g. Kevin Wunderly, VP-9 community relations coordinator.

Sailors from VP-9 and CSL Comalapa meet twice a month to

spend time with the children of Love and Hope during events such as picnics and trips to the bowling alley. In the past three months the Sailors have spent 31 hours with the children.

Love and Hope Children's Home is a Salvadoran organization that was established in 2003 after outreach workers discovered children living in a nearby garbage dump. These children have different stories, and share the common thread of being orphans, most were abused and all were neglected. Currently more than 30 children are provided food, shelter, safety, education and love. The Home is funded entirely through donations which make the efforts of VP-9 and CSL Sailors critical to the home's success.

The "Golden Eagles" of VP-9 are currently deployed to U.S. 4th and U.S. 7th Fleet areas of operations, working in concert with Joint Interagency Task Force-South for counter-narcotic and illicit trafficking operations and U.S. Southern Command in directed humanitarian missions and search-and-rescue efforts.



By Lt. j.g. Caleb D. Gerard, VP-9 Public Affairs Officer



Members of VP-9 celebrate the end of a successful donation drive with children and representatives from Love and Hope Children's Home in El Salvador. Photo courtesy of VP-9.



COMMUNITY

VP-45 Earns Prestigious Safety 'S'

*P*atrol Squadron (VP) 45 received the Chief of Naval Operations Naval Aviation Safety Award, also known as the Safety "S," for 2016, from Commander, Patrol and Reconnaissance Wing Eleven Capt. James Robinson during a presentation June 15.

The award was issued in recognition of performance related to quality contributions to the Naval Aviation Safety Program.

VP-45 provided pertinent information related to the control of aviation-related mishaps, application of safety programs, timely reporting of hazards and submission of suggestions for improvements pertaining to all aviation-related issues.

"Everyone in the squadron contributed to our selection for this award. The command has truly embraced the 'safety is an attitude' culture emulated by our department," said VP-45 Aviation Safety Officer Lt. John Kashanian. "The commitment of every Sailor in our command to promote a safe work

environment and our dedication to an open safety climate has paid dividends for our squadron."

VP-45 Safety Officer Lt. Cmdr. Sean Dougherty said, "The CNO Aviation Safety Award truly is an award won by the entire command. The award itself is a recognition of outstanding achievement in aviation safety, but the 25 categories used in the computation touch each and every person within the command. The award selection is difficult because the competition is amongst all the east coast patrol squadrons. VP-45 received this year's Aviation Safety Award because every 'Pelican' was proactive in our safety programs, contributing in mishap prevention and risk mitigation."

Squadrons who receive this annual award receive an engraved plaque for permanent display and are entitled to paint a prominent "S" on their aircraft until the next year's selections are made.



*By Lt. j.g. Jamison Thornton, Patrol Squadron 45 Public Affairs
Published in the Jax Air News, July 12, 2017*



Operations Naval Aviation Safety Award, also known as the Safety "S" award. The award is presented each year for excellence in squadron safety. Photo by MC2 Tyler Fraser

COMMUNITY

VP-5 Earns Perfect Score in Technical Proficiency Inspection

*P*atron Squadron 5 (VP-5) recently completed their Conventional Weapons Technical Proficiency Inspection (CWTPPI) in which the 'Mad Foxes' aviation ordnancemen achieved 400 points out of a possible 400.

Led by VP-5's gunner, Lt. j.g. Gary Woods, the multi-day assessment began with a detailed administrative audit, which involved observing how the Aviation Ordnance (AO) Shop organizes publications as well as reviewing qualification certifications and training structures.

The inspection also included an assessment of standard weapon practices and procedures, which required the 'Mad Foxes' to demonstrate proper pre-operation inspections on all gear that was to be used during ordnance loading, as well as an aircraft ordnance load. Ordnance teams installed a Harpoon (an anti-ship cruise missile) on the wing, a torpedo in

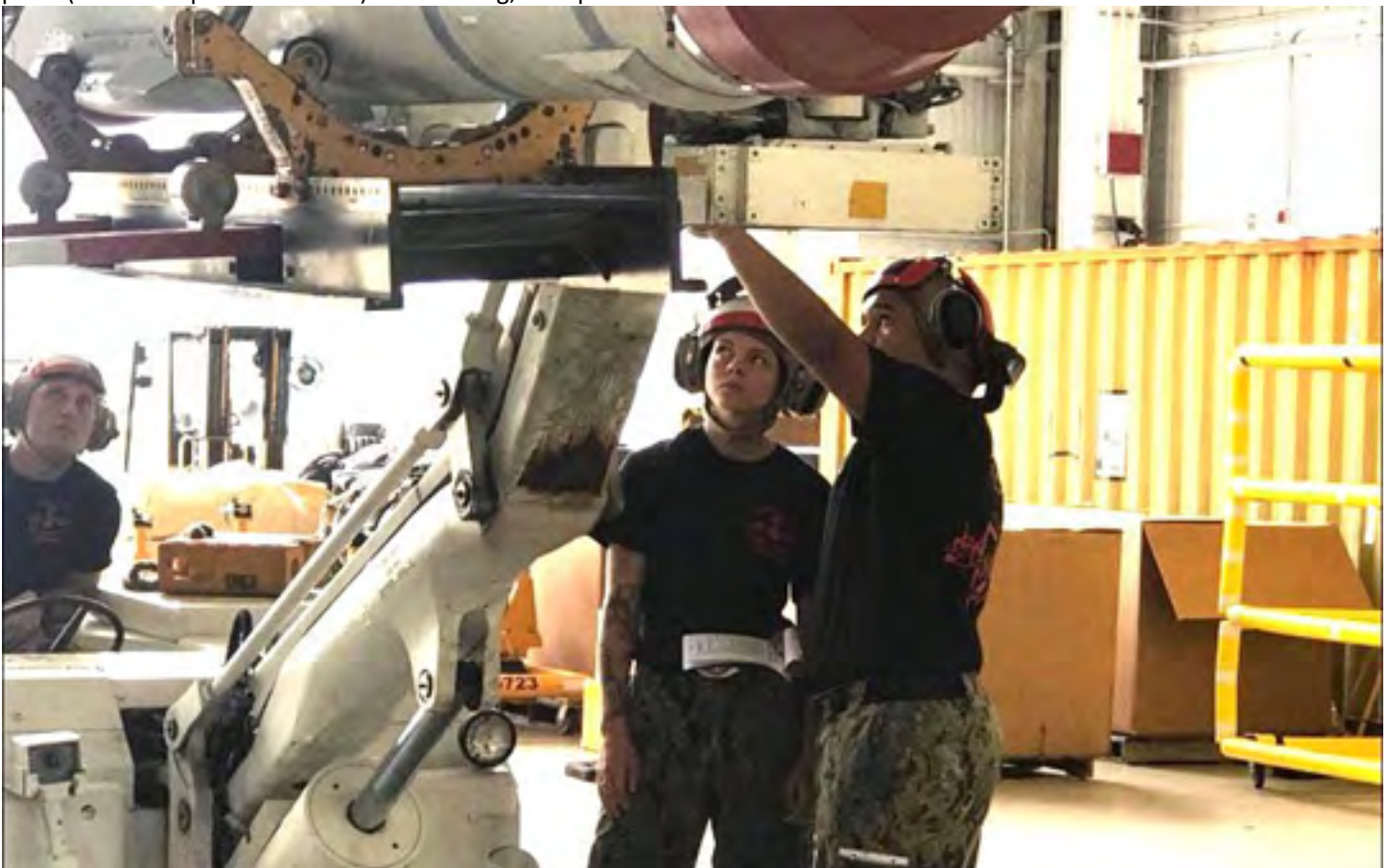
the weapon bay, and loaded the P-8A with flares and smokes.

"We treated the inspection just as we would treat a real scenario," said AO2 Colton Dull, the team leader for the harpoon load. "We made sure all standard procedures were observed."

CWTPPI concluded with Combat Air Crew 3 (CAC-3) employing one recoverable torpedo, thirty flares and a smoke on a firing range located near the Bahamas.

"VP-5 and the Weapons School hold high standards for ordnance deployment," said Lt. j.g. Ben Grove, CAC-3's co-tactical coordinator. "A lot of preparation leading up to the event assured the standards were adhered to."

CWTPPI is one of many assessments conducted prior to a squadron's deployment. The Maritime Patrol and Recon-



AO3 Kelley Bretz (left), AO3 Quincy Reed, and AO3 Charles Rickard prepare to transfer a Harpoon (anti-ship cruise missile) from the weapons cart to the P-8A wing during the Conventional Weapons Technical Proficiency Inspection. Photo by AO2 Jessica Merritt

naissance Weapons School (MPRWS) looks for standardization and proficiency of a squadron's ability to load weapons in accordance with ordnance procedures as well as overall weapon control.

"The inspection occurred at a very busy time for the squadron and for the ordnance team in particular," said Cmdr. Will Toraason, VP-5's commanding officer.

"To achieve a 100 percent score is truly impressive given all the demands we face. We are proud of our team and are committed to warfighting excellence."

With a few months left during their home cycle, the VP-5 Mad Foxes continue to prepare for their next deployment to Sigonella, Italy and El Salvador this fall.

★
By Lt. Steve Mehr, VP-5 Public Affairs
Published in the Jax Air News, July 26, 2017



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COMMUNITY

VP-9 and the JMSDF Strengthen Partnership during Training Exercise

OKINAWA, Japan (March 23, 2017) – Sailors assigned to the “Golden Eagles” of Patrol Squadron (VP) 9 conducted specialized anti-submarine warfare (ASW) training with the Japanese Maritime Self Defense Force (JMSDF) Fleet Air Wing One (FAW-1) and Air Development Squadron 51 (VX-51) to improve interoperability from May 22-23.

VP-9 and the JMSDF conducted extensive mission planning and subject matter exchanges to increase mission effectiveness and communication in preparation for a cooperative ASW flight. The flight evolution consisted of two JMSDF air-

craft, the Kawasaki P-1 and P-3C Orion, and a U.S. P-3C Orion. Each aircraft had embarked riders from both countries and executed coordinated operations utilizing Multi-Static Active Coherent (MAC) buoys to ensure a thorough understanding of one another’s improved capabilities and ASW fidelity.

“Working with the Japanese during this exercise was immensely satisfying. The lessons learned from working with each other on station, as well as the rider exchange, will prove invaluable during future joint operations.” said LT Rostetter, the Mission Commander of Combat Aircrew (CAC) Four.

“Seeing how the Japanese employ their MAC system and use



KADENA AIR FORCE BASE, Okinawa (May 23, 2017) – A member of the Japanese Maritime Self Defense Force (JMSDF) Fleet Air Wing One (FAW-1) observes Lt. Chris Dennis, assigned to the “Golden Eagles” of Patrol Squadron (VP) 9, as he pilots a P-3C Orion maritime patrol aircraft during a joint compatibility and training exercise. VP-9 is currently 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. (U.S. Navy photo by Mass Communication Specialist 2nd Class A.L. Porter/ Released)

another asset to assist in ASW prosecution was great to experience. This exercise shows that we can perform multiple roles on station to complete mission objectives.” said LTJG Coltellino, the Tactical Coordinator for CAC Four.

This exercise is exceptionally important because it demonstrates the ability of the U.S. and JMSDF to incorporate updated ASW techniques such as MAC into combined operations and improve each other’s acumen during future real world operations.

VP-9 operates the P-3C Orion maritime patrol aircraft, capable of conducting anti-submarine warfare, maritime patrol, reconnaissance, anti-surface warfare and search and rescue missions. Following their six month deployment VP-9 will be stationed at Whidbey Island, Washington where they are slated to transition to the P-8A Poseidon.

VP-9 is currently 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.



From the VP-9 Public Affairs Office



KADENA AIR FORCE BASE, Okinawa (May 23, 2017) – Military members from the Japanese Maritime Self Defense Force (JMSDF) Fleet Air Wing One (FAW-1) watch Naval Aircrewman (Operator) 1st Class Meghan O’Bryan, assigned to the “Golden Eagles” of Patrol Squadron (VP) 9, as she performs sensor station one operations during a joint compatibility and training exercise. VP-9 is currently 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. (U.S. Navy photo by Mass Communication Specialist 2nd Class A.L. Porter/ Released)



KADENA AIR FORCE BASE, Okinawa (May 23, 2017) – Military members from the “Golden Eagles” of Patrol Squadron (VP) 9 and the Japanese Maritime Self Defense Force (JMSDF) Fleet Air Wing One (FAW-1) and Air Development Squadron 51 (VX-51) pose in front of a P-3C Orion maritime patrol aircraft prior to conducting a joint compatibility and training exercise. VP-9 is currently 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. (U.S. Navy photo by Mass Communication Specialist 2nd Class A.L. Porter/ Released)



COMMUNITY

Mad Foxes Participate in Teamwork South 2017

The Chilean Navy hosted a bi-annual naval exercise Teamwork South 2017 (TWS-17) off the coast of Chile. The Mad Foxes of Patrol Squadron Five (VP-5) were invited to participate in this year's exercise, which held extra significance due to the coincidental centennial for the Chilean Submarine Force. TWS-17 proved to be an opportunity to strengthen U.S. Naval Forces' relationship with our Chilean partners, and improve interoperability between two high caliber navies.

Before the exercise began, the Mad Foxes were treated to Fourth of July festivities aboard the USS Chafee (DDG 90). It was a welcome respite for the Mad Foxes from the previous day's intensive mission planning session.

"To have the chance to celebrate Independence Day aboard a US DDG is certainly a memorable experience. One made all the more special by being able to share it with our Chilean friends before beginning the flying portion of our trip", said Mission Commander Lt. Alex Lichtenfeld.

The next few days featured two high intensity anti-submarine warfare events. These coordinated events partnered US and Chilean naval aircrafts and ships against several submarines.

The complex nature of these exercises offered a high degree of training value which was evident as the days progressed.

Naval Aircrewman Operator 2nd Class (AWO2) Christopher James remarked, "Working with foreign navies gives me the chance to hone my ASW skills. I can watch how they operate and can usually adopt one of their techniques into my own."

TWS-17 culminated on 11 July when VP-5's Combat Air Crew 12 (CAC-12) partook in a sea combat control event with the Chilean Navy. In true Mad Fox fashion, CAC-12 performed exceptionally well. For their efforts the crew was rewarded with a Bravo Zulu (BZ) or a "well done" from Rear Adm. Sean Buck, U.S. Naval Forces Southern Command Commander.

TWS-17 was a resounding success, but one that was only the result of tireless planning and meticulous execution by both the U.S. Navy and the Chilean Navy. The bonds strengthened during this year's exercise have improved readiness and maritime security in this region for years to come.



*From the VP-5 Public Affairs Office
Published in the Jax Air News, July 26, 2017*



(From left) Lt. Cmdr. Christopher Speicher, Lt. Alex Lichtenfeld, Lt. Doug Flannery and Lt. j.g. Jordan Bowman of Patrol Squadron 5 gather after successfully completing a Teamwork South 2017 exercise.



COMMUNITY

Brunswick Naval Museum & Memorial Gardens' Launches Brick Campaign

The Board of Directors of the Brunswick Naval Museum & Memorial Gardens is pleased to announce the launch of our "Wall of Honor" brick campaign as part of the museum's "Wheels Up" capital campaign. Personalized bricks are available for a donation of \$150 and offer the perfect way to memorialize your service or that of a shipmate, relative, or friend at the former Naval Air Station Brunswick.

Located in the former base chapel onboard Brunswick Landing in picturesque mid-coast Maine, 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 tens of thousands of Sailors and their families were stationed at Brunswick in a wide variety of roles from Patrol Squadrons to Fleet Logistics Squadrons and numerous support organizations. Plaques in the Me-

morial Gardens commemorate the ultimate sacrifice made by 93 squadron personnel in combat losses and peacetime mishaps.

A brick order form can be found on the next page, and more information can be found on our Facebook page (@bnmmg) or website at www.brunswicknavalmuseum.org.

All donations will be held in escrow until the execution of Phase I of the museum's renovation, at which point the bricks will be inscribed and inserted into a serpentine wall at the museum's renovated entrance.

The Brunswick Naval Museum and Memorial Gardens is a 501(c)(3) non-profit organization and contributions are income tax deductible within IRS guidelines.

Please order your brick today and help us to continue to grow this great museum and honor all who served here. ★



Artist's rendering of the bricks to be included in the Wall of Honor.

CDR WILLIAM LOCKE
VPB-111 & VP-21
XO. NASB

ADI STEVE SMITH
VP-26
OCT 24 1963

"Wall of Honor" Brick Order form

Please supply your contact info so we may contact you and send a verification of your order.

Name: _____ Address/City/State/Zip: _____

Email Address: _____ Phone: _____

Fill in the blocks below to personalize your brick. Up to three lines of fifteen characters max.
SPACES AND PUNCTUATION COUNT AS A SPACE. One or two lines of text will be automatically centered vertically

Detach and mail completed form along with a check for \$150 to:
Brunswick Naval Museum 179 Admiral Fitch Avenue Brunswick ME 04011

BNMMG Pledge Giving Form to support the Brunswick Naval Museum & Memorial Gardens "Wheels Up Capital Campaign"

In consideration of the gift of others, I/we contribute or pledge which may be paid over a five-year period
or the total sum of:

(written out) _____ dollars \$ _____ (numeric) _____ **to be paid:**
herewith or in payments: ☐ Annually, ☐ Semi-annually, ☐ Quarterly, ☐ Monthly over _____ years beginning _____

We wish to name/memorialize unit opportunity- _____

Name & address printed- _____

Contact phone & email- _____

Signed & date- _____

Please fill out and mail to P.O. Box 943, Brunswick, ME 04011

COMMUNITY

Upcoming Events

Reunion Groups & Events

VP-4 Skinny Dragons All Hands Reunion: August 22-27, 2017 in Arlington, Virginia

Contact: Larry Hames

Phone: (503) 688-9804

Email: Larry.Hames@VP4Association.com

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

VP-24 31st Batman Reunion: September 14-16, 2017 in Virginia Beach, VA

Contact: Dick Powell

Phone: (708)-609-1203

Email: dickpowell816@aol.com

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

Contact: Marc Frattasio

Web Site:

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

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

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

Chapter Events



Jacksonville Chapter:

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

LCDR Stephen Williams, VP of Region

stephen.v.williams1@navy.mil



Memphis Chapter:

Stay tuned for coming events!

LT Luke Reid

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: Join us Thursday 17 August 1800-2000 at the NAS North Island I-Bar.

CDR James Johnston, VP of Region

james.p.johnston@navy.mil



Moffett Field Chapter:

Stay tuned for coming events!

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

tom.spink@att.net

August

Thursday, August 17:

Join us for a San Diego Chapter Happy Hour on Thursday 17 August 1800-2000 at the NAS North Island I-Bar! For more info: james.p.johnston@navy.mil

September

September 27-29th, 2017 on NAS WHIDBEY ISLAND, WA:

For the first time, MPA will be hosting a West Coast Symposium!!! Join us for the West Coast Ball, a Flight Suit Social, Heritage Presentations, a Current OPS Brief and so much more!!! Registration for all of the events will be opening soon!

Get Your Event Listed Here!

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

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



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HERITAGE

VP-44 at Ford Island and the Battle of Midway

The organizational structure for the Scouting forces in April of 1942, comprised of the PBY aircraft based in the Hawaiian Islands, was formed into two wings, designated Patrol Wing One and Patrol Wing Two, which were located at NAS Kaneohe Bay and at the Fleet Air Base, Ford Island, respectively. Patrol Wing One included five squadrons of approximately 12 aircraft each, VP-11, VP-12, VP-14, VP-72, and VP-91. VP-11 had PBY-5 seaplanes, and the other four squadrons operated PBY-5A amphibians. Patrol Wing Two consisted of four squadrons VP-23, VP-24, VP-44, and VP-51. VP-23 had seaplanes and the other three squadrons had amphibians.

The chain of command for squadron commanders was, Patrol Wing, Commander Patrol wings Pacific Fleet, task Force

9 (Naval Air Base Defense Force), and Commander in Chief of the Pacific Fleet. RADM P.N.L. Bellinger held the titles of COMPATWING Two, COMPATWINGSPAC, and Com Naval Air Base Defense Force. In addition PATWING1 was administered from PATWING 2.

My squadron VP-44 was based at Alameda Naval Air Station, it had moved up from NAS North Island on 8 December 1941. The squadron left Alameda in two flights of 6 planes each. The first section left late in March 1942 and the second section left early April 1942. I was a S/2c so I and the rest of the squadron left in early April on the SS Lurline, a 3 ship convoy including the SS Aquatania, and the USS Detroit. The voyage took 4 and 1/2 days.

The squadron set up shop in one the hangars on Ford Island.



Crew of the Patrol Squadron 44 (VP-44) PBY-5A "Catalina" patrol bomber that found the approaching Japanese fleet's Midway Occupation Force on the morning of 3 June 1942. Those present are (standing, left to right): Aviation Machinist's Mate 2nd Class R.J. Derouin; Chief Aviation Radioman Francis Musser; Ensign Hardeman (Copilot); Ensign J. H. Reid (Pilot)--on wheel-- and Ensign R.A. Swan (Navigator). Kneeling are (left to right): Aviation Machinist's Mate 1st Class J.F. Gammell (Naval Aviation Pilot); Aviation Machinist's Mate 3rd Class J. Goovers and Aviation Machinist's Mate 3rd Class P.A. Fitzpatrick.

I don't remember which. The squadron consisted of Commanding Officer LCDR Robert C. Brixner, Executive officer LT William L."Tex" Richards, four LTJG's and forty Ensigns. Enlisted crew comprised of 176 petty officers, 20 being Chief, and 8 Naval Air Pilots, 68 seaman, and 64 seaman apprentices, for a grand total of 356 officers and men.

The squadron began flying patrols immediately and I was placed in crew 6 as a mechanic/gunner.

In late May of 1942 the squadron was told that we would be going to Midway Island for advanced base duty.

The squadron left for Midway Island in two groups of six planes each, the first group left on May 22 and the second on May 23, and set up headquarters on Eastern Island. The maintenance crew, spare flight crews and spare parts left for Midway on the USS St. Louis arriving on May 25.

The squadron immediately began flying 700 mile patrols in pie shaped sections of 600 miles outbound and inbound with a 100 mile arc. These patrols were vectored to the north, around to the west, and to the south. We were joined by VP-23 in this activity.

Wake Island was 1181 miles from Midway bearing 253 degrees.

On May 30 we had our first contact with Japanese aircraft, codenamed Betty. Two of our planes were attacked after they had gone 400-500 miles on their outbound track. One crew had one man wounded.

June 1-At 0940 am on the outbound search leg, my plane 44-P-6 ENS. J.J."Jiggs" Lyons, Patrol Plane Commander (PPC) was attacked by a Japanese plane, codenamed Betty. I had just made AMM3c on May 15th and was a mechanic/gunner on the aircraft. On the Betty's first pass the port .50 caliber jammed and couldn't be fired, however the bow .30 cal.'s returned fire. The Betty used its superior speed to make a pass over us and dropped five 100 pound bombs. Fortunately none hit the aircraft. As soon as the enemy realized that our port waist gun was useless all the runs were made on that side. In the meantime we were hastily getting the .30 cal out of the tunnel hatch so that it could be used in the port waist. On the 12th pass the .30 cal was able to fire 50 rounds at the enemy.

A total of 12 passes were made on us after which the enemy withdrew and we found a friendly cloud bank. Upon leaving



PBY-5A Catalina Aircraft

the cloud bank we saw one of our planes, 44-P-7 commanded by ENS. Richard Umphrey being attacked by another Betty, so we made a run on it firing our bow gun and the port waist and they departed the scene. We used up about 300 rounds of ammunition during this engagement..

June 3-, 22 PBY's were scheduled for patrol from Midway. 10 from VP-44 were to depart from Eastern Island and the remainder, seaplanes from VP-23 operating out of Sand Island.

44-P-4, commanded by ENS. "Jack" Reid, sector for that day was west by southwest, which was in the general area for a possible encounter with the twin-engine "Betty's".

The crew hoped for an encounter with one of these aircraft. The night before one of the crew members had traded some beer for 5 new explosive .50 caliber shells from a B-17 crew. The ordnancemen on the crew had loaded them on the port waist gun.

The flight came to the end of their outbound 600 mile leg with no sightings. The crew urged Jack Reid to go further to see if they couldn't make contact with a "Betty". Jack checked with navigator Bob Swan and was assured that they still had plenty of fuel to go another 20 or 30 minutes on the present course. Jack agreed to the plan and told Bob, just give me as heading when we get to the end of the time limit.

The flight continued on for the allotted time and as Bob was about to give Jack the new heading for the dogleg and at that instant Jack spotted specks on the horizon. He gave the binoculars to the second pilot Gerald Hardeman saying, "Are those ships? I think we've hit the jackpot." Hardemen concurred. Moments later John Gammell, in the nose turret, sang out "Ships dead ahead, about 30 miles dead ahead." a radio message was immediately sent to Pearl Harbor saying, "Sighted main body", minutes later, a second message, "Bearing 262, distance 700 miles." Midway being the target of the Japanese force.



CONFIDENTIAL

OPERATING PLAN FOR MIDWAY AREA

1. The flight organizations listed below are effective until further notice.

- (a) FLIGHT 58 (Patron 23) - SEARCH.
- (b) FLIGHT 55 (Patron 44) - "
- (c) FLIGHT 91 (6 - B17's) - TAKE OFF FOR OAHU 2 June.
- (d) FLIGHT 92 (9 - B17's) - (BOMBERS OFF AT 0430 to Pearl & Hermes Reef, then to MIDWAY, then for 200 miles on 265° T. and re-turn.)
- (e) FLIGHT 85 (12 SB2U's) - DIVE BOMBERS.
- (f) FLIGHT 95 (4 B26's) - TORPEDOES, 350 mile radius.
- (g) FLIGHT 88 (6 TBD's) - " " 300 mile radius.
- (h) MARINE FIGHTERS
- (i) FLIGHT 86 (9 SBD's) - DIVE BOMBERS.
- (j) FLIGHT 87 (9 SBD's) - " "

2. These flight ^{numbers} will identify groups in the air or on the air. The usual calls, SAMPLES:- OV 58 Compatron 23. -- 3V 58 No. 3 plane in VOG flight and VSE all VP-8 planes apply. Be alert to decode any despatches received.

3. Frequencies are the same as paragraph 4 of DOCTRINE, i.e.

Army & Navy Planes: Primary 4265
Secondary 4385; marine planes voice 3785 until action begins, then shift to 6010 with 7700 as secondary.

Authentication: Patrol planes use authenticator in force. Other aircraft use PARTNER IN THE DELL. (Two alternate letters) i.e. RE or EL or NH. If you call any aircraft other than patrol planes, use PARTNER IN THE DELL for authentication.

4. In event contact is made by a patrol plane with CV's or Main Body, adjacent planes continue on search for a distance discretionary with patrol plane commander, depending on distance out, fuel aboard and other factors of up to 80 miles, and then head for contact point to obtain additional information. Remaining planes continue search, if all main objectives have not been located. Discontinue search in time to reach ALTERNATE landing area before dark and with



Jack Reid scouted the force for another two hours. He kept the Catalina at low altitudes and came up from different positions, counting the sightings at each one and radioing the results. The long wakes in the ocean from the armada led him to either port or starboard of the ships. He knew full well, if detected they would be hit by a sky full of Zero's to a large force of scouting aircraft.

The force sighted consisted of 17ships, battleships, cruisers, destroyers, and transports headed for Midway.

44-P-4 landed back at Midway with little fuel to spare. When asked why they were able to stay aloft for an additional 3 hours, Bob Swan replied, "Raymond Derouin (the plane captain) has three dependents-a wife and two daughters. He always puts in an extra 50 gallons for each one."

The evening of 3 June 1942 four additional PBY-5A arrived on Eastern Island from Ford Island, each plane carried a Mark XIII, mod 1 aircraft torpedo. Three planes from VP-24 and one plane from VP-51. LT. William L. "Tex" Richards our squadron executive officer was given tactical command to make a night torpedo run on the Japanese invasion fleet. The crews on the

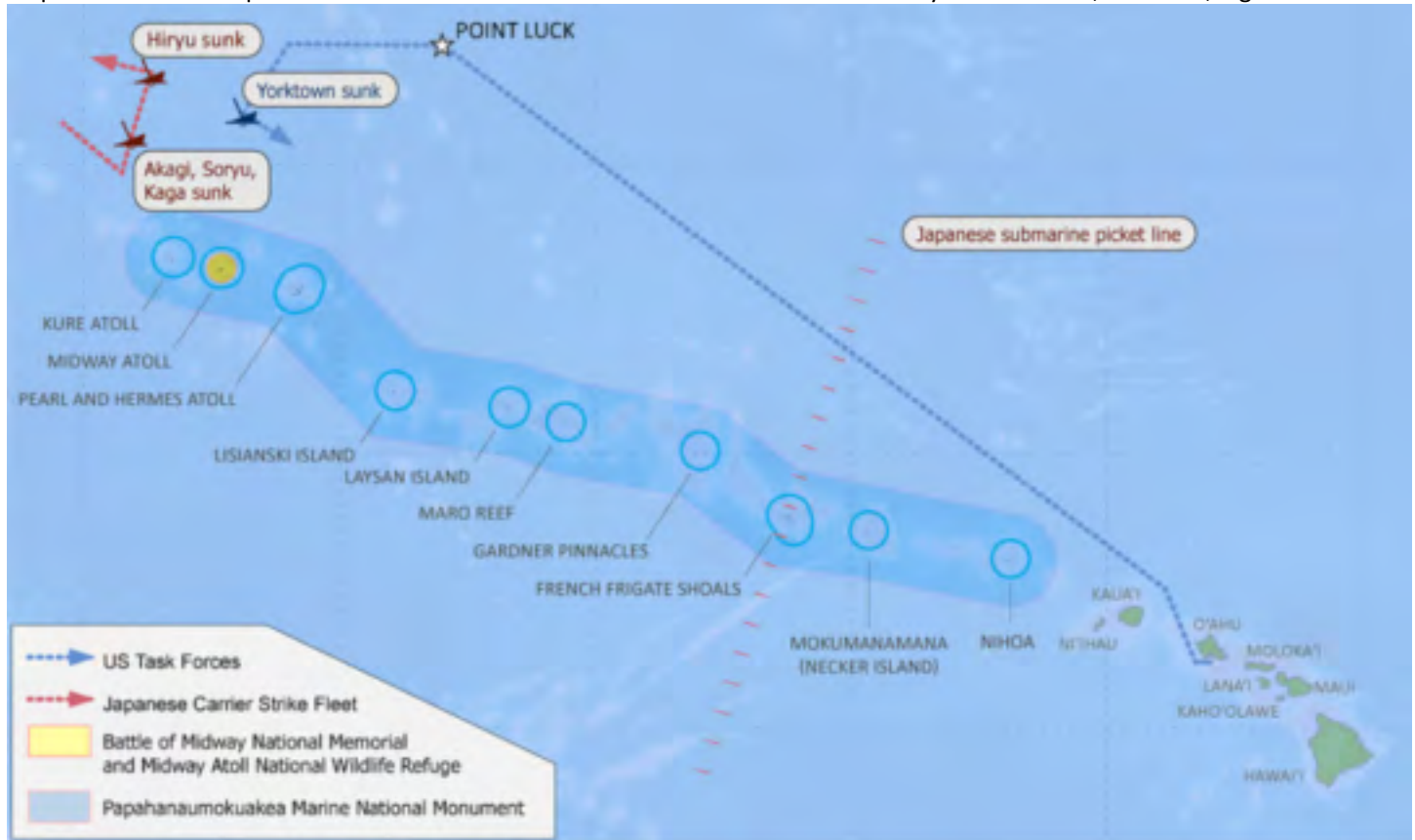
these planes had already flown 10 hours to reach Midway yet each crew volunteered to make this mission. At 945pm they took off from Easter Island, rendezvoused, and headed out on a course of 261 degrees toward the Japanese fleet a full description of this mission is in the "Action Report" by LT. Richards is included.

June 4 - The operating plan for Midway Atoll was prepared by our skipper, LCDR Robert C. Brixner, acting as Operations Officer being senior naval aviator on board. A copy of this document is enclosed. Most of the crews had by this time been flying for thirteen days of extended patrols and semi-battle station alert.

We lost 44-P12 that day along with 5 crewmen. The ordnanceman aboard saved all the living members of the crew by inflating the life raft and getting them all on board, he received the Navy Cross for his actions that day.

One of our ordnancemen AOM3c L. J. Ogeron volunteered to fly as gunner for NAP Darrell Woodside of VT-8 and was killed in action.

ENS. Howard Ady and his crew, of VP-23, sighted the main



Map of Hawaiian Island chain with picket line, point luck, and battle areas (Courtesy NOAA).

body of the Japanese fleet, consisting of 2 carriers, 3 battleships, and 6 to 8 destroyers. This action was reported at 5:20am

One of our ordnancemen, A. O. Turner ACOM, set up a 50cal. machine gun at mid-island, near the shower and supply buildings and during the ensuing air raid on Midway shot down a Japanese aircraft, it crashed on Sand Island.

June 5-44-P-9 PPC, LTJG Carl Bauer, now operating out of Sand Island as a seaplane, there being no more room on Midway for any more aircraft took off from the lagoon and about 115 miles out on their patrol sighted 2 large Japanese ships and believing them to be battleships made a contact report. The two vessels sighted turned out to be the cruisers Mogami and Mikuma. They opened fire on 44-P-9, the plane turned away from the action. Shortly after six Marine SB2U-2's of VMSB 241 attacked the cruisers one of them CAPYT Fleming crashed his plane into the rear turret of the Mikuma.

44-P-10 PPC Shelby. O "Pappy" Cole's course took him over the sea where heavy fighting had occurred the day before and where burning carriers had been seen. On the outgoing leg of the patrol, a raft with survivors was sighted but to land would have violated orders were to thoroughly search the sector. The rafts position was plotted and sent to base radio. The course continued to take them over a long spaced line of rafts with survivors in them. The last raft sighted was a single one with a one man aboard.

On the return leg, Cole asked the navigator, ENS Ralph Donaldson to plot a course back to the last survivor sighted, the one most distant from Midway. In a magnificent feat of navigation, the lonely raft appeared dead ahead. This spot, a tiny speck in the vast expanse of ocean, was located after hours of flight from the original sighting with several hundred miles traveled. Cole polled the crew for agreement to land and pick up the survivor. Knowing the risks involved, every man nevertheless concurred. The plane was successfully landed with minor buckling, popped rivets, and strut deformation. The survivor was identified as ENS. George H. Gay of the TBD Devastator Torpedo Squadron VT-8 from the carrier U.S.S. Hornet. He would go on to be an American hero, and rightly so, but it is ironic that the skill, perseverance and daring of those who rescued him, navigator ENS. Donaldson and pilot LTG Cole went relatively unnoticed and unrecognized. The rescue complete, considering the damage done to the plane and sea condition it would make takeoff hazardous. Making it necessary to dump gasoline and once airborne proceed directly to Midway by passing rafts they had sent position re-



Back, L to R: Richard Watson, Hunter, LCDR Bogart, Green, Subriar. Front, L to R: Hubbard, Garcia, Dickey. NAS North Island. Photo courtesy of Richard Watson.



Pilots who attacked the Japanese fleet, Battle of Midway. Courtesy of vp44gold-enpelicans.com.

ports earlier that day. Dumping gas proved to be a problem the aircraft was designed to dump fuel while in flight but not while on the surface. By rocking the aircraft for 30 minutes they were able to drain enough fuel to make it possible for a safe takeoff.

June 6 - Rescue work continued and survey of the floating wreckage from the battle. Early that day PBY's rescued a crew from the carrier Enterprise. Another plane picked up CAPT Dick Blain and PFC Gordon McFreely of VMSB 241.

44-P-9, PPC ENS. Umphrey and crew located 24-P-11, ENS Gaylord Probst missing from the night torpedo attack made

on June 3. 24-P-11 had run out of fuel attempting to land at Laysan - one of the western most of the Hawaiian Islands where the other three planes had landed. They had drifted in the ocean since the morning of June 4. The crew of 24-P-11 loaded aboard Umphreys plane and then sank their own. LTJG Norman Brady of VP-23 located the survivors of the ill fated 44-P-12. Brady and his crew had spent much of the day shadowing the heavy cruisers Mikuma and Mogami, they provided valuable position data for several attacks upon the cruisers that day. They were also part of a search organized to locate any possible survivors of 44-P-12. Aviation Pilot Strohmair, navigating for Brady studied water currents, weather conditions, position reports and carefully made projections of possible locations for any survivors. Having searched the assigned sector for 350 miles without results Brady, using Strohmair's data, extended the search, and 100 miles away they spotted the raft with four occupants. Saved from a tragic death at sea was ENS. Lee C. McCleary, .AOM2c Philip L. Fulghum, AMM2c John C. Weeks, and AMM1c Virgil R. Marsh.

ENS Jack H. Camp was seriously wounded and died the next morning on Midway.

June 7-9 -- VP-44 along with all the other PBY units continued search for survivors.

June 9 -- The ten remaining planes of VP-44 returned to Ford Island.

The squadron had sustained 5 men wounded in action and 6 men killed in action.



*By LTJG Richard Watson - VP-44 Midway Veteran
Published online at vp44goldenpelicans.com*

Richard Watson was inducted into the Enlisted Combat Aircrewman Hall of Honor aboard the USS Yorktown in Charleston, SC on November 8-9, 2007.



From left to right--1. Lieutenant Donald B. Gause--Distinguished Flying Cross. 2. Lieutenant Commander William L. Richards--Silver Star Medal. 3. Ensign Richard V. Umphrey--Air Medal. 4. Ensign H. C. Southern--Distinguished Flying Cross. 5. Philip LeRoy Fulghum, Aviation Ordinanceman First Class--Navy Cross. 6. Lieutenant William E. Chase--Air Medal. 7. Ensign Theodore S. Thurston--Distinguished Flying Cross. 8. Lieutenant (jg) John E. White--Air Medal. 9. J. I. Foster, Chief Aviation Pilot--Distinguished Flying Cross.



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