

PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2018: Issue 2



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Cover Photo

The P-3 Orion, MQ-4C Triton and P-8 Poseidon on static display outside of Historic Hangar 117 on board NAS Jacksonville during the 2018 Maritime Patrol Association Symposium where more than 350 guests joined for the Heritage Dinner.



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President's Letter

Greetings to all of our MPA warriors past and present! I am extremely honored to write to you and report on what was our most successful MPA Symposium we have had to date. This year's symposium was appropriately titled "Family of Systems Unite: Triton, Poseidon, Orion, and Aries" as this year highlights a significant milestone in the MPRA community as triton arrives to the fleet. The theme also highlighted the truly exciting times for our community with the relevance of our maritime patrol and reconnaissance force ever growing and becoming an increasingly invaluable asset to national defense as we continue the transition from P-3 Orion to P-8 Poseidon.

This year's symposium exceeded our goals and more importantly have continued the great work our MPA was founded upon. Thank you does not do enough to recognize the tireless efforts of our board, volunteers and our course our members!

One of the goals of our organization is to continue to expand our scholarship program and this year, thanks to generous contributions from our members and corporate sponsors; we've been able to add an additional two scholarships, bringing our total to fourteen. Additionally, through our alignment with Wings Over America Scholarship Program, our 51 MPA Scholarship winners have received a total of 68 scholarships valued close to \$80,000. While we continue to honor our past, we also invest in our future.

Our corporate sponsors have truly outdone themselves. Our enduring sponsors and many new ones contributed nearly \$71k in donations this year to the maritime patrol association - exceeding our 2017's donations. These funds allow us to organize our annual symposium, fund our scholarships, support our hall of honor, and work on new projects and programs that will increase the prestige and value of this organization to our members, help us bring in new members, and enable us to better tell the story of the navy's first and best aviation community.

As this letter is typed, the men and women of the Maritime Patrol and Reconnaissance Force are forward deployed in harm's way answering our nation's call. The Pelicans of VP-45 and Skinny Dragons of VP-4 are deployed to the pacific, the Red Lancers of VP-10 are deployed to the Mediterranean and the VP-1 Screaming Eagles are in the Middle East. As is usual, the VQ-1 World Watchers are also on watch, around the world, watching. The same goes for our aircrews attached to VPU-2, flying in harm's way on missions critical to our national security. Deployed, also, with these units are men and women attached to our mobile tactical operation centers who train and operate with our frontline squadrons. Please keep these men and women, along with all of our nation's deployed forces, in your thoughts and prayers.

We (Commodore Rob Patrick and I) will soon turnover our duties as Co-Presidents to our good friend and Commanding Officer of VP-30, CAPT Adam "Kujo" Kijek. Kujo is a remarkable leader and our community and this awesome organization is in great hands with him at the helm.

Commodore Patrick and I are very proud of the work we have done this past year and would have been possible without you, our members so let me first begin by saying thank you so much for your support this past year. It has been an honor and privilege to serve as your co president this past year. While those of us on active duty serve as president and vice president, this organization does not run or even exist without the tireless efforts of CAPT (ret) Rich Heimerle and his daughter, Kristen. We all owe them a debt of gratitude that we cannot soon repay.

Thank you again for the privilege to serve as your Co-President of MPA. We are humbled to have had a chance to work with some incredible people and excited to see where the organization will be in over the coming years. Checking off station!

All the best,
Jim



CAPT Jim Robinson
Captain, U.S. Navy
Commander, Patrol and Reconnaissance Wing 11
President, Maritime Patrol Association, Inc.

Checking On Station



Maritime Patrol and Reconnaissance Warriors, Past and Present,

Following another successful and well attended spring Commanders Conference and MPRF Symposium in Jacksonville, I remain very encouraged by the course we have set for our community. Not only is our transition to P-8A Poseidon and MQ-4C Triton on track, but the new capabilities that our team is bringing to the warfighter will keep the scales tipped in our favor. The Vice Chief of Naval Operations, Admiral Bill Moran, delivered the keynote address at the Maritime Patrol Aviation (MPA) Heritage Dinner and spoke eloquently of our shared history and unmatched record of success in the face of significant challenges in peace and war. The agility of Maritime Patrol and Reconnaissance Aviation to respond rapidly to the threat remain the hallmark of our community. This innovative spirit was in abundant supply in 1942, as colorfully relayed by Hall of Honor inductee, 94 year-young PBY aircrewman LCDR Cash Barber, when the infamous "Black Cats" of VP-11 turned the tide of the war by interdicting enemy shipping with an effective night bombing campaign. It is this "can do" attitude that sets us apart and provides a foundation for future generations of MPA aviators.

As near peer nations, most notably Russia and the People's Republic of China, continue to expand and modernize their fleets, our community must continue to develop

and refine our ASW network. The multi-mission P-8A is the only long-range airborne platform capable of executing the full spectrum of ASW from search to kill in one mission. Between now and 2040 improvements in our sensors must continue to pace the threat as adversary propulsion quieting and hull-quieting technologies evolve. The continued investment in advanced ASW acoustic and non-acoustic sensors on the P-8A and in the Multi-Intelligence capability of the MQ-4C Triton UAS enables the Navy to provide near continuous maritime coverage in rapid fashion, anywhere in the world.

As we enter a new strategic era, characterized by the return of great power competition, we expect the global employment of U.S. maritime to continue. Today, our forward-deployed naval forces are operating in a more dangerous and challenging environment due to the increased range, precision, and proliferation of anti-access weapons systems. Future VP and VUP commanders must have confidence in their systems and understand how to exploit an adversary's capability gaps and weaknesses. Employing fully netted sensors and payloads, the Navy's future MPRA airborne ASW force will play an even more critical role in insuring freedom of maneuver for the Joint Force Commander. Until then, as always, we will Fly, Fight, Lead, and Win.

Most Humbly and with Great Respect,

Trey Wheeler
Rear Admiral, U.S. Navy
Commander, Patrol and Reconnaissance Group
Commander, Patrol and Reconnaissance Group Pacific

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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 2019 award year will open in October 2018.



Info & Benefits

What's in Your Wallet?

Renew your annual membership today and enjoy the benefits of free monthly member happy hours, a quarterly magazine, discounted event tickets and participation in an organization that was established to preserve the history and legacy of the Maritime Patrol & Reconnaissance community.

With more than 1,000 members across the country that represent the spectrum of pay grades, active and retired, uniformed and civilian, the member networking opportunities are invaluable. And the association also supports dependents of current and former community members through a partnership with the Wings Over America Scholarship Foundation. Since 2012, MPA has awarded more than \$XX,XXX in scholarships.

Join or renew today at:
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FOR THE WARFIGHTER

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In the News



2018 MPA Symposium: A bright future ahead

Our clocks have sprung forward an hour. Sunbathers and surfers rejoice as Jacksonville Beach has celebrated its famous Opening of the Beaches Parade. Downtown crowds gather at Bragan Field to cheer on the Jumbo Shrimp now that baseball season is in full swing. Young and old alike harmonize with their favorite bands in Saint Augustine Amphitheatre as concerts have reached fever pitch. The Bold City is abuzz with reactions and expectations for the Jaguars and their newest NFL Draft selections.

With so much happening here on the First Coast, one thing is for certain: Spring has certainly arrived. And onboard Naval Air Station Jacksonville, this bright and sunny season brings with it another exciting tradition, the annual Maritime Patrol Association (MPA) Symposium.

It was surely a busy week at the "Pro's Nest" as Patrol Squadron (VP) 30 hosted the latest edition of this tremendous tradition. The weeklong event spanning April 23-27 was attended by more than 900 active duty, retired and civilian personnel.

This past Monday, the week kicked off with an annual command photograph. Standing proudly at attention in their whites behind their Skipper, Commanding Officer Capt. Adam "Kujo" Kijek, were the wardroom, chief's mess, and maintenance personnel of VP-30. And behind the men and women of the squadron stood the aircraft they fly and maintain: the mighty P-3C Orion, the shiny P-8A Poseidon, and the Navy's newest Unmanned Aircraft System, the MQ-4C Triton. This year's MPA Symposium theme, "Family of Systems Unite," was certainly

evident in this impressive sight.

The Greek philosopher Heraclitus famously once penned, "change is the only constant." As you may know, the Maritime Patrol and Reconnaissance Force (MPRF) is certainly well aware of the truth in his idea. The community has seen plenty of change over the past several years, having successfully transitioned all six Jacksonville-based squadrons from the reliable but aging P-3C turboprop aircraft to the agile new P-8A jet aircraft.

The three Kaneohe Bay, Hawaii, squadrons that completed successive homeport changes to Whidbey Island, Washington, have also undergone the same shift. The last of those three, VP-9, is on pace to complete the transition this Summer (leaving just three Whidbey Island-based P-3C squadrons left to accept the P-8A).

Additionally, Unmanned Patrol Squadron (VUP) 19 has been established, manned, and is now equipped with the MQ-4C Triton. Among other special events this week, a ribbon cutting was held for the newest Triton training facility where operators currently excel and from which they

will eventually conduct real world MQ-4C missions in the near future.

With all eyes on the everchanging future, however, it was humbling to pause and listen to a few words from those who came before us and made the MPRF community the robust force it is today. The annual heritage dinner Wednesday evening offered just that opportunity. The event was held in historic Hangar 117 aboard NAS Jacksonville and included more than 350 guests. It was quite a spectacular night, with the sun setting upon the P-3C Orion as a backdrop for an evening of fine food, great guests, and spectacular sea stories.

This year, the MPRF community inducted two heroes into the revered Hall of Honor:

Retired Lt. Cmdr. Clyde Barber served as a "Black Cat" crewmember on the PBY aircraft throughout World War II in the Pacific. He earned the Distinguished Flying Cross in the evacuation of 219 Australian commandos from their post near Wewak, New Guinea, in December 1943. In September 1949, he participated in airlifts supporting

The Heritage Dinner was held in historic Hangar 117 and hosted more than 350 guests. At sunset the hangar doors were opened to reveal a picturesque back drop behind the community's premier aircraft.



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RADM Frank Gallo sharing some war stories with the guests of the Heritage Dinner during his Hall of Honor acceptance.

Berlin, setting records for tonnage delivered and aircraft utilized. He and his wife of 73 years, Eileen, received a tremendous ovation.

Retired Rear Adm. Salvatore Gallo flew the P2V and was instrumental in advancing MPRF capabilities, to include demonstrating the Harpoon capability by conducting a multi-aircraft, multi-axis simultaneous simulated strike. In 1985 during the Cold War, he led efforts to track as many as ten Soviet submarines, to include five then new Victor III submarines, off the East Coast of the United States over a five-week period. It is considered one of the turning points during initial negotiations between Presidents Reagan and Gorbachev. He regaled the crowd with a story and was also the recipient of thunderous applause.

Certainly, these two men are just a pair from a number of heroes that have bravely served with distinction and honor in the Maritime Patrol and Reconnaissance family. It is men like these whom we graciously thank for propelling the community forward to what it is today. It is men like these who prove that the people in this community

are uniquely talented and driven. It is men like these who give us faith that the future of this community will be even better and brighter.

Rear Adm. Wheeler summed it up best, remarking that we as current aviators "stand on the shoulders of giants."

The keynote speaker of the evening, Vice Chief of Naval Operations and former VP-30 P-3C instructor pilot Adm. Bill Moran took time to sincerely thank all attendees for the "unbelievable honor" to work with such dedicated professionals and remark on the sincere joy of returning to NAS Jacksonville to be surrounded by old colleagues and friends.

Awards included the Military Officers Association of America Lifetime Achievement Award awarded to AD1 John Leinhouser, USN (Ret.); Fleet Pilot of the Year, LT Christopher Sheehan, VQ-1; Instructor Pilot of the Year, LT David Christenson, VP-30; Fleet Naval Flight Officers of the Year, LT Jackson Brown, VP-1; NFO Instructor of the Year, LT Joshua Mitchell, MPRWS; Fleet Aircrewman of the Year, AWO1 Marcos Sanchez, VP-47; Aircrewman Instructor of the Year, AWO1 Hector Rivera, MPRWS; Maintainer of the Year, AD1 Nicholas Vadney, VP-5; and Chief Petty Officer of the Year, AWOCS Jason Littlefield, VP-5.

The winners of the annual Fleet Antisubmarine Warfare Challenge were also recognized at the dinner. The Maritime Patrol and Reconnaissance Weapons School (MPRWS) hosts and recognizes the most tactically proficient combat aircrews in the Fleet. During this year's series of simulated competitions, the Weapons School's own "Sentinels" achieved the highest score to win the coveted trophy. As Capt. Kijek put it, "the art and science of antisubmarine warfare is alive and well" across the MPRF community. Falling close behind in second was the crew from VP-16, with VP-47 combat aircrew one taking third place.

The week continued with the annual spouse symposium, which provides a means of support and understanding for

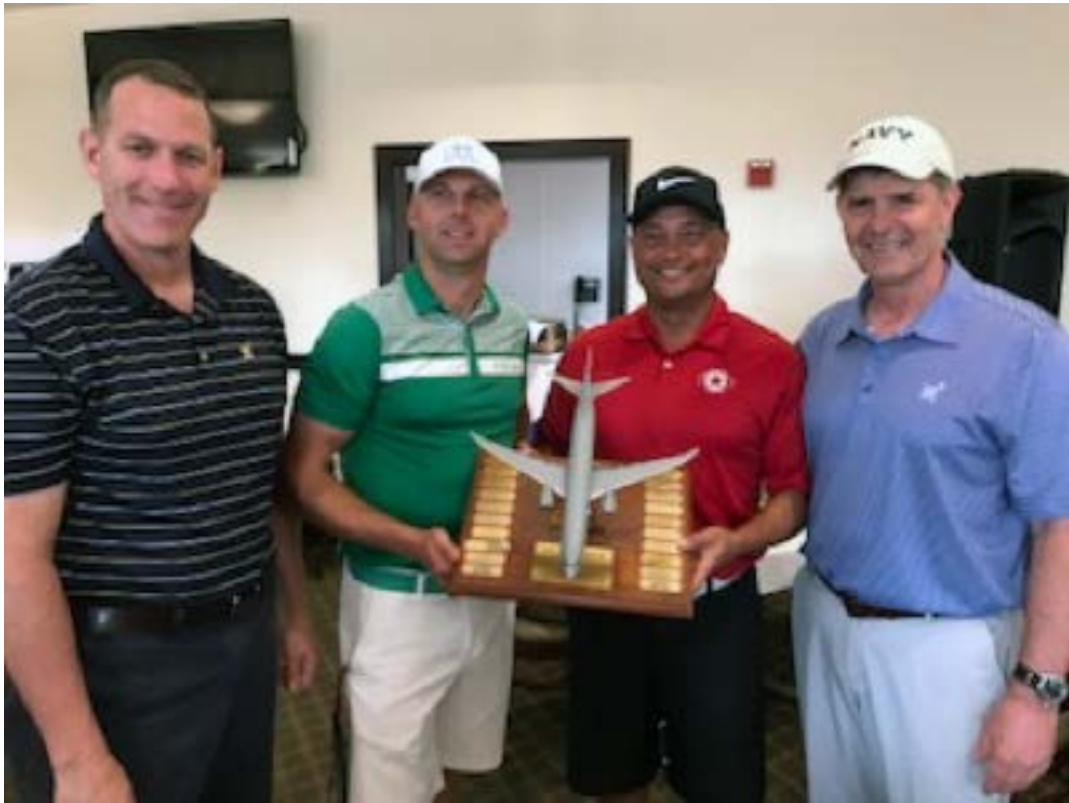


The keynote speaker of the Heritage Dinner, Vice Chief of Naval Operations and former VP-30 P-3C instructor pilot, Adm. Bill Moran.

Maintainer of the Year, AD1 Vadney (center) pictured with ADM Bill Moran (left) and RADM Trey Wheeler (right).



An impressive MPA Scholarship Golf Tournament victory: Adm. Moran (right) and Rear Adm. Wheeler (left) present the tournament trophy to winners Lt. Cmdr. Joselyn and Lt. Cmdr. O'Neal



military spouses as they navigate the challenges of military service. In attendance were spouses with as little as one year of military support, to those who have supported a military career that has spanned over three decades.

More than 180 people gathered Thursday at the NAS Jacksonville Golf Club for the annual tournament to support the MPA Scholarship Fund, which offers college scholarships to dependents of military members from the U.S. Naval aviation community. It took the winning four-ball team of Lt. Cmdr. Curtis O'Neal, Lt. Cmdr. Dave Joselyn, Lt. Cmdr. Josh Lowery, and Lt. Ben Hayes just 52

strokes to win the day, coming in at 19-under-par.

A 5K race was also held onboard NAS Jacksonville. Capt. Lee Boyer was the first of 25 participants to cross the finish line. This week's events successfully raised \$10,000 for the MPA Scholarship Fund.

In April, MPA awarded \$14,000 in scholarships to 14 qualified dependents of past and present MPRF personnel from funds raised at the 2017 symposium. The money raised at this year's golf tournament will go towards funds to be awarded in 2019.



The Weapons School's own "Sentinels" achieved the highest score to win the coveted ASW trophy. MC of crew pictured with the Commanding Officer of the Weapons School, CDR Jon Floyd (center), and CAPT Jim Robinson (right), Commanding Officer of CPRW-11.



The annual Spouse Symposium allowed military spouses from the MPRF community to come together to connect, share ideas about how to support their commands' families and get an update about available base and navy resources.

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.

Upon the closing of the week the MPRF community refocuses on the mission: being exceptionally fierce tacticians and warfighters. The upcoming year will be full of challenges as the P-3C to P-8A transition pushes forward with the last squadrons in Washington, and as the Triton

continues to evolve. It is certainly an excitingly dynamic time to be in the community with such a phenomenal group of leaders equipped with cutting edge technology. As "Air Boss" Vice Adm. Dewolfe Miller, III, described it when addressing the large crowd at the Officer Flag Panel this past week, "our future is unbelievably bright."

★

**By Lt. Matthew Guza
VP-30 PAO**

In the News



NAS Sigonella hosts Dynamic Manta 18

SIGONELLA, Sicily. (NAS) – Naval Air Station (NAS) Sigonella hosted exercise Dynamic Manta 2018, a NATO led anti-submarine and anti-surface warfare exercise featuring 11 maritime patrol aircraft (MPA) from 8 different countries.

Dynamic Manta is held yearly out of NAS Sigonella while commander, Task Force (CTF) 67 assumes its NATO role as maritime air controlling authority (MACA). MACA Sigonella hosts NATO elements and is responsible for briefing every air crew, ensuring safety of flight, providing real-time debriefing products, and for the first year ever of overall exercise control staff.

Whether for an exercise or a NATO operation, MACA Sigonella is accustomed to its dual-hatted role, and this exercise was no different. MACA Sigonella watch teams expertly managed both U.S. 6th Fleet operations while simultaneously relaying safety of flight reports from air borne Turkish P-235s, French Atlantique-IIs, Canadian CP-140s, Spanish P-3Ms, German P-3Cs, Italian and United Kingdom EH-101 Merlins, and US P-8A Orions flying in support of Dynamic Manta.

"Every year Dynamic Manta is a challenging exercise for both the participating units, and ourselves as MACA Sigonella," said Capt. Bill Ellis, commodore, MACA Sigonella. "This year was no different and the challenges we overcome together whether being logistical, operational, or language barriers continue to prove NATO is the world's premiere war fighting alliance."

★
By Lt. Brian F. O'Bannon
Commander Task Force 67 (CTF-67), Public Affairs Officer
Published March 20, 2018



QUICK FACTS:

- **Dynamic Manta 18** executed out of NAS Sigonella from March 5 -15.
- **MPA from Canada, Germany, France, Italy, Spain, Turkey, United Kingdom, and the U.S. participated.**
- **91 MPA sorties** were executed from NAS Sigonella during the exercise.
- **Patrol Squadron (VP) 5** flew the P-8A Poseidon for the aircraft's second year supporting Dynamic Manta.
- **CTF 67** serves as the **MACA** for all NATO MPA deployed or detached to the Mediterranean in support of exercises or operations.

Photos courtesy of the U.S. Navy



In the News



VP-8 Fighting Tigers Rescue Fishermen Lost at Sea for 8 days in South Pacific

ANDERSEN AIR FORCE BASE, Guam (Feb. 20, 2018) – Crewmembers assigned to the "Fighting Tigers" of Patrol Squadron Eight (VP-8) rescued three fishermen Feb. 20 whose vessel was adrift in the South Pacific for eight days.

The 19-foot skiff was first reported missing Feb. 12 after it failed to return from a fishing expedition near Chuuk Lagoon in the Federated States of Micronesia. According to the report, the boat carried food and water, but no safety equipment or radios. Assets from U.S. Coast Guard Sector Guam searched for the vessel for several days before requesting assistance from the U.S. Navy.

The "Fighting Tigers" aircrew and maintenance team were tasked to support the search and rescue (SAR) operation, repositioning on short notice from Kadena Air Base, Japan to Andersen Air Force Base, Guam. The crew flew the Navy's newest maritime patrol aircraft, the P-8A Poseidon, which is equipped with an advanced APY-10 multifunction radar and MX-20 camera system, ideal for searching the 2,100-square-mile area. The vessel was located after only three hours and the aircrew deployed a UNI-PAC II Search and Rescue (SAR) kit, a new addition to the maritime patrol and reconnaissance aircraft (MPRA) fleet and the first time the kit had been successfully deployed by a P-8A in real-world SAR operations.

SAR kits are deployed at approximately 500 feet with a 150 yard trailing lanyard to deliver equipment as accurately as possible to survivors in the water. Kits generally include medical supplies, food, water, communications, and signaling equipment, but can be configured with additional supplies depending on the mission type.

The three survivors were picked up by a nearby police vessel a few hours after being located by VP-8.

"It was incredibly rewarding to be a part of saving lives—it's what everyone joins the Navy to do," said Lt. Miles Schumacher, the Tactical Coordinator of the VP-8 Aircrew. "This aircraft allows for a massive step forward in the ability of SAR units to search large areas quickly and effectively, and we were excited to have the SAR kit loaded and be able to prove its effectiveness. We successfully demonstrated the capability of the MPRA community to react quickly and effectively to operational requirements in the farthest corners of the globe. Hopefully this is just the first of many successful rescues by P-8A Poseidon aircrews."

Patrol Squadron Eight is currently deployed to the Seventh Fleet area of responsibility conducting theater and national level tasking in support of U.S. 7th Fleet, U.S. Pacific Fleet, and U.S. Pacific Command.

★
By Lt.j.g. Danielle Tatchio
Vp-8, Public Affairs
Published February 20, 2018



A UNI-PAC II Search and Rescue (SAR) kit is deployed from a P-8A Poseidon aircraft assigned to the 'Fighting Tigers' of Patrol Squadron 8. the SAR kit is a new addition to the maritime patrol and reconnaissance aircraft (MPRA) fleet and its use during the rescue of 3 fishermen in the South Pacific marked the first time it had been successfully deployed by a P-8A in real-world SAR operations.



Three fishermen wait to be rescued after being located by a P-8A Poseidon belonging to the 'Fighting Tigers' of Patrol Squadron 8. The mariners' 19-foot skiff was first reported missing Feb. 12 after it failed to return from a fishing expedition near Chuuk Lagoon in the Federated States of Micronesia.



Pacific Patrol Boat FSS Palikir rescues three fishermen after they were located by a P-8A Poseidon belonging to the 'Fighting Tigers' of Patrol Squadron 8.

P-8A Poseidon Supports Missions in U.S. 5th Fleet

MANAMA, Bahrain -- A P-8A Poseidon from the 'Mad Foxes' of Patrol Squadron (VP) 5 supported maritime operations in U.S. 5th Fleet under Commander, Task Force (CTF) 57, Feb. 24 to March 3.

The first time a P-8A had deployed to U.S. 5th Fleet since 2016, the aircraft conducted missions spanning the area of operation in the Arabian Gulf, Strait of Hormuz, Gulf of Oman, Red Sea and Arabian Sea.

"By having an asset deployed to Italy operate here in Bahrain, and to do so extremely well, we demonstrate the inherent maneuverability of naval air forces and the ready, relevant posture of the maritime patrol and reconnaissance community," remarked Capt. Chris Flaherty, commodore of CTF 57. "Though we planned this cross-combatant command interoperability as a proof of concept, it highlights how we can flow forces between theaters in a matter of hours to respond to crisis. We will continue to exercise these capabilities, in conjunction with our counterparts at CTF 67 in Italy and CTF 72 in Japan, to ensure we provide fleet commanders with cross-component options to cross-component threats."

The aircraft participated in two long-range intelligence, surveillance and reconnaissance (ISR) missions, supported U.S. Navy ships as they transited through the Strait of Hormuz and provided an orientation flight for members of the Royal Saudi Naval Forces (RSNF) while conducting a mission over the Red Sea.

"It was a unique experience for our crew to work with the Saudi Arabian military," said VP-5 pilot Lt. Steve Mehr. "Demonstrating the P-8A's combat systems in an operational environment with our partners was an incredible experience. The dynamic 5th Fleet is the perfect place to demonstrate our versatility."

The P-8A was also able to exercise its full command, control, communications and intelligence (C4I) suite, sharing their tactical picture in near real-time with CTF 50's Theodore Roosevelt Carrier Strike Group via exchange networks like Links 11 and 16.

The P-8A Poseidon, the Navy's newest maritime, patrol and reconnaissance aircraft, is a multi-mission capable replacement aircraft for the legacy P-3C Orion. It is a militarized version of the Boeing 737 and utilized for a wide-array of missions.

U.S. 5th Fleet area of operations encompasses about 2.5

million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

★
By Commander, U.S. Naval Forces Central Command Public Affairs
Published March 05, 2018



Lt. Fan Yang, right, a tactical coordinator assigned to Patrol Squadron (VP) 5, demonstrates the systems onboard a P-8A Poseidon aircraft to members of the Royal Saudi Naval Forces. The 'Mad Foxes' of VP 5, detached from Commander, Task Force (CTF) 67 to CTF 57, are supporting missions in U.S. 5th Fleet to demonstrate cross-combatant command interoperability, deter potential adversaries and to provide large-scale intelligence, surveillance and reconnaissance collection. (Photo by Mass Communication Specialist 2nd Class Jakoeb Vandahlen)



Patrol Squadron NINE Receives First P-8A Poseidon Aircraft

The first of seven Boeing P-8A Poseidon maritime patrol and reconnaissance aircraft for Patrol Squadron NINE was officially accepted by the command on April 13th at Naval Air Station (NAS) Whidbey Island, Washington.

The P-8A is replacing the venerable Lockheed-Martin P-3C Orion, which was the workhorse of the VP-9 Golden Eagles for 54 years. This aircraft acceptance marks the fourth distinguished airframe operated by VP-9 since the squadron's commissioning in 1951.

The P-8A is a militarized version of the Boeing 737, encompassing the most innovative suite of mission systems in the maritime patrol and reconnaissance community. It is engineered for a lifetime of 25 years/25,000 hours in the harshest maritime flight regimes, to include extended operations in icing environments.

Additionally, the P-8A has the capability to conduct air-to-air refueling, significantly improving its reach and dwell time, allowing extended exploitation of its technological capabilities.

VP-9 Commanding Officer, Cmdr Jeff Bowman, described what this significant event represents for the Golden Eagles.

"We are extremely excited to welcome the first of our new aircraft into the squadron. Our maintenance department has been eagerly preparing for this event and, after seven months of training, our combat aircrews are ready to start operating again. As warfighters, we're motivated to get back to meeting mission with the pride, professionalism, and precision which is the hallmark of Patrol Squadron NINE."

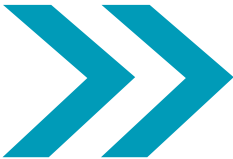
After their homeport shift from Marine Corps Base Hawaii (MCBH) Kaneohe Bay to NAS Whidbey Island, Patrol Squadron NINE began their transition to the new aircraft in November 2017.

Currently in their final phase of training, the Golden Eagles are one month away from qualifying "Safe for Flight" and rejoining the fight as the Navy's newest P-8A Poseidon squadron.

★
By VP-9 Public Affairs



The P-8A Poseidon is the replacement aircraft for the P-3 Orion for the Maritime Patrol & Reconnaissance Force. VP-9, which homeported at NAS Whidbey Island, Washington in October 2017, is the last of the squadrons previously homeported at Marine Corps Air Base, Kaneohe, HI to transition to the P-8.



Manufacturer: Boeing Defense

Mission: Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), Maritime Intelligence, Surveillance, Reconnaissance (ISR), and Search and Rescue (SAR)

Airframe: Length 129.5 ft, Height 42.1ft, Wingspan 123.6ft

Propulsion: 2 x CFM-56 High bypass turbofan engines

Armament: Mk54 Lightweight Torpedoes, AGM-84 Harpoon Anti-Ship Missiles

Crew: 3 x Pilots, 2 x Naval Flight Officers, 4 x Aviation Warfare Operators

Max Speed: 490 knots

Ceiling: 41,000ft

Navy Aviators Set to Start Controlling Unmanned Aircraft from Jacksonville

Since the dawn of aviation, pilots have been able to rely on the simple method of looking through an aircraft’s window to determine the weather ahead.

That’s no longer an option for a relatively new squadron at Jacksonville Naval Air Station.

This year a small group of aviation pioneers are ready to take the controls of drones as long as F-16s with wingspans the size of Boeing 757s as the future of maritime intelligence, surveillance and reconnaissance is expanding.

The first 20 crew members of Unmanned Patrol Squadron 19 (VUP-19) have passed through the training program and are now instructing others.

Soon they will be operating 48-foot-long MQ-4C Tritons with 131-foot wingspans from a building at Jacksonville NAS as the aircraft fly around the globe with nobody on board.

The first members of the Jacksonville-based squadron will be the inaugural group in the Navy to regularly control the drones, and they’ve developed a schoolhouse-type setting on base where others in the squadron are following their example.

“They’ll be the leaders within the squadron,” said Cmdr. Benje Stinespring, the commanding officer of VUP-19.

Those 20 leaders make up four crews that will work in shifts to complete each mission since the Tritons can stay in the air for 24 hours at a time.

Each crew includes an air vehicle operator, a tactical coordinator and two mission payload operators. They will operate the drones from a room that looks more like a computer lab than a cockpit.

The air vehicle operator is in charge of flying the aircraft, but the tactical coordinator has the freedom to direct where the aircraft needs to go. The coordinator also directs the efforts of the mission payload operators who control the surveillance equipment on the aircraft.

‘AVIATE, NAVIGATE, COMMUNICATE’

The Navy is following the Air Force’s lead in the world of large unmanned surveillance aircraft.

The Tritons and the Air Force’s RQ-4 Global Hawks are the same length and have the same wingspan. But despite having very similar capabilities, Stinespring said there is a major difference between the way the Navy and Air Force fill out their squadrons.

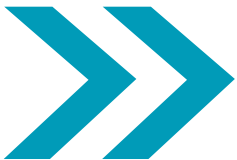
“The Navy has elected to source the Triton community from within the maritime patrol and reconnaissance force,” Stinespring said. “So all of the air crew that are selected to come here have already completed at least one, sometimes multiple tours of duty.”

The Air Force allows people to go straight from flight school to the unmanned aircraft program.

Stinespring said the Navy’s policy of selecting experienced airmen allows them to tailor



Flight crews inspect a MC-4C Triton on a runway in this undated photo. (Photo courtesy of U.S. Navy)



the syllabus to be more of a transitional program rather than having to teach the basics of the mission.

“They take their previous mission experience and we teach them how to do those same things with the new gear,” said Lt. Cmdr. Phil Sautter, the officer in charge of the fleet integration team.

The Navy started the team well before the squadron was established in October 2016. Sautter said they worked with the test community at Patuxent River Naval Air Station in Maryland to develop the training program and help teach the initial group of unmanned aircraft operators.

“It’s not much different in the sense that it’s aviate, navigate, communicate,” said Lt. Brennan Zwak, a pilot instructor on the integration team.

He said as an instructor in the Triton program it’s easier

than teaching general aviation because the focus is on the tools associated with the unmanned aircraft compared to the ones in the aircraft the pilots are used to. Teaching the basic mission on top of that would mean a much longer learning process, he said.

LEARNING HOW TO FLY

The most difficult aspect for the students in VUP-19 is learning to trust an autonomously flown aircraft, Zwak said.

Stinespring said once the operators understand how to use that technology to their advantage, it’s actually easier than flying a manned aircraft because you don’t have to worry about keeping the drone straight and level.

He said that’s an enormous challenge in traditional Navy surveillance aircraft — the P-8A Poseidon and the P-3C Orion — and once the pilots understand the Triton is

programed to stay level, it frees up their mind to concentrate on other things.

"The plane is a little bit smarter than I am," said Lt. Cmdr. Pat Imhoff. "It's hard to say that, but in a manned aircraft I have to make a decision as to if that plane goes left or right or up and down."

He has other things to worry about in a Triton. Imhoff is an aircraft commander who made the jump from a P-3 to the Triton. He said another major shift for him was moving from an aircraft with four engines to an aircraft with just one, where altitude is now his friend.

He said extra altitude will be a good thing when flying a single-engine Triton in case something happens and he needs to safely land the drone. The Tritons can fly higher than 10 miles in the air, according to the Navy, but finding a place to land isn't quite as easy as in a traditional aircraft.

"In a manned aircraft if I have an emergency and I look down and see BWI [Baltimore-Washington International Airport], I can declare an emergency and land there," Imhoff said. "In this platform I can be next to 17 airports and I can't land at any of them because it's not programmed to go there."

Right now the squadron has one Triton in its possession operating out of Point Mugu, Calif., with another coming as soon as runway construction is complete. Each one cost just under \$200 million, according to the Department of Defense.

The drones will be flying out of Point Mugu Naval Air Station for training events and then flying out of Guam when the Tritons start operations in the Pacific Fleet.

The squadron is technically split between Jacksonville and Point Mugu with about 100 total personnel in Jacksonville and about 170 in California. The Point Mugu side makes up the maintenance staff who work to maintain the aircraft.

Stinespring said hundreds of measurements have to be made at each airfield before they are authorized for the drones. A big part of the training syllabus is learning all the landing options around the globe, he said.

The students also have to learn terminology that is unique to the Triton community, and part of the job is translating that terminology for air traffic controllers. Most of the language is similar, but sometimes they have to explain what's happening in general terms so the airspace remains safe, Sautter said.

He said the physical aircraft in the sky on the other hand shouldn't impact other aviators very much.

"To the air traffic controllers and the other airspace users

it should be no different," Sautter said. "If the pilot is doing their job, they should go right into the fold and there should be no issue."

WEATHER FACTOR

Communication is also a big factor when it comes to navigating around the weather, Stinespring said. The pilots don't have to worry about keeping the aircraft level, so it allows them to concentrate on the weather thousands of miles away.

"We can change the course, and we can deviate around weather as long as we know the weather is there," Imhoff said. "That's the hardest part."

He said instead of looking out the window of the cockpit as the aircraft approaches a weather system, he has to get used to monitoring websites and maintaining communication lines with air traffic controllers wherever the Triton is flying.

The crew also has to worry about what the weather will be like in the flight path thousands of miles away and as far into the future as the next day, Stinespring said.

"That's what they need to be thinking about because that's going to determine when they need to come home from there," he said.

COMPLETING MISSIONS TOGETHER

The Tritons are not replacing the manned P-3s and P-8s that have been flying out of Jacksonville for years. The three types of aircraft will be working together to accomplish the same mission, Stinespring said.

He referred to nonfiction books about the early days of maritime surveillance where crews spent hours in the air searching for vessels of interest. Stinespring said he envisions a Navy 10 years from now where the Triton program will be able to track a vessel from port to port without ever losing it for a moment.

For closer surveillance the Triton crew will be able to transmit the specific location of a vessel to a P-3 or P-8 crew to allow them to move in and track every specific movement. The days of hiding will practically be over for vessels trying to dodge Navy aviators, Stinespring said.

"That's why it's a game changer," he said. "It's the persistent stare versus the chance to go out and try to find the needle [in the haystack] everyday."

Just as the operators of different types of aircraft will have to work together to complete the mission, so will the operators of each Triton.

There will be a briefing on the flight plan before each shift so the new crew understands what the previ-



A look at the training center at Jacksonville Naval Air Station that simulates an actual room where a flight crew will control MQ-4C Tritons. Each screen on the wall can be altered to show any image from any of the monitors in the room. (Photo courtesy of US Navy)

ous crew accomplished and what the goals are for the incoming crew. Then at each shift change there will be a face-to-face update as the crews sit side by side before passing along the controls.

"For me in a manned aircraft, a lot of the times the enjoyment and sense of accomplishment came from completing the mission, not necessarily flying the plane itself," Lt. Matt Willard said. "I think once we start operating this thing we are going to have that same feeling coming off a shift that it was a successful completion."

Willard is part of the first class to make it through the training process. He said it's possible that he'll transition back to flying manned aircraft for his next tour, but for now he's working hard to master a new tool in the world of aviation.

The Triton program is barely off the ground right now, but

Willard and the others who will be perfecting the process will be doing so from Jacksonville.



**By Joe Daraskevich
Published in the Jax Air News,
February 11, 2018**

VP-45 Fires Successful Joint AGM-84 Harpoon Shot Alongside VP-4

In late January, Patrol Squadron (VP) 45 and VP-4 set out to test and successfully fire two AGM-84D Harpoon missiles in an assessment of the P-8A Poseidon air craft's ability to coordinate weapon launches from separate aircraft.

The flights were not only a demonstration of the P-8A's weapon system, but also a successful test of the air-craft's robust communication and coordination systems as well.

VP-4, stationed at NAS Whidbey Island, Washington, flew one of their P-8A's down to NAS Jacksonville just a week before the planned shot date.

This short amount of time was used primarily for coordi-nating safety of flight and establishing a plan of attack.

"The importance of the interoperability cannot be over-stated," said VP-45's Lt.j.g Tanner Anjola. "It's not very of-ten that we get to work with our west coast counterparts, so mission planning and pre-flight coordination became paramount."

In a net-centric warfare environment, coordination be-

tween aircraft becomes paramount in establishing an advantage over an adversary.

This coordinated harpoon shot displayed the P-8A's abil-ity to establish a network and dominate a battlespace all while maintaining plane-to-plane communications in a complex environment.

The usage of various communications systems, includ-ing a robust datalink network gives Poseidon crews a substantial leg-up in both situation awareness and main-taining the communication infrastructure that is vital to preserving connectivity in the modern fleet battlespace.

Before January, the most recent Harpoon shot for VP-45 came in August 2016 during the biennial Rim of the Pacific multinational maritime exercise, which takes place near the Hawaiian Islands.

★
By Lt.j.g. Charles Sundal
VP-45 Public Affairs Officer
Published in Jax Air News, February 15, 2018



(From left) AOC Dustin McCu-then, AO1 Derek Torrence and AO2 Alexa Men-dez from Patrol Squadron (VP) 45 observe as AO3 Katherine Callahan se- cures an AGM-84D Harpook missile to a VP-45 P-8A Posei- don aircraft at Naval Air Station Jacksonville.

Patrol Squadron (VP)-5 Hosts U.S. Ambassador in Sigonella, Italy

SIGONELLA, Italy (NNS) -- The 'Mad Foxes' of Patrol Squadron (VP) 5 hosted the U.S. Ambassador to Italy, the Honorable Lewis Eisenberg, onboard a recent training flight on the P-8A Poseidon out of their current deploy-ment site, Naval Air Station (NAS) Sigonella, Italy Feb. 7.

On Feb. 7, the P-8A departed Sigonella and gave Eisen-berg a look on how a combat air crew (CAC) operates as a team.

During the flight, Eisenberg observed the Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71) as it performed an underway replenishment with the fleet replenishment oiler USNS Patuxent (T-AO 201).

The ambassador was also able to experience a takeoff and landing from the flight deck.

"It was great being able to demonstrate the flying char-acteristics of the P-8A with the ambassador," said Lt. Shane Woodard, the flight's patrol plane commander.

At the conclusion of the flight, the Mad Foxes dropped the ambassador off in Rome. The trip provided valuable training for the pilots.

"We don't always get the opportunity to fly into unfamiliar airfields, so it really is a worthwhile experience to be able to operate with our Italian counterparts at their air bases," said the crew's co-pilot Lt.j.g. Rhen Nathe.

After the trip to Rome, the crew returned to back to NAS Sigonella.

★
By Lt.j.g. Rhen Nathe
VP-5 Public Affairs
Published February 13, 2018



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VP-5 Participates in Noble Dina 2018

SOUDA BAY, Greece — The ‘Mad Foxes’ of Patrol Squadron (VP) FIVE participated in an Israel-led multilateral air and sea exercise, Noble Dina, that involved Israeli, Hellenic, and U.S. forces. This Mediterranean exercise was conducted to improve the interoperability and cooperation between the participating forces through coordinated anti-submarine warfare (ASW) operations, search and rescue, air defense and force protection/anti-terrorism operations.

The Mad Foxes conducted operations out of their main deployment site of NAS Sigonella, Italy, as well as out of NAS Souda Bay, Greece. The U.S. Navy has participated in this maritime exercise since 1998.

As the exercise began, Combat Air Crew 2 (CAC-2) conducted several ASW missions which focused on the defensive capacity of combined naval forces. The U.S. and Israel’s strong military alliance proved effective during the exercise. The Mad Foxes had the pleasure of hosting riders from the Hellenic Naval Forces of Greece. CAC-2 happily showed off the advanced capabilities of the P-8A Poseidon to these Hellenic naval operators and tactical coordinators. The P-8A is designed to secure the Navy’s future in long-range maritime patrol capability and has reshaped the Navy’s maritime patrol and reconnaissance force.

“Noble Dina has been a great opportunity to work with outstanding counterparts of Israel and Greece. This exercise is a fantastic opportunity for our aircrew to train in a real world maritime warfare environment, and I am honored to be a part of the ever growing professional relationship between the U.S. and Mediterranean allies,” said LT Nick Martin, VP-5 Officer-in-Charge of the VP-5 NAS Souda Bay detachment.

Upon completion of the flights, VP-5 found the exercise to be a resounding success. Noble Dina strengthened the interoperability and proficiency across the full scale of warfighting capabilities which ultimately contributed to enhancing regional security and stability.

★
By Lt.J.g. Mary Carter Jordan
VP-5 Public Affairs



QUICK FACTS:

- ° **VP-5 was on a dual-site deployment to Sigonella, Italy and El Salvador.**
- ° **VP-5 is deployed to Commander, Task Force 67 out of Naval Air Station Sigonella, Sicily.**
- ° **This is the first deployment for VP-5 to C6F with the P-8A.**
- ° **VP-5 is deployed with six P-8As to C6F and one P-8A to C4F.**
- ° **U.S. Naval Forces Europe-Africa/U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of naval operations, often in concert with joint, allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.**

SOUDA BAY, Greece (Mar. 30, 2018) Combat Air Crew 2 (CAC) of Patrol Squadron (VP) FIVE participated in an Israel-led multilateral air and sea exercise, Noble Dina, that involved Israeli, Hellenic, and U.S. forces. (U.S. Navy photo by CDR Wilkerson/Released)

VP-8 Fighting Tigers Complete Successful Detachment In Singapore

Maintenance and aircrew personnel assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8 completed a successful detachment to Singapore Feb. 20-27 in support of bilateral training and regional partnerships. The detachment deployed to Paya Lebar Airbase in an effort to further ties with the nation of Singapore and demonstrate the P-8A's unique capabilities.

The P-8A Poseidon is the Navy's newest maritime, patrol and reconnaissance aircraft, a multi-mission capable replacement aircraft for the legacy P-3C Orion, designed to improve an operator's ability to conduct anti-submarine warfare; anti-surface warfare; and intelligence and surveillance. VP-8's maintenance and flight crew demonstrated these capabilities during the detachment, logging more than 40 flight hours in support of 7th Fleet missions.

"I think what we've done here has shown the P-8A's versatility," explained Mission Commander Lt. Zach Sipes. "With one plane, we were able to take the required maintenance gear, a full crew, as well as maintenance personnel to fix any problems we might encounter, and carry out our mission in another country."

On their day off, members of the flight crew and maintenance personnel volunteered their time at the Willing Hearts Soup Kitchen. Willing Hearts, an Asian Pacific Breweries Foundation, is staffed on a volunteer basis and relies solely on local volunteers to support their operation. The "Fighting Tigers" were able to supplement the workforce on a day in which the soup kitchen experiences its highest demand of patrons. The Sailors assisted staff in washing dishes and preparing the day's takeaway meals for less fortunate locals.

"It felt great to give back to a country that has welcomed us so openly this week," said Aircraft Commander Lt. Kevin Roy.

Patrol Squadron Eight is currently deployed to the 7th Fleet area of responsibility conducting theater and national level tasking in support of 7th Fleet, U.S. Pacific Fleet and U.S. Pacific Command.

★
Lt. j. g. Nate Byam-Mooney
Patrol Squadron 8, Public Affairs
Published February 27, 2018



SINGAPORE (Feb. 23, 2018) Lt. j.g. Nate Byam-Mooney, left, and Lt. Kevin Roy, assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8, prepare a P-8A Poseidon for departure out of Paya Lebar Airfield. VP 8 is currently forward deployed to the 7th Fleet area of operations conducting missions and providing maritime domain awareness to supported units throughout the Indo-Pacific region. (U.S. Navy photo by Lt. Zachary Sipes)

SINGAPORE (Feb. 24, 2018) The "Fighting Tigers" of VP-8 chop onions at Willing Hearts Soup Kitchen, during a community relations event. VP-8 is currently forward deployed to the 7th Fleet area of operations conducting missions and providing maritime domain awareness to supported units throughout the Indo-Pacific. (U.S. Navy photo by Lt. j.g. Nathan Byam-Mooney)



VP-9 Wins Chief of Naval Operations Aviation Safety “S” Award

Patrol Squadron NINE (VP-9) was awarded the 2017 United States Pacific Fleet Chief of Naval Operations (CNO) Aviation Safety Award, also known as the Safety “S”.

This annual award serves to recognize units for their exceptional professionalism, commitment to excellence, solid leadership and teamwork, and in-depth risk management culture which result in safe and effective operations. Individual units or squadrons throughout the U.S. Navy that receive this award maintain an outstanding safety record and make significant contributions to the Naval Aviation Safety Program.

Within this award are three categories in which aviation squadrons compete. VP-9 competes in the Maritime Patrol category which consist of all active duty VP (Patrol), VPU (Special Projects Patrol), and VQ (Fleet Air Reconnaissance) Squadrons for the respective regional nomination, Atlantic or Pacific.

The squadron will receive an engraved plaque and a CNO citation. In addition, VP-9 is authorized to display a safety “S” marking on its aircraft.

The Golden Eagles safely executed 4,971 hours during an Inter-Deployment Readiness Cycle and a seven month deployment to the FOURTH and SEVENTH Fleet Areas of Responsibility. This included 2,249 day landings, 1,061 night landings, 1,911 day hours, and 3,060 night hours. This marks the Golden Eagles’ 39th consecutive year and over 222,000 hours without a Class A Mishap.

When asked what this award meant to his squadron, VP-9 Commanding Officer Cmdr. Jeff Bowman replied “This award represents to the Naval Aviation Enterprise what I observe every day, sustained superior performance of our maintenance and aircrew team. The importance of safety is stressed by our squadron leaders at every level, from our most junior Seaman all the way to the Command Triad. We, as Golden Eagles, take pride in our proactive and vigilant safety culture and I couldn’t be more proud of our team or happier for the Sailors and officers who work hard and do the right things day in and day out.”

Patrol Squadron NINE is currently finishing their transition from the P-3C Orion to the P-8A Poseidon at Naval Air Station Whidbey Island, Washington and will begin a new legacy of superior, safe and effective operations with their new aircraft.

★
By VP-9 Public Affairs



VP-45 Conducts First Operational Aerial Refueling Flight

A P-8A Poseidon from Patrol Squadron (VP) 45 conducted the first operational aerial regueling flight in the 7th Fleet area of operations April 26.

The flight was accomplished in coordination with the 909th Air Refueling Squadron operating out of Kadena Air Base in Japan. Aerial refueking significantly increases the P-8A'a capability by increasing range and duration.

“This is a substantial milestone in the maritime community,” said Cmdr. Mark Zematis, VP-45's executive officer.

The VP-45 ‘Pelicans’ are based out of Naval Air Station Jacksonville and are currently on a six-month deplyment in support of U.S. 7th Fleet.

★
By VP-45 Public Affairs
Published in the Jax Air News, May 10, 2018



A P-8A Poseidon from patrol Squadron 45 is refueled while airborne from a KC-135 Stratotanker aircraft with the 909th Air Refueling Squadron April 26 while on a mission in the 7th Fleet area of responsibility.

Patrol Squadron Forty-Six Completes Homeland Defense Duties

Immediately after Christmas, the men and women of VP-46 embarked on a four month detachment to Marine Corps Air Station (MCAS) Kaneohe Bay in support of the U.S. Pacific Fleet's Maritime Homeland Defense (HLD) mission. While executing HLD duties, the squadron capitalized on multiple training and readiness opportunities whilst also providing broad area Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASuW) capabilities to the Fleet Commander, and back-up Search-and-Rescue

alert support to U.S. Coast Guard District Fourteen.

One of the detachment's Officers-in-Charge (OIC), LCDR Ian Rummel, remembers walking these same beaches as a 2 year-old while his father's Reserve squadron flew the same missions from NAS Barbers Point. He points out that "Maritime patrol aircraft never really left Hawaii – we acknowledged Congress's decision, then worked with Pacific Fleet to find a creative way to defend the

state and our Pacific island territories without the overhead of a permanent base."

While holding the HLD reigns, VP-46 was able to rotate multiple aircraft, aircrews, and maintainers through Hawaii, capitalizing on the rich air and ground training opportunities available from the MCAS.

One of the detachment's Acoustic Sensor Operators, AWO1(AW) Peter Hass, stated that, "Having only one P3 squadron here in Hawaii and the ability to bring multiple crews and aircraft out has resulted in exclusive training opportunities that can be harder to come by at home." He added that "Having the simulator to ourselves has provided us the flexibility to train to the unique needs of individual personnel and crews, gaining critical system exposure without the usual time constraints."

LT Blair Lightcap, a Squadron Instructor Pilot, said that "pilot proficiency is at an all-time high, and we are well ahead in training," adding that "The opportunity to combine mission completion with individual training has set us up for continued success during our remaining IDRC."

By the numbers, VP-46 safely executed more than 417 flight hours and 105 sorties from Kaneohe Bay which supported operational and training objectives while enabling logistical flexibility as aircraft and personnel rotated between the detachment site and NAS Whidbey Island. The execution of these flight hours enabled the completion of 183 crew qualification evolutions across 12 combat aircrews, generating 31.2 ASW contact hours, and culminating in a 96% mission completion rate.

Additionally, during the detachment, the VP-46 Aviation Ordnance team contributed to the safe and effective expenditure of 1,284 sonobuoys, 240 flares, and 9 REXTORPS, and enabled 23.6 hours of successful Captive Air Training Missile (CATM) carriage. All of these successes were made possible by the extraordinary effort of the Grey Knight maintainers, aircrew, and support personnel who participated in the detachment.

Additionally, the men and women of VP-46 also enjoyed the many off-duty opportunities that Hawaii boasts, including community relations events. Working with River of Life Ministries in downtown Honolulu, VP-46 Gunner, CWO2 Ryan Smith, led a group of Grey Knights in preparing and serving dinner to 163 local homeless.

Back at NAS Whidbey Island, the rest of the squadron remained very busy while completing over 5,000 maintenance actions on their P-3C Orions, detaching to NAS Fallon, Nevada, and executing hundreds of hours of both air and simulator-based training. Through it all, the Grey Knight's Commanding Officer, CDR Derrick Eastman, was highly impressed by the leadership his Officers, Chiefs, and Sailors demonstrated. "It amazes me how well the team continues to execute when we disaggregate to conduct detachments—both at home and on detachment the tempo is high with dynamic tasking across our mission sets—and this group of phenomenal Americans never skip a beat despite the challenges associated with operating the Orion at this point in her lifecycle" said Eastman.

The squadron will continue to hone its warfighting skills during the remainder of its inter-deployment readiness cycle, including participation in Rim of the Pacific exercise and another detachment to Naval Air Station Fallon, giving the Grey Knights more opportunities to prove why they are known as 'the Oldest and the Best.' VP-46 is attached to Commander, Patrol and Reconnaissance Wing TEN, and is homeported at NAS Whidbey Island.



By LTJG Amanda Zundel
VP-46 Public Affairs Officer

Photo by LT Rebecca Buczkowski, courtesy of VP-46.





Patrol Squadron (VP) FIVE Returns Home Following Deployment to U.S. 4th and 6th Fleets

NAVAL AIR STATION JACKSONVILLE, Florida - The 'Mad Foxes' of Patrol Squadron (VP) FIVE returned to Naval Air Station (NAS) Jacksonville, Florida, Apr. 10th, after completing a six-month, dual site P-8A Poseidon deployment to the U.S. 4th Fleet and U.S. 6th Fleet areas of responsibility (AOR).

In the 4th Fleet AOR, the 'Mad Foxes' successfully completed the first ever operational P-8A deployment in support of U.S. Southern Command. While conducting operations primarily out of Cooperative Security Location (CSL) Comalapa, El Salvador, VP-5 aircrews and aircraft were able to bring the Poseidon's modern sensors and increased range to the seas of Central and South America. Operations included numerous counter-narcotics missions resulting in the seizure or disruption of over 33,000 kilograms of illegal narcotics with a street value of over \$2 billion.

During this time, the 'Mad Foxes' were also the first U.S. asset to respond to the multi-national search for the missing Argentine submarine, the ARA San Juan in addition to flying humanitarian assistance and disaster relief missions in the Caribbean in the wake of Hurricane Maria.

While in the 6th Fleet AOR, the 'Mad Foxes' operated out of 11 different countries across Europe and the Middle East from their primary base of operations in NAS Sigonella, Italy. VP-5 successfully executed over 4157.4 flight hours in support of the deployed operations including intelligence, surveillance, and reconnaissance flights and anti-submarine warfare missions. Missions spanned the skies over the Atlantic Ocean, the Mediterranean Sea, the Arabian Gulf, and more.

Led by Commanding Officer Cmdr. Will Toraason, VP-5 consists of just under 300 personnel and 7 aircraft. "This deployment displayed the Mad Fox Team as a squadron ready to fight and win our country's wars, anytime and anywhere," said VP-5 Commanding Officer, Will Toraason. "We performed our mission of anti-submarine warfare throughout Europe, and interdicted over \$2 Billion of illegal narcotics while operating out of Central America. Throughout all of this, our squadron's readiness begins and ends with the homefront: everything we accomplished was due to the support from our friends and families back home."

The success the 'Mad Foxes' achieved could not have been possible without the daily efforts from maintenance and support personnel. The maintenance department



VP-5 aircraft on the flightline in Sigonella, Italy at sunset.

was able to rotate through the detachment sites which allowed them to gain experience to effectively operate from anywhere. During this deployment, the maintainers consistently ensured the aircraft were mission ready and even completed the first forward-deployed engine change on the P-8A. Administrative support personnel routinely worked around the clock to ensure detachments had everything they needed to operate immediately upon arrival to a new airfield.

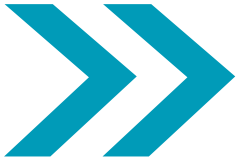
When asked what he would remember most from his first deployment, Naval Aircrewman 3rd Class Marc Mack said, "Traveling and operating in countries such

as Iceland and Scotland with the crew was unforgettable. We were able to work cohesively as a team and execute missions that were a part of something bigger than ourselves."

The Mad Foxes arrived back to sunny NAS Jacksonville after six months of separation from family and friends. Upon arriving back home, the squadron will have a well-earned opportunity to take leave and enjoy time back home with family and friends.



By Lt.j.g. Mary Carter Jordan
VP-5 Public Affairs





Above: PR2 Ayayi Dalmeida is first off of the plane on April 3 to meets his infant daughter who was born during the 'Mad Fox' deployment.



Top Right: L.t.j.g. Brandon Swindler embraces his wife and young son during a VP-5 homecoming event.



Middle Right: LCDR Alex Yu-Rank is welcomed by his family.



Bottom Right: VP-5 Commanding Officer, CDR Will Toraason, is hugged by his son upon arriving on the last Mad Fox P-8 during homecoming week in April.

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Royal Air Force



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Scott Carpenter



Chief Petty Officer
Carl Creamer



Flight Lieutenant
John Cruickshank
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Rear Admiral
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Admiral
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Rear Admiral
Paul J. Mulloy



Commander
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Vice Admiral
Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkensdorfer



The second biennial NAS Brunswick Reunion is scheduled for 10-12 August, 2018 aboard Brunswick Landing at the former NAS Brunswick, Maine. The first biennial NAS Brunswick Reunion in 2016 attracted more than 250 attendees, and we are looking to build upon that success in 2018.

Highlights include:

- Welcome Reception at the Topsham American Legion Post 202 at 5:00 p.m. on Friday, 10 August
- 50th Anniversary Memorial Wreath Laying in honor of two VP-26 aircrews lost during combat operations off Vietnam in 1968; this ceremony will occur at 3:00 p.m. in the Brunswick Naval Museum Memorial Gardens on Saturday, 11 August with Rear Admiral William L. "Trey" Wheeler presiding
- NAS Brunswick Reunion Banquet from 4:30 – 10:00 p.m. at the Brunswick Naval Museum and Memorial Gardens

A comprehensive listing of events, registration details, lodging options, and banquet meal reservations is available at www.nasbreunion.org. Registration for the banquet meals closes on 25 July, so please make a plan to join us amidst the beauty of summer in Maine!

The Hickory Aviation Museum in Hickory North Carolina . . .

. . . officially welcomes P-3C (BuNo 156515) to its aircraft display line up with an Open House on May 19, 2018. All past and present VP Community personnel are cordially invited to attend from 10am-4pm. Daily full access to the interior will allow the public to learn more about this wonderful aircraft and the personnel who flew and maintained it.

The P-3C Orion actually belongs to the National Naval Aviation Museum in Pensacola, Fla., which loans out assets to other museums. The aircraft was accepted by the US Navy in 1969, and has been attached to the following squadrons: VP-30, VP-31, VP-48, VP-46, VP-1, VP-62, VP-92, VP-4, VP-40, VP-9 and VP-10.

For more information, visit hickoryaviationmuseum.org or call 828-323-1963. The Hickory Aviation Museum is located at 3101 Ninth Ave. Drive NW in Hickory NC. The museum is open Tuesday through Friday, 10 a.m. to 3 p.m.; Saturday, 10 a.m. to 4p.m.; and Sunday, 1-4 p.m.



Photo Credit: Robert C. Reed, Hickory Record



VP-47 Excels During Work-Up Cycle

WHIDBEY ISLAND, Wash. — The “Golden Swordsmen” of Patrol Squadron 47 (VP-47) continued their pre-deployment work-up cycle this past winter and spring.

The first Conventional Weapons Technical Proficiency Inspection (CWTPI) following the transition from the P-3 Orion to the P-8A Poseidon was conducted Mar. 19-23. The ordnance team loaded three types of assets compared to the one asset with a standard CWTPI.

The team scored a perfect satisfactory score and Aviation Ordnance 2nd Class Joseph Moreland and Aviation Ordnanceman 3rd Class Jacob Whitney were recognized for their “outstanding technical expertise, leadership, and their dedicated efforts” from Commander Patrol and Reconnaissance Group’s Senior Inspector.

The command’s Aircrew were also assessed during a Fleet Naval Air Training and Operating Procedures Standardization (NATOPS) Evaluation (FNE) Apr. 9-13. They were evaluated on their training and administrative maintenance as well as individually assessed through check rides and tests. The FNE Inspection Team scored VP-47’s Aircrew as greatly surpassing the fleet average.

Combat Aircrew (CAC) 1 was also selected from the squadron to participate in the Maritime Patrol and Reconnaissance Aviation (MPRA) Anti-Submarine Warfare Fleet Challenge Apr. 16-20. The challenge is held annually with squadrons competing within a wing, then wing winners against each other, and finally, a top three among all MPRA squadrons. CAC 1’s exceptional performance led to a top three placing.

“It was a fun event that was based off healthy competition and it brought CAC 1 closer than before,” said Naval Aircrewman (Operator) 1st Class Marcos Sanchez, Aircrewmen Branch Leading Petty Officer.

Sanchez was also recognized by the Maritime Patrol Association as the MPRA Aircrewman of the Year. He was presented this award by Vice Adm. Bill Moran, Vice Chief of Naval Operations, during the 2018 MPA Heritage Dinner in Jacksonville, Fla. Apr. 25.

The squadron underwent an Aviation Maintenance Inspection (AMI) by Aviation Maintenance Management Team Five (AMMT-5) from Commander, Naval Air Forces Apr. 16-20. The team spent five days examining all maintenance programs, which is comprised of 37 individual programs. AMMT-5 evaluated that no programs were off-track and



gave the command an overall score of 96.5%, which is significantly higher than the 2017 fleet average of 93.3%.

“This is by far the best AMI I’ve experience in 14 years in naval aviation,” said Aviation Structural Mechanic 1st Class Jared Padgett, Quality Assurance Leading Petty Officer. “It’s an accumulative product of everyone in the maintenance department coming together. What is really amazing is that we did this just after freshly transitioning aircraft platforms. Our brand new programs did better when put side-by-side with programs that have been refined for decades.”

The Golden Swordsmen assumed Homeland Defense as 3rd Fleet’s support of Pacific Fleet and Coast Guard District 14 objectives out of Marine Corps Base Hawaii April 25th, which will be held until August.

The Swordsmen are also on the ready to assist following Hawaii’s Kilauea volcano eruption. They are cur-

rently poised to assist the Federal Emergency Management Agency in providing material and logistical support alongside other air-based assets.

“If the time comes, at home or abroad, the chain of command knows that VP-47 is ready to answer the call,” said Capt. Robert Patrick, Commander, Patrol and Reconnaissance Wing 10.

VP- 47 is a maritime patrol squadron currently stationed at Naval Air Station Whidbey Island. The Golden Swordsmen recently completed transition from the legacy P-3C Orion to the P-8A Poseidon, the Navy’s premiere long-range anti-submarine warfare platform.



By Mass Communication Specialist 2nd Class Kevin A. Flinn
VP-47 Public Affairs

OAK HARBOR, Wash. (Mar. 21, 2018) — Sailors from Patrol Squadron (VP) 47 pose for a picture to celebrate 1000 hours of flight in the P-8A Poseidon, the Navy’s premiere long-range anti-submarine warfare platform, in Skywarrior Theater at Naval Air Station Whidbey Island (NASWI). VP-47 is a maritime patrol squadron currently stationed at NASWI. The Golden Swordsmen recently completed transition from the legacy P-3C Orion to the P-8A Poseidon. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Kevin A. Flinn/RELEASED)





Fighting Tigers and P-8A Poseidon Star in Singapore Airshow

CHANGI AIRPORT, SINGAPORE –The Fighting Tigers of Patrol Squadron EIGHT (VP-8) participated in a detachment to the Republic of Singapore for the 2018 Singapore International Airshow, from Feb. 6-11. As one of three U.S. Navy units at the exhibition, VP-8 and its advanced P-8A Poseidon aircraft demonstrated the capabilities and mission readiness of American maritime forces to dozens of multinational partners and thousands of military and civilian participants.

The Singapore Airshow is the largest aviation exhibition in Asia, with over 60,000 public attendees. The event doubles as a trade show for over 1,000 exhibiting companies, demonstrating new technologies to high-level government and military delegations, as well as senior corporate executives from 143 countries in every region around the world. With top of the line technology and capabilities, the presence of the P-8A Poseidon and its Combat Aircrew from VP-8 was a welcome addition to this prestigious trade and public show.

The Fighting Tiger aircrew and maintenance personnel served as ambassadors for both the U.S. Navy and the P-8A, fielding questions from dozens of militaries, companies, and the general public. Providing tours of the aircraft and interaction with the airshow attendees, the Fighting Tigers exhibited the tip of the spear capabilities the Maritime Patrol and Reconnaissance Aircraft (MPRA) has to offer in Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), and Intelligence, Surveillance, Reconnaissance (ISR) mission sets. The P-8A was on display all week for the public to learn about and interact with the Navy’s newest and most technologically advanced MPRA asset.

A number of Distinguished Visitors were among the thousands of airshow attendees to view the P-8A. Notably, the Fighting Tigers met with and provided a tour of the aircraft with Principal Deputy Assistant Secretary of the Air Force Darlene Costello and Under Secretary of the Air Force for International Affairs Heidi Grant. In addition to a meeting with the Chief of the Republic of Singapore Air Force, the Fighting Tigers were also honored with a luncheon with the United States Charge d’Affaires to Singapore, Stephanie Syptak-Ramnath.

“This was an incredible event and everyone from VP-8 was happy to show off this next generation aircraft” said Patrol Plane Commander LT Alex Shaffer. “The Singaporeans were very gracious hosts throughout the airshow and we hope that events like these allow the U.S. to further strengthen our ties and partnerships in the Asia-Pacific region.”

Patrol Squadron EIGHT is currently deployed to the SEVENTH Fleet area of responsibility conducting theater and national level tasking in support of SEVENTH Fleet, U.S. Pacific Fleet, and U.S. Pacific Command.



By LTJG Ryan Foley
VP-8 Public Affairs
Published February 12, 2018



Photo courtesy of VP-8.



MPRWS visits the 'Mad Foxes' of VP-5 in Sigonella, Italy

NAVAL AIR STATION SIGONELLA, Italy - The 'Mad Foxes' of Patrol Squadron (VP) 5 hosted six members of the Maritime Patrol and Reconnaissance Weapons School (MPRWS) at their current deployment site at Naval Air Station (NAS) Sigonella, Italy, Feb. 11, 2018.

The MPRWS spent one week at Sigonella. During their visit, they presented several briefs on tactical innovations and technology advancements for the P-8A Poseidon and joined the 'Mad Foxes' on operational flights.

The flights focused on routine maritime domain awareness in the U.S. 6th Fleet area of operations. MPRWS also led several discussions based upon VP-5's lessons learned so far during their U.S. 6th Fleet deployment.

Stationed at NAS Jacksonville, the MPRWS mission is to develop and standardize postgraduate training for the maritime patrol and reconnaissance force (MPRF). MPRWS members were eager to observe how VP-5 conducts missions in a forward-deployed environment and complimented VP-5's forward forward-leaning tactical mindset with valuable knowledge that would elevate the entire MPRF.

"As the recognized community experts, it was great to be able to engage with [MPRWS] in tactical discussion and provide them our lessons learned while operating in a dynamic area of responsibility," said VP-5's tTactics officer, Lt. Cmdr. Alexander Yu-Rank.

VP-5 also conducts operations in U.S. 4th Fleet area of operations from Comalapa, El Salvador.



By Lt.j.g. Mary Carter Jordan
VP-5 Public Affairs
Published February 11, 2018



NAVAL AIR STATION SIGONELLA, Italy (Feb. 11, 2018)- Naval Aircrewman Operator 2nd Class Derek Dymmer, left, and Naval Aircrewman Operator 3rd Class Ryan Guerrero, center, demonstrate their responsibilities to Naval Aircrewman Operator 1st Class Adam Taylor of the Maritime Patrol and Reconnaissance Weapons School at Naval Air Station Sigonella, Italy, Feb. 11, 2018. U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of Joint and Naval operations, often in concert with allied, joint, and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa. (U.S. Navy photo by Lt. Patrick Bates/Released)



VP-8 Fighting Tigers promote interoperability with the Japanese Maritime Self-Defense Force

Okinawa, Japan – The Fighting Tigers of Patrol Squadron EIGHT (VP-8) participated in a coordinated training exercise with members of the Japanese Maritime Self-Defense Force, Fleet Air Wing 5 (FAW-5) Jan. 26-29. The exercise demonstrated U.S. and Japanese interoperability and tactical proficiency in a series of Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASUW) scenarios designed to prepare participating units for potential real-world operations.

The exercise began with a day of mission planning, which allowed the participants to discuss the capabilities each crew could bring to the fight. The early consultation provided the forces an opportunity to compare resources and procedures at the tactical level.

During the exercise, VP-8 Combat Aircrew One (CAC-1) flew the P-8A Poseidon, whose next-generation capabilities allow for significant advances in coordinated collection, prosecution, and strike scenarios against both surface and sub-surface targets of interest. CAC-1 flew alongside FAW-5 in their P-3C Orion. This exercise allowed the aircrews of both squadrons to operate side by side and further their own training while demonstrating the capabilities of each aircraft.

The US Navy and JMSDF work closely together in a number of warfare areas through a shared interest in preserving peace and theater security cooperation throughout the Asia-Pacific region. Coordinated operations such as this promote the shared commitment to freedom of navigation, respect for international law, and unimpeded and lawful commerce.

"This was a unique opportunity to work intense coordinated operations with the JMSDF, and it resulted in a very successful event," said Lt. Patrick Murphy, the Tactical Coordinator of CAC-1. "The Japanese aircrews are highly capable and professional in these operations, and we demonstrated today what kind of capability we can bring to the fight together in various warfare areas."

Patrol Squadron EIGHT is currently deployed to the SEVENTH Fleet area of responsibility conducting theater and national level tasking in support of SEVENTH Fleet, U.S. Pacific Fleet, and U.S. Pacific Command.



LTJG Danielle Tatchio
VP-8 Public Affairs
Published January 28, 2018

OKINAWA, Japan (Jan. 28, 2018) Lt. Mark Becker, right, assigned to the Fighting Tigers of Patrol Squadron EIGHT (VP-8), conducts preflight checks with Members of Japan Maritime Self-Defense Force's FAW-5 on a P-8A Poseidon at Kadena Air Base, Japan. (U.S. Navy photo by Mass Communication Specialist 1st Class Jerome D. Johnson/Released)



OKINAWA, Japan (Jan. 28, 2018) The VP-8 aircrew demonstrates the tactical capabilities of the P-8A Poseidon to members of Japan Maritime Self-Defense Force's FAW-5. VP-8 is currently forward deployed to the 7th Fleet area of operations conducting missions and providing maritime domain awareness to supported units throughout the Indo-Asia-Pacific region. (U.S. Navy photo by Lieutenant Junior Grade Eric Mahler/Not Released)

VP-5 Hosts State Officials in El Salvador

CSL COMALAPA, El Salvador — On January 27th, the “Mad Foxes” of Patrol Squadron (VP) FIVE were honored to host the leadership of the New Hampshire Army National Guard, Brigadier Generals David Mikolaites, Shawn O’Brien, and Laurie Farris. As many cities in the United States have established foreign counterparts, Concord, NH has long been a sister city to El Salvador.

Following an informative brief of VP-5’s actions in support of Operation Martillo, a counter illicit trafficking operation in the U.S. 4th Fleet area of responsibility, Combat Air Crew (CAC) 10 was honored to give the distinguished visitors a full tour of the P-8A Poseidon, the U.S. Navy’s premier long-range maritime patrol and reconnaissance aircraft. A prior KC-135 pilot, Brigadier General Mikolaities was very impressed with the modern cockpit of the P-8A compared to the steam gauges of the KC-135.

“I really enjoyed getting to talk to General Mikolaities about the KC-135. This next home cycle we will be starting to go through the air-to-air refueling syllabus and will be working with those aircraft a lot,” said LTJG Carter Dennis. “Talking to a pilot of one of those aircraft with a lot of experience was really beneficial to learn a little bit about what we have to look forward to.”

The Mad Foxes are currently on a six-month deployment to the U.S. 4th and 6th Fleet areas of responsibility. Their operations play a vital role in improving global maritime security.

★
By Lt.j.g. Ridgely Riggs
VP-5 Public Affairs
Published February 13, 2018



COMALAPA, El Salvador (Jan. 27, 2018) The “Mad Foxes” of Patrol Squadron (VP) FIVE were honored to host the leadership of the New Hampshire Army National Guard, Brigadier Generals David Mikolaites, Shawn O’Brien, and Laurie Farris. Combat Air Crew (CAC) 10 gave the distinguished visitors a full tour of the P-8A Poseidon. (U.S. Navy photo by Lt. Kyle Avacato/)

Patrol Squadron FIVE Volunteers at Church in Catania

SIGONELLA, Italy— The Chief’s Mess and First Class Petty Officers (FCPOs) of Patrol Squadron (VP) FIVE volunteered for a church revitalization project in Catania, near their deployment site of Naval Air Station Sigonella. This volunteer opportunity, organized by Dr. Alberto Lunetta of the First Class Petty Officers’ Association, provided an excellent opportunity to build-on relations between the base and the local community.

On Wednesday, Jan. 24th, the Chiefs and FCPOs from different divisions in VP-5 met with Father Venerando of Parrocchia Immaculate Concezoine Catholic Church, which is located along the beautiful seafront of the northern area of Catania. After careful planning, the crew purchased paint and construction materials for the project and started the day by scraping old paint off the railing outside the church.

“It was a lot of manual work but at the end of the day, we were all very satisfied with the work we were able to complete and are happy to see how appreciative the church congregation was with us,” said Aviation Electronics Technician (AT) 1st Class Livinisitone Aseta. “Father Venerando was overjoyed to have us there helping and welcomed us with a wonderful meal.”

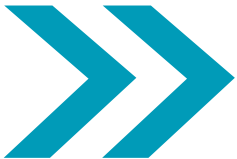
Upon completion of removing the old paint, the volunteers from VP-5 repainted all of the walls and railings surrounding the church. The group also aided the church by assisting in renovating rooms inside and hauling the heavy construction objects out of the church. The Chiefs and FCPOs have already volunteered in the local community but continue to look for way to give back to those in need. The VP-5 ‘Mad Foxes’ returned back to the base with the satisfaction that the church now has a cleaner, fresh look and newly refurbished rooms.

VP-5 is currently operating out of Sigonella, Italy in order to advance U.S. national interests and security and stability in Europe and Africa.

★
By Lt.j.g. Mary Carter Jordan, VP-5 Public Affairs
Published January 28, 2018



SIGONELLA, Italy--(Jan. 24, 2018)The Chief’s Mess and First Class Petty Officers (FCPOs) of Patrol Squadron (VP) FIVE volunteered for a church revitalization project in Catania, near their deployment site of Naval Air Station Sigonella. (U.S. Navy photo by Aviation Electronics Technician (AT) 1st Class Livinisitone Aseta)



Events»Chapter Events

Jacksonville Chapter

VP of Region:

LCDR Stephen Williams & LT Sergio Ibarra
stephen.v.williams1@navy.mil
sergio.l.ibarra@navy.mil

Last Thursday of Each Month @ 1600:

Happy Hour at the T-Bar on board NAS Jacksonville.



Memphis Chapter

VP of Region:

LT Tim Coennen
tcoennen@gmail.com

Stay tuned for upcoming events!



Norfolk Chapter

VP of Region:

CDR Brian Solano
brian.solano@cvn73.navy.mil

Stay tuned for upcoming events!



Pax River Chapter

VP of Region:

CDR Beau Massenburg
beau.massenburg@navy.mil

Stay tuned for upcoming events!



Events»Chapter Events

San Diego Chapter

VP of Region:

CDR James Johnston
james.p.johnston@navy.mil

Thursday, 24 May 1800-2000, NAS North Is-

land I-Bar: San Diego Chapter MPA Happy Hour



Washington DC Chapter

VP of Region:

CDR Erik Estenson
erik.c.estenson1@navy.mil

Stay tuned for upcoming events!



Whidbey Chapter

VP of Region:

CAPT Kevin Long
kevin.long@navy.mil

Stay tuned for upcoming events!



Moffett Chapter

VP of Region:

CAPT Tom Spink, USN (Ret.)
tom.spink@att.net

Stay tuned for upcoming events!



Events»»Community

03 May
VP-26 Change of Command Ceremony:
CDR Drew Klosterman relieved by CDR Michael Haymon

05 May
VP-1 Change of Command Ceremony:
CDR Dennis Jensen relieved by CDR John Pianetta

11 May
VP-45 Change of Command Ceremony:
CDR Ryan Lilley relieved by CDR Mark Zematis

17 May
VPU-2 Change of Command Ceremony:
CDR Todd Duez relieved by CDR Jerrod Washburn

18 May
VP-8 Change of Command Ceremony:
CDR Teddy Kribs relieved by CDR Zach Stang

19 May
VP-4 Change of Command Ceremony:
CDR Bryan Hager relieved by CDR Christopher Purcell

24 May
VP-10 Change of Command Ceremony:
CDR Mike Albus relieved by CDR Chad Donnelly

24 May
VP-9 Change of Command Ceremony:
CDR Jeffrey Bowman relieved by CDR Hamish Kirkland

1 June
VP-16 Change of Command Ceremony:
CDR Amanda Hawkins relieved by CDR Troy Tartaglia



Events»»Community

05 June
VUP-19 Change of Command Ceremony:
CDR Benje Stinespring relieved by CDR John Levoy

07 June
CPRW-11 Change of Command Ceremony:
CAPT Jim Robinson relieved by CAPT Craig Mattingly

08 June
CPRW-10 Change of Command Ceremony:
CAPT Rob Patrick relieved by CAPT K.D. Long

14 June
VP-46 Change of Command Ceremony:
CDR Derrick Eastman relieved by CDR Michael Bishop

15 June
VP-40 Change of Command Ceremony:
CDR Scott Coonan relieved by CDR Patrick O'Reilly

21 June
VQ-1 Change of Command Ceremony:
CDR Jason Zaharris relieved by CDR Jeffery Walker

22 June
VP-47 Change of Command Ceremony:
CDR James Imlah relieved by CDR Nathan Gammache

28 June
VP-5 Change of Command Ceremony:
CDR Will Toraason relieved by CDR Rob Wilkerson

Events» Reunion Groups

Hickory Aviation Museum in Hickory, North Carolina

Welcomes P-3C (BuNo 156515) to its aircraft display line up with an Open House on May 19, 2018: All past and present VP Community personnel are cordially invited to attend from 10am-4pm. Daily full access to the interior will allow the public to learn more about this wonderful aircraft and the personnel who flew and maintained it.

2nd Brunswick Naval Air Station

The 2nd Brunswick Naval Air Station Reunion, 10-12 August, 2018:

More information will be posted on the Facebook page at: www.facebook.com/groups/191708631780/ or www.nasbreunion.org

VP-1 POPS (P-3 Orion Pioneers)

Join/Renew your VP-1 POPS Membership:

Check out membership information at: www.vp1pops.com

ANA Patriot Squadron, Boston, MA

Monthly Meeting & Lunch @ 11 am, last Saturday of the month at the museum:

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. For details see: www.anapatriotsquadron.org

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History & Heritage



Unique Memorial at the Moffett Field Historical Society and Museum



On Sunday, April 22, 2018, the Moffett Field Historical Society and Museum hosted a unique ceremony, marking the addition of two key items to its exhibit honoring Rear Admiral William A. Moffett, the namesake of Moffett Field and known as the Father of Naval Aviation.

After a multi-year effort, the Navy Department delivered a duplicate of Admiral Moffett's Medal of Honor for display at the Moffett Museum. Known for his bravery, Admiral Moffett later became the first chief of the Navy's Bureau of Aeronautics and died in the 1933 crash of the Naval airship, USS Akron, off the New Jersey coast. Following his death, two-year-old Sunnyvale Naval Air Station was renamed in his honor.

A crowd of nearly one hundred people was welcomed by the Adjutant, Captain Tom Spink, USN (Ret). He introduced important guests from Google, local military officials and veterans groups, a representative from Rep. Anna Eshoo's office and Dr. Eugene Tu, NASA Ames Center Director, and more than twenty members of the Moffett family, that traveled from all around the country, to attend the ceremony. Also included in the ceremony was the delivery of the Admiral's ceremonial sword to the museum.

Rear Admiral James Schear, USN (Ret), recounted Moffett's heroic actions in the harbor of Veracruz, on April 22, 1914, when he "brought his ship into the inner harbor at night without a pilot or navigational lights" and suffered withering fire in the ensuing battle.

Colonel William A. Moffett, III, USMC (Ret), attended with stories of his grandfather and to donate his grandfather's sword, which he had found among his father's things and which he first doubted was genuine since Moffett's name, etched onto the blade, has the middle name misspelled. Moffett Museum president, AVCM Harold "Herb" Parson, USN (Ret) knew about the error and was able to confirm the sword's authenticity.

The Medal of Honor was placed in a custom-made case and will become the centerpiece of an already large collection of Admiral William A. Moffett artifacts at the museum.

The Moffett Museum is open Wednesday through Saturday, 10 am to 3 pm. There is a small entrance fee for all except currently serving military and members.

★
By CAPT Tom Spink
VP, MPA Moffett Chapter

Colonel William A. Moffett, III, USMC (Ret) presents Admiral Moffett's sword to be donated to the Moffett Field Historical Society and Museum.



RADM Jim Schear, USN (Ret), AVCM Herb Parsons, USN (Ret), COL William A. Moffett III, USMC (Ret).



Four Generations of Moffett Family surround Medal of Honor.

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