

PLANESIDE



The Quarterly Magazine of the Maritime Patrol Association

2018: Issue 4



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Cover Photo

Aircrewmembers assigned to the "Tridents" of Patrol Squadron (VP) 26 completed their first operational aerial refueling flight Oct. 12, 2018, while patrolling the U.S. 6th Fleet area of operations. During the half-hour evolution, which was accomplished in coordination with the 100th Air Refueling Wing, the Tridents made two separate connections with the tanker and received more than 30,000 pounds of fuel. Photo courtesy of VP-26.



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President's Letter

Maritime Patrol Association Warriors, Family, and Friends,

Welcome to another edition of Planeside! As I write this letter, we have crews on-station over every hotspot on the globe. They continue to do our Nation's work with a pride and professionalism that sets us apart as the world's best Maritime Patrol and Reconnaissance Force – please keep them and all of our deployed Shipmates, Troops and Airmen in your thoughts and prayers.

The calendar has ticked over to November, and we have commenced the final phase of VP squadron transitions from P-3C to P-8A. The Screaming Eagles will become our tenth P-8 squadron and then be followed by the Grey Knights and Fighting Marlins. We are scheduled to complete these transitions in May 2020. However, our community is still very much under further transition and transformation as we continue to increase the capabilities of the P-8A including: aerial refueling, the Advanced Airborne Sensor, and multiple software upgrades. We also have the ongoing transition to the MQ-4C Triton. Whether you fly (or flew) our legacy aircraft or our newest platforms, these are truly exciting and unprecedented times to be a part of this great community!

Speaking of great times, on behalf of all MPA members, I would like to send out a giant BRAVO ZULU to CAPT

Kevin "KD" Long and the entire Whidbey Island Team for the tremendous hosting, effort and success of the West Coast Reunion. Every event was extremely well done, well attended and truly spoke to the rich heritage of our community and all that MPA stands for! If you did not have a chance to attend, you will want to savespace on your calendar for next year. Again, what a fantastic event and thanks to all the folks that made it happen!

We are also looking forward to a new event that will take place in Jacksonville on the 8th and 9th of November. The Fall Flight Suit Social and Scholarship Golf Tournament will be co-hosted by the National Helicopter Association (NHA). We are excited to have the HSM community from Mayport and NAS Jacksonville join us to celebrate the aviation heritage of the First Coast! The Junior Officers from both communities are convening anASW Symposium called JAXMAN on Thursday, 8 November. It will immediately be followed by the MPA/NHA co-hosted Flight Suit Social at the O'Club. On Friday morning, the two groups will converge on the NAS Jax golf course for some fun and competition – with the proceeds going towards scholarship funds. We hope this becomesan annual event that brings Jacksonville's greater Aviation community together.Believe it or not, the MPA Spring Symposium is just around the corner. The symposium will take place in Jacksonville during the week of 29 April – 03 May 2019. Be on the lookout for more information and event registration as we work to make it a memorable week for all our members. We are truly excited and looking forward to hosting everyone in the Spring!

Finally, let me take this opportunity to wish all of you a Very Happy Holidays! As a community, we have so much to be thankful for in the rich talents of our Warriors, the deep heritage of our community, the families that support us, and the great Nation that weserve. I hope everyone has a chance to relax, reflect and enjoy – wherever you may findyourself during the holiday season. For those who will be Keeping the Watch, an extra special Season's Greetings and Thank-You

With my greatest respect,
Kujo



CAPT Adam "Kujo" Kijek
Captain, U.S. Navy
Commanding Officer, Patrol Squadron THIRTY
President, Maritime Patrol Association, Inc.

Checking On Station



Maritime Patrol and Reconnaissance Warriors Past and Present,

I recently marked my first one hundred days in command by meeting with Maritime Patrol and Reconnaissance Leaders at our annual Commanders Operational Group (COG) and attending a very well executed West Coast Reunion and Maritime Patrol Association Ball in Whidbey Island. These two events served as a fitting capstone to the virtual whirlwind of operational activity and programmatic progress I have personally witnessed since checking aboard. Bottom-line up front: Your Maritime Patrol and Reconnaissance Force (MPRF) remains on a very positive vector.

As you know, our community is undergoing a transformation unlike anything we have experienced in recent history. I use the word transformation purposefully to highlight that what we are doing with our legacy P-3s, EP-3s, and evolving Family of Systems, with its multiple simultaneous nested transitions, represents a sea change unique in Naval Aviation. We are employing our aircrews and weapon systems in new and innovative ways to counter the growing threat and resurgence of great power competition. Along with new P-8A and Triton aircraft, advances in technology are delivering tools that allow us to better comprehend and exploit the battle space and environment above, on, and below the surface of the ocean. The ability to use

machine learning and artificial intelligence (AI) to rapidly process vast amounts of information with data fusion engines like Minotaur, introduced on all our MPRF Family of System platforms, is necessary to quickly develop the Common Operational Picture (COP) and inform decision making at both the Fleet and individual mission commander level.

While the concept of building the COP is as old as Maritime Patrol Aviation itself, the key to victory on today's battlefield is building it at the "speed of relevance." Given the incredible volume of non-homogenous data streaming from multiple sources at varying classification levels, we must leverage advances in automation to rapidly separate the wheat from chaff to produce an accurate COP and subsequently afford time to our aircrews to out-think the adversary, or practice what gray beards lovingly refer to as the "art of ASW." While I recognize the necessity and embrace the current technological edge we enjoy over a potential adversary, I do not view technology or automation as a replacement for solid tactical thinking and informed decision making. The Secretary of Defense, the Honorable James N. Mattis, released a memorandum in August on "Discipline and Lethality." Secretary Mattis reminded every member of the armed services that, "We have no God-given right to victory." Victory on today's battlefield requires more than a technological edge, it requires a disciplined force. Discipline in our professional behavior on and off duty and discipline in our preparation and approach to every mission, from seemingly routine repositioning flights to high-end combat.

I firmly believe the Maritime Patrol and Reconnaissance Force is a disciplined force. I have complete faith in our Sailors to do the right thing, and our leaders to maintain high standards of conduct and accountability. From a warfighting perspective, and to maintain the asymmetric advantage our people bring, I also believe we need to spend more time training our force to think critically. In the fog of war, all the technology in the world – assuming it even works – is no substitute for sound decision making at the tactical level. To this end, the most important tool I can arm our aircrews with is Commander's Intent. Coupled with tactical training and experience, Commander's Intent provides the basis for our Mission Commanders to exercise the tenets of Mission Command when faced with a situation requiring rapid action and perhaps, the application of lethal force. Simply put, Mission Command is the exercise of authority and direction using orders to enable disciplined initiative and prudent risk taking within the commander's intent. Once Commander's Intent is understood, our warfighters are empowered to adapt to the environment and, acting within the Rules of Engagement (ROE), attack the enemy. And that, ladies and gentlemen, is at the core of what our Navy and our Nation demands of us.

In the rapidly changing world of Maritime Patrol Aviation, the one constant I see is the incredible professionalism and unwavering dedication of our Wardrooms, Chiefs Mess, and Sailors. It is this devotion to duty and exceptional skill of our people, coupled with the sacrifice and support of their families, that sets our community apart. With the delivery of our 75th jet this month, we are on glideslope to complete P-8A transition of our twelve active component VP squadrons by April 2020. Put simply, we are building the Navy the Nation Needs. Our allies are also rapidly transitioning with delivery of Australia's seven of twelve planned P-8As and UK's first P-8A planned for delivery next fall.

In summary, the future of our Maritime Patrol and Reconnaissance Force looks very bright indeed. I hope to see you in Jacksonville this spring at our annual Symposium where I can personally update you on our progress. Look for details to be posted soon on the Maritime Patrol Association website - <http://www.maritimepatrolassociation.org/>.

Until then Fly, Fight, Lead and Win!

With Great Respect,

Pete Garvin
Rear Admiral, U.S. Navy
Commander, Patrol & Reconnaissance Group
Commander, Patrol & 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 \$51,000 in scholarships.

Join or renew today at:
www.maritimepatrolassociation.org



PLEASE UPDATE YOUR CONTACT INFO!

Log-in to the Membership page of our web site or by using our app to access the secure member directory and other features. Don't forget to update your contact information in your online profile each time you change locations or positions, or general contact info. MPA Membership cards are mailed out each time you renew. We need your updated mailing address to make sure you get yours!



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FOR THE WARFIGHTER

In the News



Maritime Patrol Association 2018 : Whidbey Island Reunion Highlights

For the second time the Maritime Patrol Association (MPA) hosted a Whidbey Island Reunion and it was met with warm enthusiasm from across the MPRA community. The events were hosted on Whidbey Island, Washington from October 24-26th.

The Reunion week kicked off the evening of Wednesday, October 24th with a flight suit social, which brought more than 300 guests together to reminisce and network with former and current shipmates and friends. Fun was had by all the Officer's Club onboard NAS Whidbey Island.

The keystone event of the Reunion, the MPA Ball was held at the Swinomish Casino and Lodge on October 25th, and attracted a crowd of more than 250 active duty, retired and civilian guests. The President of MPA, Captain Kevin Long, USN started the evening by reflecting on the change and growth experienced by CPRW-10 and MPRA. His words touched on the strength of the MPRA community as we stretch across multiple platforms to achieve the same goal. "I am sure you would agree, naval aviation is a team sport. One Team, One Fight, and we do this much more effectively when we operate seamlessly together.

MPA members and guests also honored the two newest additions to the MPA Hall of Honor: Rear Admiral Gerald MacKay and Captain Don East.

Captain East commanded VQ-2 during the evacuation of the Multi-National Peacekeeping Force in Lebanon after the terrorist bombing that took the lives of 241 American and 58 French Peacekeepers. During his final two tours at the Naval Technical Intelligence Center in Suitland, Maryland and as Senior Naval Advisor for Naval Operations and Soviet Studies, he participated in numerous trips to the Soviet Union as a member of the USA/USSR Incidents at Sea Negotiating Team and with the multi-national military team in Moscow, providing guidance to the Soviet and new Russian military on the transition from communism to democracy. It was on one of these trips that he was in the Kremlin to witness the final lowering of the USSR's hammer and sickle flag and the raising of the Russian tricolors. His daughter, Amy East was in attendance to accept his award.

RADM MacKay served his final command tour as the Commander, US Naval Forces Japan. While there, he coordinated the efforts of over 60 US and allied aircraft and 40 warships in the rescue of over 20,000 Vietnamese refugees from sea, an achievement he considered the greatest accomplishment of his 32 year career. He also skillfully coordinated the US response to the Soviet Union downing of Korean Air Lines Flight 007 during the height of the Cold War. His final tour was as Deputy Comptroller of the Navy. ADM Harry Harris, then Commander, US Pacific Command said, "He taught me that integrity, accountability and reputation were worth more than promotions, medals and treasure – in fact, they counted for everything". RADM MacKay's wife, Linda was in attendance to accept his award.

After dinner Guest speaker, Admiral Peter Garvin, Commander, Patrol and Reconnaissance Group, also spoke about the growth of the MPRA community: "as you know, we are now roughly three quarters complete with the p-8 transition and we are making strides with our unmanned aerial system, the triton. It is an incredibly exciting time to be in the community and in the navy. Our navy has enjoyed great operational and tactical success due to the professionalism and performance of this community as a whole and it will continue to depend on that same level of performance as we bring on our quick reaction capability and advanced aerial sensor, all while optimizing p-8 performance and lethality".

After ADM Garvin's remarks regarding the past, present and future of Naval Aviation and the Maritime and Reconnaissance Force (MPRF), the ball was concluded with dessert and dancing. The event was a delight for all who attended.



Prior to the Ball on Thursday there was an MPA Spouse Symposium. MPA and Wing 10 put together a day geared towards "Working Together" as spouses. They heard about the status of the fleet from the Admiral and also got up to date material from the detailers that were in attendance.

Capping off the week was the MPA Scholarship Golf Tournament. The tournament hosted over 60 golfers to help raise money for the 2019 MPA Scholarship Fund. The winning foursome was: Billy Knox, Jason Medley, Pat Sokoloski and Colby Sowerby. The tournament helped raise over \$200 for the fund. ★

**MPA Ball at the Swinomish Casino and Lodge
on October 25th.**



(Right) CDRE Long, Ms. Amy East, Mrs. Linda MacKay & Admiral Garvin.

(Below) Commodore Kevin “KD” Long, current MPA President, giving his welcome remarks at the MPA Ball.



(Right) Squadron pride was out in full force at the Flight Suit Social. Commanding Officer, Hamish Kirkland & Executive Officer, Brian Schneider appear with the VP-9 Golden Eagle Mascot.



(Bottom Right) Spouses enjoying “Working Together” during the Spouse Symposium.

(Bottom Left) The golf coordinator, LT Travis Koch getting ready for the shotgun start.



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In the News



Flying with the US Military as it Keeps Tabs on China over the South China Sea

Just off the beach in Okinawa, Japan, at the American Kadena Air Force Base, the Navy Maritime Patrol Squadron Four takes to the sky to watch what China is up to in the South China Sea.

For a couple years now, I have been trying to report on what is changing so quickly in these waters. China is growing, and from thousands of feet up, you can witness the geographical expansion.

Over the past few years, the country has created about 3,200 acres of artificial land by covering ocean reefs with sand and cement, turning them into islands. This enables the government to claim the land as property.

It would be like the United States creating neighboring islands to Hawaii, all throughout the Pacific Ocean.

But the U.S. isn't doing this — China is.

The U.S. Navy has been strict about giving journalists permission to join these missions ever since China began expanding on the reefs in 2013. ABC News' trip was the third time they allowed journalists to join since then.

We flew on a Boeing P-8 Poseidon, a high-tech military aircraft used for surveillance missions like this. On board, it's like a 747 but without the usual seats. As we flew over the islands, high-quality cameras mounted on the bottom of the plane recorded video. Crewmembers monitored screens inside the plane, looking for any changes below.

The islands are growing, and the construction isn't only for civilians — there is plenty of military development as well. Last year, most construction was focused on the island named Fiery Cross, where new projects covered 27 acres of land, or about 110,000 square meters, according to the Asia Maritime Transparency Initiative. Subi Reef, another island, saw the development of underground facilities and, notably, the installation of two "elephant cage" antennas for signals intelligence. Meanwhile, new radar and communications displays have also been spotted on the northern side of another island, Mischief Reef.

We remained in the sky for about seven hours, and although we were able to shoot with our own cameras through the windows, the islands were very far away. The advanced cameras the Navy uses are far better.

In order to burn less fuel, the pilots flew at an altitude of about 20,000 feet. They told us they could fly as low as 200 feet, but that it wouldn't be of much benefit. We also flew about 20 miles from the islands in order to avoid serious confrontation with China's military — a conservative distance, considering international law stipulates we can't fly closer than 12 miles. The crew didn't want to risk it.

Despite this kindness and respect, China did not keep quiet. We heard warnings over the radio six times, both in Chinese and English. Each time it was almost the same message, noting that we were in a "U.S. military aircraft" and cautioning us to "leave immediately." To which the U.S. would respond: "I'm a sovereign United States Naval aircraft conducting lawful military activities here in the international airspace of any coastal state. In exercising these rights as guaranteed by international law, I'm operating in due accord with the rights and duties of our states."

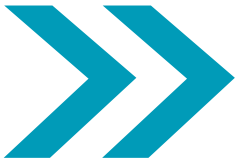
America is stepping up surveillance of the South China Sea because there is growing fear that China will someday have full control over 1.3 million square miles of blue water.



In addition to over 10 percent of the world's fish catch coming from the South China Sea each year, it's estimated 11 billion barrels of oil and 190 trillion cubic feet of natural gas lie beneath its waters. About one-fifth of the world's trade flows through the South China Sea, making the country's expansion one worth monitoring. And U.S. military forces are certainly watching, even if they're not doing anything to stop it.

Military construction and development on the islands are speeding up, too. China's president Xi Jinping told U.S. Defense Secretary Jim Mattis in June that "not a single inch of the territory left behind by our ancestors must be lost," Chinese state broadcaster CCTV reported, according to the Associated Press.

ABC News correspondent Bob Woodruff flew with the U.S. military over the South China Sea on Sep. 6, 2018.



While the U.S. Navy will continue to surveil the South China Sea, their missions will likely only slow the country down. I have been visiting and working in China for over 30 years, and one constant I have always found to be true is China's ability to be patient.



By Bob Woodruff
Published on abcnews.com on September 12, 2018

BELOW: A member of the U.S. Navy Maritime Patrol Squadron Four radios a response to a warning from Chinese personnel, over the South China Sea, on Sep. 6, 2018.



ABC News correspondent Bob Woodruff flew with the U.S. Navy Maritime Patrol Squadron Four over the South China Sea on Sep. 6, 2018.



TOP: A member of the U.S. Navy Maritime Patrol Squadron Four board an aircraft above the South China Sea, on Sep. 6, 2018.
ABOVE: Reporters pose with members of U.S. Navy Maritime Patrol Squadron Four, in Okinawa, Japan, on Sep. 6, 2018.

In the News



Joint U.S. Forces Team for Exercise Valiant Shield 2018

PEARL HARBOR, Hawaii (NNS) -- U.S. military forces from the U.S. Indo-Pacific Command are scheduled to participate in exercise Valiant Shield (VS) 2018, Sept. 16-23, around the Marianas Island Range Complex as well as on Guam. Participants include the aircraft carrier USS Ronald Reagan (CVN 76), 15 surface ships, more than 160 aircraft and approximately 15,000 personnel from the U.S. Navy, Air Force, Army and Marine Corps.

"We are excited to be here for exercise Valiant Shield as Guam gives us a world-class joint-training opportunity," said exercise director Rear Adm. Daniel Dwyer. "The Marianas Island Range Complex is a premier training environment that allows the joint force a unique opportunity to come together and train side-by-side at the high end."

Valiant Shield is a U.S.-only, biennial field training exercise aimed at ensuring the joint force is ready to conduct a wide range of combat operations.

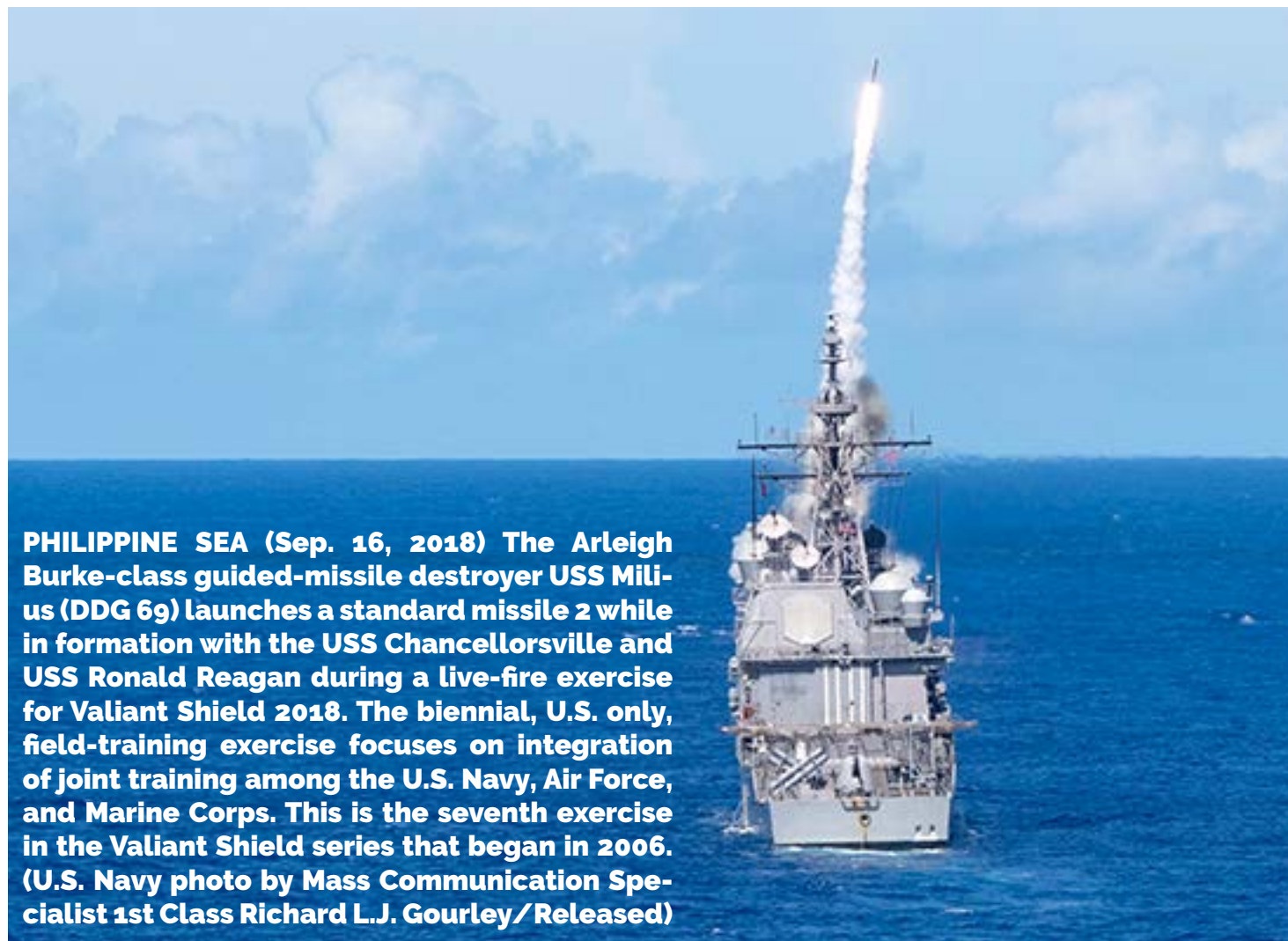
During VS-18, U.S. forces will exercise a wide range of capabilities and demonstrate the inherent flexibility of joint forces. The range of capabilities include maritime security operations, amphibious operations, anti-submarine and air-defense exercises.

This is the seventh exercise in the Valiant Shield series that began in 2006.



From U.S. Pacific Fleet Public Affairs

Published on September 17, 2018 on www.navy.mil



PHILIPPINE SEA (Sep. 16, 2018) The Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69) launches a standard missile 2 while in formation with the USS Chancellorsville and USS Ronald Reagan during a live-fire exercise for Valiant Shield 2018. The biennial, U.S. only, field-training exercise focuses on integration of joint training among the U.S. Navy, Air Force, and Marine Corps. This is the seventh exercise in the Valiant Shield series that began in 2006. (U.S. Navy photo by Mass Communication Specialist 1st Class Richard L.J. Gourley/Released)

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www.maritimepatrolassociation.org/symposium**



In the News



End of an Era: Final P-3C Flight Engineer Class Graduates from VP-30

History was made Sept. 28 at Hangar 30 aboard Naval Air Station (NAS) Jacksonville. After more than half a century of a proud and longstanding tradition serving on the mighty P-3C Orion, the last ever class of student flight engineers (FE) graduated from Patrol Squadron (VP) 30.

Commanding Officer Capt. Adam Kijek addressed the sizeable audience including families, friends and many current and retired FEs. His remarks discussed how hard and special it is to become a Maritime Patrol and Reconnaissance Force (MPRF) aircrewmen, that MPRF aircraft are flying in every hot-spot in the world today, and that an aircrewman is part of the profession of arms and must always be ready should the nation call on them. He ended by discussing the historic nature of the day's ceremony and how much the FE has been an indelible part of the fabric of the MPRF community. He then charged the graduates, "Be excited – for what is next, be professional – in all that you do, be humbled – to serve this great nation, and be ready – because you never know when history will find you."

The FE is responsible for monitoring and operation of the aircraft's complex systems. As aircraft of the past became larger and included more engines (accompanied by complex hydraulic, fuel, bleed air, electrical, ice protection and pressurization systems) the workload on two pilots became excessive, especially during critical phases of flight. Propeller driven aircraft require a great deal of attention specifically due to the multitude of gauges and indicators; inattention to these could result in engine or propeller failure and quite possibly cause the loss of aircraft and crew if prompt corrective action is not taken.

The FE was born as a result of this problem, and these Sailors have served as an integrated member of the flight deck, working in close coordination with the two pilots during all phases of flight. FEs have ensured that the mighty Orion achieved operational success dating back to the Cuban Missile crisis, Vietnam War, and First Gulf War and continuing through Operations Enduring Freedom and Iraqi Freedom.

The FEs who graduate today are the last in a long lineage of aircrewman who have flown bravely while quickly

diagnosing, rectifying and hopefully eliminating aircraft malfunctions which may potentially impact the safe execution of the Orion's mission. They are the last of a dying breed who began their work 82 years ago – the silent warriors of Maritime Patrol and Reconnaissance whose efforts and actions will never be forgotten by those who have the honor of saying that they have patrolled the world's oceans in the last U. S. Navy propeller-driven patrol aircraft. The P-8A Poseidon, replacing the P-3C Orion, is a jet engine aircraft and does not require the role of an FE in the flight station. With the highest attrition rate among all the training tracks at VP-30, the FE syllabus is arguably the most difficult at the "Pro's Nest." These last four students to successfully pass were presented with engineer hats signed by staff and former instructors.

There was also a class of P-8A acoustic operators and electronic warfare operators. The nineteen collective graduates will each proceed to their newly assigned fleet squadrons, in which they will receive further training before deploying across the globe. The three U.S. FEs have been assigned to the three remaining squadrons in NAS Whidbey Island, Washington, still operating the P-3C Orion.

AWVCM Andrew Jeter, senior enlisted leader of the Maritime Patrol and Reconnaissance Weapons School (MPRWS) and flight engineer by trade, still flies with VP-30 to instruct students learning the P-3C. "Most Sailors think of the special operators, special boat units and the explosive ordnance disposal communities when they think of groups that possess a special bond, but the Aircrewman rating, especially the flight engineers, also maintain a tight brotherhood/sisterhood to take care of their own and expect only excellence in the execution of their duties," Jeter said. "It is said that nothing of value is easily earned and becoming a flight engineer certainly falls into this category, because of the tough qualification track and the small number of Sailors who qualify to serve as 'First Mech. A tightly knit group of friends has been formed, and these select few maintain a bond known as the International Brotherhood of Flight Engineers (IBNFE). IBNFE groups still meet to this day, maintaining the bond between retirees and active duty flight engineers and their families."

Three honor graduates, one from each respective syllabus, were announced prior to closing ceremonies. These Sailors distinguished themselves from their shipmates with top marks throughout their course of study, which includes numerous tests, simulator events, and flights. AWO3 Michael Hormuth, AWO3 Conner Roth, and Senior Chief Marco Schnaeckel (German Navy) were presented with certificates as they received a hearty round of applause.

In closing, Capt. Kijek offered one last piece of food for thought to the new graduates. "Always remember what it means to be a professional. Amateurs work until they get it right, but professionals work until they cannot get it wrong."



By Lt. Matthew Guza, VP-30 Public Affairs
Published in the Jax Air News, October 17, 2018

Naval aircrewman flight engineers both past and present asseble together at the final graduatio of P3-C Orion flight engineers at VP-30 on September 27 aboard NAS Jacksonville. VP_30 is the primary training facility for P-3C Orion and P-8A Poseidon aviation personnel reporting to the fleet. Photo courtesy of VP-30.



In the News



VP-30 Flies in 2018 San Francisco Fleet Week Air Show

Last year Patrol and Reconnaissance Wing 10 sent a P-8A Poseidon aircraft from Naval Air Station, Whidbey Island, Washington down to Moffett Field to participate in the annual San Francisco Fleet Week Air Show. They were hosted by the Moffett Field Historical Society and Museum. Because it was their first time in the Air Show and an addition to an already busy schedule, they were only allowed one pass in front of the huge crowd along San Francisco's waterfront and on boats throughout the bay.

This year, things were a whole lot different. LT Joe Buck was the Patrol Plane Commander for the P-8A Poseidon from the Skinny Dragons of Patrol Squadron FOUR (VP-4) that performed in 2017. He received orders to be an instructor at the training squadron, Patrol Squadron THIRTY (VP-30) at Naval Air Station Jacksonville, Florida. He told all his shipmates how much fun it was flying in the San Francisco Fleet Week Air Show and that the veterans at Moffett Field threw his aircrew and maintenance folks a party at the Museum. Well, it didn't take long before a group of Junior Officers approached their Commanding Officer, CAPT Christopher Kijek, with a proposal to fly in the 2018 Air Show but do it with two aircraft.

It seems that the previous summer, VP-30 flew a two-ship performance using the venerable P-3C Orion together with its replacement the P-8A Poseidon in the NAS Jacksonville Air Show. Props and jets together? This was unique for the Maritime Patrol and Reconnaissance community but thoroughly tested out in both simulators and in the air. After all, these are the best aviators the community has and why their squadron is called the "Pro's Nest".

This year, every aspect of the performance was exciting to the Moffett veterans. The first indication that this was to be different from airshows of the past was the takeoff. The P-3C, led by LT Zachary Weatherington, went first and the P-8A, led by LT Garrison Erwin, was second. The P-3C made a 270-degree climbing right turn after takeoff to fly over the field heading west toward the Pacific Ocean. The P-8A was close behind and quickly gaining to become a flight of two. They orbited outside the Golden Gate Bridge until called in by the Air Boss. Videos were made from both aircraft, out the windshield and from the side windows. One video looked down as the two aircraft passed over the Golden Gate Bridge and the distinctive shadows were clearly visible close together. Then they made their together pass in front of the huge crowd along the San Francisco waterfront.

The aircraft made numerous passes, together and opposing, and then joined up again for a final pass down air show center before climbing over the Golden Gate Bridge and returning to Moffett. But the experience was not over. As they approached Moffett Field, the veterans saw that they were still together. And as they flew over the field, first the P-3C and then the P-8A made impressive breaks left to the downwind leg.

On Saturday after their performance, the aircrews showed many Moffett veterans their aircraft during a static display. Afterward, everyone walked over to the Moffett Museum for a Happy Hour and Taco dinner. The active duty personnel toured the Moffett Museum with multiple eras

of Navy and Army aviation history dating back to the early 1930s. LT Joe Buck showed videos of their performance to the crowd and all were amazed and impressed that the current Patrol community had brought the pride and professionalism that the veterans remembered back to the Bay area and Moffett Field.



By CAPT Tom Spink, USN (Ret.)
Vice President, MPA Moffett Chapter



P-3 and P-8 Shadows on the water approaching the Golden Gate Bridge.
Photo byn Senior Chief Naval Aircrewman Operator Eddie Gomez.



(Above) P-8 and P-3 together. Photo by Sagar Pathak.

(Right) Happy Hour at Moffett Museum. Photo by Sagar Pathak.



Australia and United States:
Allies in Maritime Patrol and Reconnaissance

Australia and the United States have long been allies, and our countries' militaries have developed a partnership that fosters interoperability all across the globe. The maritime patrol and reconnaissance (MPR) community is a strong contributor to this partnership.

Currently, the United States and Australia are in a cooperative partnership in developing the next generation of maritime patrol around the P-8A Poseidon. The Royal Australian Air Force (RAAF) No. 11 Squadron has just successfully completed their transition to the P-8A at Patrol Squadron (VP) 30 at Naval Air Station Jacksonville.

A total of 120 aircrewmen were trained by VP-30 staff and a contingent of Australian instructors who served with the "Pro's Nest" as part of the initial Australian transition. Fully trained as staff instructors, the team was critical to the initial success of the P-8A transition for both countries. Squadron No. 11, formerly operated the Lockheed P-3C "Orion" aircraft, and the RAAF mirrored the U.S. in shifting its focus to operating the new P-8A Poseidon by purchasing the new aircraft in full cooperative partnership with the United States.

Now fully equipped and trained to conduct operations in the P-8A Poseidon, the RAAF aircrewmen are returning to their home base at Edinburgh, Australia. Future Aussie crews will be trained at home as the RAAF has taken over their training responsibilities.

Flight Lt. Matt Coombes, the lead Australian transition officer, said, "VP-30 and the U.S. Navy have been integral in 11SQN and the RAAF successfully getting the P-8A to interim operational capability in such a short timeframe." Currently, Australia and the U.S. regularly conduct joint military exercises around the world to ensure that readiness for any threat that may arise. These exercises include MPR detachments to Australia for forward deployed U.S. aircrews, exchange programs for esteemed cadre between the two nations' MPR fleets, and flying together at the biennial Rim of the Pacific (RIMPAC) Exercise. According to the Navy.mil website, RIMPAC is the world's largest international maritime warfare exercise.

The end result of such a thriving partnership has aided in the United States and Australian Navies' efforts to provide worldwide maritime security.

Flight Lt. Jack Cox, a RAAF naval flight officer, said, "Having been through the same training system and course as the United States Navy squadrons will make operating to-

gether much easier. We've really enjoyed the training here at VP-30."

The P-8A will continue as a Joint Cooperative Development Program between U.S. and Australia. All future P-8A capabilities and tactics will aim to be jointly developed and executed with each nation complementing and learning from



the other.

Australia will also continue its association with VP-30, as they introduce the Unmanned Aircraft Systems MQ-4C Triton into service with initial RAAF Triton training conducted in the U.S. with VP-30.



By Lt. Matthew Guza, Lt. Kristofer Ochs and Lt. Darryl Abriam, VP-30 Public Affairs

Royal Australian Air Force aircrew and instructors gather in front of a P-8A Poseidon aircraft at Patrol Squadron THIRTY. The team recently completed training in the new aircraft. Photo by Darryl Abriam.



VP-16 launches Harpoon at RIMPAC 2018

Patrol Squadron (VP) 16 participated in the Rim of the Pacific (RIMPAC) 2018 exercise this summer alongside 26 other allied forces in and around the Hawaiian Islands. RIMPAC is the world's largest biennial international maritime warfare exercise and this RIMPAC will mark its 26th occurrence.

The exercise began in 1971 as a way to solidify the protection and security of the world's oceans. Since RIMPAC's inception, the United States, Australia and Canada have participated in every exercise. In 2010, there were 14 participating entities and by 2018, the number grew to 26. RIMPAC 2018 consisted of 47 surface ships, five submarines, more than 200 aircraft and 25,000 personnel.

VP-16 was one of the U.S. Navy's P-8A Poseidon squadrons that worked with other maritime patrol aircraft from countries to include Australia, Canada, India, Japan, New Zealand and South Korea. VP-16 also worked with a number of other participating nations' surface ships and aircraft.

The detachment consisted of three combat aircrews as well as a full maintenance detachment to participate in the exercise. The detachment executed 28 flights, 24 of which were anti-submarine warfare missions. Over 17 fly days, VP-16s RIMPAC detachment flew 150 flight hours, with approximately 45 hours of subsurface contact while successfully launching three torpedoes and one Harpoon. Throughout the month of July, 77 VP-16 personnel participated in RIMPAC.

While the primary mission of the P-8A is long-range anti-submarine warfare, the launch of the Harpoon demonstrates another mission set the P-8 is capable of: anti-surface warfare. The AGM-84D Harpoon is an anti-ship cruise missile designed to be launched from an aircraft. On July 14, VP-16s P-8 along with VP-47 set out on a sinking exercise (SINKEX) where the aircraft launched a Harpoon to demonstrate their capability and interoperability with RIMPAC participants. The target was a decommissioned ship, the former USS Racine.

In addition to the efforts of the maritime patrol squadrons, F-18s, submarines, helicopters and other naval ships were also involved in the SINKEX and the ultimate sinking of the ship. The mission was a success with the Harpoon hitting the target.

VP-16s Lt. Adam Baker was the mission commander for the flight and stated that the, "exercise was a great

chance to for both the crew and maintenance teams to work with the Harpoon and get hands on experience."

VP-16's Commanding Officer Cmdr. Troy Tartaglia was impressed with the exercise stating, "this is an example that, not only are our crews and maintenance teams able to accomplish their mission, but they were able to do so working with other platforms and countries, a core goal of RIMPAC itself, making this exercise a undeniable success."

VP-16s successful Harpoon shot continues to show just how capable the U.S. Navy's Maritime Patrol community is, both in its own primary missions and in combined operations.

Working with allied nations and strengthening relationships is a major goal of RIMPAC, as evidenced by the motto, "Capable Adaptive Partners."

"You don't know what the global political climate will be in the next five years," said Lt. Cmdr. Sergio Ibarra, VP-16's assistant officer in charge during the exercise.

"RIMPAC is designed to encompass all like-minded, willing partner nations in order to build relationships and friendships to shape our future climate."

VP-16 benefitted greatly from the exercise in ways beyond just flight hours and crew qualifications. Working side-by-side with all the various nations demonstrates worldwide teamwork.

The P-8A Poseidon continues to be a dominant force in naval aviation and can be expected to participate in future RIMPAC exercises.

★
By MC3 William C. Andrews
VP-16 Public Affairs
Published in the Jax Air News,
August 22, 2018



A P-8 Poseidon from VP-16 launches a harpoon missile during the 2018 Rim of the Pacific (RIMPAC) training exercise earlier this summer. RIMPAC is the largest biennial international maritime warfare exercise. The U.S. Navy Participated with 26 other allied nations in the exercise around the Hawaiian Islands. Photo courtesy of VP-16.

Community

Fleet Readiness Center Southeast Sailors Mark End of Era with Last P-3 Engine Test Run

Though it may lack the pizzazz of the GTO's 389 from The Beach Boys' famous song, the T-56 turbo-prop engine that powered the venerable P-3C Orion was a stalwart of the U.S. Navy for more than half a century.

As the P-3 gives way to the new P-8A Poseidon, Fleet Readiness Center Southeast Detachment Jacksonville marked a milestone Sept. 11 as the unit tested its last T-56 engine.

"With a four-engine plane, you can imagine how many engines we were running in its hey-day," said ADC Danger Escobar.

"We received the test cells in 2002 and, in the last 16 years, we've run more than 640 engines."

At the test cell, Sailors in their 20s gave the safety brief and went through the paces of turning up the engine. As the T-56 roared to life in its test stand on a point just off the St. Johns River, the propeller began to turn.

In moments, it was blowing with such force that tree limbs 50 yards behind it bent as though a hurricane was afoot.

"We take the engines that we build back at the hangar, we bring them out here, we install them on the test stands and we run them up and verify they are in ready for issue so we can send them off to the fleet," said AD2 Taylor Moan.

"It allows the leadership to know it's good to go, all operational checks are good and done, and we can send it to a squadron and be comfortable with it on a wing."

While running the engine, a Sailor checked for signs of oil, fuel or air leaks. Once the engine was found to be running properly, it was delivered back to the detachment. There the engine will be one of the last T-56 power plants to be stored, awaiting the needs of one of the remaining Navy patrol squadrons still flying the P-3C.

For years, the detachment's work has largely been focused on the P-3C Orion, and supporting the Navy's patrol squadrons at Naval Air Station Jacksonville and beyond. However, after the P-8A Poseidon began replacing the aircraft, the workload had to shift.

"The last test cell run for the T-56 engine marks a milestone event that symbolically captures the tipping point for the transition from the P-3 Orion aircraft maintenance capabilities at FRCSE Detachment Jacksonville," said the detachment's officer in charge, Cmdr. Mike Polito.

"Now it's time to focus on the future, to shift gears to gaining additional P-8A Poseidon and H-60R Seahawk capabilities."

Fleet Readiness Center Northwest at Naval Air Station Whidbey Island will conduct any remaining T-56 testing for the Navy.



**By Clifford Davis, Fleet Readiness Center Southeast Public Affairs
Published in Jax Air News September 19, 2018**



AD2 John Curwick signals the control room during the final testing of a T-56 engine at Fleet Readiness Center Southeast Detachment Jacksonville. The detachment's engine and power plant division, known as 400 division, has been testing the venerable turboprops since 2002. Photos by Clifford Davis.



AE2 Antonion Garcia (left) and AD2 Taylor Moan operate the control room during the final testing of a T-56 engine at Fleet Readiness Center Southeast Detachment Jacksonville.



MAD FOXES Dine Aboard Peruvian Submarine

MAYPORT, FL — On Friday, September 28th, Sailors from Patrol Squadron Five, along with VP-8 and CPRW-11, had the privilege of joining the crew from the Peruvian submarine, BAP ARICA (SS-36), for a tour of their vessel. The submarine participated in last month's Diesel Electric Submarine Initiative Exercise (DESI-EX), in cooperation with VP-5, VP-8, VP-16, and VP-26 off of the east coast of the United States.

DESI-EX is an annual training exercise that allows the U.S. and South American nations to build Anti-Submarine Warfare (ASW) proficiency. It allows Maritime Patrol Squadrons the ability to refine their training and build coordination with additional ASW aircraft. The exercise is beneficial for both sides and promotes interoperability with allied nations.

LTJG Ken Etheridge, AWO2 Mack, and AWO2 Anderson were the distinguished MAD FOX visitors for the day on the Peruvian diesel-electric submarine. "Visiting the BAP ARICA was a great opportunity," stated AWO2 Anderson. "As an acoustic operator, the visit helped me gain a greater understanding of this class of submarine, and as a representative

of the U.S. Navy, it was great meeting and strengthening relations with our Peruvian friends. Events like these, where you get to experience other cultures and build relations, are one of the best parts of serving."

The Peruvian crew greeted the guests upon their arrival to NAS Mayport where the vessel was moored, an extensive tour of the sub was offered, and shortly thereafter the visitors enjoyed a spread of traditional Peruvian fare. At the conclusion of this event, each command in attendance was presented a plaque from their host.

LTJG Ken Etheridge stated, "The visit with the Peruvian crew was exciting and culturally beneficial. The Peruvian crew could not have been more kind and hospitable providing us with a traditional Peruvian meal. It was very interesting seeing the other side of things, in the submarine's perspective and how their working environment differs from our own. Overall, the visit was amazing."



LT Ridgely Riggs, VP-5 Public Affairs



VP-5 visits with the Peruvian Navy for a tour of the submarine BAP ARICA (SS-36) at Naval Station Mayport. Photo courtesy of VP-5.

VP-16 completes Aviation Maintenance Inspection

Patrol Squadron (VP) 16 recently underwent an Aviation Maintenance Inspection (AMI). AMI is a pre-deployment inspection in which an aviation squadron's maintenance department programs are inspected thoroughly to determine their effectiveness. Conducted by Commander, Naval Air Forces (CNAF), the AMI is coordinated by personnel from San Diego who review 39 different maintenance programs and over 10,000 documents in the maintenance division as well as provide a true grade of performance.

The current average inspection score is 93.5 percent. VP-16s inspection score was 99.3 percent, which ranked them in the top three percent of the last 100 commands. This score demonstrates VP-16s maintenance division's superiority in P-8A aircraft maintenance and safety. As part of this inspection, VP-16 executed a number of drills as well as more than 60 practical evaluations. These evaluations are conducted by inspectors to observe standard operations performed by Sailors in maintaining the aircraft and squadron equipment. Procedures observed included pre-operational checks on support equipment, servicing engines, and running fuel samples are a few examples of operations to ensure the aircraft are working properly and are mission capable at all times.

One of these evaluations demonstrated was the process in which Sailors sample and inspect fuel for impurities or biological contaminants such as mold. Fuel samples are checked daily to ensure clean and safe fuel is in the aircraft at all times.



After donning the personal protective equipment, listed in the safety data sheet to safely handle fuel, Sailors extract a small amount of fuel and inspected closely for color and debris. If the fuel is contaminated, then a sample is obtained and tested further. If contaminants are found, the aircraft is temporarily removed from service or 'down' until the fuel system can be cleaned and the fuel is replaced.

If biological impurities are found, then the entire system must be drained and flushed to sanitize the tanks. "If you do everything right from the start, then you only have the fine tuning to do," said AFCM Gary Cummins, VP-16s maintenance master chief, on the readiness of his division. "It's important to keep everyone doing the right thing and providing proper turnovers to our Sailors. This is crucial for future performance."

One drill in particular was a mishap drill. A mishap drill is a simulated incident involving damage to an aircraft, injury to a Sailor or both. During the drill, VP-16 was evaluated on their response to a man-down incident.

The simulation given was that of a maintenance stand being pushed into the side of an aircraft by a passing jet blast. Damage to the plane and injury to a Sailor were simulated in this event.

According to Cummins, the standard operating procedures and immediate action checklist were followed precisely. The evaluator, Commander Patrol Reconnaissance Wing 11 Safety Officer Lt. James Pearson evaluated the drill and stated that the results of the drill were the best he has seen in two years.

VP-16s smooth performance during AMI is due in no small part to the hard work and attention to detail of the Maintenance Department.

Excellence during the basic day-to-day work on the P-8A by department personnel is what keeps the aircraft mission capable and ultimately keeps the squadron and it's Sailors ready to complete the mission.



By MC3 William C. Andrews II, VP-16 Public Affairs

Published in the Jax Air News, Sept. 26, 2018

(LEFT) VP-16's maintenance crew performs a fuel sample test during a recent aviation maintenance inspection. Photo by VP-16.



VP-5 Participates in the ‘Pilot for a Day’

Patrol Squadron 5 sent a P-8A Poseidon with full crew including Commanding Officer Cmdr. Robert Wilkerson, to participate in the "Pilot for a Day" outreach program located at Naval Air Station Corpus Christi, Texas Oct. 18.

This program is a joint effort between local air stations and Driscoll Children's Hospital providing critically-ill children a special day fully devoted for them and the chance to live their dream while experiencing aviation first hand. The program has continued to help the patients and their families by providing them with simple moments of joy since 2001.

Seven-year-old Adam Hinojosa was selected to be the "Pilot for the Day," who shared the experience with his mother, grandmother and three siblings.

To make his day more special, Hinojosa received his own flight suit, complete with a personalized name tag and "Mad Fox" patches to wear throughout the day. He was also presented with his very own set of aviator wings as an honorary pilot.

The Mad Fox crew flew overhead around noon conducting radio communications with Hinojosa on the ground. Hinojosa helped clear the plane for landing with a pizza party to follow. The Mad Fox crew also presented Hinojosa with a commemorative squadron hat, challenge coin and T-shirts for him and his family.

After the pizza party, he was given a tour of the aircraft and got to sit in the cockpit. "He was so excited to sit in the seat. I was able to show him the controls and explain to him what I do as one of the pilots. The grin on his face will be something I will always remember." said Mad Fox Pilot Lt. Brandon Swindler. "It was an amazing experience and I was lucky to be here for it." Hinojosa was also given a chance to load a sonobuoy into the launcher, where he thoroughly enjoyed opening and closing the latch on the rotary chamber.

"Knowing that we have impacted this seven-year-old's life in a positive way, even for just a few hours, is truly meaningful and reflects our commitment to the community both within and outside of our aviation community," said Wilkerson. "I am honored to have been able to participate in this program."

★
By Lt. J.g. Francesca Lapoint , VP-5 Public Affairs
Published in the Jax Air News, Oct. 24, 2018



“Pilot of the Day,” Adam Hinojosa, and his family learn about sonobuoys with Mad Fox AWO2 Anderson. Photo courtesy of VP-5.



Seven-year-old “Pilot of the Day,” Adam Hinojosa, walks with VP-5 Skipper, CDR Wilkerson, for a tour of the aircraft. Photo courtesy of VP-5.

Community

Army Veterans visit with Patron Squadron Five

JACKSONVILLE, Florida - A group of veterans reunited at Patrol Squadron Five on 25 September for a tour of the Squadron and the P-8A Poseidon.

The tour group members were part of the 1963 class for the Captain Career Course at the Army Security Agency (ASA) based at Ft. Devens, MA. ASA was in charge of security and electronic intelligence (ELINT) based world-wide in a chain of fixed field stations.

They participated in Vietnam and later merged with other agencies to create today's National Security Agency (NSA).

Upon the tour group's arrival to the squadron, they were introduced to the Cdr. White, XO of VP-5 and briefed on the history of our squadron. The group then headed out to the plane for a tour given by aviators from each position of the aircraft.

"They were very interested in how technology has changed over the years. When they got to the plane they couldn't stop asking questions," said 'Mad Fox' pilot Lt. Mary Carter Jordan who coordinated the veteran tour.

"I think they really enjoyed the visit. It was a privilege to share what we do in our day to day for the heroes of our past."

★
LTJG Francesca Lapoint
VP-5 Public Affairs

(BELOW) Class of 1963 Captain Career Course for the Army Security Agency Tours the P-8A Poseidon with VP-5. Photo courtesy of VP-5.



Community

VP-26 Completes First Aerial Refueling Over Mediterranean

Aircrewmembers assigned to the "Tridents" of Patrol Squadron (VP) 26 completed their first operational aerial refueling flight Oct. 12, 2018, while patrolling the U.S. 6th Fleet area of operations.

The introduction of aerial refueling is a strategic military capability that will increase the P-8A's capabilities by increasing the range and duration of flights.

"Introducing P-8A aerial refueling to the U.S. 6th Fleet [area of operations] is a huge milestone for the Maritime Patrol and Reconnaissance Force," said Cmdr. Mike Haymon, the commanding officer of VP-26. "This capability is a game changer for our community and I could not be prouder of the hard work put in by Team Trident to successfully bring it forward."

During the half-hour evolution, which was accomplished in coordination with the 100th Air Refueling Wing, the Tridents made two separate connections with the tanker and received more than 30,000 pounds of fuel.

VP-26, based out of Naval Air Station Jacksonville, Florida, is in the U.S. 6th Fleet area of operation in support of U.S. National security interests in Europe and Africa. U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

★
By Lt.j.g. Sean Hickey, VP-26 Public Affairs



Photo courtesy of VP-26.

Community

Mad Foxes Toast to 2000 Days DUI Free

JACKSONVILLE, FL — On 16 August, 2018, the Mad Foxes of VP-5 achieved the significant milestone of 2,000 days without a DUI.

This success is largely due to VP-5's strong emphasis on personal accountability and the safe, responsible consumption of alcohol. The Mad Fox philosophy is based on higher personal expectations accompanied by more freedom.

"VP-5 is all about work-hard, play-hard. We put in long hours and our work shows it, so we make sure to take advantage of every break we get. That being said, we make sure to have fun responsibly and our command climate makes it easy to do that." AWO Leonard.

At the core of VP-5's mindset are the Operational Risk Management principles. First adopted by the airlines to reduce the volume and severity of mishaps, ORM soon became a critical piece of Naval operations. VP-5 takes ORM to the next level by encouraging sailors to make it a part of everyday life. The consumption of alcohol carries with it risks that could imperil careers or even lives. By identifying the associated risks and planning ahead, destructive outcomes can be reduced, if not entirely

eliminated.

The Mad Foxes mitigate the threat through honest communication on the dangers of alcohol and awareness of the assets available to eliminate them. The most important part is having a plan and sticking to it, whether it be a designated driver or a commercial service such as Uber or Lyft. The second most important part is knowing what to do when plans fall through. Mad Foxes have quick, convenient access to their chain-of-command in addition to the "Club 2000" taxi service, which allows sailors to get a free taxi ride home in a pinch.

For LT Mary Jordan, the command Ground Safety Officer, this achievement carries added significance. "It means we doing something right. Our sailors have the resources they need to stay safe at, and away from, work; that's music to my ears. Between the hard work of the Safety department, the professionalism exhibited by the Mad Fox family, and the myriad options available to eliminate the need to ever get behind the wheel, I anticipate DUIs within our command to be a thing of the past."



LT Ridgely Riggs, VP-5 Public Affairs

Community

VP-8 Hosts Haunted Hangar

The "Fighting Tigers" of Patrol Squadron (VP) 8 hosted a Haunted Hangar celebration in their spaces aboard Naval Air Station Jacksonville Oct. 29. Families from VP-8 and neighboring squadrons gathered for an evening of fun and fright at the decorated hangar.

The VP-8 Tiger Cub Committee, led by AZC Anishia Whitely, as well as aircrew and maintainers from throughout the squadron, contributed in organizing the successful event.

The Haunted Hangar featured activities for all ages and included decorated spaces with spooky themes to provide a maze of ghostly ambiance and frightening characters. In the hangar's lower level,

VP-8s maintenance division hosted children's activities, trick or treating and pizza. For those brave enough to venture upstairs, attendees entered a haunted house filled with terror. Continuing down the length of Hangar 511, VP-45 handed out candy to the guests, and VP-5 even offered hayrides in the hangar bay.

"The Haunted Hangar was a great time for my entire family," said Lt. j.g. Jemar Galura, a VP-8 Fighting Tiger

and father of two children. "My kids loved the chance to trick-or-treat at the hangar."

VP-8 Commanding Officer Cmdr. Zac Stang, said "This has been a tradition at VP-8 for years, definitely dating back to our days aboard NAS Brunswick, Maine. It was extra special this year with VP-5 and VP-45 participating, so I want to thank the Mad Foxes and Pelicans for their contributions."

In addition to the evening's spooky activities, the squadron hosted a Pumpkin Carving earlier in the day, sponsored by the Coalition of Sailors Against Destructive Decision (CSADD), headed by the squadron's CSADD president, AWO2 Torri Dykstra. The evening concluded with the awarding of prizes for the best-dressed children's costumes.



Photo courtesy of VP-5.



The "Fighting Tigers" of VP-8 and family members gather for a group photo in front of a P-8A Poseidon during the annual Haunted Hangar event October 29.

VP-10 Returns Home Following Deployment to U.S. 6th Fleet

The "Red Lancers" of Patrol Squad-ron (VP) 10 returned home to Naval Air Station (NAS) Jacksonville Oct. 10, after completing a six-month P-8A Poseidon deployment to the U.S. 6th Fleet Area of Responsibility (AOR). Led by Commanding Officer Cmdr. Chad Donnelly, VP-10 consists of over 250 personnel and seven aircraft.

This was VP-10's second P-8A Poseidon deployment and its first in support of U.S. European Command. Conducting operations primarily out of NAS Sigonella, Italy, VP-10 aircrews and aircraft brought the Poseidon's advanced sensors and increased range to the Mediterranean, Baltic and Norwegian Seas, as well as the North Atlantic Ocean.

VP-10 successfully executed over 4,600 flight hours in support of deployed operations including intelligence, surveillance, and reconnaissance flights (ISR) and anti-submarine warfare (ASW) missions. While in the 6th Fleet AOR, VP-10 operated out of 13 different countries across Europe, demonstrating the P-8A's expeditionary capability.

When asked what he would remember most from his this deployment, AWO2 Daniel Meader said, "Traveling and operating in countries such as Norway and Scotland was unforgettable. We were able to work effectively as a team and accomplish missions that were a part of something greater than ourselves."

In addition to ISR and ASW missions, VP-10 aircrews provided support to a carrier strike group and participated in four air shows all across Europe.

The Red Lancers also provided humanitarian assistance operations in the form of real time support to Greek first responders while they fought the worst fires the Attica Peninsula had seen since 2007.

The Red Lancers' success was made possible by the daily efforts of their maintenance and support personnel. All of the maintenance divisions were able to ensure the mission was completed both in Sigonella and all across the AOR at the numerous detachment sites, never faltering from their duties. Administrative support personnel consistently worked around-the-clock to ensure detachment operations were successful upon arrival to a new airfield.

Donnelly highlighted his team's accomplishment upon arrival to NAS Jacksonville, "Six months ago we said our

hardest goodbyes, but today we say the sweetest hello. I am extremely proud of what the Red Lancers accomplished in 6th Fleet. They worked together to overcome every obstacle and produced unmatched support to theater commanders"



By Lt. j.g. Matthew Girgenti, VP-10 Public Affairs

Published in Jax Air News October 10, 2018

(Below) Lt. Fiona McCoy on VP-10 is welcomed home by her dogs, Murph and Maggie. Photo by MC2 (SW/IW) Nick A. Grim.



Claire Patton, age 3, waves an American flag in anticipation of her father, LT Josh Patton, returning from deployment. Photo by MC2 (SW/IW) Nick A. Grim.



IT3 Luke Spalinger of VP-10 is welcomed home by son, Finley, and wife, Jاليا, while they have their photo taken by a friend. Photo by MC2 (SW/IW) Nick A. Grim.

VP-30 takes P-8A to RIAT Air Show

Patrol Squadron (VP) 30 personnel recently took a P-8A Poseidon to the Royal International Air Tattoo (RIAT) at Royal Air Force (RAF) Fairford in Gloucestershire, England. The RIAT, is one of the biggest air shows internationally, attracting aircraft and crews from around the globe.

The event ran from July 13-16 coincided with the centenary year of the Royal Air Force, which was founded in 1918 as the world's first independent Air Force.

Squadron Leaders Mark Faulds and Ian Tuff were presented with their 1,000 hour P-8A badges by the Right Honourable Gavin Williamson, Member of Parliament, Secretary of State for Defence.

Lt. Torrey Plum was the PPC and Lt. Cmdr. Larry Malone was the detachment commander. Five Royal Air Force personnel from Seedcorn at Naval Air Station (NAS) Jacksonville attended the event including MAcr Keith Treece,

Flash Utting and FS Steve Dixon. The maintenance personnel were led by AMCS Chris Simon.

All had a great week, representing the RAF and U.S. Navy. They were staggered by the amount of interest the P-8A Poseidon. The RAF receive their first P-8A at NAS Jacksonville in October 2019, and the first RAF crews start training at NAS Jacksonville in January 2019.



**By VP-30 Public Affairs
Published in the Jax Air News, August 1, 2018**

Patrol and Reconnaissance Wing Eleven (CPRW-11) Sailors participated in the Naval Air Station Jacksonville (NAS Jax) Shoreline Clean up alongside other tenant commands July 26.

This opportunity gave Sailors the ability to work together, promoting teamwork between commands. It was also a great chance to give back to both the base and the greater Jacksonville community by keeping the St. Johns River clean.

After receiving a safety brief reminding everyone to be careful and stay hydrated, the Sailors were assigned to comb the rocky shore along the flight line looking for beached debris and trash.

Assisting in the cleanup was AWOC Michael Ducker who remarked, "It was a great turnout with 56 'Griffins' participating. It was a nice opportunity to take pride in our base

and leave a good impression on the City of Jacksonville."

Keeping the base and the shoreline clean is everyone's responsibility and Griffins are keen to lead the way in fostering a caring attitude and promoting stewardship of our community and the environment.



**By Lt. Brian Scott Neiheisel,
CPRW-11 Public Affairs Officer
Published in the Jax Air News, August 1, 2018**

Below: The Commander, patrol and Reconnaissance Wing 11 Administration team combs the rocky shoreline in search of debris. Photo by Lt. Brian Neiheisel.



'Mad Foxes' Track Peruvian Sub in Exercise

JACKSONVILLE, FL — The 'Mad Foxes' of VP-5 recently engaged in a battle of strategy and tactics as part of the Diesel Electric Submarine Initiative Exercise (DESIEX).

Diesel submarines are used worldwide and continue to pose a threat to our fleet. The prosecution of diesel submarines requires a special set of tactics and crew training. DESIEX, an annual exercise established in 2001, is a win-win for the United States Navy and for the navies of the South American countries that participate.

Each country brings its own unique tactical experience and through collaboration all participants gain a broader scope of worldwide tactics while obtaining ASW proficiency.

VP-5, in cooperation with VP-8, VP-16, and VP-26, flew five missions involving the Peruvian submarine BAP ARICA off the east coast of the United States.

Using a variety of tactics including radar, visual, and acoustic systems the Combat Air Crews of these squadrons honed their skills in all phases of ASW as the BAP ARICA attempted to avoid detection.

After his DESIEX experience, Mad Fox pilot LTJG Ken Etheridge stated that, "I get excited whenever I can fly real ASW. More often than not, we use simulators to practice our tactics, which works pretty well, but naturally lacks some degree of realism. To be able to fly on an actual diesel sub is an unparalleled experience."

★
By LT Ridgely Riggs, VP-5 Public Affairs



'Mad Fox' pilots LT Mary Jordan (right) and LTJG Nathan Shepherd (left) conduct their preflight routine prior to a DESIEX flight. Photo courtesy of VP-5.



VP-26 Receives the Golden Wrench Award

JACKSONVILLE, Fla. (September 19, 2018) – Patrol Squadron (VP) 26, the "Trident," received the AVCM Donald M. Neal Aircraft Maintenance Award on September 19 for outstanding aircraft maintenance during calendar year 2017.

The Golden Wrench award was initiated in 1965 by the Chief of Naval Operations and sponsored by Lockheed Martin to acknowledge maintenance performance that goes above and beyond even the extraordinary effort that regular aircraft maintenance requires. It is presented annually to the Patrol Squadron in the Atlantic Fleet, Pacific Fleet and Reserve Force that demonstrates the greatest excellence in aircraft maintenance.

Rear Admiral (Ret.) Jeffrey S. Jones, Boeing Director of USN/USMC Services, and Edgar W. Apollo, Boeing Director of Sustainment, presented this prestigious award to VP-26 Commanding Officer, Commander Michael J. Haymon.

"This award is the culmination of months of total team effort, requiring everyone to contribute," said Lieutenant Commander Rick Dorsey, the VP-26 Maintenance Officer.

2017 was an extraordinary year for Team Trident. After completing the squadron platform transition from the P-3C Orion to the P-8A Poseidon in 2016, the Tridents successfully completed their first P-8A Fleet Response Training Plan (FRTTP) and inaugural P-8A deployment to 7th Fleet.

During that deployment, VP-26 executed an unprecedented 635 sorties and 4,364 mishap free flight hours. The squadron's exceptional maintenance program led to a 97 percent on-station on time rate during their highly successful deployment. Furthermore, the Tridents expertly loaded nine live Mk-54 torpedoes and four live AGM-84D Harpoon missiles during five live loading events and two live weapon flights which provided proof of concept, capabilities and limitations for the Maritime Patrol and Reconnaissance Force and Commander, 7TH Fleet.

The Tridents are homeported on NAS Jacksonville and are currently preparing to continue their reputation of operational excellence during their upcoming 6th Fleet deployment this fall.

★
By VP-26 Public Affairs



JACKSONVILLE, Fla. (September 19, 2018) Commander Michael J. Haymon, Commanding Officer, Patrol Squadron (VP) 26, the 'Trident,' receives the Golden Wrench Award from Rear Admiral (Ret.) Jeffrey S. Jones, Boeing Director of USN/USMC Services, and Edgar W. Apollo, Boeing Director of Sustainment. US Navy photo by Mass Communication Specialist Sean R. Morton/Released)



VP-26 Attends Air Combat Power Visit

CONINGSBY, England (NNS) -- A P-8A Poseidon and 19 Sailors assigned to the "Tridents" of Patrol Squadron (VP) 26, participated in the Air Combat Power Visit (ACPV) 2018 in Coningsby, England, Oct. 14-17.

Visitors of ACPV included military officials, defense attachés, work load analysis teams, and students enrolled in the Advanced Command and Staff Course from more than 50 countries.

The annual event offers the Royal Air Force (RAF) an opportunity to gather their personnel and platforms to discuss current and future operations.

"Getting the opportunity to meet with our RAF counterparts who we coordinate with so frequently, face-to-face, in this kind of setting, was invaluable," said Lt. Nicholas Wohar, a naval flight officer assigned to VP-26.

The RAF has had a lapse in organic maritime air support since the decommissioning of their Nimrod Maritime Reconnaissance Aircraft (MRA). The Poseidon MRA Mark 1 will fill that void. The participation of this U.S. crew offered members of the RAF a rare opportunity to view their future asset.

"We were thrilled to provide an opportunity for our RAF allies to get hands-on exposure with the incredible airframe they are about to add to their fleet of aircraft," said Lt. Cmdr. David Swimm, officer in charge of the Det.

The VP-26 crew was able to share their experience with the P-8A, demonstrating safety and egress procedures to the RAF fire and rescue service, answering questions from both current and future RAF aviators, and providing tours of the aircraft to more than 1,000 visitors.

"In addition to coordinating military-to-military, this Det. also afforded us the opportunity to expose the P-8A to the international public," said Swimm.

The aircraft involved in the ACPV is one of seven P-8As operating in the U.S. 6th Fleet area of operations, adding enhanced long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance capabilities to support U.S. allies and partners in the region.

VP-26, homeported in Jacksonville, Florida, arrived in theater September 2018 and is operating out of Naval Air Station Sigonella, Italy.

★
By Lt. j.g. Kaitlyn Morales , VP-26 Public Affairs



CONINGSBY, England (Oct. 15, 2018) – Lt. Spencer Fletcher, assigned to the “Tridents” of Patrol Squadron (VP) 26, shows Air Chief Marshal Sir Steven Hillier, chief of air staff, the flight station of a P-8A Poseidon during the Air Combat Power Visit in Coningsby, England, Oct. 15, 2018. The aircraft involved in the ACPV is one of seven P-8As operating throughout the U.S. 6th Fleet area of operations, adding enhanced long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance capabilities to support U.S. allies and partners in the region. (U.S. Navy photo by Lt. j.g. Kaitlyn Morales/Released)

Community

VP-45 Returns Home from 7th and 4th Fleet Deployments

The “Pelicans” of Patrol Squadron (VP) 45 returned home this week from a six-month deployment. Their deployment was impactful and highlighted by numerous operational achievements.

Since starting their deployment in April, VP-45 re-established Maritime Patrol and Reconnaissance Aircraft operations with the strategically located Naval Air Facility (NAF) Misawa on the Northern tip of Honshu, Japan.

With regular operations from NAF Misawa, the Pelicans provided the 7th Fleet commander immediate access to waters off the Kamchatka Peninsula, the Korean Peninsula, and the southern approaches to Japan.

This northern Japan deployment proved to be a perfect collaboration with our partners in the south, the VP-4 “Skinny Dragons,” enabling constant operations throughout the entire western Pacific Ocean. Additionally, VP-45 maintained the enduring commitment to the Joint Interagency Task Force South, conducting counter-narcotics operations in the eastern Pacific Ocean.

Six months of P-8A operations in the 7th and 4th Fleet areas of responsibility (AORs) saw the Pelicans fly more than 3,800 hours during 600 operational sorties in support of national interests. Never satisfied with the status quo, VP-45 brought a new capability to the AOR, air-to-air refueling. The first operational use of air-to-air refueling significantly expanded the range and reach of P-8A operations and has been touted by Pacific Theater commanders as a vital force multiplier.

Showcasing air-to-air refueling and the Maritime Patrol and Reconnaissance Force (MPRF) expeditionary model, VP-45 operated in each of the far corners of 7th Fleet.

To the West, in Diego Garcia they responded to a distress call that resulted in the location and rescue of Sri Lankan Fishermen. To the South and East, theater security cooperation detachments found Pelicans operating in Australia, Indonesia, and Fiji, strengthening our maritime relationships and reaffirming our commitments to internationally recognized norms, rules, standards, and laws. To the North, the Pelicans validated critical warfare operating imperatives for operational planning considerations near the Aleutian Islands. Lastly, within the Western Hemisphere, the Pelicans coordinated with U.S. Coast Guard, U.S. Air Force, and U.S. Customs and Border Protection to support search and seizure operations for illicit narcotics in the Eastern Pacific. Overall, VP-45 supported 27 detachments throughout the region demonstrating their global presence and sustained flexibility operating in a 1 Hub, 2 Spoke construct for nearly the entire deployment. The Pelicans unequivocally demonstrated the global reach and full capabilities of the P-8A Poseidon, once again setting the standard for MPRF excellence.

Throughout the deployment VP-45 Sailors were encouraged to innovate to enhance integration with coalition and joint partners.

These efforts saw the Pelicans working with Electronic Attack Squadron (VAQ) VAQ-209, VAQ-138, Marine Fighter Attack Squadron-121, 35th Fighter Wing, and the Japan Maritime Self-Defense Force's VP-2. As the squadron adopts new technologies and capabilities within Naval Aviation Enterprise and the MPRF community VP-45 Sailors continue to define, generate, and validate new concepts to increase the lethality of the P-8A.



(Above) AWO3 Richard Helsel III of VP-45 happily greets his wife and daughter at the squadron's homecoming at NAS Jacksonville after a 6-month deployment to Japan. Photo by MCSN Thomas A Higgins.



LT Keith Estes of VP-45 proposes to his girlfriend, Anna Barns, after returning home from a 6-month deployment. Photo by MCSN Thomas A. Higgins.

The success of this deployment was due to the embodiment of fly, fight and lead, as well as the sacrifices and efforts of those families and friends who stay at the homefront supporting forward operations.



**By From VP-45 Public Affairs
Published in Jax Air News October 10, 2018**

VP-5 Participates in Valiant Shield 2018

JACKSONVILLE, Florida - VP-5 Mad Foxes sent two P-8A Poseidon aircraft and three combat air crews to participate in the biennial joint military exercise Valiant Shield 2018 (VS18), from Sept. 16-23rd, conducted around the Marianas Islands Range Complex and Guam.

Participants included the aircraft carrier USS Ronald Reagan (CVN 76), 15 surface ships, more than 160 aircraft, and 15,000 personnel from the U. S. Navy, Marine Corps, Army, and Air Force.

The exercise was delayed due to the destructive path of Typhoon Mangkut that passed through the Northern Mariana Islands and Guam in early September. The islands were in a state of emergency as the typhoon created sustained winds of 105 mph and mass flooding causing major damage to infrastructure. Some participating amphibious ships were forced to miss the exercise to aid in typhoon recovery missions. VP-5's aircraft arrived safely to Guam once the storm had settled and Valiant Shield was able to be completed on schedule.

Valiant Shield 2018 was a successful display of strength in a long succession of joint exercises that began in 2006. The Valiant Shield exercise aims to ensure the readiness of the joint force with an array of combat operations and missions. The missions include maritime interdiction, defensive counter-air operations, personnel recovery, intelligence, surveillance, reconnaissance, and anti-submarine warfare. VS18 included a sinking exercise (SINKEX), in which the joint force combined efforts to shoot and sink a decommissioned U.S. vessel.

Lt. Kenneth Flannery, a Tactical Coordinator (TACCO) from the Mad Foxes, stated, "The exercise was an amazing opportunity for good training overall. We were able to successfully conduct joint force operation which built a good foundation for future deployments. I feel like we really grew as a team out there."

★
LTJG Francesca Lapoint, VP-5 Public Affairs



Patrol Squadron Five participating in the Valiant Shield exercise. Photo courtesy of VP-5.

VP-26 'Tridents' Complete AMI

Patrol Squadron (VP) 26, the "Tridents," completed the Commander, Naval Air Forces (COMNAVAIRFOR) Aviation Maintenance Inspection (AMI) Aug. 3. The completion of AMI qualifies Trident maintenance to operate independently on deployment and is the second to last inspection that the Tridents must complete before they leave.

AMI is conducted by inspectors from Naval Air Forces and covered 39 of the squadron's maintenance programs. It consisted of five drills, including a missing tool drill and an emergency reclamation drill, and 50 practicals, which covered a broad spectrum of day-to-day maintenance activities.

"This is an all hands on deck effort," said Lt. Cmdr. Rick Dorsey, the VP-26 maintenance officer. "Everyone contributes to the success of this inspection and it takes a lot of time, training and muscle memory to make this successful. Its completion is a direct reflection of the attention to detail and professionalism of all the Sailors in the Trident Maintenance Department."

The completion of AMI is a major milestone for Trident maintenance as it is the last of two major maintenance inspections in the Fleet Readiness Training Program (FTRP) that the squadron must complete before deployment.

The next and final step for the VP-26 Maintenance Department is the Maritime Patrol and Reconnaissance Wing (CPRW) 11 Material Control Inspection, where inspectors from the CPRW-11 will come and inspect the overall condition of the Trident aircraft in preparation for deployment.

The Tridents are homeported on Naval Air Station Jacksonville and are currently executing the FTRP in preparation for their upcoming deployment.

★
**By VP-26 Public Affairs
Published in Jax Air News August 8, 2018**



CDR Michael Haymon (left), commanding officer of Patrol Squadron (VP) 26, shakes hands with the inspectors from Commander, naval Air Forces after VP-26 successfully completed the Aviation Maintenance Inspection (AMI). The completion of AMI qualifies Trident maintenance to operate independently on deployment.



Congratulations VP-5 Chiefs!

The VP-5 family is very proud to announce the FY19 selection of Chief Petty Officers. On August 7, 2018, Skipper Wilkerson held quarters to formally congratulate ATC (Select) Kuney, AOC (Select) Santos, PSC (Select) Alexander, and AZC (Select) Glover.

They have been through an arduous training process over the last couple weeks that will culminate with the ceremonial Chief pinning on September 13, 2018. Each Chief has performed above and beyond their respective positions leading the VP-5 'Mad Foxes' into the Valiant Shield exercise and successful readiness for our next deployment in the spring.

The Chief Select upgrading process is a demanding transition. It differs in each command, but relies on the same core principles of leadership, duty, and history. As each Chief Select strives to embrace the new leadership role, they are run through a series of interviews with

Congratulations to our VP-5 Chief Selectees: AZC (Select) Glover, AOC (Select) Santos, ATC (Select) Kuney, and PSC (Select) Alexander. Photo courtesy of VP-5.

experienced Chiefs in the command where they absorb a wealth of knowledge and experience that they enter in their charge books and is unique to each individual. Their additional training focuses on deckplate leadership, which is crucial to the role of a Chief, as well as physical training, personal qualification standards, job qualification requirements, and much more.

VP-5's new Chief (Selects) joined VP-5 in 2015, giving the 'Mad Fox' community three years of hard work. ATC (Select) Kuney will stay on with the command, while AOC (Select) Santos will be moving across base to the Maritime Weapon School, PSC (Select) Alexander will be moving to Nashville, TN to work with the Naval Recruiting Detachment and AZC (Select) Glover will move up north to Maryland to work at NAS Patuxent River.

★
By LTJG Francesca Lapoint
VP-5 Public Affairs



Nominate a
MPRF hero
TODAY!

Submissions for consideration in the 2019 Hall of Honor will close on November 15, 2018.

To view the candidate list and submit additional nominees, visit:
www.maritimepatrolassociation.org/hallofhonor

PAST HALL OF HONOR RECIPIENTS



Captain
Michael E. Lopez-Alegria



Captain
Vince Anania



Captain
Fernald Anderson



Lieutenant Commander
Cash Barber



Mr. Jay Beasley



Air Commodore
Leonard Joseph Birchall
Royal Air Force



Squadron Leader
Terrence Bulloch
Royal Air Force



Commander
Scott Carpenter



Lieutenant Commander
Louis Conter



Chief Petty Officer
Carl Creamer



Flight Lieutenant
John Cruickshank
Royal Air Force



Rear Admiral
Thomas Davies



Rear Admiral
Frank Gallo



Captain
Arnold J. Isbell



Commander
Paul Lloyd Milius



Captain
Norman "Bus" Miller



Admiral
Thomas Moorer



Rear Admiral
Paul J. Mulloy



Master Chief
John Rosa



Captain
Byron "Jake" Tobin



Commander
Kenneth D. Walker



Vice Admiral
Edward Waller



Commander
David Weisbrod



Rear Admiral
Daniel J. Wolkenstorfer

Community

VP-16 Retrieves First-Ever P-8 from Depot

In a historic first, Patrol Squadron (VP) 16 reintegrated a P-8A Poseidon aircraft from high-level maintenance (depot). Aircraft 168428 (428) was the first-ever P-8A to be sent to a repair depot to undergo a full set of maintenance inspections and before returning to service.

This was not the first time that VP-16 accomplished a maritime first. In 2012, VP-16 was not only the first squadron to transition from the P-3 Orion to the P-8 Poseidon, but also the first squadron to take the P-8A on operational deployment in 2013.

Since 2012, the United States Navy has been transitioning the maritime patrol squadrons from the legacy P-3C Orion to the P-8A Poseidon. Since its integration into the fleet, the P-8A has seen deployments and missions all over the world including 7th Fleet (Pacific), 6th Fleet (Europe), 5th Fleet (Arabian Gulf), and even 4th Fleet (South America). During its deployments, the P-8A has engaged in a number of anti-submarine warfare; anti-surface warfare; intelligence, surveillance, and reconnaissance and search and rescue operations. While the P-8A has performed its mission sets all over the world extremely well in the diverse environments, the aircraft, like any machine, needs high-level maintenance to keep it performing and to extend the aircraft's service life.

Over the past six months, aircraft 428 has been undergoing depot level maintenance in Atlanta, with the Delta Technical Operations team. Depot level maintenance involves an in depth, full inspection of aircraft structure and component integrity.

The aircraft is stripped down, cleaned and inspected for any corrosion or failures that may have occurred in the last five years, since the introduction of the aircraft into the fleet.

Once the aircraft completed its inspection and was refit to fly, 428 received a new paint job and was ready to undergo

flight tests. Due to the extensive amount of maintenance and countless man hours of work this inspection required, the Navy awarded Delta Tech Ops the opportunity to complete the job. The Delta Tech Op's team not only has the professional expertise and manpower to execute the mission, it also has incredible facilities and systems in place to complete the job quickly and efficiently, while still providing the quality required.

Lt. Cmdr. Joe Dugan, the detachment officer in charge for the VP-16 team, shared some remarks regarding the trip. "The resounding success of this evolution is due in large part to the overwhelming support we received from Delta Tech Ops and the representatives from Defense Contract Management Agency," he said. "Their expertise and assistance allowed VP-16 Sailors to navigate around potential pitfalls as we accepted the first of many P-8As to undergo depot level maintenance in this manner."

VP-16, being the first maritime squadron to retrieve a P-8A from depot maintenance, had no precedent for how to properly bring 428 back to service. This meant all aspects from sending a crew to Atlanta Hartsfield International Airport, working with Delta Tech Ops to acquire the plane, testing the aircraft, and bringing it home to Naval Air Station Jacksonville had to be prepared, briefed and executed with little to no example to follow.

VP-16 sent aircrew and maintenance personnel to return 428 to service. Lt. Brian Prentice stated, "With the combined help of Delta maintenance personnel and the expertise of a senior VP-16 maintenance team, the flight crew was able to efficiently and safely put the aircraft through its paces and conduct a successful functional check flight all while operating out of one of the busiest airports in the world."

Ultimately VP-16s crew was more than capable and was able to efficiently return 428 to service under threat of approaching Hurricane Florence.

VP-16 once again has set a new first in the maritime community with 428s return from depot. All future P-8A squadrons that undertake the same task will use the foundation and experience that VP-16 gained from this historic event to ensure that they achieve continued success.



By Lt. j.g. Branden Thomas, VP-16 PAO
Published in the Jax Air News, October 3, 2018

Patrol Squadron (VP) 16 reintegrated a P-8A Poseidon aircraft from high-level maintenance (depot). Aircraft 168428 (428) was the first ever P-8A to be sent to a repair depot to undergo a full set of maintenance inspections before returning to service. Photo courtesy of VP-16.



VP-8 Sailors Volunteer at the Sulzbacher Center

The "Fighting Tigers" of Patrol Squadron (VP) 8 spent the morning of Sept. 20 volunteering at the Sulzbacher Center in downtown Jacksonville. Led by Commanding Officer Cmdr. Zachary Stang, the Tigers prepared and served food for the lunch time rush at the center, which focuses its efforts on solving homelessness in Jacksonville.

Cindy Funkhouser, CEO and president of the Sulzbacher Center, expressed her gratitude to the Tigers by saying, "Meal volunteers are essential members of the Sulzbacher family. On any given day, we can serve over 1,500 meals. Without our meal volunteers, we would be unable to prep, cook and serve the mass number of meals served to residents and community members."

Opened in 1995, the Sulzbacher Center was founded on the premise that homeless persons need and deserve more than just a meal and a bed to facilitate their recovery and reintegration into the community. Now Northeast Florida's largest provider of comprehensive services for homeless men, women, and children, the center provides a continuum of care approach to addressing all aspects of homelessness. This includes health, housing and income services on top of hot meals and showers. In the midst of a demanding training and operational schedule, the Fighting Tigers took time to volunteer for the day.

Upon arrival, the Tigers were quickly put to work. They assisted with meal prep for the coming days by washing and chopping vegetables, as well as seasoning large trays of chicken breasts. Meanwhile, outside the kitchen, additional members were busy unloading trucks full of bottled water. Stang voiced praise for the volunteers by saying, "I'm so proud of the Fighting Tiger team today and all those who assisted the Sulzbacher Center. We are all at our best when helping others, and I love to assist folks seeking to better themselves and their families right here in Jacksonville!"

The meal of the day was pasta accompanied by carrots, green beans, garlic bread and cantaloupe. Once the meals were prepared and plated, the Tigers were led through a tour of the Sulzbacher Center. Highlighted by newly added facilities for families, the tour included the center's recently renovated housing accommodations, library, and common areas.

Following the tour, the Tigers returned to the kitchen and diligently served meals to over 300 attendees who were looking for lunch that day. "This experience has made me realize how blessed I am to have food on the table, a roof over my head, and clothing on my back," said ADAN Katianne Hansen, a junior Tiger aircraft mechanic. "I feel blessed to have been given the opportunity to give back to the community and help those in need."

The Jacksonville-based Fighting Tigers are undergoing deployment readiness workups, in preparation for their upcoming deployment to U.S. 7th Fleet in early 2019.



**By Lt. Nate Byam-Mooney, VP-8 PAO
Published in the Jax Air News, October 10, 2018**



IS2 Shea Duarter-Whalen washes yellow squash during a community relations event at the Sulzbacher Center. The VP-8 sailors prepared and served food to members of the downtown Jacksonville community in need. Photo by MC1 Jerome D. Johnson.

Naval Junior Reserve Officer Training Corps Visits VP-5

Over 30 cadets from First Coast High School Naval Junior Reserve Officer Training Corps (NJROTC) visited Naval Air Station Jacksonville last week to experience the life of a maritime patrol naval aviator.

Sailors from Patrol Squadron (VP) 5 hosted, with tours of the P-8A Poseidon aircraft and the P-8A operational flight trainer. The visit provided them with real world examples of what the Navy has to offer and what could lie ahead of them if they continue to a career in naval aviation.

VP-5 was happy to welcome Lt. Cmdr. (ret) Suzanne Bolden, a former "Mad Fox" intelligence officer and her NJROTC cadets. As the students arrived, they were briefed on the history and purpose of VP-5 and what it means to be an aviator.

"The students were very interested in our jobs on the aircraft and what stories we had from our last deployment," says Mad Fox pilot Lt. j.g. Sarah Amorio.

"It was cool to see their eyes light up when we took them down onto the flight line, for a tour of the aircraft." Aircrew members from each position of the aircraft provided brief descriptions of their jobs and mission, giving a well rounded picture on how the aircraft operates with a full mission crew.

The group continued on to tour the squadron spaces, then to the flight trainer. There the students got to try their hands at the controls and practice landing with the P-8A.

Pilot Lt. j.g. Rhen Nathe said, "I think the NJROTC students had a lot of fun on the sim today, and they weren't too bad on the controls either. I was pretty impressed."

"This was a great opportunity to look at an elite community in the Navy," said NJROTC cadet Commanding Officer Daniel Simmonds. "I met great men and women that I aspire to be. This trip reassured me that I want to pursue a career in naval aviation."

The NJROTC program, founded in 1964 under the ROTC Vitalization Act, has a mission of promoting patriotism, developing leadership potential, building informed and responsible citizens, providing information on the military services, and promoting a higher education for high school students.

The trip was an educational and fun experience for both the students and the aviators touring them around the squadron. ★

**By LTJG Francesca Lapoint
VP-5 Public Affairs**



VP-5 Naval Aviators take First Coast High School NJROTC cadets on a tour through the hangar, a P-8A Poseidon aircraft and the P-8A operational flight trainer. Photo courtesy of VP-5.

'Mad Foxes' Take Part in Trident Juncture '18

JACKSONVILLE, Florida - VP-5 Mad Foxes sent a P-8A Poseidon aircraft, a combat air crew, and a maintenance detachment to participate in Exercise Trident Juncture 18, from Oct. 19-30, 2018.

The exercise takes place in Norway, surrounding areas of the North Atlantic, and the Baltic Sea, including Iceland and the airspace of Finland and Sweden. Trident Juncture 18 is NATO's largest exercise, comprised of 50,000 personnel from all 29 NATO countries, and brings together more than 65 vessels, 250 aircraft, and 10,000 vehicles.

Some major U.S. elements of the exercise include the Harry S. Truman Carrier Strike Group and the Iwo Jima Amphibious Ready Group working alongside allied and partner military forces. Trident Juncture is designed to demonstrate NATO's ability to plan and coordinate a major collective defense operation to deter potential adversaries. The exercise varies from ground troop training at the tactical level to command and control over large elements of the NATO force. In addition to VP-5's support, both the VP-9 "Golden Eagles" and VP-26 "Tridents" provided P-8A aircraft to participate in the exercise



Mad Fox combat air crew, CAC-3, flying the Anti- Submarine missions during Exercise Trident Juncture 18. Photo by MC1 Joshua Hammond.

assisting in multiple Anti-Submarine Warfare and Intelligence, Surveillance, and Reconnaissance missions.

VP-5's combat air crew, CAC-3, also was given the opportunity to host five distinguished guests from the Icelandic Coast Guard (ICG) and the US Defense Attaché from the Norwegian Embassy to demo P-8A capabilities and discuss the exercise.

"It's an honor to be part of one of the most complex and visible exercises the United States has participated in," stated Lt. Jon Glassman, the CAC-3 mission commander and instructor pilot. "It's incredibly important, especially in today's tense and uncertain climate to reassure our Allies of our commitment to a collective self-defense against aggression. By training with our amazing partner nations, we elevate our readiness and create bonds that build trust and ensure our ability to operate when the need arises. It's extremely rewarding to tactically employ our aircraft and build awareness amongst our friends of the P-8's capabilities and what we can bring to the fight."

★
By LTJG Francesca Lapoint
VP-5 Public Affairs

VP-4 "Skinny Dragons" Return Home

NAVAL AIR STATION WHIDBEY ISLAND, Wash. (NNS) -- The "Skinny Dragons" of Patrol Squadron (VP) Four returned to Naval Air Station (NAS) Whidbey Island, Washington, Oct. 11th, following a seven-month deployment to the 7th Fleet area of responsibility (AOR).

VP-4 recently completed transition from the legacy P-3C Orion to the P-8A Poseidon in May of 2017. Less than a year later, the "Skinny Dragons" completed workups and deployed this past spring in April, becoming the first west coast squadron to deploy with the P-8A.

Forward deployed to Kadena Air Force Base, Okinawa, Japan, the "Skinny Dragons" executed 620 operational sorties, including intelligence, surveillance and reconnaissance (ISR) and anti-submarine warfare (ASW). Their twelve combat aircrews logged 3,575 mishap free flight hours and sustained a 100 percent sortie completion rate across numerous detachment sites to nine countries. VP-4's Maintenance Department exceeded expectations, logging over 29,000 man-hours of support. In addition to ensuring aircraft availability and mission readiness, their Sailors generated over 8,000 sailor qualifications from the ground up following transition in order to deploy fully prepared.

Commander Christopher Purcell, Commanding Officer of the "Skinny Dragons", credited the tireless efforts of junior Sailors with the many highlights of deployment. "Day in and day out, I could not be more proud of how our Sailors tirelessly set new standards of excellence on the

flight line, on liberty and throughout the AOR", he said. "As the capstone event to our transition, we are eager to share our lessons learned with the Whidbey Island P-8A community as we grow and exercise the capabilities of this aircraft."

Gaining worldwide attention, VP-4 was chosen to showcase the militarized landscape amidst the artificial islands of the South China Sea, executing two airborne media engagements with BBC, CNN, ABC and the New York Times. These events underscored the U.S. Navy's commitment to peace and stability, freedom of navigation and presence that our regional allies depend upon. Amongst other exercises, VP-4 had the opportunity to participate in Exercise MALABAR in June, operating from Andersen AFB, Guam, strengthening interoperability with the Japanese Maritime Self Defense Force and Indian Navy Maritime Patrol crews. Additional detachments to the Philippines, Thailand, Australia, Singapore, Malaysia, Indonesia, Guam and Diego Garcia gave junior Sailors a chance to experience culture and demonstrate the operational agility of the P-8A.

The "Skinny Dragons" return to NAS Whidbey Island happy to rejoin family and friends. After a warm homecoming with loved ones and members of the community, VP-4 looks forward to celebrating this historic deployment and sharing their stories from this west coast milestone deployment. ★
By VP-4 PAO



Lt. Cmdr. John Bartis, a pilot assigned to the "Skinny Dragons" of Patrol Squadron (VP) 4, reunites with his daughter following a successful seven-month deployment in the U.S. 7th Fleet area of responsibility. Photo courtesy of VP-4.

Events»Chapter Events

Jacksonville Chapter

VP of Region:

LT Matt White
matthew.c.white2@navy.mil

Stay tuned for upcoming events!



Memphis Chapter

VP of Region:

LT Keith Miltner
keith.p.miltner@navy.mil

Stay tuned for upcoming events!



Norfolk Chapter

VP of Region:

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

**Join us for Happy Hour on December 12!
Contact Region VP for more information.**



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

Stay tuned for upcoming events!



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

29 April - 3 May

MPA Symposium: Jacksonville, FL

Join us for the MPA Symposium in onboard NAS Jacksonville in early May to include the annual Hertiage Dinner, Flight Suit Social, Heritage Presentations, a Current OPS Brief and so much more!!! Registration for all of the events will be opening soon! Stay tuned for more information!

Events»Reunion Groups

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

VP-26 50th Anniversary Memorial Ceremony

The Brunswick Naval Museum and Memorial Gardens hosted a 50th Anniversary Memorial Ceremony on Saturday, 11 August for the twenty-four men of Patrol Squadron TWENTY-SIX (VP-26) who were killed during two shootdowns of their P-3B "Orions" off the coast of Vietnam in 1968.

Captain Craig Mattingly, USN (Commander, Patrol and Reconnaissance Wing ELEVEN) presided over the ceremony on behalf of the U.S. Navy and was supported by six Officers and Sailors from VP-26 who flew up from their homeport at NAS Jacksonville, FL in a P-8A "Poseidon" aircraft.

Maine Governor Paul LePage also presented remarks on behalf of the state of Maine, and the ceremony concluded with remarks from Mr. A. Scott Wilson who was a Lieutenant and Patrol Plane Commander in VP-26 during that fateful deployment to Vietnam in 1968.

After his memorial remarks, Mr. A. Scott Wilson read the names of each of the twenty-four men, Mr. Ed Holt of the Harpswell Concert Band played Taps.

★
By CAPT Sean Liedman, USN (Ret)
President, Brunswick Naval Museum & Memorial Gardens

A memorial wreath placed under the two plaques commemorating the two crews and twenty-four men from VP-26 lost during two combat shootdowns off the coast of Vietnam in 1968. Right: Closeups of the two plaques in the Brunswick Naval Museum and Memorial Gardens. Photo credits: Sean Liedman



Captain Craig Mattingly, USN presenting remarks on behalf of the U.S. Navy. Photo credit: Jeff Smat, First Light Camera Club



Captain Mattingly saluting the memorial wreath as Taps is played. Photo credit: Jeff Smat, First Light Camera Club

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