

PLANESIDE

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DJIBOUTI, Combined Joint Task Force - Horn of Africa : 07.07.2021

U.S. Navy Lt. j.g. Shanice Wormley, a naval flight officer assigned to Patrol Squadron FOUR (VP-4) "Skinny Dragons," completes a communications check before a mission at Camp Lemonnier, Djibouti, July 8, 2021. VP-4 is currently forward deployed to the U.S. 6th Fleet area of operations and is assigned to Commander Task Force 67, responsible for tactical control of deployed maritime patrol and reconnaissance squadrons throughout Europe and Africa. (U.S. Air Force photo by Staff Sgt. Missy Sterling.)



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Info & Benefits

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Checking On Station



Maritime Patrol and Reconnaissance Warriors Past and Present,

Winston Churchill once said that, *"There is at least one thing worse than fighting with allies – And that is to fight without them."*

At the time, Mr. Churchill was referring to the United States and the importance of developing – and maintaining – strong alliances. Not surprisingly, in rolling out a new maritime strategy fifteen years ago, then CNO, Admiral Mike Mullen, strongly advocated for a "1,000-ship Navy." His vision was one of world-wide naval forces forming regional partnerships that work together and share information to bolster maritime security. Now CNO, Admiral Mike Gilday, reinforces why relationships matter in our current NAVPLAN 2021 and the need to "strengthen our alliances and partnerships to ensure our success across the continuum of day-to-day competition, crisis, and conflict." A foundational tenet of the Maritime Patrol and Reconnaissance Force (MPRF), we stand with our allies and partners sharing a long and storied history of flying, fighting, and winning against a common foe. As developing and reemerging threats narrow the gap in technological advantage and pressurize our resources, there is a clear mandate to reaffirm our ties with our international partners.

No one would argue that the P-3 Orion is easily the most successful Maritime Patrol and Reconnaissance Aircraft

(MPRA) in aviation history. Introduced in the early 1960's, over 550 P-3s were eventually built by Lockheed Martin for the United States Navy. The Mighty Orion's legacy encompasses 17 nations that have flown or are currently flying some variant of P-3 aircraft. However, the P-3 is an aging champion that over the last decade has significantly declined in numbers with less than 20 planes remaining in our U.S. inventory today. While the decrease in P-3 numbers was to be expected, the increase in operational tempo of Strategic Competitors – particularly in the undersea domain – point to a "back to the future" scenario where MPRA remain the best choice to effectively locate, track, and kill adversary submarines.

Let me be clear, today's ASW threat is real and the primary driver behind the recapitalization of active and reserve P-3 squadrons with the P-8A Poseidon. To date, Boeing has delivered 110 of 128 P-8A aircraft contracted to the US Navy and we have transitioned all 12 active component VP squadrons and the Fleet Replacement Squadron with our Reserve squadrons on deck to follow suit beginning in the fall of 2022. Since its introduction in 2013, the P-8A's performance has exceeded expectations and five of our closest allies and partners have joined us in modernizing their MPRA fleets with P-8As. There are more countries seeking to acquire their own P-8As in the future as well. Allied and Partner countries have accepted 19 aircraft with at least 24 more on the way.

Our cooperative partner Australia has 12 RAAF P-8As on their flight-line with two more on contract. In the European theater, the UK has accepted five of nine planned P-8A aircraft and are operating side by side with US crews from their base at RAF Lossiemouth and other traditional MPRA bases in the area of operations. Norway has five aircraft on the way, followed closely by the Republic of Korea and New Zealand with six and four jets respectively. Most recently, Germany came on board with an order for five P-8As to replace their P-3s. These countries' commitment to maintaining a strong MPRA presence increase maritime security and provide the United States options when deciding where and when to deploy our own assets.

I recently returned from visiting our forces in the Indo-Pacific and European Command areas of responsibility. The opportunity to fly and experience theater operations firsthand and interact with coalition counterparts served to reinforce the importance of strengthening our relationships, while emphasizing the need to seamlessly operate together on-station. The force multiplying effect of a closely allied MPRF is not a new concept. I believe we could exponentially increase global security and anti-submarine warfare (ASW) efficiency and effectiveness by working side-by-side

and sharing information in real-time.

Real-world operations, exercises, and information flow should be unencumbered by tail feathers. As technology pushes capabilities and communication into ever higher classification levels, there is concern that this trend significantly hampers our ability to work with our closest allies. To address this challenge we must begin with a presumption of releasability and are diligently working those permissions through official channels. If Strategic Competition leads to conflict, our maritime partners will be there with us and must be able to engage quickly and seamlessly in any scenario. Preserving our military advantage, and upholding the rules-based international order depends on strong integration with our Joint Force Allies and Partners. We strengthen our alliances and partnerships through development of interoperable capabilities, combined operations, theater security cooperation, and capacity-building efforts. Theater ASW is a "team sport" and reenergizing our partnerships and relationships is key to maintaining the lethal advantage we hold in the maritime domain. I look forward to hearing your thoughts in Whidbey Island at the next MPA Symposium, scheduled for 5-7 October, 2021. Until then, we will continue to Fly, Fight, Lead and Win!

With Great Respect,
Lance Scott
Rear Admiral, U.S. Navy
Commander Patrol and Reconnaissance Group/Patrol and Reconnaissance Group Pacific

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EVENTS *****

In the News



VP-45 Finds Missing Mariner Near Micronesia

KADENA AIR BASE, Japan-- Patrol Squadron (VP) 45 located a missing mariner during a successful search and rescue (SAR) mission through Andersen Air Force Base (AFB), Guam, June 7.

A mariner onboard a 19-foot long skiff was reported missing on June 5 off the coast of the Federated States of Micronesia. VP-45 received tasking from the Rescue Coordination Center (RCC) Guam and executed a search of an assigned search box 900 nautical miles south east in the waters off the coast of Guam.

The crew launched from Kadena Air Force base, Japan in the pre-dawn hours, stopping at Andersen AFB to refuel before entering their search grid. Combat Aircrew (CAC) 7 began their search pattern at approximately 1 p.m. local time.

After searching for nearly one hour, CAC-7 reported sighting a vessel fitting the description given of the missing mariner. According to Lt. Michael Clark, CAC-7's Tactical Coordinator, "An open white 19 foot long skiff with a single outboard motor and a chainsaw onboard."

Naval Air Crewman Operator (AWO) 2nd Class Peter Shephard spotted a small vessel on the surface while utilizing the P-8A Poseidon's radar system. Shepard captured an Inverse Synthetic Aperture Radar (ISAR) image of the small skiff.

ISAR is a radar technique using radar imaging to generate a two-dimensional high-resolution image of a target. From the imagery, the crew was able to determine that the radar contact was a small vessel drifting with the ocean currents. Although outside of their generated search area the crew determined it was worth investigating.

The crew flew inbound at 200 feet above the water to investigate the contact. After several low passes over the skiff, AWO3 Tyler Wooldridge, operating the camera, was able to confirm it was the missing mariner.

Clark went on to explain the poor condition of the mariner, "He looked totally depleted; it was unclear whether he had any food or water in the last couple of days. He just slumped over and basically collapsed once it was clear we had seen him," said Clark.

The crew then proceeded to tactically deploy a SAR kit containing a raft with food, water and first aid accessories, in the vicinity of the isolated skiff. CAC-7 then contacted FSS Micronesia, the surface vessel participating in the search, roughly 25 nautical miles from their location. The Micronesia arrived at approximately 3:15 p.m. local time to rescue the stranded mariner.

Clark said, "It was enormously satisfying for all the crew to be working together to save a life. We expertly developed and executed a search plan in coordination with the Federated States of Micronesia National Police and found the missing mariner within an hour of searching."

CAC-7 remained on scene throughout the rescue by the Federated States of Micronesia National Police and were "thrilled to hear that the mariner is doing well after receiving medical attention," added Clark.

VP-45, based out of Naval Air Station Jacksonville, is currently operating from Kadena Air Base in Okinawa, Japan. The squadron conducts maritime patrol and reconnaissance as well as theater outreach operations as part of a rotational deployment to the U.S. 7th Fleet area of operations.

★
By LT Alec Hardin, VP-45 PAO and MC3 Thomas A. Higgins, VP-45 Public Affairs



**COAST OF MICRONESIA
(June 7, 2021)
The FSS Micronesia rescues a
stranded fisherman during a joint
Search and Rescue (SAR) mission
with U.S. Navy Patrol Squadron 45,
off the coast of Micronesia June 7.
(US Navy Photo/RELEASED)**



The Challenge

The Maritime Patrol and Reconnaissance Aircraft History and Future Essay Contest focuses on the roles of MPRA in our rich history as compared to where we are going tomorrow, from the perspective of tomorrow's leaders. Junior Officers, Chiefs, and Junior Enlisted (LCDR and below) from MPRA squadrons, training commands, and support/staff commands are eligible to compete.

Submission Guidelines

- Essays must be **no more than 2,000 words** maximum, excluding end notes and sources.
- Include word count on title page of the essay.
- Essays are judged in the blind. Do not include author name(s) on title page or within the essay.
- Submit essay as a Word document at:
www.usni.org/leadershipessay by 31 October 2021.
- Essay must be original and written solely by the author(s).
- Please add original photos, if able, especially if they will enhance the topics being discussed

Selection Process

PLANESIDE staff members will evaluate every essay and screen the top essays to a special Essay Selection Committee. The committee will be comprised of at least six members, including two members of the MPA National Officers Team.

Announcement of the Winners

Winners will be published in a future issue of PLANESIDE magazine.

2021 MPRA History & Future Essay Contest



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a wake from a wave.**

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Bird of Prey: ‘Screaming Eagles’ of Patrol Squadron One Fly Multi-Mission Patrols During Northern Edge 2021

JOINT BASE ELMENDORF-RICHARDSON, AK, UNITED STATES (05.12.2021) - “It follows then as certain as that night succeeds the day, that without a decisive naval force we can do nothing definitive, and with it, everything honorable and glorious.” – President George Washington, Nov. 15, 1781

Ranging from Arctic Alaska to subtropical Florida, the bald eagle is an adaptable bird of prey that uses its considerable arsenal of strengths to stand at the apex of nature's food chain. Soaring on a wingspan of more than 6 feet, the powerful raptor can quickly transition from dominating the air to reaching into the sea to snatch up unwitting fish with the crushing force of its twin talons.

It is with similar adaptability and lethality that the “Screaming Eagles” of the U.S. Navy's Patrol Squadron One (VP-1), stationed at Naval Air Station Whidbey Island, Washington, provide the joint force participating in Northern Edge 2021 (NE21) with multi-mission maritime patrol. NE21 is one in a series of U.S. Indo-Pacific Command exercises designed to sharpen the joint forces' skills; to practice tactics, techniques and procedures; to improve command, control and communication relationships; and to develop cooperative plans and programs.

VP-1 was established in 1943, operating the maritime patrol aircraft types P-2 Neptune and P-3 Orion before completing the transition to the Boeing 737-based P-8A Poseidon in 2019.

Lt. Cmdr. C.J. “Monkey” Brass, VP-1 naval flight officer and mission commander, said the unit operates the Poseidon as a multi-mission platform in support of maritime and joint operations.

“VP-1 is a maritime patrol and reconnaissance squadron,” Brass said. “We specialize in anti-submarine warfare (ASW); anti-surface warfare (ASuW); and intelligence, surveillance and reconnaissance (ISR).”

To effectively support those missions is a P-8 crew of nine Sailors. Brass said he serves as the tactical coordinator who directs the efforts of the other aircrewmembers to detect and engage surface and subsurface targets. He is assisted by a co-tactical coordinator.

“On station, whether it's maritime ISR or anti-submarine warfare, the tactical employment of the aircraft as far as where we're flying, where we're dropping buoys, where we're focusing our radar or camera, those decisions are ultimately mine to make with input from my operators of course because they're the experts on their individual systems,” Brass said.

On the Poseidon flight deck are three pilots with two flying the aircraft while one rests to support the considerable endurance of the aircraft. Two acoustic operators, called sensor 1 and sensor 2, use sonar technology to detect, analyze, classify and track subsurface contacts – mostly submarines. Two electronic warfare operators, sensor 3 and sensor 4, use radar, infrared imaging, and an electronic support measures (ESM) system to detect, analyze, classify and track surface contacts. Like an eagle that can see four times farther than humans to spot its prey, the crew of the Poseidon uses its sensors to great advantage. By design, submarines are stealthy underwater craft that don't want to be found. It's the job of Sailors like Naval Air Crewman (Operator) 1st Class William Aguilera, P-8 acoustic operator, to find them.

“Our main capability is dropping sonobuoys,” he said, using a word that is a combination of sonar and buoy. “We usually use a passive sonobuoy that we deploy at certain depths we deem necessary based on where we think the adversary sub is going to be to have better propagation paths from the submarine to our buoy, as well as oceanographic effects on how well the sound is going to be delineated through water. We want to employ that sensor in the best spot necessary to have the furthest reach for optimal tactical employment so, later on, we can put a weapon on target.”

In a nutshell, Aguilera, sensor 1, works with sensor 2 to determine the best place to drop the sonobuoys, deploying



A U.S. Navy P-8A Poseidon maritime patrol aircraft of Patrol Squadron One, Naval Air Station Whidbey Island, takes off from the U.S. Air Force flight line at Joint Base Elmendorf-Richardson, May 6, 2021, as part of Northern Edge 2021 operations. Approximately 15,000 U.S. service members are participating in a joint training exercise hosted by U.S. Pacific Air Forces May 3-14, 2021, on and above the Joint Pacific Alaska Range Complex, the Gulf of Alaska, and temporary maritime activities area. NE21 is one in a series of U.S. Indo-Pacific Command exercises designed to sharpen the joint forces' skills; to practice tactics, techniques, and procedures; to improve command, control and communication relationships; and to develop cooperative plans and programs. (U.S. Army National Guard photo by Spc. Grace Nechanicky)

them at the optimal depth with sea conditions in mind to ensure the best possibility of picking up a sub.

“Used passively, a sonobuoy will pick up the sound and send it up to our aircraft,” Aguilera explained. “Our system interprets it, displays it to our screen, and then my job and Sensor 2's job is to analyze the sound and determine what kind of submarine it is.”

“We also have active buoys that are more of a traditional

type of detection capability like what you would see in the movies,” he said, conjuring images and sounds of cinematic submarine thrillers like the Enemy Below and Das Boot. “It sends a ping out that bounces off the contact in the water and comes back, and it gives us a position of a potential submarine.”

Brass said sensor 3 and sensor 4 use similar teamwork to find surface contacts.

"We have a surface-search radar onboard the aircraft designed for the maritime environment, searching on the surface of the water for any contacts, whether it be something very small like a fishing boat or a large naval combatant," he said. "We have an EOIR (electro-optical/infrared) turret, or camera, that allows us to positively identify different contacts and anything else we are looking for."

Additionally, the ESM suite grants the capability to passively pick up radar and radio signals to further paint a picture of the situation.

According to the Audubon Society Center for Birds of Prey website, a bald eagle can grip its prey with more than 300 pounds per square inch, sinking its razor sharp talons into a hapless herring. The P-8 is equally as lethal, housing a weapons bay, four wing weapons pylons and two centerline pylons.

For engaging submarines, the P-8 can deploy Mark 54 acoustically homing, air-launched torpedoes with an explosive yield of 238 pounds of TNT. For surface ships, the Poseidon can launch AGM-84 Harpoon anti-ship missiles with a range in excess of 67 nautical miles.

Additionally, the P-8 can use its weapons bay to drop UNI-PAC II Air-Drop Survival Kits to help stranded Sailors, other service members and civilian mariners. The kit includes supplies and necessary equipment needed to survive until rescue forces arrive.

"Search and rescue is a collateral mission we do," Brass said. "We stand various types of alerts or readies back at home station for search and rescue. We have the capability to carry a search and rescue (SAR) kit in our weapons bay like we would carry a torpedo. Sensors like our radar and EOIR camera greatly assist with SAR."

In 2016, a Misawa Air Base, Japan, P-8 assisted in rescuing three mariners stranded on a remote Pacific island when the Poseidon crew spotted a "help" sign the castaways spelled out using palm tree fronds.

Brass said his crew put all of the Poseidon's multi-mission capabilities together to support the NE21 joint effort out of Joint Base Elmendorf-Richardson, Alaska.

"Northern Edge provides a rare opportunity to operate with all of our brothers and sisters in the other services," he said. "It takes a lot to get this many people, ships, aircraft and ground-support equipment all together for one big event."

"What we bring to the fight is the maritime patrol and reconnaissance capability, which is pretty unique to us," Brass continued. "We specialize in the maritime environment being a Navy asset. Whether it's our endurance, our communications or our sensors, that's what makes us stand out from other units."

The tactical coordinator said his crew wasn't constrained to the sea during the exercise.

"We can also conduct over-land missions," Brass said. "Even though it's not our primary mission, we do it very well."

The P-8 crew uses the Link-16 military tactical data link system to network with U.S. and allied ground-based elements, ships and aircraft. The network is a critical combat multiplier during exercises and operations like NE21.

"The situational awareness it provides in a very complex, very busy airspace is crucial," Brass said. "Whether it's an exercise like this where there are multiple safety protocols in place, there's a lot of deconfliction and mission planning that takes place ahead of time, or a real-world operation, it provides situational awareness where you can see all the other friendly blue forces on your screen, and can be used for airspace deconfliction and sharing important information."

He said his crew is accustomed to working with the Navy's sister services.

"With us being one of the few naval land-based aircraft versus being carrier-based, we are used to operating primarily out of Air Force bases," Brass said. "Most people have seen or heard of a P-8 before. And with it being 737 based – one of the most common aircraft on the planet – people are familiar with how it gets refueled, what its requirements are, what kind of parking spot it needs, and that definitely makes it easier."

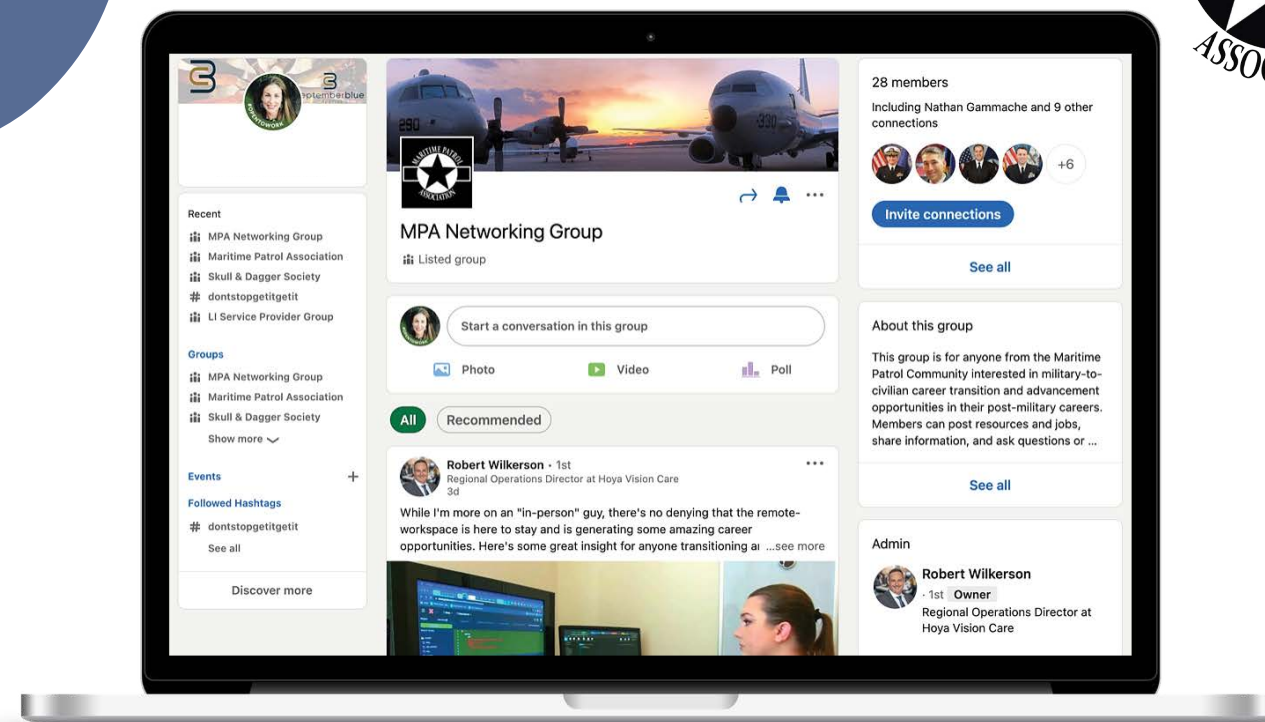
"When we go on detachment, we are used to being self-sufficient, and we're used to operating at forward-deployed areas with minimal support, so when we come into these large-scale exercises with that mentality, and we're given support like hangar space, storage space, aircrew mission-planning space, it makes it easier than what we planned for," Brass elaborated.

The eagle dominates both land and sea, over snow and ice or over open subtropical waters, owing to its unparalleled adaptability. The Screaming Eagles demonstrated equal adaptability during NE21.

"We definitely are a multi-mission aircraft, and I think we do that well," Brass said. "One day we could be going out looking for submarines doing ASW, and the very next day we could be doing search and rescue deploying a SAR kit to save some people who just had an accident at sea."



By Capt. David Bedard, Pacific Air Forces Public Affairs



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Red Lancers Conclude CARAT Sri Lanka 2021

MATTHALA, Sri Lanka (July 1, 2021) – Combat Aircrew (CAC) 3 of Patrol Squadron (VP) 10 departed Sri Lanka July 1; wrapping up the five-day joint exercise, Cooperation Afloat Readiness and Training (CARAT) Sri Lanka 2021.

Hosted by the Sri Lanka Navy and Air Force (SLN and SLAF), the multilateral naval exercise included participants from Japan, Sri Lanka, and the United States, and allowed the partnered forces to train together and continue to build on growing relationships.

The Red Lancer team conducted mission planning and training with the SLN and SLAF; moreover, they were able to discuss the future execution of the P-8A Poseidon mission in the region.

Part of Commander, Task Force (CTF) 72, VP-10's Sailors executed their missions with extreme precision, navigating complex COVID-19 mitigations and restrictions that were coordinated with Sri Lankan personnel.

"The ability to work hand-in-hand with our hosts during a difficult time showcases the adaptability of our team and the strong ties between our nations," said Lt. Blake Benjamin, VP-10 detachment officer-in-charge.

On the 29th of June, CAC-3 finished CARAT operations, culminating with a tracking exercise aimed at increasing both navies' understanding of tracking and pursuing targets utilizing surface ships and aircraft.

"We revel in the opportunity to conduct CARAT exercises with Sri Lanka and Japan, and ensuring we are all professional partners capable of contributing as net security providers to a free and open region," said Lt. Beau Bayless, VP-10 patrol plane commander.

Now in its 27th year, the CARAT series is comprised of multinational exercises designed to enhance U.S. and partner navies' abilities to operate together in response to traditional and non-traditional maritime security challenges in the Indo-Pacific region.

★
Story by Lt.j.g. Michael Pahissa, VP-10 Public Affairs



MATTHALA, Sri Lanka (Jun. 28, 2021) — Aircrew and maintainers, attached to the “Red Lancers” of Patrol Squadron 10, pose for a picture with Sri Lanka military personnel in front of a P-8A Poseidon before a flight in support of Cooperation Afloat Readiness and Training (CARAT) Sri Lanka. In its 27th year, the CARAT series is comprised of multinational exercises, designed to enhance U.S. and partner navies’ abilities to operate together in response to traditional and non-traditional maritime security challenges in the Indo-Pacific region. (U.S. Navy Photo by Lt.j.g. Michael Pahissa.)

'Mad Foxes' Return Home

The 'Mad Foxes' of Patrol Squadron (VP) 5 returned home to Naval Air Station Jacksonville following a six-month deployment in the U.S. 7th Fleet (C7F) area of operations.

VP-5 conducted maritime patrol and reconnaissance operations with the P-8A Poseidon aircraft primarily out of Kadena Air Base in Okinawa, Japan.

During this deployment, the "Mad Foxes" conducted numerous missions, participated in various exercises, and increased foreign relations through combined operations. The "Mad Foxes" operated in various countries throughout the Indo-Asia Pacific region in support of Commander, Task Force 72, C7F, and U.S. Indo-Pacific Command objectives.

Throughout the deployment, VP-5 sent detachments to Guam, the Philippines, and Palau.

The "Mad Foxes" participated in various multi-national exercises throughout the deployment, such as Exercise Sea Dragon 21, refueling operations with Marine Wing Support Squadron 171, and several Expendable Mobile Anti-Submarine Warfare Training Target exercises with Helicopter Maritime Strike Squadron (HSM) 51.

The "Mad Foxes" were also launched to support multiple search and rescue (SAR) missions over various parts of the Pacific Ocean. During their most successful mission, the P-8A crew located a fishing vessel, which had been reported missing three days prior, over 100 nautical miles off the coast of Saipan. The VP-5 crew worked closely with U.S. Coast Guard and the U.S. Air Force, to recover the crew.

While on deployment, the Mad Foxes were awarded the Captain Arnold Jay Isbell trophy. The award recognizes the maritime patrol squadron in the Atlantic Fleet that best demonstrates outstanding performance in the anti-submarine warfare mission set.

Also, Combat Aircrew Three (CAC 3) was selected as CTF-72's crew of the quarter for the first quarter of 2021.

CAC-3 was the lead crew in the squadron's successful SAR mission. CAC-3 also welcomed distinguished visitors from the Japan Maritime Self Defense Force aboard the P-8A, demonstrating first-hand how the squadron's mission contributes to the security of the region, and stability of the global community.

VP -5's maintenance, administration, and support departments worked tirelessly to ensure the condition of the P-8As and personnel were taken care of, fully operational, and mission-ready when needed.



By LTJG Matthew Skowronski, VP-5 Public Affairs

Families greet members of VP-5 during various aircraft arrivals. Photos courtesy of VP-5.





VP-46 Grey Knights Change of Command

Commander (CDR) Clay "Cabbie" Waddill was relieved by CDR Joseph "Glad Hands" Snyder as Commanding Officer of Patrol and Reconnaissance Squadron Four Six (VP-46), on June 4th, 2021. The change of command ceremony was held at Naval Air Station Whidbey Island, Washington. Custom has established that this ceremony be formal and impressive, designed to strengthen the respect for authority which is vital to any military organization. "The responsibility of the commanding officer for his or her command is absolute. At the time of turning over command, the commanding officer to be relieved will call all hands to muster, read the orders of detachment, and turn over the command to his or her relief, who will read the order of relief and assume command." U.S. Regulations, 1990.

CDR Waddill reported to VP-46 as the Executive Officer in May of 2019 and assumed command in June 2020. During his tenure, Waddill had the difficult task of preparing the Squadron for deployment amid the COVID-19 pandemic. Following CDC guidelines and taking extra precautions to mitigate COVID transmission risks, the Grey Knights were able to safely meet their deployment readiness state in an expeditious manner while performing meritoriously.

CDR Waddill led his sailors through a rigorous SIXTH fleet deployment in which the Grey Knights flew over 4,600 hours. Through instilling the core pillars of Integrity, Intentional, and Intrepid, he and the fearless Grey Knights accomplished all tasks assigned by Commander Task Force Six Seven with valor.

"Leading such a dedicated and talented squadron as VP-46 was truly the honor of my professional career. I couldn't be more proud of the men and women of VP-46. Good luck in all of your future endeavors and never forget that we are Grey Knights, forever. Strength and Honor Shipmates!!" – CDR Waddill

CDR Joseph "Glad Hands" Snyder assumed the duties and responsibilities of Executive Officer of VP-46 in June 2020. As the Executive Officer, CDR Snyder oversaw the daily operations of the squadron both before and during the recent SIXTH fleet deployment. He will be assuming command to ensure the Grey Knights are armed and equipped with the experience and expertise required for their upcoming deployment in the spring of 2022.

"It is my high honor to command Patrol Squadron Four Six. The 'Oldest and Best' holds significant meaning, especially as we approach our 90th year of service to this Nation on July 1st. Our mission is historic indeed, and is bound by professionalism, servant leadership, dedication, and perseverance. These tenets have carried the Grey Knights through times of war and peace." Snyder went on to say that "Our legacy is knowing that we serve a purpose greater than ourselves."

The VP-46 Grey Knights fly the P-8A Poseidon out of Naval Air Station Whidbey Island, Washington. They are the oldest Maritime Patrol and Reconnaissance Squadron in the Naval Fleet. From the Catalina to the P-2V Neptune to the P-3A Orion to the mighty P-8A Poseidon, the Grey Knights have participated in every major military conflict since its inception.

The many successes of VP-46 are a direct result of the outstanding contributions made each and every day by the men and women who execute every mission with pride and stoic professionalism. The Grey Knights of VP-46 continue to preserve their legacy by honoring the past, leading in the present, forging the future in this spirit the Squadron retains its favored moniker, "THE OLDEST AND THE BEST."



By Petty Officer 3rd Class Zachary Dalton, VP-46 Public Affairs



Patrol Squadron (VP) 45 Hosted III Marine Expeditionary Force (MEF) Explosive Ordnance Disposal (EOD) Team

KADENA AIR BASE, Japan—Patrol Squadron (VP) 45 hosted members of the III Marine Expeditionary Force (MEF) Explosive Ordnance Disposal (EOD) team, conducting training to familiarize themselves with the P-8A Poseidon's weapons systems and aircraft hazards, June 4.

The training consisted of aircraft safety and egress familiarization training and ordnance familiarization led by the Pelican's Aviation Ordnance team.

The purpose of this joint training evolution was to expose marine EOD personnel with the P-8A weapons system and capabilities, to include safe handling of munitions should joint operations between units occur in the future.

Secondarily, this exercise was to increase and promote interoperability between forces.

The EOD team's Officer in Charge, Chief Warrant Officer 3 Nathan Stuhr, said "Our goal is to better understand the weapons systems and hazards of the P-8A in order to better assist during emergency operations or in future fighting Concept of Operations (CONOPS); and to strengthen interoperability between blue and green forces."

When asked about future endeavors between the two units, Stuhr commented, "We are looking to continue forging relationships, as well as integrating and better understanding one another's platforms moving forward."

Cmdr. Seth R. Eisenmenger, Executive Officer VP-45, spoke to the III MEF EOD personnel, stressing the importance of, "Interoperability between units as well as establishing strong relationships between people in order to accomplish the mission."

The VP-45 "Pelicans" are based in Jacksonville, Florida, and currently operating out of Kadena Air Force Base in Okinawa, Japan. The squadron is conducting maritime patrol and reconnaissance as well as theatre outreach operations within U.S. 7th Fleet area of operations.



By Seaman Thomas Higgins, VP-45 Public Affairs



KADENA AIR BASE, Japan (June 4, 2021)

Aviation Ordnanceman 2nd Class Tyler Metts, of Patrol Squadron (VP) 45, delivers weapons safety training to III Marine Expeditionary Force (MEF) Explosive Ordnance Disposal (EOD) personnel on Kadena Air base, June 4. The training was organized to familiarize the EOD personnel with the P8-A Poseidon weapons system, as well as promote interoperability between forces. (US Navy photo by Mass Communication Specialist 3rd Class Thomas A. Higgins)





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Golden Eagles Maintain High Tempo Post-Deployment

Expectations for MPRA home cycles: leave, relaxation, recovery. VP-9's Golden Eagles' most recent home cycle, however, kicked off very differently.

With less than two weeks post-deployment, the Golden Eagles found themselves flying operationally to support high-paced CONUS-side mission sets, exercises, and joint training.

From a readiness perspective, this tasking required flexibility and dedication to get the job done. For many crews, who looked to recharge and refresh after a challenging multi-site deployment, the demand for flight hours was fulfilled with good grace and frequent rotation to share the load.

Ultimately, VP-9 flew approximately 300 additional flight hours in their first month back, nearly doubling the usual monthly flight hours; supporting departments maintained increased watches and workloads in a rapidly-changing environment, adding nearly 800 man hours of support.

On the maintenance side, a similar story.

"To keep aircraft sustained, we've had twelve scheduled maintenance events and almost 1000 non-scheduled

events; in total, we've put in about 6000 man hours," says ATCS Thibodeaux.

Although the increase in operations had its stressors, Maintenance's hard work kept the Eagles flying in good form. The department's staff "does their jobs well and efficiently", bearing in mind that the rewards aren't always "seen instantly, but are down the road in mission accomplishment."

After going back on the road much sooner than expected, the Golden Eagles look forward to preparing for their next deployment, while maintaining high performance and professionalism.

VP-9 currently holds the fleet record for most ASW contact hours on deployment ever (>850 hours) and continues to train for readiness and support of national interests.



By Lt j.g. Jacqueline McCabe, VP-9 Public Affairs

Oak Harbor, Washington. VP-9 Aircraft 548 returns for landing at Naval Air Station Whidbey Island after a mission flight. (Photo courtesy of VP-9.)





Patrol Squadron FORTY-FIVE Holds 79th Change of Command

Patrol Squadron (VP) 45 held a Change of Command ceremony on Kadena Air Base, Japan, June 7. As part of naval tradition, Cmdr. Seth R. Eisenmenger relieved Cmdr. Charles A. Larwood III as Commanding Officer, Patrol Squadron 45 while forward deployed to the U.S. 7th Fleet Area of Operations.

Larwood, a native of Roswell, GA, is a 2004 graduate of the United States Naval Academy. He earned his Naval Aviator wings in December 2006, where he went on to serve tours with VP-45, VP-8, and VX-20 before being assigned command of the Pelicans. His awards include the Navy Commendation Medal (4) and recipient of the National Society, Daughters of the American Revolution Prize. He has flown approximately 2,500 flight hours in over 25 types of aircraft and is a member of the Society of Experimental Test Pilots.

Larwood assumed command of the “World-Famous” Pelicans upon returning home from a deployment to U.S. 7th Fleet in June 2020. Taking the reins in a very dynamic COVID environment, he accepted the challenge head-on. To adapt and succeed, his priority as Skipper was to develop a climate that enabled Sailors to overcome complacency and maintain focus on the mission while balancing the overall health of the force.

“I wanted the squadron to be empowered to exercise the limits of their authorities; create an environment where every Sailor has an equal opportunity to showcase their talents, an environment that appreciates their time and efforts, and one where teammates care for one another – a team whose members were experts in their craft and ultimately forge and sustain a unit ready and willing to lead and win in combat operations,” Larwood said. “Through our mutual leadership, I believe we have achieved those objectives through our character, competence and relationships we’ve built.”

He also reflected on the importance of preserving their achievements. “The squadron has absolutely succeeded in my vision for what we owe ourselves and the American ideals we protect,” Larwood said. “However, we cannot become complacent from those victories. We strive to continuously maintain those high standards which we have set as well as shore up blind spots. It takes caring leaders at all levels to seize initiative in owning and maintaining a strong force.”

Commander Larwood is passing the torch as Commanding Officer of VP-45 to Cmdr. Seth R. Eisenmenger. Eisenmenger is native to Clifton, New Jersey. He received his commission through the Naval Reserve Officer Training Corp at the State University of New York, Maritime College in 2003, and subsequently designated as a Naval Flight Officer in December 2005. His operational tours include time with VP-8, VP-45, VP-47 and VP-30. Most recently, he served as a future operations planner while assigned to U.S. Southern Command J35. It was during this tour that he was selected for operational command and ordered to report to VP-45 as the Executive Officer in June 2020.

When asked about taking command of VP-45, Eisenmenger was confident in his squadron's abilities. “Over the last year I have watched this command operate in a fast-paced, dynamic, and demanding environment. The Pelicans have performed remarkably. We will continue to be a high functioning squadron focused on development, efficiency, and a positive work environment.”

Eisenmenger's vision for the Pelicans under his leadership will be that “the command will continue its legacy of excellence and continuously seek out opportunities to excel at our profession. We owe it to our shipmates, families and nation to uphold the highest standards of character, competence, and resolve to win. We have not gotten here alone and will continue to develop the relationships needed to maintain our tactical effectiveness.”

The Pelicans take pride in wishing Cmdr. Larwood fair winds and following seas as he begins the next chapter of his career. Larwood will be assuming the position of Commanding Officer, Air Test and Evaluation Squadron (VX) Two Zero,



KADENA AIR BASE, Japan (June 7, 2021)
Captain Matthew F. Rutherford, Commander, Task Force SEVEN TWO appoints Commander Seth R. Eisenmenger as the 80th Commanding Officer of Patrol Squadron (VP) FOUR FIVE June 7. CDR Larwood was relieved by CDR Eisenmenger as the Commanding Officer of VP-45. (US Navy photo by Mass Communication Specialist 3rd Class Thomas A. Higgins)

based out of Naval Air Station Patuxent River, MD.

In his final message to the Sailors of VP-45, Cmdr. Larwood said, “You are the reason why our squadron has been so successful despite the challenges we received. We do not have the luxury of choosing those challenges, but only choose our dedication, attitude, and response while tackling them. You have bought into the mission, the process, and each other. We continue to conquer each problem through your competence, work ethic, and teams you have formed. You are tough and resilient – no one can take away your fighting spirit. When I'm old, talking to my grandkids, and they ask me about my life I will

proudly respond I was the Commanding Officer of the “World-Famous” Pelicans and led with the finest group of Sailors this world has to offer.”

Patrol Squadron 45, based in Jacksonville, Florida, is operating out of Kadena Air Base in Okinawa, Japan. The squadron is conducting maritime patrol and reconnaissance as well as theater outreach operations within the U.S. 7th Fleet area of operations.



By Seaman Thomas Higgins, VP-45 Public Affairs

Train How We Fight: VP-1 Distinguishes Itself in Fleet-Wide Exercises

OAK HARBOR, WA – Patrol Squadron ONE (VP-1) kicked off a productive and highly successful first half of 2021 with participation in multiple Navy and DoD-wide exercises. Following a US Seventh Fleet deployment to Misawa last year during the nadir of COVID-19, the sailors of VP-1 transitioned to home cycle back at NAS Whidbey Island. Even at home, however, the Screaming Eagles remained ready to meet the ever-growing demands placed on the maritime patrol community by the fleet at large.

On April 16, 2021, VP-1 celebrated a change of command ceremony. CDR Timothy Jones relieved the outgoing CO, CDR Robert Woodards, in a ceremony held at NAS Whidbey Island. CDR Megan Donnelly assumed the role of Executive Officer.

After the change of command, VP-1 leaped into action as the MPRA community representative during the US Pacific Fleet's Integrated Battle Problem (IBP) 2021 held in San Diego, CA. The focus of the exercise was integrating unmanned assets—subsurface, surface, and aerial—into the existing concept of operations. IBP comprised a series of vignettes showcasing the capabilities of both manned and unmanned platforms.

Together, the coordination between manned and unmanned assets helped to maximize lethality while keeping personnel out of harm's way—a major goal of IBP according to representatives from US PACFLT. Milestones achieved include successful turnover of a submarine prosecution to an MQ-9 SeaGuardian UAV equipped to drop sonobuoys; exchange of Link-16 and Automated Information System (AIS) data between the P-8 and UAVs; and targeting assistance along with damage assessment for the culminating, over-the-horizon SM-6 missile shot by the USS John Finn.

VP-1 cemented the Poseidon's role in coordinated ASW and helped to greatly advance the proof of concept for future unmanned vehicles as a force multiplier for the fleet.

A few weeks later, the Screaming Eagles once again answered the call, this time in Anchorage, AK for Northern Edge 2021. Northern Edge is the premier joint exercise hosted by US Indo-Pacific Command. It is intended to sharpen joint warfighting capabilities, develop cooperative plans, and highlight capabilities of individual services and communities.

The sailors of VP-1 were among the 15,000 personnel invited to participate along with 6 ships and over 240 aircraft from all the services. Northern Edge provided a rare and invaluable opportunity for VP-1 to showcase the immense capabilities of the P-8 and all its mission sets: anti-submarine warfare, anti-surface warfare, maritime intelligence and reconnaissance, and search-and-rescue.

In particular, the P-8 proved to be a vital node in a network-centric battlespace using Link-16 to pass information to ships and other aircraft. This information could be used for anything from targeting data on hostile contacts to altitude deconfliction between multiple aircraft. The overall situational awareness of all friendly assets on the battlefield is greatly heightened.

Moreover, VP-1 demonstrated the ability of the P-8 to utilize forward arming and refueling points or FARPs. In a threat environment, the versatility and ubiquity of the Boeing 737-based platform allows it to make full use of remote facilities, reducing turnaround time and engendering self-sufficiency in crews.

VP-1 is currently looking forward to a Sixth Fleet deployment later this year in October.

★
By VP-1 Public Affairs



LT Jakob Yager is doused with water as he officially becomes VP-1's newest Patrol Plane Commander. (Photo: LT Gabe Sone)



‘World Famous Golden Eagles’ Fly High During U.S. 4th Fleet Deployment

Sailors from Patrol Squadron Nine (VP-9) returned home to family and friends after a successful deployment to the U.S. 4th Fleet Area of Operations.

VP-9 deployed to Cooperative Security Location Comalapa, El Salvador, last October to support Joint Interagency Task Force South’s mission, which includes counter illicit drug trafficking in the Caribbean and Eastern Pacific. Flying 1,060 mishap-free flight hours in the P-8A Poseidon multi-mission maritime aircraft, the Golden Eagles coordinated with U.S. Navy, U.S. Coast Guard, and partner nation surface forces to disrupt more than 38,000 kilograms of cocaine and 18,000 pounds of marijuana worth a street value in excess of \$2.7 billion dollars.

“The Golden Eagles lived up to their reputation of operational prowess and mission success,” said Capt. Matthew Pottenburgh, Commander of Task Force Four Seven (CTF-47). “They flawlessly executed all the types of missions we train for as maritime patrol aviators which helped people in need and strengthened partnerships with our friends in the region.”

Additionally, VP-9 provided support to two major hurricanes Eta and Iota off the coast of Honduras. Both hurricanes brought heavy rains, severe flooding, and landslides to many of the same areas. VP-9 flew reconnaissance missions in support of disaster response operations, providing real-time information to decision makers to ensure the proper flow of aid to the most severely impacted regions of the country.

The Golden Eagles also participated in several training opportunities, specifically a tri-lateral anti-submarine warfare exercise with forces from Colombia and Peru. Planned in a pandemic environment with no face-to-face meetings, VP-9’s performance enhanced interoperability with two of our key partners and increased the naval warfighting readiness for all three navies.

“The hallmark of VP-9’s deployment was seamless coordination,” said Rear Adm. Don Gabrielson, Commander, U.S. Naval Forces Southern Command/U.S. 4th Fleet. The squadrons are vital to our mission and our partner nation relationships.”

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

Learn more about USNAVSO/4th Fleet at <https://www.facebook.com/NAVSOUS4THFLT> and @NAVSOUS4THFLT

Learn more about Patrol Squadron Nine at <https://www.airpac.navy.mil/Organization/Patrol-Squadron-VP-9/> and <https://www.facebook.com/vpggoldeneagles/> and @VPgGoldenEagles



By VP-9 Public Affairs, Courtesy U.S. Naval Forces Southern Command / U.S. 4th Fleet



COMALAPA, El Salvador (October 7, 2020) A P-8A Poseidon aircraft, assigned to Patrol Squadron (VP) 47, sits on the runway in Command Security Location (CSL) Comalapa. VP-47 is deployed to the U.S. 4th Fleet area of operations to support Joint Interagency Task Force South’s mission, which includes counter illicit drug trafficking in the Caribbean and Eastern Pacific. (U.S. Navy photo by Lieutenant Junior Grade Joel Davis/Released)



VP-10 Continues to Thrive in U.S. 4th Fleet

The “Red Lancers” of Patrol Squadron (VP) 10, currently operating out of Cooperative Security Location (CSL) in Comalapa, El Salvador, continue their success across the U.S. 4th Fleet area of operations (AOO).

Working with the U.S. Coast Guard, along with partner nation assets from Panama, Colombia, Costa Rica, and Mexico, VP-10 has assisted in multiple successful counter-narcotics missions.

Since their arrival in May 2021, VP-10 has flown over 300 operational hours in the P-8A Poseidon aircraft and aided in the seizure of 12,739 kilograms of cocaine and 7,000 pounds of marijuana with a combined estimated street value of over \$903 million.

VP-10 continues to show why the P-8A plays a vital role in counter-narcotics missions by providing the ability to identify and track targets of interest from the sky. Utilizing their long-range cameras and advanced radars, crews are able to relay information to at-sea assets to intercept vessels engaged in illegal narcotics trafficking.

“I could not be more proud of the Red Lancer Team. They have operated flawlessly across the U.S. Southern Command area of responsibility during these unprecedented times,” said Capt. Matthew Pottenburgh, Commander, Task Force 47.

“Their efforts on-station have reduced the flow of nearly \$1 billion in illicit drugs and have degraded transnational criminal organizations. Furthermore, they have worked alongside our partner nations in Central and South America to directly support the National Drug Control Strategy.”

There are 275 personnel assigned to VP-10 and for many it is their first deployment since joining the Navy.

“Executing the mission sets in the 4th Fleet area of operations has been a great experience and opportunity for me to translate my training to real world execution,” said Naval Aircrewman (Operator) 3rd Class Angel Wilson, a sensor operator, from Fort Thomas, Ky.

“It has also been extremely rewarding to work with the partner nations in the region towards a common mission and goal of countering illicit narcotics trafficking.”

VP-10’s efforts have been instrumental in providing and maintaining maritime security within the 4th Fleet AOO.

★
By VP-10 Public Affairs, Courtesy U.S. Naval Forces Southern Command / U.S. 4th Fleet



COMALAPA, EL SALVADOR – (July 29, 2021) -- A P-8A Poseidon aircraft, attached to the “Red Lancers” of Patrol Squadron (VP) 10, waits in standby for a potential ready launch on the runway at the Cooperative Security Location (CSL) in Comalapa, El Salvador. VP-10 is deployed to U.S. Naval Forces Southern Command/U.S. 4th Fleet supporting Commander, Task Force (CTF) 47 performing maritime patrol and reconnaissance (MPRA) missions throughout the Caribbean, and Central and South America. (U.S. Navy photo by Lt. Daniel Lemay/Released)

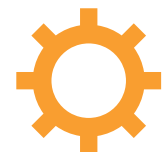
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Community

VP-40 Reaffirms Excellence supporting NATO Tiger Meet 2021

NAVAL STATION ROTA, SPAIN– The "Fighting Marlins" of Patrol Squadron (VP) 40 participated in the annual NATO exercise TIGER MEET operating out of Naval Station Rota, Spain.

The exercise consisted of eight NATO countries and over 50 aircraft conducting coordinated maritime strike and anti-submarine warfare operations.

VP-40 conducted six dynamic missions enabling NATO forces to find, fix, and finish multi-domain targets of interest.

The NATO Tiger Meet exercise is a tactical-level live-fly event that has existed since 1961. Its role is to maximize lethality and integration among NATO participants.

The host unit for the 2021 exercise was Squadron 301 "Jaguars" of the Portuguese Air Force.

Fighting Marlins aircrews had the opportunity to hone their ASW skills against a Portuguese Tridente (Type 209PN) attack submarine while providing direct support

to the Portuguese Frigate, NRP Alvares Cabral.

"Participation in NATO Tiger Meet 2021 was an honor. As NATO allies we share a common commitment to peace and stability in the Europe and the Middle East.

Multi-national training enhances interoperability, allowing us to maintain the vigilance necessary to promote a secure and prosperous region."- CDR Matthew Letcher (Commanding Officer VP-40)

VP-40 is currently assigned to commander, Task Force (CTF) 67 and is forward-deployed to the U.S. 6th Fleet area of responsibility (AOR).

CTF 67 is composed of land-based maritime patrol aircraft that operate over the waters of the Mediterranean in anti-submarine reconnaissance, surveillance, and mining roles.



By LTJG Patrick Kaczka, VP-40 Public Affairs



Portuguese F-16s provide High Value Airborne Asset Protection (HVAA-P) to VP-40 aircraft during NATO Exercise TIGER MEET. Photo taken by AWO2 Kegan Barker; Rota, Spain.

Events»Community

2021 West Coast Reunion, Whidbey Island : 4-8 October 2021

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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



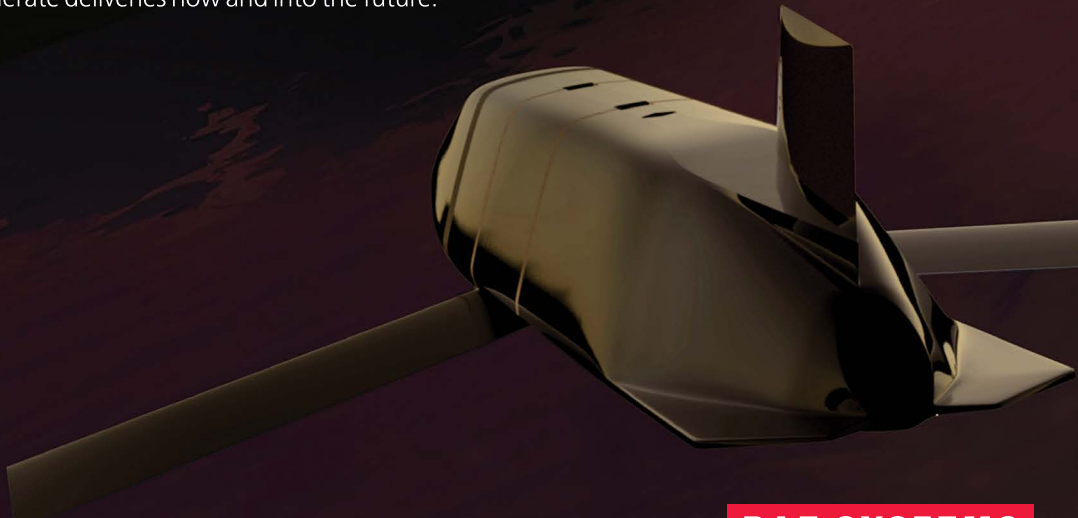
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VP of Region:
Dan Papp

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Events»Chapter Events



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MPA Members, Spouses and anyone who wants to join MPA!
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Whidbey Chapter

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Bobby Mills

Stay tuned for upcoming events!



Moffett Chapter

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

Stay tuned for upcoming events!

VP Images Around the Globe



U.S. 5TH FLEET AREA OF OPERATIONS (July 11, 2021) – Royal Navy officers pose for a photo with the crew of a P-8A Poseidon maritime patrol and reconnaissance aircraft, attached to the “Skinny Dragons” of Patrol Squadron (VP) 4, deployed with Commander, Task Force (CTF) 57, during a familiarization visit in the U.S. 5th Fleet area of operations, July 11. CTF 57 aircraft conduct missions in support of maritime operations to ensure stability, security, and the free flow of commerce in the Central Region, connecting the Mediterranean and Pacific through the western Indian Ocean, and three strategic chokepoints. (U.S. Navy photo by Mass Communication Specialist 3rd Class Andy A. Anderson/Released)



U.S. Navy Aviation Ordnanceman 2nd Class Joey McCrary, right, assigned to Patrol Squadron FOUR (VP-4) “Skinny Dragons,” and U.S. Navy Aviation Ordnanceman Airman Evan Wiloughby, assigned to VP-4, completes preflight checks of the aircraft armament systems and equipment at Camp Lemonnier, Djibouti, July 8, 2021. The P-8A carries torpedoes and has an integrated missile system to engage identified submarine and surface targets. (U.S. Air Force photo by Staff Sgt. Missy Sterling)



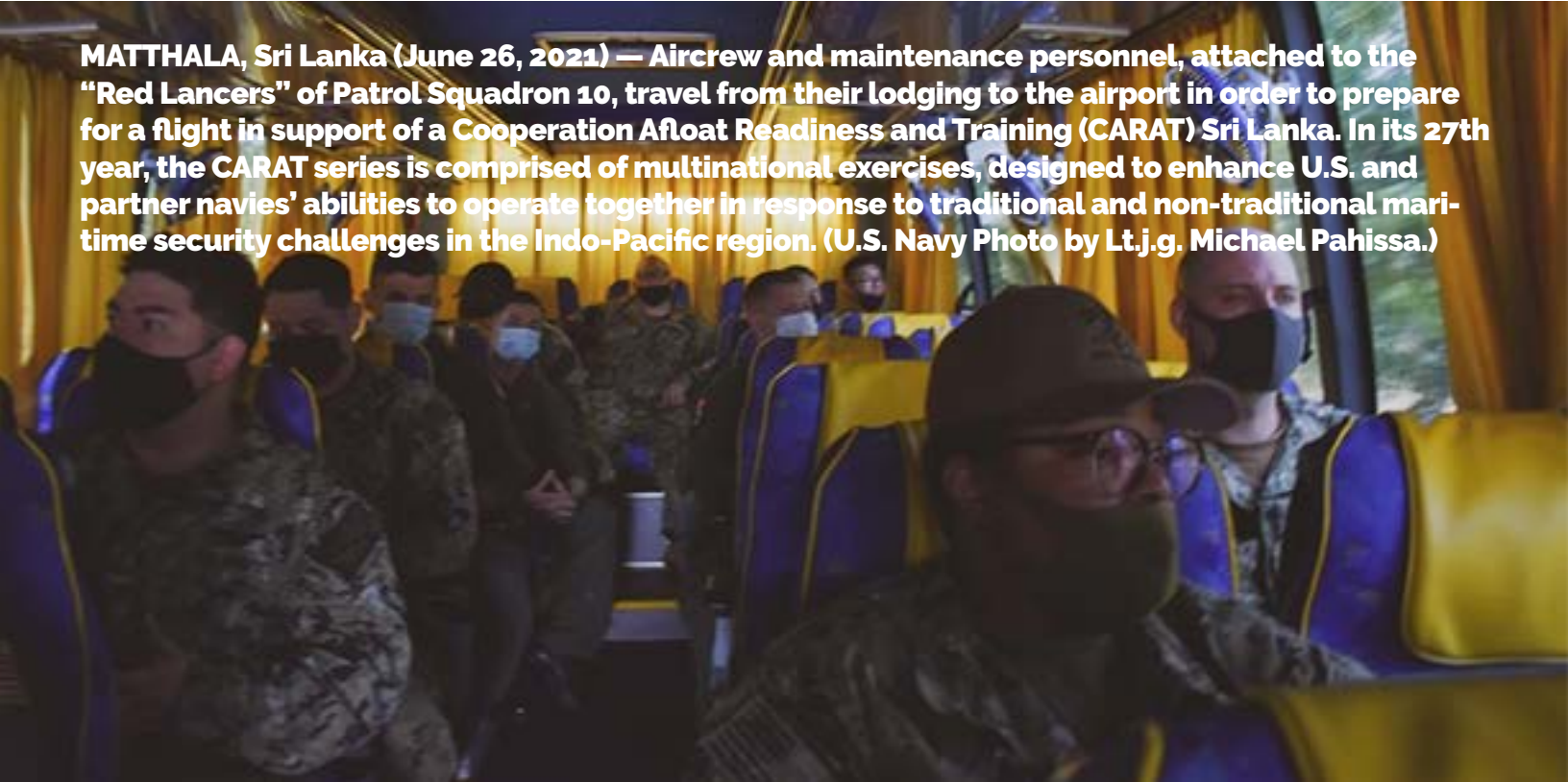
MISAWA, Japan (May 3, 2021) – Commander, Task Force (CTF) 70, Rear Adm. Will Pennington, center, walks with Cmdr. Rodney Erler, assigned to CTF-72, left, and Cmdr. Thomas Doran, executive officer, Patrol Squadron (VP) 8 during a tour of Naval Air Facility (NAF) Misawa. Pennington toured the squadrons currently deployed in Misawa and attended briefs for the mission capabilities of the aircraft. (U.S. Navy photo by Chief Mass Communication Specialist Joseph M. Buliavac)



BLACK SEA (July 15, 2021) An EP-3 aircraft from Fleet Air Reconnaissance Squadron 1 (VQ-1) flies over the Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71) in the Black Sea during the Bulgarian-led Exercise Breeze, July 15, 2021. Ross, forward-deployed to Rota, Spain, is on patrol in the U.S. Sixth Fleet area of operations in support of regional allies and partners and U.S. national security interests in Europe and Africa. (U.S. Navy photo by Mass Communication Specialist 2nd Class Claire DuBois/Released)



OAK HARBOR, Washington (July 20, 2021) Aviation Electrician's Mate 2nd Class Allan Vera, Aviation Electrician's Mate Airman Ethan McMurray, and Aviation Machinist's Mate Airman Apprentice Jacob Osborne, assigned to the "Golden Eagles" of Patrol Squadron (VP) 9, conducting training for a daily turnaround inspection on a P-8A Poseidon maritime patrol aircraft. VP-9 provides Anti-Submarine Warfare, Anti-Surface Warfare, Maritime Domain Awareness, and Intelligence, Surveillance and Reconnaissance capabilities to support United States combatant commander initiatives worldwide. (U.S. Navy photo by Mass Communication Specialist 2nd Class Rashaan Jeffery/Released)



MATTHALA, Sri Lanka (June 26, 2021) — Aircrew and maintenance personnel, attached to the "Red Lancers" of Patrol Squadron 10, travel from their lodging to the airport in order to prepare for a flight in support of a Cooperation Afloat Readiness and Training (CARAT) Sri Lanka. In its 27th year, the CARAT series is comprised of multinational exercises, designed to enhance U.S. and partner navies' abilities to operate together in response to traditional and non-traditional maritime security challenges in the Indo-Pacific region. (U.S. Navy Photo by Lt.j.g. Michael Pahissa.)



BALI, Indonesia (April 24, 2021) Indonesian Air Force Col. Hilman Ambarita, chief of safety board for 2nd Command Indonesia Air Force, center, sits in the cockpit of a P-8A Poseidon during pre-flight checks while operating out of Bali in support of the search for KRI Nanggala at the request of the government of Indonesia. The aircraft and crew are assigned to the "Fighting Tigers" of Patrol Squadron (VP) 8. VP-8 is based out of Jacksonville, Florida, and currently on a rotational deployment to Misawa, Japan in support of U.S. 7th Fleet operations with Task Force 72 and Commander, Submarine Group 7. (U.S. Navy photo by Mass Communication Specialist 2nd Class Bryan Mai)

MISAWA (Jun. 16, 2021) — Naval Air Crewman (Operator) 3rd Class Camden Baye, attached to the "Red Lancers" of Patrol Squadron 10, gives Rear Adm. Lance Scott, Commander Patrol and Reconnaissance Group, an orientation of his mission crew workstation and aircrew duties aboard a P-8A during Scott's recent visit. (U.S. Navy Photo by Mass Communication Specialist 1st Class Louis Rojas)





U.S. 5th FLEET AREA OF OPERATIONS (June 27, 2021) - Rear Adm. Sean Bailey, deputy commander of U.S. Naval Forces Central Command and U.S. 5th Fleet, left, observes the crew of a P-8A Poseidon maritime patrol and reconnaissance aircraft, attached to Patrol Squadron 4, deployed with Commander, Task Force (CTF) 57, while operating in the 5th Fleet area of operations, June 27. CTF 57 aircraft conduct missions in support of maritime operations to ensure stability, security, and the free flow of commerce in the Central Command area of responsibility. (U.S. Navy photo by Mass Communication Specialist 3rd Class Andy A. Anderson/Released)



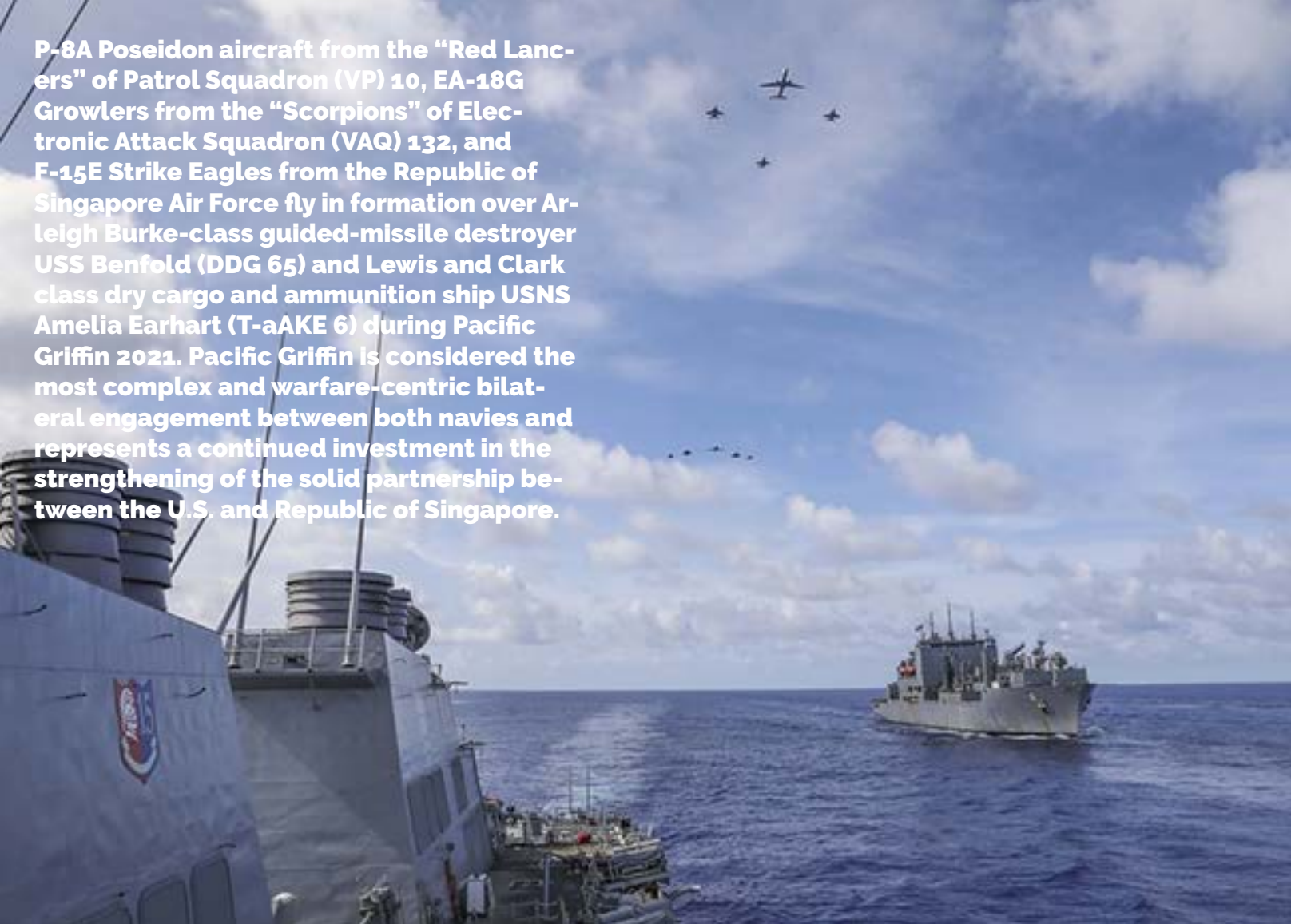
MISAWA, Japan (May 3, 2021) – Commander, Task Force (CTF) 70, Rear Adm. Will Pennington, right, talks with Capt. Derrick Eastman, deputy commander CTF-72, during a tour of Naval Air Facility (NAF) Misawa. Pennington toured the squadrons currently deployed in Misawa and attended briefs for the mission capabilities of the aircraft. NAF Misawa provides aviation and ground logistics support and services to all permanent and transient U.S. Navy and U.S. Marine Corps forces in Northern Japan. (U.S. Navy photo by Chief Mass Communication Specialist Joseph M. Buliavac)



Commander (CDR) Clay "Cabbie" Waddill was relieved by CDR Joseph "Glad Hands" Snyder as Commanding Officer of Patrol and Reconnaissance Squadron Four Six (VP-46), on June 4th, 2021. Photo courtesy of VP-46.



MATTHALA, Sri Lanka (June 26, 2021) — Aviation Electricians Mate 2nd Class Joseph Granlee, attached to the "Red Lancers" of Patrol Squadron 10, conducts preflight checks on a P-8A Poseidon aircraft in support of a Cooperation Afloat Readiness and Training (CARAT) Sri Lanka. (U.S. Navy Photo by Lt.j.g. Michael Pahissa.)



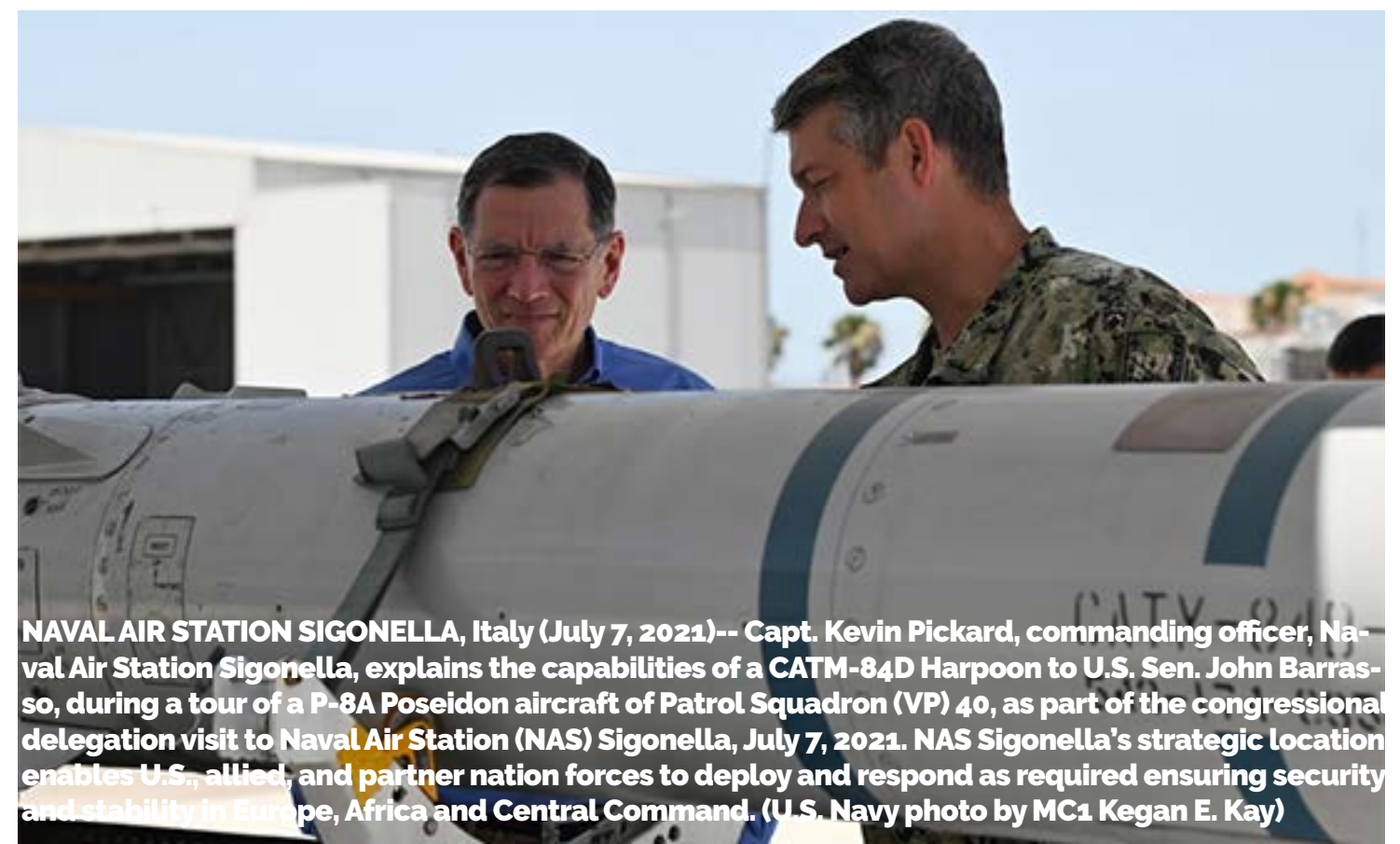
P-8A Poseidon aircraft from the “Red Lancers” of Patrol Squadron (VP) 10, EA-18G Growlers from the “Scorpions” of Electronic Attack Squadron (VAQ) 132, and F-15E Strike Eagles from the Republic of Singapore Air Force fly in formation over Arleigh Burke-class guided-missile destroyer USS Benfold (DDG 65) and Lewis and Clark class dry cargo and ammunition ship USNS Amelia Earhart (T-AKE 6) during Pacific Griffin 2021. Pacific Griffin is considered the most complex and warfare-centric bilateral engagement between both navies and represents a continued investment in the strengthening of the solid partnership between the U.S. and Republic of Singapore.



INDIAN OCEAN (June 26, 2021) — A sailor from the Sri Lanka Navy interacts with and observes the pilots and crew aboard a P-8A Poseidon attached to the “Red Lancers” of Patrol Squadron 10, during a mission flight in support of Cooperation Afloat Readiness and Training (CARAT) Sri Lanka. In its 27th year, the CARAT series is comprised of multinational exercises, designed to enhance U.S. and partner navies’ abilities to operate together in response to traditional and non-traditional maritime security challenges in the Indo-Pacific region. (U.S. Navy Photo by Lt.j.g. Michael Pahissa.)



U.S. 5th FLEET AREA OF OPERATIONS (June 27, 2021) - Rear Adm. Sean Bailey, deputy commander of U.S. Naval Forces Central Command and U.S. 5th Fleet, center left, Capt. James Johnston, commander, Task Force (CTF) 57, center right, and Patrol Squadron 4 air crew members pose for a photo in front of a P-8A Poseidon maritime patrol and reconnaissance aircraft in the U.S. 5th Fleet area of operations, June 27. (U.S. Navy photo by Mass Communication Specialist Seaman Andy A. Anderson/Released)



NAVAL AIR STATION SIGONELLA, Italy (July 7, 2021)-- Capt. Kevin Pickard, commanding officer, Naval Air Station Sigonella, explains the capabilities of a CATM-84D Harpoon to U.S. Sen. John Barraso, during a tour of a P-8A Poseidon aircraft of Patrol Squadron (VP) 40, as part of the congressional delegation visit to Naval Air Station (NAS) Sigonella, July 7, 2021. NAS Sigonella’s strategic location enables U.S., allied, and partner nation forces to deploy and respond as required ensuring security and stability in Europe, Africa and Central Command. (U.S. Navy photo by MC1 Kegan E. Kay)

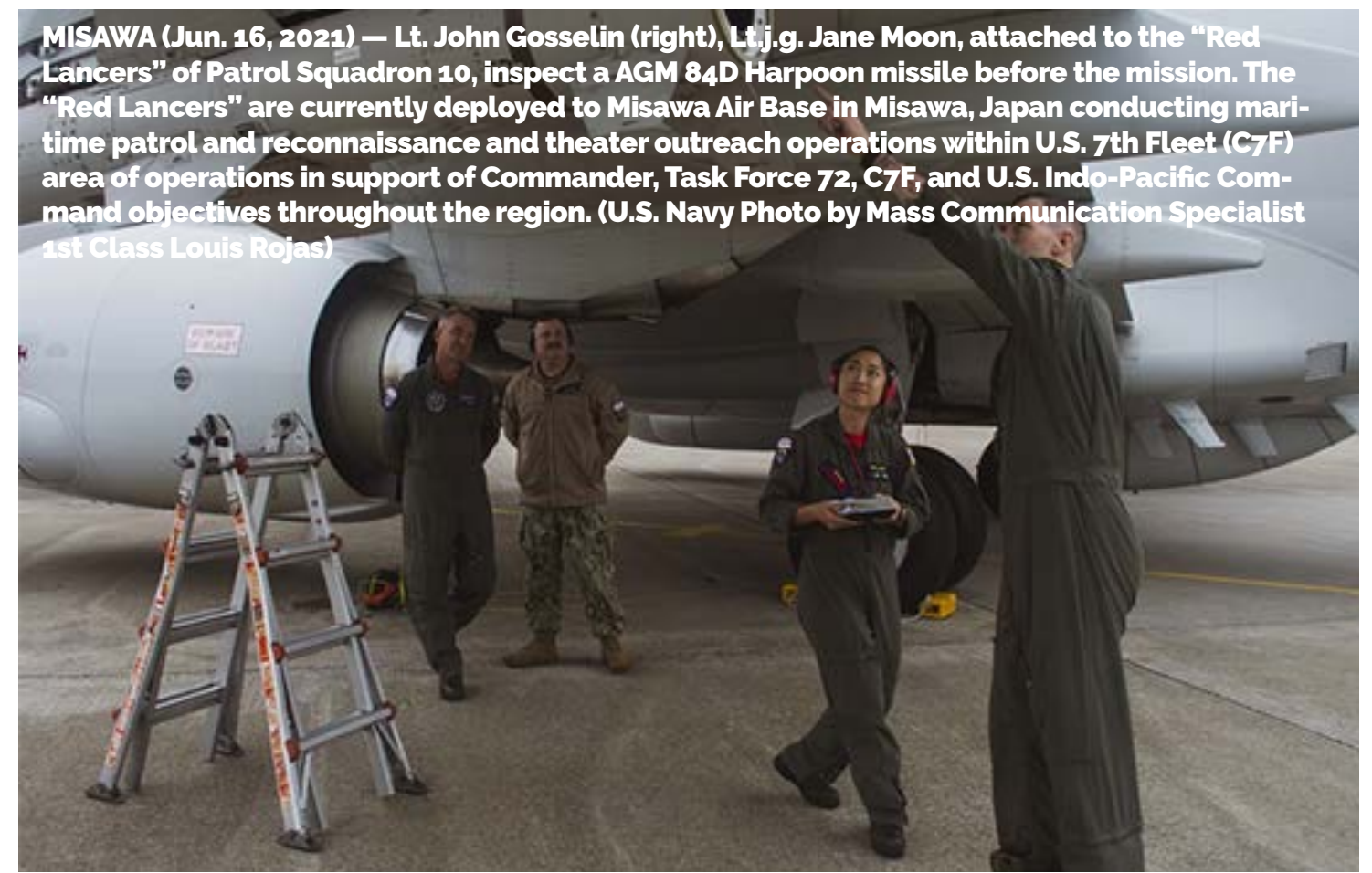


INDIAN OCEAN (June 26, 2021) — Naval Air Crewman (Operator) 2nd Class Shilyr French (left), attached to the “Red Lancers” of Patrol Squadron 10, performs duties at his workstation on a P-8A Poseidon during a mission flight in support of Cooperation Afloat Readiness and Training (CARAT) Sri Lanka. In its 27th year, the CARAT series is comprised of multinational exercises, designed to enhance U.S. and partner navies’ abilities to operate together in response to traditional and non-traditional maritime security challenges in the Indo-Pacific region. (U.S. Navy Photo by Lt.j.g. Michael Pahissa.) Well done Screaming Eagles



KADENA AIR BASE, Japan (June 7, 2021) Patrol Squadron (VP) 45 Color Guard parades the colors during a Change of Command ceremony on Kadena Air Base June 7. This is the 79th Change of Command Ceremony in the Squadron’s history. (US Navy photo by Mass Communication Specialist 3rd Class Thomas A. Higgins)

Dryden, New York native Cmdr. Joseph Parsons recently reported to CSG7 for a fourth stint in the U.S. 7th Fleet AOR. A NFO and 2002 USNA grad, Parsons has flown missions in 7th Fleet with the “Fighting Marlins” of Patrol Squadron Forty (VP-40) and returned to VP-40 in 2018 as its Executive Officer. In June 2020, he became the squadron’s Commanding Officer, (U.S. Navy photo by Mass Communication Specialist 2nd Class Adam K. Thomas)



MISAWA (Jun. 16, 2021) — Lt. John Gosselin (right), Lt.j.g. Jane Moon, attached to the “Red Lancers” of Patrol Squadron 10, inspect a AGM 84D Harpoon missile before the mission. The “Red Lancers” are currently deployed to Misawa Air Base in Misawa, Japan conducting maritime patrol and reconnaissance and theater outreach operations within U.S. 7th Fleet (C7F) area of operations in support of Commander, Task Force 72, C7F, and U.S. Indo-Pacific Command objectives throughout the region. (U.S. Navy Photo by Mass Communication Specialist 1st Class Louis Rojas)



ATLANTIC OCEAN (May 28, 2021) A P-8A Poseidon maritime patrol aircraft attached to Patrol Squadron (VP) 40 flies over a Portuguese submarine as seen from the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) during a photo exercise in the Atlantic Ocean, May 28, 2021, in support of the NATO-led joint multilateral exercise Steadfast Defender 2021. Staff from Joint Force Command Norfolk (JFCNF), and U.S. Second Fleet (C2F), as the maritime Component Command (MCC), are charged with employing maritime forces ready to fight across multiple domains in the Atlantic in order to ensure access, deter aggression and defend U.S., allied and partner interests. Steadfast defender 2021 is a defensive exercise based on an Article 5 scenario which is designed to deter aggression and respond to crisis if necessary. (U.S. Navy photo by Mass Communication Specialist 2nd Class Scott Barnes/Released)



U.S. 5TH FLEET AREA OF OPERATIONS (July 11, 2021) – A P-8A Poseidon maritime patrol and reconnaissance aircraft, attached to the “Skinny Dragons” of Patrol Squadron (VP) 4, deployed with Commander, Task Force (CTF) 57, taxis on a runway in the U.S. 5th Fleet area of operations, July 11. (U.S. Navy photo by Mass Communication Specialist 3rd Class Andy A. Anderson/Released)



MISAWA, AOMORI, JAPAN - 06.09.2021 :Cmdr. John Houston, commanding officer of VP-10, passes through side-boys as he departs the Change of Command ceremony, June 9, 2021. (U.S. Navy photo by Mass Communication Specialist 1st Class Louis Rojas/Released)



LCDR Scott Miller and his division at the Pentagon paying respects to CAPT Lawrence Getzfred, who died while on duty at the Pentagon on 9/11. Photo courtesy of LCDR Scott Miller.

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A KC-135 Stratotanker with the 927th Air Refueling Wing, Florida refuels a P8 Poseidon with Jacksonville Naval Air Station, Florida above the Atlantic Ocean during sunset May 10, 2021. The P8 operates in the anti-submarine warfare, anti-surface warfare, and shipping interdiction roles. (U.S. Air Force photo by Senior Airman Tiffany A. Emery)



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Heritage

VP-1 P2V-5 Neptune in 1952



A P2V-5 Neptune maritime patrol aircraft of Patrol Squadron One (VP-1) leaves Atsugi, Japan, for a routine patrol over the Sea of Japan, Sept. 12, 1952. The Neptune was replaced in squadron service by the P-3 Orion and finally the P-8A Poseidon in 2019. Approximately 15,000 U.S. service members are participating in a joint training exercise hosted by U.S. Pacific Air Forces May 3-14, 2021, on and above the Joint Pacific Alaska Range Complex, the Gulf of Alaska, and temporary maritime activities area. NE21 is one in a series of U.S. Indo-Pacific Command exercises designed to sharpen the joint forces' skills; to practice tactics, techniques, and procedures; to improve command, control and communication relationships; and to develop cooperative plans and programs. (Photo courtesy of Naval History and Heritage Command)

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