

PLANESIDE

The Quarterly Magazine of the Maritime Patrol Association

2021: Issue 4





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Cover Photo

DEPLOYED! You can rest easy America, the 'Golden Swordsmen' have the watch. October officially marked the beginning of another deployment for VP-47. Our team of dedicated Warfighters are operating in various Areas of Responsibility (AOR) around the globe. As a team we are staying vigilant and dedicated to the mission ensuring the protection of our home and allies. See you soon USA, we miss you already.
#warfighters #teammates #difference makers #Navy #goldenswordsmen #P8 #globalforceforgood

U.S. Navy photos by Mass Communication Specialist 1st Class Brandon Vinson



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Checking On Station



Maritime Patrol and Reconnaissance Warriors Past and Present,

As 2021 draws to a close, it is a time for reflection of our performance in the past year and an opportunity to commit to renewed excellence in 2022. The Maritime Patrol and Reconnaissance Force (MPRF) has continued flawless execution across the globe in support of operational commitments. Our final active component squadron, VP-40, completed its maiden P-8A deployment, we executed the first expeditionary relocation of Triton while conducting forward operations in the Indo-Pacific theater as a demonstration of agility, and the World Watchers of VQ-1 surpassed 30 years and over 240,000 Class A mishap free flight hours as they tirelessly supported critical ISR missions 24/7/365 around the world. The men and women of the MPRF are indeed making a difference in this era of Strategic Competition. But 2021 also marked one of Naval Aviation's toughest years in Safety and it is with this backdrop that our commitment into 2022 is to turn that tide.

As you know through your own experiences, it is only through training and maintaining proficiency on the ground and in the air that we hone the necessary skills to not only avoid the inherent hazards of naval aviation, but to win in combat. It is also no surprise that aviation mishaps are perhaps the number one peacetime degrader of readiness and warfighting ability. Costly in terms of both lives and treasure lost, mishaps are as close as we get to

blue on blue engagements outside of direct combat, and they are totally preventable. If we expect to prevail over the destructive efforts of an adversary, we must first overcome the self-inflicted wounds that can be just as debilitating. For these reasons and more, Commander Naval Air Forces has set the bar at zero mishaps for the remainder of fiscal year 2022.

This is a challenging goal given fiscal year 2021 aviation mishaps cost us dozens of injured Sailors and seven fatalities across the Naval Aviation Enterprise. During the same period, the MPRF experienced its share of mishaps with an average of four ground and/or flight mishaps reported each month ranging from serious to minor in nature, and accounting for millions in damages and lost work days. While historically maintaining an above average safety record across all types of naval aircraft, the MPRF cannot rest on its laurels and accept even one preventable accident as simply the cost to doing business. Every Sailor and aircraft represents irreplaceable assets key to maintaining combat readiness. It takes an all-hands on deck approach to refocus our collective efforts to improve processes and inculcate safe practices that lead to mission effectiveness and zero mishaps.

Fortunately, the MPRF is and always has been a resilient and innovative force led by extraordinary officers, chief petty officers and Sailors. Our personnel work hard every day to safely execute the mission, while mitigating risks inherent in this business. They accomplish this through standardized training, mission planning, application of deliberate and time-critical operational risk management, and solid crew resource management. The results are sustained on-station performance that allow us to answer all bells and ensure MPRF aircrews continue to make a difference around the globe.

Demonstrating professionalism, agility, and lethality daily at home and in every theater of operations is our hallmark. Cultivating the data that drives action to improve safety, along with the measurement of our effectiveness at carrying it out, will be our number one priority. This message to the Force came in loud and clear during last month's Commander's Conference and MPA symposium in Whidbey Island. Our first in-person gathering since 2019, the opportunity to come together, share lessons learned, and discuss the issues confronting the community today cannot be duplicated in the virtual world. Of special significance was the induction of two MPRF veterans into the MPA Hall of Honor. Captain (Ret) Andrew Serrell was inducted posthumously and former U.S. Ambassador to the Republic of Korea and retired Admiral Harry Harris, received his induction in person. Ambassador Harris regaled the audience of

active duty and retired MPA members with insightful and inspiring remarks during a well-attended Heritage Dinner. It is MPA's intent to host the next in-person symposium on board NAS Jacksonville 9-13 May, 2022. I hope to see you there and until then, rest assured that we will continue to Fly, Fight, Lead, and Win...Safely!

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

Disclaimer: The views presented are those of the author and do not necessarily represent the views of DoD or its Components.



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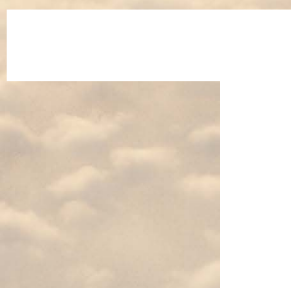
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In the News



West Coast Reunion a Huge Success

After 18 months of planning and several cancellations, we were thrilled to finally be able to host the West Coast Reunion to celebrate our 10 year anniversary. The week coincided with CPRG's annual Commander's Operational Group (COG) meetings over the week of 4-8 October.

To kick off the week, we hosted our Corporate Partners at Frida's, in Anacortes, to express our appreciation for the support over the past decade and, most specifically, the last year and a half.

Wednesday night was the cornerstone event, as we hosted a full house at the NAS Whidbey Island Officer's Club for the MPA Dinner. CAPT Voorheis, Commodore of Wing TEN, opened the evening by reminding everyone that we are an organization that succeeds because of our passion, which was evidenced by the crowd and their excitement that evening.

VADM Sean Buck, Superintendent of the Naval Academy, delivered the keynote address, reminding us that while Naval Aviation has been around for over 200 years, our community was the beginning and remains in high demand to this day and that our predecessors set a standard we all need to strive for.

The highlight of the evening was the induction of the two newest members to the MPA Hall of Honor.

First to receive the honor was CAPT Andy Sorrell, who enlisted in the Navy at the age of 17 during WWII flying the venerable PB4Y during the invasions of the Marshall Islands and Iwo Jima. After flying several other aircraft he rejoined the community flying P2Vs with VP-44. He was the Commanding Officer when the squadron received its first P-3As. His squadron's P-3A was captured in the famous photo of a P-3A flying over a Soviet freighter during the Cuban Missile Crisis, one of the closest flashpoints of the Cold War. He pursued his college degree attaining both Bachelor's and Master's Degrees, and concluded his career as an Instructor at the National War College. While CAPT Sorrell passed away and is buried at Arlington Cemetery, his children were thrilled with the recognition their Dad was afforded by those he led and flew with. Their Dad always told them that the Navy was his family and he believed his service among them was the most important accomplishments of his life.

Next to be inducted was Admiral Harry Harris, well known by all our current personnel having career as the Commander of IndoPacific Command (USINDOPACOM) and subsequently served Republic of Korea. Admiral Harris was the first officer from our community to achieve the rank of Admiral. A Naval Academy graduate, he first served in VP-44 and subsequently in VP-4 and then commanded 3 tours in CTF-72 in Japan including as the Commodore during the initial phases of Operation Enduring Freedom pushing our community into the overland fight. As a flag officer he commanded GITMO, the U.S. 6th Fleet, and the U.S. Pacific Fleet prior to his final tour. He served in every major combatant command and participated in every major operation our nation conducted during his 40 year career. In his acceptance ADM Harris acknowledged all those mentors who guided him along the way and stressed the importance of mentoring the next generation and encouraging them to set the bar even higher for our community.

Following Wednesday's dinner, MPA hosted a highly successful flight suit social at the O'Club on Thursday evening. On Friday morning many MPA members braved the cold to participate in the MPA Scholarship golf tournament. All in all it was immensely satisfying to be together again and we look forward to renewing our pledge to bring the community together regularly moving forward.

Be on the lookout for information on the spring Symposium in Jacksonville, FL.

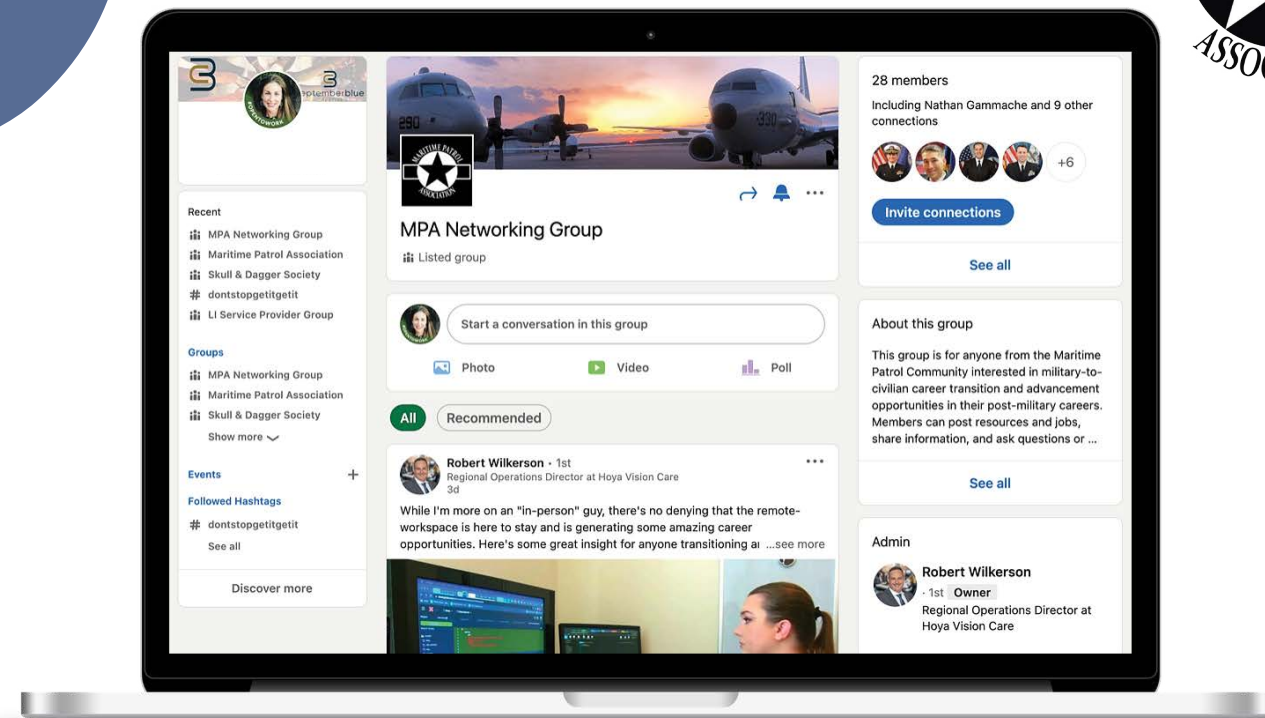


Hall of Honor Inductee, Admiral Harry Harris accepts his award at the Hall of Honor Dinner at the West Coast Reunion. Pictured left to right: Rear Admiral Lance Scott, Admiral Harry Harris, CAPT Rich Heimerle (USN, Ret.), Vice Admiral Sean Buck, Rear Admiral Pete Garvin.



Above: Golfers brave the Whidbey cold at the MPA Scholarship Golf Tournament.

Right: Full house of attendees at the Hall of Honor Dinner. Guest speaker VADM Sean Buck addresses the crowd.



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Essay Award Winner



Developing the Future of Mission Command: Evoking Principles from 2012

In April 2012, the Chairman of the Joint Chiefs of Staff, General Martin E. Dempsey, released a white paper addressing key points for military officers to reflect on when speaking to mission command. In the introduction, Dempsey states the purpose of the paper is to "offer ideas to inform the development of Joint Force 2020." Since 2012, a series of significant events in geo-politics took place, and we continue to creep towards a point where Junior Officers (JOs) may be put into a unique position to execute some of the themes Dempsey speaks to in his paper. The majority of JOs commissioned in 2012, who now are in positions of holding weapons release authority under the rules of engagement, are placed in a unique position with rising tensions in various areas around the world. Although mission command will have a strong influence in how we operate in a high-end fight, it is the Phase Zero environment commanding of-ficers (COs) should be preparing their JOs for.

In a time of unstable tensions in the Pacific and the Medi-terranean, the likelihood of encountering an incident or misunderstanding at sea in a Phase Zero environment is growing. Our forces are frequently confronted with rivals in all warfare domains with a number of those instances being conducted in an unsafe manner. Are mission com-manders, tactical action officers, and flight leads armed with the knowledge and information required to respond accordingly?

The three tenants of mission command Dempsey ad-dresses in his white paper are Understanding, Intent, and Trust. In a condensed home cycle prior to deployment with growing readiness requirements, COs are struggling to find meaningful time to spend with their mission com-manders to build on these three pillars. We must ensure that the small amount of time we do harvest is focused on developing warfighters ready to act in all phases of conflict, while building on the trust that is critical for the successful execution of commander's intent.

The majority of leadership readings continue to focus on the fact that our personnel are the deadliest weap-ons in the battlespace. This essay will focus on a few immediate recommendations for senior officers to use with their JOs in order to prepare them for any phase of conflict. Through professional development, wardroom wargames, and Live Virtual Constructive (LVC) training, we can certainly sharpen these weapons and ensure that we develop an environment that nurtures a decisive warfighter.

Development from Above

As Dempsey states, "Understanding equips decision-

makers at all levels with the insight and foresight re-quired to make effective decisions, to manage the as-sociated risks, and to consider second and subsequent order effects." That understanding must flow consistently in both directions in order to be effective. JOs must un-derstand the mission and the intent in order to make the right decisions. Jocko Willink and Leif Babin describe in their book, Extreme Ownership, the importance of un-derstanding not just what to do, but why they are doing the task. That proper level of understanding takes time and mentorship to develop, but once the vision of that mission is captured, it is much easier for the JO to be-come a believer in that mission. Willink and Babin state that once "a leader believes in the mission, that belief shines through to those below and above in the chain of command," which allows risk decisions to happen much more gracefully. The continued engagement from lead-ership is crucial in order for mission commanders to be successful in their ability to make timely decisions.

This development must happen at the earliest of stages in a JOs career. In order to change the current culture and increase understanding, the tenants of mission com-mand must be introduced early in order to make it a part of their personality. Development does not just consist of providing tools and useful anecdotes to JOs for their mission command toolbox. The early practical applica-tion of Operational Risk Management (ORM) can really help bridge the gap in both pillars of Understanding and Trust. Commanders that observe how their JOs use ORM as a concept can help solidify the foundational core of understanding helping to build on the development of a mission commander. COs that focus on risk manage-ment early and often can observe quietly as their tactical operators make sound, rational decisions while achieving commander's intent in all environments.

Wardroom Wargames: The Fusion of Understanding and Direction

The second pillar outlined in the white paper is Intent. As Dempsey describes, intent is the clear expression of the operation and the desired end state. The intent of the mission is crucial in the guiding principles of mission execution. It is difficult to measure how a JO will grasp intent and make time-critical decisions based on that informtion. Commander Thomas Dixon introduced the concept of war gaming into his Wardroom that enhanced the JOs understanding of cause and effect. This tool serves to benchmark the idea of intent and provides an opportunity for COs to witness their JOs operating with that intent. Commander Dixon states that these games were designed to stress critical thinking and innovation

among JOs while developing a fundamental understand-ing of capabilities and doctrine. This also provides an op-portunity to quell the typical saying of "that wouldn't hap-pen in a real war" as we can also impart that the enemy does indeed get a vote in warfare. A quick reference to Millennium Challenge 2002 can show that Marine Corps General Paul Van Riper would quickly assert that all is fair in warfare, and we must not constrain ourselves with controlled outcomes.

War games also provide the opportunity for JOs to take a more enthusiastic role in becoming active participants in mission command. L. David Marquette composes a chapter on intent in his book Turn the Ship Around! Marquette speaks to how he molds followers into lead-ers by simply changing key phrases around in everyday communications. By ensuring that his sailors started their sentences with "I intend to...", Marquette enabled his crew to take on an active role in ownership of their systems. Marquette would grasp the intent and have an opportunity to address any shortfalls and continue with the operation. If COs take the opportunity to listen to their JOs express their intent in everyday tasks, it can act as a benchmark in understanding their thought process. This can open up opportunities for COs to step in and help further develop the JOs train of thought when encoun-tered with a problem.

Training to Trust

The final pillar of mission command in General Dempsey's white paper is Trust. A recent colleague intro-duced a statement from a commander that strikes close to home with this subject. The commander stated that many young Americans are willing to give their lives for their country, but few commanders are willing to get fired for it. But there may be a true misunderstanding associ-ated with this statement. What commanders see as un-necessary risk at their level may be viewed as a potential zero-defect mentality amongst JOs. If COs can stress the importance of disciplined initiative at the early stages of a JOs development, it can lead to a better understand-

ing of ORM at the higher levels of command. If we can bridge this misunderstanding of the risk decisions com-manders are making at their levels, perhaps we mend some of the trust that is being lost from a misperception at the JO level. Dempsey makes it clear that trust is the most important action any commander will perform in order for mission command to be effective, and that trust starts with training. COs must take action and build on this pillar of mission command in Phase Zero so whe we do transition into an accelerated form of conflict, that trust can be translated quickly when executing com-mander's intent.

The Chief of Naval Operations (CNO) outlines LVC train-ing as a priority to expose warfighters to the knowledge and tactics needed for success. Furthermore, he states that "[learning] is the ultimate warfare enabler and the intellectual development of our Sailors provides our most critical warfighting capabilities." Having the ability to put the Wardroom war games lessons learned to prac-tice through fleet-wide linked trainers allows command-ers to see the results of decision making at all levels and provides the ability for injection to amend tactics or recognize shortfalls in the transmission of commander's intent. Training mission commanders in a controlled environment and allowing them see the cause and effect process can provide invaluable feedback to the student and enables JOs to hone their rapid decision-making ability. However, as Dempsey outlines, the training "must replicate the distributed, chaotic, and uncertain nature of the expected operational environment." Training for this level of mission command will require a departure from the current norm and stress officers at the tactical level to test their maximum theoretical limits. This will help develop our JOs in a time of conflict, and could help develop trends that can be collected for professional development training.

Conclusion

Since 2012, the Navy followed the sailing directions of three different CNOs. Since then, the majority of talking

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points focused on maintaining a ready, relevant force remains the same. However, CNO Gilday's 01/2019 FRAGO specifically outlines the implementation of decision science into the algorithm of leadership. CNO Gilday's statement inside the FRAGO parallels with the conclusion in Dempsey's white paper. The efforts put forth by military leadership must "create a climate for greater trust, and challenge leaders to the point of failure" in order to evaluate the personalities of our mission commander in conditions of adversity. Now is the time for commanding officers to take action and invest in the future of our navy.

Technology and PowerPoint presentations are not firm replacements for meaningful professional development. Naval leadership must look at the current construct in how we train our officer corps. Are we developing wholesome, administratively successful business-model leaders, or quality naval officers molded to fearlessly lead warfighters while achieving commander's intent? The education of our officer corps must challenge the cre-

ativity, adaptability, and critical thinking skills essential to succeed in combat.

Mission commanders must understand not just what they need to do, but why they are doing it. Understanding, intent, and trust inform the mission-type orders to be executed and those pillars must be built in the earliest stages of JO development. JOs are not asking for blind trust, but simply the guidance from their leaders to be effective mission commanders. COs must explore options for more effective development exercises, whether it be through Wardroom war games, or through technology. But at the end of the day, it requires a strong, thoughtful investment in leadership and trust to mold successful warfighters.

★
By LT J.P. 'Duck-Duck' Gosselin
P-8A Weapons and Tactics Instructor
P-10 SMTI

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In the News



VP Returns to Moffett

After a year’s absence due to the pandemic, the San Francisco Fleet Week and Air Show was back on in early October. And once again, the Maritime Patrol Community’s Training Squadron, the Pro’s Nest of Patrol Squadron THIRTY, sent a venerable P-3C Orion and its replacement, the P-8 Poseidon to Moffett Federal Airfield, as they had in 2018 and 2019.

The Moffett Field Historical Society and Museum agreed to host the aviators, once again.

In the true spirit of CAN DO, the maintenance folks of VP-30 saved the weekend when the P-3C developed a problem enroute to Moffett that would preclude their participation in the Fleet Week Air Show. The necessary part was not available in Whidbey Island, Washington, however they found out that a P-8 was scheduled to fly from Naval Air Station Jacksonville, Florida to NAS Whidbey Island, Washington to pick-up their Commanding Officer, who was there for a Commanders Conference.

The part was flown from JAX to Whidbey and the P-8 at Moffett went up on Friday and brought the part back to Moffett Field. The maintenance team repaired the aging Orion in time for the two-ship performance on Saturday and Sunday.

On Saturday afternoon, following their performance on San Francisco Bay, the VP-30 aircrew showed both aircraft to many local veterans during a brief static display. That display also included a C-17 from Charleston, South Carolina that was operating out of Moffett Field for the Fleet Week Air Show.

Following the static display, everyone walked across the ramp to the Moffett Museum for a Happy Hour and BBQ. During the introductions, those attending gave a well-deserved round of applause for the C-17 crew that had flown numerous dangerous missions out of Kabul, Afghanistan during the August evacuations.

The veterans in the Bay area always enjoy hosting “the Fleet” and the Moffett Museum is a great place for the gathering, with nearly a century of aviation history all around. Many of the troops from JAX knew nothing of the history of Moffett Field and its role in the Maritime Patrol community

The veteran docents educated the young visitors and all enjoyed their tour of the Museum and its history. Monday morning soon rolled around and both aircraft departed for Florida. But great memories remained.

★
By CAPT Tom Spink, USN, (Ret.), MPA Plankowner & VP Of Region : Moffett Chapter

TOP: P-3 parked in front of C-17 at Moffett. Photo by Sagar Pathak

BOTTOM: Moffett Museum is across the street from Hangar One. Hangar One is scheduled to be re-skinned next year by Google. Photo by Tom Spink





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TOP: C-17 Interior.
Photo by Sagar Pathak.

**BOTTOM: VP-30
personnel with
CAPT Tom Spink,
center in red. Photo
by Sagar Pathak.**

In the News

VP-10 “Red Lancers” Host Knockout Flight with Senator Manny Pacquiao, Distinguished Visitors of the Philippines

CLARK AIR BASE, Philippines (Sept. 15, 2021) - Former boxing champion, Senator Manny “Pacman” Pacquiao, had ringside seats to the maritime capabilities of the US Navy’s P-8A Poseidon during a recent flight.

Combat Aircrew (CAC) 7 of Patrol Squadron (VP) 10 hosted Pacquiao, Supreme Court Justice Alexander Gesmundo, and Director Kelia Cummings of the Office of International Narcotics and Law Enforcement Affairs.

The Maritime Domain Awareness (MDA) mission showcased the capabilities of the P-8A and the importance of its presence in the Philippines. Each member of CAC-7 demonstrated extensive knowledge of their systems; explaining sensor and aircraft capabilities as the distinguished guests made their way down the multifaceted aircraft.

Naval Aircrewman (Operator) (AWO) Petty Officer 2nd Class Camden Baye and AWO3 Jacob Fisher explained how the aircraft’s APY-10 radar and Automatic Identification System (AIS) are used to quickly identify and establish a working picture of the countless vessels operating in the vast oceans.

CAC-7’s Tactical Coordinator (TACCO), LT Jacob Jepsen spoke with the VIPs, sharing similarities as a Filipino himself.

“It was an honor to spend time with such accomplished guests,” Jepsen said. “What a jaw-dropping opportunity we had to demonstrate what we are able to provide to those I have looked up to growing up.”

AWO1 Zachary Haney and AWO3 Cruz Castro operated the Electro-Optical/ Infra-Red (EO/IR) camera system’s imaging capabilities, and explained the Directional Frequency Analysis and Ranging (DIFAR) sonobuoys and the advantage of gaining acoustic signals.

“It was a privilege sharing what the United States Navy Maritime Patrol and Reconnaissance Force does on a daily basis with our distinguished visitors,” said LCDR Michael Ramirez, VP-10 detachment Officer in Charge (OIC). “Opportunities like this demonstrate the importance of the MDA mission in the West Philippine Sea, but more importantly, fostering our continued partnership with the Philippines.”

The P-8A was the undisputed champion of the day, its crew having effectively demonstrated the aircraft’s maritime sensor capabilities to Senator Pacquiao and guests.

VP-10, 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. j.g. Jane Moon. Task Force 72 Public Affairs



CLARK AIR BASE, Philippines (Sept. 15, 2021) Senator Manny “Pacman” Pacquiao poses with Supreme Court Justice Alexander Gesmundo, Director Kelia Cummings of the Office of International Narcotics and Law Enforcement Affairs, and Combat Aircrew 7 of Patrol Squadron (VP) 10 before a flight to demonstrate the maritime capabilities of the US Navy’s P-8A Poseidon. VP-10, 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. (U.S. Navy photo by Lt. Julio Delgado.)

In the News

Diplomacy By Air and By Sea: VP-9 Participates in UNITAS LXII

Destination: Peru. This fall, the Golden Eagles of Patrol Squadron Nine were on the road again, this time to take part in UNITAS LXII. The world's longest-running maritime exercise, UNITAS brings together a variety of forces for joint land, air, and sea operations. Included this year were forces from twenty countries, who took part in a range of exercises from blue water operations and anti-submarine warfare to amphibious assaults, fast roping, and disaster relief training.

In the midst of it all, VP-9 took the opportunity to demonstrate the P-8A's capabilities while supporting the international forces, beginning with ASW training in SIFOREX 2021 (Silent Forces Exercise), a Peruvian-hosted exercise just a few days before UNITAS.

Training included antisubmarine and antisurface warfare for air and surface assets, as well as evasion and escape for subsurface units. Immediately following SIFOREX, UNITAS LXII kicked off on Sept. 24, 2021 with joint sea operations off the coast of Lima, then land operations in the jungles of Iquitos.

The Golden Eagles crew, led by Mission Commander Lt. Esteban Vasquez Velez, hosted several high-ranking Peruvian military officials and distinguished visitors on board for demonstration ISR (intelligence, surveillance, and reconnaissance) flights, watching operations from above and observing live-fire exercises.

Off the aircraft, the crew recalled the UNITAS Sports Day as one of the highlights of their time in Peru.

"Each country had a food tent featuring their national cuisine, which was fantastic," said Lt. Gabe "Meat" McCarthy.

By chance, the Golden Eagles detachment had a number of Spanish-speakers among both aircrew and maintenance, which was an aid both in working with their host nation and socializing with the many South American military members in attendance. But where words failed, participants found an international language.

"We traded patches and PT gear with a lot of the other attendees," said McCarthy. "By the end, there was a real mix of uniforms on the different teams!"

The international sports competitions also provided nations a chance to compete in an otherwise cooperative environment; crew members took part in 5K and 10K races, and the US team took third in Tug-of-War.

Sixty-two years in, UNITAS continues to be a valuable experience in training and cooperation across international lines. Patrol Squadron Nine is proud to work with their fellow UNITAS attendees and looks forward to doing so again soon.

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.



By LTJG Jackie McCabe, VP-9 Public Affairs



Peruvian Chief of Naval Operations Admiral Alberto Alcala observes as U.S. Navy Lt. Esteban Vasquez and U.S. Navy Lt. j.g. Sammy Benavdez prepare for landing aboard a P-8A Poseidon aircraft attached to the “Golden Eagles” of Patrol Squadron (VP) 9 following an intelligence, surveillance, and reconnaissance (ISR) mission flight during UNITAS LXII, Sept. 28, 2021. UNITAS is the world's longest-running maritime exercise. Hosted this year by Peru, it brings together multinational forces from 20 countries and includes 32 ships, four submarines, and 26 aircraft conducting operations off the coast of Lima and in the jungles of Iquitos. The exercise trains forces to conduct joint maritime operations and focuses on strengthening partnerships and increasing interoperability and capability between participating naval and marine forces. (U.S. Navy photo by Mass Communication Specialist 1st Class Mitch Meppe-link/Released)



In the News



Bombs Away: VP-1 Leads Hawaii SINKEX

KANEOHE, HI – On August 15, the Navy conducted a SINKEX of the decommissioned frigate USS Ingraham, as the culmination of a two-week long Large Scale Exercise or LSE. The exercise brought together different communities from across the fleet and the Marine Corps to demonstrate coordinated targeting in the modern maritime battlespace and the lethality of precision fires delivered simultaneously from multiple platforms.

Leading the charge for the maritime community was Patrol Squadron ONE (VP-1) with a successful shot of an AGM-84D Harpoon missile against the target ship. Together with range clearing aircraft from

VP-46 and VP-47, VP-1 demonstrated the anti-surface warfare capabilities of the P-8 Poseidon— increasingly relevant to a Navy looking to bolster its anti-ship proficiency across the fleet in preparation for future conflicts. The Screaming Eagles fired the Harpoon missile in a carefully coordinated strike with a division of F/A-18C strike fighters from VMFA-323. A SINKEX is a rare opportunity for the fleet to expend live ordnance and provide professional development to sailors and Marines in warfighting roles.

In addition to the actual Harpoon missile shot, VP-1 strengthened partnerships with the Marine Corps by introducing the P-8 to Marines of the 3rd Marine Regiment out of Marine Corps Air Station Kaneohe Bay. As the Marine Corps pivots towards littoral combat on Pacific Islands, they are reembracing their role as a

flexible force that can deliver long-range precision fires against targets from remote expeditionary bases. This was made clear by the successful launch of a Naval Strike Missile by a Marine artillery unit as part of the LSE SINKEX. The Marines displayed a keen interest in the P-8 and its multitude of sensors that can provide situational awareness of the maritime battlespace to ground forces. VP-1 provided briefs, tours, and flights to members of the 3rd Marines in hopes of educating them about the immense capabilities of the P-8 as a maritime sensor platform that can feed useful information to amphibious forces during a conflict.

Aside from the SINKEX, VP-1 also supported the Submarine Commanders Course by providing burgeoning sub captains the chance to engage with maritime patrol aircraft conducting anti-submarine warfare on station. The exercise proved to be mutually beneficial to both the contributing P-8 crews as well as the submarines and other fleet participants. Overall, the Screaming Eagles' detachment to Hawaii resulted in excellent training for the pilots, operators, and maintainers just prior to heading out on deployment to US Sixth Fleet in October.



By LTJG S. S. Arakali, VP-1 Public Affair



TOP: Aircraft commander LT Lourdes Vasquez preflights the P-8 Poseidon used by VP-1 for the Harpoon launch during the SINKEX.

BOTTOM: Aviation Ordnancemen from VP-1 finish loading and checking the AGM-84D Harpoon prior to the launch of the warsh.

VP-5 Visits USS Texas

Sailors assigned to the Texas were able to board the Maritime Patrol and Reconnaissance Aircraft (MPRA) and view first-hand how a Combat Aircrew (CAC) would execute an Anti-Submarine Warfare (ASW) mission.

"We always train to how we think a submarine will operate and having the opportunity to spend time with them and getting to know their platform will greatly improve our warfighting capability," said Lt. Sam Reber, Patrol Plane Commander. "Although they had an idea of how our systems operate, allowing them to see the systems enhanced their knowledge and respect for the platform."

The "Mad Foxes" of VP-5 had the opportunity to board a Virginia-class fast attack submarine and learn how the crew operates the submarine when performing ASW operations. Sailors shared maritime experience and further strengthened the relationship between the communities.

"We have a limited understanding of how MPRA obtain the solutions and detections they get, and how they get to the terminal phases of targeting their weapons and so for us, even though you're on our side, it helps us understand the enemy better," said, Cmdr. Kenneth Cooke, Commanding Officer of Texas. "That's something we can't get anywhere else. For us this is priceless training and I hope we were able to reciprocate by showing you the inside of a Virginia-class Submarine."

The Mad Foxes are stationed in Jacksonville, Florida and are currently taking part in the year-long Fleet Readiness Training Program (FRTTP) in preparation for their next operational deployment.

★ By Petty Officer 2nd Class Sergio Montanez, VP-5 Public Affairs



PEASE AIR NATIONAL GUARD BASE, N.H. (Aug. 24, 2021) Sailors assigned to Patrol Squadron (VP) 5 pose with Sailors assigned to the Virginia-Class fast attack submarine USS Texas (SSN 775) in front of a P-8A Poseidon at Pease Air National Guard Base in N.H. The "Mad Foxes" of VP-5 are stationed in Jacksonville, Fla., and are currently taking part in the year-long Fleet Readiness Training Program (FRTTP) in preparation for their next operational deployment. (U.S. Navy photo by Mass Communication Specialist 2nd Class Sergio Montanez)

Skinny Dragons Return from Deployment

Skinny Dragon Families and Friends,
It is with great pride and joy that we can finally say that we are BACK HOME!

The smiling faces you see in the pictures below are just a small sample of the incredible happiness we all feel to be back safe and sound following an incredible deployment.

Your loved ones spent the last 5 months defending freedom from the blustery shores of Iceland, to the barren deserts of Bahrain, to the Horn of Africa. Day in and day out they sacrificed, working long hours in harsh condi-

tions, flying long missions, and missing each and every one of you every day. They did it as a Family and they did it extremely well. Our nation remains safe and strong because of their hard work and dedication.

Words cannot express how incredibly proud we are of this Squadron, of this family. Thank you all for your support. We could not have done it without you!
BREATHE FIRE!
-Skipper Hinkle, XO Stolle, and AWOCs Morris

★
Courtesy of VP-4 Facebook Page



VP-8 Attends NAS Brunswick Reunion

Last weekend, 14 VP-8 Tigers traveled to Brunswick, Maine to take part in the NAS Brunswick reunion.

Upon arrival, current and past Tigers gathered on Admiral Fitch Avenue for a P-3 re-dedication ceremony to honor the aircrew of LC-85 that were lost over Poland Springs Maine, on September 22, 1978. The aircraft was recently restored and painted in the livery of LC-85 as it looked in 1978.

Joining the family members and squadron mates of the LC-85 aircrew were retired personnel from various former Brunswick based squadrons.

It was an extremely impactful and memorable experience for all in attendance.

Our current Tiger team was honored and humbled to have participated in such a significant event. May we never forget the eight LC-85 aircrew that gave the ulti-

mate sacrifice in service to our great Nation.

Following the re-dedication ceremony, Tigers past and present enjoyed the incredible hospitality provided by the Naval Aviation Station Brunswick reunion team: exhibits, static displays, great food, and most of all, the opportunity for so much multi-generational MPRF community fellowship.

VP-8 would like to thank everyone involved who helped make this weekend such an incredible experience for all! TIGER, TIGER!

★
Courtesy of VP-8 Facebook Page



Patrol Squadron 45 Completes Indo-Pacific Deployment

NAVAL AIR STATION JACKSONVILLE, Florida (Oct. 4, 2021) – “The World Famous Pelicans” of Patrol Squadron (VP) 45 returned to Naval Air Station Jacksonville Oct. 4, following a six-month deployment to the 7th Fleet area of operations.

VP-45, consisting of 304 personnel and seven P-8A Poseidon (P-8A) aircraft, deployed to Kadena Air Base, Japan in May 2021 and assumed command of Task Force 72.2, which is responsible for conducting Anti-Submarine Warfare, Theatre Security Cooperation, and Intelligence, Surveillance, Reconnaissance operations in 7th Fleet.

The deployment was led by the squadron’s Commanding Officer, Cmdr. Charles Larwood and Cmdr. Seth Eisenmenger, the executive officer at the time, who ‘flew up’ as CO during the deployment.

“VP-45 is no stranger to the Pacific or the Geo Political intricacies of the region”, said Eisenmenger. “We proudly represented American values in the region and reinforced the importance of international law through operations that ensured freedom of movement in the maritime domain. It is inspiring that we not only provided regional stability but had a positive impact on the global stage.”

VP-45, often referred to as “The World Famous Pelicans”, was an essential asset in 7th Fleet, accomplishing over 440 sorties, totaling 2,750 flight hours, leading to increased cooperation with our partners and providing a forward presence which ensured a free and open Indo-Pacific. Equipped with the Advanced Airborne Sensor, they provided a unique product that is highly valued within and outside of the Maritime Patrol and Reconnaissance community.

Significant joint training occurred on June 4th, when the Pelicans hosted members of the III Marine Expeditionary Force (MEF) Explosive Ordnance Disposal (EOD) team, who conducted training to familiarize themselves with the P-8A Poseidon’s weapons systems and aircraft hazards.

On June 7th, VP-45 held its 79th change of command ceremony, during which Eisenmenger relieved Larwood as commanding officer and Cmdr. Stephen Bruner became the new executive officer.

“My first impressions of VP-45 were that everyone on the team displayed refreshing, well-placed pride—pride in the mission, and pride in each other,” said Bruner. “The genuine care and ownership I observed in VP-45 immediately put me at ease, and I knew then that even with

the burdens of deployment, COVID, and dynamic tasking, the Pelican team would not let the mission or each other fail.”

As to highlight the dynamic and fast-paced environment, VP-45 conducted a search and rescue mission on the same day as the change of command, which resulted in the successful rescue of a lost mariner.

On July 14th, VP-45 joined Talisman Sabre, a large-scale, bilateral military exercise between Australia and the U.S. involving more than 17,000 participants from seven nations. The biennial event is designed to strengthen relationships and interoperability with allies and partners as well as enhance the U.S. military’s ability to address the full range of potential security concerns in the Indo-Pacific.

The next major milestone was the 25th iteration of Malabar, an exercise off the coast of Guam. Beginning August 24th, its primary focus was on advanced maritime tactics as well as improved interoperability between the four major naval forces in the Indo-Pacific region, the Royal Australian Navy (RAN), Indian Navy (IN), and the Japan Maritime Self Defense Force (JMSDF). Participation in exercises such as Malabar are critical for the U.S. and its allies to maintain and improve a united maritime front.

Throughout the entirety of its deployment, VP-45 continued to execute missions that were critical to America and its allies’ interests. This included conducting 52 live weapon carries, dropping 4,250 sonobuoys, and receiving over 1.5 million pounds of gas in air-to-air refueling.

Operating out of nine different detachments required a dedicated maintenance department. VP-45’s pivotal role in 7th Fleet could not be accomplished without the 88,844 maintenance hours from 164 Sailors who worked endlessly to ensure the aircrews were able to accomplish missions on station.

As VP-45 returns home and the Sailors reunite with their loved ones they will take a moment to reconnect and become acclimated. Eisenmenger considered the squadron’s new priorities for home cycle.

“Transitioning from the operational tempo of a deployment into a work up cycle does have its challenges but this team has built a solid plan to meet the requirements,” said Eisenmenger. “Once the team returns from some well-deserved time off, our focus returns to building the combat force ready to execute our Nation’s needs.”



AWO1 Jerry Schatz reunites with his wife Crystal and 18-month-old daughter Kingsley after returning home to Naval Air Station Jacksonville from a six-month deployment to 7th Fleet, Oct. 4. (U.S. Navy photo by Kaylee LaRocque/Released)

Bruner looked to the future, bearing in mind the lessons of this deployment.

“We continue to take care of each other while we re-build the next deploying maintenance and aircrew teams that will honor and swell the winning Pelican reputation,” Bruner said.

Bruner also highlighted the ‘Pelican pride’ as the core of each Sailor of VP-45, which he says represents the perseverance and unequivocal devotion to duty that the Sailors display and allows VP-45 to be the best patrol squadron in the United States Navy.

“I’m most proud of the dedicated VP-45 Sailors, who, together, consistently muster the pride and put forth the effort to win—no matter the conditions or complexity,” said Bruner. “The Pelican Sailors bring it, always. They are the strong foundation of the squadron and reliably deliver superhuman results every single day.”

Eisenmenger is looking to the future and says his Sailors are the key to continuing a great tradition.

“The Pelicans have a long standing history of operational excellence and the team we have now whole heartedly embraces this legacy and continues to hold the standard,” he said.



By Lt.j.g. Kyle Hering, VP-45 Public Affair

Welcome Home, Red Lancers!

VP-10 "Red Lancers" returned home from their five-month deployment in support of the Navy's 4th and 7th Fleets. Welcome home Red Lancers!

★
Courtesy of VP-10 Facebook Page



VP-40 Aids Firefighting in Greece

On the morning of August 5, 2021 the "Fighting Marlins" of Patrol Squadron (VP) 40 received the call to fly their P-8A Poseidon aircraft over Greece to aid in the firefighting efforts throughout the country.

VP-40 searched for wildfires and communicated their locations to Greece along with other pertinent information that could help firefighters.

The squadron flew 25 total flight hours to locate nearly 20 wildfires that covered the country.

Providing support for firefighting is not a normal mission for the P-8, but the aircraft does have capabilities that are useful in firefighting efforts.

The P-8 can carry the fuel necessary to fly for several hours, which allowed the mission crews to scan the whole country for wildfires and provide a few locations that were unknown to the Greek firefighters.

In two of the missions, crews orbited above the island Evia, which was hit hard by the blazes. They tracked the movement of the island's multiple fires and passed that information along so that firefighters could focus their efforts as necessary.

The use of the infrared (IR) camera on the aircraft provided imagery of "hot spots," which made tracking easier

since the IR was unaffected by the dense smoke that blanketed the ground.

"After almost 17 years in the Navy with deployments to Iraq, 5th, 6th and 7th Fleets, I would have to say working with Greece to save lives, as well as the people's livelihood and preserve the vast amount of history in the country, was the pinnacle of my career," said U.S. Navy Naval Aircrewman (Operator) 1st Class Kenny Hauck, one of the operators on the flights.

"Knowing we have fires back home that are causing the same kind of destruction in their wake, it was amazing to be able to coordinate and work together. I just hope we were able to help the cause and save what we all hold so close to our hearts."

These flights were a testament to the willingness of the United States to provide aid whenever and wherever possible. The coordination between the U.S., Greece and Italy made it possible for VP-40 to answer the call and rise to the challenge.

For more news and updates from VP-40, please follow the VP-40 Fighting Marlins (Official) Facebook page.

★
By Naval Air Station Sigonella, Public Affairs



VP-26 “Tridents” Attend South Korean ADEX

SEOUL, South Korea - Patrol Squadron (VP) 26 sent a crew of ten “Tridents” to participate in the Seoul International Aerospace and Defense Exhibition (ADEX) in Seoul, South Korea, which took place Oct. 19-24, 2021.

Seoul ADEX 21 is the largest and most comprehensive event of its kind in Northeast Asia, attracting aviation and aerospace professionals, key defense personnel, aviation enthusiasts and the general public alike.

The event consisted of indoor and outdoor exhibitions displaying a multitude of naval aircraft from around the world, and included educational seminars and conferences dedicated to informing attendees about aerospace and defense industries.

The crew showcased a P-8A Poseidon static display throughout the event, demonstrating the United States’ continued commitment to its alliance with the Republic of Korea. In addition to the P-8A, numerous other U.S. military aviation assets from both the Navy and Air Force were on display to include the F-22 Raptor, E/A-18 Growler, MQ-8 Fire Scout, MH-60R/S Sea Hawk and MV-22 Osprey.

During the exhibition, the Tridents engaged with military forces from around the world, including a brief meeting with Chief of Staff of the Republic of Korea Air Force Gen. Park In-ho.

“The alliance between the United States and Republic of Korea has secured peace and helped promote democracy for more than six decades,” said Gen. Ken Wilsbach, U.S. Pacific Air Forces commander.

“We have a partnership unlike any other, and showcasing America’s airpower at this year’s Seoul ADEX is a tribute to our continued pledge to promote peace, stability and prosperity on the Korean peninsula.”

VP-26, 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 Alexander Williams, VP-26 Public Affairs



SEOUL, South Korea (Oct. 24, 2021) - Aircrew assigned to Patrol Squadron (VP) 26 pose in front of a P-8A Poseidon with a South Korean soldier during the Seoul International Aerospace and Defense Exhibition in Seoul, South Korea. VP-26 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. (U.S. Navy photo by Lt. Alex Williams)



Grey Knight Search and Rescue Mission Ends with Located Mariner

OAK HARBOR, Wash. – The Grey Knights of Patrol Squadron (VP) 46 located a missing mariner during a multi-day Search and Rescue (SAR) evolution out of Marine Corps Air Station Kaneohe Bay, Hawaii, Sept. 9, 2021.

The mariner and his vessel were reported missing when they failed to arrive to their port of call, Haleiwa, Oahu after departing Nawiliwili Harbor, Kauai.

He had been missing for one week when VP-46's Combat Aircrew (CAC) TEN onboard a P-8A Poseidon aircraft departed on the Patrol Squadrons fifth consecutive sortie in search of the vessel.

Once on station, CAC-10 commenced their search of a 9,000 square mile area oriented southwest of Kauai. On their first leg of the search pattern, the Electronic Warfare Operator detected a small radar return just outside of the assigned search area. Upon further investigation, CAC-10 visually identified the vessel, now 275 nautical miles southwest of Kauai.

CAC-10 deployed a UNIPAC II Search and Rescue (SAR) Kit. Shortly thereafter, the Grey Knights remained on sta-

tion following the arrival of a Coast Guard C-130 Hercules to coordinate assistance from a nearby merchant vessel before returning to Kaneohe Bay.

Naval Aircrewman (Operator) Third Class Jordyn Sanchez noted that "being the radar operator, it's easy to get discouraged during SAR flights after not finding anything for hours or sometimes days. But, avoiding complacency makes the difference between having a successful rescue and just another search."

With the moniker of "The Oldest and the Best," The VP-46 Grey Knights recently returned from a seven-month deployment conducting anti-submarine warfare operations and intelligence, surveillance, and reconnaissance in the FIFTH and SIXTH Fleet Areas of Responsibility. VP-46 is homeported at Naval Air Station Whidbey Island, Washington with a detachment assigned to Marine Corps Air Station Kaneohe Bay, Hawaii. They continue to prove the multi-mission capability of the P-8A Poseidon around the world.



By Petty Officer 2nd Class Austin Ingram, VP-46 Public Affairs



P-8A Aircrew Make Daring Save of Navy Sailor

OAK HARBOR, Wash. -- The primary mission of the United States Navy's P-8A Poseidon is long-range anti-submarine warfare. On occasion, however, the wide-ranging capabilities of the aircraft are requested to provide support for different missions. In this instance, the urgent call came in the middle of the night Aug. 9, 2021— a Sailor in critical condition required a medical evacuation (MEDEVAC) from Midway Island, a remote Pacific island with a rich naval history.

The request came from USS Higgins (DDG 76), a United States Navy Arleigh Burke class destroyer. One of her sailors was in a rapidly deteriorating medical condition. With limited medical facilities onboard, they required relocation to a hospital as soon as possible. The Higgins and her crew headed to Midway Island to rendezvous with the Grey Knights of Patrol Squadron (VP) 46, currently detached to Marine Corps Air Station Kaneohe Bay.

Led by mission commander, Lt. Alex Miller, the Grey Knight's Combat Aircrew (CAC) 1 took off early the next morning. While identifying the hazards for their mission, CAC-1 quickly realized that a bird strike was a significant threat to the mission. Midway Island is well known as a bird sanctuary; nearly three million birds migrate to its coast every summer. Upon arrival at Midway Island, the aircrew noted large flocks of birds swarming both ends of the airfield. A bird strike would not only jeopardize the mission but also place the crew and aircraft at risk. The ground crew did their best to clear the runway of the avian hazard, and the Grey Knight aircrew utilized the onboard sensors to evaluate and mitigate the avian hazards. Lt. Alex Miller recalled that "after conducting real-time operational risk management the aircraft commander executed a safe landing."

Higgins personnel transported the Sailor onto the P-8A. Once again, the Grey Knight aircrew risked taking off into a densely populated area of birds. Using the maximum performance capability of the CFM-56 turbofan engines and proper coordination and timing with the Midway ground crew, CAC-1 successfully launched. The Grey Knights completed the three hour transit to Hawaii and delivered the Sailor to the emergency services standing by at Marine Corps Base Kaneohe Bay. Safely on deck, Miller stated that "years of training and practice prepare us for moments like these. We executed duties beyond what is normally required to bring home a Sailor in need...I couldn't be more proud of our crew and the steadfast resolve each person showed."

The Sailor is stabilized and recovering well.

With the moniker of "The Oldest and the Best," The VP-46 Grey Knights recently returned from a seven-month deployment conducting anti-submarine warfare operations and intelligence, surveillance, and reconnaissance in the 5th and 6th Fleet areas of operations. VP-46 is homeported at Naval Air Station Whidbey Island, Washington with a detachment assigned to Marine Corps Air Station Kaneohe Bay, Hawaii. They continue to prove the multi-mission capability of the P-8A Poseidon around the world.

★ By VP-46 Public Affairs

Semper Paratus: VP-46 Training Flight Turned Rescue Mission

Led by Lieutenant Commander, Clayton "Hoss" Hunt, the Grey Knight Aircrew of Patrol Squadron Forty Six took off early in the morning on Friday, August 1st expecting to execute a routine training mission off of the Washington coast. However, they would soon be administering critical guidance in the rescue of the Ruby Lily, a 50-foot fishing vessel that rapidly sank two hours after dawn with its sole occupant now stranded in his life raft. The survivor, 132 miles from shore hailed the Coast Guard requesting immediate assistance to safely return to land. Fortunately, the vigilant P-8A Poseidon crew was already on site and prepared to respond.

Throughout the evolution, the Grey Knights coordinated with two other aircraft from their sister squadron, the Golden Eagles of VP-9 to locate the small orange life raft and safely complete the rescue. After some coordination, the stranded survivor ignited an emergency smoke, and the Grey Knight Aircrew descended and located the raft. With the raft in sight, the Grey Knight aircrew assumed responsibility as the Scene of Action Commander and coordinated with the United States Coast Guard to facilitate the next steps for rescue. Vectored into position by the Grey Knight Aircrew, a USCG rescue helicopter arrived on scene a short time later.

The fast reaction time of both the Navy and Coast Guard is a testament to the training and overall expertise embodied in each and every service member. Despite planning for and expecting a routine training mission, the VP-46 aircrew was prepared to transition into action and put their training to task in a real-world scenario. Lieutenant Alan Osborn, VP-46 Patrol Plane Pilot on scene, stated that "It was great to see multiple squadrons provide quick and efficient support to people in need. A testament to our training and the professionalism with which we serve." With the moniker of "The Oldest and the Best," The VP-46 Grey Knights recently returned from a seven-month deployment conducting anti-submarine warfare operations in the FIFTH and SIXTH fleet Areas of Responsibility. VP-46 is homeported at Naval Air Station Whidbey Island, Washington with a detachment to Naval Air Station Kaneohe Bay, Hawaii. They continue to prove the multi-mission capability of the P-8A Poseidon around the world.

★ By VP-46 Public Affairs



MQ-4C Tritons Complete First Deployment to Japan

NAVAL AIR FACILITY MISAWA, Japan (Oct. 15, 2021) – Two MQ-4C Triton unmanned aircraft systems operated by Unmanned Patrol Squadron 19 (VUP-19) departed from Naval Air Facility Misawa Oct. 12 and returned to Andersen Air Force Base in Guam upon completing their first rotational deployment to Japan.

The deployment of VUP-19 and their two MQ-4C Triton to Japan helped to develop the concept of operations, including expeditionary basing, and fleet learning associated with high-altitude, long-endurance systems operations in the maritime domain.

The two MQ-4C Tritons will continue to operate from their forward deployed location at Andersen Air Force Base to provide maritime surveillance and persistent intelligence, surveillance and reconnaissance capabilities to the U.S. 7th Fleet in support of U.S. interests and regional allies.

The MQ-4C Triton's persistence and capabilities complement the Navy's P-8A Poseidon multi-mission maritime patrol and reconnaissance aircraft and are integral to the Navy's Maritime Strategy.

★
By Petty Officer 1st Class Aidan Campbell, Naval Air Facility Misawa



Photo Courtesy of VUP-19.

Events»Community

MPA JAX SYMPOSIUM 2022: May 9-13, 2022

Schedule of Events to come! Dates subject to change.
Watch for details at: www.maritimepatrolassociation.org

Events»Reunion Groups

VP44 Reunion : May 2-4, 2022 : Wright-Patterson AFB in Dayton, Ohio

POC : Gene Toffolo

Email: vp44paxmd@aol.com Phone: (229) 559-7959

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:
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Norfolk Chapter

VP of Region:
Jordan Brye

Stay tuned for upcoming events!



Pax River Chapter

VP of Region:
Dan Papp

Stay tuned for upcoming events!



Events»Chapter Events



Washington DC Chapter

VP of Region:
Scott Miller

Who: MPA Members & Spouses & Prospective Members!
What: Happy Hour
Where: Bronson Bierhall
4100 Fairfax Dr, Arlington, VA 22203
When: 9 December from 1700-1900



Whidbey Chapter

VP of Region:
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



VP-4 recently conducted a detachment to Israel. During the detachment, the Skinny Dragons flew in support of a combined maritime security patrol with US and Israeli Naval vessels. This flight was a part of an historic day as Israel transitioned from U.S. European Command to U.S. Central Command's area of responsibility. BREATHE FIRE! (Photos courtesy of Vp-4.)



Lance Cpl. Luke Seiler from Marine Wing Support Squadron 271 Aviation Mobility Company, FARP Platoon, along with Sailors from Navy Cargo Handling Battalion ONE receive and refuel a Navy P-8 Poseidon, from Patrol and Reconnaissance Squadron (VP) 5 at a forward arming and refueling point (FARP), demonstrating the integration of force capabilities at Kinston, N.C. as part of Large-Scale Exercise (LSE 2021), Aug. 13, 2021. (U.S. Navy photo by Senior Chief Mass Communication Specialist RJ Stratchko)



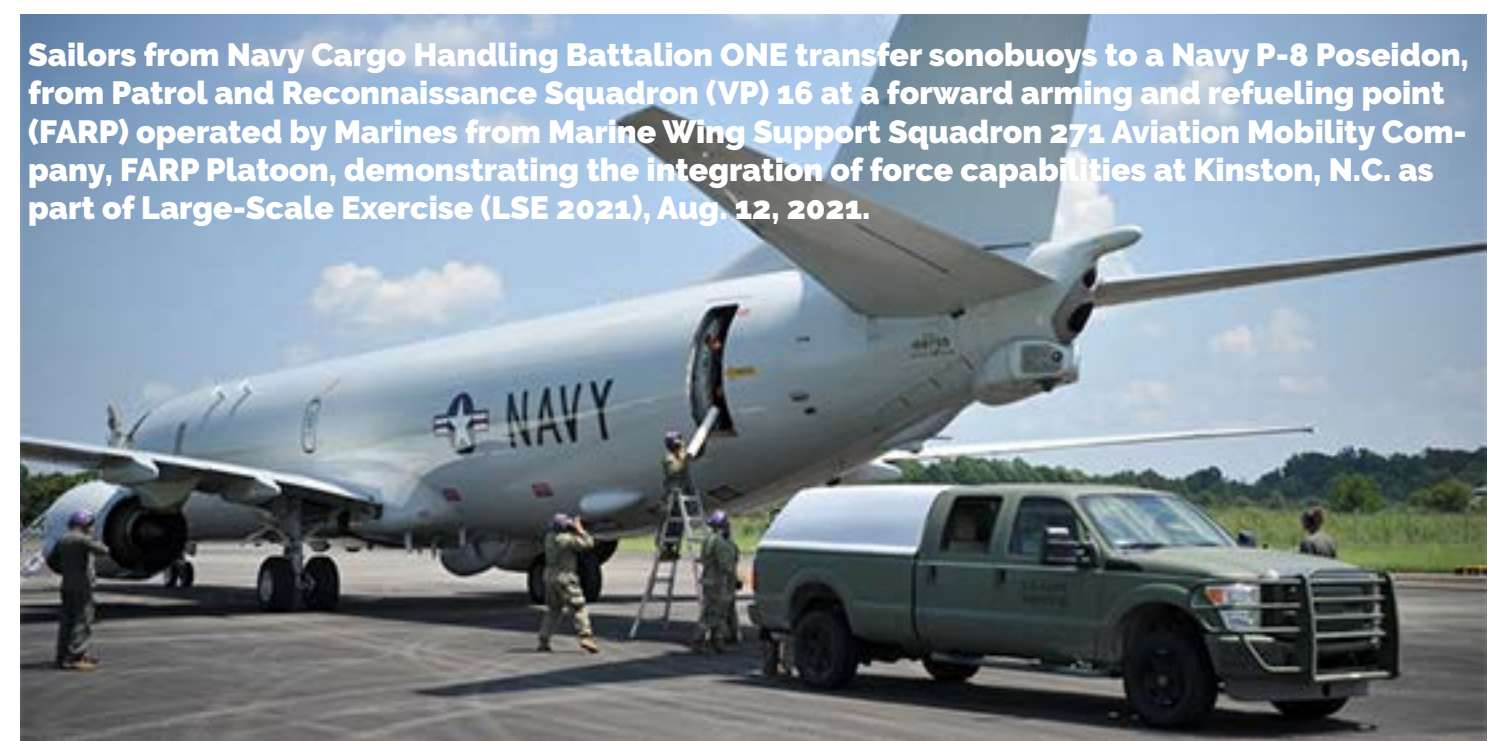
Congratulations to VP-5 Combat Aircrew 4 who dominated the 2021 ASW Fleet Challenge competition and are bringing the championship belt back to CPRW-11 and Jacksonville! NO FOX LIKE A MAD FOX! Combat Aircrew 4 is: LT Seth McClanahan, PPC; LT Daniel Unger, 2P; LTJG Corey Fogle, 3P; LT Jason Latchem, TC/MC; LTJG Nadir Dally, CTC; AWO1 Bryan Johnson, SS1; AWO3 Blake Vanover, SS2; AWO2 Ethan Hennessey, SS3; AWO3 Sierra Dejesus, SS4



Members of the Women's Auxiliary of American Legion Post 250 from Middleburg, Florida, gather with leadership from Patrol Squadrons 16 and 26 on the Naval Air Station Jacksonville flight line, Sept. 23. The women presented small American flags that will be passed out to squadron members. (U.S. Navy photo by Kaylee LaRocque/Released)



LES ANGLAIS, Haiti (Aug. 27, 2021) -- An overhead image captured by U.S. Navy P-8 Poseidon Fighting Tiger 12 from the VP-8 Fighting Tigers out of Naval Air Station Jacksonville shows the offload and delivery of earthquake aid transported from a U.S. Marine Corps MV-22B Osprey. In support of the USAID-led whole of government effort, U.S. military forces of Joint Task Force-Haiti are supporting the delivery of U.S. foreign disaster assistance. (Courtesy U.S. Navy Photo)



Sailors from Navy Cargo Handling Battalion ONE transfer sonobuoys to a Navy P-8 Poseidon, from Patrol and Reconnaissance Squadron (VP) 16 at a forward arming and refueling point (FARP) operated by Marines from Marine Wing Support Squadron 271 Aviation Mobility Company, FARP Platoon, demonstrating the integration of force capabilities at Kinston, N.C. as part of Large-Scale Exercise (LSE 2021), Aug. 12, 2021.



LIMA, Peru (Sept. 28, 2021) Multinational service members and distinguished visitors are briefed aboard a P-8A Poseidon aircraft attached to the “Golden Eagles” of Patrol Squadron (VP) 9 before an intelligence, surveillance, and reconnaissance (ISR) mission flight during UNITAS LXII at Peruvian Air Force Base Group 8, Sept. 28, 2021. (U.S. Navy photo by Lt. Laura Price/Released)

CALLAO, PERU (Sept. 25, 2021) The “Golden Eagles” of Patrol Squadron (VP) 9 participate in a tug-of-war competition against Ecuador during the in port sporting events for UNITAS LXII at Callao Navy Base, Sept. 25, 2021. UNITAS is the world’s longest-running maritime exercise. Hosted this year by Peru, it brings together multinational forces from nineteen countries and includes 29 ships, four submarines, and twenty aircraft conducting operations off the coast of Lima and in the jungles of Iquitos. The exercise trains forces to conduct joint maritime operations and focuses on strengthening partnerships and increasing interoperability and capability between participating naval and marine forces. (U.S. Navy photo by MC1 Mitch Meppelink/released)



LIMA, Peru (Sept. 30, 2021) U.S. Navy Lt. Ryan Johnson discusses best practices with Peruvian navy Lt. Jorge Renato Alarcon Ulloa and Lt. Marco Antonio Flores Palomino aboard a P-8A Poseidon aircraft attached to the “Golden Eagles” of Patrol Squadron (VP) 9 during an intelligence, surveillance, and reconnaissance (ISR) mission flight as part of UNITAS LXII, Sept. 30, 2021. (U.S. Navy photo by Lt. Laura Price/Released)



LIMA, Peru (Sept. 28, 2021) Lt. Esteban Vasquez (left) and Lt. Gabriel McCarthy pilot a P-8A Poseidon aircraft attached to the “Golden Eagles” of Patrol Squadron (VP) 9 for an intelligence, surveillance, and reconnaissance (ISR) mission flight during UNITAS LXII at Peruvian Air Force Base Group 8, Sept. 28, 2021. (U.S. Navy photo by MC1 Mitch Meppelink/Released)

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Rear Adm. Rune Andersen, Chief of the Royal Norwegian Navy, greets 1st Lt. Rokkervo, a member of the Royal Norwegian Air Force, who is currently stationed at Patrol Squadron (VP) 30 during a visit to Naval Air Station Jacksonville, Oct. 14, to receive an update on allied forces participating in P-8A Poseidon training. Andersen visited the squadron part of a series of visits centered around the integration of the Royal Norwegian Navy frigate HNoMS Fridtjof Nansen (F310) as the ship joins the Harry S. Truman Carrier Strike Group under the Cooperative Deployment program. The United States Navy trains with NATO allies, to reinforce capabilities of protecting the strategic lines of communication that connect Europe and North America. (U.S. Navy photo by Mass Communication Specialist 2nd Class Nick A. Grim/released)



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 Courtesy VP-40 Facebook Page



UNCLASSIFIED

Patrol Squadron (VP) 10 P-8A Poseidon overhead imagery of road congestion caused by earthquake damage in the southwest region of Haiti. VP-10 is deployed to the U.S. 4th Fleet area of operations to supporting Joint Task Force-Haiti providing critical information to planners and relief agencies supporting the humanitarian assistance and disaster relief (HADR) efforts in Haiti following a 7.2-magnitude earthquake Aug. 14, 2021. VP-10 also is supporting Joint Interagency Task Force South's mission to counter illicit drug trafficking in the Caribbean and Eastern Pacific. (U.S. Navy photo by Combat Air Crew One (CAC-1) of VP-10/Released)



Air crew from Patrol Squadron 45 head into Hangar 511 at Naval Air Station Jacksonville after arriving home from a six-month deployment to 7th Fleet, Oct. 4. (U.S. Navy photo by Kaylee LaRocque/Released)



PACIFIC OCEAN (Sept. 9, 2021) A stranded mariner waves down a P-8A Poseidon Maritime Patrol Aircraft assigned to the “Grey Knights” of Patrol Squadron (VP) 46, 275 nautical miles southwest of Kauai, Aug. 12, 2021. VP-46 has recently returned from a maiden P-8A deployment to the U.S. Fifth and Sixth Fleet area of operations (AOR) and is currently supporting Home Land Defense operations out of Kaneohe Bay, Hawaii as part of Commander, Task Force 32, while also completing an Inter-Deployment Readiness Cycle in preparation for their return to the U.S. Sixth Fleet AOR (U.S. Navy Photo, courtesy Patrol Squadron FOUR-SIX)



JACKSONVILLE, Fla. (Oct. 26, 2021) Fleet Readiness Center Southeast (FRCSE) P-8 Fleet Support Team (FST) senior structural engineer Christie Sanders (right), provides Temporary Engineering Instructions (TEI) for the removal of wing components to resolve a wing fuel tank leak on a P-8A Poseidon. FST members handle all organizational-level and depot-level issues with the airframe, develop and plan repairs, and oversee modifications of assigned aircraft. (U.S. Navy Photo by Toiete Jackson/Released)



We couldn't have asked for a better sight . The A/U/RGM-84 Harpoon is an all-weather, over-the-horizon, anti-ship missile system that provides the Navy with a common missile for air and ship launches. Courtesy VP-45.



OAK HARBOR, Wash. (Sept. 30, 2021) Aviation Ordnanceman 3rd Class Ryan Ricketts installs a pylon on P-8A Poseidon maritime patrol aircraft, Sept. 30, 2021. VP-46 has recently returned from a maiden P-8A deployment to the U.S. Fifth and Sixth Fleet area of responsibility (AOR) and is currently supporting Home Land Defense operations out of Kaneohe Bay, Hawaii as part of Commander, Task Force 32, while also completing an Inter-Deployment Readiness Cycle in preparation for their return to the U.S. Sixth Fleet AOR. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Zach Dalton)



INS RAJALI, India (Oct. 16, 2021) - Capt. Atul Sopahia, senior observer, left, Indian Naval Air Squadron 312 and Cmdr. Timothy Bierbach, executive officer, Patrol Squadron (VP) 47, pose for a photo during a gift exchange while visiting INS Rajali, India. The VP-47 "Golden Swordsmen", based out of Naval Air Station Whidbey Island, are currently operating from Misawa Air Base in Misawa, 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. (U.S. Navy Photo by Mass Communication Specialist 1st Class Brandon J. Vinson/RELEASED)



OAK HARBOR WASH. (Oct. 06, 2021) Retired Adm. Harry Harris (center), the 60th Commanding officer of Patrol Squadron (VP) 46, poses for a photo with commanding officer of VP-46 Cmdr. Joseph Snyder (left), and executive officer Cmdr. Frank Verducci during a tour of command spaces, October 06, 2021. VP-46 has recently returned from a maiden P-8A deployment to the U.S. Fifth and Sixth Fleet area of responsibility (AOR) and is currently supporting Home Land Defense operations out of Kaneohe Bay, Hawaii as part of Commander, Task Force 32, while also completing an Inter-Deployment Readiness Cycle in preparation for their return to the U.S. Sixth Fleet AOR. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Zach Dalton)



DEPLOYED!
You can rest easy America, the 'Golden Swordsmen' have the watch. October officially marked the beginning of another deployment for VP-47. Our team of dedicated Warfighters are operating in various Areas of Responsibility (AOR) around the globe. Courtesy VP-47 Facebook.



A U.S. Navy Patrol and Reconnaissance Wing (CPRW) 10 P-8A Poseidon flies next to an Oregon Air National Guard F-15 Eagle of the 142nd Wing to conduct ongoing familiarization training. More than seven coordinated training flights have been conducted between the two groups at Portland Air National Guard Base, Oregon throughout 2021. (Courtesy Photo, U.S. Navy)

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HACHINOHE, Japan (Oct. 13, 2021) - Rear Adm. Carl Lahti (right), Commander, U.S. Naval Forces Japan (CNFJ) and Commander, Navy Region Japan (CNRJ), greets James Elliott, Hachinohe Fuel Terminal Director for Naval Supply Systems Command Fleet Logistics Center Yokosuka Detachment Hachinohe Fuel Terminal, during a visit to regional installations across Japan. Lahti, who took over as CNFJ/CNRJ in July, was visiting the area to meet with personnel and familiarize himself, and his staff, with facilities in and around Misawa. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jan David De Luna Mercado)



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JACKSONVILLE, FL. – U.S. Navy Capt. John Spore, right, commanding officer of Patrol Squadron Thirty (VP-30), poses for a photo in front of a P-8A Poseidon with Air Vice Marshal Andrew Clark, Chief of Air Force, Royal New Zealand Air Force, in the hangar of VP-30 at Naval Air Station Jacksonville August 23, 2021. (U.S. Navy photo by MC2 Rebekah Montanez)

Of Interest

Father and Son Share Special P-8A Poseidon Bond

Dave Morris, P-8 Manufacturing engineer in Mission Systems, has always tried to nurture his children's interests. His son, Matthew, wanted to be a pilot and, growing up, questioned him endlessly on the best path to take.

"He always talked about becoming a fighter pilot or flying a rescue helicopter," Morris said. "When he told me he received his No. 1 choice assignment, to fly the P-8A Poseidon the program I have worked on for over a decade it was an honor and a complete surprise."

For Morris, sharing the news of his son's P-8 assignment with his teammates was a special day.

"Many of my co-workers have heard me tell stories of Matthew's training, so it's been a great motivator that connects us even more with our customer," Morris said. "The team loves to hear anything I can tell them about Matthew's missions and they love to see any photos he is allowed to share."

One of those was what Matthew recalls as one of his best flying days. Late last year his jet was sent out on a search for a shipwreck in the Pacific Ocean near El Salvador. According to media reports, his crew aboard a U.S. Navy P-8A Poseidon maritime surveillance aircraft located 18 survivors and directed a nearby civilian vessel to the wreck to help out until the U.S. Coast Guard arrived.

Matthew's first official training flight on a P-8A was over three years ago. Today, the father and son duo enjoy the chance to discuss and appreciate the complexities of the aircraft from their individual perspectives, giving them a unique bond.

"My dad has worked at Boeing longer than I have been alive he's a third-generation Boeing employee. Growing up in a Boeing family has been very interesting," Matthew said. "Getting the opportunity to pilot the P-8A and serve as mission commander really opened my eyes to the entire network of people who make our Navy missions possible."

Matthew, who is based out of Naval Air Station Whidbey Island, Washington, also shares a deep respect for everyone who works on the P-8 program.

"I know what components my dad and his co-workers put on the aircraft and that is really special," Matthew said. "I couldn't ask for a better plane to have the opportunity to fly."

★
By Laura Haworth, Boeing News Now, August 20, 2021

TOP: U.S. Navy Lt. Matthew Morris, who is based out of Naval Air Station Whidbey Island, Washington, shares a deep respect for everyone who works on the P-8 program.



RIGHT: Dave Morris, a P-8 Manufacturing engineer in Mission Systems, shares stories and photos of his son's accomplishments with his teammates whenever he can. (Courtesy Dave Morris)

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