



VP INTERNATIONAL NEWSLETTER

December 2015

From the VP International Patron, Colonel Pat Thauberger



As a member of VPI for over twenty years, it was indeed a privilege to take over as Patron this past summer, and I am pleased to see that this fellowship is alive and well. I know the last several months have been extremely busy for all of us conducting operations far from home, but rest assured that the VPI leadership and we here at 14 Wing have confirmed the continued long-term support and viability of the VPI here in Greenwood, through improvements in the VPI Headquarters with upgrades to its infrastructure. As the Patron, I am very appreciative of the VPI leadership team in their recent efforts to stimulate membership and to reconnect with past and present members via Facebook from the VPI Web link and our electronic newsletter. I look forward to reuniting with many of you between 22 and 26 June 2016, as we celebrate the 50th year of the VPI, and the 75th anniversary of our LRP squadrons and 413 Transport and Rescue Squadron here in Greenwood. Planning is well underway and I am thrilled that VPI has taken on such a significant role in the coordination and reception activities that will make this event such a success.

From the President, VP International, Major David Venne



Welcome to your new edition of the VPI Newsletter. It is my pleasure to introduce myself as your new VPI President. VP International is many things to different people but for me, it is where aviators can meet and mingle amongst friends. It is when a young aircrew and a retired member share some flying stories and realize that there are huge similarities in their experiences. It is when they know they can come to the local VPI chapter and find some friends at the end of a long day or a long week. It is about fellowship.

I invite you to take time to read the articles in this edition. I also want to emphasize that VPI is interested in hearing from you and your experience by sending us your articles. I also want to thank all the volunteers that contribute long hours into VPI. From our two regular in the office to the newsletter committee and to the executives. All these hardworking, and often retired members, are an essential part of our association.

In closing, I want to invite you to come to 14 Wing Greenwood during your VPI 50th Anniversary weekend on 22-26 June 2016.

Aims

The aim of the VP International newsletter is to provide a medium for the exchange of ideas of importance to the free world on the broader aspects of Maritime Air and Long Range Patrol doctrine and the employment of related forces. Secondly, it will report on advances in the application of related weapons and high technology systems that are operational or are being introduced.

Editorial Policy

Contributions are most welcome. The views expressed in this newsletter, unless explicitly stated otherwise, do not in any way reflect official policy of any government, and are the personal views of the author. We reserve the right to make any editorial changes we believe will improve the material submitted without altering the intended meaning.

Lockheed Martin Develops P-3 Source Point for Orion Sustainment Requirements

Lockheed Martin has developed a customer focused program called P-3 Source Point to better support the P-3 operators' sustainment needs. P-3 Source Point provides the community an opportunity to connect, communicate and collaborate. It is designed to be a significant tool in the sustainment toolbox to effectively manage sustainment requirements associated with this mature and proven platform.

P-3 Source Point (<https://p3sourcepoint.com/>) provides a single point of contact at Lockheed Martin for P-3 requirements. It provides the ability to request Original Equipment Manufacturer (OEM) authorized sources of supply and it provides various discussion forums to facilitate community engagement. Also, there is no cost associated with joining and participating in the P-3 Source Point website.

Nick Kljucaric, Lockheed Martin's Senior Manager for P-3 Sustainment, noted "Lockheed Martin P-3 Source Point leverages OEM engineering and quality with the responsiveness and flexibility of our three authorized P-3 distributors and our Certified Parts Providers. The result is an OEM certified part at less than OEM prices." Kljucaric added that "the goal is to provide a superior customer experience that results in long term relationships and establishes Lockheed Martin as the go to company for P-3 sustainment."



The P-3 Source Point relies on three groups for its success: Lockheed Martin, the P-3 Distributors, and the P-3 Certified Parts Providers, or CPPs.

As the OEM of the P-3 and the P-3 Source Point developer, Lockheed Martin provides the engineering, quality, and manufacturing capabilities for the P-3/CP-140/L-188 Lockheed Martin engages daily with P-3 customers, distributors, and certified parts providers to facilitate communication and collaboration.

Secondly, success of the program relies heavily on the responsiveness and flexibility of the three Lockheed Martin authorized P-3 distributors, Blue Aerospace, Kellstrom Defense and MHD Rockland. Three distributors ensures there is a level of competition built into the program that benefits the customer.

The distributors can only purchase and sell Lockheed Martin approved parts, which essentially is the same as buying from Lockheed Martin because Lockheed Martin engineering and quality requirements are adhered to and monitored throughout the manufacturing process.

The distributors bring another advantage to the table according to Kljucaric "they are required by license to carry inventory which in many cases provides a level of flexibility to the customer that many large OEMs just don't currently provide." Another benefit of the P-3 Source Point distributor model is that they also have the flexibility to combine customer requirements, make quantity buys and pass those savings on to the customer. This is advantageous in a collaborative environment where different operators can combine their requirements to increase the quantity and experience savings.

The third group in the P-3 Source Point model are the P-3 Certified Parts Providers. Lockheed Martin P-3 Certified Parts Providers are companies that produce Lockheed Martin parts under license. These parts receive a CPP hologram sticker identifying that the part was manufactured to the latest Lockheed Martin technical data, including special processes, Lockheed Martin approved sub tier processors and Lockheed Martin approved materials. The CPP parts also receive 100% source inspection by Lockheed Martin Supplier Quality Engineers.

The advantage of CPP parts to the procuring agency is that parts manufactured by the CPP members do not require procurement agency quality oversight. Lockheed Martin has already ensured the quality. The hologram parts are also a very effective method for identifying non-counterfeit parts, an ever increasing concern in today's market place. The serialized hologram sticker provides a physical sign that a part meets OEM requirements and provides a means of traceability to identify who built it and when it was manufactured. The full document trail can be followed from there.

In the aerospace industry there is a level of rigidity that is necessary to ensure safety. With P-3 Source Point, Lockheed Martin has successfully balanced those rigid engineering and quality requirements of the OEM with the flexibility and responsiveness of its distributors and certified parts providers to provide the P-3 community with a valuable cost-effective tool for sustaining their P-3 fleets.

The Search for MH370

By FLT LT Tony Beilby

Our 'original' search crew departed Australia on 27 March 2014 after flying over 100hrs in two weeks from the Malacca Straits and Bay of Bengal to the Southern Indian Ocean. They were replaced with a fresh crew who were straight into action from RAAF Pearce early the next morning. Our No. 5 Sqn crews were initially flying a 3-on, 1-off cycle, followed by a 2-on, 1-off cycle. That meant we were flying 5 days out of 7, with 15-16hr working days each day. This worked out to be approximately 50-55 flying hours per week, very close to the limit of 60hrs p/w approved by Air Force orders. This was extremely fatiguing for the

crews however the dedication to the task was notable by both aircrew and maintenance staff. There is a monthly limit of 150hrs per month so at that rate of effort, the 'original' crew would have broken the limit inside three weeks.

Thus we had to swap the original crew out, with a fresh set of Squadron personnel. Our Detachments have been working near to the limit of our Standing Orders and of the aircraft capability. Because of the long working days, we also had to slip the take-off time each day by around three hours, to allow for sufficient crew rest between duty days. The aircraft were taking off with max fuel load each day; we even removed unnecessary systems and weight from the aircraft so that additional minutes could be gained for searching in the tasked area.

Over the initial period operating from RAAF Pearce, the RNZAF had flown 11% of all missions with only 2% of the total Air Task Group personnel. The figure sounds great, but is a little misleading given the large numbers provided by the RAAF for Mission Support functions. But having not dropped a sortie and operating with only one crew and one aircraft, 5 Sqn had contributed a great deal to the search operation from a very small footprint. This was admired widely across the International team here.

The Air Task Group totalled 680 personnel, with aircraft and ground crews from Malaysia, China, Japan, Korea, the USA and Australia as well as ourselves. This was a very complex international effort, with co-ordination occurring between air forces which do not all regularly exercise together. So working in the HQ—in a multi-national, multi-lingual and multi-cultural environment—has been a learning experience!



SAR crew conduct plane-side brief prior to getting airborne on another mission searching for MH370 over the Indian Ocean.

We moved to a 1/1 (fly/rest) cycle for sustained operations; this was in line with the other nations involved in the airborne search. Our crew detected a number of objects while searching.

At the end of each mission imagery of the debris is sent to the Australian Maritime Safety Agency (AMSA) for review by experts. Nearly all of these objects were detected visually (not with radar) and visual searching remained our primary method. The RAAF have developed an acoustics search capability using equipment developed by SonarTech. We were prepared to join in this type of search too, if needed; 485 Wing (at Base Auckland) and the Directorate of Continued Airworthiness Management (in HQNZDF) did some great work getting the Airworthiness Approvals and Concessions quickly in place (over a weekend) to make this possible. They also did great work to

gain approval for the crew to drop GPS location buoys for AMSA to determine ocean drift and to track debris fields inside the search zone.

Of course many VIPs were following the search; A/SQNLDR Leon Fox, our initial Air Liaison Officer, met with the Prime Minister of Australia twice, and the PM of Malaysia. We were visited by the Chiefs of the RAAF and the Royal Malaysian Air Force, and Jonathan Young MP from New Plymouth. Our CAF visited the Detachment on 23 April—all were very appreciative of the efforts we are putting in. When our CAF visited he attended a briefing by the Commander Air Task Group and called on AM Angus Houston (rtd) who is leading the Joint Agency Coordination Centre.

As the search extended into May with little apparent result, news media interest had died down somewhat. Back in early April nearly every flight we made had some media personnel onboard. We hosted news reporters from Australia, UK, Canada, China, Singapore and of course our own TVOne and TV3 news. The crew bonded well with all who flew with us and we were soon known as being very welcoming, accommodating and professional in the way we conduct our business.

As of 07 April 2014 the second Detachment had flown 169hrs in just under 4 weeks. With the arrival of the third Detachment in early April, we continued to fly the day on/day off regime. As April ticked by we began to plan on flying three days a week, in order to preserve airframe hours.

The Maintenance team all worked hard, around the clock. They pulled out all the stops to achieve the aircraft's 35-day servicing in just two days. Overall, from the start of the search, only one sortie was dropped due to serviceability—in that instance, an engine leak. The achievement speaks volumes for the ability and dedication of our ground crews.

Aircraft Captain FLT LT Tim McAlevey

On several occasions, we conducted the search in our own search areas, and also picked up other nations' allocated areas when they had been unable to complete due to aircraft issues. This has been appreciated by the other forces involved. Several objects were sighted, however none proved to be of interest. We twice successfully identified an object and coordinated with Australian and Chinese ships to enable the objects to be recovered. We were, of course, frustrated to not find any conclusive evidence related to MH370, nor to be able to provide closure to the families of the victims.

We had a break on Anzac Day to attend the Dawn Parade at Kings Park in Perth; the largest Anzac Day ceremony in Australia. As of 29 April 2014 the RNZAF detachment had flown 276 hours.

Once the decision was made to end the aerial search, we focussed on getting home; we returned to Auckland on 01 May 2014.



NEW VPI MEMBERS



Lieutenant-Colonel Brendan Cook, Commanding Officer of 405 Squadron, centre, left photo; and Lieutenant-Colonel Bruno Baker, Commanding Officer of 404 Squadron, centre, right photo; were welcomed into the VPI organization by Major David Venne, International President left, and Major Patrick Castonguay, Greenwood Wing President at a recent meeting.
Photos by Derek Squire

Russia will boost navy in Atlantic and Arctic to counter 'unacceptable' NATO expansion



Russia will guarantee a permanent naval presence in the Mediterranean and boost its strength in the Atlantic and Arctic under a strategy to counter “unacceptable” NATO expansion. The plans, which also include ambitious ship-building targets and expansion of infrastructure for the country’s fleet in the Black Sea, were laid out in a new naval doctrine approved by President Vladimir Putin. [ARTICLE](#)

UK To Get Boeing P-8 Maritime Patrol Aircraft

Boeing P8

4,500 miles (7,200 km)
maximum range without refuelling

490 knots (910km/h;
560mph) maximum speed

28 P-8A Poseidon aircraft in use
by the United States

2 other countries, India and
Australia, have variants of the
aircraft in use or on order

Source: Boeing

And a new fleet of nine Boeing P-8 Poseidon maritime patrol aircraft will be based at RAF Lossiemouth in Moray.

The aircraft will fill a gap left by the much-criticised decision in the last defence review, in 2010, to scrap a new generation of Nimrod aircraft.

[ARTICLE](#)

China may be trying to hide submarines in South China Sea



BEIJING — For months, China’s visible construction of artificial islands and military facilities in the South China Sea has alarmed U.S. officials and many of China’s neighbors. What is happening under the water is also worrisome, say several defense and security analysts. The expansion of its claim on the South China Sea may be intended to create a deep-water sanctuary — known in military parlance as a “bastion” — where its submarine fleet could avoid detection. [ARTICLE](#)

ADEX: Lockheed details plan to bring S-3B Viking back

20 October, 2015
By Greg Waldron, Seoul

Lockheed Martin has detailed a proposal to supply former US Navy S-3B Viking anti-submarine warfare aircraft to the South Korean Navy. The work would see 12 S-3Bs removed from long-term storage in the Arizona desert and updated with new equipment, says Clay Fearnow, Lockheed’s director of maritime patrol programmes, who spoke to Flightglobal at the Seoul International Aerospace and Defense Exhibition (ADEX). [ARTICLE](#)

ANNUAL VPI MEMORIAL SERVICE

Again this year members of VP International gathered at the memorial that remembers the over 1800 aircrew of Canada and her Allies who have lost their lives in the performance of their duties during Long Range Patrol Operations from the beginning of the Cold War. VPI is a Canadian based worldwide association of LRP aviators. The term VP is the designation for military fixed wing maritime patrol aircraft employed in intelligence reconnaissance, surveillance, anti-submarine and anti-surface ship operations. The monument at 14 Wing incorporates a three-point wave supporting the VPI symbol. This support represents the oceanic nature of LRP operations and ties together the twenty-two member nations of VPI. The aims of the organization are to foster fellowship among maritime aircrew, and to promote the understanding of patrol operations in military aviation.



THE MARITIME PATROL ASSOCIATION



The Maritime Patrol Association, Inc (MPA) was founded in 2011 to provide recognition and to enhance the prestige of the U.S. Maritime Patrol and Reconnaissance community by promoting the use of the patrol and reconnaissance aircraft in the United States Navy. In pursuing these objectives, MPA will provide a forum whereby past, present and future MPA members can: interact and network with each other through a variety of meetings and events and media; provide recognition to those persons who have made significant contributions to the community; and be continuously informed of new developments and accomplishments in the Maritime Patrol and Reconnaissance community. [WEB SITE](#)

THE MARITIME AIR VETERANS ASSOCIATION



The role of The Maritime Air Veterans Association is to provide fraternal comradeship and support of veteran Royal Canadian Air Force, Royal Canadian Navy, and Canadian Forces Maritime Air Veterans. The Association will also speak out and advocate to Veterans Affairs Canada (VAC) and other Veteran organizations on issues that are relevant to the support of Maritime Air Veterans. [WEB SITE](#)



14 GREENWOOD – 50th Anniversary of VPI & 75th Anniversary of 404/405/413/415 Squadrons

14 Wing Greenwood, Nova Scotia, will be hosting subject celebrations in June 2016. Planning is progressing and most of the major events and activities have been scheduled as identified below. Additional information on the events, including registration requirements and costs, will be made available by December 2015 on the [75th Anniversary](#) web site..

Wed 22 Jun 16	Thurs 23 Jun 16	Fri 24 Jun 16	Sat 25 Jun 16	Sun 26 Jun 16
Early Registration at VPI	Registration at VPI	Registration at VPI	Golf Tournament	Breakfast
CASEX/Overland EX Start	CASEX/Overland EX End	Industry Displays	Vineyard Tours	VPI Memorial
	VPI Members Meet & Greet	Aircraft Statics w/Kit Shops	Museum Tours	
		TGIF 40s theme	VPI General Mtg	
			Dinner 40s Theme	
			Dance 40s theme	

PEOPLE IN THE NEWS



Air Commodore Warren McDonald was born in Hay, NSW and joined the RAAF at the age of 15 as an apprentice motor transport fitter. In 1989 he was commissioned and underwent pilot training, flying his first operational tour on the P-3C Orion at 11 Squadron. In 1993, Air Commodore McDonald was posted to Canada to fly the CP-140 Aurora on 415 Squadron. In 1996 he returned to fly the P-3C Orion on 10 Squadron, where he was then posted to 92 Wing's Maritime Test and Evaluation Unit to introduce the AP-3C Orion. In 2001 he was Promoted to Squadron Leader and posted to 10 Squadron as a Flight Commander. In 2002 he was posted to Butterworth Malaysia, as the Officer Commanding Detachment Alpha. In 2005 he returned to Australia to attend the Australian Command and Staff Course. He was subsequently promoted to Wing Commander and made the Deputy Director of Air 7000 Phase 1 in 2006. In 2007 he was appointed Commanding Officer of 11 Squadron and in 2009 was placed on acting Group Captain Rank and appointed Officer Commanding 92 Wing. Promoted in 2010 to Group Captain he served at 92 Wing until October 2011, where he then deployed as the Australian Air Component Commander for Joint Task Force 633 in support of Operation SLIPPER. Upon his return from the Middle East in May 2012 he was promoted to Air Commodore and appointed the Director General Capability Planning - Air Force. Air Commodore McDonald assumed

command of Air Mobility Group on 6 December 2013. He has over 5000 hours on the P-3 and has served on four operational tours in the Middle East, all in varying command positions.



Rear Admiral Kyle Cozad is a native of Las Vegas, Nevada. He is a 1985 graduate of the United States Naval Academy, where he received a Bachelor of Science in Oceanography/ Physics. He holds a Master of Science in National Resource Management from the Industrial College of the Armed Forces (ICAF) in Washington, D.C., where he graduated with distinction. Additionally, he attended the Navy's Corporate Business Course at the University of Virginia's Darden School of Business. Cozad's operational Maritime Patrol and Reconnaissance Aircraft (MPRA) tours span all four MPR sites, including Patrol Squadron (VP) 23, Brunswick, Maine; VP-9, Barbers Point / Kaneohe Bay, Hawaii; command of VP-40, Whidbey Island, Washington; and command of Patrol and Reconnaissance Wing 11, Jacksonville, Florida. His other operational tours include flight deck officer / catapult and arresting gear officer aboard USS Kitty Hawk (CV 63), where he was awarded the Admiral William F. Bringle Award for inspirational leadership. Cozad has also served extensively as an instructor pilot in multiple operational tours, completed two tours with VP-30, the P-3 Fleet Replacement Squadron (FRS), and another with 404 Squadron in Greenwood, Nova Scotia where he was a CP-140 exchange instructor pilot with the Canadian

Air Force. Cozad served ashore at the Navy Personnel Command (NPC), Millington, Tennessee, in a variety of capacities including assignment as aviation commander / captain detailer, commanding officer, staff enlisted personnel and executive assistant to Commander, Navy Personnel Command. From 2010 to 2012, he served as the 22nd Senior Director of the White House Situation Room. Additionally, he served as a CNO Fellow on the CNO's Strategic Studies Group (XXXII) in Newport, Rhode Island. As a flag officer, Cozad has previously been assigned as vice deputy director, Regional, Force Management and Future Operations (J-35), The Joint Staff in Norfolk, Virginia and subsequently as commander, Joint Task Force Guantanamo. Cozad assumed command of Patrol and Reconnaissance Group, Norfolk, Virginia August 20, 2015.



Lieutenant-General Michael Hood began his military career in the infantry as a guardsman with the Canadian Grenadier Guards before enrolling in the Regular Force and receiving his air combat systems officer wings in 1988. Most of his subsequent flying career was spent in the tactical airlift role on the mighty CC-130 Hercules, as well as a tour as an electronic warfare officer on the T-33 Silver Star and CE-144 Challenger (the electronic warfare version of the Challenger). Lieutenant-General Hood was previously the Commanding Officer of both 429 and 436 Transport Squadrons; he served as the commander of 8 Wing Trenton from 2007 to 2009.

His staff tours include aide-de-camp to the Governor General, a member of the directing staff at the United States Air Force Command and Staff College, desk officer within J3 International in the Deputy Chief of the Defence Staff Group, as well as the J5 Plans upon the stand-up of Canadian Expeditionary Force Command Headquarters in January 2006. Following assignments as Director General Air Force Development and Deputy Director General of International Security Policy, he was appointed Deputy Commander of the Royal Canadian Air Force in September 2012. In June 2013 he was appointed Director of Staff, Strategic Joint Staff. He became Commander of the Royal Canadian Air Force on July 9, 2015. Lieutenant-General Hood is a graduate of Canada's National Security Program as well as the United States Air Force Command and Staff College, and holds a Masters Degree in International Relations from Auburn University in Alabama.

EDITOR'S NOTE: I would like to thank the many people who have participated in the creation of the VPI newsletter. We are continually looking for articles that would be of interest to the various Maritime, Long Range Patrol and Reconnaissance aviation communities. These can include original works or links to articles and can be emailed to VPIHQ@eastlink.ca. To continue receiving the Newsletter please inform VPIHQ2@eastlink.ca of any changes to your E-Mail Address. I am now handing over the Editor's chair to Perry Matte who will bring a wealth of experience to the newsletter. Bert Campbell, Editor

