

Dictionary of American Naval Aviation Squadrons

Volume 2

The History of VP, VPB, VP(HL) and VP(AM) Squadrons

Michael D. Roberts



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CAPTAIN MICHAEL D. ROBERTS, MSC, USNR, is a computer systems specialist with the Department of Veterans Affairs in Washington, D.C. He was a drilling reservist with Naval Historical Center Volunteer Training Unit 0613 from 1988 to 1998. Captain Roberts graduated from Drury College, Springfield, Missouri, in 1966 with a Bachelor of Arts in Biology and minor in History. He graduated from the Medical College of Virginia, Richmond, Virginia, in 1968 with a Masters in Hospital Administration.

Following graduation Captain Roberts served four years on active duty in the Navy with assignments in San Diego, California, and Cubi Point, Philippines. Upon separation from active duty, he remained in the Navy Reserves and his assignments involved providing medical support to Marine Corps Reserve units. In 1990 he volunteered to cover the historical aspects of Navy medical units attached to the 1st and 2nd FSSG, U.S. Marine Corps during the Gulf War. During his six months on active duty he covered over 3,000 miles on the ground in the combat zone. He was later awarded two Navy Commendations and one Meritorius Service Medal for his contributions.

Captain Roberts has written several articles for the magazine *Navy Medicine*, numerous articles on the ironclad navies of the American Civil War, and a "History of the U.S. Navy Department" for the Oxford Press publication *A Historical Guide to the U.S. Government*. The research and writing of this reference book not only appealed to Captain Roberts as a professional historian but he also had a special interest in the subject matter because his father was a Naval Aviator in the patrol community during World War II.

On 1 November 1998 Captain Roberts retired from the Navy Reserves after 30 years of service. He currently resides in Springfield, Virginia, with his wife Carol and son, David.



Roberts, USNR, prior to his retirement from the Reserves in 1998.

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Foreword

THIS EAGERLY ANTICIPATED SECOND VOLUME of the *Dictionary of American Naval Aviation Squadrons: The History of VP, VPB, VP(HL) and VP(AM) Squadrons* continues the excellent historical coverage seen in the first volume of this series. The author, Captain Michael D. Roberts, MSC, USNR (Ret.) and the staff of the Naval Aviation History Office of the Naval Historical Center have produced yet another quintessential reference work on U.S. Naval Aviation.

This work is designed to provide naval personnel, historians and aviation enthusiasts with a chronicle of the significant events and developments of maritime patrol aviation. The volume contains 154 histories covering every patrol squadron in existence between 1922 and the present. Also included are insightful appendices of technical information on patrol aircraft, submarines sunk by patrol squadrons, air-to-air claims for Navy and Marine Corps patrol aircraft during the Second World War, and a listing of patrol squadron shore bases. Volume 2 provides an opportunity to learn about the origins, achievements and traditions of patrol aviation as it relates to the rich naval heritage of

the United States. History is a useful subject for the Navy for several reasons. Insofar as it represents the sum total of the Navy's experience, it is an essential subject for study by naval professionals. History also is a means of giving an account to the American people of the activities of their Navy. Finally, since history allows naval personnel to learn about the origins, achievements, and traditions of their commands and of the Navy as a whole, it is a powerful means to promote naval morale. I hope this volume will be of interest and use to the active-duty Navy and to many other individuals interested in this nation's rich naval heritage.

Subsequent volumes in this series will cover other components of Naval Aviation. Currently, the Aviation History Branch staff is in the early stages of work on Volume 3 containing the histories and lineage of all U.S. Navy fighter squadrons.

William S. Dudley
Director of Naval History

Preface

The *Dictionary of American Naval Aviation Squadrons, Vol. 2*, is the second in the series of a multivolume set. It provides a brief history of every U.S. Navy fixed-wing patrol squadron and their precursors back to the year 1922. The format of this text follows that of the first volume, with special topics and appendices pertaining to maritime patrol aviation. As was the case with the earlier volume, the dictionary is written primarily for use as a reference work, stating concise facts about each squadron. It is regrettable that the story of patrol aviation could not be told in its entirety, but the details of achievements of individual squadrons would require a separate volume for each unit. There were over 154 separate patrol squadrons in existence between 1922 and the present. Their combined years of existence as operational units total over 1,300 years of naval aviation history.

Patrol squadrons have never received the publicity of the more glamorous carrier aviation community, for their jobs usually entail the endless tedium of antisubmarine searches and long-range patrols, serving as the “eyes of the fleet.” It is a historical fact, however, that the Curtiss A-1 seaplane was the first type of aircraft ordered by the Navy in May 1911. Carrier aviation did not come into its own until the first takeoff from the deck of an aircraft carrier on 17 October 1922. Patrol aviation technology progressed on a separate track from carrier-based aviation. Instead of speed and striking power, patrol aircraft were epitomized by endurance, long-range and reliability. It was not until the global nature of the conflict in WWII that patrol aviation transformed its mounts from slow seaplanes to fast, heavily armored and armed, long-range, multi-engine strike aircraft. The proven effectiveness of that transition is embodied in the present day series of multi-role P-3 Orion patrol aircraft.

As in the previous volume, each squadron history begins with a lineage section that starts with the date of establishment. It also includes any redesignations and disestablishment date if applicable. The squad-

ron's establishment date may be equated to a ship's commissioning and the history for a squadron or ship begins on that date. When a squadron is redesignated, there is no break in the history of that squadron. The history of a squadron covers the period from its establishment to its disestablishment, regardless of how many redesignations it undergoes. Redesignations can cause confusion when tracing the lineage of a squadron. For more information on how to trace squadron lineage, please refer to Appendix 5 of the *Dictionary of American Naval Aviation Squadrons Volume 1 The History of VA, VAH, VAK, VAL, VAP and VFA Squadrons* and Chapter 2 of this volume.

A short description and photograph for all officially approved insignia used by a squadron follows the lineage section. The chronology narrates the squadron's important operational events and developments. The remaining sections pertain to the evolutionary history of the squadron and include listings of home port assignments, commanding officers, aircraft assignments, overseas deployments, wing assignments and major unit awards.

This second volume covers the patrol community and includes the history for VP (patrol squadron), VB (bombing squadron, non-carrier based), VPB (patrol bombing squadron), VP-HL (patrol, heavy landplane squadron), VP-ML (patrol, medium landplane squadron), VP-MS (patrol, medium seaplane squadron) and VP-AM (patrol, amphibian squadron). The squadron histories in this volume cover only those squadrons that are currently designated VP or those that had the VP, VPB, VP-HL or VP-AM designations when they were disestablished. Any patrol squadron redesignated VX or VAH and did not revert back to a VP designation prior to its disestablishment is not included in this volume. The lineage listing in appendix 7 provides a cross reference list for all squadrons that may have had the VP designation. Although most patrol squadrons also performed a variety of photographic and reconnaissance missions, squadrons with designa-

tions such as VD (photographic squadron), VW (airborne early warning squadron) and VQ (fleet air reconnaissance squadrons) will be described in future volumes. The histories of the active patrol squadrons, including the reserves, cover the period from establishment up through 1996, an arbitrary cutoff date. If a squadron was disestablished after 1996 its history was updated to its disestablishment or deactivation date, if that date was prior to the manuscript being forwarded for typesetting. All active duty patrol squadron histories will be updated at a later date and published in a separate book.

An attempt has been made to trace the development of the many Naval Air Reserve patrol squadrons that came into existence after 1946. The paucity of records on these squadrons makes the task of tracing lineage difficult at best, complicated by the fact that none of the early squadrons had permanently assigned aircraft or submitted history reports. During weekend drills they used aircraft from their local naval air station. A listing of all known reserve squadrons in existence from 1946 to 1968 is found in Appendix 8. More detail is available for those squadrons called up during the Korean War, the Berlin Crisis and Vietnam War, and is presented in Appendix 14. Reserve squadron histories included in this volume begin in 1970 when the Naval Air Reserves were reorganized into the same structure used by the active duty Navy squadrons.

Photographs used in the book are official U.S. Navy photographs unless otherwise indicated. If available, a photograph of at least one squadron aircraft is included for each squadron listed. Throughout the book one or more photographs are included for each known type of aircraft flown by all of the squadrons. Photographs of squadron insignia include only officially approved insignia. Insignia for squadron detachments and "other insignia" used by the squadrons are not included in this book.

As in the previous volume, every attempt has been made to exclude errors through exhaustive research and careful editing. The vast amount of the material presented increases the likelihood of mistakes. Hopefully, these are few and minor in nature. In a work of this scope, conflicts in dates or representations of events are an inevitable consequence of multiple sources. In such cases, the professional opinions of the Aviation Branch staff were solicited to assist in determining the most accurate representation. As the writer and major compiler of the data for this volume, I accept full responsibility for any mistakes or errors of fact or misinterpretations that may have occurred in the book, and I welcome any corrections.

Michael D. Roberts
Captain, MSC, USNR (Ret.)

Acknowledgments

WORK ON THIS BOOK BEGAN SHORTLY after my release from active duty following the Gulf War of 1990–1991. I had originally intended writing a much shorter version covering only the patrol squadrons of WWII as a tribute to my father and his squadron mates of VPB-102. With the encouragement of Mr. Roy A. Grossnick, Head Historian of the Naval Aviation History Office, the work was expanded to become Volume 2 of the *Dictionary of American Naval Aviation Squadrons*. As time progressed, I was almost overwhelmed by the magnitude of the task for which I had so blithely volunteered. The seven years of effort required could never have been completed without the professional guidance of Roy Grossnick and the encouragement and support of my wife, Carol, and father, Lieutenant Commander Marlin D. Roberts, USN (ret).

A reference text of this complexity is actually the culmination of efforts of many different people. First and foremost of the contributors were the staff of the Naval Aviation History Office. Their guidance and suggestions saved me much time and effort in research and location of source documents. My sincere thanks are extended to Naval Aviation History Office staffers Mr. John M. Elliott, historian, retired; Mr. W. Todd Baker, historian; and Ms. Gwendolyn J. Rich, archivist.

The *Naval Aviation News* magazine staff was also of great assistance in editing the manuscript. No other group could have been more ideally suited to the task, with their in-depth knowledge of naval aviation history and terminology. Their exceptional mastery of the intricacies of the English language helped steer this work clear of many grammatical reefs encountered. Commander James Carlton's staff includes: Ms. Sandra K. Russell, Ms. Wendy E. Karppi, Journalist Second Class Blake Towler and Mr. Morgan I. Wilbur, Art Director.

A special acknowledgement is extended to my fellow members of Naval Historical Center Unit 0615 for their encouragement in pursuit of this task. I am especially grateful to previous unit commanding officers, Captain Harold S. Tiernan and Captain Thomas G. Hilt for their generous assistance in keeping me free of the entanglements of Navy paperwork so that all of my time could be spent in research and writing.

The professional staff of the Naval Historical Center was collectively of great assistance in locating research materials for this work. Mr. Bernard Cavalcante's Operational Archives Branch assisted in finding many records, and Mrs. Jean L. Hort and her staff in the Navy Department Library were instrumental in locating many out-of-print volumes.

Many people outside the Naval Historical Center made significant contributions to this work in reviewing sections as they were completed and providing data for special topics and the appendices. Mr. Gudmundur Helgason, webmaster of U-boat Net, Mr. John M. Elliott and Mr. James C. Sawruk contributed to the appendices. Special thanks are also due to five reviewers of considerable experience who spent a significant amount of time reviewing the manuscript in its entirety: Vice Admiral Robert F. Dunn, USN (Ret.), Captain Richard C. Knott, USN (Ret.); Captain Albert L. Raithel, Jr., USN (Ret.); Dr. Jeffery G. Barlow; and Lieutenant Commander Richard R. Burgess, USN (Ret.).

The photographs in this book play an important part in telling the history of the patrol community. Many of the photographs in the book are from the collections held in the Naval Historical Center. I would like to extend my thanks to Mr. Edwin Finney and Mr. Jack Green in the Photo Section of the Center's Curator Branch for assisting with the research to locate photographs for the book. Other people who contributed photos from their collections for use in the book include Captain Jerry Mason, USN, John M. Elliott, William L. Swisher, Captain Richard C. Knott, USN (Ret.), and Fred C. Dickey, Jr.

I am most grateful to my wife, Carol, and our children, David and Meredith, for their forbearance over the many weekends and evenings spent apart from family activities while working on this book. A special debt of gratitude is extended to Mr. John Grier, the design and typesetting specialist who had produced the layout for Volume 1 of this series, and now in retirement graciously accepted the request to produce the layout for Volume 2.

Captain Michael D. Roberts,
MSC, USNR (Ret.)

Origins of Navy Patrol Aviation, 1911 to 1920s

THE DEVELOPMENT OF PATROL aviation in the U.S. Navy is really the story of Naval Aviation itself. It began as early as 1908, when the Navy detailed Lieutenant George C. Sweet and Naval Constructor William McIntee as observers at a test of a Wright brothers airplane at Fort Meyer, Va. They were so impressed by what they saw that the Navy extended an invitation to the Wright brothers to attempt the launch of one of their inventions from a battleship. The Wright brothers declined this opportunity to make aviation history. It was left to a Glenn H. Curtiss pilot, Eugene Ely, to make the first flight from a ship, flying off a platform built on the bow of the cruiser *Birmingham* (CL 2) at Hampton Roads, Va., on 14 November 1910.¹

The successful conclusion of the testing in Hampton Roads and the competitive interest of the U.S. Army in use of aircraft for scouting spurred the Navy to request \$25,000 in the 1911–1912 Naval Appropriation Act for aviation procurement. On 13 March 1911, the first office for dealing with Naval Aviation was organized with the detailing of Captain Washington I. Chambers to the Aeronautics Desk at the Bureau of Navigation (BuNav). His first task as head of aeronautics was placement of an order for the Navy's first aircraft on 8 May 1911. This date marks the official birth of U.S. Naval Aviation. His second task was the establishment of the first naval aviation camp at Greenbury Point, near Annapolis, Md., in the summer of 1911. Two Curtiss pusher floatplanes were sent to the camp, followed by a Wright airplane and a small group of naval officers hoping to learn to fly them.

The shortage of qualified instructors for the aircraft on hand led Chambers to relocate the aviation cadre from the Greenbury Point aviation camp to the Glen Curtiss Flying School in San Diego, Calif., in the winter of 1911. The aspiring students quickly became aviators over the winter months. The unit returned to the Greenbury Point facility in the summer of 1912. Here they continued their practice flights with the three air-

craft on hand and experimented with a variety of float designs being developed by the newly established aerodynamics laboratory at the Washington Navy Yard.

The shakedown period for the Navy's fledgling air force was brief. The skeptical admirals of the "old line Navy" wished to see the results of the Naval Aeronautics Desk experiments. In January 1913, the annual fleet exercises were conducted off Cuba. The duties of the unit were carried out with considerable success. It was noted after the exercise that the aircrews were able to discern the outline of submarines just beneath the surface and floating mines on the surface of the ocean. Messages with streamers attached were dropped on the decks of vessels below, giving the locations of these hazards.²

The results of the annual exercises proved satisfactory enough to temporarily silence the critics of Naval Aviation. In October 1913, the Secretary of the Navy established a Board of Aeronautics to plan the future of the Navy's newest addition. The board's first action was to relocate the Greenbury Point detachment from the Annapolis area to Pensacola, Fla., where better flying weather was available year around. On 20 January 1914, the first naval air station (NAS) was put in operation with the arrival of the detachment aircraft.³

The test of battle for the Navy's first aircraft unit came shortly after its move to Pensacola, barely 36 months after its birth. In early 1914, political unrest in Mexico led to an increase of incidents along the border. The harsh policies of Mexican president Victoriano Huerta in dealing with the insurgency resulted in eventual military intervention by the administration of U.S. President Woodrow Wilson. On 20 April 1914, two sections of two aircraft each were loaded aboard *Mississippi* (BB 23) and *Birmingham* (CL 2). The group aboard *Mississippi* saw most of the action during the conflict, flying 43 days in action scouting the enemy trenches around Veracruz. During a patrol near the city on 6 May 1914, one of this section's sea-

¹ Walter H. Sitz, Captain, USMC. *A History of U.S. Naval Aviation*. BuAer April 1925, Record Group #72, National Archives.

² Sitz: p 8.

³ "Air stations Established Prior to and During World War I." NHC Aviation History Branch, WWI Collection, box entitled WWI (NAS) Naval Air Stations (A-Z).

planes earned the dubious distinction of being the first Navy aircraft damaged by enemy fire.⁴

Further organizational changes continued to take place during this formative period of naval patrol aviation. The recommendations of the Board of Aeronautics resulted in moving the head of the Naval Aeronautics section from the offices of BuNav to the "Aviation Desk" under the Chief of Naval Operations (CNO) on 1 March 1916. Although nominally remaining under the BuNav organization, the new Aviation Desk began operating as a largely independent branch that evolved into the Bureau of Aeronautics (BuAer) after World War I.⁵

The entry of the United States into World War I came as no surprise to the naval establishment. The Naval Appropriations Bill signed into law on 29 August 1916, provided \$3,500,000 for aviation. It also authorized the establishment of a Naval Reserve Flying Corps and the purchase of aircraft, including 10 planes for loan to the Naval Militia. The funds also provided for the expansion of shore activities to support wartime requirements.⁶

The National Aerial Coast Patrol Commission, under the direction of Rear Admiral Robert E. Peary, was formed in 1916 to provide trained Aerial Coast Patrol Units and aircraft to patrol the coasts of the United States against potential enemy activity. Aerial Coast Patrol Units were recruited primarily from students at Yale, Harvard, Princeton and Columbia Universities. There was also a unit at Great Lakes, Ill. The members of these units were recruited into the U.S. Naval Reserve Force, Class 5 (Aviation), which had been authorized by the 1916 Naval Appropriations Bill. Several state naval militias, notably Massachusetts and New York, established aviation units that trained at Squantum, Mass., and Bay Shore, Long Island, N.Y., respectively.⁷

The several hundred naval aviators recruited and trained by the Aerial Coast Patrol and the various state naval militias, plus the few early naval aviators and experienced civilian aviators recruited directly into the USNRF, constituted the leadership of Naval Aviation in World War I.

On 16 October 1916, the German submarine *U-53* entered the harbor of Newport, R. I., to allow the captain of the vessel to "pay his respects to the naval authorities of the base."⁸ The *U-53* departed only a few

hours later after an extremely frosty reception by the base commander. Within 24 hours the U-boat captain sank five steamers of British, Dutch and Norwegian registration inside U.S. continental waters. This new-generation German submarine was one of the recently developed class of U-boats with extended cruising range and large displacement. The sole purpose of the visit and subsequent demonstration of formidable German technology was to deter the United States from entering the war or continuing to supply the Allied cause.

America Enters the War

WHEN THE BOARD OF AERONAUTICS chose Pensacola as the primary location for Naval Aviation in 1914, other potential sites had also been assessed. With the U.S. declaration of war against Germany on 6 April 1917, plans for these sites were dusted-off and put into effect. Additional air stations were established or transferred from state militias. The following is a list of the naval aviation stations in the Western Hemisphere and its assigned functions:

Akron, Ohio	Lighter-than-air training
Anacostia, D.C.	Experimental station
Bay Shore, L.I., N.Y.	Elementary flight station, emergency patrol station
Brunswick, Ga.	Patrol station
Cape May, N.J.	Patrol station
Chatham, Mass.	Patrol station
Coco Solo, Panama C.Z.	Patrol station
Halifax, N.S., Canada	Patrol station
Hampton Roads, Va.	Experimental and patrol station
Key West, Fla.	Elementary flight station
Miami (Dinner Key), Fla.	Elementary flight station and patrol station
Miami (Curtiss Field), Fla.	Marine Corps landplane training station
Montauk, L.I., N.Y.	Patrol station
Morehead City, N.C.	Patrol station
North Sydney, N.S., Canada	Patrol station
Pensacola, Fla.	Advanced ground school and flight station
Rockaway, L.I., N.Y.	Patrol station
San Diego, Calif.	Elementary flying station ⁹

Shortly after the entry of the United States into the war, the urgency of the situation and lack of sufficient training facilities led the Navy to accept the offer of the Canadian government to train pilot applicants at the School of Military Aeronautics, Royal Flying Corps, Toronto. In July 1917, 25 candidates reported for duty.

⁴ Sitz: p 8.

⁵ Walter H. Sitz, Captain, USMC. *A History of U.S. Naval Aviation*, BuAer, April 1925, Record Group No. 72, National Archives.

⁶ Archibald D. Turnbull, Captain, USNR and Lord, Clifford L., Lieutenant Commander, USNR. *History of United States Naval Aviation*, New Haven, Yale University Press, 1949, p 81 (hereafter: Turnbull & Lord).

⁷ Henry Woodhouse. *Textbook of Naval Aeronautics*, New York, The Century Company, June 1917, pp 135-176.

⁸ Charles E. Mathews, Lieutenant (jg), USNRF, "History of U.S. Naval Aviation During the World War: Patrolling and Patrol Station on the Western Atlantic." Unpublished document. BuAer 1921, Record Group #45, National Archives.

⁹ Sitz: p 12.

One of the students, Thomas H. Chapman, relates a tradition at that base: "The plane I was using was one of the veterans of CTS 85, as was evident from the right paw of the Black Cat painted on either side of the fuselage. We were the Black Cat Squadron, and after each crash the upraised right paw of the cat was marked with a white stripe. My plane had eight of those white stripes already and one more would finish the proverb."¹⁰

The situation in Europe was desperate in the Spring of 1917. With the entry of the U.S. on the side of the Allies, a number of foreign delegations soon appeared in Washington. At a meeting with a French naval delegation, the Navy promised to send aviators to France as soon as possible. Personnel were recruited, screened and transferred to Norfolk, Va., for transportation to France. What the French wanted was a contingent of trained naval aviators. What they received was "The First Aeronautic Detachment," U.S. Navy. Arriving in France in two ships on 7 and 8 June 1917, the detachment consisted of seven officers, 50 student naval aviators, 50 student aviation mechanics and 22 administrative support personnel. This was the first U.S. military or naval unit to arrive for war service in Europe during World War I. The French were initially dismayed to receive students rather than qualified aviators, but upon learning of the true situation of U.S. Naval Aviation, they readily agreed to provide the required training. The student aviators were transferred to the French Flying School at Tours, France, and the mechanics to the schools in St. Raphael.

The American students did not speak or understand French and this frequently resulted in humorous situations when students and instructors had to improvise to communicate. Lieutenant Joe C. Cline, USNRF, described one such event in his history of the detachment: "The type of airplane used for our primary instruction was the Caudron G-3, a French biplane with warping wings and a Nacelle two-place cockpit, powered by a 90 hp Enzani or LeRhone rotary engine. The instructor sat in the rear cockpit. After takeoff he would turn controls over to the student and instructions would begin. If the nose were high he would push forward on your helmet. If it was low, he would pull back on the helmet. If the left wing was down, he'd tap on the right shoulder, right wing down, tap on the left shoulder. Each flight per student was about 20 minutes duration. After each flight the instructor would pull out a pasteboard card with a line drawn down the center. One side was written in English and the other in French, and would explain all the mistakes you had made while in flight. He gave you hell in French while pointing to the English translation.

¹⁰ Thomas H. Chapman, Commander, USNR (Ret.), "A Naval Reservist in the Royal Flying Corps," NHC Aviation History Branch. Unpublished document, Naval Flying Corps folder, WW-I collection, box entitled WW-I (M-Z).

Perhaps it was just as well we did not understand his words!"¹¹

While the initial expansion of training was underway utilizing any and all means and facilities which could be identified, plans were being developed for an overall training system for Naval Aviation. This resulted in a three-phase program for pilots: ground school, elementary flight training and advanced flight training.¹² Lighter-than-air training and operations will be covered in another volume of this series.

Ground school instruction extending over eight weeks, was designed to indoctrinate student officers with the fundamentals of the naval service and to inculcate in them the conception of strict military discipline and secondly, to give them instruction in aeronautical matters. Ground schools were established at the Massachusetts Institute of Technology, and later at the University of Washington and the Dunwoody Institute, Minneapolis, Minn.

Elementary flight training was conducted at Bay Shore, Long Island, N.Y.; Key West, Fla.; Miami, Fla.; and San Diego, Calif. Advanced ground school and flight training was concentrated at Pensacola, Fla, the Navy's oldest, largest, and best equipped air station.

Aerologists were trained at the Blue Hills Observatory, Boston, Mass., and officer speciality training was conducted at several locations. Enlisted technical training was concentrated at the schools established at the Great Lakes Naval Training Center, supplemented with specific equipment training at many manufacturing plants.¹³ Additionally, elementary flight training was accomplished at Lake Bolsena, Italy, and advanced flight training at Moutchic, France, and Lake Bolsena.¹⁴

The magnitude of the growth of Naval Aviation and the training accomplished is illustrated in the following table:

	6 April 1917	11 November 1918
Officers (naval aviators)	38	1,656
Officers (student naval aviators)	0	288
Officers (ground)	0	891
Student officers (in training for commission)	0	3,881
Total officer personnel	38	6,716
Enlisted men (aviation ratings)	163	21,951
Enlisted men (general service ratings assigned aviation duty)	0	8,742
Total enlisted personnel	163	30,693
Total personnel	201	37,409

¹¹ Joe C. Cline, "Personal History of the First Aeronautic Detachment, United States Navy in World War I." Unpublished document, NHC Aviation Branch. WWI collection, box entitled WWI European Theater (A-Z).

¹² Charles E. Mathews, Lieutenant, USNRF, *History of U.S. Naval Aviation During the World War: Training in America*. Unpublished manuscript, BuAer 1921, Record Group No. 45, National Archives (hereafter: Mathews, Training).

¹³ Mathews, Training.

¹⁴ Sitz, p 34.

	<i>11 November 1918</i>
Officers sent overseas	1,237
Enlisted men sent overseas	<u>16,287</u>
Total personnel sent overseas	17,524 ¹⁵

Aircraft Production

IN MANY WAYS THE SUPPLY OF aircraft and engines determined the tasks that could be accomplished. The Aircraft Production Board, created in May 1917, functioned during the war as the supreme authority with regard to aircraft production by and for the Army and Navy. In October 1917, the name was changed to the Aircraft Board. Overall, the influence of the board on the Navy's aircraft production program was neither frequent or detailed, but several actions of the board had major influences on Naval Aviation.¹⁶

Under the guidance of the Navy's senior representative, Rear Admiral David Taylor, the board decided that the Navy should be allocated the following plants to build aircraft and parts: a part of the Standard Aircraft plant at Elizabeth, N.J.; and the full output from Aeromarine Plane and Motor Company, Keyport, N.J.; Boeing Aeroplane Company, Seattle, Wash.; Burgess Company, Marblehead, Mass.; Canadian Aeroplanes, Ltd., Toronto, Canada; Curtiss Aeroplane and Motor, Ltd., Toronto, Canada; Curtiss Engineering Corporation, Garden City, N.Y.; Gallaudet Aircraft Corporation, East Greenwich, R.I.; L.W.F. Engineering Corporation, College Point, N.Y.; and the Victor Talking Machine Company, Camden, N.J.¹⁷

The board was also responsible for the creation and production of the Liberty engine. In May 1917, the engineering genius J. G. Vincent of Packard Motor Car Company and E. J. Hall of Hall-Scott Motor Car Company produced the design for the famous Liberty engine. It was rushed into production and the first engine passed its 50-hour check on 25 August 1917. This large V-12 engine was the first of its type and experienced a host of teething problems. A multitude of hoses and clamps shook loose during operation, causing leaks; timing gears shed teeth with regularity; crank shafts were of poor quality; weld failures around intake and exhaust ports caused problems; and carburetor gaskets frequently failed. Life expectancy of an average engine seldom exceeded 50 hours and required overhauls every 12–15 days on active service. Yet, in spite of these defects, the Liberty was considered one of the most reliable power plants used by the Allies during the war and remained the standard for aero engines over the next ten years.¹⁸

¹⁵ Sitz, pp 11–12.

¹⁶ Sitz: p 14–15.

¹⁷ Turnbull & Lord, pp 108–109.

¹⁸ John Lacouture, Captain, USN (Ret.). "NAS Chatham." Unpublished document, NHC Naval Aviation Branch, WW-I collection, box entitled WW-I (NAS) Naval Air Stations (A–Z).

Additionally, by a resolution adopted 6 November 1917, the board determined that "all air measures against submarines should have precedence over all other air measures." This gave the Navy priority in the War Industries Board over controlled raw materials, on the railroads for cars and trains, and in general made the Navy's task of creating a force of patrol flying boats for antisubmarine operations possible.¹⁹

The Naval Aircraft Factory

THE NAVAL AIRCRAFT FACTORY (NAF) was established in order to assist in solving the problem of aircraft supply which faced the Navy Department upon the entry of the U.S. into the war. The Army's requirements for an enormous quantity of planes created a decided lack of interest among aircraft manufacturers in the Navy's requirements for a comparatively small quantity of machines. The Navy Department concluded that it was necessary to build an aircraft factory, to be owned by the Navy, in order, first, to assure a part of its aircraft supply; second, to obtain cost data for the Department's guidance in its dealings with private manufacturers; and third, to have under its own control a factory capable of producing experimental designs.

On 27 July 1917, the Secretary of the Navy approved the project, the contract was let on 6 August and ground broken four days later. The entire plant was completed by 28 November 1917, one hundred and ten days after ground breaking. On completion, the greatest need was for patrol flying boats, so production of the H-16 design was started at the NAF. On 27 March 1918, just 228 days after ground breaking, and 151 days from receipt of drawings, the first H-16 built by the NAF was successfully flown. On 2 April 1918 the first and second NAF built H-16s were shipped to the patrol station at Killingholme, England. In the Spring of 1918, the British Admiralty provided the plans for the F-5 improved design but the plans required a major redesign for adaptation to American mass production. This was successfully accomplished and the F-5L model was successfully produced by the NAF and civilian manufacturers, using the NAF adapted plans.²⁰

Patrol Flying Boat Models

SEVERAL MODELS OF PATROL FLYING boats were procured during the course of the war. Two types were necessary because: the large boats could not be

¹⁹ Sitz: p 15.

²⁰ William F. Trimble, *A History of the Naval Aircraft Factory, 1917-1956*, Annapolis, Md., Naval Institute Press, 1990.

constructed in sufficient quantities, it involved shipping difficulties and drew too much water for use at certain French stations.

The single engine HS-1/HS-2 was developed from the successful Curtiss H-14 design. The original HS-1 proved deficient in load carrying capacity for antisubmarine operations. It was modified to the HS-2 configuration by addition of six feet of wingspan and provision for a larger rudder.²¹ One American pilot in France, Ensign Joe C. Cline, who later flew the HS-1 and HS-2 flying boats, had this interesting story to tell about the development of this early aircraft: "At Brest I saw my first American airplane. We had heard in glowing terms much about the Curtiss HS-1 seaplane with the famous Liberty engine, and they began to arrive from the States. After all necessary equipment for submarine patrol, such as bombs, radio, Aldis lamp and battery, pigeons, machine gun, fire extinguishers, and full load of gas for a four-hour patrol, nobody could get the plane off the water. Corry who had been promoted to Lieutenant Commander sent this report to Washington. In a short time a modification was made

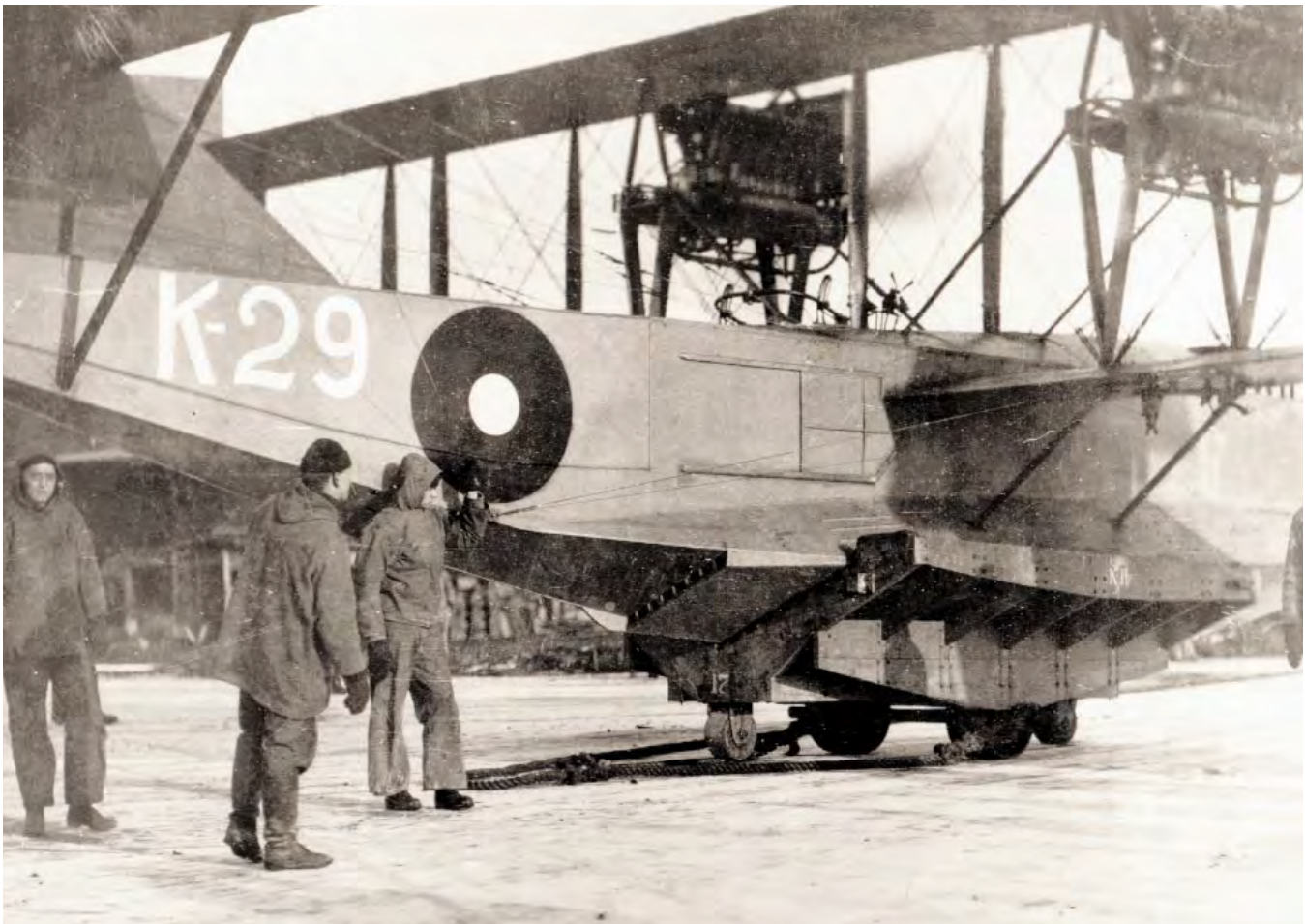
on the plane by adding six feet to the wing span and designating it the HS-2. It was still necessary to install three strands of Salmson cord on the right rudder bar to off-set torque in order to fly this crate."²²

The series of twin-engine flying boats procured, designated the H-16/F-5L was based on an original Curtiss 1914 design for a transatlantic flight and named the "America." The design was modified to a larger aircraft by Curtiss, the H-12, and was produced for the British Admiralty. The hull of the H-12 was further modified by the British at the Felixstowe Air Station by the addition of a deep vee bottom with two steps. The third iteration of the Felixstowe design known as the F-3 was produced in America as the H-16, utilizing Liberty engines. In December 1917 the British Admiralty produced a further modification of the design which provided additional load carrying capacity and additional endurance. For American production the design was adapted by the NAF and produced as the F-5L.²³

²² Cline, "Personal History of the First Aeronautic Detachment, United States Navy in World War I." Unpublished document, NHC Aviation Branch, WW-1 collection, box entitled WW-1 European Theater (A-Z).

²³ Sitz: pp 53-54.

²¹ Sitz: p 52.



An F-5L at Killingholm, England during World War I.



An F-5L (F2A) taking off at Felixstone, United Kingdom, circa 1918.

World War I American Patrol Flying Boat Production²⁴

Manufacturer	No. and Type Ordered	No. Delivered	No. Shipped Abroad
Boeing Airplane Company	50, HS-2	25	0
Curtiss Aircraft & Motor Corp.	19, H-12	19	0
	74, H-16	74	62
	410, F-5L	60	0
	674, HS-2	674	213
Curtiss Engineering Corp.	50, F-5L	50	0
Canadian Aeroplane, Ltd.	50, F-5L	50	1
Gallaudet Aircraft Company	60, HS-2	60	0
Loughhead Company	2, HS-2	2	0
L.W.F. Engineering Company	300, HS-2	250	10
Naval Aircraft Factory	150, H-16	150	78
	680, F-5L	137	0
Standard Aircraft Company	150, HS-2	80	6
Totals (by model)	1,236, HS-2	1,091	229
	19, H-12	19	0
	274, H-16	274	158
	1,140, F-5L	227	1
Total (all models)	2,669	1,611	388

Patrol Operations—Western Atlantic

INITIAL PROVISIONS FOR ANTISUBMARINE aircraft patrols were concentrated in the European Theater. Caution was observed with reference to the protection of shipping in the Western Atlantic, however, no threat materialized during 1917.

In early 1918, the report of a Special Board was submitted to the Chief of Naval Operations, noting the construction by the Germans of a number of large submarines of great cruising radius and capacity and the rapid expansion of shipping supporting American operations in Europe made submarine operations in American waters probable. It stated that a division of

four submarine cruisers, each armed with six inch guns, 36 mines and 16 torpedoes, capable of at least one month of activity on station off our eastern seaboard, could occur without warning.

In the months that followed, six of the cruiser U-boats—the *U-117*, *U-140*, *U-151*, *U-152*, *U-155*, and *U-156*—were sent to the shipping lanes along the east coast of the United States. They caused extensive losses along the eastern seaboard between May and October 1918. The losses included 79 vessels (42 U.S.) sunk by gunfire, 14 (2 U.S.) by torpedoes and seven (5 U.S.) by submarine-laid mines.²⁵

The first seaplanes used on patrols were single engine HS-1 and HS-2 flying boats. These aircraft were known as “flying boats” because their fuselage functioned in both air and water. By the middle of July 1918, sufficient numbers of these aircraft were on hand to extend patrols out to 75 miles from land near the principal harbors and important points along the eastern seaboard. Patrols were generally of three categories: standard patrols, emergency patrols and escort patrols. The first covered a fixed patrol area. The single-engine HS-1 and HS-2 flying boats could cover about 1,500 square miles during a five-hour flight. Larger H-12, H-16 and F-5L twin-engine flying boats could cover about 3,000 square miles during an eight-hour flight. Standard patrols were usually in formations of two aircraft at an altitude of around 1,000 feet. Emergency patrols were groups of two or more aircraft put into the air upon report of a ship sinking or submarine sighting. Convoy patrols generally consisted of two aircraft flying at 1,000 feet as a forward screen in front of the lead elements in the convoy.

Aircraft were equipped with Lewis machine guns, bombs with combined contact/pressure fuses, and the Davis recoilless 6-pounder gun. Each airplane carried a radio, signal flares, flash bulbs and even carrier pigeons as means of communication. Larger twin-engine flying boats carried a crew consisting of a chief pilot, assistant pilot/observer/navigator/bombardier/bow gunner, a wireless operator and an engineer/rear gunner. Smaller single-engine flying boats like the HS-1 had only a first pilot, second pilot and engineer. Frequently, especially on long-duration patrols, only the two pilots were aboard. Only two pilots manned the R-type Curtiss twin-pontoon floatplanes. Single-engine pushers like the HS-1 and HS-2 were never well liked by their pilots. Unlike the tractor-engine R-types and twin-engine H-16 and F-5L seaplanes, the little HS-1 and HS-2 flying boats had an engine mounted directly above and behind the crew. Even moderately rough landings could produce casualties if the engine broke loose from its mountings.

By the end of the war ten patrol stations had been completed along the Atlantic coast. Great emphasis

²⁴ Ibid.

²⁵ Mathews, *Patrolling*, p 2-5..

was given to the approaches to New York harbor and Chesapeake Bay due to the concentration of shipping in these areas. An estimated 419 pilots, 5,664 aviation enlisted ratings and 204 aircraft were available for patrols on a day-to-day basis.²⁶

The effectiveness of the coastal patrols was a subject of considerable debate in the naval community after the war. Throughout the 15 months of the war during which patrols were flown from the eastern U.S. seaboard, there was only one recorded sighting of a German submarine by seaplanes. On 21 July 1918, *U-156* was in the process of sinking a tug towing four barges off the coast near Naussett Harbor, only five miles from NAS Chatham. Repeated attacks on the surfaced submarine by HS-2 and R-9 seaplanes were unsuccessful due to the failure of their Mark IV bombs to detonate. One pilot, Lieutenant Eaton, became so frustrated that he made a second run and threw the heaviest item at hand, a monkey wrench. The captain of the *U-156*, observing that none of the bombs exploded and seeing a monkey wrench land on his deck, kept the aircraft at bay with machine gun fire and calmly remained on the surface, sinking the remaining barges before departing. Fortunately, few of the German U-boat captains were so bold, and most were kept from the seaplanes or remained submerged when seaplanes were with the convoys.²⁷

The extensive and comprehensive general plan for the patrol and protection of home waters was presented by the Navy General board in July 1918, and was approved by the Secretary on 19 August 1918. The Naval Aviation program portion of the plan provided for enlargement of existing air stations and the establishment of additional stations. New stations were planned for the coast of Maine between Rockland and Portland; the vicinity of Newport, R.I.; Charleston, S.C.; Port Arthur, Texas; and Galveston, Texas. Additional stations were proposed for Guantanamo Bay, Cuba; Samana Bay, Dominican Republic; and Vieques, Puerto Rico. Auxiliary bases were to be used in connection with existing and proposed main patrol stations. The plan called for a total of 33 rest and refueling stations with limited facilities.

With all these stations in operation, there would have been a main station at practically every 150 miles along the Atlantic and Gulf Coasts of the U.S. and a sub or rest station between each pair of main stations. On this basis, and with patrols extending 150 miles to sea, a limit which covers nearly all points within the 100 fathom curve, each main station would have been able to patrol 11,250 square miles, a task that could have been adequately performed by a complement of 18 flying boats in operational status at all times at each main station. The armistice intervened before the projected expansion could be accomplished.²⁸

²⁶ Sitz: p 11.

²⁷ Lacouture, p 14.

²⁸ Matthews, *Patrolling*, pp 215-216.

Patrol Operations—European Theater

PLANNING OF U.S. NAVAL AVIATION base sites in Europe began shortly after the arrival of the first U.S. military units in France in June 1917. Several fully equipped French-built bases were turned over to the Americans. Rapid progress in the development of new sites began in earnest with the appointment of Captain Hutch I. Cone as Commander U.S. Naval Aviation Forces, Foreign Service, on 24 October 1917, by the Force Commander, Vice Admiral William S. Sims.²⁹ Prior to the signing of the armistice in November 1918, Captain Cone had overseen the establishment of 21 bases in England, Ireland, France and Italy. Of these 21 bases, 16 were active patrol/bombing air stations with over 1,237 officers, 16,287 enlisted aviation personnel and 336 aircraft available for patrol on a day-to-day basis.

The survival of U.S. naval patrol aviation in the European Theater was a matter of some contention with the U.S. Army from the very onset. Concentration on the priorities of Army aviation had pushed Naval Aviation into the background at the beginning of America's involvement in the war. Brigadier General Benjamin D. Foulois, Chairman of the joint Army-Navy Aircraft Committee in Paris, continually did his utmost to deflect resources away from the Navy into Army channels. In 1919, the general told Congressmen that "he considered the Navy's plan to use land-based machines contradictory to the policies of the American Expeditionary Force (A.E.F.) and insisted that all American aircraft operating in France should have been placed under his control." Only the dissolution of the Paris committee in April 1918 preserved the future of Navy patrol aviation. In that same month, the Aircraft Production Board allocated 734 Liberty engines to the U.S. Navy.³⁰

Under the agreement with the French on the arrival of the First Aeronautical Detachment, in addition to the training provided to members of the detachment, the Navy agreed to maintain and operate four existing French air stations. Shortly thereafter, additional French air stations were authorized. In addition to Moutchi, which served as an advanced training station for patrol aviation, there were nine French stations engaged in heavier-than-air patrol operations. Other French stations were engaged in lighter-than-air, assembly and repair, kite balloon and support functions.

Agreements with the British government resulted in the Navy operating five patrol stations in England and

²⁹ Force Commander ltr. #cs6282 of 12 Jan 1918, NHC Operational Archives Branch. Box entitled WW-I—General.

³⁰ *Procurement of Aviation Material in Europe, 1917-1918*, Office of Naval Aviation, 1920:10. Unpublished document, NHC Naval Aviation Branch. WWI collection, box entitled WWI European Theater (A-Z).

Ireland, in addition to a kite balloon station and the assembly and repair station for the Northern Bombing Group. In Italy, the Navy operated an elementary flying station at Lake Bolsena and a very active patrol and bombing station at Porto Corsini, south of Venice. Additionally, the Marine Corps operated an antisubmarine patrol station at Punta Delgado, Azores, flying R-6 float planes.³¹

Individual pilots were also placed with British squadrons flying seaplanes out of English bases. On 15 February 1918, during a sortie from RNAS Felixstowe, a sharp, but brief combat occurred between a flight of two British H-12B flying boats and five German Hansa-Brandenburg W.29 mono-wing floatplanes. An observer in one of the German aircraft, Lieutenant Fritz Stormer, described the ensuing fight: "We were victorious over the Curtiss flying boats that we encountered over the sea and subsequently engaged in aerial combat. We suffered no casualties and only a few hits during these battles. We were able to demolish one of the craft in a formation of Curtiss flying boats because we had the advantage of speed and maneuverability"³² Ensign Albert D. Sturtevant, US-NRFC, and his three enlisted RNAS crewmen perished in that attack, making him the first U.S. naval aviation combat casualty of World War I.

American naval aviators had been on French soil since June 1917, but it was 22 November before the first American seaplane patrol flew over the English Channel from the U.S. Naval Air Station at Le Croisic (established only four days earlier). The flight consisted of six Tellier seaplanes, assembled by the Americans at the air station. American aircraft had not reached Europe by the time many of the air stations were being activated. It was not until 23 April 1918 that 37 Liberty engines, 36 HS-1 and two HS-16 seaplanes finally arrived for assembly at Le Croisic.³³

The lack of American-made aircraft was countered by the generosity of the Allies, who shared their thinly stretched aircraft output with the newly arrived units. The desperate shortages of suitable aircraft led to the acceptance of many outdated airplanes barely suited to the work at hand. The first coastal aviation groups commenced flying operations against German submarines in small single-engine French Tellier, Levy Le Pen and DD seaplanes. The squadron at Porto Corsini, Italy, in operation by August 1918, flew Italian FBA and Macchi M-5 seaplanes against the Austrians at Pola. In the north of France, the Northern Bombing Group, operating out of Champagne and Dunkirk, flew 600 hp, 3-engine Caproni bombers on night bombing missions.

The squadron at Porto Corsini was very active in pressing the attack against the Austrian naval base at Pola. In an action taking place on 24 August 1918, two Macchi M-8 flying boats were escorted by five Macchi M-5s were en route to attack the Austrian base. Within 20 minutes one of the M-8s and one M-5 had to turn back due to engine trouble. The Austrians were well prepared for the attack, having formed a specialized fighter detachment for the defense of the base as a result of earlier attacks. The Austrians flew Phonix D.I land fighters. In the ensuing combat over Pola, the enemy forced down one of the American M-5s by damaging its engine. The burning M-5, flown by Ensign George H. Ludlow, landed safely on the water. Ensign Charles H. Hammann observed Ludlow's aircraft going down smoking heavily and broke off combat with the enemy aircraft to land next to his friend's sinking flying boat. Somehow Hammann managed to stow Ludlow aboard his tiny one-man aircraft for a rough takeoff over the pounding waves. After evading the Austrian aircraft, the two returned to Porto Corsini to find that their names had already been posted as "Killed in Action!" For this heroic act, Ensign Hammann was awarded the Medal of Honor—the first Navy aviator to be so honored.³⁴

Aircraft maintenance was a continual problem due to the short life of engines during combat operations. French and Italian engines seldom lasted as long as the Liberty engine. French Hispano-Suiza 200 hp engines generally averaged 48 hours between overhauls, Renault 80 hp engines lasted barely 24 hours and Italian Fiat 600 motors seldom ran more than four hours.

Despite the deficiencies in equipment, positive results were obtained through the efforts of determined American air and ground crews. There is little doubt that American naval air patrols contributed significantly to the suppression of German submarine activity. Total activity for the French bases, Killingholme, England, and Irish bases resulted in 44 sub sightings, 42 attacks, 16 submarines probably damaged, and four probable sinkings with one "assist" by an American destroyer.³⁵ As was the case off the coasts of the United States, the greatest contribution of American naval air power was the establishment of a threat sufficient to keep German submarines at bay along the convoy routes.

The hardships faced by the crews of these fragile aircraft while carrying out the patrols speaks highly of their dedication. Navy pilots faced hazards never encountered by pilots of land planes, as most of their

³¹ Sitz: pp various.

³² Dr. Fritz Stormer, translated by Peter Kilduff. "Seaplanes in Combat," manuscript, NHC Aviation History Branch. WW-I collection, box entitled WW-I European Theater (A-Z).

³³ Cohen, Appendix #3: p 8.

³⁴ Cline, p 8.

³⁵ Sitz and Cohen. This is further substantiated by German records of WWI which list 6 U-boats sunk by aircraft. Erich Groner, in his book *German Warships, 1815-1945, Vol. II*, lists one of the six as being sunk by a Russian aircraft. This would presumably leave the remaining 5 to the credit of the U.S. Navy.

time on patrol was spent over water. In the following account Ensign J. Smith, USNRF, describes an ordeal following a landing at sea due to engine failure: "Thursday, Nov. 22, 1917—Weather conditions were not ideal for flying, clouds being very low and quite a sea running. After leaving Le Croisic, we started south steering course 195. On reaching Ile D'Yeu, found our drift to be considerably to the east. After picking up Point Breton on Ile D'Yeu, we sighted a four masted bark to the N.E. We circled over her a number of times increasing our radius on each turn until we were nearly out of sight of Ile D'Yeu. After searching the shore for mines and submarines, returned to Point Breton. Motor died and were forced to make a tail to wind landing. We found it possible to land the Tellier in rough water. Dispatched at 2:30 P.M. a pigeon with a (location) message.

The sea was very rough. Could not tell for certain our location. We took watches during the night. One bailed while the other 2 slept. As we could not get the motor started we thought over all possible things that could happen to it. Wilkinson found the left gas tank had not been feeding, too late to fix it as we could not see. Passed a very uncertain night. We knew they would do all possible things to help us.

Friday, Nov. 23, 1917—Put in a new spark plug, cleaned magneto, shifted gasoline from left to right tank. We were all so seasick that we could not work to best advantage. Bailed water out of boat (aircraft). Wilkinson finally got motor started at 11:40 a.m. Saw hydroplane and blimp to the north of us. Did not give up hope. Beautiful day. Got motor going and started to taxi towards Ile D'Yeu. We were not making much headway on account of the sea. Our left pontoon had filled with water. Finally decided our only hope was to try and get machine off water. As a result of trying, I broke left wing and got ourselves into a hell of a scrape. Things began to look black. There was no finding fault with anyone. Could not help marveling at the morale of the men. It was a case of heroic bravery on their part to see their only hope smashed. We took watches during the night by first laying on wing, then bailing, then sleeping. Wilkinson turned to and got all ready to cast adrift the left wing. We had anxious moments of the ship rolling over. No one faltered or failed to do his part. We all decided to die game to the end. As a result no one ate or drank water. Wing began to crumble. We all decided to let it stay on as long as possible. Sea began to grow bigger towards evening and the water began to come in. We all hoped that we would be able to ride out the night. Very uncomfortable night and we were all growing very weak. Very long night. Our hopes were beginning to go very low but no one showed it.

Saturday, Nov. 24, 1917—Day finally came. Wing getting near to the boat as it crumpled. It was heart-rending. We had to bail and stay out on the wing-tip.

As waves came over we began to feel lower and lower. It was finally decided to cast off wing and let what might come. We tried to get other wing ready to be cast off, but we could not get off nuts as we were so weak and tools were very inadequate. We were going over gradually on the starboard side. We were all on port side trying to keep her righted. We then saw that there was no hope of us staying up much longer unless we could get the wing off. We had just about given up everything when Wilkinson let out a yell." Ensign Smith and his crew were sighted by a French destroyer and taken to La Pallice. Their Tellier seaplane sank a few minutes after the crew had been taken off.³⁶

Patrol squadron pilots often endured hair-raising experiences much closer to home. One pilot, Ensign Joe Cline, recounts an unfortunate incident that occurred just as he was taking off from his base at Le Croisic: "We flew French Tellier seaplanes powered by 220 Hispano engines, and our job was to escort the convoys from the States through our sector from Quiberon to St. Nazaire in defense (against the threat) of submarines. Le Croisic was a little fishing village on the north coast of Brittany and was always a welcome sight after a long cold four hour patrol.

One afternoon I taxied to the outer harbor, warmed up my engine before taking off in a Tellier on patrol, headed into the wind, rocked the plane on the step, was just about to pull her off when a tremendous explosion blew the plane in half. Someone had not cocked the trigger spring properly on the two mark 4 bombs hung under the wings on each side of the boat, and the vibration at take-off caused them to fall off, sink into nine feet of water and explode. The time it took for the bombs to hit bottom and detonate was just enough at my speed to take the forward half of the boat outside the point of irruption (sic). The after half right behind the engine section was sliced off as though cut with a saw. There was a lighthouse at the harbor entrance, eighty feet high, and people who saw and heard the blast said the after part and tail surface were blown 50 feet higher.

The weight of the engine made the forward part sink stern first—my observer, Fred Lovejoy, and I started shedding clothes. We released our carrier pigeons and prepared to swim to the beach, which was not far, but the remaining half of the ship settled in that nine feet of water. We climbed on the nose which was out of the water and waited for the crash boat to come and get us. Neither of us had a scratch, I was only wet to my knees, but we both could have used a drink."³⁷

³⁶ Cohen, p 352.

³⁷ Cline, p 6.

Northern Bombing Group

THE NORTHERN BOMBING GROUP (NBG) was the only operational organization in Naval Aviation during World War I to operate using the squadron form of organization. Operational antisubmarine patrols flying out of naval air stations were identified by the name of their parent station, and were under the command of the station's commanding officer. The NBG was formed in 1918 in order to concentrate on the destruction of German submarines and their support facilities in Belgium. The Night Wing was composed of Navy squadrons flying the Italian Caproni multi-engine bomber. Headquarters of the Night Wing and Navy Squadrons 1 and 2 were based at St. Inglebert, France. Four additional Navy squadrons were planned. The Day Wing was ultimately composed of four U.S. Marine Corps squadrons flying the DH-4 and DH-9 bombing aircraft. The Day Wing operated from stations at Oye, France (Squadrons 7 and 8) and Le Frene, France (Squadrons 9 and 10).

Because the NBG received personnel prior to the arrival of its aircraft, pilots, observers and ground personnel were assigned to the following British squadrons: Number 214 Handley-Page night bombing squadron, Number 217 and 218 day bombing squadrons, and Number 213 Chasse Squadron. One pilot, Lieutenant (jg) David S. Ingalls (later Assistant Secretary of the Navy for Aeronautics), while attached to No. 213 Squadron, RAF, between 9 August and 3 October 1918, shot down four enemy aircraft and one observation balloon, thus becoming the first Navy "ace."³⁸

World War I Summary

BY THE END OF THE WAR, A TRIUMPH in industrial organization had been achieved in this country that almost equaled the military victory over the Germans. Naval patrol aviation grew from a fledgling detachment of only 38 aviators to 1,656 trained pilots by the end of hostilities, with another 5,070 under instruction, and 2,107 aircraft on hand.³⁹ But the victory and growth of Naval Aviation did not come without its price. Thirty-six naval officers and 86 enlisted aviation personnel in Europe had been killed in ground accidents, crashes, or were listed as missing in action. In the eastern Atlantic patrols off the coast of the U.S., 38 naval officers, and 48 enlisted personnel were listed as missing on patrol or killed in accidents.⁴⁰

³⁸ Commander Northern Bombing Group letter to Commander U.S. Naval Aviation Forces in France, HQ-702, of 3 Dec 1918, record group 26N, National Archives.

³⁹ Sitz: p 11.

⁴⁰ Sitz: p 11.

On the credit side of the ledger, Navy patrol aircraft in France had escorted 477 convoys, flying over 9,960 hours on patrols. Between June 1918 and the armistice, Navy pilots of the Northern Bombing Group had dropped over 141,854 pounds of bombs on enemy positions.⁴¹ The Navy patrol/bombing group at Porto Corsini conducted 745 combat operations flights during this period, with no casualties from combat. The British base at Killingholme conducted over 233 patrols; and the Irish bases at Wexford, Lough Foyle and Whiddy Island conducted over 380 patrols under the most difficult weather conditions. Nine U.S. bases reported a total of 19,019 hours flown on patrols by the end of the war—approximately 4,755 four-hour patrols compared to the 3,103 patrols conducted in the European Theater during this same period.⁴²

The raw numbers involved in describing the activities of the patrol squadrons during the war do not do justice to their importance nearly as well as a brief summary from Franklin D. Roosevelt, Assistant Secretary of the Navy, near the close of the conflict: "I had but to examine the weekly charts of German submarine operations to realize how much our aviators were doing to make these waters safe. To the men engaged in these duties, whether on land or actually flying, there came few of the thrills of actual war, but they will always have the deep satisfaction of knowing that their work, though silent, counted much in the winning of the war. I venture to predict that when the records of the German naval activities become available, we will find that the enemy also recognized the importance of the American Navy in the air as well as on the sea."⁴³

While Naval patrol aviation had emerged from World War I as a force tested in combat, its battles in the next decade would be fought in the halls of Congress, within the ranks of the old line Navy and with its inter-service rival, the U.S. Army Air Corps.

Post War Doldrums and the Ferment of the Twenties

THE CONCLUSION OF THE "War to End All Wars" was greeted by the American public with a great sigh of relief and a determination to get back to business. "Getting back to business" for most Americans in 1919 meant exactly that—the business of making money, not spending it on European troubles of little consequence to this side of the Atlantic. The manufacturing estab-

⁴¹ Cohen, p.249, and Commander, N. Bombing Group ltr. dtd. 18 DEC 1918, p.21.

⁴² Mathews, pp 65–211.

⁴³ Franklin D. Roosevelt, Asst. Secretary of the Navy, published statement, dtd. August 28, 1919. Naval Aviation Branch archives, Box #1663.

ishment that had helped to bring about the end of the war abruptly shifted gears to begin peacetime production of goods and services for civilian consumption. There was little interest in Congress, and even less among the electorate in the maintenance of an up-to-date military establishment. Just as the Navy had been required to operate its rusting fleet of ironclads for 25 years after the Civil War, that same Navy was now required to keep its aging F-5L and H-16 seaplanes flying long past their prime. The National Defense Act of 1920 which required the Army and Navy to coordinate their plans for military production did nothing to rescue the ship building and aircraft industries, whose business base collapsed at the end of World War I. In fiscal year 1919 the defense appropriation for the Navy was \$2,002,311,000. By FY 1922 the Navy budget had been cut 76.2 percent to \$476,775,000. The FY 1920 budget for Naval Aviation was \$20 million, reduced by FY 1921 to less than \$7 million.⁴⁴ Only two of the seven aircraft manufacturers supplying military aircraft during the war were still in business by 1921.

Patrol aviation and aviation in general faced considerable integration problems within the Navy. Despite the radical military cutbacks and retrenchments after World War I, a handful of visionaries strove to keep the pioneering spirit of aviation in the Navy alive. In 1914 Glenn H. Curtiss had constructed a transatlantic flying boat, *America*, for Lewis Rodman Wanamaker. Although the outbreak of World War I prevented Wanamaker from using the huge flying boat for the first transatlantic attempt, the design led to development and construction of four NC series aircraft in August 1917. The first, NC-1, was finished and test flown by October 1918. Commander John H. Towers proposed using the aircraft for a transatlantic flight during a meeting with CNO in the spring of 1919. Secretary of the Navy Daniels agreed after hearing the proposal, and put Towers in charge of the newly formed Seaplane Division One. The attempt at a transatlantic flight began on 8 May 1919, departing from NAS Rockaway, N.Y. Problems soon arose, and NC-2 had to be cannibalized for parts for the other aircraft of the Division. Pilots of the remaining aircraft were: NC-1, Lieutenant Commander Patrick N. L. Bellinger; NC-3, Commander Towers; and NC-4, Lieutenant Commander Albert C. Read. Seaplane Division One departed from Trepassey Bay, Newfoundland, on 16 May bound for Plymouth, England. NC-1 landed short of the first stop in the Azores and sank shortly after the crew was rescued. NC-3 also landed short of the Azores, but managed to taxi to its destination, Ponta Delgada, Azores. NC-4 made it all the way, continuing a few days later to Lisbon, Portugal, finally arriving at Plymouth on 31

May.⁴⁵ The flight of NC-4 served to bring Navy aviation into public attention and earned a higher place for aviation in U.S. Navy hierarchy. The feat was not rivaled in the eyes of the public until Lindbergh's solo flight in 1927.

The post World War I problems of reduction in military expenditures and the conservatism of Navy and Army leaders to maintain the status quo of its organizations without accommodating the growing demands for an air arm, in both the Navy and Army, led to some unhappy times. The situation in the Army actually became more acute than in the Navy and it left behind a heritage of bitterness that lasted for a long time. The same problems that existed in the Army were also present in the Navy. These aviation problems included lack of rank, of promotional difficulties, control of funds and policies by non-aviators, and curtailed plans for expansion. Similar attitudes existed among some senior officers in both the Army and Navy. "The ground officers of the General Staff had their counter-part in certain of the so-called battleship admirals."⁴⁶ However, the main difference between these two groups was the Navy never had any desire to develop a strategic bombing force.

The Navy managed to prevent a real explosion of differences that developed in the Army as a result of General "Billy" Mitchell's concept of air superiority. In the Navy, "the liberal attitude of the General Board, the support given aviation by key men in the fleet and in the Department like Admirals Fiske, Taylor, Sims, Fullam, Winterhalter, Badger, and many others, offset the intransigence of the Strausses, the Bensons, and the Wainwrights and prevented the development of lasting bitterness among the aviators, while the political sense and ability of Moffett and his colleagues in the Bureau of Aeronautics prevented the excesses with which their colleagues in the sister service exacerbated relations with their superiors."⁴⁷ Aviators in the Navy managed to be modest in their goals and aspirations and attempted to be one cog in the wheel and not the central hub.

The Navy was able to gradually, although at times painfully, evolve an organization to administer aviation forces afloat and ashore. The passage of time eventually produced a closely integrated surface and air fleet. Problems existed but they were usually kept out of public view and did not explode into open bitterness among factions within the Navy. Much of this credit must be given to Admiral Moffett, who was a shrewd politician and able to gain his ends peaceably within the Navy.

⁴⁴ Paolo E. Coletta, "Creating the U.S. Bureau of Aeronautics," *The American Neptune*, Vol. 50, No. 1 (Winter 1990): 51.

⁴⁵ John M. Lindley, "Wings Over the Ocean: A History of Sea-Air Aviation," *Naval Aviation News*, July 1977–December 1978: 33–35.

⁴⁶ *U.S. Naval Administrative Histories of World War II*, Office of the Deputy Chief of Naval Operations (Air), "The History of Naval Aviation 1898–1939," p. 1034.

⁴⁷ *Ibid.*, p. 1035.

The early and mid 1920s produced a period of ferment for aviation not only within the Navy but between the Navy and Army regarding control of aviation assets. However, because important elements had already been introduced in the Navy to weave aviation into its operations the integration of aviation moved along a smoother road. Air had been recognized as a coordinate type command in the fleet under each of the chief fleet commands. Command posts had been assured to aviators at naval air stations and over two-thirds of the aeronautic “bureaucrats” had to qualify as aviators or observers. Aviation became an integral part of the fleet and was about to prove its value in the fleet problems of the late 1920s and 1930s. It was the studies at the Naval War College games whereby more and more commanders gained a new appreciation of aviation’s potentialities.

While the debate over unification of airpower simmered on in the halls of Congress over the next few years, the Navy continued on with its incorporation of patrol aviation into the fleet. On 17 June 1922, the practice of numbering aircraft squadrons to conform to the number of the ship squadrons they served, was officially changed to a system of numbering all squadrons serially by class in the order in which they were initially authorized. The use of letter abbreviations to indicate mission was also adopted. Fleet aviation commands were redesignated Aircraft Squadrons of the Scouting and Battle Fleets. In conformance with

this reorganization, VP-1 was established on 4 March 1922, at NAS San Diego, Calif., as a utility squadron of six patrol airplanes (F-5L), under Aircraft Squadrons, Battle Fleet. This marked the first formal designation of a heavier-than-air patrol squadron (VP) in the U.S. Navy.⁴⁸ A further reorganization on 29 May 1924, added Naval Coast Defense Forces, with patrol squadrons assigned to each region: Chesapeake Bay Region, NAS Hampton Roads, VP-6 (two F-5L); San Diego Region, NAS San Diego, VP-1 (two F-5L); Panama Canal Zone Region, NAS Coco Solo, VP-10 (six F-5L and H-16); and Hawaii Region, NAS Pearl Harbor, VP-14 (two F-5L).⁴⁹

Despite the contentious intraservice bickering over the next decade, the future of naval patrol aviation had been secured. While the buildup and modernization of patrol squadrons was slow between the world wars, it was a steady progression guided by seasoned professional aviators. The heroic deeds of the many members of this community over the next 75 years of service could fill many volumes. To give credit to this aviation community, without writing volumes of historical work, the stories of these dedicated patrol aviation personnel can be seen in the composite histories of their squadrons beginning in Chapter Three.

⁴⁸ CNO, “Naval Aeronautic Organization for FY1923,” *CNO Order 26983*, 17 June 1922.

⁴⁹ CNO, “Naval Aeronautic Organization for FY1925,” *CNO Order s.c. 111-78:1*, 29 May 1924.

Guidelines for Navy Aviation Squadron Lineage and Insignia

THE LINEAGE OF NAVY AVIATION squadrons has been a source of confusion since the advent of the squadron concept after World War I. Much of this confusion arose because of the terminology used by the Navy; the lack of a consistent policy in selecting alphanumeric squadron designations; the reuse of letter and numeric designations; the many establishments, redesignations and disestablishments of aviation squadrons; and the use of the same insignia by different squadrons. Naval aviation insignia is a modern form of heraldry that dates back to the early period of Naval Aviation in the 1920s and captures many proud moments of its history. This practice fosters a sense of pride, unit cohesion and contributes to high morale, esprit de corps and professionalism within the naval aviation community. It also serves as an effective means of preserving a command's tradition, continuity of purpose and recognition, as traced by the squadron's lineage.

The following terms are essential in developing an understanding of how lineage is determined:

Establishment: A squadron's lineage and history begins on the date it is established and assigned a letter and number designation, such as VP-46. In the past the terms commission and decommission have been incorrectly used interchangeably with establishment and disestablishment, resulting in additional confusion regarding squadron lineage. These terms should not be used interchangeably and should not be connected with each other. Commission and decommission refer only to ships. They do not refer to squadrons because squadrons do not receive commissioning pennants when they are established.

Redesignation: A squadron's function may be changed from time to time due to changes in technology or mission requirements. As an example, a squadron such as VP-1, established as Bombing Squadron 128 (VB-128) during World War II, underwent the following redesignations: Patrol Bombing Squadron 128 (VPB-128), Patrol Squadron 128 (VP-128), Medium Patrol Squadron (landplane) 1 (VP-ML-1) and then to Patrol Squadron 1 (VP-1). These redesignations involved changes in the squadron's mission as well as the type of aircraft assigned to the squadron.

Deactivation: This term means the squadron's personnel and equipment are all reassigned and it is placed on an inactive status list. The squadron designation remains on a record of inactive squadrons until it is reactivated and becomes an active operating unit once again.

Reactivation: A squadron may be reactivated from the inactive list and placed back in active operational service with new personnel and equipment. When this occurs, the squadron can only be reactivated using the last designation it was assigned prior to deactivation. The history of this reactivated squadron may be traced using the lineage of the squadron prior to its deactivation. A squadron cannot be deactivated and reactivated the same day or activated and redesignated on the same day.

Under current Navy policy for squadron designations and lineage, as set forth by CNO's OPNAV Instruction 5030.4E of 19 March 1998, once a squadron letter and number have been assigned to a squadron, that letter and number combination can never be assigned to another squadron. As an example, if VP-5, a currently active squadron, were to be deactivated none of the squadron's designations in its lineage could be used as a designation for the establishment of a new squadron. That means the following designations in VP-5's lineage could never be used to establish a new squadron: VP-17F, VP-17, VP-42, VB-135, VPB-135, VP-135, VP-ML-5 and VP-5. VP-5, if deactivated, could be reactivated and placed in an operational status but all the former designations in VP-5's lineage will always be associated with only VP-5. Hence, the letter and number combinations of VP-17F, VP-17, VP-42, VB-135, VPB-135, VP-135 and VP-ML-5 may never be used again by any squadron other than VP-5.

Historically, confusion has reigned regarding squadrons that have been assigned the same designation. As an example, since the squadron concept was established in the early 1920s there have been five separate squadrons assigned the VP-1 designation. Hence, when one speaks of VP-1 you have to ask what time frame in order to identify the correct squadron. Due to the confusion resulting from the use

of the same designation time after time, with no lineage connection between these squadrons, the new set of guidelines, referenced in the above paragraph, were developed to end the lineage and insignia confusion. After 1998, when a squadron is deactivated its designation and approved insignia will be placed on the inactive list. The lineage and insignia of the squadron is retired and remains with the history of that deactivated squadron. A newly established squadron cannot adopt the insignia of a deactivated unit. A squadron that is reactivated will use the insignia it had approved for use prior to its deactivation. The records for inactive or deactivated squadrons are maintained by the Director, Air Warfare's Assistant for Aviation History and Publications (N88H). Establishment, redesignation or activation of any

squadron by any Navy aviation command will be cleared through (N88H) for consistency with the historical record. Insignia proposals for newly established squadrons also will be cleared through (N88H) in accordance with OPNAV Instruction 5030.4E.

The policy regarding activation or deactivation only applies to squadrons listed in enclosure (2) of OPNAV Instruction 5030.4E. Any squadron designations that were disestablished prior to 19 March 1998 may not be considered for reactivation. Reactivation only applies to those squadrons listed in enclosure (2) or established as new squadrons after 19 March 1998.

The old policy regarding squadron lineage was published in Appendix 5 of the *Dictionary of American Naval Aviation Squadron, Volume 1, The History of VA, VAH, VAK, VAL, VAP and VFA Squadrons*.



Patrol Wing One insignia.

Patrol Squadron (VP) Histories

VP-1 to VP-153

First VP-1

Lineage

Established as Seaplane Patrol Squadron ONE (VP-1) circa late 1921, the first squadron to be assigned the VP-1 designation.

Disestablished circa July 1922.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

16 Jan 1922: VP-1 started the annual bombing exercises with eight officers and five Naval Aviation Pilots (NAPS, enlisted pilots). The squadron was supported by seaplane tenders *Aroostook* (CM 3) and *Gannet* (AM 41). The squadron also conducted mail flights between San Diego, Calif., and the fleet at San Pedro, Calif.

20 Jan 1922: Squadron aircraft flew Rear Admiral John K. Robison, Chief of the Bureau of Engineering, to San Pedro for a visit to the fleet.

23 Jan–3 Feb 1922: Squadron aircraft were assigned the responsibility for torpedo recovery for Submarine Division 9.

13 Feb 1922: VP-1 aircraft operated with *California* (BB 44) photographing gunfire.

6 Jul 1922: Squadron aircraft rescued five fishermen whose boat had caught fire and sunk off the coast of San Diego.

Jul 1922: VP-1 was disestablished at NAS San Diego, Calif. Personnel and equipment were used to form the nucleus of Torpedo and Bombing Plane Squadron 2 (VT-2).

Home Port Assignments

Location	Date of Assignment
NAS San Diego, Calif.	Circa late 1921

Commanding Officers

	Date Assumed Command
LCDR Robert A. Burg	5 May 1922

Aircraft Assignment

Type of Aircraft	Date Type First Received
F-5L	Circa late 1921
N-9	Apr 1922

Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
None.					



An F-5L with a Tennessee class battleship in the background, possibly *California* (BB 44). VP-1 provided gunfire support to *California* in 1922.

Wing Assignments

Wing	Assignment Date
Pacific Fleet, Air Squadrons	Circa late 1921
Aircraft Squadrons, Battle Fleet	Jul 1922

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award
None on record.	

Second VP-1

Lineage

Established as Patrol Squadron ONE (VP-1) on 29 May 1924, the second squadron to be assigned the VP-1 designation.

Removed from the Naval Aeronautic Organization on 3 May 1926.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

29 May 1924: VP-1 was established under the operational control of Naval Coast Defense Forces, San Diego Region. The squadron was designated as a patrol squadron flying two F-5L seaplanes. VP-1 was given the patrol squadron designation by Chief of Naval Operations in the “Naval Aeronautic Organization for Fiscal Year 1925” letter (serial no. 111-78:1). The new designation placed it under the Naval Coast Defense Forces, San Diego Region, to “. . . endeavor to improve cooperation between aircraft, destroyers and submarines based at San Diego.”

1 May 1925: VP-1 participated in exercises against the fleet at Oahu.

29 May 1925: Operational control over the squadron shifted during the reorganization of patrol squadrons, placing VP-1 under Aircraft Squadrons,

Convoy and Patrol, Pacific. Although no documentation can be found that clarifies the status of the squadron during this period, evidence suggests that VP-1 remained at NAS Pearl Harbor after the exercises in early May 1925. Its assets and personnel may have been incorporated into VP-14 during this time period, because the aging F-5L seaplanes flown by both squadrons were being taken out of service and replaced by new SC seaplanes. Budget restrictions and limited production deliveries of new aircraft may have prompted this merger.

3 May 1926: VP-1 does not appear on “Naval Aeronautic Organization for Fiscal Year 1927.” The squadron was supplanted by the naval base training command squadron VN-1. There is no official date for the squadron’s disestablishment.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	29 May 1924
NAS Pearl Harbor, Hawaii	1 July 1925

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
F-5L	May 1924

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
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None.



An F-5L taxiing.

Wing Assignments

<i>Wing</i>	<i>Assignment Date</i>
Naval Coast Defense Forces, San Diego Region	29 May 1924
Aircraft Squadrons, Convoy & Patrol, Pacific	29 May 1925

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Fifth VP-1

Lineage

Established as Bombing Squadron ONE HUNDRED TWENTY EIGHT (VB-128) on 15 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY EIGHT (VPB-128) 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY EIGHT (VP-128) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) ONE (VP-ML-1) on 15 November 1946.

Redesignated Patrol Squadron ONE (VP-1) on 1 September 1948, the fifth squadron to be assigned the VP-1 designation.

Squadron Insignia and Nickname

The squadron insignia, approved by CNO on 12 April 1943, depicted the "Captain Marvel" figure of



The squadron's first insignia approved in 1943.

comic book fame, with bomb in hand like a football ready to throw. Captain Marvel had the power to convert himself from a boy to a gigantic man, symbolizing the squadron's belief that future battles would separate the boys from the men. It also represented the importance of the "man behind the machine" in all phases of a success-



The second insignia used by the squadron

ful bombing mission. Colors: background, blue and white U.S. star insignia; body of Captain Marvel, red with yellow cuffs, belt, chest design and boots; face and hands flesh color; hair, black; scarf, white with yellow border and tie; and bomb, black with red nose and tail.

The Captain Marvel insignia continued in use following VB-128's redesignation to VPB-128 in 1944, VP-128 in 1946, VP-ML-1 in 1946 and VP-1 in 1948.

The Captain Marvel insignia was dropped from use on 3 March 1949. A new design was submitted and approved by CNO on 14 March 1949. Although official records on this design are not present in the files, a black and white photograph from a cruise book shows a circular patch, globe central encircled by a chain, surmounted by a winged turtle. Inscribed inside the patch at the bottom were the letters Patrol Squadron One.

A replacement design for the "turtle" patch was submitted on 12 June 1958 and was officially approved by CNO on 22 July 1958. It was a circular patch with an eagle clutching a submarine on top of a globe encircled



In the squadron's third insignia, the flying turtle was replaced by an eagle. *The squadron's current insignia, approved in 1985, continued to use the eagle as the primary theme.*

by a single strand of chain with the words "Patron One" located at the bottom of the circular insignia. The insignia commemorated the first around-the-world flight by a patrol aircraft (symbolized by the globe-encircling chain), a feat accomplished by VP-1 in May 1955. Colors for the insignia were Navy blue background; eagle, yellow with white head; globe and oceans, blue with white continents; anchor surrounding globe, yellow; submarine, silver with red trim topside; trim around patch, red; and letters of "Patron One," yellow.

The fourth VP-1 squadron insignia was approved by CNO on 17 January 1985. It was a circular patch with a central figure of a soaring eagle; the nickname "Screaming Eagles" appeared in the upper banner and "Patron One" in the lower banner. Colors of the top half of the background were tan, bottom half orange-brown; and the eagle's body, brown with white head. All letters were yellow with black outlines.

Nickname: Fleet's Finest, 1955–1985.

Screaming Eagles, 1985–present.

Chronology of Significant Events

15 Feb 1943: VB-128 was established at Deland, Fla., under the operational control of FAW-12. Aircrew and aircraft shakedown was incorporated with ASW training in coastal Florida waters over a period of approximately two weeks.

12 May 1943: A seven-aircraft detachment of PV-1 Venturas was sent to Guantanamo Bay, Cuba, for convoy coverage. The remainder of the squadron continued training at Boca Chica, Fla.

17 May 1943: The remainder of the squadron, five PV-1s, was sent to Floyd Bennett Field, N.Y., to provide coastal convoy protection. They were rejoined by the detachment from Guantanamo on 24 May 1943.

7 Aug 1943: A U-boat was encountered on the surface 300 miles off Norfolk by one of the squadron aircraft. In the ensuing attack, the Ventura was shot down with the loss of all hands after damaging the U-boat.

23 Aug 1943: The squadron was relocated to Reykjavik, Iceland, under the operational control of FAW-7, to assist in antisubmarine convoy patrols in cooperation with British controllers of the RAF Coastal Command.

4 Oct 1943: The squadron made its first confirmed U-boat kill, sinking *U-279*, commanded by Oberleutenant Otto Finke. The submarine was caught on the surface off the southwest coast of Iceland and sunk by bombs from a Ventura flown by Lieutenant Charles L. Westhofen. None of the 48 crewmen survived the attack.

19 Dec 1943: The squadron and all support personnel were relocated to San Juan, P.R., under the operational control of FAW-11, for refit of the squadron aircraft with rockets and training in the use of this new form of air-to-surface ordnance. Aircraft were sent in rotation to Boca Chica, Fla., for mounting of rocket

launcher rails. Outfitting was completed by 11 May 1944, and routine antisubmarine patrols commenced from Ensenada Honda, P.R., until 1 June 1944.

26 Sep 1944: After returning to NAS Norfolk for a period of crew leave, and a short spell of ASW training at NAS New York, the squadron personnel and assets were transshipped to NAS Alameda, Calif., preparatory to assignment overseas.

6 Oct 1944: VPB-128 personnel and assets were en route to NAS Kaneohe, Hawaii, arriving on the 13th. Training commenced immediately, with half of the squadron rotating to Midway for weather patrols every three weeks.

21 Dec 1944: VPB-128 personnel and assets were transferred to Owi Island in the South Pacific, under the operational control of FAW-17. On 3 January 1945, the squadron's new PV-1 Ventura aircraft were given to other squadrons as replacement aircraft. VPB-128 personnel were put on standby.

28 Feb 1945: New PV-1 Venturas were received and the squadron was transferred to a base on Guiuan, Samar, Philippines. Antishipping searches and convoy cover patrols were run on a daily basis from this base.

18 Mar 1945: During an attack on shipping in inlets along the Davao Gulf, Philippines, squadron aircraft flown by Lieutenants Dorrington and Snyder sank one Japanese midget submarine and damaged another.

22 Mar 1945: Repeating the success of four days earlier, an attack by squadron aircraft on the wharf at Cebu City, Philippines, resulted in the sinking of one Japanese midget submarine with rockets. The squadron PV-1s involved in the attack were flown by Lieutenants Hall and Tepuni. Immediately following the attack Tepuni's aircraft was shot down by AA fire and the entire crew was lost.

29 Mar 1945: VPB-128 was relocated to Tacloban, Leyte. Antishipping patrols and convoy coverage were the squadron's main responsibilities until transferred to Puerto Princessa, Palawan, on 6 April 1945.

28 Apr 1945: VPB-128 switched to land target attacks exclusively, striking sites selected by the US Army. Targets included sites on Itu Aba Island; Brooketon, Marua Island; Brunei, Kudat, Seria, and Tagai Town, Borneo.

21 Jun 1945: The squadron was transferred to Tinian Island, under the operational control of FAW-1, where it conducted daily search patrols while rotating crews for local R & R. By 19 September 1945, the surrender of Japanese forces made daily search patrols unnecessary. From 30 October 1945 on, the squadron conducted four flights daily to Pagan for meteorological reports.

15 May 1946: On this date the squadron was operating from Okinawa, under the operational control of FAW-1, when it was redesignated.

Mar 1947: VP-ML-1 moved to NAS San Diego, Calif. Over the next nine months the squadron transitioned



The squadron's first aircraft was the PV-1. This photo shows a PV-1 at San Juan, P.R., with a collapsed tail wheel, 21 March 1944, 80-G-411758 (Courtesy Captain Jerry Mason, USN).



A squadron P2V-5 (P-2) Neptune in flight over Japan, 12 September 1952.

to the P2V-2 Neptune, a long-range, twin-engine, land-based patrol aircraft.

13 Jan 1948: VP-ML-1 was given a permanent change of station to NAS Whidbey Island, Wash. Frequent deployments would be made from this location to bases in Alaska, Japan, Vietnam and the Philippines.

7 Aug 1950: On 25 June 1950, the North Koreans invaded South Korea. On 30 June President Truman authorized U.S. military forces to deploy to repel the aggressors. VP-1 deployed to WestPac under the operational control of FAW-1 (TG 70.6), beginning combat operations from Naha AFB, Okinawa, on 19 August 1950. The squadron's primary duty was patrolling the sea lanes of the Formosa Straits for enemy resupply vessels.

Apr 1951: VP-1 returned to the combat zone in Korea for its second tour, based at Naha AFB, Okinawa. The squadron's primary patrol areas were the waters off the Korean coastline.

29 Mar 1952: The squadron conducted its third deployment to the Korean combat zone, based at Naha AFB, Okinawa. Patrol duties were resumed as in the two previous tours.

27 May 1953: The fourth and final tour in the Korean combat zone for VP-1 occurred at the end of the Korean War. The squadron arrived at Naha AFB two months to the day before the signing of an

armistice at Panmunjom on 27 July 1953.

5 May 1955: VP-1 returned to NAS Whidbey Island, Wash., the first patrol squadron to complete an around-the-world flight. The squadron had departed the continental U.S. on 21 April 1955. In 1946 a single U.S. Navy P2V-1 Neptune, the "Truculent Turtle," had flown halfway around the world (11,236 miles) nonstop from Perth, Australia, to Columbus, Ohio, demonstrating the long-distance capability of the new patrol aircraft. The May 1955 event demonstrated the Navy's ability to deploy quickly with an entire land-based Neptune-equipped squadron to virtually any spot on the globe. Politically, it bolstered the Navy's claims to strategic airpower in the face of continuing U.S. Air Force demands for control over all land-based airpower. The successful completion of the flight served to preserve the land-based patrol

squadrons of the Navy in the face of Congressional calls for post-Korean War defense cutbacks. The record-breaking flight was incorporated into the new squadron patch with a chain encircling the globe to symbolize the feat.

1956: The squadron was deployed to the island of Kwajalein for a period of three months to monitor the radiation in the aftermath of nuclear testing in a project called Operation Redwing.

7 Oct 1964: VP-1 was deployed to MCAS Iwakuni, Japan, for ASW and shipping reconnaissance off the coasts of Vietnam and in the Gulf of Tonkin. A detachment was maintained at NAF Tan Son Nhut and Da Nang. The squadron returned to NAS Whidbey Island on 1 April 1965.

13 Feb 1966: VP-1 relieved VP-22 at MCAS Iwakuni, Japan, with a seven aircraft detachment at NAF Tan Son Nhut Air Base in the Republic of Vietnam in support of Operation Market Time. The primary objective of the Market Time coastal patrol was to prevent seaborne delivery of supplies and munitions to the enemy. The patrols were a joint U.S.-South Vietnamese effort established on 11 March 1965. VP-1 became the first patrol squadron to suffer casualties in the Vietnam conflict when the Tan Son Nhut Air Base was attacked on 13 April 1966. During this attack one squadron member was killed and five others



A squadron SP-2H flying over several junks during Market Time patrols off the coast of South Vietnam.

wounded, and five of the detachment aircraft were damaged. The squadron returned to NAS Whidbey Island on 6 August 1966, after a six and a half-month tour, four months of which was in the combat zone.

6 May 1967: VP-1 returned to WestPac to NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay. It was the first squadron to operate full time out of the new Naval Air Facility at Cam Ranh Bay, Republic of Vietnam.

15 Dec 1967: Squadron SP-2H aircraft, number YB-2, operating from Annette, Alaska, was lost over Alaskan waters during a patrol while tracking Soviet submarines. No trace of crew or aircraft was ever found.

15 Aug 1968: VP-1 returned to NS Sangley Point, with a detachment at NAF Cam Ranh Bay. This deployment marked the last time the squadron would deploy with the SP-2H Neptune to a combat zone.

July 1969: The squadron received its first P-3B Orion as a replacement for its SP-2H Neptunes. VP-1 was the last fleet squadron to transition from the Neptune to the Orion. Transition to the new aircraft was completed by 1 October 1969. By that time, VP-1 was the last patrol squadron at NAS Whidbey Island, Wash.

Oct 1969: VP-1 was nominated for deactivation during a congressionally mandated review of bases and units that could be shut down to curtail rising DoD expenses from the increasing costs of the Vietnam conflict. The squadron was placed in standdown status, and action to curtail personnel inputs to the squadron had begun. In December 1969, CNO made the decision to retain VP-1 and relocate the squadron to NAS Barbers Point, Hawaii.

1 Feb 1970: The squadron conducted its WestPac deployment to MCAS Iwakuni, with detachments at U-Tapao, Thailand; NAF Tan Son Nhut, RVN; and NAF Cam Ranh Bay, RVN.

1 Apr 1971: VP-1 deployed to Sangley Point, R.P., with a detachment operating at NAF Cam Ranh Bay, RVN. Detachment A of VP-1 completed the deploy-

ment at NAS Cubi Point, R.P., the first patrol squadron to operate from that facility after the base closure at Sangley Point on 25 May 1971.

1 Nov 1972: VP-1 deployed to NAS Cubi Point, R.P., with the new DIFAR (Directional Low Frequency Analysis and Recording) equipped P-3B Orion. A detachment of six aircraft was maintained at U-Tapao, Thailand. This would be the squadron's last deployment to the combat zone during the Vietnam conflict.

10 Dec 1976: The squadron deployed a detachment of aircraft to NAS Agana, Guam, rotating detachments between NAS Agana and NAS Barber's Point. This marked the last occasion that a P-3B baseline aircraft deployed to WestPac with an active fleet squadron.

July 1978: Three VP-1 crews fired the last Bullpup (AGM-12) missiles during runs on practice targets. The practice firings were the last by Navy patrol aircraft, as the missile was removed that month from the Navy's inventory.

July 1979: VP-1 transferred to NAS Moffett Field, Calif., for transition to the P-3B TAC/NAV MOD aircraft with more powerful engines and improved avionics, completing transition and crew training in November 1979. The last P-3B baseline aircraft was replaced in January 1980.

Feb 1980: VP-1 and VP-26 provided detachments on 30-day rotations to the NAS Diego Garcia, B.I.O.T., due to the Iranian Hostage crisis.

9 May 1980: The squadron deployed to NAS Cubi Point, R.P., continuing to maintain a three aircraft detachment at NAS Diego Garcia. During this period the squadron was heavily involved in location and rescue of Vietnamese refugee vessels carrying over 4,000 refugees. The squadron received a Humanitarian Service Medal for operations during this deployment, and the Navy Expeditionary Medal for the Iranian crisis.

27 Mar 1982: Implementation of IRDS/HACLS modifications to the P-3B Orions in the squadron was undertaken at NAS Alameda, Calif., adding infrared de-



A VP-1 P-3B on approach for a landing at NAS Moffett Field in June 1982. (Courtesy Rick R. Burgess Collection via Michael Grove).

tection and Harpoon missile launch capability to the aircraft. Aircraft to be modified were shuttled by their crews between NAS Alameda and NAS Barber's Point.

17 May 1983: A squadron P-3B (BuNo. 152733) made a wheels-up landing at NAS Barbers Point, Hawaii, due to pilot error, ending a 14-year record of over 101,000 hours of accident-free flying.

16 Jun 1983: A VP-1 P-3B (BuNo. 152720) crashed into a mountain on Kauai, Hawaii, killing all 14 crew members. The inquiry into the causes for the two crashes that followed resulted in the relieving of both the squadron commanding officer and the executive officer.

8 Jul 1983: The Japanese Maritime Self Defense Force Detachment 18 arrived at Barber's Point for a month of training with U.S. forces. VP-1 served as the host squadron for the Japanese, providing maintenance and administrative support.

Oct 1984: VP-1 received its first P-3C MOD aircraft from VP-30 as replacement for the squadron's older P-3B MOD airframes. The P-3C MOD had many retrofitted features that had already been introduced in later production series airframes of the P-3C UI through P-3C UIII.

14 Aug 1990: Within 72 hours of notification, VP-1 completed redeployment to NAF Diego Garcia, B.I.O.T., in support of operation Desert Shield in the protection of Saudi Arabia against aggressor forces of Iraq. Two detachments were maintained: four aircraft and four aircrews at Masirah, Oman; and two aircraft, two aircrews at Jeddah in Saudi Arabia.

Feb 1991: VP-1 began the transition from P-3C MOD to P-3C Update III aircraft, with training at NAS Moffett Field, Calif. One-third of the aircrews were detached at a time until transition was completed at the end of July 1991. The new aircraft had an entirely new underwater acoustic monitoring system, doubling the number of sonobuoys that could be monitored concurrently over earlier marks. Improvements in avionics, computers (AN/AYA-8) and cooling systems were added, in addition to a retractable forward-looking infrared turret under the chin.

Jun 1991: A detachment of two crews, two aircraft and a maintenance crew were sent to Howard AFB, Panama, C.Z., in support of the Joint Task Force in Panama Law Enforcement Operations in Central America. Operations were concluded in July 1991, and the det returned to NAS Barber's Point, Hawaii.

Oct 1991: A second detachment with identical assets was sent to Howard AFB, Panama, C.Z., to continue support of the Law Enforcement Operations in Central America. Operations were concluded in November 1991, and the detachment returned to NAS Barber's Point.

10 Jan 1992: VP-1 deployed to NAS Adak, Alaska. Several weeks into the deployment the squadron was redeployed to three sites: one detachment at Eielson

AFB, Alaska; a second detachment at NAS Moffett Field, Calif.; and a third detachment to Howard AFB, Panama, C.Z., for counter-narcotics operations. The latter detachment also conducted operations out of Mexican air force facilities at Acapulco, Mexico, a first for a U.S. Navy patrol squadron.

9 Nov 1994: VP-1 began a split deployment with a detachment at NAF Kadena, Japan, and Misawa AFB, Japan. Additional detachment sites in support of Seventh Fleet operations included Guam, Korea, Thailand, Indonesia, Singapore, Malaysia, Oman and Saudi Arabia.

24 Apr 1996: The squadron commenced another multisite deployment in the Indian Ocean and Arabian Gulf, with detachments at Masirah, Oman; Jeddah, Saudi Arabia; and Kadena, Okinawa. Two SAR missions during deployment in the gulf resulted in the location and eventual rescue of crews on a disabled Omani tugboat and a demolished Somali fishing boat. The squadron provided escort and surveillance missions for the task force conducting Operation Desert Strike in September, the Tomahawk Land Attack Missile launchings against targets in Iraq. In November, VP-1 flew the first live Maverick-armed maritime patrol aircraft surveillance flights in the Arabian Gulf.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
Floyd Bennett Field, N.Y.	17 May 1943
NAS Kaneohe, Hawaii	6 Oct 1944
Tinian Island	21 Jun 1945
Naha, Okinawa	15 May 1946
NAS Whidbey Island, Wash.	13 Jan 1948
NAS Barbers Point, Hawaii	30 Jun 1970
NAS Whidbey Island, Wash.	Jul 1995

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Charles L. Westhofen	15 Feb 1943
LCDR Groome E. Marcus	1 Jan 1944
LCDR Jay B. Yakeley	4 Jun 1944
CDR James W. Lenney	19 Sep 1945
LCDR J. D. Seal	23 Nov 1946
LCDR W. W. Titsworth	17 Jul 1947
CDR I. J. Heizer	1 Jan 1949
CDR J. B. Honan	8 Jul 1949
CDR William M. Ringness	15 Jan 1951
CDR I. E. Quillan	31 May 1952
CDR Irving A. Kittel	Apr 1954
CDR W. J. Bowers	Jul 1955
CDR J. H. Caldwell	5 Sep 1956
CDR Vance W. Alder	3 Apr 1958

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR John W. Murphy	1 Jan 1959
CDR Robert E. Dimmitt	11 Apr 1960
CDR Jack E. Elizay	17 May 1961
CDR Thomas H. Adams	1 Oct 1962
CDR F. C. Forsberg	2 May 1963
CDR William T. Vierreger	4 May 1964
CDR Frank D. Armstrong, Jr.	6 May 1965
CDR Angelo E. Clemente	23 Mar 1966
CDR Lawrence C. Day	2 Mar 1967
CDR Phillip R. Hawkins	1 Mar 1968
CDR James O. Coleman	17 Feb 1969
CDR A. W. Howard, Jr.	Feb 1970
CDR H. C. Freund	24 Nov 1970
CDR B. D. Johnson	16 Nov 1971
CDR R. E. Fredrick	30 Nov 1972
CDR M. L. Gesling	6 Dec 1973
CDR J. A. Luper	30 Oct 1974
CDR John C. McLaurin	22 Oct 1975
CDR Richard W. Micheaux	20 Oct 1976
CDR Walter T. Cook	7 Oct 1977
CDR William J. Green, Jr.	20 Oct 1978
CDR J. L. Landon	5 Oct 1979
CDR T. K. Morrissey	7 Oct 1980
CDR Charles G. Flint	2 Oct 1981
CDR John D. Holzapfel	15 Oct 1982
CDR Michael D. Haskins	27 Jun 1983
CDR Dennis W. Delear	7 May 1984
CDR P. K. Bolton	1985
CDR P. A. Zambenardi	1986

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Timothy A. Rocklein	Jul 1987
CDR David C. Hull	26 Jul 1988
CDR William R. Blake	20 Jul 1989
CDR William F. Eckert, Jr.	Jul 1990
CDR James J. Miller	Jul 1991
CDR Raymond B. Bowling	10 Jul 1992
CDR Mark Wisniewski	3 Jul 1993
CDR Woody T. Short	6 Jul 1994
CDR Mark T. Ackerman	21 Jun 1995
CDR Ronald R. Evans	31 Jul 1996
CDR Robert S. Winneg	21 May 1997
CDR Brian E. Burlingame	2 July 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Feb 1943
PV-2	Nov 1946
P2V-2	Mar 1947
P2V-3	Jul 1950
P2V-5	May 1953
P2V-5F	1957
P2V-7	Aug 1959
SP-2H	Aug 1963
P-3B	Jul 1969
P-3B MOD	Nov 1979
P-3C MOD	Oct 1984
P-3C UIIR	Feb 1991



A squadron P-3C Orion flies over Diamond Head, Hawaii, 1987.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
23 Aug 1943	19 Dec 1943	FAW-7	Reykjavik	PV-1	NorLant
19 Dec 1943	26 Sep 1944	FAW-11	San Juan	PV-1	Carib
6 Oct 1944	15 May 1946	FAW-1/2/17	Philippines	PV-1	SoPac
1 Jan 1948	30 Mar 1948	FAW-4	Aleutians	P2V-2	NorPac
1 Sep 1948	30 Dec 1948	FAW-4	Aleutians	P2V-2	NorPac
7 Aug 1950	13 Nov 1950	FAW-1	Naha/Korea	P2V-3	WestPac
Apr 1951	29 Aug 1951	FAW-1	Naha/Korea	P2V-3	WestPac
29 Mar 1952	5 Oct 1952	FAW-6	Naha/Korea	P2V-3	WestPac
27 May 1953	1 Dec 1953	FAW-6	Naha/Korea	P2V-5	WestPac
Nov 1954	20 Apr 1955	FAW-1	Naha	P2V-5	WestPac
21 Apr 1955	5 May 1955	FAW-4	Whidbey Is.	P2V-5	Trans-global
1956	1956	FAW-1	Kwajalein	P2V-5	SoPac
1957	1957	FAW-4	Kodiak	P2V-5F	NorPac
Aug 1959	Jan 1960	FAW-6	Iwakuni	P2V-7	WestPac
Dec 1960	May 1961	FAW-4	Kodiak	P2V-7	NorPac
Feb 1962	Jun 1962	FAW-4	Kodiak	P2V-7	NorPac
7 Oct 1964*	1 Apr 1965	FAW-8	Iwakuni	SP-2H	WestPac
7 Oct 1964*	1 Apr 1965	FAW-8	Tan Son Nhut	SP-2H	WestPac
1 Apr 1965	30 Sep 1964	FAW-4	Kodiak	SP-2H	NorPac
13 Feb 1966*	6 Aug 1966	FAW-8	Iwakuni	SP-2H	WestPac
13 Feb 1966*	27 May 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
15 May 1967*	12 Nov 1967	FAW-8	Cam Ranh	SP-2H	WestPac
6 May 1967*	12 Nov 67	FAW-8	Sangley Point	SP-2H	WestPac
15 Aug 1968*	25 Feb 1969	FAW-8	Cam Ranh	SP-2H	WestPac
15 Aug 1968*	25 Feb 1969	FAW-8	Sangley Point	SP-2H	WestPac
31 Jan 1970*	30 Jul 1970	FAW-8	Iwakuni	P-3B	WestPac
1 Feb 1970*	15 Apr 1970	FAW-8	U-Tapao	P-3B	WestPac
1 May 1970*	27 Jul 1970	FAW-8	Tan Son Nhut	P-3B	WestPac
1970*	1970	FAW-8	Cam Rahn	P-3B	WestPac
1 Apr 1971*	25 May 1971	FAW-8	Sangley	P-3B	WestPac
25 May 1971*	1 Oct 1971	FAW-8	Cubi Point	P-3B	WestPac
1 Apr 1971*	1 Oct 1971	FAW-8	Cam Ranh	P-3B	WestPac
1 Nov 1972*	30 Apr 1973	FAW-8	Cubi Point	P-3B	WestPac
1 Nov 1972*	30 Apr 1973	FAW-8	U-Tapao	P-3B	WestPac
1 Jun 1974	10 Dec 1974	PatWing-1	Naha	P-3B	WestPac
Nov 1975	2 May 1976	PatWing-1	Cubi Point	P-3B	WestPac
10 Dec 1976	6 Jun 1977	PatWing-1	Agana	P-3B	WestPac
Oct 1978	10 May 1979	PatWing-1	Cubi Point	P-3B	WestPac
Feb 1980	May 1980	PatWing-1	Diego Garcia	P-3B MOD	IO
9 May 1980	10 Nov 1980	PatWing-1	Cubi Point	P-3B MOD	WestPac
Aug 1981	7 Dec 1981	PatWing-1	Agana	P-3B MOD	WestPac
7 Feb 1982	10 Apr 1982	PatWing-10	Adak	P-3B MOD	NorPac
10 Nov 82	20 May 1983	PatWing-1	Diego Garcia	P-3B MOD	IO
10 Feb 1984	Aug 1984	PatWing-1	Kadena	P-3C MOD	WestPac
Aug 1985	Feb 1986	PatWing-1	Kadena	P-3C MOD	WestPac
Feb 1987	Aug 1987	PatWing-1	Misawa	P-3C MOD	WestPac
Jun 1988	Dec 1988	PatWing-10	Adak	P-3C MOD	NorPac
May 1990	14 Aug 1990	PatWing-1	Cubi Point	P-3C MOD	WestPac
14 Aug 1990	19 Nov 1990	PatWing-1	Diego Garcia	P-3C MOD	IO

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jun 1991	Jul 1991	PatWing-10	Panama	P-3C UIIIR	Carib
Oct 1991	Nov 1991	PatWing-10	Panama	P-3C UIIIR	Carib
10 Jan 1992*	Jun 1992	PatWing-10	Adak	P-3C UIIIR	NorPac
Jan 1992*	Jun 1992	PatWing-10	Panama	P-3C UIIIR	Carib
Sep 1992	Oct 1992	PatWing-10	Acapulco	P-3C UIIIR	Carib
28 Apr 1993	Dec 1993	PatWing-1	Diego Garcia	P-3C UIIIR	IO
9 Nov 1994*	May 1995	PatWing-1	Misawa	P-3C UIIIR	WestPac
9 Nov 1994*	May 1995	PatWing-1	Kadena	P-3C UIIIR	WestPac
24 Apr 1996	16 Nov 1996	PatWing-1	Diego Garcia	P-3C UIII	IO
Nov 1997*	Jun 1998	PatWing-1	Kadena	P-3C UIII	WestPac
Nov 1997*	Jun 1998	PatWing-1	Misawa	P-3C UIII	WestPac

* The squadron conducted a split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Feb 1943
FAW-9		17 May 1943
FAW-7		23 Aug 1943
FAW-11		19 Dec 1943
FAW-1		6 Oct 1944
FAW-17		21 Dec 1944
FAW-1	AC*	7 Nov 1946
FAW-14	AC	Mar 1947
FAW-4	AC/CD†/YB‡	13 Jan 1948
FAW-2/PatWing-2§	YB	30 Jun 1970
PatWing-10	YB	Jul 1995

* The squadron was assigned the tail code AC on 7 November 1946.

† The squadron's tail code was changed from AC to CD on 4 August 1948.

‡ The squadron's tail code was changed from CD to YB in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§ FAW-2 was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	01 Jan 1967	14 May 1967
	16 Nov 1967	31 Mar 1968
	02 Aug 1990	01 Nov 1990
MUC	15 May 1967	15 Nov 1967
	20 Apr 1970	01 Aug 1970
	01 Apr 1971	20 Apr 1971
	28 Aug 1982	07 Sep 1982
	10 Jun 1988	10 Dec 1988
(Sel Crews)	20 Apr 1970	01 Aug 1970
	01 Apr 1971	20 Apr 1971
RVNGC	13 May 1967	05 Nov 1967
	01 Aug 1968	01 Mar 1969
VNSM	07 Feb 1966	02 Jun 1966
AFEM	28 Mar 1952	30 Apr 1952
	01 May 1952	03 Oct 1952
(Sel Crews)	20 May 1980	10 Nov 1980
(Guam Det)	05 Aug 1981	20 Oct 1981
NOSM	15 Nov 1946	07 Nov 1947
	01 Aug 1950	07 Nov 1950
	12 May 1951	23 Jul 1951
SASM	14 Aug 1990	19 Nov 1990

Second VP-2

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY (VB-130) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY (VPB-130) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY (VP-130) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) TWO (VP-ML-2) on 15 November 1946.

Redesignated Patrol Squadron TWO (VP-2) on 1 September 1948, the second squadron to be assigned the VP-2 designation.

Disestablished on 30 September 1969.

Squadron Insignia and Nickname

VB-130 was established at Deland, Fla., on 1 March 1943, but it was not until after the squadron had been redesignated VPB-130 that any record of a squadron insignia was found. The first insignia, approved by CNO on 8 November 1945, superimposed a clock face with a bomb for the hour hand and rocket for the minute hand set at one thirty, on a silhouette of a PV-1



The squadron's first insignia. Unfortunately, someone clipped the design to make it fit into a file folder.



A copy of the full design of the first insignia.

Ventura aircraft with a starlit sky as background. The design symbolized the round-the-clock bombing and rocket operations capability of the squadron's first aircraft, the PV-1 Ventura. The field was royal blue; stars, white; aircraft, light gray with black markings; clock, white; numerals, black; and clock hands, red.

VPB-130 was redesignated VP-130, then VP-ML-2, and transitioned from the PV-2 Harpoon to the P2V Neptune patrol bomber. In keeping with the redesignations, transition to a new aircraft, and reassign-



The squadron's second insignia took on a more cartoon design.

ment of basic mission to antisubmarine warfare, a new squadron insignia was deemed appropriate. The new design, approved by CNO on 10 June 1947, presented a cartoon King Neptune riding a rocket, against a starry sky and globe background. In Neptune's hand was a trident with cannon barrels in place of tines. The background of the globe represented the long-range capability of the P2V Neptune. The night sky denoted around-the-clock flying and King Neptune symbolized the sea and squadron's aircraft. The rocket was incorporated into the insignia to show the fast punch of Neptune's armament. The trident with multiple gun barrels denoted the aircraft's multiple firepower. Colors: stars, white; sky, dark blue; water, light blue; continents, white; rocket, light gray; King Neptune's belt, blue; pants, red; beard, white; crown and trident, yellow; nose, red; body, pink; and guns, gray.

The cartoon King Neptune insignia was adopted by the squadron after its redesignation from VP-ML-2 to VP-2, and remained in use until 1 October 1956. At that time, CNO directed the squadron to come up with a new design "...in keeping with the dignity of the naval service, [as] cartoon portrayals are not authorized



The squadron's final insignia portrayed King Neptune riding a torpedero.

in Naval Aviation Insignia..." The resulting modification of the squadron insignia portrayed a less stylized King Neptune inside a blue disk with white border, Neptune white-haired and bearded, crowned yellow, and clothed in flowing red toga. The right arm extended forward, the left hand grasping a

yellow trident, Neptune was astride a black torpedo, colored white, above the top portion of a blue globe were longitude and latitude lines outlined in white. In an arc at the top of the shield there were three white stars, two above the extended arm and one behind the figure. The inscription PATROL SQUADRON TWO was on a blue scroll in white capital letters. This design was approved by CNO on 28 February 1957 and remained in effect until the squadron's disestablishment in 1969.

Nickname: Unknown.

Chronology of Significant Events

3 Mar 1943: VB-130 was established at Deland, Fla. Organization and training of squadron personnel took place over the next two and a half months, followed on 17 May 1943 by shake-down training flying the PV-1 Ventura at Boca Chica, Fla.

7 Jun 1943: The squadron deployed to San Juan, P.R., to provide convoy protection and ASW in Caribbean waters. On 16 June 1943, the squadron was relocated to Edinburgh Field, Trinidad, to continue convoy protection and antisubmarine patrols.

6 Aug 1943: Lieutenant Holmes and his crew sank the German submarine, *U-615*, commanded by Kaptainleutnant Ralph Kapitzky. The submarine was caught on the surface in the Caribbean southeast of Curacao and damaged badly enough by the bombs to prevent it from submerging. Unable to escape, the German crew scuttled the vessel. Forty-five of the U-boat's crew of 49 were rescued by U.S. Navy vessels.

12–27 Aug 1943: The squadron moved to Recife, Brazil, where it remained until 27 August 1943, when it was shifted again to Pici Field, Fortaleza. Antisubmarine patrols and convoy coverage were the primary activities of the squadron during the next eight months.

30 April 1944: VB-130 was relieved by VB-134 and returned to NAS Norfolk, Va. For home leave.

3 Jun 1944: The squadron was reequipped with rocket launchers. Ground attack training using rockets took place over the next 30 days.

3 Jul 1944: VB-130 began ferry operations to shift equipment, personnel and aircraft from NAS Norfolk, Va., to NAS Alameda, Calif. On 6 August 1944 the squadron boarded *Shirley Bay* (CVE 85) for transfer to NAS Kaneohe, Hawaii, arriving on 13 August 1944.

10 Oct 1944: VPB-130 transferred to Ponam on Manus Island. Training continued along with operational ASW and antishipping patrols.

1 Nov 1944: VPB-130 began transferring its assets and personnel to Tacloban in the Philippine Islands, via Owi Island, Peleliu, Palau and Morotai. Squadron aircraft arrived on 6 November 1944, and were placed under the tactical control of the 308th Bomb Wing of the Army 5th Air Force. Through April 1945, the

squadron undertook a variety of missions in conjunction with 13th Army Air Force operations. Detachments operating from Morotai and Owi Island conducted 300 to 600-mile sector searches. The remainder of the squadron at Tacloban conducted 1,000-mile sector searches. Numerous attacks were made on Japanese island installations, radar sites, airfields and small ships.

24 Apr 1945: VPB-130 transferred to Manus Island, where all personnel boarded *Kadashan Bay* (CVE 76) on 1 May 1945 for return to the continental United States, where home leave was given to all hands.

31 Aug 1945: VPB-130 was reformed at Ault Field, NAS Whidbey Island, Wash., and training of personnel commenced utilizing new aircraft, the PV-2 Harpoon.

29 Sep 1946: The "Truculent Turtle," the squadron's first P2V-1 Neptune land-based patrol bomber, flew from Perth, Australia, to Columbus, Ohio, a distance of 11,236 miles in 55 hours and 18 minutes. The aircraft (bureau number 89082) was manned by Commanders Thomas D. Davies, Eugene P. Rankin, Walter S. Reid and Lieutenant Commander Roy H. Tabeling. The flight was nonstop, without refueling, establishing a world record for nonstop flight. When the aircraft was taken out of service years later, it was placed on display at NAS Norfolk, Va. This historic aircraft is now on display at the National Museum of Naval Aviation, Pensacola, Fla.

March 1947: VP-ML-2 began receiving the rest of its compliment of P2V-1 Neptunes from Lockheed Aircraft Company, Burbank, Calif. These replacements for the PV-2 Harpoons marked the beginning of an intense period of training for all squadron personnel in antisubmarine warfare.

5 Jun 1950: VP-2 was assigned a tour in Alaska for cold-weather operational training. The squadron provided resupply missions for the Oceanographic Survey being conducted in Alaskan waters.

1 Aug 1951: A detachment of VP-2 flying P2V-3Ws deployed to NAF Naha, Okinawa, to patrol the East China Sea and Yellow Sea in the Korean theater of operations. The detachment remained in the combat zone until December 1951, this was squadron's first and last involvement in the Korean War.

1 Sep 1951: VP-2 became the first squadron to receive the new P2V-4 with the Wright Aero R-3350W compound-turbo engine. Testing of the new engines was performed onsite at NAS Whidbey Island, Wash., without missing deployments. Detachments during this period were assigned to NAS Kodiak, Alaska, and Naha, Okinawa. The Naha Detachment remained until 2 December 1951, flying several combat missions in support of the UN action in Korea.

9 Apr 1954: A Neptune from VP-2 was attacked by a Chinese MiG-15 while on patrol over the Yellow Sea. The MiG made three firing passes and the crew of the Neptune returned fire. There was no apparent damage to either aircraft resulting from the encounter.

30 Nov 1964: VP-2 took first place among the Pacific Fleet squadrons in bombing, mining and rocket competition despite instrument flying conditions during 90 percent of the competition period.

25 Jan 1965: VP-2 relieved VP-6 for a six-month deployment at Iwakuni, Japan. Squadron detachments were assigned to Naha, Okinawa; Sangley Point, R.P.; Taiwan, Formosa; Bangkok, Thailand; and Da Nang and Saigon, RVN. The last three months of the squadron's WestPac tour was conducted at Tan Son Nhut Air Base, Saigon, RVN—the squadron's first tour in a combat zone since World War II.

1 Apr 1966: VP-2 relieved VP-42 for a six-month WestPac deployment at Iwakuni, Japan. Four months of the tour were spent at Tan Son Nhut Air Base, Saigon, RVN.

1 Oct 1967: VP-2 deployed to WestPac with half of the squadron at NS Sangley Point, R.P., and a six-aircraft detachment at Tan Son Nhut Air Base, Saigon, RVN. The detachment at Tan Son Nhut moved a few weeks later to Cam Rahn Bay, RVN.

17 Feb 1969: The squadron conducted its last deployment, its fourth to the Vietnam theater of operations, based at NS Sangley Point, R.P.

30 Sep 1969: VP-2 was disestablished at NAS Whidbey Island, Oak Harbor, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
Deland, Fla.	1 Mar 1943
Boca Chica, Fla.	17 May 1943
Edinburgh Field, Trinidad	16 Jun 1943
Pici Field, Fortaleza, Brazil	27 Aug 1943
NAS Norfolk, Va.	30 Apr 1944
NAS Alameda, Calif.	3 Jul 1944
NAS Kaneohe, Hawaii	13 Aug 1944
Ault Field, NAS Whidbey Island, Wash.	31 Aug 1945
NAS Miramar, Calif.	Mar 1947
NAS Whidbey Island, Wash.	1953

Commanding Officers

	<i>Date Assumed Command</i>
LCDR C. G. Price	1 Mar 1943
LCDR C. R. Dodds	3 Jun 1944
LCDR D. G. White	25 Apr 1945
LCDR Jesse L. Pennell	31 Aug 1945
LCDR Francis E. Schrader	May 1946
LCDR Charles E. Healy	Oct 1946
CDR Robert M. Kercheval	Jul 1947
CDR C. A. Karaberis	Dec 1948
CDR Renfro Turner, Jr.	Feb 1950
CDR Mervin J. Berg	Oct 1951
CDR H. C. Weart	6 Dec 1952
CDR J. M. Barlow	Oct 1954
CDR R. B. Minton	Apr 1956
CDR A. W. LaMarre	1 Jul 1957
CDR H. M. Kalstad	4 Jun 1958
CDR D. F. Johnson	Apr 1959
CDR W. G. Foster	30 Apr 1960
CDR E. E. Pierre, Jr.	24 Apr 1961
CDR D. P. Lanaghan	26 Jan 1962
CDR W. C. Kistler	1 Feb 1963
CDR Robert R. Ohsiek	4 Feb 1964
CDR Dwight A. Lane, Jr.	8 Jan 1965
CDR Homer C. Ragsdale, Jr.	7 Jan 1966
CDR Richard B. Campbell	11 Jan 1967
CDR Robert M. Dagg	11 Dec 1967
CDR Lee Maice, Jr.	Jul 1968

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	1 Mar 1943
PV-2	31 Aug 1945
P2V-1	Mar 1947
P2V-3/3W	Nov 1948
P2V-4	Sep 1951
P2V-5	1952
P2V-7	1955
SP-2H	1963



A squadron SP-2H at Sangley Point, R.P.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 Jun 1943	*	FAW-11	San Juan	PV-1	Carib
27 Aug 1943	30 Apr 1944	FAW-16	Fortaleza	PV-1	SoLant
13 Aug 1944	*	FAW-2	Kaneohe	PV-1	WestPac
10 Oct 1944	*	FAW-2	Manus Is.	PV-1	WestPac
1 Nov 1944	*	USAAF	Tacloban	PV-1	WestPac
24 Apr 1945	May 1945	FAW-2	Manus Is.	PV-1	WestPac
5 Jun 1950	Nov 1950	FAW-4	Adak	P2V-3W	NorPac
1 Aug 1951	2 Dec 1951	FAW-6	Naha	P2V-3W	WestPac
1 Sep 1951	1 Dec 1951	FAW-4	Kodiak	P2V-4	NorPac
Sep 1952	Nov 1952	FAW-4	Kwajalein	P2V-4/5	WestPac
Jan 1953	Mar 1953	FAW-4	Kodiak	P2V-4	NorPac
Dec 1953	Jun 1954	FAW-6	Iwakuni	P2V-5	WestPac
Aug 1955	Jan 1956	FAW-4	Kodiak	P2V-5	NorPac
Nov 1956	May 1957	FAW-4	Kodiak	P2V-7	NorPac
Sep 1958	Feb 1959	FAW-6	Iwakuni	P-2V7	WestPac
Nov 1959	May 1960	FAW-4	Kodiak	P2V-7	NorPac
May 1961	Oct 1961	FAW-4	Kodiak	P2V-7	NorPac
Aug 1962	Jan 1963	FAW-4	Kodiak	P2V-7	NorPac
Nov 1963	Apr 1964	FAW-4	Adak	SP-2H	NorPac
Aug 1964	Oct 1964	FAW-4	Kodiak	SP-2H	NorPac
25 Jan 1965	1 Mar 1965	FAW-8	Iwakuni	SP-2H	WestPac
15 Mar 1965	1 May 1965	FAW-8	Tan Son Nhut	SP-2H	WestPac
1 Apr 1966 [†]	7 Oct 1966	FAW-8	Iwakuni	SP-2H	WestPac
25 May 1966 [†]	30 Sep 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
1 Oct 1967 [†]	1 Apr 1968	FAW-8	Sangley Point	SP-2H	WestPac
1 Oct 1967 [†]	15 Oct 1967	FAW-8	Tan Son Nhut	SP-2H	WestPac
15 Oct 1967	1 Apr 1968	FAW-8	Cam Ranh	SP-2H	WestPac
17 Feb 1969	17 Aug 1969	FAW-8	Sangley Point	SP-2H	WestPac

* The squadron remained deployed overseas, but moved to a new operating base during the deployment.

† The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11		16 Jun 1943
FAW-16		27 Aug 1943
FAW-5		30 Apr 1944
FAW-2		13 Aug 1944
FAW-10/17 and the 30th Bomb. Wing, Army 5th Air Force		1 Nov 1944
FAW-14		25 Apr 1945
FAW-4	SB*	31 Aug 1945
FAW-14	SB	Mar 1947
FAW-4	SB/ YC [†]	1953

* The squadron remained part of FAW-4 but was assigned the tail code SB on 7 November 1946.

† The squadron's tail code was changed from SB to YC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	01 Jan 1967	31 Mar 1968
MUC	01 Mar 1969	10 Aug 1969
RVNGC	01 Sep 1967	30 Apr 1968
	05 Feb 1969	10 Aug 1969
	11 Aug 1969	31 Aug 1969
VNSM	24 May 1966	03 Oct 1966
AFEM	11 Mar 1965	01 May 1965
	01 Jan 1968	28 Feb 1968
NOSM	01 Aug 1951	02 Dec 1951

Second VP-3

Lineage

Established as Patrol Squadron SIXTEEN-F (VP-16F) on 2 January 1937.

Redesignated Patrol Squadron SIXTEEN (VP-16) on 1 October 1937.

Redesignated Patrol Squadron FORTY ONE (VP-41) on 1 July 1939.

Redesignated Bombing Squadron ONE HUNDRED THIRTY SIX (VB-136) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY SIX (VPB-136) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY SIX (VP-136) on 15 May 1946.

Redesignated Medium Patrol Squadron (landplane) THREE (VP-ML-3) on 15 November 1946.

Redesignated Patrol Squadron THREE (VP-3) on 1 September 1948, the second squadron to be assigned the VP-3 designation.

Disestablished on 1 November 1955.

Squadron Insignia and Nickname

Members of Patrol Squadron SIXTEEN-F designed the first squadron insignia in 1937. There is no letter of official BuAer approval of the design on record. The



The squadron's primary insignia was the head of Husky with a pine tree in the background.



For a brief period the squadron used this insignia but then returned to the Husky design.

head of a Husky was drawn on a circular background, depicted licking his lips in anticipation of jumping into an impending fray. Colors: sky, light blue; hills, purple and mauve; tree, green and white; foreground, white; and husky's tongue orange and red. This insignia was used by the squadron through each of its redesignations from VP-41 to VP-3.

A second apparently unofficial insignia was briefly used by the squadron during its first tour as VB-136 in 1943. The design featured a rabbit "jockey" riding a bomb labeled "136." On the rabbit's shirt is the letter N, reportedly representing the initial of the squadron commanding officer, Lieutenant Commander Nathan

Haines. Colors for this design are unknown. The Husky insignia was restored to use during the second VB-136 tour of duty by the next squadron commanding officer, Lieutenant Commander Charles Wayne.

Nickname: Huskies, 1937–1955.

Chronology of Significant Events

2 Jan 1937: VP-16F was established at FAB Seattle, Wash., as a patrol squadron comprised of 12 PM-1 flying boats. Thrush (AVP 3) provided tender support.

1 Oct 1937: VP-16F was redesignated VP-16 when all patrol squadrons were reassigned to Patrol Wings.



This photo shows a squadron PM-1, the first aircraft type assigned to the squadron.

VP-16 came under the air wing organization of PatWing-4.

17 Mar 1938: VP-16 and patrol squadrons 7, 9, 11, 12, 17 and 19 participated in Fleet Problem XIX (Phase II) as part of White Force, operating against Black Force at a distance of 600 miles. The patrol squadrons of White Force successfully attacked and damaged major elements of Black Force. The exercise was notable in that it was the first use of long-distance radio bearings for aircraft navigation in fleet operations.

8 Jul 1941: VP-41 began ferry flights to San Diego, Calif., to turn in PBV-3s for new PBV-5 flying boats fresh from the factory. Upon reequipping, VP-41 flew the new aircraft to Kodiak, Alaska, to relieve VP-42, returning to Seattle in early September 1941.

7 Dec 1941: VP-41 returned to Kodiak, Alaska, in a combat status, conducting the maximum number of patrols possible at extreme ranges. The squadron was relieved of patrol duties in Alaska by VP-42 on 5 February 1941.

7 Feb 1941: Upon returning from Alaska, VP-41 turned in its PBV-5s and was refitted with new PBV-5A amphibious aircraft. War patrols were commenced from Tongue Point, Wash., providing escort coverage for convoys out of NAS Astoria.

26 Mar 1942: VP-41 returned to NAF Dutch Harbor, Alaska, in preparation for the anticipated attacks by



A PBV Catalina on a flooded field in the Aleutian Islands.

Japanese naval forces. VP-42 arrived at the same time and was based at NAF Cold Bay, Alaska. Aircraft of both squadrons were dispersed to fjords and operated from the tender Casco (AVP 12) to prevent the reoccurrence of an entire squadron being destroyed due to surprise enemy attacks like Pearl Harbor.

2–3 Jun 1942: Two VP-41 Catalinas spotted the enemy task force 210 miles from Dutch Harbor. Both aircraft were shot down with the loss of both crews, except for one crewman taken prisoner. On the next day Japanese carrier aircraft were launched from Ryujo and Junyo to conduct the first of a series of attacks against Dutch Harbor. During one such raid on the 3rd, two Japanese fighters caught Ensign James T. Hildebrand, Jr., circling over the harbor. He managed to evade their fire and his crew succeeded in shooting down one of the aircraft.

5 Jun 1942: Lieutenant William N. Thies spotted a crashed Zero fighter (Mitsubishi A6M) while flying his Catalina low over the tundra of Akutan Island, Alaska, near NAF Dutch Harbor. The pilot of the fighter had engine problems and attempted to land on what he had assumed was a grass field, not realizing that it was actually a swamp. The Zero had nosed over immediately upon landing, breaking the pilot's neck. It had lain there undiscovered for several days until Thies and his crew spotted it. Thies later led a recovery party to the site to retrieve the aircraft. The Zero was disassembled and then sent under great secrecy to NAS San Diego, Calif., where it was reassembled and test flown. It was the first example of Japan's foremost fighter to fall into Allied hands and proved to be one of the more fortuitous finds of the war.

6–13 Jun 1942: Japanese forces landed 1,250 men on the island of Kiska, in the Aleutians, on the 6th. On the 7th a second force began occupying the island of Attu, also in the Aleutian island chain. Lieutenant Litsey of VP-41 was the first to spot the enemy troops on Kiska and the Japanese task force assembled in the bay. On 11 June 1942, Commander Patrol Wing 4 re-

ceived a message from Commander in Chief Pacific which said, "bomb the enemy out of Kiska." Following unsuccessful missions by USAAF B24s and B-17s, aircraft available from VPs 41, 42, 43 and 51 commenced continuous bombing missions against targets in Kiska harbor from 11 to 13 June. These missions became known as the "Kiska Blitz." During these bombing strikes the aircraft were serviced by *Gillis* (AVD 12) at Nazan Bay, Atka Island. Efforts to use the PBVs as horizontal bombers dropping their bombs from above the clouds proved futile. Pilots began attacking singly, approaching from a direction that provided the best cloud cover. When they were over the harbor the Catalinas were put into a dive and bombs released at appropriate time. The flak was intense. A pullout was initiated at between 500 and 1,500 feet, and the plane immediately again sought cover in the clouds. The raids continued until *Gillis* ran out of bombs and fuel. During the "Blitz" Lieutenant William N. Thies was awarded the Navy Cross for his zealous aggressiveness in attacking enemy shipping, scoring a confirmed hit on a large enemy transport. Ensign James T. Hildebrand, Jr., was also awarded the Navy Cross for his participation in all-night aerial patrols and bombing attacks on enemy ships in Kiska harbor. The Navy Cross citations for both men reflect their participation in the Aleutian Islands campaign during 1 to 15 June.

1 Jul 1942: The various squadrons detachment rejoined the rest of VP-41 at Dutch Harbor. The squadron returned to Seattle, Wash., on 22 August 1942.

23 Feb 1943: VP-41 reformed at NAS Whidbey Island, Wash.

1 Mar 1943: VP-41 was redesignated VB-136 to reflect its change from a patrol squadron to a bombing squadron. By May the PBV-5A flying boats had been turned in, and the squadron began refitting with the PV-1 Ventura.

23 Apr 1943: The squadron deployed again to Adak, Alaska, and conducted searches from Umnak to Adak, with numerous missions to Japanese-held Kiska. Antisubmarine patrols were conducted in support of the pending invasion of Kiska, but results were negative.

8 May 1943: The pace of operations changed from search vectors and patrols to one of ground attack and bombing of Japanese positions on Kiska.

13 Aug 1943: The squadron put forth an all out effort to attack the Japanese on Kiska in support of the Army landings being conducted. After the staunch resistance offered by the Japanese during the landings at Attu three months earlier, the Army requested that the Navy surface and air forces thoroughly batter the enemy before the landings commence. After several days of intense naval gunfire and bombing, Admiral Kincaid, commander of the naval forces, gave General Buckner, commander of the Army landing forces, the



A couple of squadron PVs in flight. Note the bombing mission decals just below the canopy.



Bombs being loaded aboard a PV in the Aleutians, circa summer 1943, 80-G-K-14626.

assurance that the landing zones would be clear. Upon landing the Army found that the Japanese had conducted a withdrawal of all their personnel under cover of bad weather.

1 Oct 1943: With the withdrawal of the Japanese forces from the Aleutians, VB-136 was relocated to Attu and employed in long-range missions into the Japanese-held northern Kurile Islands. The squadron returned to Adak, Alaska, for rest and refit on 10 October 1943.

16 Nov 1943: The squadron was again assigned to operate from Attu, and on this date Lieutenant H. K. Mantius and crew became the first FAW-4 plane to conduct an attack on Paramushiro, one of the Japanese home islands. This mission marked the beginning of the "Empire Express," taking the offensive to the Japanese home islands.

13 Dec 43: The squadron returned to its home base at NAS Whidbey Island, Wash., and all personnel were given home leave for two weeks. Upon their return, the squadron was reformed and its PV-1s were refitted with upgraded instrumentation, including LORAN, and three 50-caliber nose guns.

7 Jun 1944: The squadron deployed for a tour in the Aleutians, operating from the island of Attu. Operational searches, tactical bombing, and photographic reconnaissance were conducted over the northern Kuriles.

17 Sep 1944: During a mission to Paramushiro, the commanding officer of the squadron, Lieutenant

Commander Charles Wayne, was forced down over Russian territory with battle damage. The Russians interned the entire crew. As a result of this mishap, further Empire Express missions were canceled. VB-136 missions were restricted to sector searches or special photo missions where the speed of the PV-1 was required.

6 Nov 1944: Eight PV-1s from the squadron were sent to obtain low oblique photographs of the Paramushiro coastline. Four of the aircraft provided diversionary attacks on ground targets, while the remainder took the photos with large F-56 cameras. Two PBV-5As of VP-62 were on standby off the coast of Kamchatka for rescue operations if needed.

1 Jan 1945: VPB-136 was transferred to Attu, Alaska, for fitting of rocket rails and training in use of air-to-ground rockets.

1 Feb 1945: The squadron continued sector searches from Attu, Alaska, with two missions in support of Task Force 92.

12 Mar 1945: VPB-136 was relieved by VPB-139, and returned to its home base at NAS Whidbey Island, Wash.

10 May 1945: After all hands had returned from a 30-day home leave, the squadron was reformed at NAS Whidbey and a new training syllabus begun for the new crews. The new PV-2 Harpoon replaced the squadron's PV-1 Venturas.

1 Sep 1952: VP-3 and VP-34 were the only two patrol squadrons to complete FY 1952 with 100 percent safety marks.



A line of squadron PVs at NAS Whidbey Island.

1 Oct 1952: VP-3 hosted 18 officers and enlisted personnel from the Royal Australian Air Force and 21 personnel from the South African Air Force during familiarization training on the P2V-5 aircraft purchased for their countries' naval air forces.

17 Dec 1953: A VP-3 P2V-5 Neptune, BuNo 124901, and its crew of nine crashed on the Myrdalsjokull Glacier, Iceland. Rescue crews were able to extract only one body from the wreckage before storms sealed it in the ice. The wreckage was spotted again in October 1981, 500 yards from the glacier's edge. The bodies of the eight remaining crewmen were recovered from the ice by the Icelandic Lifesaving Association and returned to the United States.

1 Nov 1955: VP-3 was disestablished with all personnel and assets transferred to VAH-1.

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR P. Foley, Jr.	Apr 1942
LCDR Nathan S. Haines	23 Feb 1943
LCDR Charles W. Wayne	27 Dec 1943
LCDR Edward F. Hayes	18 Sep 1944
LCDR Leo B. Riester	20 Aug 1945
CDR C. A. Melvin	24 Apr 1946
LCDR E. L. Harris, Jr.	1 Apr 1947
LCDR A. J. Kinion	3 Aug 1948
CDR G. J. Frauenheim	13 Jun 1949
CDR L. E. Decamp	31 Jan 1951
CDR George D. Ghesquiere	11 Sep 1952
CDR Jack L. Grayson	May 1954
CDR Edward Johnson	Jul 1955

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
FAB Seattle/Sand Point, Wash.	2 Jan 1937
NAS Whidbey Island, Wash.	23 Feb 1943
NAS Coco Solo, C.Z.	15 Nov 1946
NAS Jacksonville, Fla.	1 Sep 1948

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Carleton C. Champion, Jr.	Jan 1937
LCDR Delbert L. Conley	1938
LCDR Francis B. Johnson	Jul 1940

Aircraft Assigned

<i>Type Aircraft</i>	<i>Date Type First Received</i>
PM-1	Jan 1937
PBY-3	Jun 1938
PBY-5	Jul 1941
PBY-5A	Feb 1942
PV-1	Jun 1943
PV-2	May 1945
P2V-1	1946
P2V-2	1949
P2V-3/3W	Feb 1950
P2V-5	Jan 1951

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
8 Jul 1941	Sep 1941	PatWing-4	Kodiak	PBY-5	NorPac
7 Dec 1941	5 Feb 1942	FAW-4	Kodiak	PBY-5	NorPac
26 May 1942	22 Aug 1942	FAW-4	Dutch Harbor Casco (AVP 12) Gillis (AVD 12)	PBY-5A	NorPac
1 Oct 1942	25 Jan 1943	FAW-4	Dutch Harbor	PBY-5A	NorPac
23 Apr 1943	13 Dec 1943	FAW-4	Adak/Attu	PV-1	NorPac
7 Jun 1944	12 Mar 1945	FAW-4	Attu	PV-1	NorPac
1 Jan 1953	1 Mar 1953	FAW-11	Port Lyautey	P2V-5	Med
1 Mar 1955	20 Aug 1955	FAW-11	Argentina	P2V-5	NorLant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-4/FAW-4*	CB [†]	2 Jan 1937
FAW-3	CB	15 Nov 1946
FAW-11	CB/MB [‡]	1 Sep 1948

Unit Awards

None on record.

* PatWing-4 was redesignated Fleet Air Wing 4 (FAW-4) on 1 November 1942.

† The squadron remained part of FAW-4 but was assigned the tail code CB on 7 November 1946.

‡ The squadron's tail code was changed from CB to MB on 19 July 1950.

Second VP-4

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY FOUR (VB-144) on 1 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY FOUR (VPB-144) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY FOUR (VP-144) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) ONE HUNDRED FORTY FOUR (VP-ML-4) on 15 November 1946.

Redesignated Patrol Squadron FOUR (VP-4) on 1 September 1948, the second squadron to be assigned the VP-4 designation.

Squadron Insignia and Nickname

When VB-144 was first established in 1943 a squadron insignia design was submitted to CNO for approval. The figure of hillbilly "Sut Tattersal" standing on a Japanese flag was superimposed on a circular background. Behind the



The squadron's first insignia reflected its stance against Japan.

hillbilly was his jug of bootleg whiskey; to the front of the figure was a harpoon with the blade penetrating the rising sun of the Japanese flag. Colors: field, lemon yellow; circle, black; flag, red and white; harpoon, blade royal blue and handle black; Sut Tattersal's hat, black with green feather and face, white with black markings for hair, beard and pipe; shirt, aqua checked with



The squadron's second insignia reflected the type of the aircraft it was flying, the P2V Neptune.

pale rose patch on elbow; trousers, royal blue with dull red patches; shoes, black with white highlights; suspenders, light gray; and XXX bottle, light gray, darker bottom. The design was approved by CNO on 10 April 1945. It remained in use only a short time as the war with Japan ended soon after the design was approved.

There are no records to indicate whether the squadron used an insignia after its redesignation from VPB-144 to VP-144, then to VP-ML-4. After its redesignation from VP-ML-4 to VP-4, the squadron designed an insignia with its new Neptune aircraft in mind. In the circular design King Neptune sat astride a winged turtle (suggesting the long range of the aircraft of "Truculent Turtle" fame). Neptune held a Tiny Tim rocket in his raised left hand and a trident in his right. Colors: turtle, light green body parts with dark green shell; turtle wings, dark blue; Neptune, flesh color with purple cape, white beard and gold crown; rocket, gray body with black nose; background, yellow; and border, red.



A stylized dragon became the next official insignia approved for used by the squadron. The old VP-4 winged griffin was never officially approved for by the squadron.

previous VP-4 (redesignated VP-22 and disestablished in 1942). In that design a winged griffin was superimposed upon the numeral four. The squadron revised the insignia in 1964 and the griffin was replaced by a dragon. CNO approved the insignia change on 19 October 1964. Colors: dragon, black with white markings; numeral, white; and field, light blue. At the bottom of the in-



A less stylized dragon insignia was approved for the squadron in 1993.

The design was approved by CNO on 29 November 1948.

By 1956 the 1948 design was no longer used. Suggestions for its replacement were disapproved by CNO until the scheduled transition to the P-3A Orion prompted the squadron to submit a new design. The squadron adopted the insignia used by a

signia was the banner PATRON FOUR. The Skinny Dragon design was altered slightly in honor of the squadron's 50th anniversary in 1993. A more detailed insignia was approved by CNO on 25 March 1993. The dragon, instead of black, was changed to green with a gold belly, red eyes and mouth, and white claws. The number 4 was deleted from the background. Other colors remained the same.

Nicknames: Feather Merchants, 1945–1948.

Skinny Dragons (Oriental mythology meaning "long life"), 1965–present.

Chronology of Significant Events

1 Jul 1943: VB-144 was established at NAS Alameda, Calif., as a squadron flying the Ventura PV-1 aircraft.

14 Aug 1943: The squadron completed training at NAS Alameda, Calif., and boarded *Copahee* (CVE 12) for transport to NAS Kaneohe, Hawaii. Upon arrival the squadron began an intensive period of combat training and operational patrols over the ocean near the Hawaiian Islands.

9 Jan 1944: VB-144 was transferred to Tarawa, where combat patrols commenced as soon as the squadron was checked in and assigned space for the crews and aircraft.

1 Feb 1944: The squadron was relocated to Dyess Field, Roi Island, from which bombing missions were carried out against Japanese installations in the Gilbert, Marshall and Eastern Caroline island chains.



The squadron's first aircraft were PV-1s. Squadron PVs are in the background of this photo, an awards ceremony being conducted at Roi Island, Kwajalein, Marshall Island, circa late 1944.

30 Mar 1944: VB-144 was transferred back to Tarawa, leaving a three-aircraft detachment at Dyess Field, Roi Island, which was engaged in strikes on 1 April 1944 against enemy positions at Wotje and Jaluit Islands that continued through June.

4 Apr 1944: The increasing tempo of operations at Dyess Field resulted in the deployment of a second detachment of VB-144 aircraft to Roi Island.

1 Sep 1944: The remainder of the squadron was transferred to Dyess Field, Roi Island.

30 Sep 1944: VB-144 was transferred to NAS Kaneohe, Hawaii. The squadron was redesignated VPB-144 while preparing for return to the continental United States.

1 Nov 1944: VPB-144 was reformed for training at NAS Whidbey Island, Wash. The squadron was re-equipped with the newer PV-2 Harpoon.

3 Mar 1945: Training in air-to-ground attack continued at NAS Moffett Field, Calif.

8–15 Apr 1945: VPB-144 squadron personnel and equipment were loaded aboard *Kadashan Bay* (CVE 76) for transport to Pearl Harbor, Hawaii, arriving on 15 April. Upon arrival, the squadron was based at NAS Kaneohe, where a combat training syllabus of several weeks was undertaken.

11–23 May 1945: A detachment of squadron aircraft and crews was flown to Midway Island to provide combat air patrol coverage. On 23 May 1944, the detachment was increased to nine aircraft.

24 May 1945: Two of the crews sent to Midway earlier returned to NAS Kaneohe. The remainder of the detachment followed, rejoining the rest of the squadron on 12 June 1944.

27 Jun 1945: VPB-144 was transferred to Eniwetok, via Johnston and Majuro Islands. The squadron was placed under the operational control of TF 96.1. Sector and photographic reconnaissance patrols were conducted over Wake and Ponape islands.

12 Sep 1945: Problems with malaria on Wake Island became so severe that the aircraft of VPB-144 were fitted with sprayers to cover the island with DDT.

15 Sep 1945: Flights were conducted over Kusaie, Ponape and the Caroline Islands as a show of force to the remaining Japanese troops who had not yet surrendered.

15 May 1946: Squadron assets remained at NAB Tinian but all personnel were rotated back to the U.S., leaving the squadron in a caretaker status.

Sep 1946: The squadron was retained on the Navy roster, but was placed in an inactive status at North Island, Calif., under FAW-14.

Nov 1947: The squadron was reactivated as VP-ML-4 at NAAS Miramar, Calif., with a complement of 14 officers and 59 enlisted men. An SNB-5 was utilized for flight training until the arrival of the squadron's first operational aircraft, the P2V-1, in mid-December 1947.

May 1948: VP-ML-4 deployed to Annette Island, Alaska, to perform photographic mapping of the Southeast Alaska Region for the U.S. Geological Region and Survey Department. The survey was com-

pleted by the end of August, earning the squadron a commendation from CNO.

21 Jun 1948: A squadron P2V-2, BuNo 39353, departed on a routine flight and lost an engine due to fire within the cowling. The engine fell from the wing, necessitating a wheels-up crash landing. All squadron aircraft were subsequently grounded until engine replacements could be completed. The squadron was back on operational status by 31 August 1948.

1 Dec 1949: The squadron's primary mission was changed from ASW to mining. The P2V-3 was evaluated for combat radius with full mine load and operational characteristics as a mincarrier.

1 Jan 1950: VP-4 began a tour in Alaska with overnight stops at Adak, Attu, Fairbanks, Anchorage, Nome, Point Barrow, Juneau, Gustavus and the Bering Sea Islands. Aircrews qualified for their "Blue Nose" ticket, certifying that they had operated above the Arctic Circle.

Oct 1950: While deployed to NAS Barbers Point, Oahu, Hawaii, the squadron sent a three-aircraft detachment to Wake Island to provide courier and SAR services as required for a meeting between President Truman and General MacArthur. The meeting between the two leaders was intended to define the lines of authority between the President of the United States and the theater commander in Korea during UN operations in the conflict with the Communist northern aggressors. The president was determined that General MacArthur not exceed the operational constraints he had set forth, running the risk of further broadening the conflict into a nuclear confrontation. The squadron

escorted the president back to Oahu in his plane, "Independence."

27 Nov 1950: VP-4 suffered its first fatal accident since its reactivation in 1947. The accident, which occurred during a routine rocket training flight off Oahu, Hawaii, took the lives of five personnel.

May 1951: The squadron deployed to NAS Barbers Point, Hawaii, for evaluation of a slant-range computer and bombing ring for incorporation in the AN/APS-33 radar.

Jun 1952: The squadron deployed to NAS Barbers Point, Hawaii, for ready-mining duty with the Pacific Fleet. A number of patrol squadrons with mining capability were kept in readiness status for rapid deployment at selected sites in both the Pacific and Atlantic operational areas. The success of aerial mining against the Japanese during WWII led to the incorporation of this mission in nearly all of the patrol squadrons after the war (VP-17 and VP-24 were redesignated VA (HM) squadrons for this purpose in July 1956). In September the squadron deployed to Guam to test the rapid-deployment (48-hour) capabilities of the squadron. Only 28 hours were required for actual deployment.

10 Nov 1955: VP-4 departed NAS Whidbey Island, Wash., with the squadron's 10 P2V-5 aircraft to complete a 17,000-mile goodwill tour, including stops at Iwakuni, Japan; Manila, R.P.; Singapore; Honolulu, Hawaii; and San Francisco, Calif. The squadron returned to NAS Whidbey Island within three weeks.

13 Aug 1956: VP-4 changed its permanent duty station, to Naha, Okinawa. Duties at that time entailed



After World War II the squadron transitioned to the P2V Neptune and was assigned the tail code SC. This photo shows squadron P2Vs in formation over Australia, 1956.



A squadron P-2 in flight of the coast of Oahu, Hawaii in November 1964. The squadron tail code was changed from SC to YD in 1957.

daily patrols, fleet exercises, and training in ASW coverage for the first American convoy carrying supplies to the besieged island of Quemoy.

Nov 1963: VP-4 was transferred to FAW-2, at Barbers Point, Hawaii. Transition to the new base did not begin until April 1964.

26 Mar 1965: The squadron began a split-site deployment to MCAS Iwakuni, Japan, with detachments at various dates located at NAF Tan Son Nhut, RVN; NS Sangley Point and NAS Cubi Point, R.P.

11 Mar 1966: The first P-3 Orion was received as the replacement for the squadron's SP-2H Neptunes. The squadron's last SP-2H was turned in on 1 August 1966.

31 Jan 1967: The squadron again deployed to WestPac at Iwakuni, Japan, and provided support to Task Force 72 during Operation Market Time (coastal patrols off the coasts of South Vietnam). Detachments were maintained at NS Sangley Point, R.P., and NAF Naha, Okinawa. Upon completion of deployment, Commander Patrol Forces, Seventh Fleet presented the squadron a letter of commendation for its support of operations and assistance in the destruction of an enemy trawler carrying arms destined for the Viet Cong.

17 Apr 1967: A VP-4 P-3A Orion flying patrol off the coast of Korea was fired upon by an infiltrating North Korean speedboat. The damaged aircraft landed safely after reporting the vessel's location. South Korean forces sank the intruder shortly thereafter. Lieutenant Commander C. W. Larzelere III, the PPC, received a Navy Commendation Medal for his handling of the emergency while under fire.

28 Apr 1967: A VP-4 P-3A Orion (BuNo. 151365) flown by Lieutenant C. D. Burton was lost at sea with all hands off the coast of Tsushima Island, Japan.

15 Apr 1968: VP-4 aircrews received Bullpup missile training, with 66 percent of the missiles fired striking their intended targets.

1 Aug 1968: VP-4 was deployed to WestPac under FAW-6 at Iwakuni, Japan. Patrols were conducted in the South China Sea, Sea of Japan, Korea, the Philippine Islands and Guam. Detachments were sent to Cam Ranh Bay, RVN, in support of Yankee Team and Market Time operations. Yankee Team was a joint U.S. Air Force and U.S. Navy operation begun in 1963 that provided low-level aerial reconnaissance of suspected Communist infiltration routes in eastern and southern Laos.



A squadron P-3 Orion taking off from NAS Cubi Point, R.P., Note the skinny dragon insignia on the tail.

1 Mar 1970: VP-4 established the first permanent VP detachment at NAS Agana, Guam.

1 Feb 1971: VP-4 deployed to MCAS Iwakuni, Japan, relieving VP-19. The primary mission during the deployment was ocean surveillance patrol, ASW, tracking of Soviet vessels and search and rescue missions. Detachments were maintained at Agana, Guam; NAF Cam Rahn Bay, RVN; NS Sangley Point and NAS Cubi Point, R.P.; and NAF Naha, Okinawa.

26 Mar 1972: VP-4 deployed to NAS Cubi Point, providing support to the fleet in Operations Market Time over the area designated as Yankee Station (the operational staging area at 16N-110E in the South China Sea off the coast of Vietnam). A squadron detachment was maintained during the deployment at U-Tapao, Thailand. Upon completion of deployment on 1 November 1972, the squadron was awarded the Meritorious Unit Commendation for services rendered during this period.

Dec 1973: The squadron completed a retrofit of its P-3A Orion aircraft with the latest type of low-frequency navigational system and general-purpose computer. The upgrade greatly improved submarine detection prior to another WestPac deployment at Naha, Okinawa.



A VP-4 P-3B at NAS Moffett Field in November 1972. (Courtesy Rick R. Burgess Collection via Michael Grove).

5 Feb 1974: The squadron conducted a mine-drop exercise at Iwakuni, Japan. Other operations during this period included shipping surveillance with em-

phasis on small craft used in drug running operations out of the Golden Triangle (Cambodia, Laos, Vietnam, Thailand and Malaysia).

May 1975: The squadron deployed to NAS Cubi Point, R.P., to participate in the SS *Mayaguez* recovery efforts. *Mayaguez* had been seized on 12 May in international waters by a Cambodian gunboat controlled by the Communist Khmer Rouge. Air strikes were flown by *Coral Sea* (CVA 43) as USAF helicopters loaded with Marines approached the area. The ship and crew were released on 14 May. During the rest of the deployment the squadron participated in Operation Frequent Wind, the evacuation of Saigon, providing around-the-clock surveillance of the Vietnamese refugee ships.

21 Aug 1976: VP-4 deployed four aircraft and crews to Kadena, Okinawa, during the “Korean Crisis” lasting from 20 August to 9 September 1976. The period of heightened international tension resulted from the murder of two U.S. Army officers in the demilitarized zone by North Korean guards. The crews maintained round-the-clock surveillance flights over the Tsushima Straits and the Sea of Japan.

Feb 1979: New P-3B TAC/NAV MOD “Super Bee” aircraft were received by VP-4, and the crews spent the period from February to May 1979 in transition training. This modification entailed installation of a very low-frequency navigation system and general purpose computer that enabled older P-3A and P-3B model Orions to stabilize a sonobuoy pattern more effectively.

Sep 1980: VP-4 aircraft participated in exercise Cope Canine. During September a detachment of aircraft deployed to the ICBM impact range off Kwajalein, Marshall Islands, in conjunction with an



A squadron P-3C in flight with Diamond Head in the background. Note the less stylized dragon design on the tail.

optical tracker project for the detection of test warheads reentering the atmosphere.

Apr–Oct 1981: VP-4 deployed to WestPac, participating in numerous operations at Diego Garcia, B.I.O.T.; NAS Cubi Point, R.P.; NAF Kadena, Okinawa; and NAF Misawa, Japan. During this period, one squadron aircraft was assigned SAR assistance to the inhabitants of Pagan Island, which had suffered a catastrophic volcanic eruption. The squadron was reunited with its detachments on 10 October 1981, upon its return to NAS Barbers Point, Hawaii.

Mid-Oct 1981: VP-4 aircraft were fitted with the Harpoon missile and infrared detection gear. In December, one squadron P-3B was equipped with the Harpoon Air Launch Over-the-horizon Targeting System for testing.

May 1982: VP-4 deployed to WestPac, based at NAS Cubi Point, R.P., with a detachment at Diego Garcia, B.I.O.T. In August the squadron shifted to Misawa, Japan, to participate in *Midway* (CV 41) Battle Group operations.

5 Mar 1984: VP-4 began transitioning to the new P-3C MOD at NAS Moffett Field, Calif. Crew training for the new aircraft was conducted at NAS Moffett Field, Calif., in three-crew detachments.

9 Nov 1987: VP-4 deployed to NAS Cubi Point, R.P., under operational control of CTG-72.3 and administrative control of PatWing-1. On 9 to 11 December 1987, crew seven flew SAR over the site of the Korean Air Lines (KAL) crash. KAL 007 had gone off course and had been shot down by a Soviet air defense aircraft after reputedly ignoring radio requests to leave the area, and warning shots by the Soviet fighter.

14 Oct 1988: The squadron was tasked by CNO to assist in testing the new Mark 50 torpedo (Project 225). The remainder of 1988 was spent in training and squadron standdown for inspections and maintenance.

1 Nov–Dec 1990: VP-4 deployed to NAF Diego Garcia, B.I.O.T., in support of Operation Desert Shield, under the operational control of CTG-72 and administrative control of PatWing-1. During this period the squadron participated in exercises Imminent Thunder and Candid Hammer while operating out of a remote site at Massirah, Oman. In December a detachment was sent to NAF Kadena, Okinawa.

17 Jan–12 Mar 1991: The squadron conducted a total of 89 combat missions in support of Operation Desert Storm.

Nov 1993: VP-4 deployed to Kadena and Misawa, Japan, with detachments at Adak, Alaska, and North Island, Calif. After return from deployment in May 1994, the squadron concentrated on training and aircraft maintenance, bringing five aircraft out of preservation for restoration to full operational status.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	1 Jul 1943
NAS Whidbey Island, Wash.	1 Nov 1944
NAB Eniwetok	27 Jun 1945
NAB Tinian	1946
NAS North Island, Calif.	Sep 1946
NAS Miramar, Calif.	Nov 1947
NAS Whidbey Island, Wash.	Jan 1948
NAF Naha, Okinawa	13 Aug 1956
NAS Barbers Point, Oahu, Hawaii	Nov 1963

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Curtis L. Tetley	1 Jul 1943
LCDR W. N. Thies	1 Nov 1944
LCDR William J. Bowers	Feb 1946
*	Sep 1946
CDR Thomas F. Pollock	Nov 1947
CDR Hart D. Hilton	Apr 1949
CDR Alfred L. Gurney	31 Oct 1950
CDR A. L. Dodson	Jan 1952
CDR J. C. Anderson	Mar 1953
CDR Leslie D. Davis	Jul 1954
CDR J. E. Mishan	Dec 1955
CDR G. S. Clute	Apr 1957
CDR Peter A.M. Griber	8 Apr 1958
CDR Grant L. Donnelly	7 Apr 1959
CDR Walter E. Constance	29 Apr 1960
CDR L. S. Edmonds	18 May 1961
CDR Gordon R. Barnett	23 Apr 1962
CDR C. W. Moses	26 Apr 1963
CDR Arthur K. Bennett, Jr.	7 Apr 1964
CDR Edwin E. Bowen	3 Nov 1964
CDR R. T. Duncan, Jr.	8 Oct 1965
CDR C. M. Walker	16 Dec 1966
CDR Warren P. Vosseler	9 Nov 1967
CDR William R. Whorton	3 Dec 1968
CDR John R. Emerson	28 Oct 1969
CDR Evan J. Vaughan, Jr.	2 Oct 1970
CDR James A. Barnes	10 Sep 1971
CDR Richard F. White	15 Sep 1972
CDR R. H. Parker	Sep 1973
CDR J. A. Messegee	26 Jul 1974
CDR W. B. Powell	1 Jul 1975
CDR W. R. Broadwell	1 Jul 1976
CDR Theodore F. Rogers, Jr.	1 Jul 1977
CDR John W. Stark	30 Jun 1978
CDR Walter D. West III	15 Jun 1979
CDR Paul A. Griffin	30 Jun 1980
CDR Hilary J. Nickel	26 Jun 1981
CDR Curtis G. Borchardt	7 Jul 1982
CDR Andrew J. Button	5 Oct 1983
CDR Donald C. Ahlstrand	Jan 1985
CDR Ralph M. Alford	Apr 1986
CDR Timothy R. Bryan	9 May 1987
CDR Charles R. Schmidt	18 May 1988

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Daniel J. Brennock	27 Apr 1989
CDR Robert L. Cunningham, Jr.	27 Apr 1990
CDR Carlos S. Badger	10 Apr 1991
CDR David M. Cashbaugh	Apr 1992
CDR Marshall A. Hall	16 Apr 1993
CDR James M. Buyske	1 Apr 1994
CDR Sean O'Brien	7 Apr 1995
CDR Bruce Latta	4 Apr 1996
CDR Dean M. Kiyohara	15 Apr 1997
CDR Scott Jasper	3 Apr 1998

* The squadron was temporarily inactivated for the period September 1946 to November 1947 and did not have a commanding officer assigned.

Aircraft Assigned

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jul 1943
PV-2	Jul 1945
P2V-1	Sep 1947
P2V-2	Jan 1948
P2V-5	Mar 1953
P2V-5F	Mar 1956
P2V-7/SP-2H	Sep 1962
P-3A Orion	Oct 1965
P-3B-MOD (Super Bee)	Feb 1979
P-3C	Mar 1984
P-3C UI	Nov 1989
P-3C UIIR	1992

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Jan 1944	1 Oct 1944	FAW-2	Tarawa/Roi	PV-1	SoPac
27 Jun 1945	Sep 1946	FAW-2	Eniwetok	PV-1	SoPac
May 1948	Aug 1948	FAW-4	Annette Is.	P2V-2	NorPac
1 Sep 1948	Mar 1949	FAW-4	Adak	P2V-2	NorPac
Oct 1949	Dec 1949	FAW-4	Kodiak	P2V-2	NorPac
1 Jan 1950	Mar 1950	FAW-4	Adak	P2V-2	NorPac
Jul 1950	Feb 1951	FAW-2	Barbers Pt.	P2V-2	WestPac
May 1951	Jul 1951	FAW-2	Barbers Pt.	P2V-2	WestPac
12 Sep 1951	Dec 1951	FAW-4	Kodiak	P2V-2	NorPac
Jun 1952	Jan 1953	FAW-2	Barbers Pt.	P2V-2	WestPac
1 Jan 1955	Feb 1955	FAW-2	Barbers Pt.	P2V-5	WestPac
10 Nov 1955	1 Dec 1955	FAW-2	Whidbey Is.	P2V-5	Trans/Global
26 Mar 1965*	28 Sep 1965	FAW-8	Iwakuni	SP-2H	WestPac
26 Mar 1965*	20 Apr 1965	FAW-8	Sangley Pt.	SP-2H	WestPac
20 Apr 1965	26 Apr 1965	FAW-8	Cubi Pt.	SP-2H	WestPac
22 Jan 1966	Jul 1966	FAW-8	Johnston Is.	SP-2H	WestPac
1 Dec 1966	Jun 1967	FAW-8	Canton Is.	P-3A	WestPac
31 Jan 1967	1 Aug 1967	FAW-8	Iwakuni	P-3A	WestPac
15 Jul 1967	20 Jul 1967	FAW-8	Naha	P-3A	WestPac
1 Aug 1968*	1 Feb 1969	FAW-8	Iwakuni	P-3A	WestPac
15 Aug 1968*	10 Jan 1969	FAW-8	Cam Ranh	P-3A	WestPac
1 Nov 1969	1 Jun 1970	FAW-4	Adak	P-3A	NorPac
1 Mar 1970	May 1970	FAW-8	Agana	P-3A	WestPac
1 Feb 1971*	31 Jul 1971	FAW-8	Iwakuni	P-3A	WestPac
Feb 1971*	Jul 1971	FAW-8	Cam Ranh	P-3A	WestPac
26 Mar 1972*	1 Nov 1972	FAW-8	Cubi Pt.	P-3A	WestPac
1 May 1972*	1 Nov 1972	FAW-8	U-Tapao	P-3A	WestPac
5 Feb 1974	30 May 1974	PatWing-1	Naha	P-3A	WestPac
May 1975	Nov 1975	PatWing-1	Cubi Pt.	P-3A	WestPac
May 1976	Dec 1976	PatWing-1	Agana	P-3A	WestPac
21 Aug 1976	9 Sep 1976	PatWing-1	Kadena	P-3A	WestPac
May 1977	Nov 1977	PatWing-1	Cubi Pt.	P-3A	WestPac
4 Aug 1978	Dec 1978	PatWing-1	Agana	P-3A	WestPac
Nov 1979	May 1980	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
May 1980	Jun 1980	PatWing-1	Diego Garcia	P-3B MOD	IO
Sep 1980	Sep 1980	PatWing-2	Kwajalein	P-3B MOD	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Apr 1981*	Oct 1981	PatWing-1	Diego Garcia	P-3B MOD	IO/WestPac
Aug 1981*	Oct 1981	PatWing-10	Adak	P-3B MOD	NorPac
May 1982	10 Nov 1982	PatWing-1	Cubi/Misawa	P-3B MOD	WestPac
10 Aug 1983	Feb 1984	PatWing-1	Kadena	P-3B MOD	WestPac
Jan 1985	Jul 1985	PatWing-1	Diego Garcia	P-3C MOD	IO
Jun 1986	Dec 1986	PatWing-10	Adak	P-3C MOD	NorPac
9 Nov 1987	9 May 1988	PatWing-1	Cubi Pt.	P-3C MOD	WestPac
1 Jun 1989	13 Oct 1989	PatWing-10	Adak	P-3C MOD	NorPac
1 Nov 1990*	May 1991	PatWing-1	Diego Garcia	P-3C UI	IO
10 Nov 1990*	12 Mar 1991	PatWing-1	Massirah	P-3C UI	Gulf
Nov 1993	May 1994	PatWing-1	Kadena	P-3C UIIR	WestPac
Nov 1995	May 1996	PatWing-1	Misawa	P-3C UIIR	WestPac
May 1997	Nov 1997	PatWing-1	Diego Garcia	P-3C UIIR	IO
May 1997	Nov 1997	PatWing-1	Bahrain	P-3C UIIR	Gulf
May 1997	Nov 1997	PatWing-1	Al Masirah	P-3C UIIR	Gulf

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		1 Jul 1943
FAW-2		14 Aug 1943
FAW-6		1 Nov 1944
FAW-8		3 Mar 1945
FAW-2		8 Apr 1945
FAW-14	SC*	Sep 1946
FAW-4	SC	Jan 1948
FAW-1	SC/ YD†	13 Aug 1956
FAW-2/PatWing-2‡	YD	Nov 1963

* The squadron remained part of FAW-14 but was assigned the tail code SC on 7 November 1946.

† The squadron's tail code was changed from SC to YD in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

‡ FAW-2 was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
(Cubi Det)	01 Feb 1971 – 30 Jul 1971
(Spec Proj)	01 Feb 1972 – 15 Jul 1972
(Spec Proj)	01 Oct 1979 – 31 Dec 1981
RVNGC	01 Jan 1967 – 01 Jul 1967
	21 Nov 1968 – 31 Dec 1968
VNSM	01 Mar 1965 – 01 Nov 1965
	31 Jan 1967 – 01 Aug 1967
	01 Aug 1968 – 01 Feb 1968
	01 Feb 1971 – 31 Jul 1971
	01 May 1972 – 01 Nov 1972
NEM	08 Dec 1978 – 06 Jun 1979
	10 Feb 1981 – 31 Mar 1981
(Spec Proj)	08 Dec 1978 – 06 Jun 1979
	21 Nov 1979 – 30 Sep 1980
(Sel Crews)	21 Nov 1979 – 20 Jun 1980
	10 Feb 1981 – 30 Jun 1981
AFEM	01 Aug 1968 – 31 Jan 1969
(Cubi Det)	01 Feb 1967 – 30 Jul 1967
	(Sel Crews) 15 May 1975
NAVE	01 Jan 1979 – 30 Jun 1980
HSM	10 May 1969 – 31 May 1970
	09 Sep 1970 – 31 Oct 1970
SASM	10 Nov 1990 – 10 Mar 1991

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NUC	01 Feb 1991 – 07 Feb 1991
	17 Jan 1991 – 07 Feb 1991
MUC	12 May 1975 – 16 May 1975



A formation of squadron P-3s in flight over Diamond Head.

Second VP-5

Lineage

Established as Patrol Squadron SEVENTEEN-F (VP-17F) on 2 January 1937.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 1 October 1937.

Redesignated Patrol Squadron FORTY TWO (VP-42) on 1 July 1939.

Redesignated Bombing Squadron ONE HUNDRED THIRTY FIVE (VB-135) on 15 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY FIVE (VPB-135) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY FIVE (VP-135) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) FIVE (VP-ML-5) on 15 November 1946.

Redesignated Patrol Squadron FIVE (VP-5) on 1 September 1948, the second squadron to be assigned the VP-5 designation.

Squadron Insignia and Nickname

Patrol Squadron 17F was established at FAB Seattle, Wash., in 1937. The insignia submitted by VP-17 to the Bureau of Aeronautics was approved on 16 November 1938. Since most of the squadron's activities took place in Alaskan waters, a lion seal was chosen as the central figure. The outline of the insignia was circular, with the seal in the center balancing a bomb on its nose. Colors: outline of insignia, black; background, white; seal, black; and bomb, black. There were no letters or numbers on the insignia designating the squadron.



The squadron's first insignia used a seal, indicative of its operations in Alaskan waters.



In 1944 the squadron's second insignia, the fox, was approved.

The original design was retained until VP-42 was redesignated VB-135 in 1943. The squadron members began the process for requesting a new insignia more in keeping with their current mission, but the new design was not approved until 30 August 1944. Shortly thereafter, the squadron was again redesignated and the new insignia was adopted by VPB-135. It

consisted of a circular design with a cartoon fox central, riding a flying gas tank. The fox had one eye covered with a blindfold and wore a Mae West life preserver with a bomb under its right arm and a package of three machine guns under the left. A cane was clutched in the left paw extending down through clouds. A volcano was portrayed in the left corner of the design. The "flying gas tank" symbolized the PV-1 Ventura flown by the squadron at the time, which was a medium-range bomber with a "package" of heavy 50-caliber machine guns in the nose. The blindfold represented the blind flying common over Alaskan waters and the Aleutians, while the cane was the radar used to find the target. The Mae West indicated that most of the missions were conducted over water. Colors: field, bright orange circled in black; fox, blue, outlined in black; tongue, red; tip of tail, white; Mae West, bright orange with black letters; package of machine guns, white with black outlines and black markings; machine guns, white with black outlines and markings; cane, black; flying gas tank, bright yellow with black outlines and markings; bomb, jade green; clouds, white outlined in black; volcano, royal blue with white top; and corner of field, royal blue. This design was retained when VPB-135 was redesignated VP-ML-5 in 1946.

The fox theme was continued in the third version of the squadron insignia when the VP-ML-5 became VP-5 in 1948. There was no record of the date the new insignia was approved. The design was circular, with a central cartoon fox holding a sledgehammer in its raised right fist, preparing to strike a periscope emerging from the Atlantic area of the northern hemisphere of a globe. Two palm trees graced the left portion of



The squadron's current insignia, dating from the late 1940s continued the fox theme.

the design, with a smoking volcano in the upper right portion. The logo PATRON FIVE was across the outside top of the design, with MAD FOXES across the outside bottom. The design represented the antisubmarine role of the squadron, with its primary assignment of duties in the Atlantic Ocean area. Colors: field, blue with black outline; squadron logo and nickname, white letters on black background; continents of hemisphere, yellow; ocean, black; trees, black trunk with green top; volcano, black with white smoke; fox, black with white outline and paws; periscope, white outline; and hammer, black handle with white outline sledge.

Nicknames: Blind Foxes (a.k.a. Empire Express), 1943–1946.

Mad Foxes, 1948–present.

Chronology of Significant Events

2 Jan 1937: VP-17F was established at FAB Seattle, Wash., under the administrative command of PatWing-4, Base Force. The squadron's PM-1 seaplanes were tended by *Thrush* (AVP 3).

1 Oct 1937: VP-17F was redesignated VP-17 when all patrol squadrons were removed from the Base Force and placed administratively under Patrol Wings.

17 Mar 1938: VP-17 turned in its PM-1s in March for the new PBV-2 Catalina seaplanes. Tender support for the squadron was supplied by *Teal* (AVP 5). The squadron participated in Fleet Problem XIX (Phase II) as part of White Force, along with aircraft of patrol squadrons 7, 9, 11, 12, 16, 17 and 19. Missions included flights extending out to 600 miles to locate and successfully attack elements of Black Force. The exercises marked the first use of long-distance radio bearings for aircraft.

1 Nov 1938: PBV aircraft of the period lacked cabin heaters, resulting in great crew discomfort at high altitude or in northern regions. VP-17 was selected to test



A squadron PBV-1 in flight over mountains in Alaska, circa 1939.

new electrically heated flying suits. In the first trials, the suits blew out fuses while at 18,700 feet. The general opinion was that the suits were too bulky and unreliable in the cramped confines of the aircraft. The manufacturer began to incorporate better heating and cabin insulation in later models of the PBV, greatly improving crew comfort on long flights.

30 Jan 1941: The squadron began a refit with new aircraft, turning in the older PBV-2 models for PBV-5 aircraft fresh from the factory.

15 Jul 1941: VP-42 was deployed to Sitka, Alaska, for advanced base operations and cold weather training. A detachment was maintained at Kodiak, Alaska. On 2 September 1941, the Kodiak detachment was visited by two aircraft from a Russian seaplane squadron under the command of General Gromof.

7 Dec 1941: Upon receiving word of the attack on Pearl Harbor, all squadron aircraft were put on alert and prepared for a move to Tongue Point, British Columbia. The movement of the squadron to the temporary location took place on 8 December 1941, and remained in effect until the next week.

29 Jan 1942: VP-42 flew all of its PBV-5s to San Diego, Calif., where they were turned in for new PBV-5A amphibious models. Squadron strength was increased to 12 aircraft.

1 Feb 1942: VP-42 relieved VP-41 of patrol duties at Kodiak, Alaska. Beginning 1 March 1942, aircraft were sent in elements of two to NAS Alameda, Calif., for installation of ASD-1 radar.

3–15 Jun 1942: VP-42 participated in the first attack on Japanese vessels and positions while based at Dutch Harbor, in the Aleutians. Lieutenant (jg) Lucius D. Campbell flew through a snow squall to make contact with a heavy enemy concentration south of Umnak Island. Despite severe damage from enemy aircraft, he remained in the area until he had determined the extent of the enemy forces and their location. On his return to Dutch Harbor his Catalina ran



A squadron PM-1 at Sitka, Alaska.

out of fuel and he was forced to make an open sea landing. They survived the forced landing and were rescued later in the day.

On 11 June 1942, Commander Patrol Wing 4 received a message from Commander in Chief Pacific which said, "bomb the enemy out of K i s k a . ." Following unsuccessful missions by USAAF B24s and B-17s, aircraft available from VPs 41, 42, 43 and 51 commenced continuous bombing missions against targets in Kiska harbor from 11 to 13 June. These missions became known as the "Kiska Blitz." During these bombing strikes the aircraft were serviced by *Gillis* (AVD 12) at Nazan Bay, Atka Island. Efforts to use the PBYS as horizontal bombers dropping their bombs from above the clouds proved futile. Pilots began attacking singly, approaching from a direction that provided the best cloud cover. When they were over the harbor the Catalinas were put into a dive and bombs released at the appropriate time. The flak was intense. A pullout was initiated at between 500 and 1,500 feet, and the plane immediately sought cover in the clouds. The raids continued



A PB5A flies a patrol near the snowy Aleutian Islands, circa 1942, 80-G-K-15433.

until *Gillis* ran out of bombs and fuel. Lieutenant (jg) Campbell was awarded the Navy Cross for his conduct during the campaign in Alaska.

1 Jul 1942: VP-42 relocated to Cold Bay, Alaska, to provide support to the FAW-4 Air Search Group. On 20 July 1942, the squadron moved again to Nazan Bay, Atka Island. Tender support was provided by *Gillis* (AVD 12, former DD 260).

3 Aug 1942: The squadron returned to Seattle for two weeks of leave, returning to Kodiak on 22 August 1942, for a continuance of combat operations.

23 Aug 1942: VP-42 was called upon to provide cover for the occupation of Adak.

31 Aug 1942: Lieutenant S. Coleman of VP-42 heavily damaged the Japanese submarine *RO-61*. The submarine, Commander Tokutomi commanding, was caught on the surface five miles north of Cape Shaw, Atka Island. *RO-61* was located later on the same day by *Reid* (DD 369) and sunk. Several survivors were rescued from the frigid waters.

15 Feb 1943: While stationed at Umnak, Alaska, VP-42 was redesignated VB-135. On the same date,



Ground crew checks out a PB5 while based in the Northern Pacific, 80-G-17849 (Courtesy Captain Jerry Mason, USN).



A PB5 being refueled in preparation for a patrol in Alaskan waters, 80-G-17852 (Courtesy Captain Jerry Mason, USN).

orders were received returning the squadron to Seattle, Wash., for a refit at NAS Whidbey Island, Wash., with new PV-1 Ventura medium bombers, the first to operate in the Pacific and Aleutians area. The squadron began training on 24 February 1943 after a short leave for all hands.

23 Mar 1943: VB-135 was soon en route to Adak, Alaska, with its full complement of new PV-1 Venturas, arriving on 12 April 1943. Until May of 1943, the primary duties of the squadron consisted of photoreconnaissance and high-speed patrols over enemy held islands. Most of the photo work was done with hand-held K-20 cameras, since the aircraft had not been fitted as photorecon models.

5 May 1943: On this date, VB-135 made its first full-scale attack on Japanese positions on Kiska in the Aleutians, using the aircraft ASD-1 radar to penetrate the cloud cover over the target area. The squadron was based during this period at Amchitka.

10 Aug 1943: VB-135 had moved to the island of Attu by August, and was given the task of providing anti-aircraft patrols 500 miles west and south of the island operating from a partially completed air strip at Alexai Point. Severe crosswinds and tent quarters made living and flying from the island a nightmare.

5 Nov 1943–Feb 1944: The squadron returned to NAS Whidbey Island for leave and reassignment of personnel. Only four aircraft were able to depart Attu, the rest being unserviceable. On 3 February 1944, the squadron was reformed with new squadron personnel

and aircraft. Transition training commenced for aircrews, many of whom had never flown the PV-1 Ventura.

19 Apr 1944: The squadron flew to Adak, Alaska, where special training began on the use of LORAN for long-distance navigation in the hostile environment of the far north. LORAN was a system of electronic navigation using fixed beacons that constantly transmitted repetitive signals. An aircraft could determine its relative position between the two beacons based on the strength and direction of the signals. Each beacon had an identifying signal prefix that matched its location on the map. The HEDRON installed the new LORAN gear in the aircraft during this period and on 4 May 1944 flew to Casco Field, Attu, to resume combat operations.

10 May 1944: VB-135 conducted night photoreconnaissance over the Japanese-held islands of Paramushiro and Shimushu in the Kuriles. Photo flash bombs were used to light the target areas. The missions soon became known as the “Empire Express” runs, since they were the first to encroach on the Japanese home islands. This time the aircraft had been fitted with bow-mounted Fairchild K19-A cameras.

14 Jun 1944: VB-135 aircraft conducted daylight photoreconnaissance over Paramushiro and Shimushu, resulting in the loss of two aircraft damaged and forced to land in Russian territory. The crews were interned by the Soviets for several months.



In the right foreground is a PV-1 Ventura with several other PV-1s on the flight line of an Aleutians airfield in the summer of 1943. The photo also shows several PBY-5As. The PBYs are not part of the squadron's complement. The squadron had transitioned from the PBY to the PV-1s in February 1943, 80-G-K-8133.

23 Jul 1944: Lieutenant Vivian attacked and sank a Japanese picket boat, but his aircraft was badly damaged by antiaircraft fire. He and his crew were forced to land in Russian territory to face an internment of several months.

23 Oct 1944: VPB-135 transferred back to NAS Whidbey Island, Wash., for reforming and training of new crews. Instrument training was conducted at NAS Whidbey Island, Wash., from February–June 1945.

1 Jun 1945: VPB-135 transferred to NAAF Mount Vernon, Wash., for transition training in the new PV-2 Harpoon. The squadron eventually received 15 of the aircraft. Repairs to the wing spars of the new planes at the Burbank factory from 23–30 June delayed the squadron's return to combat for its third tour.

4 Aug 1945: The squadron returned to Attu, Alaska, for another combat tour. Indoctrination training on local weather conditions was given to all new crews through 18 August 1945, when the first sector searches were initiated.

20 Nov 1945: On this date VPB-135 aircraft and crews arrived at Edenton, N.C., for reforming of the squadron.

30 Nov 1946: VPB-135 was chosen to represent the U. S. Navy patrol squadron community during presidential inauguration ceremonies in Mexico City.

Jun 1948: VP-ML-5 received the first P2V Neptune, and changed its nickname to the "Mad Foxes."

Jun 1958: The squadron deployed to Argentia, Newfoundland. "Ice reccos" and shipping patrols were flown without incident. "Ice reccos" were patrols over shipping lanes on the lookout for icebergs that might endanger surface vessels in the area. In July, half of the squadron deployed to Rota, Spain, to become the first patrol squadron based there.

Apr 1959: VP-5 deployed to Keflavik, Iceland. Two other squadrons were stationed there during this period, participating in exercises with the fleet. A Soviet submarine was tracked for 24 hours at one point in the exercise, but finally surfaced and proceeded on its way after failing to shake the trackers.

Jul 1960: The squadron was scheduled for a five month deployment to Rota, Spain, for duties with the Sixth Fleet, but in September the deployment was rescheduled. VP-5 became the first full squadron to be deployed to Sigonella, Sicily, after the base became operational.

Apr–May 1961: VP-5 participated in exercises in the Caribbean as well as aiding in the recovery of America's first astronaut, Commander Alan B. Shepard, Jr., on 5 May 1961.

Jul 1961: As part of the Project Mercury recovery team, VP-5 aided in the recovery of Captain Virgil I. Grissom, USAF.

1 Sep 1962: The squadron was again called upon to assist in the recovery of astronauts, participating in the spotting of Commander Wally M. Shirra after his fa-

mous flight on 3 October 1962, orbiting six times around the earth.

Oct 1962: The squadron was one of the first called up for the Cuban Quarantine during the Cuban Missile Crisis. VP-5 staged patrols from Jacksonville, Fla.; Roosevelt Roads, P.R.; and Guantanamo Bay, Cuba. It was the first squadron to spot and photograph a Soviet ship, *Bucharest*, carrying missiles, and later the first to locate and track the first Soviet ship departing Cuba with dismantled missiles aboard.

1 Jul 1966: VP-5 received its first three P-3A Orions. The squadron was the last fleet operational unit to fly the SP-2E.

1 Jun 1967: VP-5 deployed to WestPac with the majority of the squadron based at NS Sangley Point, R.P. Duties consisted of Yankee Station patrols (the operational staging area at 16N-110E in the South China Sea off the coast of Vietnam), anti-infiltration surveillance, and open ocean shipping surveillance flights. Yankee Station patrols provided night radar coverage of the Gulf of Tonkin as one measure in the defense of the fleet's strike carriers from attack by high-speed surface craft.

23 May 1968: VP-5 deployed to Rota, Spain, supported by *Tallahatchie County* (AVB 2) off Souda Bay, Crete. The use of a support vessel for land-based aircraft at an advanced base site was an experimental concept. The detachment at Crete proved that the idea had merit, but there were no subsequent deployments with support supplied solely by tenders.

7 Dec 1979: VP-5 deployed to Bermuda with squadron detachments sent at different times to Keflavik, Iceland; Lajes, Azores; Dakar, Africa; and Roosevelt Roads, P.R. From January–March the squadron flew in relief supplies to earthquake victims in the Azores.

May 1982: VP-5 deployed to Sigonella, Sicily. The squadron's ASW activities during the deployment earned it a Meritorious Unit Commendation. For its support to the Sixth Fleet during the evacuation of the Palestine Liberation Organization from Lebanon and the subsequent deployment of Marines into that locality, the squadron was awarded the Navy Expeditionary Medal. During this period the squadron was one of several evaluating the effect of female personnel on squadron operations. Approximately 45 women had been assigned to the roster.

Feb 1986: The squadron was sent on a SAR mission after the explosion of the space shuttle Challenger. An aircraft from VP-5 located the nose cone from the shuttle and directed surface recovery vessels to the critical item.

Aug 1986: VP-5 deployed to NAS Bermuda. During the deployment the squadron conducted seven Harpoon exercises with other squadrons. In October the squadron spotted a Soviet Yankee-class submarine on the surface in sinking condition. The hour-by-hour

A squadron P2V Neptune on patrol in January 1962.



A squadron P-3 Orion in the foreground with five other squadron P-3s lined up on the tarmac at NAS Jacksonville.



A VP-5 P-3C at NAS Moffett Field in June 1979. (Courtesy Rick R. Burgess Collection).



A squadron P-3 Orion in flight with a Harpoon missile under the wing.

monitoring of the Soviet warship was continued until it sank beneath the waves, earning the squadron a recommendation for a Meritorious Unit Commendation from CINCLANTFLT.

Dec 1986: While operating out of Bermuda, VP-5 participated in the Coast Guard's drug interdiction program. The resulting operations in the Caribbean netted over 17,000 pounds of marijuana.

Jun 1990: VP-5 participated in the drug interdiction program established by the Secretary of Defense. Detached to bases in the Caribbean and South America, the "Mad Foxes" played a key role in the interdiction effort spotting suspicious ships and aircraft in the patrol areas.

1 Jan 1991: VP-5 deployed to NAS Rota, Spain. Detachments were deployed to NAF Souda Bay, Crete; NAS Sigonella, Sicily; NAF Lajes Field, Azores; and

NAS Keflavik, Iceland. During the Gulf War one aircraft of the Souda Bay detachment maintained surface surveillance patrols north of Egypt.

19 Jul 1991: During a change of command dinner at NAS Jacksonville, Fla., in honor of out-going commanding officer Commander Franklin D. Bryant, Jr., an honored guest was in attendance—Captain Vazhov, Flotilla Staff Officer from the Soviet Union's Northern Fleet, was participating in an exchange program for foreign officers.

3 Sep 1992: VP-5 deployed to NAS Keflavik, Iceland. During the deployment the squadron participated in anti-surface/mining operations with USAF F-15 aircraft. Ten different NATO countries were visited during this period, including the United Kingdom, Norway, Netherlands, France, Germany and Canada.



A squadron P-3C flying over a nuclear powered submarine, 1991.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
FAB Seattle, Wash.	2 Jan 1937
NAS Edenton, N.C.	20 Nov 1945
NAS Quonset Pt., R.I.	15 May 1946
NS San Juan, P.R.	Jan 1947
NS Roosevelt Roads, P.R.	Jun 1947
NAS Jacksonville, Fla.	Dec 1949

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Dolph C. Allen	Jan 1937
LCDR John Perry	30 Sep 1937
LCDR Stanhope C. Ring	Oct 1938
LCDR Edwin R. Peck	1939
LCDR Allan R. Nash	1940
LCDR James S. Russell	Jul 1941
LCDR Charles E. Perkins	Oct 1942
LCDR Paul C. Williams	25 Feb 1943
LCDR Clyde H. Parmelee	Mar 1943
LT Marion A. Mason (actg.)	5 Nov 1943
LCDR Paul L. Stahl	Jan 1944
LT Marion A. Mason	Nov 1944
LCDR A. L. Gardner	17 Oct 1945
CDR J. J. Worner	18 Jun 1946
LCDR N. E. Harris	19 Jun 1947
LCDR T. T. Guillory	16 Jun 1948
CDR A. H. Dickhoff	7 Jul 1949
CDR Fred Bories	Aug 1950
CDR Rex W. Warner	Feb 1951
CDR James C. Houghton	Jan 1952
CDR Albert R. Barbee	Jan 1953
CDR William G. Matton, Jr.	Apr 1954
CDR Edgar E. Coonrod	Aug 1955
CDR Robert M. Strieter	Aug 1956
CDR John W. Crowe	Jan 1958
CDR Arthur C. Cason	Jan 1959
CDR John J. Coonan	Jan 1960
CDR Thomas H. Casey, Jr.	Jan 1961
CDR Robert J. Huber	Jan 1962
CDR Robert P. Smyth	Jan 1963
CDR Jack A. Pate	Jan 1964
CDR Joseph T. Kosnik	15 Jan 1965
CDR Marvin D. Marsh	14 Jan 1966
CDR John V. Josephson	20 Jan 1967
CDR John R. Farrell	29 Dec 1967
CDR Herman C. Abelein	13 Jan 1969
CDR Richard T. Thomas	16 Jan 1970

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR George D. Barker	15 Jan 1971
CDR Harry A. Hoover	14 Jan 1972
CDR Frank I. Woodlief	Jan 1973
CDR Richard W. Weir	25 Jan 1974
CDR Harold L. Midtvedt	23 Jan 1975
CDR Alvin C. Gross, Jr.	23 Jan 1976
CDR Jerome D. Piccioni	21 Jan 1977
CDR William R. Spearman	1 Jan 1978
CDR Charles H. Conley	Dec 1978
CDR Irvin C. Evans, Jr.	21 Nov 1979
CDR Karl H. Kaeser	11 Dec 1980
CDR Frederick A. Holk, Jr.	11 Dec 1981
CDR Norbert R. Ryan, Jr.	17 Dec 1982
CDR Mark B. Baldy	Apr 1984
CDR Richard G. Kirkland	Jul 1985
CDR Edwin W. Dews	29 Aug 1986
CDR Paul S. Semko	24 Jul 1987
CDR George T. Hodermarsky	22 Jul 1988
CDR Howard S. Hilley	7 Jul 1989
CDR Franklin D. Bryant, Jr.	13 Jul 1990
CDR Robert D. Whitmire	26 Jul 1991
CDR Lawrence S. Cotton, Jr.	10 Jul 1992
CDR Altman L. Lawson	9 Jul 1993
CDR Richard W. O'Sullivan	Jun 1994
CDR Ronald R. Manley	7 Jul 1995
CDR James F. Root, Jr.	17 May 1996
CDR Michael J. Szostak	Jun 1997
CDR Adreon M. Ensor	19 Jun 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PM-1	Jan 1937
PBY-2	Mar 1938
PBY-5	Jan 1941
PBY-5A	Jan 1942
PV-1	Feb 1943
PV-2	Jun 1945
P2V-1	Jun 1948
P2V-3	1951
P2V-5	1952
SP-2E	1964
P-3A	1 Jul 1966
P-3A (DIFAR)	Dec 1971
P-3C	Feb 1974
P-3C UIIIR	1989

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
17 Mar 1938	Apr 1938	PatWing-4	<i>Thrush</i> (AVP 3)	PBY-2	SoPac
15 Jul 1941	1 Oct 1941	FAW-4	Sitka	PBY-5	NorPac
1 Feb 1942	3 Aug 1942	FAW-4	<i>Gillis</i> (AVD 12)	PBY-5A	NorPac
23 Aug 1942	15 Feb 1943	FAW-4	Kodiak	PBY-5A	NorPac
23 Mar 1943	5 Nov 1943	FAW-4	Adak/Amchitka/ Attu	PV-1	NorPac
19 Apr 1944	23 Oct 1944	FAW-4	Adak/Attu	PV-1	NorPac
4 Aug 1945	20 Nov 1945	FAW-4	Attu	PV-2	NorPac
Aug 1950	Jan 1951	FAW-11	Argentia	P2V-3	NorLant
Jul 1953	Dec 1953	FAW-11	Keflavik	P2V-5	NorLant
Oct 1954	Mar 1955	FAW-11	Argentia	P2V-5	NorLant
Nov 1955	Jun 1956	FAW-11	Port Layuety	P2V-5	Med
Mar 1957	1 Sep 1957	FAW-11	Keflavik	P2V-5	Norlant
Mar 1957	Oct 1957	FAW-11	Port Layuety	P2V-5	Med
Jun 1958	Oct 1958	FAW-11	Argentia	P2V-5	NorLant
Jul 1958	Oct 1958	FAW-11	Rota	P2V-5	Med
Apr 1959	Jun 1959	FAW-11	Keflavik	P2V-5	NorLant
Jul 1960	Sep 1960	FAW-11	Rota	P2V-5	Med
Sep 1960	Dec 1960	FAW-11	Sigonella	P2V-5	Med
Dec 1961	1 Sep 1962	FAW-11	Rota	P2V-5	Med
Dec 1961	Jul 1962	FAW-11	Keflavik	P2V-5	NorLant
Jul 1963	Nov 1963	FAW-11	Sigonella	P2V-5	Med
1 Dec 1964	15 Jan 1965	FAW-11	Guantanamo	SP-2E	Carib
15 Jan 1965	Jun 1965	FAW-11	Sigonella	SP-2E	Med
1 Jun 1967	3 Dec 1967	FAW-8	Sangley Point	P-3A	WestPac
23 May 1968	3 Dec 1968	FAW-11	Crete/ <i>Tallahatchie</i> <i>County</i> (AVB 2)	P-3A	Med
1 Mar 1970	Jul 1970	FAW-11	Sigonella	P-3A	Med
1 Mar 1971	1 Jul 1971	FAW-11	Rota	P-3A	Med
1 Mar 1971	Jun 1971	FAW-11	Lajes	P-3A	NorLant
24 Mar 1972	20 Aug 1972	FAW-11	Sigonella	P-3A DIFAR	Med
Mar 1973	May 1973	FAW-11	Rota	P-3A DIFAR	Med
Jun 1973	Aug 1973	FAW-11	Lajes	P-3A DIFAR	NorLant
Sep 1974	Mar 1975	PatWing-11	Sigonella	P-3C	Med
Feb 1976	Jul 1976	PatWing-11	Keflavik	P-3C	NorLant
Apr 1977	Sep 1977	PatWing-11	Sigonella	P-3C	Med
22 Sep 1978	Feb 1979	PatWing-11	Keflavik	P-3C	NorLant
7 Dec 1979	Apr 1980	PatWing-11	Bermuda	P-3C	Lant
7 Feb 1981	Jul 1981	PatWing-11	Sigonella	P-3C	Med
May 1982	3 Nov 1982	PatWing-11	Sigonella	P-3C	Med
Nov 1983*	Apr 1984	PatWing-11	Rota	P-3C	Med
Nov 1983*	Apr 1984	PatWing-11	Lajes	P-3C	Med
Jan 1985	20 Jun 1985	PatWing-11	Sigonella	P-3C	Med
Aug 1986	Jan 1987	PatWing-11	Bermuda	P-3C	Lant
Jan 1988	Jun 1988	PatWing-11	Sigonella	P-3C	Med
1 Aug 1989	10 Feb 1990	PatWing-11	Bermuda	P-3C UIIIR	Lant
1 Jan 1991	Jul 1991	PatWing-11	Rota	P-3C UIIIR	Med
3 Sep 1992	Mar 1993	PatWing-11	Keflavik	P-3C UIIIR	NorLant
1 Sep 1993	Mar 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1994	Aug 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Aug 1995	Feb 1996	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1997*	Aug 1997	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1997*	Aug 1997	PatWing-11	Roosevelt Roads	P-3C UIIIR	Carib
Feb 1997*	Aug 1997	PatWing-11	Panama	P-3C UIIIR	Carib

* The squadron conducted a split-site deployment to two different bases on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force		2 Jan 1937
PatWing-4/FAW-4*		1 Oct 1937
FAW-6		15 Feb 1943
FAW-4		25 Mar 1943
FAW-6		5 Nov 1943
FAW-4		19 Apr 1944
FAW-6		5 Dec 1944
FAW-4		4 Aug 1945
FAW-5	ED†	20 Nov 1945
FAW-11/ PatWing-11§	ED/MC‡/LA**	1 Jan 1947

* Patrol Wing 4 was redesignated Fleet Air Wing 4 on 1 November 1942.

† The squadron remained a part of FAW-5, but was assigned the tail code ED on 7 November 1946.

‡ The squadron remained part of Fleet Air Wing 11 but was assigned the new tail code MC on 4 August 1948.

§ FAW-11 was redesignated PatWing-11 on 1 July 1973.

** The squadron's tail code was changed from MC to LA in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jun 1942	1 Aug 1942
	01 Jan 1967	31 Mar 1968
MUC	29 Mar 1976	30 Apr 1976
	05 Dec 1979	14 May 1980
(Det)	09 Feb 1981	15 Jul 1981
	21 May 1982	02 Nov 1982
RVNGC	26 May 1981	31 May 1981
	01 May 1967	01 Dec 1967
NAVE	01 Jul 1974	30 Jun 1975
	01 Jul 1975	30 Sep 1976
HSM	19 May 1980	31 May 1980
JMUA	15 Aug 1990	12 Oct 1990

Squadron personnel form the designation VP-5 with squadron P-3Cs in the background, 1991.



First VP-6

Lineage

Established on paper as Patrol Squadron SIX (VP-6) on 29 May 1924.

Removed from the records on 3 May 1926.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

29 May 1924: VP-6 was scheduled for establishment using naval station assets (two F-5L seaplanes) at NAS Hampton Roads, Va. Prior to the designation of patrol squadrons, each naval station had maintained a small section of flying boats and float planes. These aircraft, pilots and support personnel formed the cadre of the first true patrol

squadrons in the Navy. Unfortunately, documentation does not exist to verify that this squadron was actually established. It appears to have been a paper squadron listed in the records, but never formed.

3 May 1926: VP-6 was removed from the records.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Hampton Roads, Va.	Scheduled for 1924

Commanding Officers

<i>Date Assumed Command</i>
Not known if any personnel were assigned.

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Assigned</i>
F-5L	1924



An F-5L assigned to Hampton Roads

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>PatWing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Date Assigned</i>
Not applicable for 1920s time frame.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on Record.	

Third VP-6

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY-SIX (VB-146) on 15 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY-SIX (VPB-146) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY-SIX (VP-146) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) SIX (VP-ML-6) on 15 November 1946.

Redesignated Patrol Squadron SIX (VP-6) on 1 September 1948, the third squadron to be assigned the VP-6 designation.

Disestablished on 31 May 1993.

Squadron Insignia and Nickname

There is no record of an approved insignia for VB-146, VPB-146 or VP-146. The squadron's first insignia



Popeye astride a P2V was the squadron's first approved insignia. This design is the hand drawn one submitted for approval by CNO.



This insignia is the more formal design of Popeye and the P2V.

was developed from a design prepared by Bradley Kelly of King Features Syndicate. It was approved by CNO on 3 June 1947. Since the squadron had transitioned from the PV-2 Harpoon to the P2V-1 Neptune, the design featured the Neptune aircraft straddled by the cartoon charter Popeye, holding an aircraft rocket and a 50-caliber machine gun while flying above the silhouette of a submarine. Colors: inner circle, yellow; outer circle, orange; lettering, yellow; plane, blue; star on plane, white with red and white stripe; rocket, white with red head; machine gun, black with red flame and white smoke; submarine, black; Popeye, blue sailor pants with yellow belt, black blouse with yellow buttons, red and black collar and blue cuffs and a white cape; pipe, red. This insignia was used by VP-ML-6 only.

The squadron's second insignia was derived from the name "Blue Sharks" based on a 1950 Colliers magazine article titled "Blue Sharks Off the Red Coastline." The article described the squadron's operations off the enemy coast during the Korean War. The shark, "Mano" in Hawaiian, is regarded as a fierce warrior and hunter. It patrols the ocean, searching for prey and protecting its territory. The insignia portrayed a blue shark, arching over a splash in the sea where ordnance had obviously just been dropped. The squadron designation was inside scrollwork at the bottom of the circular patch. Colors: shark, blue with white highlighting; background, white; left quadrant of patch blue with white stars; water blue, with white splash from dropped depth charge; scroll at bottom,



This is the squadron's modified shark insignia approved by CNO in 1962.

blue with orange letters and piping. The insignia was approved with modifications by CNO on 7 October 1952. A "streamlined" design without any significant changes was submitted to CNO a decade later and approved as the new official insignia on 26 December 1962.

Nickname: Blue Sharks, 1950–1993.

Chronology of Significant Events

15 Jul 1943: VB-146 established at NAS Whidbey Island, Wash. The squadron was assigned to fly the PV-1 Ventura. On 5 December 1943, the squadron moved to NAS Alameda, Calif., for final training prior to combat deployment. On 22 December all squadron aircraft, equipment and personnel were embarked aboard *Coral Sea* (CVE 57) for conveyance to NAS Kaneohe, Hawaii.

29 Aug 1943: Lieutenant Commander Ralph R. Beacham and his crew of five were lost between Bellingham and Everett, Wash., in inclement weather during a routine instrument training flight in a PV-1 (BuNo. 34637). A search for the aircraft was begun when it became overdue, but the dense tree cover in the mountains and poor visibility due to bad weather conditions prevented the search teams from finding the aircraft or crew.

28 Dec 1943: VB-146 commenced combat training while conducting actual wartime patrols off the coasts of the Hawaiian islands, convoy patrol duties in the Central Pacific and advanced base patrols from Midway and Johnston Island.

9 Apr 1944: VB-146 aircrews received training in air-to-ground rocket firing and advanced ASW techniques.

8 Jun 1944: The squadron was deployed to the South Pacific area of the Admiralty Islands, conducting combat operations from Palmyra, Canton, Funafuti, Espiritu Santo and Pityilu. On 24 June, while based at Pityilu Island, the squadron was placed under Task Force 70.2 for operational control.

19 Oct 1944: VPB-146 deployed to Morotoi to conduct sector searches and strikes on Japanese shipping.

1 Dec 1944: VPB-146 deployed to Mokerang air-drome, Los Negros Island. Duties included 800-mile search sectors, ASW patrol and antishipping missions in support of the Morotoi landings and the Leyte, Philippines occupation. Upon arrival at Mokerang one half of the squadron personnel were given R&R to Australia.

18 Feb 1945: VPB-146 departed the combat zone for return to NAS Kaneohe, Hawaii, and on to NAS San Diego, Calif.

15 Apr 1945: VPB-146 was reformed and commenced familiarization training on the new PV-2 Harpoon at NAS Moffett Field, Calif.

Sep 1946: Orders were received for deployment to Pearl Harbor, Hawaii. The squadron arrived on 2 October 1946, and was stationed at NAS Barbers Point. Over the next several months duties consisted of search and ASW exercises with the fleet.

7 Nov 1946: A detachment of squadron aircraft was sent to NAS Alameda, Calif., for deployment to Mexico City to participate in an air demonstration for the presidential inauguration ceremonies. Upon completion of the detail, the detachment ferried PV-2s to NAS Quonset Point, R.I., before returning to NAS Barbers Point on 13 December 1946.

12 Dec 1947: VP-ML-6 was notified of a change in permanent home base to NAS Whidbey Island, Wash. The first elements of squadron personnel boarded *Suisan* (AVP 53) for return to the continental United States on 12 January 1948. The squadron officially detached from FAW-2 on 30 January 1948.

30 Jan 1948: VP-ML-6 began transition training to the P2V-2 at NAAS Miramar, Calif.



A squadron P2V in flight.

Apr 1950: New P2V-3 and P2V-3N aircraft were received as replacements for the older P2V-2 aircraft flown by the squadron.

28 Jun 1950–12 Feb 1951: VP-6 deployed to Korea as the first patrol squadron in the theater of operations, and the first to fly the P2V Neptune in combat. During this tour the squadron operated from Johnson AFB, Japan, 7 July–6 August 1950; Tachikawa AFB, Japan, 6 August 1950–12 February 1951; and a detachment at Atsugi, Japan, 5 January–12 February 1951. Patrols were flown over the Yellow Sea and Sea of Japan, and in support of the Inchon landings.

29 Jul 1950: Two squadron P2V-3s, piloted by Lieutenant Commander R. L. Ettinger and Lieutenant William J. Pressler, sighted a train along the Korean coast near Chongjin. The two crews destroyed the train with 5-inch rockets and 20-mm bow guns.

13 Aug 1950: Two squadron Neptunes, led by Lieutenant Command E. B. Rogers, attacked several boats and barges engaged in minelaying near Chinnampo. Three boats and two barges were sunk. Roger's P2V was holed six times by enemy fire. On the same day, other VP-6 aircraft damaged two surface craft near Wonson.

16 Aug 1950: A squadron P2V piloted by Ensign William F. Goodman, attacked an enemy patrol vessel near Chinnampo. The starboard engine of his aircraft was damaged by enemy fire and was ditched near the enemy shoreline. The entire crew was rescued by the Royal Navy cruiser HMS Kenya. As a result of this loss, patrol aircraft were no longer assigned attack missions in Korea.

1 Aug 1951: During the squadron's second combat deployment to Korea it moved to NAF Naha, Okinawa, to conduct aerial reconnaissance off the China Coast under the operational control of FAW-1.

6 Nov 1951: A squadron P2V-3W was shot down with the loss of all hands (10 aircrewmen) by Russian

fighter aircraft while on patrol in the Sea of Japan off Vladivostok, Siberia. BuNo 124284 was conducting a weather reconnaissance mission under United Nations command. The attack occurred over international waters, but the Russians claimed the aircraft had violated Soviet airspace over Cape Ostrovnya.

7 Jul 1952: VP-6 departed Hawaii for NAS Kodiak, Alaska. Detachments were maintained at Ladd AFB from 14 August–17 September and at NAS Adak from 10–20 December 1952, in support of the Cold Weather Advance Base exercise.

Nov 1957: In November VP-6 participated in the search for Pan-American Flight 944, lost in the western Pacific. The futile search for survivors was the largest air-sea rescue operation ever conducted in the Pacific.

Jul 1962: VP-6 flew 1,000 hours during operations at Johnston Island in conjunction with testing of nuclear devices. Air samples were collected in the zone near the test site and downwind to check on radioactivity and particle dispersion.

Apr 1962: A squadron Neptune, flown by Lieutenant Commander G. L. Page, ditched in the Sea of Japan after both reciprocating engines experienced mechanical problems and were feathered. The ditching was smoothly executed and the crew was picked up within minutes with no injuries.

9 Aug 1964: VP-6 participated in the response to the Tonkin Gulf Crisis with the Seventh Fleet, in waters off Southeast Asia. The squadron flew surveillance and ASW patrols over the Gulf of Tonkin and the South China Sea during this period. VP-6 was based at NAF Naha, Okinawa, on 18 August 1964, relieving VP-17. A detachment was maintained at NAS Cubi Point, R.P. A few months later VP-6 was transferred to MCAS Iwakuni, Japan, where it was relieved in January by VP-2.

15 Aug 1967: The Blue Sharks were the first patrol squadron at NAS Barbers Point to receive Bullpup missiles for the P-3A Orion. The small missile was carried under the wing of the P-3A, and was intended for air-to-surface attacks against small targets ashore and afloat.

1 Jan 1968: The squadron deployed to WestPac based at NAF Naha, Okinawa, with a detachment at NS Sangley Point, R.P., and NAF Cam Ranh Bay, Vietnam. During the deployment VP-6 conducted its first patrols over a combat zone since the Korean War.

5 Apr 1968: A squadron aircraft, BuNo. 151350, crashed on patrol over the China Sea with all hands lost.

1 Jun 1969: VP-6 deployed to NS Sangley Point, R.P., with a detachment at RTNB U-Tapao, Thailand.

14 Jul 1970: The squadron deployed to NAF Naha, Okinawa, in support of Seventh Fleet operations off the sea lane approaches to North Vietnam.

12 May 1971: A squadron P-3A (BuNo. 152151) crashed shortly after takeoff from NAS Cubi Point, R.P.

All four engines had failed because cleaning fluid had been mistakenly substituted for water-injection fluid.

21 Sep 1971: VP-6 deployed to NAS Cubi Point, R.P., in support of the Seventh Fleet operations in WestPac. A detachment was maintained at Cam Ranh Bay, Vietnam. Missions were generally flown throughout South China Sea and off the coast of Vietnam. Operations during this period concentrated on Vietnamese infiltrator trawler interceptions.

30 Nov 1972: The squadron was again deployed to WestPac based at NAF Naha, Okinawa, with a detachment at RTNB U-Tapao, Thailand. The deployment marked the last for the squadron in the Vietnamese theatre of operations.

Aug 1975: VP-6 was the first squadron to deploy a detachment to NAS Agana, Guam, with the P-3B. The three-aircraft/four-crew detachment remained until March 1976.

Aug 1977: Upon return from its 1976–1977 deployment, the squadron began the update program from the P-3B to the P-3B TAC/NAV MOD Super Bee. The retrofits to the P-3B airframes included more powerful engines, improved navigation equipment and upgraded avionics.



A VP-6 P-3B(Mod) at NAS Barbers Point in April 1979. (Courtesy Rick R. Burgess Collection).

May 1978: VP-6 returned to Cubi Point, R.P., and became the first of the patrol squadrons to deploy the P-3B MOD aircraft. During this assignment the squadron visited Australia, Kenya, Djibouti and Japan. A detachment was also maintained throughout the deployment on the island of Diego Garcia.

Jun 1979: VP-6 deployed a detachment to NAS Agana, Guam, for ASW coverage, Marianas Island surveillance flights and routine training missions. During this period the detachment assisted in support of refugee rescue operations flown from Cubi Point, aiding in the recovery of over 500 Vietnamese.

5 Sep 1980: A VP-6 Orion, BuNo. 154591, made a wheels up landing at NAS Barbers Point, Hawaii. One crewman was injured, with extensive damage to the aircraft.



A squadron P-3C loaded with Harpoon missiles, 1984.

Nov 1980: The squadron deployed to NAS Cubi Point, R.P., as the first Pacific fleet squadron to deploy with full Harpoon missile capabilities. Throughout the deployment a detachment was maintained on the island of Diego Garcia.

Feb 1982: VP-6 deployed to NAS Agana, Guam. During this period the squadron aircraft visited numerous Southeast Asia countries. In the last two months of the tour, the squadron was deployed to NS Adak, Alaska, for a period of intense ASW operations against Soviet submarines in the northern Pacific.

Jun-Sep 1988: VP-6 was placed in "Cold Iron" status due to fiscal constraints. Basically, the standdown permitted only the bare minimum of maintenance required to preserve the aircraft, but did not allow for sufficient flying time to retain top crew proficiency. As a result of the standdown aircrew proficiency was graded unsatisfactory on the COMNAVAIRPAC Naval Aviation Training and Procedures Standardization (NATOPS) inspection conducted 26–30 September 1988.

Feb 1990: The Blue Sharks became the first patrol squadron at NAS Barbers Point to receive the first P-3C Update II.5 aircraft. This update had improved electronics systems, new IACS (Integrated Acoustic Communication System), improved MAD, standardized wing pylons and improved wing fuel tank venting.

10 Jun 1992: VP-6 Blue Sharks went on their last deployment to Misawa, Japan, to participate in operation Final Frenzy, a standard SEATO exercise with U.S. and allied nations providing surveillance and ASW coverage. Exercises took the squadron from the Persian Gulf to Australia and involved allies from Korea, Japan, Malaysia, Singapore and Hong Kong.

31 May 1993: VP-6 was disestablished at NAS Barbers Point, Hawaii, after 13 years and over 73,600 flight hours mishap free.

15 Oct 1995: A hiker spotted the burned and shattered remains of an aircraft in a remote area usually covered by snow near Mt. Baker in northwestern Washington. It was the remains of the PV-1 Ventura belonging to VB-146 flown by Lieutenant Commander Ralph R. Beacham, missing since 29 August 1943. A Navy Recovery Team removed the remains of the two officers and four enlisted crewmen for positive identification and notification of next of kin.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	15 Jul 1943
NAS Kaneohe, Hawaii	28 Dec 1943
NAS Moffett Field, Calif.	15 Apr 1945
NAS Alameda, Calif.	30 Jul 1945
NAS Barbers Point, Hawaii	2 Oct 1946
NAS Whidbey Island, Wash.	30 Jan 1948
NAS Barbers Point, Hawaii	1 May 1949

Commanding Officers

	<i>Date Assumed Command</i>
LCDR J. P. Robinson, Jr.	5 Jul 1943
LCDR V. L. Schrager	15 May 1945
LCDR U. B. Holloway	1 Jul 1946
LCDR M. W. Nicholson	24 Oct 1946
LCDR R. F. Stultz	5 Sep 1947
CDR W. F. Dawson	18 Mar 1949
CDR E. W. Bridewell	6 Mar 1950
CDR A. F. Farwell	25 Jun 1950
CDR G. Howard	11 May 1951
CDR B. J. Moynahan	9 Jun 1952
CDR P. F. Bankhardt	Jun 1953
CDR J. Lynn	Jun 1954

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR C. C. Schumuck	15 Dec 1955
CDR R. Rodriguez	15 Sep 1956
CDR J. H. Todd	24 Sep 1957
CDR R. G. Wissman	10 Oct 1958
CDR W. L. Garrett	13 Oct 1959
CDR W. T. Welles	23 Nov 1960
CDR E. F. Leonard	18 Oct 1961
CDR R. J. Davis	26 Sep 1962
CDR D. J. Worrall	3 Sep 1963
CDR H. S. Potter	25 Aug 1964
CDR D. P. Riley	15 Sep 1965
CDR J. C. Wold	5 Jul 1966
CDR R. L. Miller	3 Jul 1967
CDR J. G. Loberger	10 May 1968
CDR T. G. Cooper	23 May 1969
CDR R. H. Botts	15 May 1970
CDR W. B. Castro	28 May 1971
CDR G. W. Mackay	26 May 1972
CDR E. K. Anderson	7 Jun 1973
CDR P. O'Connor	21 Jun 1974
CDR R. E. Sorna	28 May 1975
CDR D. A. Meyer	28 May 1976
CDR L. W. Wright	24 Jun 1977
CDR A. R. Maness	23 Jun 1978
CDR J. A. Mason	1 Jun 1979
CDR J. M. Jarratt	6 Jun 1980

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR T. N. Danner	12 Jun 1981
CDR T. A. Richardson	18 Jun 1982
CDR R. J. Miles	9 Jun 1983
CDR J. K. Sikes	19 Dec 1984
CDR B. L. Tempel	7 Mar 1986
CDR G. B. James	12 Mar 1987
CDR W. B. Massenburg	30 Mar 1988
CDR D. J. Nelson	30 Mar 1989
CDR J. M. O'Brien	30 Mar 1990
CDR J. S. Cooper	15 Mar 1991
CDR S. R. White	27 Mar 1992

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jul 1943
PV-2	Apr 1945
P2V-2	Feb 1948
P2V-3/P2V-3W	Apr 1950
P2V-5	Feb 1954
P2V-5F	Mar 1955
SP-2E Mod II	May 1962
P-3A Orion	1965
P-3B	Nov 1974
P-3B MOD	Dec 1977
P-3C UII.5	Jan 1990

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Dec 1943	8 Jun 1944	FAW-2	Midway	PV-1	WestPac
8 Jun 1944	18 Feb 1945	FAW-17	Admiralty Is.	PV-1	SoPac
15 Sep 1948	16 Jan 1949	FAW-4	Adak	P2V-2	NorPac
5 Jul 1949	4 Oct 1949	FAW-4	Kodiak	P2V-2	NorPac
7 Jul 1950	6 Aug 1950	FAW-6	Atsugi	P2V-3	WestPac
7 Aug 1950	12 Feb 1951	FAW-6	Tachikawa	P2V-3	WestPac
27 Jul 1951	15 Jan 1952	FAW-1	Atsugi	P2V-3	WestPac
7 Jul 1952	Jan 1953	FAW-4	Kodiak	P2V-3	NorPac
Jul 1953	Feb 1954	FAW-1	Sanglely Pt.	P2V-3	WestPac
Oct 1954	Mar 1955	FAW-4	Kodiak	P2V-5	NorPac
Mar 1956	Sep 1956	FAW-2	Iwakuni	P2V-5F	WestPac
Mar 1958	Sep 1958	FAW-2	Iwakuni	P2V-5F	WestPac
Jun 1960	Oct 1960	FAW-2	Iwakuni	P2V-5F	WestPac
Oct 1961	May 1962	FAW-2	Iwakuni	P2V-5FS	WestPac
Jul 1962	Jul 1962	FAW-2	Johnston Is.	P2V-5FS	WestPac
Sep 1962*	Sep 1962	FAW-2	Australia	P2V-5FS	SoPac
9 May 1963	Oct 1963	FAW-2	Iwakuni	SP-2E Mod 2	WestPac
9 Aug 1964	25 Jan 1965	FAW-8	Iwakuni/Naha	SP-2E Mod II	WestPac
1 Sep 1964	28 Sep 1964	FAW-8	Cubi Pt.	SP-2E Mod II	WestPac
Jul 1965	20 Dec 1966	FAW-4	Adak	SP-2E Mod II	NorPac
1 Jan 1968*	1 Jul 1968	FAW-8	Naha	P-3A	WestPac
1 Jan 1968*	1 Jul 1968	FAW-8	Sanglely Pt.	P-3A	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
13 May 1968	7 Jun 1968	FAW-8	Cam Rahn	P-3A	WestPac
1 Jun 1969	15 Nov 1969	FAW-8	Sangley Pt.	P-3A	WestPac
27 May 1969	15 Nov 1969	FAW-8	U-Tapao	P-3A	WestPac
14 Jul 1970	15 Jan 1971	FAW-8	Naha	P-3A	WestPac
21 Sep 1971*	10 May 1972	FAW-8	Cubi Pt.	P-3A	WestPac
21 Sep 1971*	2 Dec 1971	FAW-8	Cam Ranh B.	P-3A	WestPac
30 Nov 1972	28 May 1973	FAW-8	Naha	P-3A	WestPac
20 Dec 1972	1 Feb 1973	FAW-8	U-Tapao	P-3A	WestPac
Jan 1974	Jul 1974	PatWing-1	Cubi Pt.	P-3A	WestPac
Aug 1975	Mar 1976	PatWing-1	Agana	P-3B	WestPac
Dec 1976	Jun 1977	PatWing-1	Kadena	P-3B	WestPac
May 1978	Nov 1978	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jun 1979	Jan 1980	PatWing-1	Agana	P-3B MOD	WestPac
Nov 1980	May 1981	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Feb 1982	May 1982	PatWing-1	Agana	P-3B MOD	WestPac
May 1983	Nov 1983	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Nov 1984	10 May 1985	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
10 May 1986	10 Nov 1986	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
1 Dec 1987	13 May 1988	PatWing-10	Adak	P-3B MOD	NorPac
1 May 1989	6 Nov 1989	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
4 Dec 1990	10 Jun 1991	PatWing-10	Adak	P-3C UII.5	NorPac
5 Dec 1991	May 1992	PatWing-10	Panama	P-3C UII.5	Carib
10 Jun 1992	19 Nov 1992	PatWing-1	Misawa	P-3C UII.5	WestPac

* The squadron conducted split-site deployments to different bases on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		15 Jul 1943
FAW-2		28 Dec 1943
FAW-17		8 Jun 1944
Task Force 70.2		24 Jun 1944
FAW-2		18 Feb 1945
FAW-8		15 Apr 1945
FAW-2/PatWing-2 [§]	BE [†] / PC [‡]	2 Oct 1946

[†] The squadron remained a part of FAW-2, but was assigned the tail code BE on 7 November 1946.

[‡] The squadron's tail code was changed from BE to PC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[§] FAW-2 was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	30 Jul 1951	16 Jan 1952
	31 Jan 1967	8 Mar 1967
MUC	(Det)	Spring 1970
	1 Jun 1969	15 Nov 1969
	15 Jul 1970	16 Nov 1970
	17 Nov 1970	22 Nov 1970
	23 Nov 1970	16 Jan 1971
	1 Oct 1971	12 Jan 1972
	2 Mar 1972	15 Dec 1972
	2 Jul 1981	4 Aug 1981
	5 Sep 1981	22 Sep 1981
	8 Dec 1981	8 Jan 1982
RVNGC	1 May 1969	30 Nov 1969
	1 Jul 1970	21 Nov 1970
AFEM	1 Jan 1968	30 Jun 1968

A squadron P-3C in flight.



Second VP-7

Lineage

Established as Bombing Squadron ONE HUNDRED NINETEEN (VB-119) on 15 August 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETEEN (VPB-119) on 1 October 1944

Redesignated Patrol Squadron ONE HUNDRED NINETEEN (VP-119) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) NINE (VP-HL-9) on 15 November 1946.

Redesignated Medium Patrol Squadron (Landplane) SEVEN (VP-ML-7) on 25 June 1947.

Redesignated Patrol Squadron SEVEN (VP-7) on 1 September 1948, the second squadron to be assigned the VP-7 designation.

Disestablished on 8 October 1969.

Squadron Insignia and Nickname

The first squadron insignia was designed by the members of VB-119 in the 1944 to 1945 time frame. Since there are no official records on file indicating CNO approval of the design, it would appear to be an “unofficial” insignia used by the members of the squadron until its redesignation to VP-119 in 1946. The patch featured a dragon with the Japanese rising sun in its jaws. At the top of the patch was the name “Dragon Patrol,” with “Bombing Squadron 119” at the bottom. Colors: dragon, green, yellow and pinkish red; flag, red and white; background, black; letters and piping around patch, yellow.

The squadron’s second insignia was submitted to CNO and approved on 8 July 1948. The squadron had been redesignated VP-ML-7 in 1947 and was assigned the P2V-2 Neptune, then famous due to the long-distance flight of the “Truculent Turtle” from Australia to Ohio on 29 September to 1 October 1946. Squadron personnel designed a patch that borrowed from the feat by featuring a turtle armed with binoculars, rocket, torpedo, 20-mm machine gun and a flat-nose



This is the only example available in the records of the squadron’s unofficial dragon insignia.



The turtle motif was used for the squadron’s second insignia which was approved by CNO in 1948.



The skull design became the squadron’s third insignia.

and defensive capabilities of the P2V-2 in accomplishing its mission.

The squadron’s third insignia was approved by CNO on 19 January 1950. This insignia incorporated a skull superimposed on a radar screen in a circular design. Colors were: background, black; skull, white with red and black markings; teeth, yellow and red; circular lines on radar scope, red and white; the line of the sweep on the radar scope, white and blue; two circles at top portion of the design, red; the number 2 and letter D, white; and the naval aviator wings gold with black markings.

The squadron’s fourth insignia incorporated twin falcons as the central figures of their design. The fal-



The stylized bird design was the squadron’s fourth and final design.

con is a bird of prey with superb long-distance vision, swooping down on its victims from great height. The patch was circular with the squadron logo at the bottom. The birds, with wings vertical, dive on an un-seen enemy with rays shooting from their eyes and electric current (MAD gear) extending from their tail feathers. The allusion between the far-seeing bird of prey and the radar-equipped patrol plane is obvious. Colors: background, medium blue; water, dark blue; birds, dark blue edged in white; eyes and bomb, yellow; spotlight from eyes and beam from tail, yellow. This design was submitted to CNO and approved on 5 October 1953. It remained in effect until a more “streamlined” version was approved on 30 April 1963. Colors remained the same.

Nicknames: Dragon Patrol, 1944–1945 (unofficial).
Black Falcons, 1963–1969.

depth charge. Colors: background, light green; binoculars, black and white; turtle’s back, blue and white; arms, legs, neck and head, light gray; torpedo and rocket, yellow; bomb, red; machine gun, black. The weaponry was included in the design to suggest the potential capabilities and the well-rounded offensive

and defensive capabilities of the P2V-2 in accomplishing its mission.

Chronology of Significant Events

15 Aug–14 Dec 1944: VB-119 was established at NAAS Camp Kearney, Calif. Crew training commenced immediately on the PB4Y-1 Liberator and the PB4Y-2 Privateer bombers.

15 Dec 1944–14 Jan 1945: The squadron was transferred to NAS Kaneohe, Hawaii, for further combat readiness training. The first planes departed for Kaneohe on 15 December and the last planes to transpac left on 25 December. Training of crews continued at Kaneohe, including combat patrols operating from Midway Island from 3 to 14 January 1945. At that time the squadron had 15 aircraft and 18 crews assigned.

7 Feb 1945: VPB-119 was transferred to Tacloban Air Base, Leyte, Philippines. Training flights were conducted through the end of the month in the area of Mokerang Airfield, Los Negros, Admiralty Islands.

1 Mar 1945: VPB-119 was transferred to Clark Air Base, Luzon, Philippines. On the following day the squadron conducted its first combat patrols over the South China Sea.

22 Mar 1945: Lieutenant (jg) James Evans and crew, accompanied by war correspondent Don Bell, were shot down over Amoy Harbor on the China coast by enemy anti-aircraft fire. Bell, only recently released from a POW camp in Manila, was anxious to get back into the war effort. Seven personnel survived the crash of the PB4Y-2 Privateer. Chinese fishermen rescued Bell and the six surviving crewmembers, and in a race with three Japanese motor boats made it to shore where they were hidden in a village. A few days later, a shore party from a Navy installation only 27 miles away rescued the survivors.

1 Apr–14 Aug 1945: Lieutenant Commander Bales, the commanding officer of VPB-119, and his crew were shot down over China on 1 April with no survivors. Lieutenant Commander Ragan, executive officer, assumed command of the squadron. Patrols continued through 14 August 1945 when word of the armistice was received. During the squadron's six months of combat operations from Clark Air Base it claimed the destruction of 13 aircraft in the air, the sinking or damaging of a large number of ships and the destruction of many shore installations.

15 Aug–3 Sep 1945: Routine shipping reconnaissance patrols were conducted in conjunction with VPB-104. The squadron was also responsible for supplying weather information and typhoon tracking.

25 Oct–2 Nov 1945: VPB-119 was relocated to Puerto Princessa, Philippines, with all assets and personnel aboard by 2 November. Operations were commenced immediately in concert with VPB-106. The primary duty of the two squadrons included weather reconnaissance and shipping surveillance flights over the Indochina area. Weather during this period was extremely adverse.

15 Nov–Dec 1945: A three-plane detachment was flown to NAB Samar to fly weather reconnaissance. In December, the remainder of the squadron joined the detachment. The principal mission of the squadron while stationed at Samar was weather reconnaissance, shipping lane patrols and air-sea search.

8 Feb 1946: The squadron received orders to reduce the size of the aircraft complement from 12 to 8. Rapid demobilization drastically decreased the officer and enlisted ranks. During this period VPB-119 was again tasked with weather reconnaissance and typhoon tracking, as well as air-sea search and patrol.

3 Jun 1946: VP-119 was relocated to NAB Sangley Point, Philippines, with principal duties of shipping lane patrol and special flights as directed by FAW-10. The transfer was completed on 25 June 1946.

26 Aug 1946: VP-119 began monthly shuttle flights from Sangley to China, Okinawa and return. The flights were utilized as occasions for training in long distance navigation, radio range procedures and cruise control settings.

10 Jan 1947: At the request of the Philippine government, two aircraft of VP-119 made several flights over Mount Mayon volcano during an eruption to provide information on the direction of lava flow and the resulting damage to inhabited areas.

20 May–6 Jun 1947: The squadron was notified of pending transfer to the Atlantic Fleet, with movement commencing immediately. Air crews and aircraft arrived at MCAS Miramar, Calif., on 6 June 1947.

25 Jul–Oct 1947: Transition to the P2V-2 aircraft commenced at MCAS Miramar with the arrival of the first aircraft and instructor crew. Crew training was completed just in time for relocation to a new home port at NAS Quonset Point, R.I. The first squadron air crew departed for NAS Quonset Point on 9 September 1947, with the last arriving on 18 October 1947.

Dec 1948: Four crews flew to Kitty Hawk, N.C., to participate in the Wright Brother's Memorial Service and the anniversary of powered flight.

14 Apr 1950: The first of the new P2V-4 aircraft arrived and familiarization training was begun. Problems with the engines prevented the squadron from meeting its operational obligations for several months. The difficulties were not fully corrected until late 1951.



A squadron P2V-4 on patrol in 1952.

1 Jun 1953: VP-7 deployed to San Juan, P.R., to participate in Operation Springboard, the annual fleet training exercise.

28 Jun 1953–Jan 1954: The squadron redeployed to MCAS Iwakuni, Japan, under the command of FAW-6, for operations in support of United Nations action in Korea. VP-7 was called upon to fly reconnaissance and screening missions in support of Task Force 77. The squadron returned to NAS Quonset Point in January 1954.

Jan 1959: The squadron conducted a split deployment to Rota, Spain, and Keflavik, Iceland. During the deployment in the North Atlantic excellent photographs were taken of a Soviet Zulu-class submarine located off the coast of Iceland. The photos were released to the international press.

23 Oct 1962: VP-7 deployed to Guantanamo Bay, Cuba, to conduct surveillance operations against

Soviet transports during the Cuban Quarantine. The squadron was relieved at the end of November 1962.

May 1963: VP-7 participated in the Project Mercury MA-9 operations in the Caribbean. Patrol squadrons and surface units were routinely stationed downrange some distance from the projected launch or impact point in the event of an overshoot by the Mercury capsules. On 16 May 1963, *Kearsage* (CVS 33) recovered Major L. Gordon Cooper, USAF, and his *Faith 7* capsule 80 miles southeast of Midway, after his 22-orbit flight.

Jun 1967: The squadron was called upon to provide shipping surveillance during the Arab-Israeli War in June 1967. VP-7 was deployed to NAF Sigonella, Sicily, to take part in exercises with NATO and the Sixth Fleet when the war broke out.

8 Oct 1969: VP-7 was disestablished.



A squadron SP-2H lands at Naval Station Roosevelt Roads for an annual exercise in the Caribbean, 1965.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	15 Aug 1944
NAS Kaneohe, Hawaii	15 Dec 1944
Various bases in the Philippines	11 Feb 1945
NAB Samar, Philippines	16 Dec 1945
NAB Sangley Point, Philippines	3 Jun 1946
MCAS Miramar	6 Jun 1947
NAS Quonset Point, R.I.	18 Oct 1947
NAS Brunswick, Maine	4 Dec 1956
NAS Jacksonville, Fla.	Sep 1961

Commanding Officers

	<i>Date Assumed Command</i>
LT Austin Fox (actg)	15 Aug 1944
LCDR Raymond C. Bales	16 Aug 1944
LCDR Malcolm S. Ragan	1 Apr 1945
LCDR Arthur L. Jacobson	16 Aug 1945
LCDR William J. Denholm	23 Feb 1946
CDR Ira W. Brown, Jr.	1 Sep 1946
LCDR Milton R. Dahl	26 May 1947
CDR Harwill E. Robinson	4 Aug 1947
CDR George C. Bullard	28 Jan 1949
CDR Rorbert J. Slagle	9 Jan 1950
CDR Robert H. Wood	22 Jul 1950
CDR Raymond L. Milner	14 May 1952
CDR J. P. English	29 Nov 1953

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR D. W. Bowman	4 Jan 1955
CDR A. L. Wooten	20 Dec 1955
CDR H. J. Dobbs	Jan 1957
CDR B. A. Thompson	7 Feb 1958
CDR I. J. Gersuk	2 Mar 1959
CDR L.H. Thomas	18 May 1960
CDR W. F. Abernathy	1 May 1961
CDR Louis B. Crayton, Jr.	2 May 1962
CDR P. B. Derr, Jr.	17 May 1963
CDR Thomas A. Graham	1 May 1964
CDR Wycliffe D. Toole, Jr.	10 May 1965
CDR Alfred N. Fowler	3 Jun 1966
CDR John R. Swadener	1 May 1967
CDR R. F. Wenzel	29 May 1968
CDR Charles I. Stratmann	7 Oct 1968

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PB4Y-1/2	Aug 1944
	P2V-2	Aug 1947
	P2V-3	Mar 1949
	P2V-4	Apr 1950
	P2V-5	1953
	P2V-5F	Jul 1955
	SP-2H	Dec 1962

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Dec 1944	7 Feb 1945	FAW-2	Kaneohe	PB4Y-2	WestPac
7 Feb 1945	*	FAW-17	Tacloban	PB4Y-2	SoPac
1 Mar 1945	*	FAW-17	Clark	PB4Y-2	WestPac
25 Oct 1945	*	FAW-17	Puerto Princ.	PB4Y-2	WestPac
15 Nov 1945	*	FAW-17	Samar	PB4Y-2	WestPac
3 Jun 1946	1 Oct 1947	FAW-10	Sangley Pt.	PB4Y-2	WestPac
1 Oct 1948	12 Dec 1948	FAW-5	Argentia	P2V-2	NorLant
19 Feb 1949	18 Mar 1949	FAW-5	Guantanamo	P2V-2	Carib
29 Jul 1949	Oct 1949	FAW-3	Argentia	P2V-3	NorLant
13 Feb 1952	24 Mar 1952	FAW-3	Naples	P2V-4	Med
1 Jul 1952	1 Oct 1952	FAW-3	Keflavik	P2V-4	NorLant
1 Jun 1953	28 Jun 1953	FAW-3	San Juan	P2V-5	Carib
28 Jun 1953	Jan 1954	FAW-6	Iwakuni/Korea	P2V-5	WestPac
Feb 1955	Jul 1955	FAW-7	Port Lyautey	P2V-5	Med
21 Nov 1958	Jan 1959	FAW-3	Rota	P2V-5F	Med
Jan 1959 [†]	Jun 1959	FAW-3	Keflavik	P2V-5F	NorLant
Jan 1959 [†]	Jun 1959	FAW-3	Rota	P2V-5F	Med
5 Aug 1960	Jan 1961	FAW-3	Argentia	P2V-5F	NorLant
Apr 1961	Sep 1961	FAW-3	Argentia	P2V-5F	NorLant
28 Feb 1962	8 Aug 1962	FAW-11	Sigonella	SP-2H	Med
23 Oct 1962	Nov 1962	FAW-11	Guantanamo	SP-2H	Carib
May 1963	May 1963	FAW-11	Guantanamo	SP-2H	Carib
4 May 1963 [†]	Oct 1964	FAW-11	Rota	SP-2H	Med

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
4 May 1963 [†]	Oct 1964	FAW-11	Keflavik	SP-2H	NorLant
1 Jan 1965	4 Apr 1965	FAW-11	Roosevelt Rds.	SP-2H	Carib
3 Dec 1965	May 1966	FAW-11	Sigonella	SP-2H	Med
8 May 1967	1 Nov 1967	FAW-11	Sigonella	SP-2H	Med
8 Oct 1968	21 Feb 1969	FAW-11	Sigonella	SP-2H	Med

* The squadron was deployed to the South Pacific and relocated frequently to different deployment sites without returning to their home base.

† The dates are for squadron detachments on split deployments at the same time to different bases.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		15 Aug 1944
FAW-2		15 Dec 1944
FAW-10		7 Feb 1945
FAW-17		11 Feb 1945
FAW-10	LB*	30 Sep 1945
FAW-14	LB	6 Jun 1947
FAW-3	LB/HE [†] /LB [‡]	Oct 1947
FAW-11	LB	Sep 1961

* The squadron remained part of FAW-10 but was assigned the tail code LB on 7 November 1946.

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		† The squadron's tail code was changed from LB to HE on 4 August 1948.
		‡ The squadron's tail code was changed from HE back to LB in 1957. The effective date for this changed was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	23 Oct 1962	30 Nov 1962

Second VP-8

Lineage

Established as Patrol Squadron TWO HUNDRED ONE (VP-201) on 1 September 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED ONE (VPB-201) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED ONE (VP-201) on 15 May 1946.

Redesignated Patrol Squadron, Medium Seaplane ONE (VP-MS-1) on 15 November 1946.

Redesignated Patrol Squadron, Medium Landplane EIGHT (VP-ML-8) on 5 June 1947.

Redesignated Patrol Squadron EIGHT (VP-8) on 1 September 1948, the second squadron to be assigned the VP-8 designation.

Squadron Insignia and Nickname

The first insignia adopted by VP-201 shortly after its formation in 1942 used the motif of the whale. In the design a winged whale crushed an Axis submarine in its jaws. The shape of the whale vaguely suggested the side view of the PBM-3 aircraft used by the squadron.



The squadron's first insignia. Unfortunately, someone clipped the design to make it fit into a file folder.



A copy of the full design of the first insignia.



A cartoon design pink elephant was approved for the squadron's second insignia.

Colors of the design were as follows: body of whale, light blue; wings, medium blue; submarine, black; markings on submarine, white; teeth, white; background of eye, white with black pupil; whale outline, black.

The squadron's second was approved by CNO on 28 March 1947. This colorful cartoon design had a red ship's wheel as the border and the inside background was light blue with white clouds outlined in black. A pink elephant was walking on the clouds dressed in the motif of an inspector searching for the illusive submarine. The elephant had a magnifying glass in its trunk and a pipe in his mouth. He was wearing a small hat and had a waist band with a gun holster. The pipe, magnifying glass, belt and holster were yellow with black markings. His hat was yellow and green with black markings. The elephant's feet were orange and his eye was black, blue and white. The banner was blue with black markings and the lettering was yellow with black markings.

The third squadron insignia was approved by CNO on 15 February 1950. This insignia showed an old salt



The King Neptune design was the squadron's third insignia.

(probably Father Neptune) sitting astride a globe, clutching a machine gun in his left hand and dropping a bomb with his right. Shown near at hand were an air-to-surface rocket and a telescope, neatly featuring the array of weapons available to an ASW squadron. The background consisted of a full moon and lighting bolt, typifying

the nature of the work in day or night and the ability to strike like a "bolt from the blue." Colors: background, red; lightning, yellow; globe, blue oceans with white continents; Neptune, cream; all outlines and features, black.

In the early 1960s the squadron received the new P-3 Orion. Because it was the first of two squadrons to receive the new Orion it felt compelled to revise the insignia design. CNO approved a new insignia for the squadron on 25 June 1962. This insignia displayed a disc divided horizontally into a light blue sky and a blue stylized sea. In the upper half of the disc a signal pattern was issuing forth from a yellow radar scope with a yellow and red trail. The signal



A very stylized design was approved for the squadron's fourth insignia.



The squadron's fifth insignia featured a Bengal tiger.

pattern arched behind the scope and terminated in the center of the disc with a red clenched fist grasping and plunging a red trident into a yellow explosive impact area. On each side of the disc arching to the impact area was a yellow lightning flash. Below the disc was a white scroll outlined in blue with the letters Patrol Squadron Eight in blue. The symbolism of the design represented: the sky and sea; the radar scope was for detection; the two lightning flashes the tracking capability of the Orion; the clenched fist and trident alluded to the striking power of the P-3 and the combination of all three elements

represented the squadron's all weather antisubmarine capabilities.

The new insignia featuring a snarling Bengal tiger crushing a generic submarine beneath its paws was approved by CNO on 21 March 1967. At the bottom of the patch was the designation "Patron 8."



The Bengal tiger insignia was modified in 1979, adding a figure 8 and replacing the clouds with continents.

Colors were: tiger, yellow and black stripes; white background; letters and number "8" in black; submarine, black. This design has remained the general theme of the squadron insignia since 1967. In 1979 a minor revision of the design resulted in a patch with the tiger emerging from the loop of a large central number "8," crushing a submarine on the ocean surface with its left paw, with continents in the background of the design. Colors remained the same as in the previous insignia. CNO approved the modification on 9 July 1979.

Nickname: The Tigers, 21 March 1967–present.

Chronology of Significant Events

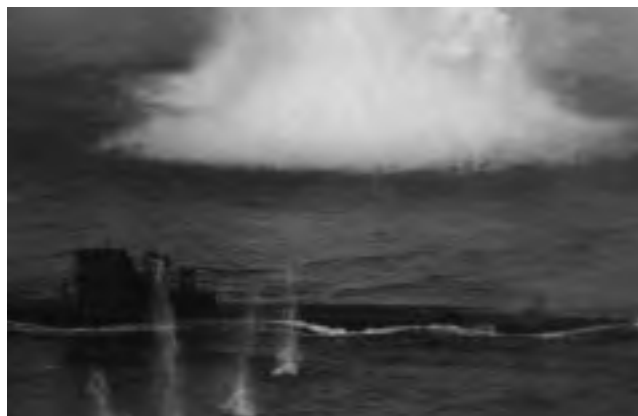
1 Sep–1 Dec 1942: VP-201 was established at NAS Norfolk, Va., under the operational command of FAW-5, flying PBM-3 seaplanes. The squadron was sent on 6 October 1942 to NAS Banana River, Fla., where most of the operational unit training was undertaken. The squadron received its own PBM-3C aircraft fresh from the factory on 1 December 1942.



A squadron PBM-3C at NAS Banana River, circa December 1942, 80-G-383019 (Courtesy Captain Jerry Mason, USN).

6 Feb 1943: VP-201 returned to its home port at NAS Norfolk, Va. Flight crew training continued concurrently with patrol operations along the Atlantic seaboard as a part of Task Force 28 in the Eastern Sea Frontier.

27 May 1943: The PBM-3C aircraft flown by the squadron were replaced by a newer version with improved radar, the PBM-3S. After refitting, a six-aircraft detachment deployed to Bermuda. Patrols were flown ranging out to 800 miles, lasting 12 to 18 hours.



A squadron attack on a U-boat with depth bombs and machine gun. Note the men manning the submarine's machine gun. See the chronology entry for 9 July 1943, 80-G-205264 (Courtesy Captain Jerry Mason, USN).



Squadron PBM-3Cs on the ramp at NAS Banana River, 80-G-33231 (Courtesy Captain Jerry Mason, USN).

Convoys to and from Europe were covered in a radius of 500 miles from Bermuda.

9 Jul 1943: Lieutenant Sovarel and crew attacked a German U-boat off Bermuda with negative results. The submarine, caught on the surface, manned its potent anti-aircraft defenses and heavily damaged the PBM-3S, forcing it to return to base. As a result of this encounter, subsequent patrols were made in pairs of aircraft.

30 Jul 1943: VP-201 held a change of command at NAS Norfolk, Va. The former commanding officer, Lieutenant Commander M. H. Tuttle, and half of the squadron personnel and assets were transferred to form the cadre of a new PB4Y-2 Liberator squadron, VB-111. The remainder of the squadron and its newly assigned personnel were transferred the next week to a new home port at NAS Bermuda under the administrative control of the Commander Bermuda Air Group. An intensive period of training ensued.

8 Jun 1944: VP-201 was transferred back to its original home port at NAS Norfolk under the administrative control of FAW-5, and assigned duties involving regular flights between Bermuda and Norfolk carrying supplies and personnel.

12 Jun 1944: The squadron deployed to Key West, Fla., under the operational control of FAW-12 for a two-week period of ASW refresher training.

12 Jul 1944: VP-201 deployed to NAS Coco Solo, C.Z., under the operational control of FAW-3 under the Commander Panama Sea Frontier. Upon completion of

the deployment, the squadron was reassigned to a new home port at NAS Key West under control of FAW-12, on 27 July 1944.

1 Nov 1944: Half of the squadron's PBM-3S aircraft were outfitted with L-8C Leigh searchlights at NAS Key West. After training in use of the new British-designed equipment, the squadron was assigned routine operational flights involving ASW patrols and convoy escort.

1 Apr 1945: Squadron flight crews were divided into three sections and sent in rotation to Harvey Point, N.C., to pick up replacement aircraft, the PBM-5. Familiarization training on the new seaplanes was conducted at Harvey Point before sending the section back to NAS Key West.

29 May 1945: VPB-201 was transferred to a new home port at NAS Coco Solo, C.Z., under the opera-



A PBM-3 Mariner on patrol, circa 1942-1943, 80-G-K-13517.



A squadron PBM being refueled from a barge in Guantanamo Bay, Cuba, January 1945, 80-G-304438 (Courtesy Captain Jerry Mason, USN).

tional control of FAW-3. The squadron engaged in ASW, searchlight tactics, gunnery, bombing, and instrument training flights. Following the end of World War II, the squadron's aircraft inventory was reduced from 15 to 9 and it also experienced a reduction in personnel due to the postwar demobilization.

15 Mar 1946: VPB-201 was assigned a new home port at NS San Juan, P.R., under the operational control of FAW-11. The squadron was supported by *San Carlos* (AVP 51) during the relocation from Panama to Puerto Rico. Upon arrival, a detachment of three aircraft was sent to Trinidad to serve as part of the Air Sea Rescue Task Unit.

Dec 1947: VP-ML-8 received its first contingent of replacement aircraft, the new P2V-2 Neptune. The squadron, home ported at NAS Norfolk, was under the control of FAW-5. A period of transition training commenced for the switch from seaplanes to landplanes.

1 Mar 1949: VP-8 deployed to Argentia, Newfoundland. The primary emphasis during this tour of duty was the testing of the P2V aircraft in cold weather conditions, flying in temperatures as low as -55° F. Aircrews received training in instrument and night flying and GCA landings.

1 Apr 1954: The squadron deployed to Port Lyautey, French Morocco. During the five-month period, the squadron was based temporarily on Crete while participating in NATO exercises. It proved to be a good test of operations from primitive airstrips with minimal support facilities.

15 Jul 1955: VP-8 marked its first deployment to Argentia with new P2V-5Fs. During the deployment detachments operated from Goose Bay, Labrador; Frobisher Bay and Thule, Greenland, flying ice patrol. They also provided cover for convoys carrying supplies to the new Dew Line sites. The Distant Early Warning (DEW) Line stretched more than 3,000 miles across the 69th parallel, spanning the frozen north from



A squadron P2V, circa 1949.



A squadron P2V on patrol, circa late 1950s.

Barter Island, Alaska, to Thule, Greenland. These DEW Line stations called for highly skilled, dedicated technicians who could man them without regard to weather, absence from family and boredom. The DEW Line began test operations in 1953 and was completed by 1955.

Apr 1958: In April VP-8 joined the newly formed Task Group Alpha, a temporary unit established for the purpose of testing a variety of new ASW technologies for potential use by fleet patrol units. During the next 20 months the squadron actively participated in every phase of ASW, ranging from basic techniques to the practical evaluation of new tactics and equipment.

13 Aug–Oct 1962: VP-8 relinquished its last P2V-5F to share the distinction with VP-44 of being among the Navy's first patrol squadrons to receive the P-3A Orion aircraft. The new aircraft received a thorough break-in during the squadron's participation in the Cuban Missile Crisis in late 1962. A four-plane detachment was flown to Bermuda to supplement aircraft involved in the Cuban missile blockade on 23 October 1962.

9 Mar 1963: VP-8 conducted the first transatlantic flight in a P-3A, flying non-stop from Norfolk, Va., to West Malling, England, in 9 hours and 10 minutes.

30 Jan 1963: A squadron aircraft, BuNo. 149672, operating from NAS Patuxent River, Md., was lost at sea while on patrol with all 14 crewmembers.

1964: VP-8 flew convoy ASW operations support of Fleet Exercise Steel Pike I, operating from the east coast of Spain and alternating with VP-49 and VP-44. It marked the first occasion that land-based escorts had



A formation of the squadron's new P-3As, August 1962.

provided coverage for a convoy across the entire Atlantic transit.

Dec 1965: VP-8 received the second P-3B Orion off the assembly line. This was the beginning of the replacement cycle for its older P-3As.

25 May 1966: VP-8 relieved VP-28 at NS Sangley Point, R.P., for its first WestPac deployment. The squadron was involved in combat missions in support of Commander Seventh Fleet operations in the Vietnam theater of operations.

1 Nov 1967: VP-8 visited Squadron 404 of the RCAF Maritime Command at Greenwood, Nova Scotia, Canada, to compare systems between the P-3A Orion

and the Argus patrol aircraft. The CP-107 Argus was a modification of the basic design of the Bristol Britannia passenger airliner to meet the RCAF requirements for a long-range maritime reconnaissance aircraft. The aircraft were equipped with four turbocharged piston engines, search radar under the nose, a MAD installation in the tail and air navigation and tactical air control (ANTAC) gear. The first Argus aircraft entered the RCAF inventory in 1957.

1-2 Mar 1972: The squadron maintained surveillance on a disabled Soviet SSBN in the North Atlantic.

8 Feb-9 Aug 1978: VP-8 deployed with eight aircraft to Bermuda and two aircraft with three crews to

Lajes, Azores. Both detachments returned to NAS Brunswick on 9 August 1978. As a result of the squadron's superior performance during the deployment, it was awarded its second Navy Unit Commendation.

22 Sep 1978: Eight crew members of a VP-8 Orion, BuNo. 152757, were killed in a midair collision with another military aircraft near Portland, Maine. The accident ended a 15-year period of over 120,000 accident free flying hours.

Aug 1981: VP-8 became the last squadron at NAS Brunswick to replace the P-3B Orion with the newer P-3C UII. The squadron's P-3Bs were dispersed to various reserve squadrons rather than being sent to Davis-Montham Air Force Base, Ariz., for storage.

5 Oct 1983: The squadron deployed to Sigonella, Sicily, with detachments at Rota, Spain; Souda Bay, Crete; and Nimes-Garon, France. During this deployment the squadron participated in many ASW exercises.

27 Oct-8 Dec 1985: Two-crew and two-aircraft detachments, in rotation from the squadron for one week periods, operated from NS Roosevelt Roads, P.R., to assist the U.S. Coast Guard in drug interdiction missions in the Caribbean.

2 Dec 1990: VP-8 deployed to NAS Sigonella, Sicily. During the period of Operation Desert Shield



A squadron P-3B flying over two Soviet ships, 1975.



A squadron P-3 in flight.

the squadron was tasked with monitoring Russian, Libyan and Iraqi vessels in the Mediterranean that might attempt to circumvent the UN embargo of Iraq. A three-aircraft and three-crew detachment was established at Jeddah, Saudi Arabia, to assist in operations monitoring the Gulf area of operations. With the beginning of hostilities during the Operation Desert Storm phase of the war, the Jeddah detachment flew 93 combat support missions totaling 830.5 flight hours.



A VP-8 P-3B on approach to NAS Moffett Field in June 1981. (Courtesy Rick R. Burgess Collection via Michael Grove).

24 Jan 1994: VP-8 deployed to NS Roosevelt Roads, Puerto Rico. During the deployment detachments operated from Howard AFB, Panama; Soto Cano Air Base, Honduras; and Curacao Island, Netherlands Antilles, in support of the international drug interdiction program. Close working relationships were developed with the U.S. Coast Guard and U.S. Customs Service during these operations.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Sep 1942
NAS Banana River, Fla.	6 Oct 1942
NAS Norfolk, Va.	6 Feb 1943
NAS Bermuda	Aug 1943
NAS Norfolk, Va.	8 Jun 1944
NAS Key West, Fla.	27 Jul 1944
NAS Coco Solo, C.Z.	29 May 1945
NS San Juan, P.R.	15 Mar 1946
NAS Norfolk, Va.	Dec 1947
NAS Quonset Point, R.I.	Sep 1948
NAS Chincoteague, Va.	Apr 1958
NAS Norfolk, Va.	Jul 1959
NAS Patuxent River, Md.	Jul 1961
NAS Brunswick, Maine	Jul 1971

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Paul P. Blackburn	1 Sep 1942
LCDR Magruder H. Tuttle	29 Dec 1942

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Clement V. Horrigan	30 Jul 1943
LCDR Edward Sternlieb	9 Jul 1944
LCDR R. M. J. Hallman	25 Sep 1945
LCDR J. W. McCrocklin	15 Jun 1946
LCDR W. R. Ford	1 Jul 1947
CDR P. E. Hartman	Dec 1948
CDR H. F. Lloyd	5 Jul 1949
CDR D. C. Carmichael	25 Sep 1950
CDR W. J. Wehmeyer	30 Oct 1950
CDR S. E. Ellison	15 Aug 1952
CDR T. H. Bookout	31 Oct 1952
CDR L. R. Burnett	17 Jun 1954
CDR T. G. Doyle	1 Dec 1955
CDR W. E. Thomas	18 Apr 1957
CDR G. F. Nasworthy	21 Jul 1958
CDR M. A. Holsprichter	10 Jul 1959
CDR J. B. Hansen	13 Jul 1960
CDR J. R. Grieve	6 Jul 1961
CDR Creighton W. Cook	29 May 1962
CDR S. S. Bates	29 May 1963
CDR. D. R. Johnson	5 Jun 1964
CDR H. G. Rich	9 Mar 1965
CDR Richard A. Hoffman	31 Mar 1966
CDR H. F. Knudsen	28 Feb 1967
CDR Troy E. Todd	12 Mar 1968
CDR D. H. McVay	8 Apr 1969
CDR J. W. Shoemyer	9 Feb 1970
CDR E. A. Wilkinson, Jr.	Feb 1971
CDR Edwin E. Hanson	30 Mar 1972
CDR Donald G. Debode	30 Mar 1973
CDR Edward E. Anderson	18 Mar 1974
CDR R.V. Mowery	1 Mar 1975
CDR Paul L. Lawrence	26 Mar 1976
CDR William E. Jackson	14 Mar 1977
CDR Earl R. Riffle	1 Feb 1978
CDR Thomas F. Hall	15 Mar 1979
CDR Melvin E. Thompson	10 Jul 1980
CDR Richard L. Norwood	17 Jul 1981
CDR Thomas B. Nesbit	16 Jul 1982
CDR Raymond J. Figueras	15 Jul 1983
CDR Charles A. Gabriel	21 Sep 1984
CDR Wayne E. Foshay	24 Jan 1986
CDR Denzil D. Thies	20 Feb 1987
CDR Joseph S. Littleton III	1 Mar 1988
CDR Robert J. Scott	7 Apr 1989
CDR Bruce W. Crawford	25 May 1990
CDR Hugh C. Dawson	27 Jun 1991
CDR Stephen M. Wellock	1992
CDR Richard D. High	1993
CDR Timothy J. Cepak	24 Jun 1994
CDR Glenn A. Fogg	21 Apr 1995
CDR Michael Fralen	19 Apr 1996
CDR William Harrison, Jr.	11 Apr 1997
CDR Raymond Para	3 Apr 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3	Sep 1942
PBM-3C	Dec 1942
PBM-3S	May 1943
PBM-5E	Apr 1945
P2V-2	Dec 1947
P2V-3	Jan 1949

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F	Jul 1955
P-3A	Aug 1962
P-3B	Dec 1965
P-3C UII	Aug 1981
P-3C UII.5	Sep 1985
P-3C UIIIR	Jun 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 May 1943	Jun 1944	FAW-5	Bermuda	PBM-3S	Lant
12 Jul 1944	27 Jul 1944	FAW-3	Panama	PBM-3S	Carib
24 Oct 1945	31 Oct 1945	FAW-3	Galapagos	PBM-5	SoLant
			<i>Barnegat (AVP 10)</i>		
3 Jun 1946	10 Jun 1946	FAW-11	Chaguaramas	PBM-5	Carib
			<i>Shelikof (AVP 52)</i>		
1 Mar 1949	1 May 1949	FAW-5	Argentina	P2V-3	NorLant
1 Feb 1950	1 Apr 1950	FAW-5	Argentina	P2V-3	NorLant
22 Feb 1950	28 Mar 1950	FAW-5	Cuba	P2V-3	Carib
5 Jan 1952	20 May 1952	FAW-3	Keflavik	P2V-3	NorLant
Dec 1952	Jul 1953	FAW-3	Keflavik	P2V-3	NorLant
1 Aug 1953	Jan 1954	FAW-3	Keflavik	P2V-3	NorLant
1 Apr 1954	Sep 1954	FAW-3	Morocco	P2V-3	Med
19 Feb 1955	4 Mar 1955	FAW-11	San Juan	P2V-3	Carib
15 Jul 1955	8 Oct 1955	FAW-3	Argentina	P2V-5F	NorLant
1 Dec 1955	10 Jan 1955	FAW-3	Argentina	P2V-5F	NorLant
31 Oct 1956	4 Apr 1957	FAW-3	Morocco	P2V-5F	Med
1 Oct 1957	Dec 1957	FAW-3	Argentina	P2V-5F	NorLant
13 Aug 1962	Dec 1962	FAW-11	Cuba	P-3A	Carib
25 May 1966	2 Dec 1966	FAW-8	Sangley Pt.	P-3B	WestPac
Dec 1967	8 Jun 1968	FAW-5	Bermuda	P-3B	Lant
28 Feb 1969	28 Jun 1969	FAW-5	Bermuda	P-3B	Lant
2 Mar 1970	17 Jul 1970	FAW-5	Multi-site	P-3B	Med
25 Oct 1970*	26 Feb 1971	FAW-5	Multi-site	P-3B	Med
Nov 1970*	Apr 1971	FAW-5	Bermuda	P-3B	Lant
Nov 1971	1 Mar 1972	FAW-5	Bermuda	P-3B	Lant
9 Oct 1972	13 Nov 1972	FAW-5	Rota	P-3B	Med
10 Jan 1973	6 Jun 1973	FAW-5	Bermuda	P-3B	Lant
Jul 1975	Feb 1976	PatWing-5	Rota	P-3B	Med
Oct 1976*	Mar 1977	PatWing-5	Bermuda	P-3B	Lant
Oct 1976*	Mar 1977	PatWing-5	Lajes	P-3B	Lant
8 Feb 1978*	8 Aug 1978	PatWing-5	Bermuda	P-3B	Lant
8 Feb 1978*	8 Aug 1978	PatWing-5	Lajes	P-3B	Lant
Jul 1979*	Dec 1979	PatWing-5	Rota	P-3B	Med
Jul 1979*	Dec 1979	PatWing-5	Lajes	P-3B	Lant
4 Nov 1980*	12 May 1981	PatWing-5	Rota	P-3B	Med
4 Nov 1980*	12 May 1981	PatWing-5	Lajes	P-3B	Lant
5 Aug 1982	12 Jan 1983	PatWing-5	Bermuda	P-3C UII	Lant
5 Oct 1983	13 Mar 1984	PatWing-5	Sigonella	P-3C UII	Med
Feb 1985*	15 Jul 1985	PatWing-5	Rota	P-3C UII	Med
Feb 1985*	15 Jul 1985	PatWing-5	Lajes	P-3C UII	Lant
27 Oct 1985	8 Dec 1985	PatWing-11	Panama	P-3C UII.5	Carib
24 May 1986	10 Nov 1986	PatWing-5	Keflavik	P-3C UII.5	NorLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 May 1943	Jun 1944	FAW-5	Bermuda	PBM-3S	Lan
10 Dec 1987*	10 Jun 1988	PatWing-5	Rota	P-3C UII.5	Med
10 Dec 1987*	10 Jun 1988	PatWing-5	Lajes	P-3C UII.5	Lant
2 May 1989	9 Nov 1989	PatWing-5	Keflavik	P-3C UII.5	NorLant
2 Dec 1990*	10 Jun 1991	PatWing-5	Sigonella	P-3C UII.5	Med
5 Dec 1990*	10 Mar 1991	PatWing-1	Jeddah	P-3C UII.5	Gulf
1 Jul 1992	Feb 1993	PatWing-11	Panama	P-3C UII.5	Carib
Sep 1992	Jan 1993	PatWing-5	Rota	P-3C UII.5	Med
24 Jan 1994	17 Jun 1994	PatWing-11	Panama	P-3C UII.5	Carib
Jul 1995	Jan 1996	PatWing-5	Sigonella	P-3C UIIIR	Med
Feb 1997	Aug 1997	PatWing-5	Sigonella	P-3C UIIIR	Med

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5**		1 Sep 1942
Commander Bermuda Air Group		Aug 1943
FAW-5		8 Jun 1944
FAW-12		12 Jun 1944
FAW-3		12 Jul 1944
FAW-12		27 Jul 1944
FAW-3		29 May 1945
FAW-11	MA*	15 Mar 1946
FAW-5	MA/HD†/ LC‡	Dec 1947
FAW-3	LC	Mar 1958
FAW-5/PatWing-5§	LC	Jul 1961

* The squadron remained a part of FAW-11, but was assigned the tail code MA on 7 November 1946.

† The squadron's tail code was changed from MA to HD on 4 August 1948.

‡ The squadron's tail code was changed from HD to LC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§ FAW-5 was redesignated Patrol Wing 5 (PatWing-5) and COM-PATWINGSLANT, a dual-hatted command, on 1 July 1973. PatWing-5 became a separate command on 1 July 1974.

** PatWing-5 was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	5 Oct 1983	14 Mar 1984
Det	17 Jan 1991	28 Feb 1991
Det	8 Feb 1978	9 Aug 1978
MUC	2 Mar 1970	17 Jul 1970
	25 Oct 1970	26 Feb 1971
	13 Feb 1977	22 May 1977
	11 Jul 1979	4 Dec 1979
	11 Aug 1982	12 Jan 1983
	24 May 1986	10 Nov 1986
Det	11 Jan 1976	30 Jan 1976
NAVE	1 Jan 1982	31 Dec 1982
SASM	5 Dec 1990	10 Mar 1991
JMUA	15 Aug 1990	12 Oct 1990
	10 Oct 1991	6 Dec 1991



A close up of a squadron P2V tail showing the squadron's fourth insignia and its tail code LC.



A close up of a squadron P-3 tail showing the squadron's fifth insignia and its tail code LC.



A photo of VP-8 personnel and its P-3 in the background.

Second VP-9

Lineage

Established as Patrol Squadron NINE (VP-9) on 15 March 1951, the second squadron to be assigned the VP-9 designation.

Squadron Insignia and Nickname

Patrol Squadron 9 devised its first insignia shortly after its establishment in 1951. The insignia depicted the squadron's primary duty of mining "with a chain of nine mines encircling the globe, the Navy wing for the branch of service, and the globe signifying round-the-world operations." Colors: background, gray with blue border; wings, red and gold; pole, red and white, mines, black; globe, blue, green, tan and white; rays,



The squadron's first insignia depicted its primary mission of mining.



The second approved insignia used by the squadron was a cartoon design depicting an eagle.

orange, rust, green and red. The design was approved by CNO on 11 July 1951, and remained in use until 1954.

The second insignia of VP-9 was approved by CNO on 15 June 1954. The quality and aspect of the artwork reflected its Disney Hollywood studio origins.



This is a copy of the squadron's second insignia developed into a patch.

The circular patch had a muscular-looking cartoon eagle standing on a cloud with a 5-inch rocket in a raised right wing, poised to hurl the missile at a periscope emerging from the waves below. The eagle reflected the bird of prey favored by the squadron, and the missile was the primary weapon against its submarine prey. The designation Patron Nine was located in a banner at the bottom of the design. Colors: background, sky blue; water, dark blue; eagle, brown with yellow beak and feet; missile, red; periscope, brown; banner, red with white letters.

The third insignia of VP-9 was adopted in 1984 after the squadron had completed Harpoon modifications to the P-3C aircraft. The decision to modernize and streamline the insignia was based on the inordinate



The squadron's third insignia used a stylized eagle design.

amount of time and effort required to paint the previous multicolored insignia on squadron aircraft. The new insignia sported a stylized eagle in profile with upthrust wings carrying the Harpoon missile in its claws. This updated insignia was approved by CNO on 15 January 1985. Colors: eagle, gold with black eye; harpoon body gold with dark brown fins and trim; background, white; trim around insignia, gold.

Nickname: Golden Eagles, 1969–present.

Chronology of Significant Events

15 Mar 1951: VP-9 was established at NAS Seattle, Wash., flying the P4Y-2 (PB4Y-2) Privateer. Fleet Aircraft Service Squadron 895 at NAS Sand Point, Seattle, Wash., undertook training of the squadron's new crews.

Feb 1952: VP-9 was given a permanent change of station to NAS Alameda, Calif., under operational control of FAW-4. The squadron flew the P4Y-2/2S with improved radar.

27 Jun 1952: VP-9 deployed to NAF Iwakuni, Japan. During this deployment a detachment was sent to Korea to aid in UN operations. VP-9 aircraft operated in conjunction with USMC night-fighter F7F aircraft, dropping parachute flares to light North Korean roads, bridges, supply dumps and convoys to aid the attacking F7Fs.

Jan 1953: VP-9 turned in its PB4Y-2 Privateer bombers for new P2V-2 Neptune aircraft. Conversion training was completed by September 1953.

Sep 1953: VP-9 was deployed to NAS Atsugi, Japan, minus 12 of its newly trained pilots who had just been released from active duty due to the cessation of hostilities with North Korea on 27 July 1953.

22 Jun 1955: While patrolling in the Aleutians area, a P2V-5 (BuNo 131515) of VP-9 based at NAS Kodiak, Alaska, was attacked by two Russian MiG-15s. The Neptune's starboard engine was hit and caught fire, forcing the crew to crash on St. Lawrence Island near Gambell in the Bering Sea. There were no fatalities to the crew of 11, but four were injured by MiG gunfire and six others were hurt in the crash landing. This is



A squadron P2V at NAS Atsugi, Japan, 1954.



A squadron SP-2H at NAS Alameda, July 1963 (Courtesy of William L. Swisher Collection).

the only incident in which the Soviet Union admitted any responsibility.

15 May 1958: VP-9 deployed to the Aleutians, based at Kodiak, Alaska, with detachments at Adak and Fairbanks. The squadron made a series of exploratory flights over the Polar ice cap to aid the submarine *Nautilus* (SSN 571) in her historic polar penetration.

21 Apr 1960: The squadron assisted the USAF in locating a B-58 Hustler bomber that crashed into the Great Salt Lake. A VP-9 P2V-7 located the sunken wreckage using Magnetic Airborne Detection (MAD) equipment.

Feb 1962: VP-9 aircraft began receiving the AN/ASA-16 integrated display system, an upgrade of existing submarine detection equipment.

13 Jul 1962: Six aircraft of VP-9 participated with the Royal Canadian Air Force Squadron 407 in an ASW exercise off the coast of British Columbia.

1 Dec 1963: VP-9 was given a change of permanent duty station from NAS Alameda to NAS Moffett Field, Calif. During December the squadron began the transition to the P-3A.

12 Nov 1964: VP-9 deployed to WestPac, based at Naha, Okinawa, patrolling the Formosan Straits, South China Sea, Yellow Sea and Philippine Sea. The deployment marked the first operational use of the P-3A in WestPac.

4 Dec 1964: A squadron P-3A, BuNo. 150508, and crew were lost over the South China Sea after a flare ignited a fire inside the aircraft.

17 Jan 1966: The squadron received its first P-3B Orion, the first assigned to a West Coast operational squadron. The ninth and final P-3B was received on 11 May 1967.

25 Jul–4 Dec 1966: VP-9 deployed to NAF Naha, Okinawa, under the operational control of Commander Task Force 72. The deployment marked the first operational use of the P-3B Orion in the Western Pacific. A detachment was sent to Tainan,



A squadron P-3B in flight with Bullpup missiles under the wings, February 1969. Note the squadron's insignia on both the tail and nose of the aircraft.

Taiwan, for one week commencing 4 December 1966 to participate in Operation Yankee Team. The joint U.S. Air Force and U.S. Navy operation inaugurated on 21 May 1963, provided low-level aerial reconnaissance of suspected Communist infiltration routes in eastern and southern Laos.

9 Sep–1 Oct 1968: A detachment of three squadron aircraft was maintained at NAS Agana, Guam, in support of the Acoustic Survey of the Philippine Sea. The survey was completed on 1 October 1968 and the aircraft and crews returned to NAS Moffet Field, Calif..

Feb 1969: VP-9 aircraft were retrofitted to make them Bullpup missile capable.

1 Apr–10 Aug 1969: VP-9 relieved VP-47 at NS Sangley Point, R.P., and at Cam Ranh Bay, RVN. Operational control was under FAW-8 until 4 August 1969, when relieved by FAW-10. On 5 August the squadron relocated to Cam Ranh Bay for watch duties. During the deployment the squadron conducted Market Time patrols of the Tonkin Gulf and coastal waters of South Vietnam. On 7 August the detachment at Cam Rahn Bay came under Viet Cong rocket attack with no damage resulting to squadron aircraft or personnel. The aircraft were immediately dispersed to Sangley Point and U-Tapao, Thailand, until 10 August.

31 May 1969: VP-9 participated in SEATO exercise Sea Spirit, which was abruptly terminated on 2 June 1969 with the collision of the *Frank E. Evans* (DD 754) and HMAS *Melbourne*.

29 Jul 1971: VP-9 deployed to MCAS Iwakuni, Japan, with a detachment at RTNB U-Tapao, Thailand.

5 May 1972: The squadron deployed a six-aircraft detachment to NAS Cubi Point, R.P., marking the last patrols for VP-9 in the combat zone during the Vietnam Conflict. The detachment augmented the VP units tasked with ocean surveillance air patrols in relationship to the mining of North Vietnamese harbors and the corresponding movement of Communist bloc ships.

1 Jul–Oct 1976: VP-9 began the transition to the new P-3C UI aircraft. The transition training was provided by VP-31 and continued through early September. The squadron's inventory of P-3B aircraft was turned over to VP-8. The squadron's full complement of nine new aircraft was reached in October.

10 May 1978: VP-9 deployed to Adak, Alaska. During the six-month deployment the squadron flew reconnaissance patrols, ASW missions and surveillance coverage for over 10-million square miles of ocean.

26 Oct 1978: While on a routine patrol mission Crew 6, in a P-3C, BuNo. 159892, ditched in heavy seas off the Aleutians due to an engine fire. Four of the 14 crew aboard perished before being rescued by the Soviet Vessel *Mys Senyavina*. The survivors were taken to Petropavlovsk and returned to U.S. custody on 5 November 1978.

27 Jun–Nov 1979: VP-9 deployed to NAF Misawa, Japan. During the next month the squadron flew 125 sorties in support of exercise Multiplex 6-79. In August the squadron was called upon to support CTG 72.3 in the humanitarian effort to locate and rescue South Vietnamese refugees. During the month of November

the squadron participated in joint exercises with the Japanese Defense Forces and South Korean forces.

10 Oct 1981: A squadron detachment of three aircraft deployed to Adak, Alaska, and another three-aircraft det deployed to Kadena AFB, Okinawa, on the same day. The latter detachment returned in late December 1981 and the former in February 1982, after months of diverse missions in very different climates.

10 Jan 1984: The Golden Eagles deployed to Diego Garcia and maintained a detachment in Kadena. The squadron established a new precedent on the deployment by becoming the first patrol squadron to operate detachments out of Berbera, Somalia, and Al Masirah, Oman.

1 Jun 1985: VP-9 was the first “full” squadron to deploy to NAS Adak, Alaska, in over 13 years. Adak was reestablished as a Third Fleet forward-deployed site and VP-9 played a key role in the build-up of the Adak facilities to support a full patrol squadron. During the deployment the squadron participated in Bering Sea mammal surveys and flights over the polar ice cap to ensure safe navigational passage to Alaska’s North Slope.

2 Nov 1986–Jan 1987: The Golden Eagles deployed for six months to WestPac, based at Misawa, Japan. The squadron was the first to deploy with the AN/APS-137 Inverse Synthetic Aperture Radar (ISAR), which reduced the size of the electronics package through microminiaturization and presented a greatly improved operator interface. In January 1987 the squadron was based at NAS Cubi Point, R.P., during the Sea Siam 87-1 and Team Spirit 2-87 exercises. Remote sites at Guam, Midway, Korea and Okinawa were visited during this period.

20 Sep 1989: VP-9, while deployed to Eielson AFB, Alaska, received a modified P-3C, aircraft side number PD-01, with the “Outlaw Hunter” satellite communication and navigation gear for testing and operational evaluation.

24 Oct 1989: The squadron’s complement of aircraft was reduced from nine to eight P-3Cs due to decreased operational funding.

Jan–Mar 1991: Three VP-9 detachments were sent to Panama on one-month deployments to assist the drug interdiction effort.



A squadron P-3C in flight, 1984.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	15 Mar 1951
NAS Alameda, Calif.	Feb 1952
NAS Moffett Field, Calif.	1 Dec 1963
NAS Barbers Point, Hawaii	20 Nov 1992

Commanding Officers

	<i>Date Assumed Command</i>
CDR M. B. Bailey	15 Mar 1951
CDR J. B. Filson	Apr 1952
CDR M. T. Ebright	Jan 1953
CDR H. M. Murphy	May 1954
CDR T. H. T. Norris	Aug 1955
CDR M. A. Merrill	Mar 1957
CDR R. F. Peterson	10 Mar 1958
CDR V. Deitchman	25 Mar 1959
CDR C. H. Cox	29 Apr 1960
CDR T. L. Healey	28 Apr 1961
CDR R. C. Schubert	9 Mar 1962
CDR J. T. Freeman	12 Mar 1963
CDR J. F. Kurfess	10 Jan 1964
CDR R. A. Dunning	Dec 1964
CDR James H. B. Smith	3 Dec 1965
CDR Richard B. Mahon	30 Nov 1966
CDR Gordon J. Schuller	1 Nov 1967
CDR Roger G. Booth	24 Jul 1968
CDR L. Phillips, Jr.	8 Jul 1969
CDR M. F. Pasztalaniec	Apr 1970
CDR Noel Melville	31 Mar 1971
CDR B. J. Adams	30 Mar 1972
CDR R. F. Marryott	30 Mar 1973
CDR Patrick Cleary	Mar 1974
CDR Joseph Dressler	27 Mar 1975
CDR Daniel M. Truax	13 Mar 1976

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Delbert A. Ritchhart	25 Mar 1977
CDR Byrons L. Powers	3 Mar 1978
CDR Peter H. Cressy	23 Mar 1979
CDR Charles C. Nute	31 Mar 1980
CDR James L. Mattson	31 Mar 1981
CDR R. J. Quinn	4 Mar 1982
CDR J. C. Wyatt III	Mar 1983
CDR Nicholas P. Burhans	5 Jun 1984
CDR W. G. Bozin	16 May 1985
CDR Philippe M. Lenfant	16 Jul 1986
CDR David W. Stromquist	29 May 1987
CDR Christopher L. Weiss	27 May 1988
CDR Thomas M. Feeks	27 May 1989
CDR P. E. Hallowell	27 May 1990
CDR A. J. Ruoti	May 1991
CDR K. A. Morrell, Jr.	14 May 1992
CDR S. C. Lavender	14 May 1993
CDR John V. Plehal	1994
CDR Brendan L. Gray	5 May 1995
CDR T. K. Hohl	24 May 1996

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	P4Y-2	Mar 1951
	P4Y-2/2S	Jun 1952
	P2V-2	Jan 1953
	P2V-7	1960
	SP-2H	Dec 1962
	P-3A	Dec 1963
	P-3B	Feb 1966
	P-3C UI	Jul 1976
	P-3C UIIIR	Aug 1990

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1951	Dec 1951	FAW-4	Kodiak	P4Y-2	NorPac
Sep 1951	Feb 1952	FAW-2	Barbers Pt.	P4Y-2	WestPac
27 Jun 1952*	16 Nov 1952	FAW-6	Iwakuni	P4Y-2S	WestPac
Jul 1952*	3 Jan 1953	FAW-6	Pusan	P4Y-2S	WestPac
Sep 1953	Apr 1954	FAW-1	Atsugi	P2V-2	WestPac
Jul 1955	Dec 1955	FAW-4	Kodiak	P2V-2	NorPac
31 Aug 1956	Mar 1957	FAW-1	Iwakuni	P2V-2	WestPac
15 May 1958	30 Sep 1958	FAW-4	Kodiak	P2V-2	NorPac
Oct 1960	Nov 1960	FAW-4	Kodiak/Adak	P2V-7	NorPac
13 Jul 1962	21 Jul 1962	FAW-4	B.C., Canada	SP-2H	NorPac
5 Sep 1962	30 Sep 1962	FAW-2	Barbers Pt.	SP-2H	WestPac
12 Nov 1964	8 Jul 1965	FAW-8	Naha	P-3A	WestPac
25 Jul 1966*	10 Jan 1967	FAW-8	Naha	P-3B	WestPac
25 Jun 1966*	12 Dec 1966	FAW-8	Sangley Pt.	P-3B	WestPac
4 Dec 1966	11 Dec 1966	FAW-8	Tainan	P-3B	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Dec 1967	1 Jun 1968	FAW-4	Adak	P-3B	NorPac
9 Sep 1968	1 Oct 1968	FAW-8	Agana	P-3B	WestPac
1 Apr 1969*	1 Oct 1969	FAW-8	Sanglely Pt.	P-3B	WestPac
1 Apr 1969*	1 Oct 1969	FAW-8	Cam Rahn	P-3B	WestPac
Jun 1970*	Nov 1970	FAW-10	Adak	P-3B	NorPac
Jun 1970*	Nov 1970	FAW-8	Agana	P-3B	WestPac
29 Jul 1971*	11 Feb 1972	FAW-8	Iwakuni	P-3B	WestPac
Dec 1971*	11 Feb 1972	FAW-8	U-Tapao	P-3B	IO
5 May 1972	24 Jul 1972	FAW-8	Cubi Pt.	P-3B	WestPac
4 Jan 1973	31 Jul 1973	PatWing-1	Iwakuni	P-3B	WestPac
Jun 1974	10 Feb 1975	PatWing-1	Iwakuni	P-3B	WestPac
1 Dec 1975	10 Jun 1976	PatWing-1	Kadena	P-3B	WestPac
Jul 1977	Dec 1977	PatWing-1	Kadena	P-3C UI	WestPac
10 May 1978	10 Nov 1978	PatWingsPac	Adak	P-3C UI	NorPac
27 Jun 1979	10 Jan 1980	PatWing-1	Misawa	P-3C UI	WestPac
18 Sep 1980	10 Feb 1981	PatWing-5	Keflavik	P-3C UI	NorLant
10 Oct 1981*	Dec 1981	PatWing-10	Adak	P-3C UI	NorPac
10 Oct 1981*	Feb 1982	PatWing-1	Kadena	P-3C UI	WestPac
Aug 1982*	Jan 1983	PatWing-1	Kadena	P-3C UI	WestPac
Aug 1982*	Jan 1983	PatWing-1	Diego Garcia	P-3C UI	IO
10 Jan 1984*	10 Jul 1984	PatWing-1	Kadena	P-3C UI	WestPac
10 Jan 1984*	10 Jul 1984	PatWing-1	Diego Garcia	P-3C UI	IO
1 Jun 1985	10 Dec 1985	PatWing-10	Adak	P-3C UI	NorPac
2 Nov 1986	11 May 1987	PatWing-1	Misawa	P-3C UI	WestPac
Jul 1988	16 Jan 1989	PatWing-1	Diego Garcia	P-3C UI	IO
30 Aug 1989	30 Sep 1989	PatWing-8	Eielson AFB	P-3C UI	NorPac
Feb 1990	Aug 1990	PatWing-1	Misawa	P-3C UI	WestPac
Jan 1991	Mar 1991	PatWing-10	Panama	P-3C UIIIR	Carib
24 Jul 1991	9 Aug 1991	PatWing-10	Adak	P-3C UIIIR	NorPac
8 Jun 1992*	12 Nov 1992	PatWing-10	Panama	P-3C UIIIR	Carib
18 Jun 1992*	15 Nov 1992	PatWing-10	Adak	P-3C UIIIR	NorPac
29 Oct 1993	May 1994	PatWing-1	Kadena/ Masirah	P-3C UIIIR	WestPac/IO
May 1994	Nov 1995	PatWing-1	Misawa	P-3C UIIIR	WestPac
Nov 1996*	May 1997	PatWing-1	Diego Garcia	P-3C UIIIR	IO
Nov 1996*	May 1997	PatWing-1	Bahrain	P-3C UIIIR	Gulf
Nov 1996*	May 1997	PatWing-1	Al Masirah	P-3C UIIIR	Gulf

Two squadron P-3s in flight near Great Sitkin Mountain, Adak, Alaska.



* The squadron conducted split deployments to two or more sites during the deployment.



A close up of a squadron P-3 tail with the squadron's second insignia and tail code PD.

Wing Assignments

Wing	Tail Code	Assignment Date
FAW-4	CB	15 Mar 1951
FAW-2	CB	Sep 1951
FAW-4	CB	Feb 1952
COMFAIRALAMEDA	CB/PD [†]	Jun 1953
FAW-10	PD	29 Jun 1963
COMPATWINGSPAC [‡]	PD	30 Jun 1973
PatWing-10	PD	1 Jun 1981
PatWing-2	PD	20 Nov 1992

[†] The squadron's tail code was changed from CB to PD in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[‡] FAW-10 was disestablished on 30 June 1973 and the squadron was assigned to Commander Patrol Wings Pacific (COMPATWINGSPAC).



A close up of a squadron P-3 tail with the squadron's third insignia and tail code PD.

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award	
NUC	19 Mar 1967	1 Apr 1967
MUC	1 Dec 1967	31 May 1968
	1 Jun 1970	30 Nov 1970
	1 Jun 1971	20 Jul 1971
	8 Dec 1981	8 Jan 1982
(Cubi Det)	1 Feb 1972	15 Jul 1972
RVNGC	1 Mar 1969	30 Sep 1969
KSM	25 Jun 1952	5 Jan 1953
AFEM	1 Oct 1966	14 Jan 1967
	15 Apr 1969	15 May 1969
HSM (Crew 11)	4 May 1990	5 May 1990



A VP-9 P-3C(U) on approach to NAS Moffett Field in May 1982. Courtesy Rick R. Burgress Collection via Michael Grove.

Third VP-10

Lineage

Established as Patrol Squadron TEN (VP-10) on 19 March 1951, the third squadron to be assigned the VP-10 designation.

Squadron Insignia and Nickname

In an effort to establish a link with the history of the previous VP-10 (disestablished as VPB-23 on 25 January 1946), the squadron adopted the insignia devised by the earlier organization upon its formation in 1930. The date on which the official insignia of the squadron was accepted by CNO is unknown. A compass rose with the Big Dipper and Polaris as



The squadron's insignia was developed from a design used by a former VP-10.

background encloses the circular design. A homing torpedo is central (updated from the earlier design of a Mark IV depth charge). Two pairs of lighting-like radio waves are on either side of the torpedo at the top, the radio being an essential element of long-range patrols. The background stars are the navigator's guide in celestial navigation. The torpedo signifies the squadron's role in ASW. A banner at the bottom of the design contains the designation "Patrol Squadron Ten." Colors of the design: blue field with white stars; radio waves and torpedo, yellow with tip of torpedo red; banner, blue, with yellow letters.

Nickname: Red Lancers, 1968–present.

Chronology of Significant Events

Feb–Jun 1954: VP-10 deployed to various locations in the Caribbean area during the unrest in Guatemala and a tense revolutionary atmosphere in Central America. Detachments were located in the Azores, San Juan, P.R., Guantanamo Bay, Cuba, and Key West, Fla.

Oct 1954: VP-10 deployed to Keflavik, Iceland. During the period of Icelandic patrols, the squadron was tasked with conversion from the P2V-5 to the



A squadron P2V in flight.

newer P2V-5F, which necessitated sending crews to Burbank, Calif., to pick up the replacement aircraft at the factory. The transition was completed prior to the return of the squadron to NAS Brunswick in January 1955.

1957: VP-10 deployed to Argentia, Newfoundland. During the deployment the squadron participated in the annual exercise Operation Springboard at Roosevelt Roads, P.R. Before returning to home base in late 1957, the squadron flew to Thule, Greenland, to collect valuable information on the location and movement of ice formations in the northeast areas of Canada and Greenland.

Jul 1958: VP-10 was split into two detachments. One detachment deployed to Iceland with six aircraft to plot the ice coverage over the Denmark Straits. During the deployment the detachment visited Norway, Denmark, Holland, England, Germany and French Morocco. The second detachment flew to Lebanon and provided support during the Lebanon Crisis. Following the end of the crisis, they visited Spain, Morocco, Italy, Greece, Libya and Malta.

Feb 1959: A three-aircraft detachment visited Colombia, Ecuador, Peru and Chile. A second detachment of three aircraft visited Brazil, Uruguay, Argentina and Dutch Guyana. The flights were intended to bolster the faltering democratic governments of South American allies with a demonstration of U.S. military power and the "long reach" of Navy patrol squadrons.

Sep 1960: VP-10 conducted a "Hurricane," flying to Battle Creek, Mich., to escape Hurricane Donna. At the

end of the month, a part of the squadron deployed to Argentina, Newfoundland, for one week to assist the fleet in ASW exercises.

6-29 Jan 1961: VP-10 conducted a split deployment with six aircraft deployed to Rota, Spain, and five aircraft to Keflavik, Iceland. On 27 Jan 1961, the Rota detachment received an unusual request from the Portuguese government to assist in the search for *Santa Maria*, a Portuguese luxury liner, the seized by "pirates." The detachment operated briefly from the Isle DeSal in the Cape Verde Islands from 27 to 29 January 1961, before Portuguese authorities captured the ship.

7 Nov 1961: A VP-10 P2V-5F Neptune flying on ASW patrol crashed into the ocean with the loss of all 11 crewmen.

10 Oct 1962: VP-10 deployed a four-aircraft detachment to Lajes AFB, Azores, in support of the Cuban Quarantine.

13 Apr 1963: VP-10 flew SAR flights in an attempt to locate the missing nuclear submarine *Thresher* (SSN 593). After several hours of searching, a squadron aircraft spotted an oil slick at 41°43'N 64°57'W and radioed the position to surface vessels involved in the search. Remote submersible cameras located the wreckage, but all hands were lost.

30 Jan 1966: VP-10 deployed to Keflavik, Iceland, relieving VP-21. A detachment of the squadron also deployed to Argentina, Newfoundland. VP-10 was the first patrol squadron on that station with the P-3A Orion. The squadron transitioned to the newer P-3B upon return from deployment in June.

13 Jan 1967: VP-10 deployed to Keflavik with five of its new P-3Bs. Four other crews deployed to Puerto

Rico to take part in the annual Operation Springboard exercises at Roosevelt Roads. Upon completion, three aircraft deployed to Lajes, Azores, while the fourth rejoined the squadron at Keflavik.

15 Mar 1974: The squadron lost P-3B, BuNo. 152749, in a crash at sea 41 miles from NAS Brunswick, Maine. The crash resulted in the death of all five crew members and ended the squadron's record of 95,232 accident-free flying hours.

9 Aug 1978: VP-10 deployed to NAS Bermuda, during which the squadron received a Meritorious Unit Commendation for its achievements in tracking Soviet submarines.

Jan-Sep 1980: The squadron began receiving the updated P-3C UII aircraft at the rate of one per month. The squadron's P-3Bs were transferred to fleet reserve squadrons.

2 Jan 1980: A detachment of P-3B Orions of VP-10 deployed to Rota, Spain, flew photoreconnaissance missions to locate areas damaged by an earthquake which struck the Azores the day before, killing some 50 people and injuring another 500.

26 Jul 1981: VP-10 deployed to NAS Keflavik, Iceland. During the deployment the squadron was engaged in operation Ocean Venture against numerous friendly "targets." One of the players in the exercise turned out to be a Soviet Papa-class submarine that had wandered into the area while trying to conduct surveillance of the NATO surface activities. The successful exposure of the submarine and the squadron's general performance during the deployment earned VP-10 a Meritorious Unit Commendation from the Secretary of the Navy.



A squadron P-3B in flight over the Arctic, 1967.

25 Oct–2 Nov 1983: VP-10 provided several aircraft and crews for patrols in the vicinity of Grenada during Operation Urgent Fury in which U.S. forces deployed to Grenada to protect the lives of Americans on the island.

13 Sep 1989: A VP-10 P-3C Orion deployed on anti-drug patrol in the Puerto Rico operating area spotted a suspicious ship in the offshore waters of the Dominican Republic. Authorities were notified and the suspects were caught on the beach 11 miles from

Santo Domingo attempting to off-load 2,930 pounds of pure cocaine.

1 Jun 1991: VP-10 deployed to Sigonella, Sicily, and Jeddah, Saudi Arabia. The deployment had originally been planned for the Caribbean, but two factors changed those plans abruptly at the last moment: the disestablishment of VP-44 and Operation Desert Storm. In 4,500 accident-free flight hours during deployment, the squadron flew the equivalent of 6.5 times around the earth.



A squadron P-3C with a Harpoon missile under its wing being escorted by a TA-4J from VC-8, February 1996.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	10 Mar 1951

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAS Brunswick, Maine	Feb 1952



A squadron P-3C firing a Harpoon missile, February 1996.

Commanding Officers

	<i>Date Assumed Command</i>
CDR C. W. Craven	19 Mar 1951
CDR A. H. Henderson, Jr.	29 May 1952
CDR D. C. Carmichael	Jul 1953
CDR R. J. Fleming	26 Aug 1954
CDR W. E. Scarborough	Mar 1955
CDR E. L. Moss	Jul 1956
CDR W. W. Lape	18 Dec 1957
CDR W. T. Rapp	2 Dec 1958
CDR R. A. Kimener	29 Jan 1960
CDR T. J. Brady	7 Feb 1961
CDR Jens B. Hansen	9 Jan 1962
CDR E. Luka	28 Jan 1963
CDR D. E. Gately	9 Jan 1964
CDR K. W. Sharer	20 Nov 1964
CDR L. R. Roberts, Jr.	18 Nov 1965
CDR K. J. Bernstein	21 Sep 1966
CDR J. G. Redmond	3 Aug 1967
CDR Thomas K. Anaston, Jr.	26 Jul 1968
CDR Robert L. Williamson	15 Jul 1969
CDR Robert L. Latta	28 May 1970
CDR Joseph A. Pertel	30 Dec 1970
CDR R. J. Wallace	Dec 1971
CDR J. R. Sheets	10 Dec 1972
CDR R. J. Lanning	7 Dec 1973
CDR N. E. Koehler III	20 Dec 1974
CDR D. F. Parker	5 Dec 1975
CDR P. W. Wright	3 Dec 1976
CDR F. W. Gullett	2 Dec 1977
CDR K. D. Sullivan	14 Nov 1978
CDR J. M. Kaiser	16 Nov 1979
CDR E. B. Darsey	21 Nov 1980

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR D. P. Hickman	24 Nov 1981
CDR D. B. Bellamy	16 Nov 1982
CDR John E. Kane	17 Feb 1984
CDR N. L. Spires	31 May 1985
CDR C. T. Butler	Aug 1986
CDR Perry J. Martini	Sep 1987
CDR John D. Roberts	3 Aug 1988
CDR James A. Carman, Jr.	8 Sep 1989
CDR Peter A. Masciangelo	12 Sep 1990
CDR Carl P. Norton	6 Sep 1991
CDR Duane J. Phillips	4 Sep 1992
CDR Keith F. Koon	21 Oct 1993
CDR Thomas J. Arminio	30 Sep 1994
CDR Frank M. Munoz	8 Sep 1995
CDR Glen O. Woods	13 Sep 1996
CDR David C. Johnson	1997
CDR Richard W. Goodwyn	26 Jun 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-2	Mar 1951
P2V-3	1952
P2V-5	1954
P2V-5F	Dec 1954
P2V-5F Mod	Oct 1960
P-3A	Jul 1965
P-3B	Jan 1967
P-3C UII	Jan 1980
P-3C UII.5	1993
P-3C UIIIR	1995

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1953	15 Jan 1954	FAW-3	Malta	P2V-2	Med
Feb 1954	Jun 1954	FAW-11	Puerto R.	P2V-5	Carib
Oct 1954	2 Jan 1955	FAW-3	Keflavik	P2V-5F	NorLant
Nov 1955	Feb 1956	FAW-3	Argentina	P2V-5F	NorLant
1957	1957	FAW-3	Argentina	P2V-5F	NorLant
Jul 1958*	Nov 1958	FAW-3	Keflavik	P2V-5F	NorLant
Jul 1958*	Nov 1958	FAW-3	Malta	P2V-5F	Med
Feb 1959	Apr 1959	FAW-11	Pan-American	P2V-5F	SoLant
19 Aug 1959	25 Jan 1960	FAW-3	Rota	P2V-5F	Med
Sep 1960	Sep 1960	FAW-3	Argentina	P2V-5F	NorLant
6 Jan 1961	31 Mar 1961	FAW-3	Keflavik	P2V-5F Mod	NorLant
7 Apr 1962	Aug 1962	FAW-3	Argentina	P2V-5F Mod	NorLant
10 Oct 1962	Nov 1962	FAW-3	Lajes	P2V-5F Mod	Lant
Jun 1963	Aug 1963	FAW-3	Argentina	P2V-5F Mod	NorLant
1 Nov 1963	9 Apr 1964	FAW-3	Sigonella	P2V-5F Mod	Med
Aug 1964	Jan 1965	FAW-11	Key West	P2V-5F Mod	Carib
30 Jan 1966	Jun 1966	FAW-3	Keflavik	P-3A	NorLant
13 Jan 1967	15 Jul 1967	FAW-3	Keflavik	P-3B	NorLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
4 Jun 1968*	4 Dec 1968	FAW-3	Argentina	P-3B	NorLant
4 Jun 1968*	4 Dec 1968	FAW-3	Bermuda	P-3B	Lant
Jun 1969	Nov 1969	FAW-3	Rota	P-3B	Med
22 Feb 1970	17 Jul 1970	FAW-3	Keflavik	P-3B	NorLant
26 Feb 1971	9 Jul 1971	FAW-3	Sigonella	P-3B	Med
13 Dec 1972	21 Jan 1973	PatWing-5	Rota	P-3B	Med
31 Jul 1973	9 Jan 1974	PatWing-5	Rota/Lajes	P-3B	Med
26 Aug 1974*	23 Jan 1975	PatWing-5	Lajes	P-3B	Lant
26 Aug 1974*	23 Jan 1975	PatWing-5	Bermuda	P-3B	Lant
2 Feb 1976*	29 Jun 76	PatWing-5	Rota	P-3B	Med
2 Feb 1976*	29 Jun 1976	PatWing-5	Lajes	P-3B	Lant
4 May 1977*	20 Oct 1977	PatWing-5	Rota	P-3B	Med
4 May 1977*	20 Oct 1977	PatWing-5	Lajes	P-3B	Lant
9 Aug 1978	2 Feb 1979	PatWing-5	Bermuda	P-3B	Lant
3 Dec 1979*	7 May 1980	PatWing-5	Rota	P-3B	Med
3 Dec 1979*	7 May 1980	PatWing-5	Lajes	P-3B	Lant
26 Jul 1981	26 Jan 1982	PatWing-5	Keflavik	P-3C UII	NorLant
8 Dec 1982	11 May 1983	PatWing-5	Keflavik	P-3C UII	NorLant
9 Apr 1984	11 Sep 1984	PatWing-5	Bermuda	P-3C UII	Lant
11 Jul 1985	18 Dec 1985	PatWing-5	Keflavik	P-3C UII	NorLant
10 Dec 1986*	May 1987	PatWing-5	Rota	P-3C UII	Med
10 Dec 1986*	May 1987	PatWing-5	Lajes	P-3C UII	Lant
10 May 1988	10 Nov 1988	PatWing-5	Keflavik	P-3C UII	NorLant
13 Sep 1989	Oct 1989	PatWing-11	Panama	P-3C UII	Carib
Dec 1989*	23 Jun 1990	PatWing-5	Rota	P-3C UII	Med
Dec 1989*	23 Jun 1990	PatWing-5	Sigonella	P-3C UII	Med
1 Jun 1991*	29 Nov 1991	PatWing-1	Jeddah	P-3C UII	Gulf
1 Jun 1991*	29 Nov 1991	PatWing-5	Sigonella	P-3C UII	Med
Feb 1993	Jul 1993	PatWing-11	Roosevelt Rds	P-3C UII.5	Carib
Jul 1994	Jan 1995	PatWing-5	Sigonella	P-3C UII.5	Carib
Feb 1996	Aug 1996	PatWing-5	Keflavik	P-3C UIIIR	NorLant
Aug 1997*	Feb 1998	PatWing-5	Keflavik	P-3C UIIIR	NorLant
Aug 1997*	Feb 1998	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
Aug 1997*	Feb 1998	PatWing-11	Panama	P-3C UIIIR	Carib

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	HK	10 Mar 1951
FAW-3	HK/LD [†]	Feb 1952
FAW-5/PatWing-5 [‡]	LD	1 Jul 1971

[†] The squadron's tail code was changed from HK to LD in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[‡] FAW-5 was redesignated PatWing-5 and COMPATWINGSLANT on 1 July 1973, a dual hatted command. On 1 July 1974 Patrol Wing 5 (PatWing-5) was established as a separate command.



A VP-10 P-3B at NAS Moffett Field in June 1979 (Courtesy Rick R. Burgess Collection).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	15 Nov 1967	2 Jul 1968
	15 Dec 1982	11 May 1983
MUC	28 Jun 1968	27 Jul 1968
	8 Apr 1970	15 Apr 1970
	30 Jul 1973	9 Jan 1974
	29 Mar 1976	30 Apr 1976
	9 Aug 1978	8 Feb 1979
	30 Jul 1981	26 Jan 1982
	5 Apr 1984	12 Sep 1984
	9 Dec 1986	9 Jun 1987
(Cuba Det)	18 Sep 1978	23 Sep 1978
(Panama Det)	18 Sep 1978	30 Sep 1978
AFEM	4 Oct 1962	31 Dec 1962
(Part.Aircrew)	23 Oct 1983	21 Nov 1983
JMUA	5 Aug 1990	12 Oct 1990
	10 May 1991	9 Nov 1991

Fourth VP-11

Lineage

Established as Patrol Squadron ELEVEN (VP-11) on 15 May 1952, the fourth squadron to be assigned the VP-11 designation.

Disestablished on 15 January 1997.

Squadron Insignia and Nickname

The insignia of VP-11 was adopted from an earlier squadron with the same designation (VP-11, later VPB-11) that was disestablished on 20 June 1945. The



The squadron's insignia was developed from a design used by a former VP-11.

with gold wings; background, navy blue; piping, gold; letters, gold.

Nickname: Lovin' Eleven, 1981.

Pegasus, 1982–1997.

Chronology of Significant Events

15 May 1952: VP-11 was established at NAS Quonset Point, R.I., with a complement of 12 P4Y-2 patrol aircraft (a redesignated Privateer PB4Y-2 bomber, with the B for bomber dropped in favor of its new patrol designation).

Jan–Jun 1953: VP-11 conducted its first deployment to Argentia, Newfoundland. Upon return, the squadron was assigned new Neptune P2V-5s as replacements for the WWII vintage Privateers.



A couple of squadron P4Y-2s in flight, circa 1953.



A close up of a squadron P4Y-2 showing personnel installing a .50 caliber machine gun in a side turret, 1952.

Nov 1960–Mar 1961: VP-11 participated in underwater sound tests (Project Breezeway) with the Office of Naval Research from November to December 1960. The squadron was again called upon to assist in tests of new sonobuoy equipment during January to March 1961.

8 Feb 1962: A detachment of VP-11 at NAS Argentia, Newfoundland, began ice reconnaissance flights over the Gulf of St. Lawrence to aid in evaluating satellite readings of the ice formations transmitted by Tiros 4 which was put into orbit the same day.

24 Oct–14 Nov 1962: VP-11 deployed to Argentia, Newfoundland, on 12 hours' notice during the Cuban Missile Crisis. Surveillance flights totaling 1,065 flying hours were conducted through 14 November 1962.

6 May–19 Aug 1965: VP-11 conducted around-the-clock surveillance operations with nine aircraft operating out of Guantanamo Bay, Cuba, during the Dominican Republic Crisis. Operations ceased on 3 June 1965 and all but four aircraft returned to NAS Brunswick. The remaining four aircraft and crews continued surveillance in the Caribbean until 19 August 1965.

12 Oct 1967: VP-11 deployed to NAF Keflavik, Iceland. The squadron was awarded a Navy Unit Commendation for its ASW activities during that period of operations. It was the first time the award had been given to a patrol squadron not in a combat zone.

14–26 Sep 1969: Elements of VP-11 participated in a NATO exercise Operation Squeezeplay, conducted from St. Mawgan, England.

23 Jul 1972: VP-11 received emergency deployment orders to WestPac. The squadron departed NAS Brunswick for NAS Cubi Point, R.P., arriving 26 July. A small detachment was maintained at RTNB U-Tapao, Thailand. Upon arrival in the Philippines the squadron's deployment was greatly impeded by a



A squadron P-3B in flight, 1974.

record rainfall of 74.4 inches. Despite the difficulties, the squadron was able to conduct assigned sector patrols of the South China Sea and Gulf of Tonkin. For its humanitarian efforts during disaster relief operations in the Philippines, the squadron was awarded a Philippine Presidential Unit Citation.

25 Oct 1973: The last P-3B DIFAR upgrade on the squadron's aircraft was completed on this date. VP-11 was the last East Coast P-3 squadron to be fitted with DIFAR, which replaced the 10-year-old JULIE system for detection and tracking of submarines.

14 Apr 1975: VP-11 conducted a split deployment to Rota, Spain, and Lajes, Azores. During the deployment the squadron hosted officers from Canada, Iran and Norway to familiarize them with the P-3 and its operational capabilities.

15 Oct 1977: VP-11 deployed to Rota, Spain, and Lajes, Azores. On 11 December 1977, one of the squadron's P-3Bs, BuNo. 153428, crashed into a mountain on Hierro Island, Canary Islands; all 13 crew members were lost.

26 Jul 1978: Squadron detachments participated in UNITAS operations and visited seven South American countries during the exercises.

23 Jan 1979: VP-11 conducted a split deployment to Rota, Spain, and Lajes, Azores. During the deployment the opportunity was taken to run exercise simulations against the Soviet *Kiev* and *Minsk* battle groups present in the Mediterranean Sea.

24 Jul 1979: Commander G. T. Martinsen, the squadron's commanding officer, died of a myocardial infarction during a squadron briefing at NAS Brunswick, Maine. Commander J. M. Evans, executive officer, acceded to command.

2 Feb 1981: Phase I in the transition from the P-3B DIFAR to the P-3C UII began with the training of the first increment of four VP-11 crews at NAS Jacksonville, Fla. VP-30 conducted the transition training for VP-11.

12 Nov 1981: VP-11 sent five crews to NS Roosevelt Roads to participate in READDEX 1-82. During the exercise the squadron had its first opportunity to fire a "live" Harpoon missile, successfully hitting the target.

13 Dec 1985–24 May 1986: VP-11 deployed to NAS Keflavik, Iceland, returning to NAS Brunswick on 24 May 1986. During the deployment the squadron collected environmental data on the Marginal Ice Zone, and tested the efficiency of ice-penetrating sonobuoys.



A VP-11 P-3B at NAS Glenview in February 1980 (Courtesy Rick R. Burgess Collection).

9 Jun 1987: The squadron conducted a split deployment to Rota, Spain, and Lajes, Azores. During operations in the Mediterranean Sea the squadron had numerous practice attack simulations against *Iowa* battle group and the Soviet *Kiev* battle group—the former willingly, the latter unknowingly.

10 Nov 1988: VP-11 deployed to NAS Keflavik, Iceland. The first two months of the deployment were during the worst weather conditions on record for over a decade; never-the-less, squadron P-3s performed all assigned missions. By the end of the deployment 744 sorties had been flown, with 17 frontline Soviet submarines contacted.

Jun 1989: A detachment of eight aircraft deployed to NAS Key West, Fla., to assist in anti-drug operations with Joint Task Force Four. The detachment flew over



Two squadron P-3Cs in flight, circa early 1990s.

300 hours in support of task force operations, resulting in severe disruption of the drug smuggling routes into the U.S.

10 Jun 1990: VP-11 deployed to NAF Sigonella, Sicily. During the deployment the squadron flew numerous missions in support of Operation Desert Shield, which began on 2 August 1990. Two detachments were maintained for Operation Desert Shield support, one at Souda Bay, Crete, the other at Jeddah, Saudi Arabia.

4 Jan 1992: VP-11 conducted a split deployment to NS Roosevelt Roads, P.R., and NAF Rota, Spain. The detachment at Roosevelt Roads flew many missions in support of national drug control strategy. As the lead squadron, the detachment was responsible for the detection and monitoring of aerial and maritime transit of illegal drugs into the U.S. The detachment's participation in the operation resulted in the seizure of 10,000 kilos of cocaine and 20 tons of marijuana.

1993: VP-11 conducted another split deployment with detachments at Sigonella, Sicily, and Jeddah, Saudi Arabia. The squadron flew over 250-armed sorties in the Adriatic Sea in support of UN resolutions against the former Republic of Yugoslavia. The squadron was the first to carry the new AGM-65 Maverick missile on patrol aircraft.

17 Jun 1994: VP-11 deployed to NS Roosevelt Roads, P.R. During the deployment the squadron flew numerous missions in support of the U.S. Coast Guard and U.S. Customs Service. Operations resulted in 29 interdictions, 13 vessels seized and 77 narcotics traffickers arrested. A total of 12,000 kilos of cocaine and 45,000 pounds of marijuana with an estimated street value of over \$1 billion was destroyed.

15 Jan–2 Aug 1997: VP-11 was disestablished. The disestablishment ceremony was held at NAS Brunswick, Maine, on 2 August 1997.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Quonset Point, R.I.	15 May 1952
NAS Brunswick, Maine	1954

Commanding Officers

	<i>Date Assumed Command</i>
CDR J. Weiss	15 May 1952
CDR H. Hines	Oct 1953
CDR J. S. Kilner, Jr.	Oct 1954
CDR William M. Hodges	Nov 1955
CDR W. B. Oliver	Jan 1957
CDR D. Lawson	27 May 1958
CDR J. H. Burton	8 Jun 1959
CDR Vance E. Horswell	13 Jun 1960
CDR William L. Hudspeth	20 Jun 1961
CDR Raymond G. Neal	21 Jun 1962
CDR R. A. Gaul	6 Jun 1963
CDR James P. Richardson	17 Jul 1964
CDR J. E. Klause	6 May 1965
CDR R. R. Falkenstein	6 May 1966
CDR R. D. Hartell	May 1967
CDR W. S. Myers	May 1968
CDR R. Gradel	2 Jul 1969
CDR S. G. Boyett	26 Jun 1970
CDR Robert C. Crawford	15 Jun 1971
CDR C. F. Hendrickson, Jr.	6 Jun 1972
CDR W. A. O'Neil	15 Jun 1973

Commanding Officers—Continued

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
CDR Josef S. Kuckelkorn	28 Jun 1974	P4Y-2	May 1952
CDR Robert L. Prehn	30 Jun 1975	P2V-5	Jun 1953
CDR David A. Hilty	28 Jun 1976	P2V-7	1956
CDR M. J. Bartolomei	30 Jun 1977	SP-2H	Dec 1962
CDR E. M. Brittingham	29 Jun 1978	P-3B	Jan 1967
CDR G. T. Martinsen	5 Jun 1979	P-3B DIFAR	Oct 1973
CDR John M. Evans	24 Jul 1979	P-3C UII	1981
CDR Glenn W. Ritchey, Jr.	5 Sep 1980	P-3C UII.5	1993
CDR R. S. Noce	6 Aug 1981		
CDR J. R. Ryan	13 Aug 1982		
CDR Robert G. Nolan	19 Nov 1983		
CDR Rocklin E. Gmeiner, Jr.	19 Feb 1985		
CDR Gregory A. Markwell	28 Jun 1986		
CDR David A. Larson	1987		
CDR Donald K. Miskill, Jr.	12 Aug 1988		
CDR Robert P. Scott	1989		
CDR John R. Miller	Aug 1990		
CDR John P. Horsman, Jr.	Aug 1991		
CDR Alex S. Hill	13 Aug 1992		
CDR Anthony L. Winns	24 Jul 1993		
CDR Paul J. C. Hulley	29 Jul 1994		
CDR David A. Williams	7 Jul 1995		



A squadron P2V in flight, circa late 1950s.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1953	Jun 1953	FAW-3	Argentina	P4Y-2	NorLant
Jan 1954	Jun 1954	FAW-3	Malta	P2V-5	Med
Apr 1955	Sep 1955	FAW-3	Malta	P2V-5	Med
1956	1956	FAW-3	Malta	P2V-7	Med
17 Oct 1957	24 Feb 1958	FAW-3	Malta	P2V-7	Med
1 Mar 1959	22 Aug 1959	FAW-3	Rota	P2V-7	Med
Feb 1960	Mar 1960	FAW-3	Keflavik	P2V-7	NorLant
7 Aug 1960*	8 Jan 1961	FAW-3	Keflavik	P2V-7	NorLant
7 Aug 1960*	8 Jan 1961	FAW-3	Sicily	P2V-7	Med
24 Oct 1962	14 Nov 1962	FAW-3	Argentina	P2V-7	NorLant
9 Feb 1963*	2 Jul 1963	FAW-3	Rota	SP-2H	Med
9 Feb 1963*	2 Jul 1963	FAW-3	Keflavik	SP-2H	NorLant
Mar 1964	May 1964	FAW-11	Guantanamo	SP-2H	Carib
29 Aug 1964	2 Feb 1965	FAW-3	Sicily	SP-2H	Med
6 May 1965	19 Aug 1965	FAW-11	Cuba	SP-2H	Carib
27 Jan 1966	7 Jul 1966	FAW-3	Rota	SP-2H	Med
12 Oct 1967	Mar 1968	FAW-3	Keflavik	P-3B	NorLant
25 Feb 1969*	27 Jun 1969	FAW-3	Keflavik	P-3B	NorLant
25 Feb 1969*	27 Jun 1969	FAW-3	Lajes	P-3B	Lant
3 Feb 1970	2 Mar 1970	FAW-3	Bermuda	P-3B	Lant
12 Jul 1970	13 Nov 1970	FAW-3	Lajes	P-3B	NorLant
29 Jun 1971	15 Dec 1971	FAW-5	Rota/Lajes	P-3B	Med
23 Jul 1972*	8 Nov 1972	FAW-8	Cubi	P-3B	WestPac
23 Jul 1972*	8 Nov 1972	FAW-8	U-Tapao	P-3B	WestPac
Jan 1973	Mar 1973	FAW-5	Rota/Lajes	P-3B	Med
1 Nov 1973	25 Mar 1974	PatWing-5	Bermuda	P-3B DIFAR	Lant
14 Apr 1975	5 Sep 1975	PatWing-5	Rota/Lajes	P-3B DIFAR	Med

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 May 1976	30 Jun 1976	PatWing-5	Bermuda	P-3B DIFAR	Lant
15 Oct 1977	23 Mar 1978	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
26 Jul 1978	1 Dec 1978	PatWing-11	Pan-American	P-3B DIFAR	SoLant
23 Jan 1979	11 Jul 1979	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
1 May 1980	4 Nov 1980	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
19 Jan 1982	26 Jul 1982	PatWing-5	Keflavik	P-3C UII	NorLant
9 May 1983	5 Oct 1983	PatWing-5	Keflavik	P-3C UII	NorLant
9 Sep 1984	13 Feb 1985	PatWing-5	Bermuda	P-3C UII	Lant
13 Dec 1985	24 May 1986	PatWing-5	Keflavik	P-3C UII	NorLant
9 Jun 1987	7 Dec 1987	PatWing-5	Rota/Lajes	P-3C UII	Med
10 Nov 1988	10 May 1989	PatWing-5	Keflavik	P-3C UII	NorLant
Jun 1989	Jul 1989	PatWing-11	Key West	P-3C UII	Carib
10 Jun 1990*	10 Dec 1990	PatWing-5	Signonella	P-3C UII	Med
2 Aug 1990*	10 Dec 1990	PatWing-1	Jeddah	P-3C UII	Red Sea
4 Jan 1992*	11 Jul 1992	PatWing-11	Roosevelt Rds.	P-3C UII	Carib
4 Jan 1992*	11 Jul 1992	PatWing-5	Rota	P-3C UII	Med
May 1993*	Sep 1993	PatWing-5	Signonella	P-3C UII.5	Med
May 1993*	Sep 1993	PatWing-1	Jeddah	P-3C UII.5	Red Sea
17 Jun 1994	17 Dec 1994	PatWing-11	Roosevelt Rds.	P-3C UII.5	Carib
Jan 1996	Jun 1996	PatWing-5	Signonella	P-3C UII.5	Med

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-3	HB/LE†	15 May 1952
FAW-5/PatWing-5‡	LE	1 Jul 1971

† The squadron's tail code was changed from HB to LE in 1957. The effective date for this change was most likely the beginning FY 1958 (1 July 1957).

‡ FAW-5 was redesignated PatWing-5 and COMPATWINGS LANT on 1 July 1973, a dual hatted command. On 1 July 1974 Patrol Wing 5 (PatWing-5) was established as a separate command.



A close up of a squadron P-3 tail with the insignia and tail code LE.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	12 Oct 1967	15 Feb 1968
	5 May 1980	5 Nov 1980
MUC	5 Sep 1969	30 Jun 1970
	1 Jun 1975	16 Jul 1975
	27 Jan 1982	27 Jul 1982
	11 May 1983	5 Oct 1983
	10 Jun 1990	10 Dec 1990
NEM	5 Aug 1990	21 Feb 1991
AFEM	24 Oct 1962	31 Dec 1962
	10 May 1965	10 Aug 1965
NAVE	1 Oct 1979	30 Sep 1980
SASM	10 Nov 1990	9 Dec 1990
JMUA	19 Jun 1991	14 Aug 1991
	9 Jan 1992	30 Apr 1992
RPPUC	21 Jul 1972	15 Aug 1972



Two squadron P-3s on the tarmac with personnel forming the designation VP-11.

Third VP-16

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SIX (VP-906) in May 1946.

Redesignated Medium Seaplane Squadron FIFTY SIX (VP-ML-56) on 15 November 1946.

Redesignated Patrol Squadron SEVEN HUNDRED FORTY ONE (VP-741) in February 1950.

Redesignated Patrol Squadron SIXTEEN (VP-16) on 4 February 1953, the third squadron to be assigned the VP-16 designation.

Squadron Insignia and Nickname

The first insignia used by the squadron was approved by CNO on 15 October 1951 when it was still VP-741. The design featured a Disney-like alligator wearing a sailor's hat with a spy glass in its left hand and in its right a bomb poised ready to throw at a



The squadron's first insignia was a cartoon designed alligator.

periscope projecting from the water. Colors: background, white; water, light blue; periscope, telescope and bomb, black; upper body of alligator, dark green; alligator chest, light green; tongue and bomb tip, red. The nickname "Fighting Gators," was highlighted in red above the top of the design, and the designation Patrol Squadron 741, across the bottom.

The second insignia used by the squadron superseded the previous design after its approval by CNO on 30 October 1953. The insignia portrays an eagle



The squadron's second insignia featured an eagle probing for a submarine.

perched on a fish bowl probing for a small, fish-like submarine. The heraldic significance of the American Eagle probing for the submarine in its confined space of operation portrays the antisubmarine warfare mission of the squadron. Colors: background, red; body and wings of eagle, black; head, white; beak and feet, orange; water in fish bowl, blue; submarine, black. The nickname "Eagles," is highlighted in white against a black background over the top of the design and Patrol Squadron Sixteen across the bottom.

Nickname: Fighting Gators, 1951–1953.

Eagles, 1961–1968.

War Eagles, 1983–present.

Chronology of Significant Events

May 1946: VP-906 was established as a reserve squadron, home-ported at NAS Jacksonville, Fla., under operational control of FAW-11 and administratively under Naval Air Reserve Training Command. The squadron was one of 21 reserve patrol squadrons established after the war to accommodate the large number of aircrews recently released from active duty, utilize the enormous stocks of aircraft in the inventory and serve as an experienced manpower pool in the event new Cold War tensions erupted into a shooting war. VP-906 flew the Lockheed PV-2 Harpoon and the amphibious PBY-5A/6A Catalina.

15 Nov 1946: VP-906 was redesignated VP-ML-56 while at Cecil Field, Fla. Under the new designation system, reserve squadron number designations began with the number 51 and regular Navy squadrons began with 1. All reserve patrol squadrons were designated as ML. The ML designation used by the reserves stood for either Medium Patrol Squadrons flying the twin-engine PV-2 Harpoon or Medium Seaplane Squadrons flying the amphibious PBY-5A Catalina. Regular Navy patrol squadrons flying the PV-2 were designated ML also, but those flying the PBY-5A were designated AM for Amphibian.

Feb 1950: VP-ML-56 was redesignated VP-741 during the reorganization of Naval Aviation reserve units, effective the first quarter of 1950. In this period of extensive defense spending reductions the number of Naval Aviation reserve patrol squadrons was reduced from a 1949 total of 24 to only 9.

1 Mar 1951: VP-741 was recalled to active duty by the president, the last of the nine reserve patrol squadrons recalled for service during the Korean War period. Of the Atlantic fleet squadrons, only one regular Navy squadron, VP-7, saw limited combat while stationed at Iwakuni, Japan, in the last month of the war.

4 Feb 1953: After the Korean War the decision was made to augment all of the nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. VP-741 was redesignated



Squadron personnel surrounding one of its P2Vs at NAS Jacksonville, 1952.

nated VP-16. The redesignations did not require changes in tail codes or home ports.

10 Nov 1956: The squadron deployed to Keflavik, Iceland. While on duty at this location the Middle East Crisis, sparked by the seizure of the Suez Canal, kept the squadron flying around the clock to protect NATO's northern flank. After the situation was defused, VP-16 conducted a series of goodwill tours to several European countries before returning to the U.S. in April 1957.

Mar 1960: VP-16 deployed to NS Roosevelt Roads, P.R., and participated in Operation Springboard 1960.

May 1960: The squadron participated in test shots of the Redstone and Atlas missiles as part of Task Force 140, Project Mercury Recovery Force.

12 Dec 1960: VP-16 deployed to NAF Sigonella, Sicily, for a five-month tour of duty, relieving VP-5. The squadron provided shipping surveillance in the Mediterranean Sea for the Sixth Fleet and responded

to the *Santa Maria* incident—the seizure of a Portuguese vessel by dissidents. VP-16 was one of several squadrons called on to assist in the search for the ship.

29 Nov 1963–Mar 1964: Seven squadron aircraft departed for Guantanamo Bay, Cuba, to provide surveillance during the Cuban Missile Crisis, relieving VP-23. The detachment was relieved in March 1964 by VP-11.

1 Dec 1964: VP-16 relieved VP-49 at Kindley AFB, Bermuda. This was the first deployment for the squadron in its new P-3A Orion aircraft.

23 Mar 1965: The squadron participated in operations involving the launching and recovery of the *Gemini 3* space capsule, which carried John Young and Virgil Grissom into orbit and returned them safely after completing three orbits.

27 Jul 1965: A squadron Orion, BuNo. 151380, crashed at Bermuda with four crew casualties.

15 Feb 1966: A detachment of three aircraft was sent to Ascension Island in support of the project Apollo-Saturn 201, Task Force 140. This operation was the first unmanned spacecraft of the Apollo series to be fired into suborbital flight by a Saturn rocket.

2 Dec 1966: VP-17 deployed to NS Sangle Point, R.P., with a detachment at NAF U-Tapao, Thailand. During the deployment the squadron missions in-



A squadron P2V in flight.

cluded Market Time patrols and Yankee Team patrols, Ocean Surveillance Air Patrol, and Special Ocean Surveillance Air Patrols. Patrols were often conducted within 12 miles of the coasts of North Vietnam and throughout the Gulf of Tonkin. The squadron completed over 500 missions during its only tour in the Vietnam zone of operations.

12 Dec 1967: The Eagles deployed to NS Rota, Spain, as the first P-3 Orion detachment to operate from a Mediterranean base.

Jan 1971: VP-16 retrofitted all of its P-3A aircraft with the DIFAR advanced submarine detection system. In July, the Eagles deployed to NAF Sigonella, Sicily, to test their newly outfitted DIFAR aircraft. The squadron conducted extensive testing of the new



A VP-16 P-3C(U2) at NAS Keflavik in June 1984 (Courtesy Rick R. Burgess Collection via D. Jay).

equipment during numerous exercises in the Mediterranean Sea.

25 Oct–2 Nov 1983: VP-16 provided several aircraft and crews for patrols in the vicinity of Grenada during Operation Urgent Fury, in which U.S. forces were deployed to Grenada to protect the lives of Americans on the island.

Aug 1985: VP-16 deployed to NAS Bermuda. During the deployment three-aircraft detachments were maintained at NS Roosevelt Roads, P.R., to participate in Operation Hat Trick II, drug interdiction patrols in the Caribbean.

10 Aug 1988: VP-16 deployed to NAS Bermuda, relieving VP-24. The squadron participated in Operation Checkmate 7, interdicting suspected drug trafficking in the Caribbean.



A squadron P-3C in flight, 1990.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	May 1946

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1950
CDR Charles W. Rodgers	Jan 1951
CDR James W. Hardy	6 Dec 1952
CDR Paul J. Bruneau	Feb 1954
CDR P. Bazier	Feb 1955
CDR M. A. Piper	Feb 1956
CDR E. B. Abrams	Mar 1957
CDR J. W. Clark	9 Jul 1958
CDR L. T. Barco, Jr.	3 Sep 1959
CDR R. F. Bishop	13 May 1960
CDR R. G. Bagby	31 May 1961
CDR C. E. Rodgers	9 Apr 1962
CDR L. H. Boutte	30 Apr 1963
CDR William Vaught	6 Mar 1964
CDR Charles Eadie	1 May 1965
CDR D. D. Spoon	29 Apr 1966
CDR D. C. Carruth	28 Apr 1967
CDR T. H. Ross	Apr 1968
CDR R. H. Schulze	30 Apr 1969
CDR E. R. Nordtvedt	2 Apr 1970
CDR J. F. Wetzel	29 Apr 1971
CDR K. W. Mirise	21 Apr 1972
CDR R. G. Castle	Apr 1973
CDR L. L. Maloy	30 Apr 1974
CDR C. C. Pease	Apr 1975
CDR Richard Silverman	Apr 1976
CDR Austin W. Rehfield	Apr 1977

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR G. F. Wright	12 May 1978
CDR R. F. Testa	15 Jun 1979
CDR C. T. Moyer III	12 Jun 1980
CDR Daniel Oliver	Jun 1981
CDR J. E. Mutty	11 Jun 1982
CDR J. L. Harford	Jun 1983
CDR James V. Quorollo, Jr.	6 Jul 1984
CDR James R. Love	31 Aug 1985
CDR James M. Piotrowski	5 Dec 1986
CDR Ernest L. Morris, Jr.	4 Dec 1987
CDR Gregory P. Harper	9 Dec 1988
CDR Greg L. Wedding	15 Dec 1989
CDR John L. Bohn II	7 Dec 1990
CDR David K. Oliveria	6 Dec 1991
CDR Christopher C. Ames	14 Jan 1993
CDR Robert W. Andersen	25 Feb 1994
CDR James J. Cardosi	20 Jan 1995

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A/PBY-6A	May 1946
P2V-2/3	1950
P2V-5	Feb 1955
P2V-5F	Mar 1956
SP-2E	Dec 1962
P-3A	Jul 1964
P-3A DIFAR	Jan 1971
P-3C	Aug 1973
P-3C UII.5	Jun 1983
P-3C UIIIR	Oct 1990



A squadron P-3C carrying a Harpoon missile en route to Vieques Island, Puerto Rico for a test launch, February 1996.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Mar 1952*	Jul 1952	FAW-11	Fr. Morocco	P2V-2/3	Med
1 Mar 1952*	Jul 1952	FAW-11	Lajes	P2V-2/3	Lant
1 Mar 1953	Aug 1953	FAW-11	Port Lyautey	P2V-2/3	Med
May 1954	Sep 1954	FAW-11	Keflavik	P2V-2/3	NorLant
Jul 1955	10 Dec 1955	FAW-11	Port Lyautey	P2V-5	Med
10 Nov 1956	1 Apr 1957	FAW-11	Keflavik	P2V-5F	NorLant
Feb 1958*	Jul 1958	FAW-11	Port Lyautey	P2V-5F	Med
Feb 1958*	Jul 1958	FAW-11	Keflavik	P2V-5F	NorLant
4 May 1959	5 Oct 1959	FAW-11	Argentina	P2V-5F	NorLant
Mar 1960	May 1960	FAW-11	Roosevelt Rds.	P2V-5F	Carib
12 Dec 1960	8 May 1961	FAW-11	Sigonella	P2V-5F	Med
3 Jul 1961	Sep 1961	FAW-11	Roosevelt Rds.	P2V-5F	Carib
9 Dec 1961*	13 Feb 1962	FAW-11	Rota	P2V-5F	Med
9 Dec 1961*	13 Feb 1962	FAW-11	Keflavik	P2V-5F	NorLant
10 Sep 1962	Feb 1963	FAW-11	Keflavik	SP-2E	NorLant
3 Jun 1963	Aug 1963	FAW-11	Roosevelt Rds.	SP-2E	Carib
29 Nov 1963	2 Mar 1964	FAW-11	Guantanamo	SP-2E	Carib
1 Dec 1964	1 Sep 1965	FAW-11	Bermuda	P-3A	Lant
18 Jan 1966	1 Mar 1966	FAW-8	Ascension Is.	P-3A	SoLant
2 Dec 1966	2 Jun 1967	FAW-8	Sangley Pt.	P-3A	WestPac
18 Jan 1967*	18 Feb 1967	FAW-8	U-Tapao	P-3A	WestPac
12 Dec 1967	25 May 1967	FAW-11	Rota	P-3A	Med
Oct 1968*	Jan 1969	FAW-11	Bermuda	P-3A	Lant
Oct 1968*	Jan 1969	FAW-11	Argentina	P-3A	NorLant
Oct 1969	Feb 1970	FAW-11	Bermuda	P-3A	Lant
Jun 1970	27 Oct 1970	FAW-11	Bermuda	P-3A	Lant
Jul 1971	Dec 1971	FAW-11	Sigonella	P-3A DIFAR	Med
9 Aug 1972	Jan 1973	FAW-11	Bermuda	P-3A DIFAR	Lant
Nov 1973	May 1974	PatWing-11	Sigonella	P-3C	Med



A squadron P-3C in the snow, most likely Keflavik, 1984.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Apr 1975	Sep 1975	PatWing-11	Keflavik	P-3C	NorLant
Jun 1976	Nov 1976	PatWing-11	Sigonella	P-3C	Med
Nov 1977	May 1978	PatWing-11	Keflavik	P-3C	NorLant
14 Dec 1978	15 May 1979	PatWing-11	Sigonella	P-3C	Med
6 Apr 1980	6 Sep 1980	PatWing-11	Sigonella	P-3C	Med
Aug 1981	Feb 1982	PatWing-11	Bermuda	P-3C	Lant
Jan 1983*	Jun 1983	PatWing-11	Rota	P-3C	Med
Jan 1983*	Jun 1983	PatWing-11	Lajes	P-3C	Lant
12 Mar 1984	Aug 1984	PatWing-11	Keflavik	P-3C	NorLant
Aug 1985	4 Feb 1986	PatWing-11	Bermuda	P-3C	Lant
2 Jan 1987	2 Jun 1987	PatWing-11	Sigonella	P-3C	Med
10 Aug 1988	Feb 1989	PatWing-11	Bermuda	P-3C UII.5	Lant
1 Jan 1990	Jun 1990	PatWing-11	Sigonella	P-3C UII.5	Med
1 Aug 1991*	Mar 1992	PatWing-11	Keflavik	P-3C UII.5	NorLant
1 Aug 1991*	Mar 1992	PatWing-11	Bermuda	P-3C UIIIR	Lant
1 Jul 1992	Sep 1992	PatWing-11	Rota	P-3C UIIIR	Med
21 Jul 1993*	31 Dec 1993	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
21 Jul 1993*	Jan 1994	PatWing-11	Panama	P-3C UIIIR	Carib
Feb 1995	Aug 1995	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Aug 1996	Feb 1997	PatWing-11	Sigonella	P-3C UIIIR	Med

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11/PatWing-11 [§]	HH [†] /LF [‡]	May 1946

[†] The squadron remained a part of FAW-11, but was assigned tail code HH when called to active duty in 1951.

[‡] The squadron's tail code was changed from HH to LF in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[§] FAW-11 was redesignated Patrol Wing 11 (PatWing-11) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
	9 Jun 1976	6 Nov 1976
	11 Mar 1981	10 Feb 1982
	29 Dec 1982	1 Jun 1983
MUC	15 Mar 1984	15 Aug 1984
	1 Jan 1983	31 Dec 1983
NAVE	1 Jan 1983	31 Dec 1983
RVNGC	1 Dec 1966	31 May 1967
AFEM (Grenada)	23 Oct 1983	21 Nov 1983
NEM (Lebanon)	3 Jan 1983	31 May 1983



A couple of squadron P-3Cs fly over Jacksonville, Fla., December 1994.

Third VP-17

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SIXTEEN (VP-916) on 1 July 1946.

Redesignated Medium Patron SIXTY SIX (VP-ML-66) on 15 November 1946.

Redesignated Patrol Squadron SEVEN HUNDRED SEVENTY TWO (VP-772) in February 1950.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 4 February 1953, the third squadron to be assigned the VP-17 designation.

Redesignated Heavy Attack Mining Squadron TEN (VA-HM-10) on 1 July 1956.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 1 July 1959.

Disestablished on 31 March 1995.

Squadron Insignia and Nickname

The first insignia was submitted by the squadron for approval shortly after VP-916 had been redesignated VP-ML-66. It was approved by CNO on 25 September 1947. The design was circular



The squadron's second insignia was a cartoon designed eagle.

with an Indian chief central, carrying a large bomb under his arm. The Indian's left hand was raised over his eyes as if seeking the enemy. The subject of the design, the American Indian, was symbolic of the tactical mission of the squadron, "... scouting and search with ordnance participation." The squadron designation was inscribed inside the design below the Indian. Colors: Indian, red brown flesh; tan leggings; dark brown moccasins; white feather head-dress; rising sun, yellow with purple rays; bomb, blue with white stripes; squadron letters, brown. A photo copy of this design was not available in the squadron records.

The second squadron insignia was approved by CNO on 11 April 1951, shortly after VP-ML-66 had been redesignated VP-772. The American Indian was replaced with a nautical-looking eagle wearing a petty officer third class uniform. The bomb was under the eagle's left wing pointing to a submarine periscope. The eagle, perched on the periscope, was giving a big wink with the left eye. The insignia was based on one of the primary missions for the squadron, antisubmarine warfare. The white-hat eagle represents an aircraft

that had made contact with a submarine and was prepared to release a bomb to complete the mission. Colors: eagle, tan; beak, yellow; suit, blue; hat, white; bomb, yellow; periscope, black; water, blue; border, red; background, white.

A third insignia was submitted to CNO for approval after VP-772 was redesignated VP-17. CNO approved the design with minor changes on 11 May 1955. The insignia featured an eagle with raised wings, clutching a submarine in one claw and a bomb in the other. Three small white lightning bolts were highlighted on the wings and a large lightning bolt slanted downward between the upthrust wings. The new squadron designation, Patron Seventeen was enclosed in a scroll at the bottom of the design.



The squadron's third insignia kept the eagle theme but dropped the cartoon style.

The significance of the eagle was unchanged, with the bomb and submarine

symbolizing the squadron's primary assignment of ASW. Colors: eagle, brown body with white head; eyes and tongue, red; beak and claws, yellow; bomb, black; submarine, gray with black trim outline; sea, blue; small lightning bolts, white; large lightning bolt, yellow; background, white; trim around patch and scroll, red; letters of squadron designation, yellow.

The fourth squadron insignia of VP-17 was approved by CNO on 22 December 1989. The new design featured a surface vessel and a submarine, joined



The fourth insignia dropped the eagle theme and more accurately represented the squadron's mission of antisubmarine and antisurface warfare.

overhead by two white lightning bolts. The top of the design was a rainbow. The two vessels typify the dual mission of the patrol squadrons of antiship and anti-submarine warfare. The rainbow symbolized the squadron's affiliation with the "Rainbow Fleet" of PatWing-2 at NAS Barbers Point, Hawaii. Colors: rain-

bow, red, yellow, green and blue; lightning bolts, white; surface ship, gray; submarine, black; sea, blue-green; border of design, blue; letters of squadron at bottom, white on background of light blue.

The fifth and final insignia of the squadron was a return to the third, more historic version originally approved after the squadron became VP-17 in 1953. The



The squadron's fifth insignia reverted back to the third insignia design.

design and colors remained essentially unchanged from the earlier version. The request for the reversion to the earlier design was approved by CNO on 26 March 1993.

Nickname: White Lightnings, 1959–1995.

Chronology of Significant Events

May 1946: VP-916 was established at NAS Los Alamitos, Calif. The squadron came under the operational control of FAW-4 and administrative control by Naval Air Reserve Training (NARTU). It was another of the 21 naval reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft on the inventory. The squadron flew the Lockheed PV-2 Harpoon and the amphibious Consolidated PBV-5A Catalina.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy patrol squadron designation numbers began with 1 and reserve squadron numbers began with 5. VP-916 was redesignated VP-ML-66. The ML designation, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PBV-5A used the AM, amphibian designation for regular Navy squadrons.

Feb 1950: VP-ML-66 was redesignated VP-772 during the reorganization of Naval Aviation reserve units in 1949, but the change did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to 9.



A squadron P4Y-2 (PB4Y-2) in flight.

1 Sep 1950: VP-772 was called to active duty by the president for service during the Korean War. The squadron relocated from its home base at Los Alamitos, Calif., to NAS Whidbey Island, Wash. Aircrews were given transition training for conversion to the Consolidated P4Y-2/2S (a redesignated PB4Y-2) Privateer. The 2S version of this aircraft featured surface search radar. A brief lull occurred in the intensive training cycle when the squadron paid a visit to the fighting French in Saigon. The squadron left several Privateers for use by the French in the Indochina war.

1–31 Jan 1951: VP-772 deployed to Iwakuni, Japan, where VP-772 became the first activated naval reserve squadron to participate in the Korean conflict. On 31 January 1951, the squadron began combat operations from NAS Atsugi, Japan, flying missions over Korea, the Sea of Japan, the Yellow Sea and the Tsushima Straits.

Jun–Aug 1951: From 12 June through the end of August several of the squadron's aircraft were detached in two-aircraft elements for operations with the night attack aircraft of the 1st Marine Air Wing at K-1 Pusan, South Korea. The detachment provided direct support for ground operations by dropping MK-6 flares at night to provide illumination for USMC ground attack aircraft. Although initially an experiment, the operations proved so successful they were continued by other similarly equipped patrol squadrons.

1 Jan–Feb 1953: VP-772 deployed to NAS Barbers Point, Hawaii, in preparation for duty in the Korean combat zone. On 1 February 1953, the squadron began combat operations from Iwakuni, Japan, flying missions over the Sea of Japan, Tsushima Straits and the Yellow Sea. The squadron was the last to fly the P4Y-2/2S in combat. No losses in personnel or equipment were incurred in 435 combat missions.

4 Feb 1953: VP-772 was augmented into the regular Navy and redesignated VP-17. Toward the end of the Korean War the decision was made to augment all of the nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. The redesignations did not require changes in tail codes or home bases.

1 Aug 1953: The squadron returned from its Korean deployment to a new home base at NAS Whidbey Island. Immediately upon return, the squadron began conversion to the Lockheed P2V-6 Neptune. VP-17 was the last West Coast patrol squadron to fly the P4Y-2.

Apr 1956: VP-17 deployed to Naha, Okinawa. During this deployment the squadron was redesignated VP(HM)-10 on 1 July 1956, one of only two such squadrons in the Navy. VP(HM)-10 was the only Heavy Attack Mining squadron on the West Coast. Shortly after its return from Okinawa, the aircrews began transition training to the P2V-6M, which was configured for firing the Petrel air-to-surface turbojet missile.

Apr 1957: The squadron's P2V-6M aircraft were transferred to the reserves and replaced with P2V-5Fs. Transition training commenced immediately in preparation for the pending WestPac deployment.

19 Aug 1960: The squadron deployed to NAS Kodiak, assisting the Navy Hydrographic Office in compiling information on the Arctic Ocean and conducting ASW training in an adverse weather operational environment.

20 Oct 1961: VP-17 deployed to NAS Kodiak, Alaska, with a detachment at Adak. During this period the squadron participated in tests of the Regulus missile with *Grayback* (SS 208).

9 Jan–May 1963: VP-17 returned to NAS Kodiak, Alaska, for joint exercises with Sea Frontier forces and the Canadian Maritime Air Command. On 10 January 1963, the squadron incurred its first aircraft accident in over eight years. A squadron SP-2H crashed into a mountainside while attempting a wave-off at Kodiak. Five of the crew survived but seven lives were lost. In May 1963, the squadron was called upon to assist in breaking up an ice jam in the Yukon and Kuskokwim Rivers which was causing a great deal of flooding. Several planes were sent to bomb the jam with 500-pound bombs.

27 Apr–Aug 1964: VP-17 relieved VP-6 at NAF Naha, Okinawa. In August the squadron provided ASW coverage for the task groups moving into the South China Sea after the Gulf of Tonkin Crisis.

Dec 1964: The squadron began rotations of three-aircraft detachments to Kodiak, Alaska. In that same month, Detachment 2 assisted the Army Corps of Engineers in breaking up ice jams on the Klatina and Copper rivers during subzero weather conditions.

Mar 1965: VP-17 received a new look. A white lightning bolt on a blue background was painted on top of the vertical fin and propeller spinner domes on all squadron aircraft.

9 Jul 1965: The squadron deployed to MCAS Iwakuni, Japan, maintaining a detachment at NAF Tan Son Nhut. The deployment marked the first deployment of the squadron to a combat zone since the Korean Conflict.



A squadron SP-2H in flight, 1966.

15 Sep–Dec 1966: VP-17 deployed to MCAS Iwakuni, Japan, for two and one-half months' of duty in support of operations interdicting gun runners off South Vietnam coastal waters. On 5 December 1966, the squadron relocated from Iwakuni to Sangley Point, R.P., with a detachment at Tan Son Nhut airfield, South Vietnam, for support of Market Time missions with the Seventh Fleet. VP-17 was relieved at Sangley Point, R.P., by VP-42.

9 Nov 1967–Mar 1968: VP-17 deployed to NS Sangley Point, R.P., with a detachment in Cam Ranh Bay, South Vietnam. Following the seizure of the intelligence ship *Pueblo* (AGER 2) by the North Koreans, VP-17 participated in a mission from 14 January to 11 February 1968 to provide an ASW patrol net for elements of the Seventh Fleet in the Sea of Japan. On 4 March 1968, a Vietcong unit mortared the detachment at Cam Ranh Bay Air Base. One squadron aircraft was heavily damaged, but no VP-17 personnel were injured. The squadron was relieved at the end of its tour by VP-50.

19 Jul 1969: VP-17 deployed to MCAS Iwakuni, Japan, relieving VP-1. During the deployment squadron detachments flew from bases at NAS Atsugi, Japan; Misawa AFB, Japan; NAS Agana, Guam; NS Sangley Point, R.P.; NAF Cam Ranh Bay, RVN; and U-Tapao AFB, Thailand. The squadron was relieved by VP-1.

3 Aug 1970: A squadron P-3A, ZE-06, BuNo. 152159, exploded in flight after takeoff from Nellis AFB, Calif. The plane crashed near Searchlight, Nev., with 10 crew members aboard. There were no survivors. The cause of the accident was never determined.

24 Oct 1970: VP-17 deployed to NS Sangley Point, R.P., under the operational control of FAW-10 and TU 72.3.2. Detachments were maintained at U-Tapao,



A squadron P-3B flying over Brewton (DE 1086) during an antisubmarine exercise, 1974.

Thailand and Taipei, Taiwan. Ninety-three Market Time patrols were flown along the coast of South Vietnam. The squadron was relieved by VP-48.

13 Jan–Apr 1972: The squadron deployed to NAF Naha, Okinawa, with a detachment maintained at NAS Cubi Point, R.P., from 9 April through 23 April. Numerous Market Time patrols were flown during the deployment.

19 Apr–2 Oct 1973: The squadron deployed to NAS Cubi Point, R.P. On 2 October 1973, VP-17 flew the final Market Time combat support patrol, which marked the end of over 10 years of daily surveillance flights by patrol squadrons in the South China Sea during the Vietnam conflict.

10 Dec 1974: VP-17 became the last patrol squadron to deploy to Naha Air Base, Okinawa.

29 Apr 1975: VP-17 provided operational support in Operation Frequent Wind, the evacuation of Americans from Saigon, South Vietnam.

May 1975: The squadron became the first patrol squadron to operate from the newly constructed facilities at Kadena Air Base, Koza, Okinawa. Their relocation to the new base took less than two weeks without disruption to the squadron's operational mission. During the deployment the squadron conducted operations throughout the western Pacific, the South China Sea and the Indian Ocean. These operations included surveillance patrols for Vietnam refugees and support in the recapture of the hijacked merchant ship SS *Mayaguez*. On 12 May 1975, elements of the Khmer Rouge seized the cargo ship *Mayaguez* in international waters. One VP-17 aircraft suffered slight damage from enemy fire during the successful action to rescue the crew.

12 Jul 1976: A VP-17 P-3 aircraft visiting Nairobi demonstrated U.S. friendly ties and support for Kenya during her crisis with Uganda. *Ranger* (CV 61) and her escort ships of Task Force 77.7 operated off the coast of Kenya to deter military operations by Uganda against Kenya.

Mar 1977: Three aircraft and four aircrews deployed to NAF Midway Island to participate in Pony Express operations in conjunction with the U.S. Air Force, an intelligence gathering operation on Soviet missile launches.

May 1990: During deployment to Adak, Alaska, the White Lightnings sent a detachment on a SAR mission to locate a stranded Norwegian expedition at the North Pole. After locating the group, food and medical supplies were dropped.

Aug 1990: VP-17 deployed detachments to Panama to take part in drug interdiction operations called Operations 90-43 and 90-46.

10 May 1991: VP-17 deployed to NAF Diego Garcia, B.I.O.T., with a detachment at NAF Kadena, Okinawa, and Masirah, Oman, to support UN maritime sanctions against Iraq following Operation Desert Storm.

Jun–Nov 1993: The squadron began to transition from the P-3C UI Orion to the P-3C UIII. During the squadron's September to November drug interdiction deployment to Panama, the squadron's acoustic operators were given ample opportunity to test their new equipment on the P-3CUIII.

31 Mar 1995: VP-17 was disestablished after compiling a record of 24 years and 161,000 mishap-free flight hours.



A squadron P-3B in flight off the coast of Hawaii, 1978.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Los Alamitos, Calif.	May 1946
NAS Whidbey Island, Wash.	1 Sep 1950
NAS Seattle, Wash.	3 Aug 1951
NAS Whidbey Island, Wash.	1 Aug 1953
NAS Barbers Point, Hawaii	1 Dec 1968

Commanding Officers

	<i>Date Assumed Command</i>
CDR Richard Gilman	1946
Unknown	1948–1950
LCDR Donald D. Nittinger	1950
LCDR James F. Hayward	9 Jun 1952
CDR Robert L. Dahllof	11 Aug 1952
CDR F. W. Snyder	Jul 1953
CDR A. A. Allemand	Jan 1955
CDR E. L. Plowman	Aug 1956
CDR J. P. Wheatley	19 Apr 1958
CDR R. Larson	24 Apr 1959
CDR C. B. McKinney	29 Apr 1960
CDR W. J. Pressler, Jr.	21 Apr 1961
CDR D. E. McKinley	Apr 1962
CDR W. O. McLean	18 Feb 1963
CDR Robert H. Lenson	3 Feb 1964
CDR Robert J. Sadler	10 Dec 1964
CDR Leland A. Holdren	5 Aug 1965
CDR Milton O. Paul	14 Dec 1966
CDR Don L. Wuethrich	13 Dec 1967
CDR C. R. Behnken	Sep 1968
CDR Robert E. May	21 Nov 1969
CDR John M. Quin	4 Dec 1970

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Harley L. Stuntz III	3 Dec 1971
CDR Willaim H. Ketchum	8 Dec 1972
CDR Godfrey A. Rettig	10 Jan 1974
CDR Earl T. Maurer	8 Nov 1974
CDR Russell K. Schulz	12 Dec 1975
CDR John C. Murphy	15 Dec 1976
CDR Robert S. Richmond	16 Dec 1977
CDR Ronald W. Martin	3 Nov 1978
CDR Gene M. Bowman	16 Nov 1979
CDR Richard P. Munro	16 Nov 1980
CDR Francis J. Ferry	Dec 1981
CDR Dunbar Lawson, Jr.	30 Nov 1982
CDR Thomas T. Verhoef	10 Mar 1984
CDR Richard McAdoo	14 Jun 1985
CDR Robert White	23 Jun 1986
CDR Daniel L. Baas	17 Jul 1987
CDR Hugh N. McWilliams	15 Jul 1988
CDR John E. Fink	6 Jul 1989
CDR Charles A. Jedlicka	18 Jul 1990
CDR Gerald K. Stair	30 Jul 1991
CDR James J. O'Rourke	29 Jul 1992
CDR George G. Brown	14 Jul 1993
CDR Robert J. Quinn	10 Jun 1994

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A	May 1946
P4Y-2/2S	1949
P2V-6	Aug 1953
P2V-6M	Sep 1956

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F	Apr 1957
P2V-7S (SP-2H)	Dec 1959
P2V-7	Dec 1960
P-3A	Dec 1968
P-3A DIFAR	Sep 1972
P-3B TAC/NAV MOD	Jun 1978
P-3C (MOD)	Jan 1986
P-3C UI	Nov 1990
P-3C UIIR	Jun 1993



A VP-17 P-3A at NAS Moffett Field in November 1975 (Courtesy Rick R. Burgess Collection via Michael Grove).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Oct 1950	Oct 1950	FAW-4	Saigon	P4Y-2S	WestPac
1 Jan 1951*	3 Aug 1951	FAW-6	Atsugi	P4Y-2S	WestPac
12 Jun 1951*	3 Aug 1951	FAW-6	Pusan	P4Y-2S	WestPac
1 Jan 1953	10 Feb 1953	FAW-2	Barbers Pt.	P4Y-2S	WestPac
Feb 1953	1 Aug 1953	FAW-6	Iwakuni	P4Y-2S	WestPac
Sep 1954	May 1955	FAW-6	Iwakuni	P2V-6	WestPac
Apr 1956	Sep 1956	FAW-1	Naha	P2V-6	WestPac
1 Sep 1957	11 Mar 1958	FAW-6	Iwakuni	P2V-5F	WestPac
18 May 1959	20 Nov 1959	FAW-4	Kodiak	P2V-5F	NorPac
19 Aug 1960	16 Dec 1960	FAW-4	Kodiak	P2V-5F	NorPac
20 Oct 1961	16 Mar 1962	FAW-4	Kodiak	P2V-5F	NorPac
9 Jan 1963	15 Jun 1963	FAW-4	Kodiak	SP-2H	NorPac
27 Apr 1964	1 Oct 1964	FAW-1	Naha	SP-2H	WestPac
9 Jul 1965*	1 Feb 1966	FAW-6	Iwakuni	SP-2H	WestPac
9 Jul 1965*	1 Feb 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
15 Sep 1966	5 Dec 1966	FAW-6	Iwakuni	SP-2H	WestPac
5 Dec 1966*	1 Apr 1967	FAW-8	Sangley Pt.	SP-2H	WestPac
5 Dec 1966*	1 Apr 1967	FAW-8	Tan Son Nhut	SP-2H	WestPac
9 Nov 1967*	29 Apr 1968	FAW-8	Sangley Pt.	SP-2H	WestPac*
9 Nov 1967*	29 Apr 1968	FAW-8	Cam Rahn B.	SP-2H	WestPac
19 Jul 1969	20 Jan 1970	FAW-6	Iwakuni	P-3A	WestPac
24 Oct 1970*	29 Apr 1971	FAW-8	Sangley Pt.	P-3A	WestPac
29 Oct 1970*	29 Apr 1971	FAW-8	U-Tapao	P-3A	WestPac
24 Oct 1970*	29 Apr 1971	FAW-8	Taipei	P-3A	WestPac
13 Jan 1972	1 Aug 1972	FAW-1	Naha	P-3A	WestPac
19 Apr 1973	1 Nov 1973	PatWing-1	Cubi Point	P-3 DIFAR	WestPac
10 Dec 1974	10 Jun 1975	PatWing-1	Naha	P-3 DIFAR	WestPac
2 May 1976	10 Nov 1976	PatWing-1	Cubi Point	P-3 DIFAR	WestPac
Mar 1977*	Dec 1977	PatWing-1	Midway	P-3 DIFAR	WestPac
Jul 1977*	Dec 1977	PatWing-1	Agana	P-3 DIFAR	WestPac
15 Nov 1978	30 May 1979	PatWing-1	Cubi Point	P-3B MOD	WestPac
9 Jan 1980*	10 Jun 1980	PatWing-1	Agana	P-3B MOD	WestPac
8 May 1980*	10 Jul 1980	PatWing-2	Barbers Pt.	P-3B MOD	NorPac
10 May 1981	10 Nov 1981	PatWing-1	Cubi Point	P-3B MOD	WestPac
5 Aug 1982	1 Feb 1983	PatWing-1	Agana	P-3B MOD	WestPac
1 Feb 1983	22 Apr 1983	PatWing-10	Adak	P-3B MOD	NorPac
1 Nov 1983	May 1984	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 May 1985	10 Nov 1985	PatWing-1	Cubi Point	P-3B MOD	WestPac
4 Dec 1986	10 Jun 1987	PatWing-10	Adak	P-3C (MOD)	NorPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 May 1988	10 Nov 1988	PatWing-1	Cubi Point	P-3C (MOD)	WestPac
10 Dec 1989	10 Jun 1990	PatWing-10	Adak	P-3C (MOD)	NorPac
Aug 1990	Aug 1990	PatWing-2	Panama	P-3C (MOD)	Carib
10 May 1991	10 Nov 1991	PatWing-1	Diego Garcia	P-3C UI	IO
1 Nov 1992	15 May 1993	PatWing-1	Misawa	P-3C UI	WestPac
Sep 1993	Nov 1993	PatWing-2	Panama	P-3C UIIIR	Carib
5 May 1994	10 Nov 1994	PatWing-1	Diego Garcia	P-3C UIIIR	IO

† The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	BH [†] /ZE [‡]	May 1946
FAW-2/PatWing-2 [§]	ZE	1 Dec 1968
COMPATWINGSPAC	ZE	Jun 1993

† The squadron was assigned the tail code BH when it was called to active duty on 1 September 1950.

‡ The squadron's tail code was changed from BH to ZE in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§ FAW-2 was redesignated Patrol Wing 2 (PatWing-2) 30 June 1973.

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
	12 May 1975
RVNGC	8 Mar 1965
	1 Aug 1969
	2 Nov 1969
	3 Sep 1970
VNSM	28 Sep 1966
	9 Nov 1967
(Det)	13 Jul 1965
NEM	8 Dec 1978
	21 Nov 1979
	10 May 1981
AFEM	4 Aug 1964
NUC	1 Jan 1967
MUC	1 Nov 1970
	17 Nov 1970
	2 Mar 1972
	8 Dec 1981
(Det)	Spring 1970
(Element)	22 Apr 1975
	31 Mar 1968
	20 Apr 1971
	22 Nov 1970
	15 Dec 1972
	8 Jan 1982
	7 May 1975
	1 Oct 1966
	1 Jan 1968
(Element)	29 Apr 1975
NAVE	1 Jul 1974
KSM	1 Feb 1951
HSM	(Crew 17)
(Element)	29 Apr 1975
	21 Nov 1970
	29 Apr 1968
	3 Oct 1965
	6 Jun 1979
	10 Jun 1980
	20 Oct 1981
	1 Oct 1964
	6 Dec 1966
	28 Feb 1968
	30 Apr 1975
	1 Apr 1976
	3 Aug 1951
	6 Aug 1981
	30 Apr 1975

Unit Awards Received

A squadron P-3 in flight.

Third VP-18

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED FOURTEEN (VP-914) in May 1946.

Redesignated Medium Patron SIXTY FOUR (VP-ML-64) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED SIXTY ONE (VP-861) in February 1950.

Redesignated Patrol Squadron EIGHTEEN (VP-18) on 4 February 1953, the third squadron to be assigned the VP-18 designation.

Disestablished on 10 October 1968.

Squadron Insignia and Nickname

The squadron's first insignia was approved for VP-861. It was a black and white design depicting Neptune riding a dolphin.



The squadron's first insignia.



The squadron's second insignia.

CNO approved the squadron's second insignia on 28 April 1954. The central figure of the design was a hooded horseman spearing a submarine with a lightning-like lance. The significance was in keeping with the primary ASW role of the squadron. Colors: background, blue; horse and rider, black with white highlights; lance, white; submarine, black with white highlights; patch border, red. In 1961, colors of the insignia were modified to: patch border, blue; lance, gold.

N i c k n a m e :
Flying Phantoms,
1953–1968.

Chronology of Significant Events

May 1946: VP-914 was established at NAS Norfolk, Va. The squadron came under the operational control

of FAW-11 and administrative control by Naval Air Reserve Training (NART). Another of the 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the Lockheed PV-2 Harpoon.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy patrol squadron designation numbers began with 1 and reserve patrol squadrons began with 5. VP-914 was redesignated VP-ML-64. The ML designation, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PBY-5A were in the AM, amphibian designation for regular Navy squadrons.

Feb 1950: VP-ML-64 was redesignated VP-861 during the reorganization of Naval Aviation reserve units in 1949, but the change did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to nine.

1 Sep 1950: VP-861 was among the first of the reserve patrol squadrons called to active duty by the president for service during the Korean War. The squadron had by this date converted to the Lockheed P2V-2 and P2V-3 Neptunes. None of the recalled reserve squadrons of the Atlantic Fleet Command served in Korea.

Jan–Jun 1953: The squadron deployed to Luqa Airfield, Malta. In June, the squadron flew two P2V-3s on a 12,000-mile familiarization flight to acquaint allies with the new patrol bomber.

4 Feb 1953: The decision was made to augment all of the recalled reserve patrol squadrons to regular Navy patrol squadrons. VP-861 was redesignated VP-18. The conversions did not necessitate changes in tail codes or home ports.

Apr 1954: VP-18 began a five-month deployment to NS Argentia, Newfoundland. During this period, a VP-18 aircraft became the first P2V-5 and first FAW-11 aircraft to fly over the North Pole.

1 Mar–Apr 1955: VP-18 received the first of its new P2V-7 aircraft with improved electronics, cockpit, enlarged bomb bays and jet engine auxiliaries. In April a detachment of six of the squadron aircraft made several public relations stops along the East Coast to display the new bomber while en route to their deployment site at San Juan, P.R.

15 Sep 1955: VP-18 deployed to Keflavik, Iceland. The Icelandic government requested assistance in riding its fishing fleet of killer whale attacks on their herring drift nets. Permission was obtained, and three squadron aircraft destroyed approximately 40 to 50

whales in less than 25 minutes with depth bomb and strafing attacks. The new Neptunes maintained a 92 percent availability rate during this period, despite bad weather conditions and only four hours of daylight.

Nov 1957: VP-18 participated in the recovery effort in the Caribbean of an Army Jupiter missile nose cone. This nose cone later appeared on a nationwide telecast as President Eisenhower explained how the U.S. had solved the space reentry problem.

Apr-Jun 1958: VP-18 participated in the pre-Mercury prime space program recovery missions in the Caribbean.

May 1959: The Flying Phantoms deployed two aircraft to Panama to help the Organization of American States (OAS) counter an invasion by Cuban guerrilla forces. During the same period a second detachment of three aircraft participated in the recovery of two primates, Able and Baker, that had reentered the atmosphere after being rocketed into space. The capsule was recovered from the Atlantic east of Puerto Rico.

1 Sep 1960: VP-18 established new airborne endurance record of 20 hours and 33 minutes for the P2V-7 Neptune in the Caribbean.

Jan 1961: VP-18 participated in the search for the hijacked Portuguese cruise liner *Santa Maria* in the Caribbean area. Later that same month, squadron aircraft participated in the successful recovery of the space capsule containing the monkey Ham.

24 May 1962: VP-18 participated in space program recovery missions for a Mercury flight piloted by Lieutenant Commander M. Scott Carpenter. The squadron's aircraft number 6 was first on the scene, directing helicopters from *Intrepid* (CV 11) to the capsule.

21 Oct 1962: VP-18 was one of several patrol squadrons deployed during the Cuban Missile Crisis,

and remained deployed during the entire Cuban Quarantine operation.

30 Nov 1962: One of the squadron's aircraft was the first to spot the missing *Nina II* approximately 800 miles east of Puerto Rico. The vessel, a reproduction of one of Columbus' original three sailing ships, became the subject of an international search after it failed to arrive at its destination of San Salvador as scheduled. The crew of the Neptune aircraft dropped emergency supplies, including a new sextant, enabling the vessel to complete its journey.

30 Apr-26 May 1965: VP-18 provided patrol coverage and surveillance flights of the waters around the island of Hispaniola during the Dominican Republic Crisis. Continuous coverage was given through 26 May 1965.

10 Oct 1968: VP-18 was disestablished at NAS Roosevelt Roads, P.R.



A squadron SP-2H in flight, 1968.



A squadron P2V-7 flying over a Soviet cargo ship during the Cuban Crisis, 1962.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	May 1946
NAS Jacksonville, Fla.	1 Sep 1950
NAS Roosevelt Roads, P.R.	1 Nov 1964

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1950
LCDR George H. Wilson	15 May 1950
CDR Edward A. Rodgers	4 May 1951
CDR W. D. Bonvillian	6 Jun 1952
CDR W. H. Roth	Sep 1953
CDR J. T. Sraker	Oct 1954
CDR J. A. Cooper	Jan 1956
CDR Robert H. Gillock	May 1957
CDR Curtis J. Zane	24 Apr 1958
CDR J. H. McGhee	May 1959
CDR R. A. Sampson	31 May 1960

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR W. W. Honour	1 May 1961
CDR R. F. Lyons	Jan 1962
CDR V. F. Anderson	Jan 1963
CDR S. K. Mansfield	Jan 1964
CDR A. J. Carneghi	Dec 1964
CDR R. M. Deffenbaugh	1 Dec 1965
CDR A. L. Zicht	1 Nov 1966
CDR R. H. Wagner	24 Oct 1967

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2	May 1946
P2V-2/P2V-3	Sep 1950
P2V-5	Mar 1954
P2V-7/SP-2H*	Mar 1955

* The P2V-7 was redesigned SP-2H in 1962.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1953	Jun 1953	FAW-11	Malta	P2V-2/3	Med
Apr 1954	Oct 1954	FAW-11	Argentia	P2V-5	NorLant
Apr 1955	Apr 1955	FAW-11	San Juan	P2V-7	Carib
15 Sep 1955	15 Feb 1956	FAW-11	Keflavik	P2V-7	NorLant
Aug 1956	Jan 1957	FAW-11	Pt. Lyautey	P2V-7	Med
Jul 1957	Sep 1957	FAW-11	San Juan	P2V-7	Carib
Apr 1958	Jun 1958	FAW-11	Key West	P2V-7	Carib
May 1959*	Jun 1959	FAW-11	Panama	P2V-7	Carib
May 1959*	Jun 1959	FAW-11	San Juan	P2V-7	Carib
1 Oct 1959*	Mar 1960	FAW-11	Keflavik	P2V-7	NorLant
1 Oct 1959*	Mar 1960	FAW-11	Sigonella	P2V-7	Med
May 1961	Sep 1961	FAW-11	Sigonella	P2V-7	Med
21 Oct 1962	Nov 1962	FAW-11	Guantanamo	SP-2H	Carib
1 Jul 1963*	Dec 1963	FAW-11	Rota	SP-2H	Med
1 Jul 1963*	Dec 1963	FAW-11	Keflavik	SP-2H	NorLant
1 Apr 1965	30 Sep 1965	FAW-11	Roosevelt Rds.	SP-2H	Carib

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	HF [†] /LG [‡]	May 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	28 Apr 1965	16 Dec 1965

[†] The squadron was assigned the tail code HF when it was called to active duty on 1 September 1950.

[‡] The squadron's tail code was changed from HF to LG in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Third VP-19

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SEVEN (VP-907) on 4 July 1946.

Redesignated Medium Patrol Squadron FIFTY SEVEN (VP-ML-57) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED SEVENTY ONE (VP-871) in February 1950.

Redesignated Patrol Squadron NINETEEN (VP-19) on 4 February 1953, the third squadron to be assigned the VP-19 designation.

Disestablished on 31 August 1991.

Squadron Insignia and Nickname

There are no records available indicating an insignia was ever approved for VP-907 or VP-ML-57. The lamp-lighter insignia was approved for VP-871 but the approval date is unknown. This cartoon design shows a cat carrying a machine gun with a lamp hanging from the end of the gun and the background of the design is a mine. Colors: outer circle light yellow; mine shades of green with black markings;



The cartoon cat design was the squadron's first insignia.

cat was black and white with red nose and tongue and yellow eyes; the machine gun was black with white markings; and the lamp was black with a yellow-orange light.

On 29 June 1959, CNO approved a new design submitted by the squadron. The insignia was a red-edged disc with white clouds and a yellow flash issuing from the upper left, piercing a white cloud on a background of light blue sky and blue-green wave-topped water. The yellow flash was striking a submerged submarine outlined in yellow. Below the disc was a yellow scroll backed with red and bearing the inscription Patrol Squadron Nineteen in black.



The squadron's second insignia was a stylized design with a lightning bolt and submarine.



The third insignia kept the lightning bolt but used other symbols to show the squadron's capabilities and mission.

represented the attack and electronic capabilities of the P-3A Orion. A scroll below the design bears the inscription Patrol Squadron Nineteen. Colors: disc circumference, lightning bolt and scroll, yellow; background, blue; clouds, white; ax, brown shaft with gray blade; globe, black continents with blue seas; squadron designation, red letters.

The squadron's fourth insignia was approved by CNO on 23 March 1978, and harkened back to its



The fourth insignia was a stylized bird design.

Korean War service as VP-871. The design featured a sleek bird of prey in the attack position. The bird's attitude symbolized aggressiveness, mobility and vigilance. Its coloring alludes to the squadron's nickname, "Big Red," gained during the squadron's service in Korea for dropping red night illumination flares for allied air and ground units. Colors: blue trim on circumference of disc; bird, red; scroll at bottom yellow, with Patrol Squadron Nineteen in black.

Nickname: Big Red, 1951–1991.

Chronology of Significant Events

May 1946: VP-907 was established at NAAS Livermore, Calif. The squadron came under the operational control of FAW-4, Pacific Fleet, and administrative control by Naval Air Reserve Training (NARTU). The squadron was another of the 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the PV-2 Harpoon, and the amphibious PBV-5A and PBV-6A Catalina.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy squadron designation numbers began with 1 and reserve squadron numbers began with 5. VP-907 was redesignated VP-ML-57. The ML, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PB5Y-5A used the AM, amphibian designation for regular Navy patrol squadrons.

Feb 1950: The personnel and assets of VP-ML-57 and VP-ML-72 were merged and redesignated VP-871 during the reorganization of Naval Aviation reserve units in 1949, the effective date for this action was February 1950. During this period the number of naval aviation reserve squadrons was reduced from the 1949 total of 24 to 9. The squadron transitioned to the P2V-2 Neptune during this period.

1 Mar 1951: VP-871 was recalled to active duty by the president for service during the Korean War. The squadron relocated from its home base at Oakland, Calif., to NAS Alameda, Calif. Aircrews were given transition training for conversion to the P4Y-2/2S (a redesignated PB4Y-2) Privateer. The 2S version of this aircraft featured surface search radar.

Oct 1951–Jul 1952: On its first deployment to NAS Atsugi, Japan in October VP-871 conducted shipping surveillance over the Sea of Japan. On 12 December 1952, the squadron formed a detachment that operated from Kimpo AFB, South Korea, to provide night interdiction missions in support of Marine Corps night-fighter squadrons in Korea. The squadron received its nickname, “Big Red,” for dropping red night illumination flares (150 Mk-6 flares per mission) for allied air and ground units. Upon its return from Japan in July 1952, the squadron began the transition to P2V-2 and -3 model Neptunes.

Jan–Jul 1953: VP-871 deployed to Guam. Toward the end of the Korean War the decision was made to establish all nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. On 4 February 1953, VP-871 was redesignated VP-19. The redesignations did not require changes in tail codes or home bases. After returning to NAS Alameda in July 1953, the squadron commenced transition to the P2V-5 Neptune.

4 Sep 1954: During the squadron’s deployment to NAS Atsugi, Japan, one of the squadron’s P2V-5 aircraft on a routine ECM and weather surveillance flight over the Sea of Japan, 40 miles off the coast of Siberia, was attacked and set on fire by two Soviet MiG-15 aircraft. The Neptune ditched successfully at sea, and all hands except for the navigator were able to exit the sinking aircraft and climb aboard a life raft. A USAF SA-16 amphibian picked the aircrew up the next day. Ensign R. H. Reid, the missing crew member, was

posthumously awarded the Navy and Marine Corps Medal.

1 Aug 1955: VP-19 received the first of its new Lockheed P2V-7 Neptunes with improved electronics, cockpit and enlarged bomb bays.

May 1957: VP-19 deployed to NS Kodiak, Alaska, with detachments at NAS Adak and Ladd AFB in Fairbanks. In five brief months, the squadron spotted 169 Russian ships. This compared with previous sightings in the Alaskan Sea Frontier of 92 Russian ships over a full year.

10 May 1960: VP-19 deployed to NS Kodiak, Alaska. During the deployment the squadron conducted operational bombing exercises by breaking up



A squadron P2V-7 flying over the Golden Gate Bridge, 1960 (Courtesy of Robert L. Lawson Collection).

ice covered rivers that were causing flooding along the Yukon River.

1 Aug 1961: The squadron conducted weekly mail drops to ships of radar picket squadrons in the Pacific. This operation provided training for the squadron in locating ships at sea.

23 Oct 1964–Jul 1965: Big Red deployed to NS Adak, Alaska. This tour of duty marked the first winter deployment of a P-3 Orion squadron to Adak, and one of the longest for a patrol squadron to date. The squadron was relieved by VP-45 in July 1965.

9 Apr 1966: A squadron P-3A PE-4, BuNo. 152171, was lost off the coast of Baja, Calif., while engaged in an ASW training flight. All 11 members of the flight crew were killed.

4 Jul 1966: The crew a squadron P-3A PE-5, BuNo. 152-172, was lost on a training flight near Battle Creek, Mich. All four members of the flight crew were killed.

1 Aug 1966: The squadron deployed to MCAS Iwakuni, Japan. Various detachments conducted patrols over the South China Sea off the coasts of Vietnam, marking the first deployment of the squadron to a combat zone since the Korean War.

1 Feb–Jun 1968: VP-19 deployed to MCAS Iwakuni, Japan, under the operational control of FAW-6. Upon arrival, the squadron was put on alert due to the seizure of the intelligence ship *Pueblo* (AGER 2) on 23 January 1968 by the North Korean Navy. Through the end of February the squadron flew more than 1,500 hours in support of the surveillance of North Korea waters. In April, the squadron flew missions in support of operations in Vietnam, with detachments at Guam; Sangley Point, R.P.; U-Tapao, Thailand; and Iwakuni. In June, operations shifted to the air base at Cam Ranh Bay, Vietnam.

28 May 1969: VP-19 deployed to NAS Adak, Alaska. During the deployment the squadron provided support for the Atomic Energy Commission (AEC) conducting nuclear weapons testing in the vicinity of Amchitka Island. The squadron earned a Meritorious Unit Commendation for its support of the AEC.

26 Jul 1970: VP-19 deployed to MCAS Iwakuni, Japan. Three crews were detached for duty at Cam Ranh Bay, Vietnam, in support of Market Time operations, (coastal patrol operations off the coast of South Vietnam). Activities during the deployment earned the squadron its second Meritorious Unit Commendation.

1 Nov 1971: VP-19 deployed to NAS Cubi Point, R.P., with a detachment at RTNB U-Tapao, Thailand. This would mark the squadron's fourth and final tour in the Vietnam theater of operations.

1 Aug 1973: Ensign Beverly A. Burns, USNR, reported aboard VP-19 at Naha, Okinawa, as the first female officer to be assigned to an operational squadron in the Pacific Fleet. Ensign Burns joined the squadron as a non-flying officer filling a ground officer billet.

23 Oct 1974: The squadron deployed to WestPac at NAS Cubi Point, R.P. During the deployment the squadron participated in Valiant Heritage, the largest Pacific Fleet readiness exercise in the North Pacific since World War II.

18–30 April 1975: The squadron was tasked with SAR missions as part of Operation Frequent Wind, the

evacuation of American citizens from the capital of South Vietnam under heavy attack from the invading forces of North Vietnam.

5 May 1976: VP-19 deployed to NAS Adak, Alaska. Big Red was the first patrol squadron to operate the new P-3C UI at the detachment site.

1 Jan 1977: VP-19 deployed to Adak, Alaska. The deployment proved to be exceptional in the number of SAR missions the squadron was called upon to perform. A record 20 SAR missions were successfully completed, contributing to the awarding of the squadron's second Battle Efficiency "E" award in its history.

28 Dec 1979: VP-19 deployed to NAF Misawa, Japan. The squadron participated in operations to rescue Vietnamese boat people, as authorized by the president on 19 July 1979. By May of 1980, over 2,500 refugees had been rescued by elements of the Navy.

Jul 1987: The squadron split-deployed to NAF Diego Garcia, B.I.O.T.; and NAF Kadena, Okinawa. In October, a detachment of four aircraft was deployed to King Abdul Aziz Air Base, Dhahran, Saudi Arabia, on orders from the Joint Chiefs of Staff. During deployment VP-19 flew support missions for five separate battle groups, including operations with battleships *Missouri* (BB 63) and *Iowa* (BB 61).

Jul 1990: VP-19 became the first patrol squadron to ever fire a Mark 50 torpedo war shot. The addition of this weapon to the armory of the Orion greatly increased its offensive capabilities.

Aug 1990–Mar 1991: VP-19 deployed to NAF Misawa, Japan. On 28 August, crew 4 and a squadron aircraft detached for duty to the Persian Gulf in support of Operation Desert Shield. Single crews rotated to the gulf to share this duty until December 1990, when three crews were sent forward in support of Operation Desert Storm. Additional detachments were maintained during the deployment at NAF Kadena, Okinawa; and Diego Garcia, B.I.O.T.

31 Aug 1991: VP-19 was disestablished.

A squadron P-3C in flight. Note the Battle E on the nose of the aircraft, circa late 1970s.



Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Livermore, Calif.	May 1946
NAS Alameda, Calif.	1 Mar 1951
NAS Moffett Field, Calif.	1 Sep 1963

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1947
LCDR R. B. Daley	1948
CDR Frank H. Holt	1949
CDR J. F. Merritt, Jr.	1952
CDR John B. Wayne	1 Sep 1953
CDR Francis P. Cuccias	25 Nov 1954
CDR Robert C. Starkey	1956
CDR Arthur E. Mix	27 Nov 1957
CDR Edward E. Wood	21 Nov 1958
CDR B. B. Smith	30 Dec 1959
CDR P. C. Cooper	15 Dec 1960
CDR R. E. Anglemeyer	Dec 1961
CDR Robert E. Burrell	28 Dec 1962
CDR Richard D. Gless	Dec 1963
CDR Donnelly Howard	9 Dec 1964
CDR Albert P. Lesperance	24 Nov 1965
CDR George L. Page	9 Nov 1966
CDR Franklin H. Barker	22 Nov 1967
CDR Robert A. Cooke	22 Nov 1968
CDR Donald R. Yeager	3 Dec 1969
CDR Alan W. Crandall	30 Oct 1970
CDR Harold A. Taylor	22 Jul 1971
CDR Herschel L. Plowman	11 Jul 1972

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Leo V. Rabuck	20 Jul 1973
CDR Carl Leban	19 Jul 1974
CDR Keith J. Frederick	11 Jul 1975
CDR Gerald R. Schroeder	11 Jun 1976
CDR Andrew C. Jampoler	30 Jun 1977
CDR Norman C. Lord	30 Jun 1978
CDR Paul C. Moessner	7 Jun 1979
CDR Howard R. McDaniel	28 May 1980
CDR John P. Brockley	12 Jun 1981
CDR James S. Humphrey III	18 Jun 1982
CDR Donald C. Hefkin	2 Sep 1983
CDR Jerry A. Thompson	8 Dec 1984
CDR James R. O'Donnell	31 Mar 1986
CDR Richard A. Crosby	27 Mar 1987
CDR Dennis J. Kern	Jul 1988
CDR Barry D. Einsidler	14 Jul 1989
CDR Richard E. Brooks	29 Jun 1990

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A/PBY-6A	May 1946
P2V-2	Dec 1949
P4Y-2S	Mar 1951
P2V-2/3	Mar 1952
P2V-5	Jul 1953
P2V-7	Aug 1955
P-3A	Jul 1963
P-3B	Jun 1967
P-3C UI	Jul 1975

A squadron P-3 in flight over a submarine.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Oct 1951*	7 Jul 1952	FAW-6	Atsugi	P4Y-2	WestPac
12 Dec 1951*	7 Jul 1952	FAW-6	Kimpo	P4Y-2	WestPac
Jan 1953	Jul 1953	FAW-6	Agana	P2V-2	WestPac
1 Jul 1954	27 Sep 1954	FAW-6	Atsugi	P2V-5	WestPac
Nov 1955	Apr 1956	FAW-6	Iwakuni	P2V-7	WestPac
May 1957	20 Nov 1957	FAW-4	Kodiak	P2V-7	NorPac
1 Feb 1959	15 Aug 1959	FAW-6	Iwakuni	P2V-7	WestPac
10 May 1960	23 Aug 1960	FAW-4	Kodiak	P2V-7	NorPac
9 Jan 1963	30 Jun 1963	FAW-4	Adak	P2V-7	NorPac
23 Oct 1964*	22 Jul 1965	FAW-4	Adak	P-3A	NorPac
1 Jan 1965*	1 Sep 1965	FAW-4	Adak	P-3A	NorPac
1 Aug 1966	1 Feb 1967	FAW-6	Iwakuni	P-3A	WestPac
1 Feb 1968	31 Jul 1968	FAW-6	Iwakuni	P-3B	WestPac
1 Apr 1968*	14 Jun 1968	FAW-1	Agana	P-3B	WestPac
1 Apr 1968*	14 Apr 1968	FAW-8	Sangley Pt.	P-3B	WestPac
1 Apr 1968*	14 Apr 1968	FAW-8	U-Tapao	P-3B	WestPac
15 Jun 1968	15 Jul 1968	FAW-8	Cam Ranh B.	P-3B	WestPac
28 May 1969	28 Nov 1969	FAW-4	Adak	P-3B	NorPac
26 Jul 1970*	30 Jan 1971	FAW-6	Iwakuni	P-3B	WestPac
10 Oct 1970*	30 Jan 1971	FAW-8	Cam Ranh B.	P-3B	WestPac
1 Nov 1971	29 Apr 1972	FAW-8	Cubi/U-Tapao	P-3B	WestPac
21 May 1973	1 Dec 1973	PatWing-1	Naha	P-3B	WestPac
23 Oct 1974	10 May 1975	PatWing-1	Cubi	P-3B	WestPac
5 May 1976	31 Dec 1976	PatWingsPac	Adak	P-3C UI	NorPac
1 Jan 1977	30 Jun 1977	PatWingsPac	Adak	P-3C UI	NorPac
10 Dec 1977	10 Jun 1978	PatWing-1	Kadena	P-3C UI	WestPac
10 Nov 1978	May 1979	PatWingsPac	Adak	P-3C UI	NorPac
28 Dec 1979	10 Jul 1980	PatWing-1	Misawa	P-3C UI	WestPac
10 Nov 1980	10 Feb 1981	PatWingsPac	Adak	P-3C UI	NorPac
28 Jul 1981	Feb 1982	PatWing-1	Kadena	P-3C UI	WestPac
Nov 1982	Jun 1983	PatWing-1	Misawa	P-3C UI	WestPac
10 Jul 1984	23 Jan 1985	PatWing-1	Diego Garcia	P-3C UI	IO



A VP-19 P-3C(U) taking off from NAS Moffett Field in May 1982 (Courtesy Rick R. Burgess Collection via Michael Grove).

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 Feb 1986	2 Aug 1986	PatWing-1	Kadena	P-3C UI	WestPac
Jul 1987*	Jan 1988	PatWing-1	Kadena	P-3C UI	WestPac
Oct 1987*	Jan 1988	PatWing-1	Dhahran	P-3C UI	Persian Gulf
1 Feb 1989	Aug 1989	PatWing-1	Misawa	P-3C UI	WestPac
Aug 1990*	Mar 1991	PatWing-1	Misawa	P-3C UI	WestPac
28 Aug 1990*	2 Feb 1991	PatWing-1	Dhahran	P-3C UI	Persian Gulf

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4		Feb 1950
COMFAIRALAMEDA	CH*	Mar 1951
FAW-6	CH	Oct 1951
FAW-4	CH	Mar 1952
COMFAIRALAMEDA	CH/PE†	Jun 1953
FAW-10	PE	29 Jun 1963
COMPATWINGSPAC	PE	30 Jun 1973
PatWing-10	PE	1 Jun 1981

* VP-871 was assigned the tail code CH on 8 February 1951.

† The squadron's tail code was changed from CH to PE in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	1 Oct 1966	31 Jan 1967
	1 Feb 1968	31 Jul 1968
	29 Apr 1975	30 Apr 1975
SASM	28 Aug 1990	2 Feb 1991
	HSM (Sel Crews)	29 Apr 1975 30 Apr 1975



Two squadron P-3Cs in flight over the Golden Gate Bridge, 1984.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	18 Mar 1967
	19 Mar 1967	1 Apr 1967
	2 Apr 1967	31 May 1968
	17 Jan 1991	7 Feb 1991
MUC	1 Jun 1969	30 Nov 1969
	1 Aug 1970	31 Jan 1971
	1 Jun 1971	20 Jul 1971
	2 Mar 1972	15 Dec 1972
	22 Apr 1975	7 May 1975
	1 Jan 1984	1 Jul 1986
(Det)	Winter 1969	
RVNGC	1 Aug 1970	30 Sep 1970
VNSM	4 Nov 1965	
NEM	1 Jan 1976	30 Jun 1977
	1 Jul 1983	31 Dec 1984
(Sel Crews)	10 Aug 1981	20 Oct 1981

Third VP-20

Lineage

Established as Patrol Squadron EIGHT-S (VP-8S) from elements of VT-9S on 1 July 1929.

Redesignated Patrol Squadron EIGHT-F (VP-8F) on 3 April 1933.

Redesignated Patrol Squadron EIGHT (VP-8) on 1 October 1937.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 July 1939.

Redesignated Patrol Squadron TWELVE (VP-12) on 1 August 1941.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY (VPB-120) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY (VP-120) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) TEN (VP-HL-10) on 15 November 1946.

Redesignated Patrol Squadron TWENTY (VP-20) on 1 September 1948, the third squadron to be assigned the VP-20 designation.

Disestablished on 31 March 1949.

Squadron Insignia and Nickname

The squadron's first insignia was designed shortly after its formation as VP-8S in 1929. The circular design depicted King Neptune sitting on a rock, shading his eyes with his right hand as he looks across the sea. Colors are unknown.



The squadron's first insignia.

The second insignia adopted by VP-8 in 1933 was that of a "flying eight ball," inspired by the number of the squadron. In the game of pool, the eight ball is the last ball to drop. The significance of the number was correlated to the squadron's mission in antisubmarine warfare. The loss of this popular emblem in 1939 when the squadron was redesignated VP-24 resulted in a poem titled "Ode to the Eight Ball":

*Aye, tear that rusted 8-ball down!
long has it rolled on high,
And many an eye has danced to see
that emblem in the sky;
Beneath it rung the battle shout,
and burst the Mark 3's roar;
The meteor of the ocean air
shall sweep the clouds no more.*



The squadron's second insignia was the flying 8 ball.

With the loss of the 8-ball insignia through redesignation, the squadron adopted a "winged monster, guided by the experienced hands of the squadron personnel, the winged man (bearing great resemblance to Flash Gordon), guarding and patrolling the Hawaiian Islands portrayed by Diamond Head, the Gibraltar of the Pacific." Colors scheme: Diamond Head, dark golden tan; sea, blue; lower part of monster, dark red; upper part, coral; white ribs; bill and claws, gold; green eyes; wings of man, pale blue; gold shirt, red girdle, bright blue trunks; man's skin, dark tan color; blue banner with gold staff and the number "24" in white; gold helmet with red plume. White clouds in the background were shaded pale blue.



The squadron adopted the winged man and monster flying over Diamond Head as its third insignia.

A few years after the redesignation of VP-24 to VP-12, the squadron applied to CNO for another change of insignia. The design requested in June 1944 was a



The fourth insignia was a black cat with a life saver ring and bomb.

“...life-saver cat, which symbolized the many tasks performed by all Black Cat squadrons, from bombing to sea rescue.”

Colors: black details with white background.



The fifth insignia reflected the squadron's Alaskan area of operations.

The squadron's final insignia was approved by CNO on 19 March 1947. The insignia reflects the squadron's Alaskan operating area when deployed. The totem pole and chain links for the Aleutian Island chain show the area of operation and the spy glass and bomb reflect the capability of the squadron's PB4Y Privateer. Colors for the design are unknown.

Nicknames: Flying Eight-Balls, 1933–1939.
Black Cats, 1944–1946.

Chronology of Significant Events

1 Jul-Sep 1929: A detachment of six aircraft and crews from VT-9S were used to provide the cadre for the establishment of a new patrol squadron, VP-8S. The squadron was assigned the Martin T3M-2 torpedo-bombers, the same type flown by VT-9S. In September, the VP-8S received the XPY-1 for service tests and development of the Bellini Tosi radio compass.

1 May 1930: VP-8S operated with VT-9S during fleet exercises at Guantanamo, Cuba.

1 Jun 1930: VP-8S was a new home port at Newport, R.I., with tender support provided by *Wright* (AV 1). Squadron T3M-2 aircraft were turned in and replaced with the Martin T4M.

1 Nov 1930: VP-8S became a true patrol squadron with the replacement of its T4M twin-float torpedo bombers with the new mono-hull PM-1 flying boats fresh from the factory.

1 Jan 1931: The squadron had the first opportunity to test its new aircraft during the annual fleet exercises (Fleet Problem XII) with the fleet off Guantanamo, Cuba. During the exercise VP-8S was provided tender service by *Wright* (AV 1).

1 Jul 1931: Another round of fleet exercises was conducted off the shores of Cuba. These operations included joint participation by the squadron and VPs 3S, 5S and 10S, based at FAB Coco Solo, C.Z. *Wright* (AV 1) provided tender services for all the squadrons.

1 Jan 1932: VP-8S and VP-10S conducted exercises with the fleet in Cuban waters.



A squadron PH-1, note the insignia on the bow and the Battle E, 80-G-3454 (Courtesy William L. Swisher Collection).

1 Apr 1933: VP-8S was reorganized from Scouting Fleet to Base Force, changing its designation to VP-8F in the process. The squadron was still flying six PM-1 flying boats, with tender support provided by *Swann* (AM 34) and *Lapwing* (AM 1).

13 Jan 1934: VP-8F participated in fleet exercises off Hawaii with VPs 1F, 4F, 6F and 10F.

22 Apr 1935: VP-8F participated in Fleet Exercise XVI with VPs 1F, 4F, 6F, 7F, 9F and 10F off Midway Island in a test of advanced basing at remote sites utilizing numerous support (tender and supply) vessels.

1 Oct 1937: VP-8F was redesignated VP-8 when patrol squadrons were reorganized for operational control transferred from Base Force to Patrol Wings. VP-8 and all of the other patrol squadrons in the Hawaii region came under PatWing-2.

25 Mar 1938: Aircrews from VPs 1, 4, 6, 8, 10 and 18 participated in Fleet Exercise XIX (Phase V) as part of Red Force operating against Blue Force. The exercises showed that slow flying patrol aircraft had virtually no chance of penetrating the AA screen of the fleet. The majority of aircraft conducting mock attacks during the exercises were judged to have been shot down.

9 Apr 1940: Aircrews from VPs 21, 22, 23, 24, 25 and 26 participated in Fleet Exercise XXI with the Army 72nd Bombardment Squadron and the 4th Reconnaissance Squadron. The purpose of the exercise was to judge the effectiveness of joint services air support during an attack on the islands by an enemy carrier fleet. Coordination between Army and Naval air units was judged very poor. Communications problems between the Army and Navy aircraft and ground controllers resulted in disjointed efforts at defense.

10 Mar 1941: VP-24 was relocated to NAS Kaneohe, Hawaii, as one of the first squadrons to occupy the new base. The facility was located at the foot of a sheer windward range of mountains protected by the arm of Makapu Peninsula on the north-east side of Oahu, Hawaii.

1 Aug 1941: VP-24 with 14 PBV-1s on hand was redesignated VP-12. The original VP-12 at NAS San Diego, Calif., was split into halves with one group becoming a new VP-24 and the second half flying transpac to NAS Kaneohe on 2 September 1941, to join the newly redesignated VP-12 in Hawaii. The San Diego contingent of the squadron brought with them six newer model PBV-5s as replacements for the older PBV-1 aircraft. Upon arrival, the squadron and its six aircraft were based at NAS Ford Island, Pearl Harbor.

7 Dec 1941: Only one of the squadron's six new PBV-5s was damaged during the attack on Pearl Harbor. One in front of the hangar on ready alert received bullet holes through one wing, but was otherwise intact. The remaining four aircraft been sent on an early morning exercise and were not caught on the ground by the Japanese fighters. The VP-12 hangar was undamaged, but the VP-21 and VP-22 hangars had burned, along with several aircraft. For a while, Ford Island was the only installation with flyable Catalinas, as NAS Kaneohe had lost nearly all of its aircraft on the ground.

8 Dec 1941–30 Oct 1942: During this period VP-12 was transferred to NAS Kaneohe conducting patrols in the waters off Hawaii and rotating detachments to Midway Island. Crews were trained on the new replacement PBV-5A aircraft received in September 1942.

22 Nov 1942: VP-12 was transferred to the Fiji Islands, with an operational base on Nandi. Operational control for the squadron was transferred from FAW-2 to FAW-1.

15 Dec 1942: As a result of the matte-black paint schemes and night-time bombing operations conducted by the squadron, VP-12 officially became known as a "Black Cat" squadron, along with VPs 11, 91 and 51. The area of operations during this period was concentrated around Guadalcanal.

24 Jul 1943: VP-12 was withdrawn from combat and returned to NAS San Diego, Calif.. The squadron was reformed and new personnel given training

through 1 December 1943, when preparations for the transpac back to NAS Kaneohe were begun.

13 Dec 1943: VP-12 began the transpac from San Diego to Kaneohe, Hawaii, with seven PBV-5As.

20 Dec 1943: The squadron sent a detachment of six aircraft to Midway Island to relieve VB-144. Four of the aircraft and the six crews returned to Kaneohe on 13 January 1943, leaving two aircraft and three crews behind which rejoined the squadron on 18 January 1944.

7 Feb 1944: VP-12 arrived at Guadalcanal for duty under the operational control of FAW-1. The squadron's complement at this point had been boosted to 15 PBV-5As. Two days after arrival one plane and one crew were dispatched to Tarawa and Majuro for photoreconnaissance duties.

17 Feb 1944: VP-12 was relocated to Ondonga, New Georgia. Over the next month the principal duties of the squadron consisted of ferry and supply trips between Kaneohe and Ondonga.

1 Mar 1944: The squadron switched from ferry duties to combat missions on this date. The squadron's duties consisted of antishipping searches, artillery spotting and Dumbo missions. On 3 March 1944, VP-12 conducted a night bombing raid on Saipasi Island.

1 Apr 1944: Two aircraft were detached from the squadron for Dumbo duty searching for downed Army bomber aircrews. One crew was based at Green Island and another at Torokina. Each worked with a submarine along the routes of aircraft returning from bombing missions. When a crew was spotted on the water the Dumbo would contact the submarine to pick them up, or if the sea was not too rough, land and pick them up.

17 May–14 Jun 1944: VP-12 aircraft were detailed to conduct antishipping searches north of Emirau Island. These duties continued until 14 June 1944, when the entire squadron was relocated to Espiritu Santo. After the relocation, three aircraft were detailed to conduct antishipping patrols, and one aircraft for air-sea rescue.

30 Jul 1944: VP-12 was relieved of duty in the combat zone and was en route to Kaneohe, Hawaii, for further transfer to the continental United States.

1 Oct 1944–Jul 1945: VP-12 had been relocated to NAS Whidbey Island under the operational control of FAW-6 for refitting and reforming of the squadron. On this date the squadron was redesignated VPB-120. The new squadron was in the process of transitioning from the amphibious PBV-5A to the land-based PB4Y-2. The training period was extended through 19 July 1945, when the squadron deployed to Shemya, Aleutian Islands, under the operational control of FAW-4. Upon arrival on 25 July 1945, area indoctrination training was undertaken.

1 Aug 1945: VPB-120 began antishipping patrols north of Kuriles. These missions and photoreconnaissance

sance missions were conducted until the end of September when the squadron was relocated from Shemya to Attu Island.

29 Sep 1945: VPB-120 was relocated to Casco Field, Attu. The squadron remained at this location for the remainder of the deployment and then returned to NAS Whidbey Island in early 1946.

31 Mar 1949: VP-20 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
Hampton Roads, Va.	1 Jul 1929
Newport, R.I.	1 Jun 1930
FAB Coco Solo, C.Z.	1 Feb 1932
NAS Pearl Harbor, Hawaii	19 May 1933
NAS Kaneohe, Hawaii	10 Mar 1941
NAS Ford Island, Hawaii	Aug 1941
NAS Kaneohe, Hawaii	Dec 1941
NAS San Diego, Calif.	24 Jul 1943
NAS Kaneohe, Hawaii	Dec 1943
NAS Whidbey Island, Wash.	Aug 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Allen I. Price	Jul 1929
LT Harvey R. Bowes (actg.)	1931
LT George L. Compo	1931
LCDR Clifton A. F. Sprague	1931
LT E. C. Peterson (actg)	1934

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George T. Owen	1934
LT Thomas D. Guinn	1936
LCDR George A. Seitz	1937
LCDR Dolph C. Allen	1939
LCDR John P. Fitzsimmons	Apr 1941
CDR Clarence O. Taff	Aug 1942
CDR Francis R. Drake	Jul 1943
LT Archie D. Saint (actg)	1 Oct 1944
CDR Frank G. Reynolds	27 Oct 1944
CDR Richard J. Davis	16 Jan 1946
LCDR John F. Litsey (actg)	25 Jun 1946
LCDR Winford A. Swenson	17 Jul 1946
LCDR John F. Litsey	16 Jun 1947
CDR Hart D. Hilton	26 Jan 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
T4M-1	Aug 1927
T3M-2	Jul 1929
XPY-1	Sep 1929
T4M	Jun 1930
PM-1	Nov 1930
PH-1	1932
PBY-1	1937
PBY-5	Aug 1941
PBY-5A	Sep 1942
PB4Y-2	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1930	1930	ScoFlt	Guantanamo	T3M-2	Carib
1 May 1930	1930	ScoFlt	Guantanamo	T3M-2	Carib
1 Jul 1931	1931	ScoFlt	Guantanamo	PM-1	Carib
			<i>Wright (AV 1)</i>		
1 Jan 1932	1932	ScoFlt	<i>Wright (AV 1)</i>	PM-1	Carib
13 Jan 1934	1934	BasFor	Pearl Harbor	PH-1	WestPac
22 Apr 1935	1935	BasFor	Midway	PH-1	WestPac
25 Mar 1938	1938	PatWing-2	Pearl Harbor	PBY-1	WestPac
	22 Nov 1942*	FAW-1	Nandi, Fiji	PBY-5A	WestPac
15 Dec 1942	*	FAW-1	Guadalcanal	PBY-5A	WestPac
20 Dec 1943	*	FAW-2	Midway	PBY-5A	WestPac
7 Feb 1944	*	FAW-1	Guadalcanal	PBY-5A	WestPac
17 Feb 1944	*	FAW-1	Ondonga	PBY-5A	WestPac
14 Jun 1944	*	FAW-1	Espiritu Santo	PBY-5A	WestPac
25 Jul 1944	*	FAW-4	Shemya	PB4Y-2	NorPac
29 Sep 1944	Dec 1945	FAW-4	Attu	PB4Y-2	NorPac
May 1946	Sep 1946	†	Kodiak	PB4Y-2	NorPac
Mar 1947	Jun 1947	†	Kodiak	PB4Y-2	NorPac
Dec 1947	Mar 1948	†	Kodiak	PB4Y-2	NorPac
Aug 1948	Nov 1948	†	Kodiak	PB4Y-2	NorPac

* Continued combat deployment in the Pacific, moving from base to base.

† While deployed to NAS Kodiak, Alaska, the squadron came under the operational control of Commander Alaskan Sea Frontier.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Scouting Fleet		1 Jul 1929
Base Force		1 Apr 1933
Patrol Wing-2/FAW-2*		1 Oct 1937
FAW-1		22 Nov 1942
FAW-14		Jul 1943
FAW-2		Dec 1943
FAW-1		Feb 1944
FAW-6		Aug 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	DD†	19 Jul 1945

* Patrol Wing 2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

† The squadron remained a part of FAW-4, but was assigned the tail code DD on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	24 Nov 1942	1 Jun 1943



A squadron PM-1 in flight, circa 1930.

Third VP-21

Lineage

Established as Patrol Squadron SEVEN-B (VP-7B) on 23 July 1929.

Redesignated Patrol Squadron SEVEN-F (VP-7F) on 1 July 1931.

Redesignated Patrol Squadron SEVEN (VP-7) on 1 October 1937.

Redesignated Patrol Squadron ELEVEN (VP-11) on 1 July 1939.

Redesignated Patrol Squadron TWENTY-ONE (VP-21) on 1 February 1941, the third squadron to be assigned the VP-21 designation.

Disestablished 18 April 1942, squadron assets merged with VP-101.

Squadron Insignia and Nickname

Patrol Squadron SEVEN-F chose the great white albatross for the central design of its insignia. The albatross is the largest seabird, capable of prolonged flight over long distances of open sea. Although no letter



The squadron's insignia was the great white albatross.

from CNO was on file approving the design, it was considered the official insignia. Colors: outer circle, yellow; field within circle, blue; albatross, white with wings tipped with black; beak and talons, brown. The insignia continued in use following the squadron's redesignation to VP-11, and then VP-21.

Nickname: None on record.

Chronology of Significant Events

23 Jul 1929: Patrol Squadron SEVEN-B was established at NAS San Diego, Calif., with six NB-1 float-planes from the assets of the disestablished squadron VN-7D11. VP-7B came under the operational command of the Battle Fleet. Tender support was provided at that time by *Aroostook* (CM 3). PD-1 aircraft soon replaced the NB-1s. Training of flight crews continued through February 1930.



Two squadron PD-1s preparing to take off, note the Battle E on the nose of the second aircraft, 80-G-453499.

26 Jun 1930: The squadron set a flight endurance record for the PD-1, remaining in the air for 18 hours.

1 Jul 1931: VP-7B was redesignated VP-7F as a result of a 1 December 1930 reorganization that placed the squadron under the operational command of the Base Force.

21 Apr 1934: VP-7F participated in a fleet exercise with VPs 2F, 3F, 5F and 9F to test the ability of the aircraft tenders to move with the fleet. The exercise concluded on 28 May 1934.

1 Aug 1934: VP-7F conducted an exercise with VP-9F in Alaskan waters to test the ability of tenders to provide advance base support in cold weather conditions. Tenders participating in the exercise were *Wright* (AV 1), *Avocet* (AVP 4), *Sandpiper* (AM 51) and *Swan* (AM 34).

22 Apr 1935: VPs 7F and 9F returned to operations off Humbolt Bay and Sitka, Alaska. *Gannet* (AM 41) and *Wright* (AV 1) provided tender support.

1935: VPs 7F, 1F, 4F, 6F, 8F, 9F and 10F participated in Fleet Problem XVI in the area off Midway Island.

1 Oct 1937: VP-7F came under the operational command of PatWing-1, following the establishment of the Patrol Wing concept.

17 Mar 1938: VPs 7, 9, 11, 12, 16, 17 and 19 participated in Fleet Problem XIX (Phase II) as part of White Force, operating against Black Force. Patrol sectors were covered at an extreme range of 600 miles in the new PBY-1 and PBY-2 aircraft, using for the first time long-distance radio bearings for navigation. Results of



A squadron PM-1 in flight.



A squadron P2Y-3 in flight.

the tests showed major estimated damage to the Black Force by the attacking air elements of White Force.

25 Jun 1938: VP-7 departed with the other elements of PatWing-1 (VPs 7, 9, 11 and 12) for cold weather exercises in the area of Kodiak, Alaska. *Wright* (AV 1) provided tender support for the operation.

15 Jan 1940: VP-11 participated in joint Army-Navy exercises in setting up advance bases in the San Francisco, Calif., area. The conclusion of the exercises pointed out major deficiencies in the “bird” class AVP small seaplane tenders—*Lapwing* (AVP 1), *Heron* (AVP 2), *Thrush* (AVP 3), *Avocet* (AVP 4), *Teal* (AVP 5), *Pelican* (AVP 6), *Swan* (AVP 7), *Gannet* (AVP 8) and the *Sandpiper* (AVP 9). These vessels had been converted from AM-class minesweepers completed in 1918 and 1919. They were found to be deficient in the amount of berthing spaces, adequacy of galleys and supply-carrying capacity.

15 Dec 1940: VP-21 received orders to transfer to a new home base at Ford Island, Pearl Harbor, Hawaii. The transpac of 12 PBY-3 and PBY-4 aircraft began on 31 December 1940 with all arriving safely on 1 January 1941.



A squadron PBY, circa 1940.

15 Nov 1941: The squadron was assigned Wake Island as its wartime battle station. In mid-November the squadron packed up, publicly for “fleet exercises,” and headed for Wake with Midway Island as a stopping point. En route the squadron flew ASW patrols for *Enterprise* (CV 6) and *Lexington* (CV 2), which were carrying Marine Corps fighters and dive-bombers to Wake and Midway. The squadron arrived at Midway on 1 December 1941 and began operations.

7 Dec 1941: VP-21 was still based at Midway during the attack on Pearl Harbor. On 8 December 1941, the Konishi Midway Neutralization Force consisting of two Japanese destroyers commanded by Captain Minour Togo, approached Midway and began shelling the airfield. Togo’s assigned task was to screen for the retreating First Air Fleet after its attack on Pearl Harbor, and to destroy the patrol aircraft on Midway that might

detect the Japanese fleet. One VP-21 Catalina was destroyed in its hangar and two others were damaged after hitting buoys during takeoffs without lights. Ensign John M. Eaton, Jr., was one of the ground officers of VP-21 who organized a crew of civilian workmen to remove the surviving Catalinas from the burning hangars and launch as many of them as possible while still under fire from the Japanese task force. Ensign Eaton was later awarded the Navy Cross for his heroic actions during the attack. The squadron departed Midway for a return to Pearl Harbor the 13th. Patrols and sector searches over the waters off Hawaii remained the order of the day until March 1942.

6 Jan 1942: A squadron aircraft claimed the sinking of an enemy submarine in the waters off Hawaii on this date, but postwar records show no Japanese submarine losses during that period.

2 Mar 1942: Replacement aircraft began arriving in significant numbers from the States. VP-21 was refitted with new PBY-5 seaplanes, equipped with the latest navigation and radio equipment.

28 Mar 1942: After a brief shakedown period for the new aircraft, VP-21 was transferred south to Australia in four divisions.

3 Apr 1942: After arriving at Adelaide, Australia, the squadron was split into two detachments: Detachment One operating from the bay at Crawley, and Detachment Two at Albany. The squadron was under the operational control of PatWing-10.

18 Apr 1942: The two detachments returned to Adelaide, and VP-21 was disestablished. The entire assets of the squadron—aircraft, aircrews, supplies and ground crews—were merged with the remains of VP-101.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	7 Jan 1930
NAS Pearl Harbor, Hawaii	15 Dec 1940
Adelaide, Australia	3 Apr 1942



A squadron PBY-3, April 1938.

Commanding Officers**Aircraft Assignment**

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Assigned</i>
LCDR George R. Fairlamb, Jr.	15 Jul 1929		
LT Rico Botta	27 Jun 1931	PD-1	Jan 1930
LCDR Frank C. Fake	18 Jul 1932	PM-1	1933
LCDR Rutledge Irvine	Jun 1934	P2Y-3	1935
LCDR Robert L. Fuller	5 Jun 1936	PBY-1/2	Dec 1937
LCDR Silas B. Moore	2 Mar 1938	PBY-3	Apr 1938
LCDR Frank T. Ward, Jr.	Jun 1939	PBY-4	1940
LCDR John W. Harris	1 Feb 1940	PBY-5	Mar 1942
LCDR George T. Mundorff, Jr.	Feb 1941		



A squadron P2Y (on right) in formation with a PBY-1 from VP-11 during an exhibition for Movietone News. The aircraft are flying over Dale (DD 353), September 1936, NH-67305.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Aug 1934	Oct 1934	BasFor	Wright (AV 1)	PM-1	NorPac
22 Apr 1935	Jul 1935	BasFor	Gannet (AM 41)	P2Y-3	NorPac
1935	1935	BasFor	Midway	P2Y-3	WestPac
25 Jun 1938	Sep 1938	PatWing-1	Kodiak	PBY-3	NorPac
11 Jan 1939	10 May 1939	PatWing-3	Coco Solo	PBY-3	Carib
3 Apr 1942*	18 Apr 1942	FAW-10	Crawley	PBY-5	SoPac
3 Apr 1942*	18 Apr 1942	FAW-10	Albany	PBY-5	SoPac
18 Apr 1942	18 Apr 1942	FAW-10	Adelaide	PBY-5	SoPac

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Battle Fleet		7 Jan 1930
Base Force		1 Jul 1931
PatWing-1		1 Oct 1937
PatWing-2/FAW-2		16 Oct 1941
FAW-10		31 Mar 1942

*PatWing-2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

Unit Awards Received

None on record.



A formation of squadron PBYs in flight, December 1939, 80-G-63414 (Courtesy of Captain Jerry Mason, USN).

Fifth VP-21

Lineage

Established as Bombing Squadron ONE HUNDRED ELEVEN (VB-111) on 30 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED ELEVEN (VPB-111) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED ELEVEN (VP-111) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) ELEVEN (VP-HL-11) on 15 November 1946.

Redesignated Patrol Squadron TWENTY ONE (VP-21) on 1 September 1948, the fifth squadron to be assigned the VP-21 designation.

Disestablished on 21 November 1969.

Squadron Insignia and Nickname

The squadron's first insignia on record was not submitted to CNO for approval until after WWII, when it was designated VP-HL-11. The design approved by CNO on 19 February 1948, was that of an elephant centered in a circular design overlaid on an anchor. The elephant held a depth bomb in its trunk, a searchlight around its neck, wings on its back and a gun turret on top of its back. The elephant was apparently a



The squadron's first insignia was the flying elephant. Unfortunately the color design submitted for approval was cut to fit in a file folder.



This photo shows the entire design of the flying elephant insignia.

turret, black; clouds, white; sky, blue; searchlight, yellow; anchor, blue and white. VP-HL-11 and VP-21 used the insignia through 1954.

The squadron's second insignia was submitted in 1954 and approved by CNO on 10 March 1954. The motif of the design was the "Truculent Turtle," named after the P2V-1 flown by Commander Thomas D. Davies on a record-breaking flight on 29 September 1946, from Perth, Australia, to Columbus, Ohio. The turtle was rampant in a cloud-filled night sky, searching out the adversary with a lantern in his right hand (corresponding to the searchlight on the starboard wing tip of



The squadron's second insignia was a cartoon design turtle.

the P2V-6), and ready to attack with a rocket carried in his left hand. In the background was a parachute mine, symbolic of the squadron's primary mission in sea and air warfare. Colors: turtle, light green body, yellow eyes, dark green shell; lamp, black frame; lantern light, yellow; missile, red; cloud, gray; sky, blue; mine, black with white parachute; insignia border, black.



The squadron's last insignia was the jack and ace of spades, reflecting the squadron's designation of 21.

common theme of the period, featured in insignia used earlier by both VPs 52 and 101. The "elephant" of VP-HL-11 was the Navy's largest land-based bomber, the PB4Y-2 Privateer. It was utilized in an ASW role and equipped with searchlights for night attacks against surfaced submarines.

Colors: elephant, gray, black and white; wings, yellow;

turret, black; clouds, white; sky, blue; searchlight, yellow; anchor, blue and white. VP-HL-11 and VP-21 used the insignia through 1954.

Colors: turtle, light green body, yellow eyes, dark green shell; lamp, black frame; lantern light, yellow; missile, red; cloud, gray; sky, blue; mine, black with white parachute; insignia border, black.

The squadron's third insignia was approved by CNO on 17 August 1959. It was a circular patch with VP-21 at the bottom. In the patch were two playing cards, an ace of spades and a jack of spades. The squadron derived its nickname from the latter card, the "Black Jacks." The squadron in-

signia was changed when its primary mission was changed from aerial mine warfare to antisubmarine warfare. Colors: playing cards, black and white; background, blue; squadron logo, black with white letters; border, black.

Nickname: Black Jacks, 1959–1969.

Chronology of Significant Events

30 Jul 1943: VB-111 was established at NAS Norfolk, Va. Half of the personnel from VP-201 formed the cadre of the new squadron. The next day a new commanding officer was designated and all personnel began relocating to NAAS Oceana, Va., for training in the Consolidated PB4Y-1 Liberator patrol bomber. Operational control of the squadron came under FAW-5.

15 Aug 1943: Six crews were sent to San Diego, Calif., to pick up half of the squadron's allotment of aircraft. After their arrival the crews completed their familiarization training using auxiliary fields at Chincoteague, Va., and Cherry Point, N.C.

1 Oct 1943: The squadron received its orders to deploy to St. Eval, England, under the operational control of FAW-7.

4 Nov 1943: VB-111 transferred to Port Lyautey, French Morocco, under the operational control of FAW-15, to guard the western approaches to Gibraltar.

8 Feb 1944: The squadron had its first contact with the enemy on this date, carrying out one attack on a German U-boat. Postwar records indicate no enemy losses on that date.

2 Mar 1944: Over a period of four months, sections of three aircraft at a time were transferred back to St. Eval, England, under the operational control of FAW-7. By 13 July 1944, the entire squadron was gathered at St. Eval in preparation for its return to NAS Quonset Point, R.I.

14 Jul 1944: The first section of three aircraft departed England for the U.S., arriving on the 19th. The last section arrived at NAS Quonset Point on 23 July 1944. The squadron began a training program that was conducted through 19 August 1944.

20 Aug 1944: The first section of VB-111 aircraft began the transit across the U.S. to the West Coast, with the last section arriving at NAAS Camp Kearney, Calif., on the 22d. The squadron came under the operational control of FAW-14. A brief period of training for South Pacific operations was undertaken through the end of September.

24 Sep 1944: VB-111 personnel (13 officers and 102 enlisted) boarded *Makassar Strait* (CVE 91) for transportation to NAS Kaneohe, Hawaii. Aircrews began the transpac on 1 October 1944, with the last section arriving on 5 October 1944.

29 Nov 1944: VPB-111 was given combat indoctrination training under operational control of FAW-2

through the end of November. On the 29th, the squadron received orders to transfer to the combat zone at NAB West Field, Tinian. The last section of aircraft arrived on 1 December 1944, and the squadron came under the operational control of FAW-1. Strategic long-range searches were conducted from that location through the middle of January 1945.

5 Jan 1945: Two squadron PB4Y-1s, flown by Lieutenant Howard E. Sires and Franklin B. Emerson, spotted and attacked a midget submarine two miles southwest of Chichi Jima. The submarine was sunk using 250-pound G.P. bombs and strafing with 50-caliber guns.

15 Jan 1945: The squadron and its headquarters were relocated to NAB Morotai under the operational control of FAW-17, with a detachment of four aircraft at Tacloban Air Base, Leyte, Philippines, under FAW-10. Long-range reconnaissance missions and antishipping patrols were carried out from both locations.

1 Feb 1945: VPB-111 began transferring personnel and assets to the Tacloban Air Base from Morotai. By 6 February 1945, the entire squadron had been relocated, with a detachment of four crews at McGuire Field, Mindoro. Long-range reconnaissance missions and antishipping patrols were carried out from both locations.

17 Mar 1945: The Mindoro detachment rejoined the squadron at Tacloban to prepare for the upcoming invasion of Okinawa. Interdiction cover patrols for TF 58 en route to Okinawa began on 21 March 1945.

11 Apr 1945: VPB-111 relocated to Palawan Army Air Field. On 1 May 1945, the squadron received several new PB4Y-2 Privateers as replacements for its worn-out PB4Y-1s. With its new and refurbished complement of aircraft, the squadron commenced a series of daytime strikes on targets along the Borneo and Malaya coasts. On one such mission against the enemy installations at Singapore, two squadron Privateers were teamed up for an attack. One of the aircraft was badly damaged during its bombing run, and the second, flown by Lieutenant (jg) Romayn F. Heyler, flew through heavy enemy fire to protect its withdrawal from the area. During the escape from the target area a squadron of enemy fighters attacked the Privateers. Lieutenant (jg) Heyler's crew managed to shoot down one fighter and damage several others while escorting their squadron mates safely back to base. For his heroic actions while protecting his comrades Lieutenant (jg) Heyler was later awarded the Navy Cross.

7 Jul 1945: A detachment of five aircraft was sent to Mindoro, Philippines, for a two-week tour of duty, returning to Palawan on 20 July.

27 Oct 1945: After a brief period of standdown for maintenance, the squadron began the transit back to NAS Kaneohe, Hawaii, and from there to the U.S.

24 Nov 1945: VPB-111 concluded its transit from

the South Pacific to NAS New York, where crews were given leave. Over the next three months many of the wartime personnel were discharged from military service to civilian status.

1 Mar 1946: VPB-111 began a period of postwar re-forming and retraining of new crews at NAS New York.

Jun 1946: The squadron was designated an Atlantic Fleet Antisubmarine Warfare Squadron.

3 Jan 1949: VP-21 deployed to Guantanamo Bay, Cuba, for training. One squadron aircraft crashed at Patuxent River, Md., killing two crewmen.

28 Jun 1950: The squadron received its first P4M-1. VP-21 was selected to be one of the few Navy patrol squadrons to fly the new Mercator. On 1 July 1951, the untested aircraft were flown on a 6,500-mile circuit from Pensacola, Fla., to San Diego and Alameda, Calif., and Seattle, Wash. During the test flights all of the aircraft were operational, with no down time for repair.

21 Oct 1952: The squadron gave a demonstration of the P4M-1's capabilities to CNO and BuAer officials,

which included minelaying to show the bomber's ability to carry 13,000 pounds of mines in an internal bomb bay.

Feb 1953: VP-21 replaced its P4M-1 Mercators with P2V-6 Neptunes, carrying the latest equipment for minelaying and ASW, a steerable nose wheel and reversible pitch propellers.

1 Aug 1958: The squadron's primary mission was changed from aerial minelaying to antisubmarine warfare.

8 Jul 1958: VP-21 deployed to RNAS Halfar, Malta. During the deployment, the squadron participated in the Lebanon Incident from 15 July to 1 October 1958. VPs 21 and 10 provided ASW coverage to the Sixth Fleet during the crisis.

1 Jan 1967: Six VP-21 aircraft deployed to Rota, Spain, relieving VP-24. On 6 June to 23 June 1967, the Rota detachment deployed four aircraft to Souda Bay, Crete, for advanced base operations during the Arab-Israeli conflict.

21 Nov 1969: VP-21 was disestablished at NAS Brunswick, Maine.



A squadron P4M-1 in flight, 1950.



A squadron P2V, circa mid-1950s.



A squadron P2V-7 (SP-2H) in flight.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	30 Jul 1943
NAAS Oceana, Va.	1 Aug 1943
NAF Port Lyautey, F.M.	4 Nov 1943
NAS Quonset Point, R.I.	23 Jul 1944
NAS Kaneohe, Hawaii	5 Oct 1944
NAB Tinian	1 Dec 1944
NAB Morotai	15 Jan 1945
NAB Tacloban, Philippines	1 Feb 1945
AAF Palawan	11 Apr 1945
NAS New York, N.Y.	24 Nov 1945
NAS Atlantic City, N.J.	23 May 1946
NAS Patuxent River, Md.	11 May 1948
NAS Brunswick, Maine	26 May 1954

Commanding Officers

	<i>Date Assumed Command</i>
LCDR M. H. Tuttle	1 Aug 1943
LCDR J. V. Barry	20 Jan 1944
LCDR Gordon R. Egbert	19 Apr 1945
LCDR J. L. Hall	10 Oct 1945
LCDR B. C. Wheatley	31 May 1946
CDR R. H. Rice	20 Jun 1947
CDR C. D. Mott	25 Jun 1948
CDR R. Semmes	21 Oct 1949
CDR R. G. Albright	10 May 1951
CDR A. A. Barthes	25 Jun 1952

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Ralph D. Ettinger	31 Dec 1953
CDR James D. Ifft	Jun 1954
CDR Gerald E. Minor	Mar 1956
CDR John T. Griffith	25 May 1957
CDR W. H. Patterson	26 Sep 1958
CDR H. S. Ainsworth	2 Nov 1959
CDR J. J. Cryan	10 Nov 1960
CDR C. E. Mackey	7 Nov 1961
CDR C. R. Robertson	2 Nov 1962
CDR John G. Boniface	16 Oct 1963
CDR W. W. McCue	15 Oct 1964
CDR John W. Orrill	25 Sep 1965
CDR Ian J. Johnson	1 Aug 1966
CDR Edward L. Wilkinson	4 Aug 1967
CDR John Goodfellow	9 Jul 1968
CDR R. L. Latta	8 Jul 1969

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Aug 1943
PB4Y-2	May 1945
P4M-1	Jun 1950
P2V-6	Feb 1953
P2V-5F	Aug 1953
P2V-7S/SP-2H*	Dec 1957

* The P2V-7S was redesignated SP-2H in 1962.



A squadron P4M-1 in flight.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Oct 1943	3 Nov 1943	FAW-7	St. Eval	PB4Y-1	NorLant
4 Nov 1943	1 Mar 1944	FAW-15	Port Lyautey	PB4Y-1	Med
2 Mar 1944	13 Jul 1944	FAW-7	St. Eval	PB4Y-1	NorLant
24 Sep 1944	27 Oct 1945	FAW-2	Kaneohe	PB4Y-1	WestPac
1 Dec 1944	14 Jan 1945	FAW-1	Tinian	PB4Y-1	SoPac
15 Jan 1945*	5 Feb 1945	FAW-17	Morotai	PB4Y-1	SoPac
15 Jan 1945*	5 Feb 1945	FAW-10	Tacloban	PB4Y-1	SoPac
6 Feb 1945	10 Apr 1945	FAW-10	Mindoro	PB4Y-1	SoPac
11 Apr 1945	27 Oct 1945	FAW-10	Palawan	PB4Y-2	SoPac
28 Apr 1947	14 May 1947	FAW-5	Argentia	PB4Y-2	NorLant
3 Jan 1949	26 Feb 1949	FAW-5	Guantanamo	PB4Y-2	Carib
21 Apr 1949	2 Aug 1949	FAW-5	Argentia	PB4Y-2	NorLant
1953	1953	FAW-5	Malta	P4M-1	Med
1954	1954	FAW-3	Malta	P4M-1	Med
Aug 1955	Dec 1955	FAW-3	Malta	P2V-5F	Med
8 Jul 1958	7 Dec 1958	FAW-3	Malta	P2V-7S	Med
2 Mar 1959*	10 Aug 1959	FAW-3	Sigonella	P2V-7S	Med
2 Mar 1959*	10 Aug 1959	FAW-3	Keflavik	P2V-7S	NorLant
2 Mar 1960*	Aug 1960	FAW-3	Sigonella	P2V-7S	Med
2 Mar 1960*	Aug 1960	FAW-3	Keflavik	P2V-7S	NorLant
4 Jun 1961	6 Nov 1961	FAW-3	Argentia	P2V-7S	NorLant
27 Oct 1962*	26 Nov 1962	FAW-3	Lajes	SP-2H	NorLant
27 Oct 1962*	3 Dec 1962	FAW-3	Argentia	SP-2H	NorLant
5 Jan 1963	1 Jun 1963	FAW-3	Sigonella	SP-2H	Med
29 Apr 1963	1 Jun 1963	FAW-3	Souda Bay	SP-2H	Med
Apr 1964	Jun 1964	FAW-3	Argentia	SP-2H	NorLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
May 1964	Jun 1964	FAW-3	Guantanamo	SP-2H	Carib
20 Aug 1965*	1 Feb 1966	FAW-3	Rota	SP-2H	Med
20 Aug 1965*	1 Feb 1966	FAW-3	Keflavik	SP-2H	NorLant
1 Apr 1966	18 Apr 1966	FAW-3	Bermuda	SP-2H	Lant
1 Jan 1967*	29 Jun 1967	FAW-3	Rota	SP-2H	Med
6 Jun 1967*	29 Jun 1967	FAW-3	Souda Bay	SP-2H	Med
15 Oct 1967	15 Apr 1968	FAW-3	Signonella	SP-2H	Med
20 Feb 1969	26 Jun 1969	FAW-3	Signonella	SP-2H	Med

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Aug 1943
FAW-7		1 Oct 1943
FAW-15		4 Nov 1943
FAW-7		2 Mar 1944
FAW-5		23 Jul 1944
FAW-14		22 Aug 1944
FAW-2		5 Oct 1944
FAW-1		1 Dec 1944
FAW-17/10		15 Jan 1945
FAW-2	HC*	28 Oct 1945
FAW-5	HC	24 Nov 1945
FAW-3	HC/LH†	26 May 1954

* The squadron was assigned the tail code HC on 7 November 1946.

† The squadron's tail code was changed from HC to LH in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	2 Dec 1944	31 Jul 1945
AFEM	24 Oct 1962	31 Dec 1962



A squadron P4M-1 in flight.



A close up of the tail of a squadron P2V showing the tail code LH and a spade at the top of the tail.

First VP-22

Lineage

Established as Patrol Squadron FOUR D-14 (VP-4D14) on 15 September 1928.

Redesignated Patrol Squadron FOUR-B (VP-4B) on 21 January 1931.

Redesignated Patrol Squadron FOUR-F (VP-4F) on 17 July 1933.

Redesignated Patrol Squadron FOUR (VP-4) on 1 October 1937.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 1 July 1939.

Disestablished and merged with VP-101 on 18 April 1942.

Insignia and Nickname

The first insignia used by VP-4D14 was a series of concentric circles enclosing a four-leaf clover, symbolizing both luck and the squadron number.



The squadron's first insignia used the four leaf clover.

Colors were: circles, from outside in toward center, red, blue, green, yellow; clover leaf was green on a white field. This insignia was adopted by the squadron without formal approval by the Bureau of Aeronautics on 1 July 1930.

The second insignia, devised by members of VP-4F, depicted the Griffin, an imaginary creature of Greek mythology with the body and legs of a lion and wings and beak of an eagle. Symbolically, the design implied a vigilant and powerful guardian. The Griffin was superimposed upon the numeral four. Colors: Griffin, orange and gold; numeral, white; field, light blue. Chief of the Bureau of Aeronautics approved this insignia on 8 July 1936. The insignia was used by the



The squadron's second insignia used the Griffin.

squadron until its disestablishment on 18 April 1942.

Nickname: unknown.

Chronology of Significant Events

15 Sep 1928: VP-4D14 established at NAS Pearl Harbor, Hawaii, with the D14 representing the 14th Naval District. The squadron began operations with six



An H-16 in flight.

H-16 seaplanes. Primary mission of the squadron was patrol and bombing in connection with the plan of defense for the Hawaiian Islands.

20 Feb 1929: Mechanics from the Wright Aeronautical Corporation arrived to begin alterations on the engines of the H-16 and new T2D aircraft.

28 Feb 1930: The first PD-1 aircraft was received by the squadron for testing to evaluate its operational capability. Results of the tests were very favorable, with transition training rapidly bringing the squadron complement up to 12 PD-1 seaplanes.

8 Mar 1930: A flight of three VP-4D14 aircraft from Barbers Point, Hawaii, to Nawiliwili, Hawaii, set a record time of 42 minutes, proving the worth of the PD-1 as an operational aircraft.

14 May 1930: VP-4D14 provided an escort for 44 Army aircraft in transit from Pearl Harbor, Hawaii, to the island of Maui, Hawaii. During the flight one Keystone bomber went down in mid-channel. Lieutenant Schur landed his PD-1 next to the sinking



Two squadron PD-1s in flight, March 1930.

bomber and rescued the crew, but was unable to take off again due to high waves and overloading. Both aircrews were rescued by SS *Hawaii* at sunset, leaving the seaplane in a sinking condition.

14 Sep 1930: VP-4D14, VP-1D14 and VJ-



A squadron PD-1 taking off in Hilo Harbor, Hawaii, August 1932.

6D14 departed Pearl Harbor for Hilo in company with *Pelican* (AM 27) for tests of advanced base operations and extended operations from a tender, including the servicing of the PD-1 while afloat.

9 Jan 1931: A flight of nine squadron aircraft made the first nonstop circumnavigation of the Hawaiian Islands, completing a distance of 850 miles in 12 hours.

21 Jan 1931: VP-4D14 was redesignated VP-4B when realigned by CNO from the 14th Naval District to Fleet Aviation, Battle Force, Minecraft at NAS Pearl Harbor, Hawaii.

26 Apr 1931: VP-4B was forced to reduce its flying to a minimum, since half the engines available for squadron aircraft had reached the 250-hour mark and needed replacing or rebuilding. No replacements were available in the inventory for several months.

17 Jul 1933: VP-4B was redesignated VP-4F when realigned by CNO from Battle Force to Base Force.



A squadron P2Y-3 in flight, note the insignia on the bow, 80-G-4651 (Courtesy William L. Swisher Collection).

The squadron at this time was comprised of 12 PD-1 aircraft, supported by tenders *Pelican* (AM 27) and *Avocet* (AM 19).

22 Apr 1935: VP-4F, with VP-1F and VP-6F from Pearl Harbor, Hawaii; VP-8F and VP-10F from San Diego, Calif.; and VP-7F and VP-9F from Coco Solo, C.Z., participated in Fleet Problem XVI in Hawaiian waters.

28 May 1935: VP-4F was realigned organizationally when patrol squadrons were placed under Patrol Wings, Base Force. VPs 1F, 4F, 6F, 8F, 10F, 16F and 17F came under PatWing-2 at FAB Pearl Harbor.

1 Oct 1937: VP-4F was redesignated VP-4 when patrol squadrons were reorganized under Commander, Air Scouting Force, Patrol Wings. VPs 1, 4, 6, 8 and 10 were based at FAB Pearl Harbor, Hawaii, under PatWing-2 and supported by *Swan* (AVP 7), *Pelican* (AVP 6) and *Avocet* (AVP 4).

25 Mar 1938: The squadron, along with VPs 1, 6, 8, 10 and 18 participated in Fleet Problem XIX (Phase V) as part of Red Force. During “attacks” on Blue Force the vulnerability of the slow-moving patrol aircraft became apparent when the majority were judged shot down in the face of strong antiaircraft fire from the defending force. The squadrons were flying P2Y-3 and PBV-1 aircraft. VP-4 had just transitioned to the PBV-1 from the P2Y-3, and the fleet exercise was its first operational test.

Jun–Aug 1938: VP-4 spent three months transitioning into newer model Catalinas, the PBV-2 and PBV-3.

9 Apr 1940: The squadron, along with VPs 21, 23, 24, 25 and 26 participated in Fleet Problem XXI in cooperation with the Army 72nd Bombardment Squadron and the 4th Reconnaissance Squadron, defending the Hawaiian Islands against carrier attack. The exercise pointed out serious problems that existed in the coordination between air arms in defense of the islands. VP-22 had by this date transitioned to the PBV-5 flying boat.

7 Dec 1941: VP-22 was caught on the ground during the Japanese attack on Pearl Harbor and all its aircraft destroyed. At NAS Kaneohe, Hawaii, 27 Catalinas of PatWing-2 were destroyed and six damaged.

11–20 Jan 1942: After receiving 12 replacement PBV-5 aircraft ferried in by VP-51 from Atlantic bases, VP-22 joined PatWing-10 at Ambon, N.E.I. Unfortunately, the PBV-5 aircraft they received were the early models without self-sealing fuel tanks and armor. PatWing-10 later received five newer model

PBY-5 Catalinas from the Dutch in Java. All of the rest of the PatWing's original aircraft were the older PBY-4 models. The VP-22 aircraft were the first aviation reinforcements of the U.S. Navy in the Central Pacific to oppose the Japanese advance in the East Indies. Lieutenant Thomas H. Moorner, later CNO and Chairman of JCS, was VP-22's engineering officer. Almost immediately after arrival several of the VP-22 Catalinas were caught at anchor at Ambon and destroyed. A few days later, Ensign Jack L. Grayson and crew were shot down in aircraft 22-P-6 near Magole Island. They made it to shore in five days and were picked up by a VP-22 aircraft on 20 January 1941.

5 Feb 1942: VP-22 flew to Darwin, Australia, and patrolled from that location, tender support provided by *William B. Preston* (AVD 7).

19-23 Feb 1942: Lieutenant Moorner and his crew, while on a patrol mission, were shot down by Japanese fighters en route to an attack on Darwin. None of the crew were seriously wounded and all were picked up shortly after by an American tramp steamer, *SS Florence D.* That same afternoon Japanese dive-bombers sank the steamer, killing two of Moorner's crew. The survivors made Bathurst Island that night, and all were picked up on the 23rd by *HMAS Warranambool* for return to Darwin.

25 Feb 1942: By this date, VP-22 had lost all but three of its aircraft to enemy action and only two of the remainder were in serviceable condition.

1 Mar 1942: Surabaya was evacuated in the face of the advancing Japanese, and the squadron was relocated to Perth, Australia.

5 Mar 1942: It was decided at this time to return half of the squadron personnel to the U.S. That contin-

gent departed Freemantle aboard transport *Mount Vernon* (AP 22) bound for San Francisco, Calif.

18 Apr 1942: VP-22 was officially disestablished and its assets merged with those of VP-101.

Base Assignments

Location	Date of Assignment
NAS Pearl Harbor, Hawaii	15 Sep 1928

Commanding Officers

	Date Assumed Command
Unknown	1928-1930
LT John B. Lyon	1 Jul 1930
LT Dixie Kiefer	1933
LCDR Harold J. Brow	1934
LT Walter F. Boone	1936
LCDR Andrew Crinkley	1937
LCDR Robert L. Fuller	1938
LCDR Aaron P. Storrs III	1938
LCDR Wilson P. Cogswell	1939
LCDR Frank O'Beirne	Oct 1941

Aircraft Assignment

Type of Aircraft	Date Type First Received
H-16	Sep 1928
T2D	Sep 1928
PD-1	Feb 1930
P2Y-3	Jul 1935
PBY-1	Mar 1938
PBY-2	Jun 1938
PBY-3	Oct 1938
PBY-5	Apr 1940



A formation of squadron PD-1s over Hawaii, March 1930.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Jan 1942	4 Feb 1942	PatWing-10	Ambon	PBY-5	SoPac
5 Feb 1942	24 Feb 1942	PatWing-10	Darwin	PBY-5	SoPac
25 Feb 1942	1 Mar 1942	PatWing-10	Surabaya	PBY-5	SoPac
1 Mar 1942	18 Apr 1942	PatWing-10	Perth	PBY-5	SoPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Naval District 14		15 Sep 1928
Fleet Aviation, Battle Force, Minecraft		21 Jan 1931
Fleet Aviation, Base Force		1 Oct 1937
PatWing-10/American/British/Dutch and Australian Forces (ABDA)		11 Jan 1942

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
PUC	8 Dec 1941 – 3 Mar 1942
	1 Jan 1942 – 3 Mar 1942



A formation of squadron PD-1s dropping bombs, May 1932.

Third VP-22

Lineage

Established as Bombing Squadron ONE HUNDRED TWO (VB-102) on 15 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWO (VPB-102) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWO (VP-102) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) TWO (VP-HL-2) on 15 November 1946.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 1 September 1948, the third squadron to be assigned the VP-22 designation.

Disestablished on 31 March 1994.

Squadron Insignia and Nickname

The first known insignia for the squadron was designed by the author's father while the squadron was being reformed at NAAS Kearney Field, Calif., and was approved by CNO on 29 June 1944. The central figure



The squadron's first insignia was a dragon.

of the design was a dragon breathing fire and smoke, poised on a cloud with a bomb held in its claws overhead, framed in a downward pointing triangle. Its nose, belly and tail were equipped with ERCO gun turrets. According to legend, the fiery dragon was the scourge of the Japanese people in the far-distant past of that nation. It was felt fitting, therefore, to symbolize the return of the dragon as an omen of fury mark-

ing the end of Imperial Japan, just as surely as it had marked its beginning. Colors: outer circle, chocolate brown; inner circle, forest green; field, bright yellow; triangle, light gray-blue; cloud, white; dragon body, forest green; dragon stomach, face, claws and wings, olive green outlined in black; head with black top, white eye, white teeth, black mouth; scaly tail, pale yellow; bomb, black; ball turret guns, forest green with white openings. The design was used by VB-102, VPB-102, VP-102 and VP-HL-2.

When VP-HL-2 was redesignated VP-22, its primary mission as a squadron was changed from that of patrolling/bombing to long-range overwater search com-



The squadron's second insignia used a cartoon goose to show its mission of long range flights over water.

bined with ASW. The design submitted to CNO and approved on 9 October 1951 portrayed a tired-looking goose with wingtip tanks, flying over an ocean in which a lightning bolt had just struck a surfaced submarine. The physical and mental strain caused by the search was portrayed by the spent expression on the face of the goose and by the tired look in its eyes. The lightning was intended to portray search radar common to patrol aviation. Colors: goose, blue with yellow bill, red tongue; cloud, white; submarine, black; lightning, yellow; globe, blue and tan; sky, black and blue; border, green and yellow. The design was used by VP-22 from 1951 to 1959.

The third insignia used by VP-22 was approved by CNO on 11 June 1959. It portrays a wolf howling at the moon, astride a crushed submarine. The squadron at this time was frequently deployed to Alaska; therefore, the wolf motif was thought quite appropriate. In keeping with the age of the atom, electrons are seen circling the ascendant moon. Colors: outer circle, blue; field, black; stars, moon, submarine, ripples on the



The squadron's third insignia used a howling wolf as its center piece.

proved by CNO on 13 March 1961. This time the goose was more aggressive, clawing at a submarine which was breaking in two, with wings thrust upwards. In a scroll at the bottom of the design was the



The fourth insignia returned to the theme of the goose used in the squadron's second design.

would be more appropriate with the advent of the new aircraft. The goose theme was retained, but it was



The squadron last insignia was a very stylized goose and submarine design.

water and nose of dog, white; neutrons circling the moon, yellow; ocean, blue; field for the scroll at the bottom of the insignia, black with yellow letters PATRON 22. The insignia was used by VP-22 from 1959 to 1961.

With the fourth insignia, the squadron had returned to a goose theme, approved by CNO on 13 March 1961. This time the goose was more aggressive, clawing at a submarine which was breaking in two, with wings thrust upwards. In a scroll at the bottom of the design was the squadron designation, PATRON 22. No record of colors was available for this design. The insignia was in use from 1961 to 1969.

The assignment of the P-3A Orion to VP-22 in 1964 marked a technological turning point in the history of the squadron. The squadron decided that a newer, more modern insignia

streamlined to reflect the modern jet age environment, still ever ready to search out and destroy the adversary. In the design, the goose flies above the sea over a submerged submarine. Colors: outer circle, gold; field in upper half of circle, light blue; goose, dark blue; two outer diagonal lines cutting insignia in half, dark blue and gold; field in lower half of the circle, light blue; submarine, red; scroll outline in gold with letters PATRON TWENTY-TWO in gold, with blue background. This insignia was in effect until the squadron's disestablishment in 1994.

Nickname: Dragons, 1944–1950.

Blue Geese Squadron, 1951–1994.

Chronology of Significant Events

15 Feb 1943: VB-102 was established at NAS Kaneohe, Hawaii, from half of the squadron assets and personnel of VP-14. It operated under the operational control of FAW-2 during its formation and training period. The squadron continued flying the PB4Y-1 Catalinas from VP-14 as additional crews and ground personnel were brought aboard. As the squadron was designated for conversion to the landplane PB4Y-1 Liberator, the crews began transition training as the new aircraft were received over the next two months. VB-101 was the first squadron to fly the new land-based bomber, and VB-102 was the second.

28 Feb 1943: Single aircraft detachments (PB4Y-1As) were sent to Canton, Midway and Johnston Islands to provide patrol sector coverage. By 1 March 1943, similar patrols were being conducted in the vicinity of the Hawaiian islands by the squadron at Kaneohe flying the newly assigned PB4Y-1 Liberators.

7 Apr 1943: The squadron suffered its first operational loss when Lieutenant (jg) Herbert S. Bonn flew into the water during a night takeoff.

22 Apr 1943: All of the Liberators received for squadron use were the early model Army versions (B-24D) without a powered nose turret. Reports from the combat zone showed that Liberator squadrons with 30-caliber nose guns were sustaining very high casualty rates. Newer models of the Liberator destined for Army use (B-24H with Emerson or Consolidated turrets) did not come off the assembly lines in the States until June 1943. PB4Y-1 Liberators destined for Navy use did not get the refit at NAS San Diego with ERCO 250SH-1 powered turrets with twin 50-caliber gun mounts until after May 1943. VB-102 was scheduled to go into combat before any of the refitted models could be obtained. In a flash of inspiration, Commander Chick Hayward (later Vice Admiral), who was in command of the newly established Patrol Service Wing at Kaneohe, decided that tail gun turrets (Consolidated versions) in the slow and unwieldy PB2Y-2 Coronado seaplanes—then sitting on the ramp awaiting maintenance or cargo runs to the mainland—would be more

useful in the noses of the PB4Y-1s which were going into combat. A few days later the commander of the PB2Y squadron walked down on the ramp to find all the tail turrets of his aircraft missing! They had been put in the noses of the VB-102 aircraft.

22 Apr 1943: VB-102 received its first combat assignment at Carney Field, Guadalcanal, under the operational control of FAW-1. A five-aircraft detachment was maintained at Espiritu Santos. Daily search sectors of 800 miles were conducted in conjunction with VB-101, which had arrived at Carney Field prior to VB-102. The squadron's primary mission was to protect the southern Solomons from invasion and to intercept enemy shipping. During one such mission a squadron Liberator was heavily damaged during an attack on the enemy seaplane base on Greenwich Island.

7 Jul 1943: The commanding officer of VB-102, Lieutenant Commander Bruce A. Van Voorhis, and his entire crew were killed during a daytime attack on enemy positions on the island of Kapingamarangi. Lieutenant Commander Van Voorhis received the Medal of Honor for this action and his co-pilot, Lieutenant (jg) Herschel A. Oehlert, Jr., was awarded the Navy Cross. All of the other crew members were awarded the Distinguished Flying Cross. Official accounts of the action describe it as a long-distance bombing mission (700 miles) against enemy positions on the Japanese-occupied Greenwich Islands chain. Van Voorhis made six bombing runs against a radio station and several strafing runs against three seaplanes and shipping in the lagoon. It was reported that on his last run his aircraft was "too low and too slow" and was caught in its own bomb blast. An enemy account found after the war, however, claimed that the bomber was shot down by one of the floatplanes. The bomber crashed in the lagoon with no survivors.

9 Jul 1943: Lieutenant Shiley and crew were shot down by Japanese night-fighters over Kahili airfield on Bougainville. There were no known survivors.

Aug 1943: Lieutenant (jg) Haskett and his crew were lost in a night bombing mission over Kahili. The squadron's losses in July and August 1943 occurred during bombing missions. However, the majority of work done by the squadron entailed search and reconnaissance, with bombing strictly secondary. Approximately 95 percent of the squadron's operations were single-plane search missions north of Guadalcanal and east of Bougainville.

1 Nov 1943: The squadron continued its operations from Carney Field at Guadalcanal, flying several missions with the 13th Army Air Force which also operated Liberators and B-25s out of Carney Field. VB-102 remained at Guadalcanal and Espiritu Santo until relieved on the first of November by VB-106. The aircraft were flown back to NAS Kaneohe for refit and reassignment while the crews and ground personnel departed for the States.

14 Feb 1944: VB-102 was reformed at NAAS Kearney Field, Calif., from a nucleus of veterans (14 of the original 18 PPCs) from the first combat tour. During the training period the squadron came under the operational control of FAW-14. The squadron received the newer version of the PB4Y-1 Liberator with ERCO nose turrets and retractable belly turret. The squadron remained at Kearney Field until June, when preparations were made for the transpac to Kaneohe, Hawaii. These preparations suffered a one-month setback on 6 June when a PB4Y-1 from VB-117 flown by Lieutenant (jg) Golden crashed into the squadron supply office, killing the supply chief and his assistant, and destroying most of the stores intended for the deployment. The training accident resulted in the death of nine VB-117 personnel and nine VB-102 personnel, and injuries to 11 others.

9 July 1944: VB-102 flew its transpac to NAS Kaneohe without incident and commenced combat operational training on the 18th. Crew skills were honed in bombing, ASW, use of new night radar sets and gunnery.

12 Aug 1944: The squadron flew from Kaneohe to Eniwetok in five increments of three aircraft each, arriving at Stickell Field on the 14th. VB-102 relieved VB-109 and assumed duties as part of CTG 59.3 under FAW-1. Missions consisted of long-range reconnaissance.

27 Aug 1944: VB-102 was reassigned to North Field, Tinian, as part of the Search, Reconnaissance and Photographic Command of Task Force 57. On 10 September 1944 operational control of the command was transferred from FAW-2 to FAW-1. Long-range reconnaissance missions with 800-mile sectors continued to be the order of the day.

27 Mar 1945: One of the missions liked the least by all squadrons in the South Pacific was the destruction of enemy picket boats. These small, heavily armed and armored vessels were stationed several hundred miles from the Japanese coasts along routes flown by the bomber streams attacking Japanese cities. Their reports of approaching attack forces gave the Japanese Home Defense forces time to prepare for interceptions. Lieutenant Wayne D. Rorman and his crew attacked one of the picket boats on the 27th, making a low-level, high-speed approach. During such a run only one pass was usually made and all ordnance was dropped by eye, rather than with complicated bomb sights. Rorman's bombing and strafing run was successful and the picket boat was sunk but his aircraft was heavily damaged. With great skill and good luck, Rorman managed to bring the bomber back to Tinian. For his heroic action, Lieutenant Rorman was subsequently awarded the Navy Cross.

1 Apr 1945: Routine search and long-range reconnaissance missions continued from Tinian through the first of April 1945, when the squadron received orders

to establish an eight-aircraft detachment at Iwo Jima. The detachment flew two daily 800-mile sector searches with two aircraft to the borders of the Japanese homeland across Nansei Shoto and south Kyushu. The squadron was placed under the operational control of FAW-18.

23 Apr 1945: VPB-102 was based temporarily on Peleliu, flying three daily 600-mile search sectors north of Peleliu. Night antishipping patrols were flown on a periodic basis. The squadron was joined on 24 April by VPB-152. Search sector patrols north of Palau Island and all night antishipping patrols were carried out through 2 May 1945, when the squadron was relocated to Tinian under the operational control of FAW-18.

3 May 1945: After settling in at Tinian, the squadron commenced 1,000-mile sector searches and reconnaissance of the Japanese-held Truk Island airstrips. Occasional attacks were made on Japanese held Marcus Island. A detachment of four aircraft was sent to Central Field, Iwo Jima, for long range reconnaissance to Honshu and Kyushu through north Nansei Shoto. On 18 May an additional six aircraft were sent to supplement the detachment and begin night antishipping patrols. During the next two months, the aircraft remaining at Tinian with the headquarters staff, provided the fleet with weather reports. Both the Tinian and Iwo Jima detachments provided daytime air-sea rescue patrols for B-29 crews returning from nighttime bombing missions.

9 May 1945: On 9 May Lieutenant Elwood C. Mildahn led his aircraft in a low level attack on Marcus Island. He pressed home his attack in the face of intense antiaircraft fire and successfully struck his target resulting in large fires. He was awarded the Navy Cross for this action. Lieutenant Commander Louis P. Pressler, VPB-102's commanding officer, was also awarded the Navy Cross for his action during the strike on Marcus Island. Despite the intense antiaircraft fire he succeeded in destroying three enemy planes preparing for take off and damaged the airstrip with a string of accurately placed bombs along the length of the runway.

1 Jul 1945: VPB-102 received its first PB4Y-2 Privateer replacements for the slower, less heavily armed Liberators. From 22 February 1945 to 7 August 1945, squadron losses were six PB4Y-1 aircraft, 23 killed and 12 wounded.

2 Sep 1945: V-J Day, VPB-102 was still based at Iwo Jima operating with 11 PB4Y-2s and 18 crews.

19 Sep 1945: Three of the aircraft assigned to the Iwo Jima detachment were sent to Agana Field, Guam, as an advance echelon. On 29 September the remainder of the squadron, including the headquarters detachment at Tinian, joined the advance echelon on Guam. Shortly after arrival, the squadron began crew rotations back to the States and received orders to re-

duce the squadron complement of aircraft from 15 to 12. Duties during this period consisted primarily of weather reconnaissance. On 6 December 1945, a detachment of four aircraft was sent to Peleliu to provide weather reconnaissance for the fleet.

29 Dec 1945: VPB-102 and the Peleliu detachment returned to Tinian, with a two-aircraft detachment remaining at Guam for weather reconnaissance. This detachment rejoined the squadron on 29 January 1946.

3 Jan 1946: The squadron received orders to reduce the squadron complement of aircraft and crews from 12 to 9. On 12 April 1946, two aircraft detachments were sent to Peleliu and Agana, Guam, for weather reconnaissance. A third weather reconnaissance detachment was sent to Iwo Jima on 24 April.

1 May 1946: The squadron headquarters staff was transferred back to Agana, Guam. The squadron remained there for the next several months, spraying DDT on Iwo Jima, Marcus Island, Yap, Ulithi, Pagan, Tinian and other outlying islands.

6 Jun 1946: NAS San Diego, Calif., was designated as the squadron's permanent state-side home port, with Agana, Guam, as its primary deployment site. The squadron was still based primarily on Guam throughout the year.

15 Nov 1946: VP-102 was redesignated VP-HL-2 with its primary mission remaining weather reconnaissance.

10 Mar 1947: The squadron participated for the first time in a week of ASW exercises off the coast of Guam. Lieutenant Degennaro had the distinction of hitting a submarine's periscope with a miniature bomb during the exercises, putting the vessel out of commission for the rest of the week.

31 Dec 1947: The primary mission of VP-HL-2 was changed from weather reconnaissance to ASW. The squadron continued to fly weather missions periodically over the next several years on an as needed basis.

2 Jul 1948: NAS Kaneohe Bay, Hawaii, was designated as the squadron's new permanent home port.

1 May 1949: The squadron's permanent home port was relocated from NAS Kaneohe, Hawaii, to NAS Barbers Point, Hawaii.

30 Jun 1950: VP-22 received its first Neptune P2V-4s, at a cost of \$693,000 per aircraft, as replacements for the Privateers.

1 Nov 1950: VP-22 deployed to WestPac during the Korean Conflict, based at Naha AFB, Okinawa, with nine P2V-4 aircraft and 12 flight crews. Duties consisted of two armed reconnaissance patrols daily along the China coast and Formosa Strait. On 21 January 1951, the squadron lost one aircraft due to starboard engine failure during takeoff. The P2V crashed and sank in 20 fathoms of water one mile off the end of the runway. There were 11 survivors and two crewmen were listed as missing (their bodies were later recovered).

1 Dec 1951: VP-22 was deployed to WestPac for a second Korean combat zone tour at NAF Atsugi, Japan. Patrol duties consisted of ASW and weather reconnaissance flights over the Sea of Japan and the Tsushima Straits.

29 Nov 1952: VP-22 began its third tour of operations in the Korean theater conducting shipping surveillance of the China Sea. The squadron carried out 486 combat patrols during deployment, losing one aircraft in combat and another in an accident.

18 Jan 1953: A P2V-4 of VP-22 patrolling the Formosa Strait was shot down off Swatow, China, by Communist Chinese anti-aircraft fire and ditched in the Formosa Strait. Eleven of 13 crew members escaped the aircraft. Shore battery gunfire and high seas hampered rescue operations, the latter causing the Coast Guard PBM-5 rescue plane to crash on takeoff. Total losses from the incident were 11 men, 7 of them from the Neptune crew. *Halsey Powell* (DD 686), while under fire from the shore batteries, rescued 10 survivors from the sea.

31 Jan 1953: One of the squadron's P2V-5s was listed as missing. Subsequent search revealed the wreckage with 11 victims on a mountainside at the northeast end of Okinawa.

1 Feb 1955: VP-22 received its first jet-assisted P2V-5F Neptune. The new aircraft had improved short field

takeoff capability; the jet engines assisted in maintaining higher airspeed and altitude.

19 Nov 1958: The Blue Geese deployed to NS Adak, Alaska. During deployment the size of the squadron was increased from 45 officers and 197 enlisted to 55 officers and 300 enlisted personnel.

Jul 1960: Squadron aircraft were retrofitted for anti-submarine warfare with JULIE and JEZEBEL electronic equipment. JULIE was an electronic system for detection and tracking of submarines, while JEZEBEL acoustic signal processors were used to track submerged targets. The new equipment was thoroughly tested during a November 1960 to May 1961 deployment.

1 Nov 1964: VP-22 picked up its first P-3A Orion at the Lockheed plant in Burbank, Calif. Cost of the new aircraft was \$3,950,000.

23 Apr 1965: The squadron deployed to NS Sangley Point, R.P., for duty with the 7th Fleet in Operation Market Time, coastal patrol operations off the coast of South Vietnam. A detachment operated from Cam Ranh Bay, Vietnam, with VP-42.

21 Apr 1966: VP-22 deployed a detachment to Midway and Kwajalein for advance base operations as part of operation Elusive Elk. The operation involved test firings of intercontinental ballistic missiles (ICBM) with an impact zone in the vicinity of Midway and Kwajalein. All of the squadron crews were rotated for



A squadron P2V-5F in flight, March 1955.

these exercises for two-week periods extending through 30 September 1966.

26 Jun 1968: The squadron commenced a six-month Progressive Aircraft Rework Cycle, equipping its P-3A aircraft with new communications gear, air-to-surface missiles and the AGM-12B Bullpup missile system. During the rework, the squadron deployed on 30 June 1968, to NAF Naha with a detachment supported at NAF Cam Ranh Bay.

15 Nov 1969: VP-22 deployed to NS Sangley Point with a detachment at RTNB U-Tapao, Thailand.

14 Jan 1971: The squadron deployed to NAF Naha, Okinawa, with detachments at NAF Cam Ranh Bay, RVN, and RTNB U-Tapao, Thailand.

11 Oct 1971: VP-22 began the refit for the P-3B DIFAR system, which utilized the Navy's most sophisticated ASW sensor equipment. The refit continued through April 1972.

21 Apr 1972: VP-22 deployed to NAF Naha, Okinawa, with a detachment at NAS Cubi Point, R.P. This deployment marked the squadron's last deployment to a combat zone during the Vietnam Conflict.

29 Aug 1978: A detachment was sent to NAS Moffett Field, Calif., for transition to the P-3B MOD (TAC/NAV) aircraft, returning to NAS Barbers Point, Hawaii, on 31 December 1978.



A squadron P-3B in flight near the coast line of Hawaii, August 1973.

1 Jun 1979: The Blue Geese deployed to NAS Cubi Point, R.P. On 27 June a squadron aircraft, BuNo. 154596, suffered a two-engine failure resulting in a crash at sea. Five of the 15 crew members were killed. The accident broke the squadron's safety record of 25 years, 7 months and 8 days of accident-free flying.

19 Jul 1979: The president announced he had instructed the U.S. 7th Fleet to aid the Vietnamese "boat people" and assist them to safety. VP-22 was deployed

at that time to NAS Cubi Point, R.P., and was tasked with locating boatloads of refugees in the South China Sea and directing surface ships of the 7th fleet to assist them. During the remainder of the deployment the squadron was engaged in SAR missions to rescue the Vietnamese "boat people," who were still fleeing their homeland following the Communist take over in 1975.

31 Dec 1982: VP-22 was designated as the test squadron for the operational deployment of the ALR-66 electronic warfare instrumentation package.

Jul 1990: The squadron received its first P-3C UII.5 aircraft replacements for the P-3B MODs. Transition was completed in October, with all of the older P-3B models going to various reserve patrol squadrons.

Apr 1992: The squadron received its first P-3C UIIIR aircraft. Transition training was undertaken at NAS Moffett Field, Calif., in increments of four crews.

24 Feb 1992: Four crews were detached for duty with the JCS sponsored Counter Narcotics Operations at Howard AFB, Panama. The detachment returned on 26 March 1992.

15 Mar 1994: VP-22 was disestablished at NAS Barbers Point, Hawaii.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	15 Feb 1943
NAAS Kearney Field, Calif.	14 Feb 1944
NAS Kaneohe, Hawaii	9 Jul 1944
NAS San Diego, Calif.	6 Jun 1946
NAS Kaneohe Bay, Hawaii	2 Jul 1948
NAS Barbers Point, Hawaii	1 May 1949

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Bruce A. VanVoorhis	15 Feb 1943
LCDR Gordon Fowler	7 Jul 1943
LCDR Gerald R. Pearson	14 Feb 1944
LCDR Louis P. Pressler	22 Feb 1945
LCDR Langford W. Bates	7 Aug 1945
LCDR M. L. Lowe, Jr.	3 Dec 1945
CDR H. A. Rowe	4 Oct 1946
CDR D. S. Gray, Jr.	14 Feb 1948
CDR J. W. Hughes	2 Apr 1949
CDR A. F. Farwell	13 May 1949
CDR R. J. Davis	23 Feb 1950
CDR William Godwin	11 May 1951
CDR W. P. Tanner, Jr.	20 Jun 1952
CDR J. E. Hardy	15 Jun 1953
CDR W. H. Game	20 Oct 1954
CDR W. C. Tuggle	23 Mar 1956
CDR M. W. Munk	10 Apr 1956
CDR R. B. Varner	26 Apr 1956
CDR M. W. Munk	20 Sep 1957

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR J. R. Ward	16 Aug 1958
CDR J. V. Hart	27 Jul 1959
CDR C. E. Olsen	1 Jul 1960
CDR C. E. Ruffin	13 Sep 1960
CDR C. E. Olsen	28 Jul 1961
CDR J. L. Kauth	10 Jul 1962
CDR L.E. Redden	5 Jul 1963
CDR Paul J. Hartley	1 Apr 1964
CDR George Prassinis	9 Aug 1965
CDR Jack D. Fuller	24 Feb 1966
CDR John T. Coughlin	15 Dec 1966
CDR James M. Barron	13 Nov 1967
CDR James W. Cornwell	19 Oct 1968
CDR J. F. Kneisl	7 Oct 1969
CDR R. W. Case	14 Aug 1970
CDR T. J. Keene	20 Jul 1971
CDR D. E. Canada	23 Jun 1972
CDR George C. Wheeler	22 Jun 1973
CDR William L. Rice	26 Jun 1974
CDR G. L. Cole	15 May 1975
CDR Hawkins G. Miller	14 May 1976
CDR David K. Moore	27 May 1977
CDR Michael B. Hughes	24 Mar 1978
CDR V. P. Merz	27 Apr 1979
CDR Raymond M. White	16 May 1980
CDR Edward R. Enterline	29 May 1981

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Michael D. Haskins	28 May 1982
CDR J. E. Dulin	27 Jun 1983
CDR R. J. Morris, Jr.	23 Aug 1984
CDR F. E. Barker, Jr.	18 Oct 1985
CDR Frederick E. Crecelius	7 Nov 1986
CDR Mark A. Crim	18 Dec 1987
CDR Chester A. Zeller	14 Dec 1988
CDR Robert D. Ford	8 Dec 1989
CDR John T. Sting	6 Dec 1990
CDR Dennis M. Corrigan	21 Nov 1991
CDR Richard T. Holloway	16 Dec 1992

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A/PB4Y-1	Feb 1943
PB4Y-2	Jul 1945
P2V-4	Jul 1950
P2V-5	Jul 1952
P2V-5F	Feb 1955
SP-2E	Nov 1962
P-3A	Nov 1964
P-3B DIFAR	Oct 1971
P-3B TAC/NAV MOD	Aug 1978
P-3C UII.5	Sep 1990
P-3C UIIIR	Apr 1992

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Feb 1943*	22 Apr 1943	FAW-2	Canton	PB4Y-1	WestPac
28 Feb 1943*	22 Apr 1943	FAW-2	Midway	PB4Y-1	WestPac
28 Feb 1943*	22 Apr 1943	FAW-2	Johnston Is.	PB4Y-1	EastPac
Apr 1943*	1 Nov 1943	FAW-1	Guadalcanal	PB4Y-1	SoPac
Apr 1943*	1 Nov 1943	FAW-1	Espiritu Santo	PB4Y-1	SoPac
9 Jul 1944	12 Aug 1944	FAW-2	Kaneohe	PB4Y-1	EastPac
12 Aug 1944	27 Aug 1944	FAW-1	Eniwetok	PB4Y-1	SoPac
27 Aug 1944	1 Apr 1945	FAW-1	Tinian	PB4Y-1	SoPac
1 Apr 1945	19 Sep 1945	FAW-18	Iwo Jima	PB4Y-1	WestPac
23 Apr 1945	3 May 1945	FAW-18	Peleliu	PB4Y-1	SoPac
3 May 1945	19 Sep 1945	FAW-18	Tinian	PB4Y-1	SoPac
19 Sep 1945	29 Dec 1945	FAW-1	Agana	PB4Y-1/2	WestPac
29 Dec 1945	1 May 1946	FAW-18	Tinian	PB4Y-1/2	SoPac
1 May 1946	6 Jun 1946	FAW-1	Agana	PB4Y-1/2	WestPac
14 Oct 1947	2 Jul 1948	FAW-1	Naha	PB4Y-2	WestPac
7 Jul 1949	8 Feb 1950	FAW-1	Agana	PB4Y-2	WestPac
1 Nov 1950	1 May 1951	FAW-1	Naha	P2V-4	WestPac
1 Dec 1951	31 May 1952	FAW-6	Atsugi	P2V-4	WestPac
29 Nov 1952	27 May 1953	FAW-6	Atsugi	P2V-5	WestPac
1954	1954	FAW-4	Kodiak	P2V-5	NorPac
Apr 1957	Sep 1957	FAW-4	Kodiak	P2V-5F	NorPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Nov 1958	19 May 1959	FAW-4	Adak	P2V-5F	NorPac
10 Nov 1960	10 May 1961	FAW-6	Iwakuni	P2V-5F	WestPac
May 1962	Nov 1962	FAW-6	Iwakuni	P2V-5F	WestPac
15 Nov 1963	19 May 1964	FAW-6	Iwakuni	SP-2E	WestPac
23 Apr 1965	1 Jan 1966	FAW-8	Sangley	P-3A	WestPac
Apr 1965	Jan 1966	FAW-8	Cam Ranh	P-3A	WestPac
21 Apr 1966	30 Sep 1966	FAW-8	Midway	P-3A	WestPac
27 Nov 1966	1 Jun 1967	FAW-4	Adak	P-3A	NorPac
30 Jun 1968	11 Jan 1969	FAW-1	Naha	P-3A	WestPac
16 Jul 1968	10 Dec 1968	FAW-8	Cam Ranh	P-3A	WestPac
15 Nov 1969	1 May 1970	FAW-8	Sangley	P-3A	WestPac
30 Nov 1969	29 Apr 1970	FAW-8	U-Tapao	P-3A	WestPac
14 Jan 1971*	14 Jul 1971	FAW-1	Naha	P-3A	WestPac
25 Jan 1971*	2 Feb 1971	FAW-8	Cam Ranh	P-3A	WestPac
27 Mar 1971*	3 Apr 1971	FAW-8	U-Tapao	P-3A	WestPac
21 Apr 1972*	30 Nov 1972	PatWing-1	Naha	P-3B DIFAR	WestPac
29 Apr 1972*	16 May 1972	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
11 Nov 1973	20 Apr 1974	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
10 Jun 1975	10 Dec 1975	PatWing-1	Naha	P-3B DIFAR	WestPac
8 Nov 1976	8 May 1977	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
1 Jan 1978	12 Jun 1978	PatWing-1	Agana	P-3B DIFAR	WestPac
1 Jun 1979	30 Nov 1979	PatWing-1	Cubi Point	P-3B MOD	WestPac
2 Aug 1980	1 Jan 1981	PatWing-1	Agana	P-3B MOD	WestPac
10 Nov 1981	15 May 1982	PatWing-1	Cubi Point	P-3B MOD	WestPac
5 Feb 1983	5 Aug 1983	PatWing-2	Midway	P-3B MOD	WestPac
10 May 1984	10 Nov 1984	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 Nov 1985	10 May 1986	PatWing-1	Cubi Point	P-3B MOD	WestPac
1 Jun 1987	11 Dec 1987	PatWing-10	Adak	P-3B MOD	NorPac
10 Nov 1988	10 May 1989	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 Feb 1990	15 May 1990	PatWing-1	Kadena	P-3B MOD	WestPac
1 Aug 1991	Jan 1992	PatWing-1	Misawa	P-3C UII.5	WestPac
24 Feb 1992	26 Mar 1992	PatWing-10	Panama	P-3C UIIIR	Carib
30 Oct 1992	10 May 1993	PatWing-1	Kadena	P-3C UIIIR	WestPac

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		15 Feb 1943
FAW-1		22 Apr 1943
FAW-14		14 Feb 1944
FAW-2		9 Jul 1944
FAW-1		12 Aug 1944
FAW-18		1 Apr 1945
FAW-14	WB/AE*	6 Jun 1946
FAW-2/PatWing-2 [§]	AE/CE [†] /QA [‡]	2 Jul 1948

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		* The squadron remained part of FAW-14 but was assigned the tail code WB on 12 December 1946. However, due to an administrative error, Aviation Circular Letter No. 165-46 of 12 December 1946 had identified two units, VP-22 and HEDRON MAG-25 with the tail code WB. VP-22's tail code was later changed to AE but the effective date of this change is unknown.
		[†] VP-22's tail code was changed from AE to CE on 4 August 1948.
		[‡] The squadron's tail code was changed from CE to QA in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).
		[§] Fleet Air Wing 2 (FAW-2) was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	22 Jan 1967	22 Mar 1967
MUC	20 Apr 1970	1 May 1970
	28 Aug 1982	7 Sep 1982
	10 Oct 1982	28 Oct 1982
	8 Dec 1982	17 Dec 1982
(Crew Det)	20 Apr 1970	1 May 1970
(Crew Det)	1 Feb 1972	15 Jul 1972
RVNGC	21 Nov 1968	31 Dec 1968

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Nov 1969	30 Apr 1970
NOSM	14 Oct 1947	2 Jul 1948
	1 Nov 1950	1 May 1951
	1 Dec 1951	1 Jun 1952
	28 Nov 1952	26 Jan 1953
	26 Jan 1953	30 May 1953
AFEM	1 Jul 1968	14 Jan 1969
(Crew Det)	23 May 1979	6 Jun 1979
(Crew Det)	21 Nov 1979	1 Dec 1979



A VP-22 P-3B preparing to land at NAS Moffett Field in August 1978 (Courtesy Rick R. Burgess Collection via Michael Grove).

Third VP-23

Lineage

Established as Weather Reconnaissance Squadron THREE (VPW-3) on 17 May 1946.

Redesignated Meteorology Squadron THREE (VPM-3) on 15 November 1946.

Redesignated Heavy Patrol Squadron (Landplane) THREE (VP-HL-3) on 8 December 1947, the second squadron to be assigned the VP-HL-3 designation.

Redesignated Patrol Squadron TWENTY THREE (VP-23) on 1 September 1948, the third squadron to be assigned the VP-23 designation.

Disestablished on 28 February 1995.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 10 February 1949, shortly after it had been redesignated VP-23. The rather complex design featured two signal flags: one containing the helmet and baton of



The squadron's first insignia was a complex design of two signal flags.

the "Patrolman," the other an umbrella. Both flags were pendants on a mast with a cloud background, pierced by a lightning bolt. The elements of the insignia portrayed the dual mission of the squadron at that time, which was antisubmarine and antishipping warfare combined with weather patrolling. Colors: clouds, gray; lightning, orange; pole, brown; top flag, red border with black background, blue police helmet with brown club and red star; lower flag, red border, black background with a light green umbrella with brown handle.

VP-23 changed its insignia, with CNO approval on 5 March 1953, to a design more in keeping with its primary mission of antisubmarine warfare. The central



The second insignia featured a sea hawk carrying munitions.



The third squadron insignia was a stylized head of a sea hawk.

figure of the design was a sea hawk, clutching in its claws a depth charge and a mine. Colors: body of hawk, white with silver gray and maroon wings; bomb and mine, black; sea, dark blue; sky, light blue.

The squadron submitted a third, more modern design that was approved by CNO on 1 July 1985. It still featured the sea hawk, but rendered it in a streamlined version with the head of the hawk outlined in the center of the design. On the top of the insignia in a scroll was the squadron nickname, Seahawks. On the bottom of the insignia, was a scroll with the squadron designation, Patron-23. Colors: background, gray; beak and eyes, yellow; feathers, white and blue; letters, yellow on blue background, yellow scroll border.

Nicknames: Seahawks, 1953–1995.

Chronology of Significant Events

17–21 May 1946: VPW-3 was established as a weather reconnaissance squadron under FAW-14 at NAAS Camp Kearney, Calif., for duty in the Caribbean. Its aircraft and personnel were drawn from VPW-2. Four days after its establishment, the new squadron departed for its assigned home base at NAS Miami, Fla., where the crews began flying the PB4Y-2M Privateer fitted with radar for weather reconnaissance. When the squadron arrived at NAS Miami it came under the operational control of FAW-5.

15 Nov 1946: VPW-3 was redesignated VPM-3, continuing to serve as a weather/meteorology squadron still based at NAS Miami, Fla..

8 Dec 1947: VPM-3 was redesignated VP-HL-3 after another squadron with that same designation had been disestablished at NAS Barbers Point, Hawaii, on 22 May 1947. Although designated as a Heavy Patrol Squadron (Landplane), it continued to provide weather reconnaissance and hurricane surveillance flights for the East Coast.

15 Jan–Sep 1948: VP-HL-3 was relocated to a new home port at NAS Atlantic City, N.J., but their stay at the new station was cut short by an order on 29 March 1948 to base at NAS Patuxent River, Md. However, the move to Patuxent River never occurred. The squadron deployed from NAS Atlantic City on 15 April 1948 for Argentia, Newfoundland, with a detachment at NAS Miami. The entire squadron joined the detachment at Miami at the close of the hurricane season in 1948 for the filming of the 20th Century Fox movie *Slattery's Hurricane*.

1 Jan 1949: After the Navy sequences for the movie *Slattery's Hurricane* were completed at NAS Miami, preparations for the squadrons transfer to NAS Patuxent River were halted and VP-23 was permanently assigned to NAS Miami under the operational control of FAW-11.



A formation of squadron PB4Y-2s in flight over Miami Beach, Fla., August 1949, 80-G-440198.

1 Jun–11 Nov 1949: VP-23 broke all records for hurricane surveillance by Navy patrol squadrons, entering the “eyes” of 33 hurricanes during the season from 1 June to 11 November 1949. The squadron then ended its career in weather and converted to the ASW role effective 15 November 1949. The squadron’s aircraft were redesignated PB4Y-2S and were retrofitted with the APS-15 ASW radar.

4 Dec 1949: VP-23 began its new role as a patrol squadron, with ASW as its primary mission, and deployed to Newfoundland and Greenland for cold weather training. RON (Remain/Over Night) visits were made to remote air bases at Goose Bay, Labrador; and Narsarssuak, Greenland, carrying mail. Temperatures during the two-month deployment frequently dropped to minus 20° F. During the deployment extensive use was made of LORAN gear.

1 Jul 1950: VP-23 surveyed the Gulf Stream in Operation Cabot, in support of *San Pablo* (AVP 30). The squadron recorded color changes in the gulf, took APS-15 radar signatures, and noted LORAN fixes on surface and subsurface features. During the operation at least one aircraft was designated to provide weather reconnaissance for the surface vessels participating in the project.

9 May 1952: VP-23 was transferred from NAS Miami, Fla., to a new permanent home base at NAS Brunswick, Maine, under the operational control of FAW-3. Although the squadron was transferred, 7 officers and 109 enlisted personnel remained at NAS Miami to form VJ-2, a weather squadron that took the place of VP-23. Shortly after the transfer, the squadron was equipped with PB4Y-2 aircraft that were soon redesignated P4Y-2S, fitted with antisubmarine radar.

19 May 1952: VP-23 deployed to Argentia, Newfoundland, for three months of advanced base training in cold weather operations, relieving VP-24. The squadron flew long-distance reconnaissance flights over the Labrador and Davis Straits and Baffin



A squadron PB4Y-2 being prepared for flight at Goose Bay, Labrador, January 1950.

Bay. A four-aircraft detachment was maintained at Thule, Greenland.

Jan 1953: VP-23 deployed to the Spanish Air Base at Reus, Tarragona, Spain, for one week of training with Spanish Air Force personnel. At the end of the week the squadron flew to Port Lyautey, F.M. The operations in Spain represented the first formal cooperation with the Spanish armed forces since before WWII.

Jun 1953: VP-23 deployed to Argentina, Newfoundland, with a detachment at Thule AFB, Greenland. The detachments charted ice conditions in the surface shipping lanes between Newfoundland and Greenland, moved urgent supplies to remote bases, conducted research for the Hydrographic Office in Washington, transported personnel and dropped mail to fleet units at sea and ashore. Routine ASW patrols were also flown by the Argentina detachment.

7 May 1954: One of the VP-23 Neptunes, MA-5, crashed on takeoff from Nassau during exercises with the Atlantic Fleet, killing the entire crew.

29 Jul 1954: A squadron Neptune, MA-7, developed engine trouble during an operational readiness flight near NAS Quonset Point, R.I. The crew ditched with no casualties and were pulled from the water after one and a half hours.



A formation of squadron P2V-5s, April 1954.

Apr 1955: VP-23 transitioned to the jet-assisted P2V-7 Neptune. At the end of the month the squadron received operational training in the new aircraft during its deployment to Bermuda. A three-aircraft detachment was maintained at Lajes, Azores. Exercises were conducted in ASW techniques with fleet submarines, surface units, other patrol squadrons and blimp squadrons.

16 Jul 1958: With the landing of U.S. Marines in Lebanon on 15 July, the squadron was quickly flown to NAF Keflavik, Iceland, the next day to assume station over the North Atlantic approaches. The Seahawks remained on station at this location until the international climate had cooled, returning to NAS Brunswick in early September.

1 Jan 1961: The Seahawks had just deployed to Argentina, Newfoundland, when they received a special assignment. VP-23 was one of several patrol



Squadron P2V-5s at Roosevelt Road, P.R., May 1954.

squadrons put on alert for the hijacked Portuguese liner *Santa Maria*. The search for the missing vessel took five of the squadron's aircraft to Barbados, Trinidad and Recife, Brazil, before the liner was found. This detachment remained at San Juan until March, when it rejoined the squadron at Argentina. The remaining months of the deployment were spent in shipping surveillance and evaluation testing of the Tiros II weather satellite.

1 May 1961: The squadron established a new endurance record for the P2V-7 Neptune during their deployment to Argentina, remaining in the air for 22 hours and 54 minutes. The flight was planned in honor of the 50th anniversary of Naval Aviation.

8 Aug–Nov 1962: VP-23 deployed to NAF Sigonella, Sicily, relieving VP-16. Detachments were maintained at NAF Rota, Spain; Almas, Sardinia; and Soudha Bay, Crete. On 30 September two detachments of four aircraft each were put on standby at Ben Guerir, Morocco, and Lajes, Azores, for Test 66, the six-orbit space shot of *Sigma 7* containing Navy Commander Walter M. Shirra. The test concluded successfully and the detachments returned to NAF Sigonella on 5 October. From 21 October to 21 November 1962, the squadron was put on alert during the Cuban Missile Crisis, flying round-the-clock surveillance and ASW missions in support of the Sixth Fleet. Soviet surface units were kept under surveillance during transit of the Mediterranean Sea.

Feb 1963: While preparing to return from Operation Springboard exercises in Puerto Rico in late February, the squadron was tasked to locate another hijacked ship, the Venezuelan cargo vessel *Anzotegui*. Searches were conducted in the South Atlantic and Caribbean before the ship was discovered by VP-23 in the mouth of the Amazon.

Apr 1963: VP-23 was tasked with the futile search for survivors or debris from the *Thresher* (SSN 593) disaster. On 30 May a squadron aircraft dropped a wreath over the site of the sinking.

6 Sep 1963: VP-23 deployed a seven-aircraft detachment to NAS Guantanamo, Cuba, relieving VP-45.

Numerous patrols were conducted in support of Cuban refugees adrift at sea.

3 Dec 1967: A squadron aircraft, LJ-4 with crew 11, crashed in adverse weather off the end of the Otis AFB, Falmouth, Mass., runway. The crew egressed safely, but the aircraft was totally consumed by fire.

15 Apr–Aug 1968: VP-23 deployed to NAF Sigonella, Sicily. On 1 August, a detachment deployed to Souda Bay, Crete, supported by *Tallahatchie County* (AVB 2).

1 Nov 1968: The squadron had been scheduled for disestablishment on this date, but the decision was rescinded at the last moment by the Secretary of Defense.

27 Jun–Aug 1969: VP-23 deployed to NAF Sigonella, Sicily, relieving VP-21. During the deployment squadron aircraft made contacts on 37 Soviet Bloc submarines in the Mediterranean Sea. A minor accident occurred on 31 August when the nosewheel of one of the squadron's aircraft collapsed during its landing roll. Only minor injuries were sustained by the crew and the aircraft was repairable.

Nov 1969–Jun 1970: The squadron received its first P-3B Orion, completing transition training on 15 June 1970. VP-23 was the last remaining active duty patrol squadron to fly the SP-2H, retiring its last Neptune on 20 February 1970.

13 Jun–Jul 1974: The Seahawks deployed to NS Rota, Spain, with a detachment maintained at NAF Lajes, Azores. Three aircraft were sent to NAF Sigonella, Sicily, during the Cyprus unrest on 20 July in case the need arose to evacuate U.S. citizens. The detachment returned to Rota on 23 July.

23 Mar–Apr 1978: The Seahawks deployed to NS Rota, Spain, with a four-aircraft/five-crew detachment maintained at Lajes, Azores. On 26 April 1978, aircraft LJ-04, BuNo. 152724, crashed at sea on landing approach to Lajes, killing seven. Cause of the accident was undetermined due to inability to recover aircraft remains from the extreme depths.

18 Jul 1979: VP-23 became the first Navy patrol squadron to fire the new McDonnell Douglas Harpoon



A close up of a Harpoon missile on the pylon of a squadron P-3. A squadron P-3C is in the background.

AGM-84 air-launched antishipping missile. VP-23 was the first operational fleet patrol squadron to make an operational deployment with the Harpoon.

5 Sep 1979–Jan 1980: VP-23 deployed to NAF Keflavik, Iceland, for NATO exercises. A detachment was maintained at the NATO airfield at Bodo, Norway. With the seizure of the American embassy in Iran, a detachment of three Harpoon equipped Orions was sent on 1 January 1980 to the island of Diego Garcia, B.I.O.T. The squadron's performance earned it the Navy Unit Commendation.

1 Jan 1980: VP-23 deployed from Keflavik, Iceland, to Diego Garcia and made its first operational flight out of the Indian Ocean base within 10 days after receiving orders, demonstrating its rapid deployment capability.

12 Jun–Oct 1983: The squadron deployed to NAS Bermuda, with detachments in Panama; Lajes, Azores; and Roosevelt Roads, P.R. On 28 October 1983, VP-23 transported a film crew to observe a Victor III Soviet submarine that had been forced to surface after developing problems with its propulsion system while being tracked by the squadron and *McCloy* (FF 1038). The film footage was used by all major television networks in their prime-time broadcasts.

29 Oct–3 Nov 1983: VP-23 provided a three aircraft detachment at Puerto Rico for patrols in the vicinity of Grenada during Operation Urgent Fury, when U.S. forces landed in Grenada to protect the lives of Americans on the island.

16 Jan–Apr 1985: The Seahawks deployed to NS Rota, Spain, with a detachment at Lajes, Azores. The Rota detachment supported the Sixth Fleet's retaliatory strikes against Libya during the 24 March to 15 April 1986 period of operations.

10 May 1990: VP-23 deployed to NAS Bermuda, with a detachment at NAS Roosevelt Roads, P.R. The Puerto Rico detachment set a record assisting in the seizure of a 1,400-kilo batch of cocaine on a ship in the territorial waters of the Dominican Republic.



A VP-23 P-3C(U2) at NAS Moffett Field in March 1979 (Courtesy Rick R. Burgress Collection via Michael Grove).

26 Sep–Nov 1990: The squadron was tasked with providing a detachment at Jedda, Saudi Arabia to provide support for Operation Desert Shield.

1 Nov 1991: VP-23 deployed to NAS Sigonella, Sicily. During the deployment a detachment was maintained at Jeddah, Saudi Arabia, in support of the UN embargo against Iraq.

1994: VP-23 operated from NAS Sigonella, Sicily, on its last deployment. The squadron provided NATO forces in Bosnia with real-time tactical reconnaissance in support of Operation Deny Flight. The squadron's P-3Cs, armed with AGM-65 Maverick missiles, flew more than 300 armed sorties in support of Operation Sharp Guard in the Adriatic Sea.

7 Dec 1994: The squadron held a disestablishment ceremony at NAS Brunswick, Maine.

28 Feb 1995: VP-23 was disestablished at NAS Brunswick, Maine.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	17 May 1946
NAS Miami, Fla.	21 May 1946
NAS Atlantic City, N.J.	15 Jan 1948
NAS Patuxent River, Md.*	29 Mar 1948
NAS Miami, Fla.	1 Jan 1949
NAS Brunswick, Maine	9 May 1952

* NAS Patuxent River, Md., was assigned as the squadron's home port but they never physically moved to the base.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. D. Baird	17 May 1946
LCDR W. Janeshek	16 Jun 1947
CDR R. D. Knowles	19 Oct 1948
CDR L. D. Tamny	15 Nov 1949
CDR W. R. Meyer	24 Mar 1951
CDR V. A. Blandin	12 Apr 1952
CDR H. N. Hop	8 Oct 1953
CDR E. B. Rogers	29 Oct 1954
CDR H. M. Cocowitch	1 Sep 1956
CDR Floyd F. Reck	27 Nov 1957
CDR J. G. Fifield	7 Nov 1958
CDR T. H. Brown	9 Dec 1959
CDR W. V. Collins	19 Dec 1960
CDR H. A. Willyard	1 Dec 1961
CDR Fred C. Watson	5 Dec 1962
CDR Kenneth R. Karr	5 Nov 1963
CDR Charles L. Wyman	15 Dec 1964
CDR T. F. Wentworth	15 Nov 1965
CDR Harold R. Lockwood	23 Sep 1966
CDR William H. Bowling	23 Oct 1967
CDR H. T. Smith	27 Nov 1968
CDR Raymond L. Christensen	11 Dec 1969
CDR Robert J. Campbell	17 Nov 1970
CDR C. G. Gilchrist	29 Oct 1971
CDR W. R. Westlake	30 Nov 1972
CDR Richard F. Green	28 Sep 1973
CDR J. E. Sheehan	27 Nov 1974
CDR George R. Allender	12 Nov 1975
CDR Peter R. Catalano	16 Nov 1976

A squadron P-3C launching a Harpoon missile.



Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Don W. Medara	18 Nov 1977
CDR Henry H. Davis, Jr.	20 Oct 1978
CDR Peter C. Baxter	8 Nov 1979
CDR Edward L. Naro	14 Oct 1980
CDR Michael T. Korbet	4 Nov 1981
CDR Harold J. Tickle	8 Oct 1982
CDR Gregory R. Moore	9 Dec 1983
CDR R. Kelly Gray	3 Apr 1985
CDR Benjamin P. Riley III	28 Jul 1986
CDR Paul M. Griffin	16 Sep 1987
CDR William S. Boniface	9 Sep 1988
CDR Frank B. Word	22 Sep 1989
CDR Larry W. Crane	5 Oct 1990
CDR James L. Campbell	Oct 1991

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Keith T. Weaver	6 Nov 1992
CDR Ronald C. Schuller	19 Nov 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-2M	May 1946
PB4Y-2S	Nov 1949
P4Y-2S	May 1952
P2V-5	Oct 1953
P2V-7	Apr 1955
P2V-7S (SP-2H)	1959
P-3B	Nov 1969
P-3B DIFAR	Mar 1971
P-3C UII	Oct 1978



A squadron PB4Y-2 at Gibraltar, January 1951.



A squadron P-3C, 1979.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
30 Jan 1947	15 Mar 1947	FAW-11	San Juan	PB4Y-2M	Carib
15 Apr 1948	Sep 1948	FAW-5	Argentina	PB4Y-2M	NorLant
4 Dec 1949	23 Jan 1950	FAW-11	Labrador	PB4Y-2S	NorLant
4 Jan 1951	12 May 1951	FAW-11	Port Lyautey	PB4Y-2S	Med
18 May 1952	17 Sep 1952	FAW-3	Argentina	P4Y-2S	NorLant
Jun 1953	20 Nov 1953	FAW-3	Argentina	P4Y-2S	NorLant
12 Sep 1954	Jan 1955	FAW-3	Port Lyautey	P2V-5	Med
Apr 1955*	5 Aug 1955	FAW-3	Bermuda	P2V-7	Lant
Apr 1955*	5 Aug 1955	FAW-3	Lajes	P2V-7	Carib
5 Jan 1956	Jun 1956	FAW-3	Keflavik	P2V-7	NorLant
15 May 1957	Oct 1957	FAW-3	Malta	P2V-7	Med
Apr 1958	May 1958	FAW-3	Keflavik	P2V-7	NorLant
16 Jul 1958	Sep 1958	FAW-3	Keflavik	P2V-7	NorLant
Dec 1958	17 May 1959	FAW-3	Malta	P2V-7	Med
3 Oct 1959	Mar 1960	FAW-3	Thule	P2V-7	NorLant
1 Sep 1960	Oct 1960	FAW-3	Argentina	P2V-7	NorLant
1 Jan 1961	5 Jun 1961	FAW-3	Argentina	P2V-7	NorLant
8 Aug 1962	9 Jan 1963	FAW-3	Sigonella	P2V-7/SP-2H	Med
6 Sep 1963	2 Dec 1963	FAW-3	Guantanamo	SP-2H	Carib
4 Oct 1964*	10 Mar 1965	FAW-3	Keflavik	SP-2H	NorLant
4 Oct 1964*	10 Mar 1965	FAW-3	Rota	SP-2H	Med
9 Nov 1966	12 May 1967	FAW-3	Sigonella	SP-2H	Med
15 Apr 1968*	14 Oct 1968	FAW-3	Sigonella	SP-2H	Med
1 Aug 1968*	14 Oct 1968	FAW-3	Souda Bay	SP-2H	Med
			<i>Tallahatchie County (AVB 2)</i>		
27 Jun 1969	27 Oct 1969	FAW-3	Sigonella	SP-2H	Med
25 Oct 1970	5 Mar 1971	FAW-3	Sigonella	P-3B	Med
1 Dec 1971	25 Mar 1972	FAW-3	Rota	P-3B DIFAR	Med



A squadron PB4Y-2 on patrol.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 Nov 1972	17 Dec 1972	FAW-3	Sigonella	P-3B DIFAR	Med
16 Jan 1973	26 Jun 1973	FAW-3	Sigonella	P-3B DIFAR	Med
13 Jun 1974*	14 Nov 1974	PatWing-5	Rota	P-3B DIFAR	Med
13 Jun 1974*	14 Nov 1974	PatWing-5	Lajes	P-3B DIFAR	Med
2 Jul 1975*	17 Dec 1975	PatWing-5	Bermuda	P-3B DIFAR	Lant
2 Jul 1975*	17 Dec 1975	PatWing-5	Lajes	P-3B DIFAR	Lant
1 Dec 1976*	5 May 1977	PatWing-5	Rota	P-3B DIFAR	Med
1 Dec 1976*	5 May 1977	PatWing-5	Lajes	P-3B DIFAR	Lant
23 Mar 1978*	5 Sep 1978	PatWing-5	Rota	P-3B DIFAR	Med
23 Mar 1978*	5 Sep 1978	PatWing-5	Lajes	P-3B DIFAR	Lant
5 Sep 1979	15 Mar 1980	PatWing-5	Keflavik	P-3C UII	NorLant
1 Jan 1980	15 Mar 1980	PatWing-1	Diego Garcia	P-3C UII	IO
12 Feb 1981	29 Jul 1981	PatWing-5	Keflavik	P-3C UII	NorLant
23 Mar 1982*	11 Aug 1982	PatWing-5	Rota	P-3C UII	Med
23 Mar 1982*	11 Aug 1982	PatWing-5	Lajes	P-3C UII	Lant
12 Jun 1983*	6 Nov 1983	PatWing-5	Bermuda	P-3C UII	Lant
12 Jun 1983*	6 Nov 1983	PatWing-5	Lajes	P-3C UII	Lant
10 Aug 1984	15 Jan 1985	PatWing-5	Sigonella	P-3C UII	Med
16 Jan 1986*	10 Jun 1986	PatWing-5	Rota	P-3C UII	Med
16 Jan 1986*	10 Jun 1986	PatWing-5	Lajes	P-3C UII	Lant
5 May 1987	10 Nov 1987	PatWing-5	Keflavik	P-3C UII	NorLant
1 Dec 1988*	Jun 1989	PatWing-5	Rota	P-3C UII	Med
1 Dec 1988*	Jun 1989	PatWing-5	Lajes	P-3C UII	Lant
Dec 1989	Jun 1990	PatWing-5	Lajes	P-3C UII	Lant
10 May 1990*	Nov 1990	PatWing-5	Bermuda	P-3C UII	Lant
10 May 1990*	Nov 1990	PatWing-5	Roosevelt Rd.	P-3C UII	Carib
2 Oct 1990	10 Nov 1990	PatWing-1	Jeddah	P-3C UII	Gulf
1 Nov 1991*	May 1992	PatWing-5	Sigonella	P-3C UII	Med
1 Nov 1991*	May 1992	PatWing-1	Jeddah	P-3C UII	Red Sea
10 Feb 1994	24 Jul 1994	PatWing-5	Sigonella	P-3C UII	Med

* The squadron conducted split deployment to two sites during the same dates.



A squadron P-3 loaded with under wing stores.



A squadron SP-2H in flight.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	EH*	17 May 1946
FAW-5	EH	21 May 1946
FAW-11	EH/MA†	1 Jan 1949
FAW-3	MA/LJ‡	9 May 1952
FAW-5/PatWing-5§	LJ	1 Jul 1971

* The squadron remained part of FAW-14 but was assigned the tail code EH on 7 November 1946.

† The squadron's tail code was changed from EH to MA on 19 July 1950.

‡ The squadron's tail code was changed from MA to LJ in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§ FAW-5 was redesignated Patrol Wing 5 (PatWing-5) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	5 Sep 1979	4 Mar 1980
MUC	9 Sep 1970	31 Oct 1970
	15 Feb 1981	29 Jul 1981
	5 May 1990	10 Nov 1990
NEM	1 Oct 1976	30 Sep 1977
	21 Nov 1979	1 Dec 1979
AFEM	23 Oct 1983	21 Nov 1983
SASM	2 Oct 1990	10 Nov 1990
SLOC	10 May 1987	10 Nov 1987
JMUA	15 Aug 1990	12 Oct 1990



A squadron SP-2H on patrol.



A squadron P-3B flies over a foreign sailing ship.

Third VP-24

Lineage

Established as Bombing Squadron ONE HUNDRED FOUR (VB-104) on 10 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FOUR (VPB-104) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FOUR (VP-104) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FOUR (VP-HL-4) on 15 November 1946.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 September 1948, the third squadron to be assigned the VP-24 designation.

Redesignated Attack Mining Squadron THIRTEEN (VA-HM-13) on 1 July 1956.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 July 1959.

Disestablished 30 April 1995.

Squadron Insignia and Nickname

The first squadron insignia on record was designed for VP-HL-4 and was approved by CNO on 9 July 1947. The theme of the design was based on the Bat, or Special Weapons Ordnance Device (SWOD) Mark 9, a



The squadron's first insignia used the bat as its theme in recognition of its capability to launch the Bat missile.

radio-controlled glide bomb assigned to the squadron in 1946. Although the weapon was redesignated ASM-N-2 after the war, it was still affectionately called the Bat by the few squadrons carrying it. The design consisted of a yellow bat superimposed on a large red figure 4 on a circular field of blue. The bat, clutching a large bomb, and with lightning flashing from its eyes, signified the mission of the squadron and the electronic nature of the device. In the upper left of the cir-

cular field of blue there was a silhouette of a PB4Y-2 Privateer, the aircraft assigned to the squadron. Colors: background, medium blue; bat, yellow; bat's eyes and mouth, red; bomb, white; lightning bolts, white; aircraft silhouette, white; letters, red. The insignia remained in use from 1946 to 1948.

The second squadron insignia was submitted when the mission of the squadron changed from Bat glide bombs to ASW, reconnaissance and antishipping in 1950. The squadron was so fond of the designation



The second insignia continued the bat theme utilizing a Batgirl design.

Batmen, that permission was requested to retain the symbolism in the new design. Upon approval by CNO on 23 January 1951, this insignia became unique as the only authorized naval squadron insignia displaying a member of the female sex. The Batgirl was depicted leaning against a heraldic shield superimposed over a naval officer's sword. On the shield was a homing torpedo suspended by parachute over a periscope emerging from the ocean depths. Colors: Batgirl, black wings and outfit; skin, flesh color; shield, red border with white background; sea, blue; periscope, white; torpedo, black and white with red parachute; sword, red pommel and blade with gold tassel; VP-24 letters, black on white background in scroll at bottom of design. The insignia was used by VP-24 from 1951 until the squadron was disestablished in 1995.

Nicknames: Buccaneers, 1943–1945.

Batmen, 1946–1995.

Chronology of Significant Events

10 Apr 1943: VB-104 was established at NAS Kaneohe Bay, Hawaii. The squadron was formed with a cadre of personnel from VP-71 and equipped with the PB4Y-1 Liberator. The squadron came under the operational control of FAW-2. Daily patrols were commenced immediately after formation, covering the approaches to Midway, Johnston Island and Canton. It was mid-July before the squadron attained its full complement of aircraft and personnel.

15 Aug 1943: Training at Kaneohe was completed and orders were received to proceed to Carney Field, Guadalcanal, under the operational control of FAW-1, replacing VB-101. When the squadron arrived the aircrews commenced daily search missions, formation missions against enemy land targets, and photoreconnaissance and Dumbo missions.

26 Aug 1943: Commander Harry E. Sears, squadron commanding officer, led an eight-aircraft strike on a Japanese destroyer task force attempting to evacuate personnel from Rekata Bay, Santa Isabel Island. The attack, made at sunset 90 miles off Buka Passage, disrupted the evacuation and left one of the destroyers heavily damaged.

2 Sep 1943: A squadron attack against enemy facilities at Kahili Airfield was led by Commander Sears on this date, joined by elements from several Army bomber squadrons. The airfield and parked enemy aircraft were heavily damaged with the squadron suffering only minor damage from heavy antiaircraft fire.

27 Jan 1944: Commander Harry E. Sears was awarded the Navy Cross for heroic actions while leading his squadron in combat during the period 26 August to 4 November 1943. In addition to leading several squadron attacks, he and his crew were credited, during separate actions, with the destruction of one enemy twin-engine bomber, damage to two enemy fighters, sinking one Japanese combination oiler and ammunition ship, damaging another oiler and damaging one enemy submarine.

6 Feb 1944: VB-104 was relocated from Guadalcanal to Munda field, New Georgia. Operational tasking was essentially the same as that assigned while at Carney Field. The squadron was relieved by VB-115 on 29 March 1944, for return to the U.S. for rest and rehabilitation. The squadron record at this time was 30 enemy aircraft destroyed or damaged, 51 ships sunk or damaged, with 1,252 sorties in a seven-month tour.

15 May 1944: The squadron was reformed at NAAS Kearney Field, Calif., under the operational control of FAW-14. A small cadre was present on this date, while the majority of personnel were at NAS Hutchinson, Kansas, undergoing operational flight training on the PB4Y-1. The latter completed this phase of training and reported to NAAS Kearney Field on 21 June 1944.

28 Jul 1944: VB-104 began the transpac to NAS Kaneohe, Hawaii. Upon arrival the squadron came under the operational control of FAW-2, and continued its combat patrol training over the waters encircling the Hawaiian Island chain. ASW training was introduced into the curriculum during this phase.

30 Oct 1944: VPB-104 departed Kaneohe for Morotai, N.E.I. The last squadron aircraft arrived on 3 November 1944, with operational control over the squadron exercised by FAW-17. Upon commencement of operations the squadron was assigned search and

offensive reconnaissance patrols, strike missions on enemy shipping, night patrols and special tracking missions.

11 Nov 1944: Lieutenant Maurice Hill and his crew were attacked by enemy fighters while on patrol between Leyte and Cebu. Hill's crew was flying a PB4Y-1 called the "Frumious Bandersnatch," from the Lewis Carroll novel *Alice and the Looking Glass*. It was equipped with a radar set in place of the customary belly turret. This lack of defensive armament was quickly noted by the Japanese fighter pilots, and the bomber was shot down near Pacijan Island. Filipino natives rescued the four survivors of the crash and tended their wounds until they could be rescued by a PT boat one week later. The villagers were later executed by the Japanese for giving assistance to the Americans.

1 Dec 1944: VPB-104 was relocated to the Army's Tacloban Airfield, in the southern Philippines.

12 Dec 1944: Aviation Machinist Mate Third Class William E. Abbot was serving as first mechanic on a VPB-104 Liberator on patrol over northwest Borneo. The aircraft came under intense ground fire that penetrated the main bomb bay tank. AMM3C Abbot was able to transfer fuel from the leaking tank to the empty wing tanks, saving enough for the return flight to base. During the process, AMM3C Abbot was overcome by the high-octane fumes and fell to his death through the open bomb bay. For his selfless actions in giving his life to save his crewmates AMM3C Abbot was posthumously awarded the Navy Cross.

26 Dec 1944: Lieutenant Paul F. Stevens earned a Navy Cross for his actions on the night of 26 December. While on patrol Lieutenant Stevens spotted a Japanese task force en route to attack recently established U.S. bases on Mindoro, Philippines. His contact report gave the garrisons time to prepare for the attack and incoming shipping was diverted. After sending the report he attacked the largest ship in the group, believed to be a large cruiser or battleship, scoring two direct hits on the vessel. He remained in the vicinity tracking the progress of the task force, despite the heavy antiaircraft fire from the escorts.

2 Mar 1945: The squadron was relocated to Clark Field, Luzon, Philippines. When the squadron arrived the crews began operational night missions, daily search and reconnaissance patrols, and strikes on targets of opportunity—covering the China Coast to within 30 miles of Shanghai, the coastline of Amami O Shima, Okinawa and Daito Jima.

14 Mar 1945: Lieutenant Paul Stevens, squadron executive officer, intercepted and damaged Vice Admiral Yamagata's Kawanishi H8K2 flying boat (Emily) off the China Coast. The aircraft flew on for several miles and made a forced landing in an inlet on the coast where it immediately came under fire from Chinese partisans ashore. The admiral and his staff committed suicide

and the crew set fire to the aircraft. Admiral Yamagata was en route to Tokyo for an interview with Emperor Hirohito prior to assuming the position of Undersecretary of the Imperial Japanese Navy. Intercepts of enemy radio messages had revealed the admiral's intended route, and Lieutenant Stevens was dispatched in the hope that the fateful rendezvous would occur.

18 Oct 1945: Operational patrols ceased in order to prepare the squadron for transfer back to the west coast of the continental U.S. The squadron's record for its second tour was 49 enemy aircraft destroyed, 254 vessels sunk and 12,500 flight hours completed. The squadron departed by sections on 26 October 1945, for NAS San Diego, Calif., then on to NAS Floyd Bennett Field, N.Y. VPB-104 was the only patrol squadron in WWII to receive two Presidential Unit Citations.

26 Dec 1946: The last squadron aircraft arrived at NAS Floyd Bennett Field, with the squadron coming under the operational control of FAW-5 effective 26 November 1946.

8 Apr 1946: VPB-104 was relocated to NAS Edenton, N.C., for training in ASW.

22 May 1946: The training syllabus was completed at NAS Edenton, N.C., and the squadron was transferred to NAS Atlantic City, N.J. Three crews were given SWOD training at NAF Chincoteague, Va., in September 1946 and April 1947. The ASM-N-2A Bat air-to-surface guided missile gave the squadron its nickname, the Batmen. The Bat was developed during WWII as a derivative from an earlier glide-bomb project, the Pelican. The Bat skipped several normal stages of development and went directly into combat. During the war it was carried by three squadrons, VPBs 109, 123 and 124. Only VPB-109 had any success with the missile, sinking three ships and destroying a large oil tank. The project languished briefly after the war until two squadrons were selected to be designated Bat squadrons: VP-24 in the Atlantic Fleet, and VP-25 in the Pacific.

Nov 1947: VP-HL-4 received additional SWOD training during advanced base operations at Argentia, Newfoundland.

29 Dec 1949: The squadron's mission was revised to make aerial mining its primary role and reduced Bat operations to a secondary role along with ASW, reconnaissance and antishipping.

22 Oct 1951: VP-24 deployed to RAFS Luqa, Malta, as the first U.S. Navy squadron to ever operate from the base.

1 May 1954: VP-24 flew its last mission at Argentia, Newfoundland, in the P4Y-2. It was the last squadron in FAW-3 to fly the Privateer before receiving the Neptune and the last Atlantic Fleet Bat missile squadron. VP-24 ended its five-month deployment with more than 2,500 flight hours. Several of the

squadron's remaining Bat missiles were expended in practice runs on icebergs.

31 Mar 1956: Two patrol squadrons were designated Petrel guided missile squadrons, operating P2V-6M aircraft. The Petrel was an air-to-surface guided missile designed for use by patrol aircraft against shipping. VP-24 was selected as the East Coast squadron, and VP-17 as the West Coast unit. VP-24 was the first to be fully equipped; VP-17 became operational in early 1957.

Nov 1959: VP-24 received its first four P2V-7S aircraft. Final delivery of the last of 12 aircraft took place in March 1960.



Two squadron P2Vs in flight.

23 Oct 1962: President Kennedy declared a quarantine on shipping to Cuba during the missile crisis. VP-24 was deployed to Leeward Point Field, Guantanamo, Cuba, on 5 November 1962. The squadron flew continuous surveillance missions, reporting all Communist Bloc shipping transiting Cuban waters until relieved on 17 December 1962. VP-24 returned on 17 February 1963, conducting surveillance until relieved on 21 March 1963. During the second tour, the squadron photographed the removal from Cuba of intermediate range missiles and IL-28 Beagle bombers.

29 Jun 1965: VP-24 deployed to Sigonella, Sicily, relieving VP-5. A detachment was maintained at Souda Bay, Crete. While attached to the Royal Hellenic Air Force Base at Souda Bay, the detachment was supported by *Tallahatchie County* (AVB 2).

5 Jul 1967: VP-24 was relocated from its home base at NAS Norfolk, Va., to NAS Patuxent River, Md. The squadron assumed duties at the new station with its new aircraft, the P-3B Orion. Transition training from the SP-2H Neptune to the P-3B began in April 1967 and was completed on 7 December 1967.

6 Mar 1968: VP-24 deployed to NS Keflavik, Iceland, with a three-aircraft detachment at Lajes, Azores. The detachment was called to assist in the search for the missing submarine *Scorpion* (SSN 589)



A squadron P-3B in flight.

from 28 May to 25 June 1968. On 5 June 1968, the submarine and her crew were declared “presumed lost.” Her name was struck from the Navy list on 30 June. In late October 1968, *Mizar* (AK 272) located sections of *Scorpion’s* hull in 10,000 feet of water about 400 miles southwest of the Azores. No cause for the loss was ever been determined.

10 Nov 1969: After its return from deployment VP-24 commenced transition to the P-3C, becoming the third operational P-3C Orion squadron. Transition training was completed on 9 March 1970.

1974: The squadron maintained 2-crew/2-aircraft “mini” detachments at NAS Bermuda from 1 to 12 April, 15 to 24 May, 3 to 14 June, 26 to 31 August and 1 to 5 September 1974; and to NAS Lajes, Azores, 10 to

15 October 1974. This type of deployment was being tested as an alternative to the full squadron and split deployments.

12 Sep 1977: During the Batmen’s deployment to NAS Keflavik, Iceland, the squadron successfully tracked and located the hot-air balloon Double Eagle that had gone down at sea several hundred miles west of Iceland while attempting a crossing of the Atlantic. The squadron’s efforts led to the rescue of the balloon’s crew.

May 1980: VP-24 was tasked with the first of many Cuban refugee surveillance flights, which continued periodically through late September 1980.

30 Apr 1995: VP-24 was disestablished at NAS Jacksonville.



A squadron P-3B on patrol.



A squadron P-3C in flight, 1984.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe Bay, Hawaii	10 Apr 1943
NAAS Kearney Field, Calif.	15 May 1944
NAS Kaneohe, Hawaii	28 Jul 1944
NAS Floyd Bennett Field, N.Y.	26 Dec 1946
NAS Atlantic City, N.J.	22 May 1946
NAS Patuxent River, Md.	21 Apr 1948
NAAS Chincoteague, Md.	1954
NAS Norfolk, Va.	15 Feb 1959
NAS Patuxent River, Md.	5 Jul 1967
NAS Jacksonville, Fla.	30 Oct 1972

Commanding Officers

	<i>Date Assumed Command</i>
CDR Harry E. Sears	10 Apr 1943
LT Henry S. Noon, Jr.	15 May 1944
LCDR Whitney Wright	21 Jun 1944
LCDR William Cole	9 Jun 1945
LCDR R. B. Buchan	22 Jun 1946
CDR J. F. Bundy	16 Jun 1947
LCDR J. A. O'Neil	27 Aug 1948
CDR W. E. Calder III	15 Oct 1948
CDR J. W. Lenney	27 Jan 1950
CDR J. A. McKeon	10 May 1951
LCDR S. W. Shelton	22 Sep 1952
CDR Norman L. Paxton	Feb 1953
CDR Arthur E. Simmons	1954

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Herman P. Kooy	Mar 1954
CDR Joseph A. Tvedt	Jun 1955
CDR Robert E. Rau	1 Jul 1956
CDR C. F. Rief	Dec 1957
CDR Robert J. Wooten	10 Dec 1958
CDR James B. Barnette	18 Dec 1959
CDR W. W. Warlick	20 Jan 1961
CDR Michael T. Lulu	3 Oct 1961
CDR Sidney Edelman	12 Oct 1962
CDR J. J. DeMayo, Jr.	Oct 1963
CDR Richard D. Amme	16 Oct 1964
CDR Frank C. Kolda	7 Sep 1965
CDR Alvin S. Hibbs	2 Dec 1966
CDR Kenneth L. Geitz	1 Dec 1967
CDR Clarence L. Priddy	26 Nov 1968
CDR Richard A. Martini	10 Dec 1969
CDR R. L. Sewell	24 Nov 1970
CDR Gordon L. Petri	Sep 1971
CDR Edward F. Doherty	19 Oct 1972
CDR Daniel H. Demand	18 Oct 1973
CDR Benjamin T. Hacker	22 Nov 1974
CDR S. Frank Gallo	24 Nov 1975
CDR Lynn H. Grafel	9 Dec 1976
CDR Donald G. Gentry	8 Dec 1977
CDR Gene K. Graham	6 Dec 1978
CDR Thomas P. Hinson	30 Nov 1979
CDR Joseph C. Sullivan	5 Dec 1980
CDR Philip C. Perine	4 Dec 1981

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Wayne M. Vickery	6 Jan 1983
CDR Laurence E. Johnson	Jan 1984
CDR Michael G. Bruner	20 Jun 1985
CDR Martin M. Spolarich, Jr.	25 Jul 1986
CDR Richard L. Rodgers	17 Jul 1987
CDR Patrick J. Fletcher	May 1988
CDR George J. Murphy	5 May 1989
CDR Michael L. Holmes	25 May 1990
CDR Stephen J. Burich III	3 May 1991
CDR Stanley Bozin	1 May 1992
CDR Perth F. Pearson, Jr.	21 May 1993
CDR Steve A. Seal	20 May 1994

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Apr 1943
PB4Y-2/P4Y-2	Feb 1946
P4Y-2B	Nov 1947
P2V-5	Jun 1954
P2V-6M	Mar 1956
P2V-5F	Mar 1957
P2V-7S/SP-2H*	Nov 1959
P-3B	Apr 1967
P-3C	Nov 1969
P-3C UIIIR	1991

* The P2V-7S was redesignated SP-2H in 1962.

A VP-24 P-3C, September 1979 (Courtesy Rick R. Burgess Collection).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Apr 1943*	14 Aug 1943	FAW-2	Midway	PB4Y-1	WestPac
11 Apr 1943*	14 Aug 1943	FAW-2	Canton	PB4Y-1	WestPac
11 Apr 1943*	14 Aug 1943	FAW-2	Johnston Is.	PB4Y-1	WestPac
15 Aug 1943	5 Feb 1943	FAW-1	Guadalcanal	PB4Y-1	SoPac
6 Feb 1944	29 Mar 1944	FAW-1	Munda	PB4Y-1	SoPac
30 Oct 1944	4 Dec 1944	FAW-17	Morotai	PB4Y-1	SoPac
5 Dec 1944	1 Mar 1945	FAW-17	Tacloban	PB4Y-1	SoPac
2 Mar 1945	26 Oct 1945	FAW-17	Clark Fld.	PB4Y-1	SoPac
Nov 1947	20 Feb 1949	FAW-5	Argentia	P4Y-2B	NorLant
21 Feb 1949	21 Apr 1949	FAW-5	Argentia	P4Y-2B	NorLant
19 Jul 1950	15 Nov 1950	FAW-3	Port Lyautey	P4Y-2B	Med
22 Oct 1951	15 Mar 1952	FAW-3	Malta	P4Y-2B	Med
15 Sep 1952	31 Dec 1952	FAW-3	Argentia	P4Y-2B	NorLant
Dec 1953	1 May 1954	FAW-3	Argentia	P4Y-2B	NorLant
Nov 1954	Jan 1955	FAW-3	Port Lyautey	P2V-6B	Med
Feb 1955	Mar 1955	FAW-3	Malta	P2V-6B	Med
Feb 1956	Jul 1956	FAW-3	Malta	P2V-6M	Med
Jan 1958	13 Jul 1958	FAW-3	Malta	P2V-6M	Med
1 May 1959	5 Oct 1959	FAW-5	Keflavik	P2V-6M	NorLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
5 Nov 1962	17 Dec 1962	FAW-5	Guantanamo	P2V-7S	Carib
17 Feb 1963	21 Mar 1963	FAW-5	Guantanamo	SP-2H	Carib
19 Apr 1963	11 May 1963	FAW-5	Ireland	SP-2H	NorLant
28 Nov 1963*	8 May 1964	FAW-5	Rota	SP-2H	Med
28 Nov 1963*	8 May 1964	FAW-5	Keflavik	SP-2H	NorLant
27 Jul 1964	1 Oct 1964	FAW-5	Guantanamo	SP-2H	Carib
29 Jun 1965*	10 Dec 1965	FAW-5	Sigonella	SP-2H	Med
29 Jun 1965*	10 Dec 1965	FAW-5	Souda Bay	SP-2H	Med
			<i>Tallahatchie County (AVB 2)</i>		
7 Jul 1966	6 Jan 1967	FAW-5	Rota	SP-2H	Med
6 Mar 1968*	30 Aug 1968	FAW-5	Keflavik	P-3B	NorLant
6 Mar 1968*	30 Aug 1968	FAW-5	Lajes	P-3B	Lant
25 Jun 1969*	31 Oct 1969	FAW-5	Keflavik	P-3B	NorLant
25 Jun 1969*	31 Oct 1969	FAW-5	Lajes	P-3B	Lant
1971	1971	FAW-5	Keflavik	P-3C	NorLant
5 May 1972	5 Oct 1972	FAW-5	Keflavik	P-3C	NorLant
23 Aug 1973*	30 Jan 1974	PatWing-11	Keflavik	P-3C	NorLant
23 Aug 1973*	30 Jan 1974	PatWing-11	Lajes	P-3C	Lant
1 Apr 1974	12 Apr 1974	PatWing-11	Bermuda	P-3C	Lant
15 May 1974	24 May 1974	PatWing-11	Bermuda	P-3C	Lant
3 Jun 1974	14 Jun 1974	PatWing-11	Bermuda	P-3C	Lant
26 Aug 1974	31 Aug 1974	PatWing-11	Bermuda	P-3C	Lant
1 Sep 1974	5 Sep 1974	PatWing-11	Bermuda	P-3C	Lant
10 Oct 1974	15 Oct 1974	PatWing-11	Lajes	P-3C	Lant
12 Dec 1974	30 Apr 1975	PatWing-11	Keflavik	P-3C	NorLant
13 Jan 1976	9 Jun 1976	PatWing-11	Sigonella	P-3C	Med
25 May 1977	2 Nov 1977	PatWing-11	Keflavik	P-3C	NorLant
12 Jul 1978	13 Dec 1978	PatWing-11	Sigonella	P-3C	Med
24 Oct 1979	2 Apr 1980	PatWing-11	Sigonella	P-3C	Med
10 Mar 1981*	26 Aug 1981	PatWing-11	Bermuda	P-3C	Lant
10 Mar 1981*	26 Aug 1981	PatWing-11	Lajes	P-3C	Lant
13 Feb 1985	11 Aug 1985	PatWing-11	Bermuda	P-3C	Lant
Jul 1986	Jan 1987	PatWing-11	Sigonella	P-3C	Med
10 Feb 1988	10 Aug 1988	PatWing-11	Bermuda	P-3C	Lant
1 Jul 1989	10 Jan 1990	PatWing-11	Sigonella	P-3C	Med
1 Feb 1991*	Aug 1991	PatWing-11	Keflavik	P-3C	NorLant
1 Feb 1991*	Aug 1991	PatWing-11	Lajes	P-3C	Lant
1 Nov 1992	May 1993	PatWing-11	Sigonella	P-3C UIIIR	Med
Aug 1994	Feb 1995	PatWing-11	Keflavik	P-3C UIIIR	NorLant

* The squadron conducted split deployment to two or more sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		10 Apr 1943
FAW-1		15 Aug 1943
FAW-14		15 May 1944
FAW-2		28 Jul 1944
FAW-17	HA*	30 Oct 1944
FAW-5	HA	26 Nov 1946
FAW-3	HA	Feb 1950

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	HA/LR [†]	1952
FAW-11/PatWing-11 [‡]	LR	30 Oct 1972

* The squadron remained part of FAW-17 but was assigned the tail code HA on 7 November 1946.

[†] The squadron's tail code was changed from HA to LR in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[‡] FAW-11 was redesignated PatWing-11 on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	15 Aug 1943	19 Mar 1944
	6 Nov 1944	7 Jun 1945
NUC	16 Sep 1969	7 Nov 1969
MUC	1 Nov 1968	31 Oct 1969
	12 Jul 1978	13 Dec 1978
	11 Mar 1981	10 Feb 1982
	3 Feb 1991	20 Aug 1991

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NEM	1 Oct 1977	30 Sep 1978
	(Sel. Crews) 15 Feb 1981	31 Mar 1981
(Sel. Crews)	20 Aug 1982	5 Jan 1983
AFEM	5 Nov 1962	31 Dec 1962
HSM	7 May 1980	9 May 1980
	19 May 1980	31 May 1980
JUMA	15 Aug 1990	12 Oct 1991



A squadron P-3C in flight carrying two Bullpup missiles.

Second VP-25

Lineage

Established as Patrol Squadron TWENTY FIVE (VP-25) on 20 April 1944.

Redesignated Patrol Bombing Squadron TWENTY FIVE (VPB-25) on 1 October 1944.

Redesignated Patrol Squadron TWENTY FIVE (VP-25) on 15 May 1946, the second squadron to be assigned the VP-25 designation.

Disestablished on 28 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

20 Apr 1944: VP-25 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5, as a seaplane squadron flying the PBM-3D Mariner.

26 Jun 1944: The squadron was sent to NAS Key West, Fla., for operational training in ASW, returning to NAAS Harvey Point on 4 July 1944. The squadron remained at NAAS Harvey Point until 18 August 1946, when it departed for NAS Alameda, Calif., in preparation for a transpac.

21 Aug–29 Sep 1944: VP-25 reported to FAW-14, NAS Alameda, Calif., for orders. The squadron aircraft were given final maintenance checks and filled to capacity with supplies that would be needed in the combat theater. Orders were issued for departure on 15 September 1944, with 13 of the squadron's 15 allocated aircraft arriving safely at NAS Kaneohe, Hawaii. The remaining two aircraft arrived on 29 Sep 1944.

1 Oct–14 Nov 1944: VP-25 was redesignated VPB-25, coming under the operational control of FAW-2. Further operational training was conducted aboard *Bering Strait* (AVP 34) near Hilo Bay, Hawaii, until orders were received for the squadron to report to the combat zone on 14 November 1944.

15 Nov–1 Dec 1944: VPB-25 departed Hawaii for San Pedro Bay, Leyte, Philippines. Aircrews flew in stages to the new base, while ground support staff and administrative personnel proceeded aboard *Bering Strait* (AVP 34). The latter arrived on station by 22 November 1944, and squadron personnel were transferred to *Half Moon* (AVP 26) and *San Pablo* (AVP 30). VPB-25 began its first daytime combat sector patrols on 1 December 1944.

25–29 Dec 1944: VPB-25 received orders to transfer its operations to Mangarin Bay, Mindoro, Philippines. Aircrew personnel were transferred temporarily aboard *Barataria* (AVP 33) while the rest of the

squadron aboard *Half Moon* (AVP 26) and *San Pablo* (AVP 30) proceeded to the new station. On 29 December 1944, the squadron aircrews flew from San Pedro Bay to rejoin the rest of the squadron and the two tenders at Mangarin Bay. The squadron began conducting sector searches from the new location the next day. Searches from this base covered the coastline of French Indochina and north reaches toward Hainan Island.

29 Jan 1945: One of the squadron's aircraft was damaged by AA fire and forced down near Tam Quam, Indochina. Only 1 of 10 crewmembers was rescued.

6–25 Feb 1945: VPB-25 was transferred to Jinamoc Island, Leyte, Philippines, under the operational control of FAW-10 to begin courier flight service to Mindoro, Subic Bay and Lingayen Gulf. After receiving and checking out its new Martin PBM-3D2 Mariners, the squadron transferred six aircraft back to Mangarin Bay on 25 February 1945, supported by *San Carlos* (AVP 51).

7 Mar 1945: The squadron's Mangarin Bay detachment received orders to relocate to Manila Bay, off Cavite. Tender support was provided by *San Carlos* (AVP 51). Daylight sector antishipping patrols were conducted from this site west of the Philippine coastline. The Leyte detachment conducted similar daylight sector searches to the east of Jinamoc Island.

24–28 Jun 1945: The Cavite detachment was relocated to Lingayen Gulf, with tender support provided by *Currituck* (AV 7), relieving VPB-17. Operations commenced with the squadron conducting Black Cat, nighttime, operations against enemy shipping on 28 June 1945. The seven aircraft of the Leyte detachment flew to Cavite to take its predecessor's place, with three of the aircraft assigned to courier flights based ashore and the remaining aircraft assigned to *San Carlos* (AVP 51) for antishipping patrols west of the Philippines.

9 Jul 1945: The Cavite detachment was transferred to Puerto Princessa, Palawan, Philippines, with tender support provided by *Barataria* (AVP 33) and partially by the shore establishment. This detachment was relieved on 23 July to rejoin the rest of the squadron at Lingayen Gulf assigned to *Currituck* (AV 7).

20 Aug–3 Sep 1945: *San Pablo* (AVP 30) arrived on station at Lingayen Gulf to relieve *Currituck* (AV 7). One half of the squadron shifted to *San Pablo*, and the other half flew to Tawi Tawi, with tender support provided by *Pocomoke* (AV 9). *Pocomoke* was relieved by *Orca* (AVP 49) on 3 September 1945, and the Tawi Tawi detachment shifted aboard the latter. During this period, the Lingayen Gulf detachment conducted numerous Dumbo missions. The Tawi Tawi detachment engaged in antishipping and surveillance patrols for convoys off the approaches to Borneo.

22 Mar 1946: VPB-25 was assigned duty with the occupation forces in Japan through 1 May 1946.

28 Jun 1946: VP-25 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	20 Apr 1944
NAS Alameda, Calif.	21 Aug 1944
NAS Kaneohe, Hawaii	15 Sep 1944
NAS Kaneohe, Hawaii	May 1946
NAS Alameda, Calif.	May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LT William J. Scammon	20 Apr 1944
LCDR J. C. Skorcz	25 Apr 1944
LCDR C. M. Kohr	24 Jul 1945
LCDR W. P. Tanner, Jr.	1 Jan 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	20 Apr 1944
PBM-3D2	6 Feb 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Area of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Nov 1944	*	FAW-17	San Pedro Bay <i>Bering Strait</i> (AVP 34) <i>Half Moon</i> (AVP 26) <i>San Pablo</i> (AVP 30)	PBM-3D	WestPac
25 Dec 1944	*	FAW-17	Mangarin Bay <i>Barataria</i> (AVP 33) <i>Half Moon</i> (AVP 26) <i>San Pablo</i> (AVP 30)	PBM-3D	WestPac
6 Feb 1945	*	FAW-10	Jinamoc Is.	PBM-3D2	WestPac
25 Feb 1945	*	FAW-17	Mangarin Bay <i>San Carlos</i> (AVP 51)	PBM-3D2	WestPac
7 Mar 1945	*	FAW-17	Manila Bay <i>San Carlos</i> (AVP 51)	PBM-3D2	WestPac
24 Jun 1945	*	FAW-17	Lingayen Gulf <i>Currituck</i> (AV 7)	PBM-3D2	WestPac
9 Jul 1945	*	FAW-17	Palawan <i>Currituck</i> (AV 7) <i>San Pablo</i> (AVP 30)	PBM-3D2	WestPac
20 Aug 1945	*	FAW-17	Tawi Tawi <i>Pocomoke</i> (AV 9) <i>Orca</i> (AVP 49)	PBM-3D2	WestPac
1945	1946	FAW-17/1	China <i>Greenwich Bay</i>	PBM-3D2	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Area of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1946	May 1946	FAW-1	(AVP 41) <i>Chincoteague</i> (AVP 24) Japan	PBM-3D2	WestPac

* The squadron relocated to many different sites in the Pacific during the war.

Wing Assignments

<i>Wing</i>	<i>Assignment Date</i>
FAW-5	20 Apr 1944
FAW-14	21 Aug 1944
FAW-2	15 Sep 1944
FAW-17	15 Nov 1944
FAW-10	6 Feb 1945
FAW-1	22 Dec 1945
FAW-2	May 1946

Wing Assignments—Continued

<i>Wing</i>	<i>Assignment Date</i>
FAW-8	May 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NOSM	22 Mar 1946 1 May 1946

Third VP-25

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTEEN (VB-115) on 1 October 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTEEN (VPB-115) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTEEN (VP-115) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) THIRTEEN (VP-HL-13) on 15 November 1946.

Redesignated Patrol Squadron TWENTY FIVE (VP-25) on 1 September 1948, the third squadron to be assigned the VP-25 designation.

Disestablished on 1 January 1950.

Squadron Insignia and Nickname

There is reference to an early VP-HL-13 design that featured a bat motif in keeping with the squadron's assigned mission as transporter for the Navy's Special Weapon Ordnance Device (SWOD), the Bat missile. However, there is no official correspondence indicating approval of this design.

The first official design was approved by CNO on 30 March 1949. The design featured a cartoon bat that



The squadron's insignia was a cartoon bat design.

represented Beelzebub, the Prince of Demons in Milton's *Paradise Lost*. The two bombs held by the bat represented the SWOD capacity of the squadron's aircraft. The concentric rings in the background represented the long-range patrol capabilities of the bombers used by the squadron. Beelzebub was shown launching the upper SWOD, while the lower one appeared to still be on the wing rack. Colors: background, yellow; inner outline, black; two bombs, black; bat, black; propellers, light blue; fuse, red; outlines on wing and bomb, white.

Nickname: Bulldogs, 1943–1946.

Chronology of Significant Events

1 Oct 1943: VB-115 was established as a heavy bomber squadron at NAS San Diego, Calif., flying the PB4Y-1 Liberator. The squadron came under FAW-14 during its fitting out and initial training phase.

1 Dec 1943–17 Jan 1944: The squadron was relocated to NAAS Camp Kearney, Calif., for the completion of its training prior to its transpac to Hawaii. On 2 January 1944, the advance team of one officer and 60 enlisted personnel departed San Diego, Calif. aboard *Guadalcanal* (CVE 62) for NAS Kaneohe, Hawaii. The squadron followed by sections, beginning the transpac on 17 January 1944. Shortly after the squadron's arrival, administrative control was transferred to FAW-2 from FAW-14. Combat operational training and search patrols in the vicinity of the Hawaiian Islands began on this date.

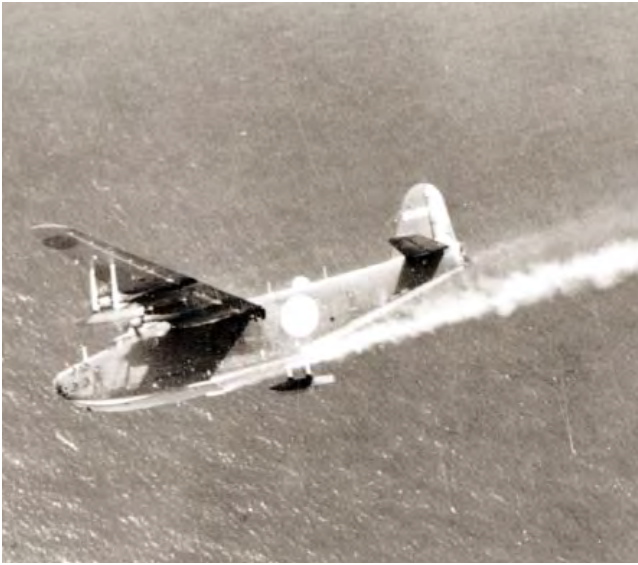
25–27 Mar 1944: VB-115 was transferred to the combat zone, departing for Munda, New Georgia, by sections. Combat operations and daily searches commenced from Munda on 27 March under the operational control of FAW-1.

10 Apr 1944: The squadron relocated to Green Island. Daily searches were conducted as required. Several attacks were conducted on enemy airfields located on Alet Island, Puluwat Group and Satawan Island. Antishipping strikes took place where opportunities were presented.

26 May 1944: VB-115 relocated to Mokerang Airdrome, Los Negros Island, Admiralties. Searches were conducted in conjunction with VB-106 under TU 73.1.3. On 27 May an advanced detachment was sent to Wakde Island to conduct searches of the northern coastline of Dutch New Guinea toward the Philippines. On this date, the operational control of the squadron was placed under the 5th Air Force, designated TU 73.2.3.

15 Jul 1944: The squadron headquarters and remaining aircraft were transferred to Owi Island. Long-range searches commenced upon arrival, remaining under the operational control of the 5th Air Force.

16–18 Oct 1944: VPB-115 was tasked with search sectors extending to the inland Philippine Sea in con-



This photo shows an Emily (Japanese seaplane) in flames following an attack by a squadron aircraft on 2 July 1944. The squadron aircraft, piloted by Lieutenant Stoughton Atwood, shot down the Emily southwest of Palau. The photo was taken by the co-pilot, Ensign Emmett Reagan, 80-G-241259.

junction with the landing operations at Leyte. To facilitate the searches, a detachment was located on Morotai Island. By the end of October, all squadron elements had relocated to Morotai to await orders for return to the U.S.

29 Oct 1944: In a grand finale for VPB-115, Lieutenant (jg) Paul R. Barker and his crew sank the largest enemy ship ever destroyed by a land-based aircraft in the Pacific theater. On this date *Itsukushima Maru*, a tanker of 10,006 tons was sunk in Marundu Bay, North Borneo.

8 Nov 1944: VPB-115 departed Morotai for NAS Kaneohe en route to the West Coast. The last aircraft departed from Kaneohe for the U.S. on 30 November 1944.

30 Apr 1945: VPB-115 reformed and commenced training at NAS Whidbey Island, Wash., under the operational control of FAW-6.

1 Jun–30 Jul 1945: The squadron was relocated to NAAS Crows Landing, Calif., for familiarization training in the PB4Y-2 Privateer.

11 Aug 1945: The squadron commenced its transpac to NAS Kaneohe, Hawaii, and began a period of training under the operational control of FAW-2.

15 May 1946: VPB-115 was redesignated VP-115, under the operational control of FAW-2 at NAS Kaneohe.

15 Nov 1946: VP-115 was redesignated VP-HL-13. A new mission as a Bat missile squadron was assigned to the squadron along with the redesignation. The Special Weapons Ordnance Device was soon re-

named the ASM-N-2 Bat glide bomb. The squadron received new aircraft, the PB4Y-2B (later redesignated the P4Y-2B), refitted with under-wing bomb release points for the device. The Bat was 12 feet long, had a 10-foot wingspan and carried a 1,000-pound warhead. The Bat, after release, was steered into a surface target by a built-in radar homing unit, making it the first combat cruise missile. The ASM-N-2 Bat had been developed during WWII as a derivative from an earlier glide-bomb project, the Pelican. The Bat skipped several normal stages of development and went directly into combat. During the war it was carried by three squadrons, VPBs 109, 123 and 124. Only VPB-109 had any success with the missile, sinking three ships and destroying a large oil tank. The project languished briefly after the war until two squadrons were selected to be designated Bat squadrons, VP-24 in the Atlantic Fleet and VP-25 in the Pacific.

1 Jan 1950: By 1950, the ASM-N-2 Bat glide bomb was obsolete. Extreme budget cuts in Fiscal Year 1950 made the squadron a prime target for cutbacks, and was disestablished 1 January 1950.

Home Port Assignments

Location	Date of Assignment
NAS San Diego, Calif.	1 Oct 1943
NAAS Camp Kearney, Calif.	1 Dec 1943
NAS Kaneohe, Hawaii	17 Jan 1944
NAS Whidbey Island, Wash.	30 Apr 1945
NAAS Crows Landing, Calif.	1 Jun 1945
NAS Kaneohe, Hawaii	11 Aug 1945
NAS Barbers Point, Hawaii	30 Mar 1949

Commanding Officers

	Date Assumed Command
LCDR James R. Compton	1 Oct 1943
LCDR W. R. Wallis	30 Apr 1945
CDR R. J. Sutherlin	Nov 1946
LCDR J. W. Roberts	20 Mar 1947
LCDR W. B. Paulin	26 May 1947
CDR I. W. Brown, Jr.	4 Jun 1947
CDR N. A. Johnson	21 Jun 1948

Aircraft Assignment

Type of Aircraft	Date Type First Received
PB4Y-1	Oct 1943
PB4Y-2	Jun 1945
PB4Y-2B	Nov 1946

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
17 Jan 1944	*	FAW-2	Kaneohe	PB4Y-1	EastPac
25 Mar 1944	*	FAW-1	Munda	PB4Y-1	SoPac
10 Apr 1944	*	FAW-1	Green Is.	PB4Y-1	SoPac
26 May 1944	*	5th USAAF	Mokerang	PB4Y-1	SoPac
27 May 1944	*	5th USAAF	Wakde Is.	PB4Y-1	SoPac
15 Jul 1944	*	5th USAAF	Owi Is.	PB4Y-1	SoPac
18 Oct 1944	*	5th USAAF	Morotai	PB4Y-1	SoPac
15 Jul 1948	Jan 1949	FAW-1	NAS Agana	PB4Y-2B	WestPac
Aug 1948†	Jan 1949	FAW-1	NAF Naha	P4Y-2B	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

† The squadron maintained a detachment at NAF Naha, Okinawa during its deployment to NAS Agana, Guam.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Oct 1943
FAW-2		17 Jan 1944
FAW-1		25 Mar 1944
5th USAAF		26 May 1944
FAW-6		30 Apr 1945
FAW-14		1 Jun 1945
W-2	BB*	11 Aug 1945

* The squadron remained a part of FAW-2, but was assigned the tail code BB on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NOSM	28 Oct 1948 – 21 Nov 1948



A squadron PB4Y-2 taking off with Bat missiles under its wing, April 1948.

Second VP-26

Lineage

Established as Patrol Squadron TWENTY SIX (VP-26) established on 1 May 1944.

Redesignated Patrol Bombing Squadron TWENTY SIX (VPB-26) on 1 October 1944.

Redesignated Patrol Squadron TWENTY SIX (VP-26) on 15 May 1946, the second squadron to be assigned the VP-26 designation.

Disestablished on 14 December 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 May 1944: VP-26 was established at NAS Norfolk, Va., as a patrol squadron flying the Martin PBM-3D Mariner seaplane. During the training period the squadron came under the operational control of FAW-5.

11 May 1944: The squadron moved to NAS Charleston, S.C. Operational training was conducted in the Charleston vicinity and during July in the Jacksonville, Fla., and Pensacola, Fla., areas for ASW training.

2 Sep–Oct 1944: VP-26 relocated to NAS Alameda, Calif., from NAS Charleston in preparation for a transpac to NAS Kaneohe, Hawaii. Administrative control of the squadron was transferred to FAW-8 at that time. The ground support personnel departed NAS Alameda for NAS Kaneohe, Hawaii, aboard *Thetis Bay* (CVE 90) on 15 September 1945. The squadron aircraft



A squadron PBM on the deck of Norton Sound (AV 11), Tanapag Harbor, Saipan, April 1945, 80-G-K-16079).

and aircrews departed Alameda for Kaneohe by sections throughout the month of October.

2 Nov 1944: VPB-26 was officially in operation at NAS Kaneohe, with operational control transferred to FAW-2. Detachments had already been established at Hilo (10 crews) aboard *Cumberland Sound* (AV 17), and at NAS Kaneohe (6 crews) aboard *Bering Strait* (AVP 34) on 29 October 1944.

Nov 1944–Jan 1945: The squadron received new PBM-5 replacement aircraft during the month. Training with the new aircraft and operational patrols in the vicinity of the Hawaiian Islands continued through mid-January 1945.

25 Jan 1945: VPB-26 departed NAS Kaneohe for NAB Parry Island, Eniwetok. The squadron operated under the operational control of TG 96.1, conducting searches, reconnaissance, Dumbo missions, convoy escort and hunter-killer missions. Occasional reconnaissance flights were conducted over enemy-held Ponape and Wake islands.

30 Jan 1945: A two-aircraft detachment was sent to Saipan for Dumbo missions and long-range searches. The detachment was later moved to Iwo Jima during the campaign for that island.

19 Apr 1945: The remainder of VPB-26 joined the detachment at Tanapag Harbor, Saipan, coming under the operational control of FAW-1. Duties included searches and night antishipping patrols.

20 Apr 1945: A detachment of five aircraft and crews was sent to Kerama, Okinawa. The remainder of the squadron joined the detachment on 27 April



Squadron PBM-5s on the deck of a seaplane tender, possibly Norton Sound (AV 11).

1945, supported by *Norton Sound* (AV 11). Day and night sector searches and antishipping patrols were conducted south, west, north and northeast of Okinawa to within sight of China, Korea, Japan and Sakashima Gunto, Formosa.

Jul 1945: Relief crews for squadron crew rotation began arriving from the States. Combat antishipping patrols continued throughout this period.

15 Jul 1945: VPB-26 relocated from Kerama to Chimu Wan, Okinawa. Long-range searches and antishipping patrols continued from this location.

25 Jul 1945: A two-aircraft detachment was sent to operate with the Third Fleet to provide Dumbo coverage during the carrier-based attacks on the Japanese home islands.

28–30 Aug 1945: Squadron ground personnel and four flight crews arrived in Tokyo Bay aboard *Cumberland Sound* (AV 17), part of the first group of Allied warships to enter Tokyo Bay. On 30 August the squadron's PBM-5s landed in Tokyo Bay, the first squadron to be based in and operating from Japan.

1 Sep–31 Jan 1946: The squadron assumed a peacetime role of neutrality patrols, while Japanese units were disarmed and returned to the home islands. Ferry flights and transportation of high-priority supply items comprised the rest of the squadron's duties.

31 Jan–12 Oct 1946: The squadron moved between Shanghai and Tsingtao, China and Sasebo, Japan during this period. Their primary functions were air-sea rescue operations, courier and transportation flights. On 12 October 1946 the squadron was transferred to Commander Fleet Air West Coast and ordered back to the United States for disestablishment.

14 Dec 1946: VP-26 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 May 1944
NAS Charleston, S.C.	11 May 1944
NAS Alameda, Calif.	2 Sep 1944
NAS Kaneohe, Hawaii	2 Nov 1944
West Coast, U.S.	Oct 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Robert S. Null	1 May 1944
LCDR Lucius D. Campbell	29 Sep 1945
LCDR Jack D. Martin	13 Apr 1946
LCDR Moffett R. Plaxco	15 Sep 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	May 1944
PBM-5	Nov 1944



Squadron PBMs anchored in Tanapag Harbor, Saipan, April 1945, 80-G-K-16190.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
2 Nov 1944	*	FAW-2	Kaneohe <i>Cumberland Sound (AV 17)</i> <i>Bering Strait (AVP 34)</i>	PBM-3D	EastPac
25 Jan 1945	*	FAW-1	Eniwetok	PBM-5	SoPac
19 Apr 1945	*	FAW-1	Saipan	PBM-5	SoPac
26 Apr 1945	*	FAW-1	Kerama <i>Norton Sound (AV 11)</i>	PBM-5	WestPac
15 Jul 1945	*	FAW-1/17	Chimu Wan	PBM-5	WestPac
30 Aug 1945	31 Jan 1946	FAW-17/1	Tokyo Bay <i>Cumberland Sound (AV 17)</i> <i>Pine Island (AV 12)</i>	PBM-5	WestPac
31 Jan 1946	21 Mar 1946	FAW-1	Shanghai	PBM-5	WestPac
21 Mar 1946	7 Jul 1946	FAW-1	Tsingtao	PBM-5	WestPac
7 Jul 1946	12 Oct 1946	FAW-1	Sasebo	PBM-5	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Assignment Date</i>
FAW-5	1 May 1944
FAW-8	2 Sep 1944
FAW-2	2 Nov 1944
FAW-1	19 Apr 1945
FAW-17	Jun/Jul 1945
FAW-1	20 Nov 1945
FAIR West Coast	Oct 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NOSM	15 Feb 1946	21 Aug 1946



A squadron PBM-5 being prepared for lifting aboard a seaplane tender, Kerama Retto anchorage, Ryukyu Islands, circa April-July 1945, 80-G-K-14006.

Third VP-26

Lineage

Established as Bombing Squadron ONE HUNDRED FOURTEEN (VB-114) on 26 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FOURTEEN (VPB-114) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FOURTEEN (VP-114) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) SIX (VP-HL-6) on 15 November 1946.

Redesignated Patrol Squadron TWENTY SIX (VP-26) on 1 September 1948, the third squadron to be assigned the VP-26 designation.

Squadron Insignia and Nickname

The first insignia used by the squadron was approved by CNO for use by VB-114 on 23 May 1944. The central feature of the design was a heraldic shield divided into four sections, superimposed over a set of



The squadron's first insignia utilized a set of naval aviator wings and an owl in its design.

Naval Aviator wings. Sitting on top of the shield was a small owl, winking with one eye closed. The owl symbolized the squadron's mission, night operations utilizing the L-7 spotlight. The four propellers in the upper left quadrant of the shield were indicative of the four-engine aircraft used by the squadron. The bolts of lightning in the upper right section denoted the radio communications and lightning-like assault of the squadron. In the lower left quadrant the design represented "wings in flight", and the bombs in the lower right depicted the primary duty of the squadron, bombing. Colors: Naval Aviator wings, owl, and lightning, gold; propellers and bombs, blue; backgrounds, blue and gold.

The second insignia used by the squadron was submitted for approval following the squadron's redesignation in October 1944. No exact date for CNO's ap-



The second insignia modified the wing and owl design, adding a few additional elements in the design.

proval of this change is on file. The basic elements of the original design were retained in the second version, which the owl increased in size and the addition of a sailor hat on its head and a spy glass under its left wing. The background was enlarged to include a crescent moon and five stars. The symbolism emphasized the nocturnal nature of the squadron's mission, with the spyglass denoting an added emphasis on long-range searches. Colors: field, deep blue; stars, white; moon, white outlined in indigo; owl with spy glass, black and white; Naval Aviator wings, gold with black markings; shield, gold with black outlining of devices.

The third insignia was submitted for CNO approval in 1948, approximately a year and a half after the squadron had been redesignated VP-HL-6, and was approved on 20 July. By this time, the use of search-



The third insignia used by the squadron dropped the owl, kept the wings and added several other elements in the design.

lights on aircraft had been replaced by radar, leaving VP-HL-6 with a primary mission of long-range searches. The design submitted deleted the owl but retained the Naval Aviator wings. Icebergs of northern climes and palms of the tropics shown in the design indicated the extreme variations in regions where the squadron operated. Central to the design was the numeral 6, with a pair of binoculars centered in the number. Below the number were two bombs, denoting antishipping as the secondary mission of the squadron. Colors: wings, gold; squadron number 6, red; binoculars and bombs, black; iceberg, white; palm trees, brown trunks with green

tops; sun, yellow; sand, light brown; water, blue; border, red; background, blue.

The fourth and current design for the squadron was approved by CNO on 13 June 1950. It embodies a compass card superimposed on a map of the North Atlantic Ocean to show the operating area of the squadron. The wings denoted the flight status of the unit, and the skull and crossed bombs signify prowess in military operations. Colors: skull, white; map, green and gray; bombs, black; compass, blue, red and gold; wings, gray and gold.



The fourth insignia used a skull and compass rose in the design.

Nickname: Little Rascals, 1958–1968.
Tridents, 1968–present.

Chronology of Significant Events

26 Aug 1943: VB-114 was established at NAS Norfolk, Va., as a bombing squadron (land) flying the PB4Y-1 Liberator heavy bomber, under the administrative control of FAW-5.

14 Oct–Dec 1943: The squadron relocated to NAAS Oceana, Va., for further training on the PB4Y-1. By December it became apparent that the squadron's em-

phasis would soon be ASW, and on 11 December 1943, one of the squadron's PB4Y-1s was sent to NAS Quonset Point, R.I., for installation of the General Electric L-7 searchlight. On 21 December 1943, the remainder of the squadron aircraft and aircrews were sent to NAS Quonset Point for similar refits, followed by one week of specialized training in the use of the searchlight in night attacks on enemy submarines.

27 Dec 1943: An advance party of one officer and 21 enlisted personnel were ordered to NAS Norfolk, Va., to make preparations for the squadron's shipment overseas. The remainder of the squadron stayed at NAS Quonset Point to complete the ASW syllabus on night attacks.

12 Feb–4 Mar 1944: Orders were received for transfer to NAF Port Lyautey, F.M. On 16 February 1944, the Norfolk detachment departed for Casablanca, F.M., on *Rockaway* (AVP 29) with the squadron's equipment aboard. The squadron aircraft departed Quonset Point on 21 February 1944 for Morrison Field, West Palm Beach, Fla., and from there in sections to NAF Port Lyautey. The movement was completed with the arrival of the last aircraft on 4 March 1944. VB-114 came under the administrative control of FAW-15 at that time.

7–18 Mar 1944: A detachment of three crews and aircraft was sent to Agadir, F.M., for familiarization flights in the combat zone. The first combat patrols commenced on 18 March 1944.

29 Apr 1944: A second detachment of six aircraft and crews was sent to Gibraltar, arriving on the 30th, and ready for operational patrols on 1 May 1944. The lack of enemy contacts led to the return of four crews and aircraft to Port Lyautey on 7 June 1944, leaving two crews and one aircraft at Gibraltar for contingencies.

17 Jun 1944: A detachment of six searchlight-equipped aircraft and nine aircrews deployed to Dunkeswell, Devon, England, under the administrative control of FAW-7. The mission of this detachment was to protect Allied shipping from enemy U-boats during the invasion of Normandy. By 9 July 1944, the detachment had increased by arrival of three additional searchlight-equipped aircraft.



A squadron PB4Y-1 at NAS Norfolk, circa 1944, 80-G-K-15816.

20 Jul–1 Aug 1944: The two remaining VB-114 aircraft and crews at Port Lyautey were relocated to Lagens Field, Terceira Island, Azores, leaving no squadrons in French Morocco. On 24 July 1944, two aircraft from the Dunkeswell detachment arrived to supplement the group. Movement of all equipment, supplies, personnel and aircraft was completed by 28 July 1944. The Azores detachment came under the administrative control of FAW-9. The first operational combat mission ever flown from neutral Portuguese territory took place on 1 August 1944. The Azores belonged to Portugal, a neutral power in WWII. Britain, being a long-standing ally of Portugal, was allowed to establish an air base on the Azores in 1943. Although the airfield could be used as a staging post by U.S. aircraft, it could not be used as a permanent base unless the aircraft carried British markings. An agreement was reached whereby the squadron would be based on Terceira Island to operate under RAF Coastal Command operational control with both British and U.S. markings. The detachment remaining in the U.K. continued under the operational control of FAW-7.

18 Nov 1944–14 Feb 1945: Tour completion and crew rotation was imminent for the squadron. In order to provide enough aircraft and experienced aircrews for replacement crew training, the Dunkeswell detachment was reduced to four aircrews and four aircraft, with the remainder sent to supplement the Lagens Field, Azores, detachment. Replacement crews began arriving in the Azores on 8 December 1944, and personnel went into the squadron night searchlight training program. The four aircraft and crews left at Dunkeswell rejoined the squadron on 14 February 1945.

26 May 1945: Orders were received to establish a squadron detachment of six aircraft and seven crews for hurricane reconnaissance at Boca Chica, Key West, Fla.. The aircraft departed Azores for Florida on 31 May 1945.

29 May 1945: Administrative control of the squadron at Lagens Field was transferred from FAW-9 to FAW-11.

29 Jun 1945: VB-114 deployed a detachment of 3 aircraft and 4 crews to Port Lyautey, F.M., leaving six aircraft at Lagens Field, Azores, with the squadron's administrative command staff.

Oct–Nov 1945: Squadron detachments at Boca Chica, Fla. and San Juan, P.R. were closed and moved to NAS Edenton, N.C. On 29 November the squadron was ordered to move its headquarters from the Azores to NAS Edenton and maintained detachments at NAS Port Lyautey, Morocco and Lagens, Azores. With this move the squadron came under the operational control of FAW-5.

Jan 1947: The squadron was home based at NAS Atlantic City, N.J. and a three aircraft detachment remained at Port Lyautey, F.M., with ASW as its primary

mission. In actual fact, most flight activity involved mail and passenger transport, search and rescue and special flights as assigned by ComNavEastLantMed. Within a year, the remainder of the squadron was again based at NAF Port Lyautey.

4 Jan 1948: The squadron deployed to NAS Argentia, Newfoundland, to conduct cold weather operations and provide services to Commander Task Force 61.

26 Jun 1948: Russia and its East German ally closed Berlin to all traffic except for specified air lanes. The western allied air forces began the Berlin Airlift of supplies to sustain the beleaguered city. The airlift soon became known as Operation Vittles. VP-HL-6 flew numerous missions to bring medical supplies to airfields in the Allied Zone of Occupation where they were then transferred to unarmed transport aircraft flying missions into Berlin. The blockade was lifted in May 1949.

Mar 1949: The squadron's headquarters and home port was changed from NAS Patuxent River, Md., to NAS Port Lyautey, Morocco. Consequently, the squadron detachment that had been maintained at NAS Port Lyautey now became a full squadron with a detachment at NAS Patuxent River.

8 Apr 1950: PB4Y-2 BuNo 59645 was declared overdue by Flight Service Frankfurt, Germany. The Privateer was based at NAF Port Lyautey, French Morocco, and was conducting a patrol mission launched from Wiesbaden, West Germany, over the Baltic Sea off the coast of Lepija, Latvia. Subsequent search efforts over a period of 10 days in the Baltic area by VP-26 and USAF aircraft were futile. Days later, a Swedish fishing vessel picked up a life vest identified as coming from the missing aircraft. Shortly after, the Russians published a note of protest accusing the missing aircraft of violating international law by crossing the Soviet border and exchanging fire with Soviet fighter aircraft (the Privateer was unarmed). Lieutenant John H. Fette and his crew of four officers and six enlisted were never accounted for, and were presumed to be among the first casualties of the Cold War. Unconfirmed reports stated that the missing crew members were recovered from the sea after being shot down and forwarded to the KGB for interrogation. Their ultimate fates have never been determined.

30 Jun 1950: VP-26 was relocated to a new home base at NAS Patuxent River, Md., under the operational control of FAW-3. Upon arrival the squadron began transition training from the PB4Y-2 Privateer to the P2V-4 Neptune.

Feb 1952: VP-26 became the first patrol squadron to be relocated to newly established NAS Brunswick, Maine, under the administrative control of FAW-3.

14 Feb 1952: VP-26 suffered its first fatal accident when P2V-4 EB-7 crashed in a wooded area off the end of the runway at NAS Brunswick. The copilot and four crew members were killed in the crash.

Oct 1954: VP-26 participated in Operation LANT-FLEX, the annual Atlantic Fleet Exercise. Lieutenant (jg) C. O. Paddock had the distinction of disabling *Toro* (SS 422) with a small target practice bomb that made a direct hit on its periscope. *Toro's* skipper presented Lieutenant (jg) Paddock with a mounted portion of the twisted periscope.

Mar 1955: VP-26 deployed to NS Keflavik, Iceland. During the deployment the squadron replaced its P2V-5 (MAD) aircraft with 12 new P2V-5F Neptunes with jet auxiliary engine mounts.

1956: VP-26 deployed to Thule, Greenland. During the deployment VP-26 became the first patrol squadron to fly all 12 aircraft over the North Pole.

5 Sep 1957: VP-26 deployed to NAS Keflavik, Iceland, for NATO aerial mine warfare exercises. A detachment was maintained at NAS Port Lyautey, F.M. On 3 December 1957, a VP-26 P2V-5F was the first U.S. Navy combat-type aircraft to land at the Spanish air base at Rota, Spain (NAS Rota was established in November 1957).

22 Nov 1958–4 May 1959: The Little Rascals made a split deployment to NAS Keflavik, Iceland, and Argentina, Newfoundland, during which the squadron located the Russian trawler that had deliberately severed the transatlantic cables in February 1959.

25 Jan 1960: VP-26 deployed a six-aircraft detachment to NAS Rota, Spain. In March the squadron took part in NATO ASW exercise Dawn Breeze, based at Lann Bihoue, France. The squadron was the first to operate from the base in nearly a decade.

Sep 1962: VP-26 deployed a six-aircraft detachment to NAS Argentia, Newfoundland, for a planned five-month tour, but the Cuban Missile Crisis in October cut short the deployment. On 23 October 1962, VP-26 deployed the detachment to NAS Key West, Fla., to

help maintain the quarantine of Cuba by preventing Soviet Bloc vessels from bringing in intermediate range missiles and long-range bombers. The remaining squadron aircraft were deployed across the North Atlantic from Argentina, Newfoundland, to Lajes, Azores.

Oct 1964: VP-26 supplied one aircraft and crew for a month to work with U.S. Army Special Forces personnel at Pope AFB, N.C. The SP-2E aircraft was reconfigured to function as a jump platform for Special Forces parachutists during day and night jumps at high altitude.

Oct 1965–5 Jan 1966: VP-26 began transition training from the faithful P2V Neptune flown by the squadron for over 15 years, to the new P-3B Orion. The first P-3B arrived at NAS Brunswick, Maine, on 5 January 1966, when VP-26 became the Navy's first operational P-3B squadron.

19 Jul 1966: VP-26 deployed to Argentina, Newfoundland, with a detachment at Keflavik,



A squadron P-3B flying over a new volcano off Iceland, 1966.



A squadron P2V in flight, circa 1964.

Iceland. During the deployment squadron personnel had the unique experience of viewing up close the newly formed volcanic island of Syrtlandur, a subsurface volcano that rose from the sea in July 1965.

24 Nov 1967–Apr 1968: VP-26 deployed to WestPac with detachments based at NS Sangley Point, R.P., and RTNB U-Tapao, Thailand. The squadron relieved VP-5 at NS Sangley Point. During the deployment the Tridents were tasked with Team Yankee Force patrols in the Gulf of Tonkin, Market Time Surveillance off the southern coast of Vietnam, and open sea patrols covering the South China Sea. The squadron lost two aircraft during the deployment. On 6 February, P-3B, NuNo. 153440, piloted by Lieutenant Commander Robert F. Meglio, crashed at sea with the loss of the entire crew of CAC-8. On 1 April another 12 men of CAC-1 lost their lives when their P-3B, BuNo. 153445, piloted by Lieutenant (jg) Stuart M. McClellan, was shot down by enemy gunfire off the coast of South Vietnam near Phuy Quoc Island.

19 Jun–Oct 1970: The Tridents deployed to NAF Sigonella, Sicily, relieving VP-5. During the deployment a crisis in the Mediterranean area caused by the Palestinian Commando attempt to unseat the monarchy of Jordan brought all U.S. forces to top alert. VP-26 averaged two sorties each day in the eastern Mediterranean from 10 September to 22 October 1970, when the situation stabilized.

Mar 1979: VP-26 transitioned to the Lockheed P-3C Update II aircraft. The P-3C UII incorporated the latest in avionics and weapons systems, including a turret-mounted infrared detection device that lowered out of the nose to identify targets day or night. AGM-84A Harpoon missile capability was incorporated specifically to eliminate Soviet surveillance trawlers in the event of war.

3 Mar 1980: The Tridents deployed with their new P-3C UII aircraft to NAF Kadena, Okinawa. A detachment was maintained at Diego Garcia, B.I.O.T., during the Soviet buildup of military forces in the Persian



A VP-26 P-3C(U2) preparing to land at NAS Moffett Field in March 1980 (Courtesy Rick R. Burgess Collection via Michael Grove).

Gulf. This deployment marked the first assignment of an East Coast patrol squadron to the region since 1967.

7 Nov 1990: VP-26 conducted a split deployment, with one detachment at NS Roosevelt Roads, P.R., and the second at NAF Lajes, Azores. The Puerto Rico detachment continued drug surveillance missions previously carried out by three crew detachments that had been maintained at NAS Key West, Fla..

17 Sep 1993: VP-26 deployed to NAS Sigonella, Sicily, with detachments in Saudi Arabia, Turkey and Malta. Much of the squadron's efforts were directed at preventing the flow of arms into war-torn Bosnia.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	26 Aug 1943
NAAS Oceana, Va.	14 Oct 1943
NAF Port Lyautey, F.M.	21 Feb 1944
NAF Terceira Isl., Azores	20 Jul 1944
NAS Edenton, N.C.	29 Nov 1945
NAS Atlantic City, N.J.	May 1946
NAS Patuxent River, Md.	16 Apr 1948
NAS Port Lyautey, F.M.	Mar 1949
NAS Patuxent River, Md.	30 Jun 1950
NAS Brunswick, Maine	11 Jan 1952

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Ricahrd G. Jack	26 Aug 1943
LCDR Lloyd H. McAlpine	28 Sep 1943
LCDR Donald C. Higgins	26 Aug 1944
LCDR Gordon W. Smith	29 May 1945
LCDR E. V. Cain, Jr.	16 Apr 1946
LCDR M. J. Reed	21 Sep 1946
CDR R. K. Johnston	7 May 1948
CDR J. E. Whitener	11 Feb 1950
CDR F. A. Todd	19 Mar 1951
CDR R. C. Dailey	1 Aug 1952
CDR Paul J. George	1953
CDR James F. Rumford	Jan 1955
CDR L. D. Moyer	8 Dec 1956
CDR C. A. Pierce	1957
CDR F. L. Brand	7 Mar 1958
CDR E. F. Hufstedler	12 Jun 1959
CDR C. W. Sims	22 Jul 1960
CDR A. E. Dewachter	22 Jul 1961
CDR J. F. Tierney	1962
CDR Lauren M. Johnson	5 Jul 1963
CDR Robertson L. Miller	25 Mar 1964
CDR Jalmes H. Cullen	1965
CDR Karl F. Cook	18 Feb 1966
CDR James A. Cochran	22 Feb 1967
CDR Alexander Wasilewski	1 Mar 1968

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR P. J. Mulloy	7 Mar 1969
CDR Robert D. Porter	24 Mar 1970
CDR Thomas E. Blaine	16 Apr 1971
CDR Phillip A. Veatch	14 Apr 1972
CDR Leroy R. Stehle	27 Apr 1973
CDR John O. Hall	1974
CDR R. P. Berg	1975
CDR John S. Yow	1976
CDR Robert L. Geck	Jul 1977
CDR R. Petrucci	1978
CDR Ralph H. Stowell, Jr.	1979
CDR Frank L. Hudnor III	6 Jun 1980
CDR Bennie R. Gladin	15 Jun 1981
CDR David A. Crump	Jun 1982
CDR Donald F. Rahn	19 Jun 1983
CDR Robin C. Larson	7 Sep 1984
CDR Robert L. Rachor, Jr.	10 Jan 1986
CDR James M. Farley	6 Feb 1987
CDR Raymond J. Nichols	16 Feb 1988
CDR Edward C. Wallace	24 Feb 1989
CDR Kenneth W. Peters	2 Mar 1990

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Donald D. Mosser	7 Mar 1991
CDR Robert D. Kaser, Jr.	Mar 1992
CDR Edward F. Lohoski, Jr.	29 Mar 1993
CDR Robert B. Leininger	25 Mar 1994
CDR Richard L. Marcantonio	31 Mar 1995
CDR Mike Murray	Mar 1996
CDR Mark Tempestilli	14 Mar 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Aug 1943
PB4Y-2	1945
P2V-4	Mar 1951
P2V-5 (MAD)	May 1954
P2V-5F	Mar 1955
P-3B	Jan 1966
P-3C UII	Jul 1979
P-3C UII.5	1993
P-3C UIIIR	1994



A squadron P-3C in flight.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Feb 1944	*	FAW-15	Port Lyautey	PB4Y-1	Med
30 Apr 1944	*	FAW-15	Gibraltar	PB4Y-1	Med
17 Jun 1944	*	FAW-7	Dunkeswell	PB4Y-1	Lant
20 Jul 1944	29 Nov 1945	FAW-7/9	Azores	PB4Y-1	Lant
29 Nov 1945 [†]	Mar 1949	FAW-5	Port Lyautey	PB4Y-2	Med
Mar 1949 [‡]	30 Jun 1950	FAW-5	Port Lyautey	PB4Y-2	Med
30 Sep 1952	Feb 1953	FAW-3	Keflavik	P2V-4	NorLant
Nov 1953	Apr 1954	FAW-3	Port Lyautey	P2V-4	Med
Mar 1955	Aug 1955	FAW-3	Keflavik	P2V-5/5F	NorLant
1956	1956	FAW-3	Thule	P2V-5F	NorLant
5 Sep 1957	5 Feb 1958	FAW-3	Keflavik	P2V-5F	NorLant
22 Nov 1958 [§]	4 May 1959	FAW-3	Argentina	P2V-5F	NorLant
22 Nov 1958 [§]	4 May 1959	FAW-3	Keflavik	P2V-5F	NorLant
25 Jan 1960	12 Jul 1960	FAW-3	Rota	P2V-5F	Med
1 Sep 1960	2 Oct 1960	FAW-3	Keflavik	P2V-5F	NorLant
2 Jun 1961 [§]	Nov 1961	FAW-3	Rota	P2V-5F	Med
2 Jun 1961 [§]	Nov 1961	FAW-3	Keflavik	P2V-5F	NorLant
Sep 1962	22 Oct 1962	FAW-3	Argentina	P2V-5F	NorLant
23 Oct 1962	Feb 1963	FAW-3	Key West	P2V-5F	Carib
Sep 1963	Feb 1964	FAW-3	Roosevelt Rds	P2V-5F	Carib
2 Apr 1964	2 Sep 1964	FAW-3	Sigonella	P2V-5F	Med
19 Jul 1966 [§]	13 Jan 1967	FAW-3	Argentina	P-3B	NorLant
19 Jul 1966 [§]	13 Jan 1967	FAW-3	Keflavik	P-3B	NorLant
24 Nov 1967 [§]	7 Jun 1968	FAW-8	Sangley Pt.	P-3B	WestPac
16 Dec 1967 [§]	2 Jun 1968	FAW-8	U-Tapao	P-3B	WestPac
Dec 1968	6 Jun 1969	FAW-3	Rota	P-3B	Med
Dec 1969 [§]	25 Feb 1970	FAW-3	Keflavik	P-3B	NorLant
Dec 1969 [§]	25 Feb 1970	FAW-3	Lajes	P-3B	Lant
19 Jun 1970	Oct 1970	FAW-3	Sigonella	P-3B	Med
23 Jun 1971	18 Nov 1971	FAW-3	Bermuda	P-3B	Lant
23 Aug 1972	23 Jan 1973	PatWing-5	Sigonella	P-3B	Med
19 Jan 1975 [§]	3 Jul 1975	PatWing-5	Lajes	P-3B	Lant
19 Jan 1975 [§]	3 Jul 1975	PatWing-5	Bermuda	P-3B	Lant
Jun 1976 [§]	Dec 1976	PatWing-5	Lajes	P-3B	Lant
Jun 1976 [§]	Dec 1976	PatWing-5	Rota	P-3B	Med
Sep 1977 [§]	Jan 1978	PatWing-5	Bermuda	P-3B	Lant
Sep 1977 [§]	Jan 1978	PatWing-5	Lajes	P-3B	Lant
Sep 1978 [§]	Feb 1979	PatWing-5	Rota	P-3B	Med
Sep 1978 [§]	Feb 1979	PatWing-5	Lajes	P-3B	Lant
3 Mar 1980 [§]	15 Sep 1980	PatWing-1	Kadena	P-3C UII	WestPac
3 Mar 1980 [§]	15 Sep 1980	PatWing-1	Diego Garcia	P-3C UII	IO
4 May 1981 [§]	14 Oct 1981	PatWing-5	Rota	P-3C UII	Med
4 May 1981 [§]	14 Oct 1981	PatWing-5	Lajes	P-3C UII	Lant
18 Jul 1982	14 Dec 1982	PatWing-5	Keflavik	P-3C UII	NorLant
9 Nov 1983	8 Apr 1984	PatWing-5	Bermuda	P-3C UII	Lant
28 Jan 1985	14 Aug 1985	PatWing-1	Kadena	P-3C UII	WestPac
14 Jun 1986 [§]	8 Dec 1986	PatWing-5	Rota	P-3C UII	Med
14 Jun 1986 [§]	8 Dec 1986	PatWing-5	Lajes	P-3C UII	Lant
3 Nov 1987	10 May 1988	PatWing-5	Keflavik	P-3C UII	NorLant
10 Jun 1989 [§]	10 Dec 1989	PatWing-5	Rota	P-3C UII	Med
10 Jun 1989 [§]	10 Dec 1989	PatWing-5	Lajes	P-3C UII	Lant
7 Nov 1990 [§]	10 May 1991	PatWing-5	Roosevelt Rds	P-3C UII	Carib
7 Nov 1990 [§]	10 May 1991	PatWing-5	Lajes	P-3C UII	Lant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
14 May 1992 [§]	10 Nov 1992	PatWing-5	Sigonella	P-3C UUI	Med
14 May 1992 [§]	10 Nov 1992	PatWing-1	Jeddah	P-3C UUI	Red Sea
17 Sep 1993	18 Feb 1994	PatWing-5	Sigonella	P-3C UUI.5	Med
14 Jan 1995	21 Jul 1995	PatWing-5	Sigonella	P-3C UIIR	Med
Aug 1996	Feb 1997	PatWing-5	Keflavik	P-3C UIIR	NorLant

* Continued combat deployment in Europe and the Atlantic, moving from base to base and maintaining squadron detachments at several different sites. The squadron detachments came under the operational control of different FAWs.

† The squadron's home port was in the United State but it maintained a detachment at NAS Port Lyautey.

‡ The squadron was permanently deployed to NAS Port Lyautey, Morocco.

§ The squadron conducted split deployments to two more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		26 Aug 1943
FAW-15		21 Feb 1944
FAW-15/7*		17 Jun 1944
FAW-7/9/RAF Coastal Command†		28 Jul 1944
FAW-9*		14 Feb 1945
FAW-11*		29 May 1945
FAW-5	HB†	22 Nov 1945
FAW-3	HB/EB/LK‡	30 Jun 1950
FAW-5/PatWing-5§	LK	1 July 1971

* Detachments of the squadron came under the operational control of different FAWs.

† The squadron remained part of FAW-5 but was assigned the tail code HB on 7 November 1946.

‡ The squadron's tail code was changed from HB to EB on 19 July 1950. In 1957 the squadron's tail code was changed from EB to LK. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§ FAW-5 was redesignated COMPATWINGSLANT and Patrol Wing 5 (PatWing-5) on 1 July 1973, a dual hatted command. On 1 July 1974 Patrol Wing 5 was established as a separate command.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
	16 Sep 1969	7 Nov 1969
MUC	9 Sep 1970	31 Oct 1970
	1 Jul 1976	30 Jun 1977
	1 Oct 1977	30 Sep 1978
	21 Sep 1987	10 May 1988
	2 Jun 1989	10 Dec 1989
	10 May 1992	10 Nov 1992
(Det)	11 Jan 1976	30 Jan 1976
	18 Sep 1978	23 Sep 1978
	16 Mar	1979
12 Apr 1979		
NEM	1 Jan 1988	31 Dec 1988
	1 Jan 1989	31 Dec 1989
(Det)	15 Jan 1980	30 Sep 1980
AFEM	1 Jan 1968	28 Feb 1968
JMUA	10 Nov 1990	5 Apr 1991
	6 Apr 1991	5 May 1991
	13 Aug 1991	11 Oct 1991



A squadron P-3C on patrol.

Second VP-27

Lineage

Established as Patrol Squadron EIGHTY THREE (VP-83) on 15 September 1941.

Redesignated Bombing Squadron ONE HUNDRED SEVEN (VB-107) on 15 May 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED SEVEN (VPB-107) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED SEVEN (VP-107) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) SEVEN (VP-HL-7) on 15 November 1946.

Redesignated Patrol Squadron TWENTY SEVEN (VP-27) on 1 September 1948.

Disestablished on 11 January 1950.

Squadron Insignia and Nickname

There was no CNO-approved insignia for this squadron during the first five years of its existence. The squadron's first design was approved by CNO on 18 October 1946.

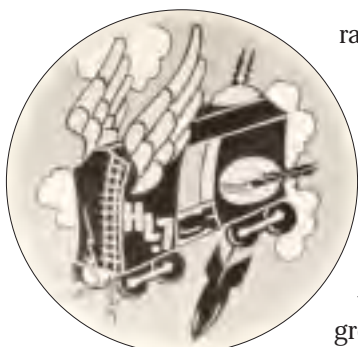
Shortly after the insignia was officially approved, the squadron

was redesignated VP-HL-7, necessitating the removal of the numbers 107 from the design and placing Heavy Patrol Squadron Seven at the bottom of the emblem. The central feature of the design was a flying box car, symbolic of the box-like design of the PB4Y-2

Privateer flown by the squadron. The box car was shown with wings, a forward-mounted radome pulsing with lighting-like radar beams, the distinctive side turret of the Privateer, and a top-mounted rear turret. A bomb was shown falling from the open sliding door of the box car, with another ready to roll out. Colors: background, blue; outer circle, yellow; box car, red; wings, sparks, turrets and box car interior, yellow; bombs, black; gun barrels, black with



The squadron's first insignia had the 107 designation on the design.



When the squadron was redesignated and its number changed from 107 to 7 it modified its design and added HL-7 to the insignia.

yellow spots; ladder, black; radar globe, white; clouds, white.

Nickname: None on record.



A PB4Y-2 in flight over Martinique, St. Lucia, W.I., 1942. Note the depth bomb on the wing of the other PB4Y, 80-G-238470 (Courtesy Captain Jerry Mason, USN).

Chronology of Significant Events

15 Sep–Nov 1941: VP-83 was established at NAS Norfolk, Va., under the operational control of FAW-5. The unit was designated a seaplane squadron flying the PB4Y-2 Catalina, but shortages in aircraft resulted in delivery delays. Until new aircraft became available in November, the aircrews practiced water takeoff and landings in an OS2U Kingfisher. On 24 November 1941, six crews were selected to proceed to San Diego, Calif., to collect new PB4Y-2 amphibious Catalinas from the factory. Shortly after they arrived at San Diego, Pearl Harbor was attacked, and they were immediately pressed into service for antisubmarine and interceptor patrols on the West Coast. The detachment eventually managed to ferry 30 PB4Y-2s from the West Coast to Norfolk between January and February 1942.

20 Dec 1941–5 Mar 1942: VP-83 flew its first operational combat patrol over the Atlantic off the coast of Virginia. On 5 February 1942, the squadron began night sweeps of the convoy routes into the port of Norfolk, Va. These patrols were discontinued on 5 March 1942, and the squadron was given a period of intensive ASW training in preparation for overseas deployment.

30 Mar 1942: A detachment with six squadron aircraft deployed to Natal, Brazil and operated from Parnaramin Field at Natal. The remaining six aircraft and crews operated from NAS Norfolk and, at various times, also had detachments at NAS Banana River, Fla., NAS Jacksonville, Fla., and NAS Charleston, S.C., to conduct convoy coverage and search operations under the operational control of FAW-5.

8 Jun 1942: The remaining squadron assets in the States deployed to Natal, Brazil and rejoined the other squadron detachment. The squadron's first fatalities occurred during the final leg of the flight to Brazil when Lieutenant (jg) C. H. Skidmore's Catalina en-

countered a severe thunderstorm causing it to crash into the sea five miles northeast of Natal. Only three of the eight crewmen aboard were rescued.

2 Jul 1942: VP-83 became operational at Natal, Brazil, and began combat patrols over shipping lanes along the Brazilian coastline from Rio to Cape Orange.

6 Jan 1943: Lieutenant W. Ford attacked a surfaced U-boat located 80 miles NE of Fortaleza, Brazil. The sinking was confirmed by rescued survivors as *U-164*, Korvettenkapitän Otto Fechner commanding.

13 Jan 1943: Lieutenant L. Ludwig attacked a surfaced U-boat off the coast of Brazil. The sinking was confirmed after the war as *U-507*, Korvettenkapitän



A squadron PB4Y-1 at Natal, Brazil after picking up U-boat survivors, February 1943, 80-G-60069.

Harro Schacht commanding. This submarine's activities at the start of the war were responsible for Brazil entering the war on the side of the Allies.

15 Apr 1943: Ensign T. E. Robertson and Lieutenant G. Bradford, Jr., attacked a surfaced submarine off the coast of Brazil. Ensign Robertson made the first bomb run, dropping four depth charges that damaged the boat. Lieutenant Bradford attacked minutes later with four more depth charges dropped from an altitude of 50 feet. The submarine sank six minutes later. Thirty survivors exited the boat and boarded three rafts. One raft was found 27 days later by Brazilian fishermen. It contained two bodies and one survivor who later confirmed the sinking of *Archimede*, a 913-ton Italian submarine.

1 May 1943: VP-83 returned to NAS Norfolk, Va. Shortly after its arrival, on 15 May 1943, the squadron was redesignated VB-107 and subsequently ended its career as a medium seaplane squadron.

15 May 1943: After 15 days leave, VB-107 was reformed at NAS Norfolk, Va., as a bombing squadron



A squadron PB4Y-1 commencing a bombing run on a U-boat, 1943.

flying the Army version of the B-24D Liberator (redesignated PB4Y-1 by the Navy). During the training period, the squadron came under the operational control of FAW-5. Within a week of reforming its personnel and assets, the squadron was relocated in sections to NAAS Elizabeth City, and MCAS Cherry Point, N.C., for intensive ground and flight training on the new Consolidated bombers.

15 Jun–5 Jul 1943: The first division of six VB-107 aircraft departed NAS Norfolk for Natal, Brazil, followed on the 20th by the remainder of the squadron. By 27 June 1943, all of the squadron aircraft were on board at Natal, with the squadron coming under the operational control of FAW-16. The squadron became operational on 5 July 1943 and began antishipping sweeps in designated convoy lanes off the coast of Brazil.

12 Jul 1943: Lieutenant Tobin made a night attack on a surfaced U-boat without result. In the melee the PB4Y-1 was damaged by the submarine's accurate AA fire, forcing it to return to base on three engines.

23 Jul 1943: Lieutenant (jg) Waugh, flying 107-B-6, attacked a surfaced U-boat in conjunction with Lieutenant Ford, sinking the submarine. Waugh's aircraft apparently sustained damage during the attack, plunging into the sea after his bombing pass, all hands were lost. The submarine's identity was confirmed by survivors of *U-598*, Kapitänleutnant Gottfried Holtorf commanding.

12 Aug 1943: Squadron commanding officer Lieutenant Commander B. G. Prueher departed Natal at 0800 with an extra-heavy load of fuel, intended for a protracted search of an area of suspected U-boat operations. Three surfaced U-boats were attacked in the afternoon. Subsequent testimony of German naval personnel captured at a later date indicated that Lieutenant Commander Prueher's aircraft was shot down by the combined AA of the submarines during his second bombing pass.

30 Sep–1 Dec 1943: A squadron detachment deployed to Ascension Island to maintain barrier air patrols and sweeps between Africa and Brazil. By 1 December 1943, the squadron's mission was shifted to



On 5 November 1943 squadron aircraft attack U-848 resulting in the sinking of the submarine.



Depth bombs explode around U-848, 5 November 1943, 80-G-44357 (Courtesy Captain Jerry Mason, USN).



Squadron aircraft strafe U-848, 80-G-44360 (Courtesy Captain Jerry Mason, USN).

barrier patrols in the South Atlantic narrows to intercept blockade runners.

5 Nov 1943: A VB-107 aircraft from the Ascension Island detachment piloted by Lieutenant Baldwin attacked *U-848*, Korvettenkapitän Wilhelm Rollmann commanding, in conjunction with two other squadron aircraft. Lieutenant Baldwin damaged the submarine sufficiently to prevent it from submerging. Lieutenant S. K. Taylor's aircraft administered the coup de grace, hitting the target on both bomb runs, causing it to blow up and sink within five minutes.

25 Nov 1943: A VB-107 aircraft attacked *U-849*,

Kapitänleutnant Heinz-Otto Schultze commanding. The sinking was confirmed by postwar review of enemy records.

1-2 Jan 1944: A VB-107 aircraft, 107-B-9, flown by Lieutenant M. G. Taylor, was on barrier patrol when he spotted a suspicious transport ship. When challenged, the ship opened fire with its AA, knocking out the number three engine and injuring the ordnance man. Lieutenant Taylor returned safely to Ascension Island as other squadron aircraft arrived on the scene to maintain contact with the ship. On 2 January a second VB-107 aircraft, 107-B-12, flown by Lieutenant



A close up of U-848 under attack, 80-G-208284 (Courtesy Captain Jerry Mason, USN).



U-848 smoking after last depth bomb and strafing run, 80-G-44361 (Courtesy Captain Jerry Mason, USN).



A squadron aircraft attack on U-849 resulted in sinking the submarine, 25 November 1943, 80-G-208592a (Courtesy Captain Jerry Mason, USN).

Robert T. Johnson, attacked the blockade runner that had damaged Lieutenant Taylor's aircraft. The ship opened fire, causing minor damage to the aircraft. Lieutenant Johnson elected to remain on station until relieved. The plane ditched en route to base after three engines were lost. None of the crew were recovered. Squadron aircraft stayed on station until *Somers* (DD 381) arrived to sink the vessel by gunfire. The ship was the SS *Wesserland* headed for Germany with a load of crude rubber from the Far East.

6 Feb 1944: A VB-107 aircraft piloted by Lieutenant (jg) C. I. Purnell made two successful bomb runs on *U-177*, Korvettenkapitän Heinz Buchholz commanding. The sinking was confirmed by postwar review of enemy records.

14 Mar 1944: The squadron aircraft were updated to the Navy equivalent of the Army B-24J, with the ERCO nose turret. The firm that built the nose ball turret, Engineering and Research Company, retrofitted all Navy PB4Y-1 Liberator bombers at Litchfield Park, Ariz. Tail turrets of the same design were mounted as standard equipment on the PB2Y Coronado. Army versions of the J-model Liberator were equipped with the Emerson nose ball turret.

29 Sep 1944: Two VB-107 aircraft flown by Lieutenants E. A. Krug and J. T. Burton made a coordinated attack on *U-863*, Kapitänleutnant Dietrich von der Esch commanding. The sinking was confirmed by postwar review of enemy records.

10 Jan–4 Jun 1945: ComAirLant directed that VPB-107 be redeployed from Natal, Brazil, to Dunkswell, England, to assist the Coastal Command of the RAF in the battles against the U-boats in the English Channel and Irish Sea. The squadron became operational, under the control of FAW-7 at NAF Upottery, Devon, England, on 21 January 1945. VPB-107 flew with 19 Group, Coastal Command, RAF, until relieved on 4 June 1945.

4 Jun 1945: VPB-107 departed England aboard *Albemarle* (AV 5) en route to Norfolk, Va., arriving back in the States on 14 June 1945. Rehabilitation leave was given to all hands in conjunction with transit orders to NAS Alameda, Calif.

21 Jul 1945: VPB-107 was reformed at NAS Alameda, and commenced transition training in the updated version of the Liberator, the PB4Y-2 Privateer. Flight and operational training was based at NAAS Crows Landing, Calif., on 29 July 1945, and continued through 1 October 1945.

15 Nov 1946: VPB-107 was redesignated VP-HL-7, home based at NAS Whidbey Island, Wash., under FAW-4.

Feb 1949: VP-27 deployed to NAS Kodiak, Alaska.

11 Jan 1950: VP-27 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.*	15 Sep 1941
Natal, Brazil	30 Mar 1942/8 Jun 1942†
NAS Norfolk, Va.	1 May 1943
Natal, Brazil	Jun 1943
NAF Upottery, England	21 Jan 1945
NAS Norfolk, Va.	14 Jun 1945
NAS Alameda, Calif.	21 Jul 1945
NAAS Crows Landing, Calif.	29 Jul 1945
NAS Whidbey Island, Wash.	1946

* The squadron had detachments operating from NAS Banana River, NAS Jacksonville and NAS Charleston, S.C. during the period from April to June 1942.

† A squadron detachment was sent to Natal, Brazil on 30 March 1942. The remaining state side squadron assets operated from NAS Norfolk, Va., and had detachments at NAS Banana River, Fla., NAS Jacksonville, Fla., and NAS Charleston, S.C. On 8 June 1942 the squadron detachments operating in the States joined the detachment at Natal, Brazil and VP-83 became a full operational squadron.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR R. Sperry Clarke	15 Sep 1941
LCDR Almon E. Loomis	Sep 1942

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
30 Mar 1942	1 May 1943	FAW-11/16	Natal	PBY-5A	SoLant
15 Jun 1943	10 Jan 1945	FAW-16	Natal	PB4Y-1	SoLant
30 Sep 1943	10 Jan 1945	FAW-16	Ascension	PB4Y-1	SoLant
11 Jan 1945	4 Jun 1945	FAW-7	Upottery	PB4Y-1	NorLant
30 Aug 1946	Nov 1946	FAW-4	Kodiak	PB4Y-2	NorPac
7 Jun 1947	8 Sep 1947	FAW-4	Kodiak	PB4Y-2	NorPac
7 Mar 1948	May 1948	FAW-4	Kodiak	PB4Y-2	NorPac
23 Nov 1948	23 Feb 1949	FAW-4	Kodiak	PB4Y-2	NorPac
23 Aug 1949	22 Nov 1949	FAW-4	Kodiak	PB4Y-2	NorPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5*		15 Sep 1941
PatWing-11/FAW-11†		15 Aug 1942†
FAW-16‡		14 Apr 1943
FAW-5		15 May 1943
FAW-16		27 Jun 1943
FAW-7		10 Jan 1945
FAW-5		14 Jun 1945
FAW-14		21 Jul 1945



Squadron enlisted men with a PB4Y in the background, Natal, Brazil, December 1944, 80-G-361316 (Courtesy Captain Jerry Mason, USN).

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Bertram J. Prueher	Jan 1943
LCDR Renfro Turner, Jr.	28 Aug 1943
LCDR Paul K. Blesh	20 Feb 1944
LCDR William F. Brewer	25 Jan 1945
LCDR Fred H. Rand	Nov 1945
CDR H. T. Haselton	8 Jun 1946
LCDR Edward T. Hogan	3 Oct 1947
CDR E. W. Bridewell	1 Jul 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
OS2U	Sep 1941
PBY-5A	Jan 1942
PB4Y-1	May 1943
PB4Y-2	Jul 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	DC ^S	1946

* On 30 March 1942 a detachment was sent to Natal, Brazil. The remaining squadron detachments stayed in the States under the control of PatWing-5. On 8 June 1942 the remainder of the squadron transferred from the States to Natal, Brazil.

† Patrol Wing 11 was established on 15 August 1942 and the squadron was officially assigned to the Patrol Wing 11 on that date.

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Patrol Wing 11 was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.		
[†] VP-83 was assigned to FAW-16 in its "paper" organization on 16 February 1943, the official establishment date of FAW-16. However, control was held by FAW-11 until FAW-16 arrived in Brazil on 14 April 1943.		
[§] The squadron remained a part of FAW-4, but was assigned the tail code DC on 7 November 1946.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	1 Jan 1943	30 Apr 1943
	1 Jul 1943	29 Feb 1944
	1 Sep 1944	30 Sep 1944



Loading .50 caliber machine gun ammunition on a PB4Y at a Brazilian air base prior to takeoff, 80-G-K-5241.

Second VP-28

Lineage

Established as Bombing Squadron ONE HUNDRED EIGHT (VB-108) on 1 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED EIGHT (VPB-108) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED EIGHT (VP-108) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) EIGHT (VP-HL-8) on 15 November 1946.

Redesignated Patrol Squadron TWENTY EIGHT (VP-28) on 1 September 1948, the second squadron to be assigned the VP-28 designation.

Disestablished on 1 October 1969.

Squadron Insignia and Nickname

The first insignia submitted by the squadron was approved by CNO on 24 November 1948. The central figure in the design was a pirate, or Privateer, symbol-



A cartoon pirate was the squadron's first insignia.

izing the type of aircraft flown by the squadron. The pirate was shown holding a bomb in either hand while standing astride a cloud equipped with a propeller and four cannons. He was obviously intent on sinking his victims below: a submarine and a surface ship. Colors: sky and water, blue; clouds, white; propeller and ship, brown and white; guns, bombs and submarine, black; pirate trousers, red; shirt, white; bandanna, red and white.



The squadron's second insignia used a Hawaiian warrior as the central figure.

cape, red; hatchet, yellow; flesh, cream.

A third insignia, again featuring a Hawaiian warrior, was approved by CNO on 26 December 1962. This



The third insignia used the Hawaiian warrior standing on the deck of a submarine.

warrior was shown standing on the deck of a shattered submarine, wielding his battle ax on the enemy vessel. The extra detail was desired by the squadron to more accurately depict the primary role of the squadron in the sixties, antisubmarine warfare.

Colors: background, blue; helmet and interior of cape, yellow; cape exterior and loincloth, red; axe, yellow; submarine, gray; squadron designation, yellow on blue scroll.

A fourth design retained reference to the local culture, but featured the crosses of St. Andrew and St.



The fourth insignia featured more elements of the local Hawaiian culture in its design.

The second insignia of VP-28 was approved by CNO on 18 November 1954. The selection of a Hawaiian warrior in feather helmet and cape was influenced by the fact that the squadron was based at Kaneohe Bay. Colors: background, blue; cape and helmet, yellow; loincloth, red; exterior of

Colors: background, blue; helmet and interior of cape, yellow; cape exterior and loincloth, red; axe, yellow; submarine, gray; squadron designation, yellow on blue scroll.

George on the shield borne by the warrior chief. A crown in the design symbolized the Hawaiian monarchist era and control over the sea. The warriors in the design were portrayals taken from the King Kamehameha statue. Colors were purported to be predominately red and yellow, the colors of the Hawaiian "alii" or chief. The insignia was approved by CNO on 15 December 1966, and was used by the squadron until its disestablishment in 1969.

Nicknames: Hawaiian Warriors, October 1954–1969.

Chronology of Significant Events

1 Jul 1943: VB-108 was established at NAS San Diego, Calif., with an initial "on paper" complement of 12 PB4Y-1 aircraft. Within a few days, the squadron was relocated to NAAS Camp Kearney, Calif., where it received an increase to 15 aircraft, with 57 officers and 148 enlisted personnel organized into 18 flight crews. During the training period the squadron came under the operational control of FAW-14.

3 Oct 1943: With its training completed in late September 1943, the squadron began preparations for its transpac to NAS Kaneohe, Hawaii. The first aircraft departed on 2 October 1943, with all arriving safely at Kaneohe on the 3rd. Routine patrols and combat training commenced immediately. The squadron came under the operational control of FAW-2.

23 Oct 1943: Nine of the squadron's 15 aircraft were flown to Canton Island to provide an escort cover for photographic planes of VD-3. This was a most unusual move, since the PB4Y-1 aircraft previously had lacked nose turrets and could not have provided the firepower to protect themselves. All of the early Liberators received for Navy use were Army versions (B-24D) without a powered nose turret. Reports from the combat zone showed that Liberator squadrons with 30-caliber nose guns sustained very high casualty rates. PB4Y-1 Liberators destined for Navy use did not get the refit with the ERCO 250 SH-1 powered turrets with twin 50-caliber gun mounts until after May 1943. Retrofits with the new turrets were completed at Litchfield Park, Ariz. VB-108 was among the first group of squadrons to be equipped with the newer, more heavily armed aircraft.

4 Nov 1943: The Canton detachment flew its first combat mission against light opposition over the enemy-held island of Mille.

11 Nov 1943: VB-108 was relocated to Nuku Fetau, Ellice Islands. Its primary mission was reconnaissance of enemy-held territories, with authorization to attack any targets of opportunity. Generally, six missions were flown each day with photographic coverage of the designated patrol sectors.

3 Dec 1943: Lieutenant Ackerman, flying "Pistol Packing Mama," returned to Mille at wave-top height catching the enemy gunners by surprise. He thor-

oughly strafed the runway and aircraft revetments before turning his attention to the harbor. There he located and sank an enemy transport and headed for home. On departure from Mille "Pistol Packing Mama" was attacked by six fighters. Lieutenant Ackerman and his crew fought off the enemy aircraft, possibly shooting down two and damaging a third. This form of low-level attack was to become the specialty of VB-108 throughout the central Pacific. It featured approach at no more than 25 feet above the wave tops, then a "pop up" to 150 feet for precise dropping of bombs, all the while blasting at every target and enemy gun site. Surprise was the key element to success, and the fact that the squadron suffered few casualties proved the utility of the tactic.

6 Dec 1943: Lieutenant Daley and crew strafed the length of Jaluit sinking a landing barge filled with Japanese sailors, and exploding two depth bombs on top of an Emily H8K Navy Type 2 four-engine seaplane. Later, several squadron aircraft led by their commanding officer, Lieutenant Commander Renfro, bombed and strafed Jaluit, sinking two ships and damaging two others.

12 Dec 1943: Lieutenant John H. Stickell and his crew conducted a solo raid on the enemy facilities at Jaluit. Although the aircraft arrived over the atoll at tree top level, the Japanese defenders were not caught off guard. Lieutenant Stickell flew through a veritable wall of flak to reach the buildings inland, dropping his bombs squarely on target. During the attack a machine gun bullet hit Stickell. Despite a severe wound, he flew his aircraft safely out of the target area. He elected to continue on to a base with a long enough runway for a safe landing rather than risk the lives of his crew landing on a closer, but shorter emergency strip. During the four hour trip to the airfield Lieutenant Stickell bled to death. As a result of his sacrifice and his earlier bravery during previous attacks on enemy installations Lieutenant Stickell was awarded the Navy Cross.

11 Jan 1944: VB-108 was relocated to Apanama, Gilbert Islands, still under the operational control of FAW-2. Missions from this location were carried out against Kwajalein, Rongelap, Eniwetok, Parry, Wake, and Kusaie islands resulting in the sinking of at least four enemy vessels.

7 Mar 1944: A detachment was sent to Kwajalein to operate with VB-109.

28 Feb 1944: Two aircraft piloted by Lieutenant Commander John E. Muldrow and Lieutenant Max A. Piper conducted the first daylight bombing attack ever launched on Wake Island. The attack was delivered at low-level (less than 100 feet) with 500-pound bombs. The mission was one of the longest conducted by VB-108 at that time, covering 2,500 miles round trip with over 19 hours in the air.

11 Apr 1944: VB-108 moved to Eniwetok. On that day one of the squadron aircraft attacked an enemy submarine while on patrol, claiming a sinking. This was undoubtedly *I-174*, which departed on 3 April 1944 from the Inland Sea of Japan for the Marshall Islands, Lieutenant Katsuto Suzuki commanding. It failed to answer when called on 11 April 1944. Over the next three months the squadron bombed and strafed installations at Orolick, Ulul, Ujelang, Ant and Pakin islands.

10 Jul 1944: VB-108 was relieved at Eniwetok by VB-116 for return to Kaneohe Bay. After arriving at NAS Kaneohe a week later, the squadron was put on standby status as a ready squadron. Little activity took place other than routine patrols and training flights while crews returned to stateside for rotation and processing of new personnel.

20 Sep–Oct 1944: The squadron was reformed at NAS Alameda, Calif., with its new personnel and PB4Y-1 aircraft. Training continued at NAS Alameda until 17 October 1944, when the squadron was relocated to NAAS Crow's Landing, Calif., for further flight training and preparation for transpac to Hawaii. During this period the squadron came under the operational control of FAW-8.

10 Jan 1945: The ground crews and support staff of the squadron, consisting of one officer and 87 enlisted personnel, departed San Diego by ship arriving in Hawaii on 18 January 1945. The VPB-108 aircrews

departed in three aircraft elements on the 18th, with all aircraft arriving safely at NAS Kaneohe by 19 January 1945.

20 Jan–12 Mar 1945: VPB-108 aircrews began intensive combat training at Kaneohe, with emphasis on air-to-air combat. During this period the squadron came under the operational control of FAW-2. In early February the squadron received new Consolidated PB4Y-2 Privateer aircraft as replacements for its Liberators.

13 Mar 1945: VPB-108 was transferred to Peleliu Island, Palau, under the operational control of FAW-1 (TG 50.5). The squadron operated as part of the Tinian Search Group (CTU 50.5.3), and conducted nightly antishipping patrols in the Palau area.

4 Apr 1945: VPB-108 was transferred to NAB Tinian to conduct sector searches and continue daily antishipping patrols in the Marianas area. An advanced detachment of eight aircraft and nine crews operated from 15 to 30 April 1945 at Central Field, Iwo Jima. A second detachment operated from that location from 1 to 8 May 1945. During the stay on Tinian Lieutenant Commander Robert C. Lefever experimented with a two-cannon arrangement mounted in the nose of his aircraft. The twin 20-mm gun mount was so successful in combat operations that the remainder of the squadron aircraft were quickly retrofitted with the additional armament.



A squadron PB4Y-2 in flight (Courtesy James C. Miller, Sr. Collection).



Squadron PB4Y-2s on the flight line at NAS Agana, 1949 (Courtesy James C. Miller, Sr. Collection).

9 May 1945: Lieutenant Commander John E. Muldrow, the squadron commanding officer, and seven of his crew were killed in a combat mission against Japanese-held Marcus Island. The attack was conducted in conjunction with several aircraft of VPB-102. *Jallao* (SS 368) rescued five of the surviving crewmembers. In addition to the loss of Lieutenant Commander Muldrow's aircraft, one VPB-102 Privateers was shot down in flames. As a result of his heroism in leading the attack in the face of intense ground fire, destruction of two enemy aircraft and severe damage to enemy ground targets, Lieutenant Commander Muldrow was posthumously awarded the Navy Cross. Lieutenant (jg) Richard D. Panther was also awarded the Navy Cross for his action against Marcus Island. On 9 May he led his aircraft in successful low-level attacks against enemy installations on the island. He also assisted in the destruction of two enemy aircraft and inflicted severe casualties on enemy troops.

3 Jun-Jul 1945: The advanced detachment operating from Iwo Jima was increased to 12 aircraft and 13 crews. On 1 July 1945, the remainder of the squadron joined the detachment at Iwo Jima. Duties included searches, antishipping patrols and barrier patrols. In addition to standard patrols, the squadron executed 31 air-sea rescue missions in the month of July.

2 Sep 1945: From Iwo Jima the squadron conducted a flyover with VPB-117 and VPB-124 at Truk as

a demonstration of power in conjunction with the formal surrender ceremonies held that same day aboard *Missouri* (BB 63) in Tokyo Bay, Japan.

10 Jan 1949: The squadron maintained an advance detachment at NAF Naha, Okinawa, for search and rescue, typhoon reconnaissance and possible emergency airlift in the event of problems relating to Taiwan and China.

Jun-Jul 1950: At the outbreak of the Korean Conflict on 25 June 1950, VP-28 was already deployed to NAF Agana, Guam. On 14 July 1950, the squadron relocated to Naha AFB, Okinawa, with a detachment remaining at NAF Agana. During the first few weeks of the hostilities the squadron flew patrols over the Formosa Straits, Foochow and Shanghai, China.

26 Jul 1950: A squadron aircraft encountered enemy fighters during a patrol mission.

Apr-Oct 1951: The squadron's primary mission during this combat deployment to Korea was ship surveillance and the secondary mission was antisubmarine patrol. VP-28 was also assigned the additional task of special night weather reconnaissance patrols along the Korean coast.

28 Jun 1951: During the squadron's second tour in the Korean combat zone it was ordered to participate in operation Firefly, the dropping of flares to provide illumination for Marine Corps night fighters attacking supply routes in North Korea.



A squadron P-3A carrying missiles on its pylons.

1 October 1951: The squadron was ordered to form a detachment to continue flare operations in Korea following its return to NAS Barbers Point. On 1 October four planes, 13 officers and 39 enlisted personnel were detached from the squadron and assigned as VP-28 Detachment Able to continue the flare dropping mission in Korea until relieved by VP-871.

16 Dec 1951: The squadron's Detachment Able returned to NAS Barbers Point from NAS Atsugi, Japan, after 2 1/2 months of flare operations totaling 1,103 flight hours.

26 May 1952: VP-28 deployed to Naha, Okinawa. From this location the squadron maintained patrols along the Communist-held China coast and the Straits of Formosa.

20 Sep 1952: A P4Y-2S flown by Lieutenant Harvey R. Britt was attacked by two MiG-15s over the sea near Shanghai. Five firing passes were made by the MiGs without damage to the Privateer, which returned safely to Naha, Okinawa. During the remainder of the deployment three more squadron patrols were subjected to attacks by MiGs. Squadron aircraft exchanged fire with the MiGs but no damage was reported on any of the aircraft.

28 Nov 1952: The squadron transferred three P4Y-2S Privateers to Military Assistance Advisory Group (MAAG) Formosa for transfer to the Chinese Nationalist Air Force.

8 Jan 1955: VP-28 deployed to Japan under the operational control of FAW-6. Daily surveillance flights were flown over the Sea of Japan and the Yellow Sea.

Jun 1956: The Warriors deployed to NAS Kodiak, Alaska. During the deployment the squadron flew

surveillance patrols along the northern defense perimeter, and assisted scientists in gathering data on ice conditions in the Bering Sea and volcanic activity along the Aleutian Islands.

23 Jul 1957: A squadron P2V-5F, BuNo. 128418, crashed 300 yards off the end of the NAS Barbers Point runway, killing all eleven crewmen aboard.

17 Apr 1962: VP-28 deployed to advance bases on Christmas and Johnston islands to provide air reconnaissance during U.S. nuclear testing. The squadron flew enough miles during the three-month period to circumnavigate the world 18 times.

16 May 1964: VP-28 deployed to WestPac, based at Iwakuni, Japan, with a detachment at NS Sangley Point, R.P. From August to September 1964, the squadron flew a total of 1,148 hours in support of the Seventh Fleet during the Tonkin Gulf Crisis.

11 Dec 1964–Apr 1965: VP-28 received its first two P-3A Lockheed Orions as replacements for the SP-2H Neptunes. Transition to the new aircraft was completed in April 1965.

3 Nov 1965: VP-28 deployed to WestPac with its new Orions, stationed at NS Sangley Point, R.P., with a detachment at NAS Agana, Guam. Despite the difficulties in maintaining the new type airframes at this site, the squadron flew a record number of flight hours in Market Time and Yankee Team patrols for one month, surpassing the previous record set in Neptunes during the August 1964 Tonkin Gulf Crisis.

27 May 1967: The Warriors deployed to NAS Adak, Alaska. During the deployment the squadron received one of the strangest missions ever assigned to a patrol squadron. The ex-USS *Robert Louis Stevenson* was a

hulk loaded with 2,000 tons of obsolete ordnance ready for disposal. The hulk was towed into position south of Amchitka Island, where it was to be scuttled. It was rigged to hydrostatically detonate at a depth of 4,000 feet. Research vessels nearby would monitor the explosion for oceanographic and seismic research purposes. A combination of bad weather and strong winds pushed the hulk off position after the sea cocks were opened. The vessel sank in water too shallow to detonate the charge. VP-28 was called upon to bomb the submerged wreckage and detonate the charge. A total of 24 2,000-pound bombs were dropped on the position with no secondary explosions. It was later determined that the hulk was thoroughly flattened and the ordnance dispersed in a manner that no longer posed a danger to navigation.

15 Jan–26 May 1969: VP-28 deployed to Naha, Okinawa, relieving VP-22. Detachments were maintained at Cam Ranh Bay, RVN, and NAS Atsugi, Japan. On 18 April 1969, the squadron was put on alert following the downing of a Navy EC-121 by the North Koreans. The squadron dropped the alert status on 26 May, resuming normal operations.

1 Oct 1969: VP-28 was disestablished at NAS Barbers Point.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	1 Jul 1943
NAAS Camp Kearney, Calif.	3 Jul 1943
NAS Kaneohe, Hawaii	3 Oct 1943
NAS Alameda, Calif.	20 Sep 1944
NAAS Crows Landing, Calif.	17 Oct 1944
NAS Kaneohe, Hawaii	19 Jan 1945
NAF Naha, Okinawa	Dec 1945
NAS Kaneohe Bay, Hawaii	Apr 1948
NAS Barbers Point, Hawaii	10 Jul 1949

Commanding Officers

	<i>Date Assumed Command</i>
LCDR E. C. Renfro	1 Jul 1943
LCDR J. L. Elwell	Jul 1944
LCDR J. E. Muldrow	20 Sep 1944
CDR R. C. Lefever	9 May 1945
LCDR Alexander D. Walter, Jr.	31 Aug 1945
LCDR G. E. Hoffman	Mar 1946
CDR C. E. Olson	Feb 1947
CDR F. L. Curtis	23 May 1948
LCDR C. F. Skuzinski	22 Jul 1949
CDR C. S. Minter, Jr.	12 Sep 1950
LCDR C. B. McAfee	8 Feb 1952
CDR M. V. Montgomery	17 Dec 1952
CDR J. J. Hinman III	Apr 1954

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR R. W. Long	Aug 1955
CDR H. D. Metke	Feb 1956
CDR Robin E. Larson	Jan 1957
CDR Ralph W. Hart, Jr.	Jul 1958
CDR John R. Trautmann	8 Jun 1959
CDR Henis J. Williams	12 Jul 1960
CDR William C. Campbell	23 Aug 1960
CDR Henis J. Williams	12 Jul 1961
CDR Lloyd A. Kurz	16 Jul 1962
CDR R. T. Folsom	29 Jul 1963
CDR Walter D. Roll	11 Apr 1964
CDR Wallace E. Sharp	26 Feb 1965
CDR Chandler L. Von Schrader	21 Jan 1966
CDR Edward F. Lebidz	28 Dec 1966
CDR Ralph R. Hedges	12 Dec 1967
CDR Harvey Gray, Jr.	12 Dec 1968

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Jul 1943
PB4Y-2	Feb 1945
PB4Y-2S	Oct 1949
P4Y-2/2S*	1951
P2V-5	1 Dec 1952
P2V-5F	1959
P2V-5FS PAR/MOD	Jan 1962
SP-2H	Dec 1962
P-3A	Dec 1964

* The PB4Y-2 and PB4Y-2S were redesignated P4Y-2 and P4Y-2S in 1951.



A squadron P2V being worked on in the hangar.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
3 Oct 1943	10 Jul 1944	FAW-2	Kaneohe	PB4Y-1	WestPac
23 Oct 1943	*	FAW-2/1	Canton	PB4Y-1	SoPac
11 Nov 1943	*	FAW-1	Nuku Fetau	PB4Y-1	SoPac
11 Jan 1944	*	FAW-2	Apanama	PB4Y-1	SoPac
11 Apr 1944	*	FAW-1	Eniwetok	PB4Y-1	SoPac
10 Jan 1945	*	FAW-2	Kaneohe	PB4Y-1	WestPac
13 Mar 1945	*	FAW-1	Peleliu	PB4Y-2	SoPac
4 Apr 1945	*	FAW-1/18	Tinian/Iwo	PB4Y-2	SoPac
1 Jul 1945	*	FAW-1/18	Iwo Jima	PB4Y-2	SoPac
Dec 1945	Apr 1948	FAW-1	Okinawa	PB4Y-2	WestPac
5 Jan 1949	10 Jul 1949	FAW-1	Agana/ Okinawa	PB4Y-2	WestPac
2 Feb 1950	14 Jul 1950	FAW-1	Agana	PB4Y-2/2S	WestPac
14 Jul 1950	10 Aug 1950	FAW-1	Naha/Korea	PB4Y-2/2S	WestPac
28 Mar 1951	11 Oct 1951	FAW-1	Itami	P4Y-2/2S	WestPac
1 Oct 1951 [‡]	13 Dec 1951	FAW-1	Kimpo/Korea	P4Y-2/2S	WestPac
26 May 1952	1 Dec 1952	FAW-1/2	Naha	P4Y-2/2S	WestPac
Sep 1953	Apr 1954	FAW-4	Kodiak	P2V-5	NorPac
8 Jan 1955	10 Jun 1955	FAW-6	Iwakuni	P2V-5	WestPac
Jun 1956	Nov 1956	FAW-4	Kodiak	P2V-5F	NorPac
Apr 1958	Aug 1958	FAW-6	Kwajalein	P2V-5F	WestPac
28 Dec 1959	15 May 1960	FAW-6	Iwakuni	P2V-5F	WestPac
12 May 1961	11 Nov 1961	FAW-6	Iwakuni	P2V-5F	WestPac
17 Apr 1962 [§]	7 Jul 1962	FAW-2	Johnston Is.	P2V-5FS	SoPac
19 Nov 1962	14 May 1963	FAW-6	Iwakuni	SP-2H	WestPac
16 May 1964	18 Oct 1964	FAW-6	Iwakuni	SP-2H	WestPac
5 Aug 1964 [§]	30 Sep 1964	FAW-8	Sanglely Pt.	SP-2H	WestPac
3 Nov 1965 [†]	2 Jun 1966	FAW-8	Sanglely Pt.	P-3A	WestPac
3 Nov 1965 [†]	2 Jun 1966	FAW-1	Agana	P-3A	WestPac
27 May 1967	1 Dec 1967	FAW-4	Adak	P-3A	NorPac
15 Jan 1969 [†]	15 Jul 1969	FAW-1	Naha	P-3A	WestPac
17 Jan 1969 [†]	18 Jul 1969	FAW-8	Cam Ranh	P-3A	WestPac
15 Jan 1969 [†]	18 Jul 1969	FAW-6	Atsugi	P-3A	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

† Conducted split deployment to two or more sites on the same dates.

‡ A squadron detachment was maintained in Korea to continue its mission of dropping flares for Marine Corps night fighters.

§ Squadron detachments deployed to these sites but not the full squadron.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Jul 1943
FAW-2		3 Oct 1943
FAW-8		20 Sep 1944
FAW-2		19 Jan 1945
FAW-1		13 Mar 1945
FAW-18		5 May 1945
FAW-1	AB*	1 Dec 1945
FAW-2	CF [†] / QC [‡]	Apr 1948

* The squadron remained part of FAW-1 but was assigned the tail code AB on 7 November 1946.

† The squadron's tail code was changed from AB to CF on 4 August 1948.

‡ The squadron's tail code was changed from CF to QC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).



A close up of the tail of several squadron P-3As showing the Hawaiian warrior and the QC tail code, Adak, Alaska.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	16 Jul 1950	7 Aug 1950
	1 Jun 1952	30 Nov 1952
NUC	1 Nov 1943	8 Jul 1944
NOSM	15 Jul 1950	6 Aug 1950
VNSM	3 Nov 1965	31 Dec 1965

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
VNSM	3 Nov 1965	31 Dec 1965
AFEM (Det)	4 Aug 1964	15 Oct 1964
KSM	1 Apr 1951	9 Oct 1951
(Det)	29 Oct 1952	30 Oct 1952



A squadron P-3A flies over the snow capped peaks near Adak, Alaska.

First VP-29

Lineage

Established as Patrol Squadron FOURTEEN-F (VP-14F) on 1 November 1935.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 4 September 1937.

Redesignated Patrol Squadron FIFTY TWO (VP-52) on 1 July 1939.

Redesignated Patrol Squadron SEVENTY TWO (VP-72) on 1 July 1941.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY TWO (VPB-122) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY TWO (VP-122) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) TWELVE (VP-HL-12) on 15 November 1946.

Redesignated Patrol Squadron TWENTY NINE (VP-29) on 1 September 1948.

Disestablished on 18 January 1950.

Squadron Insignia and Nickname

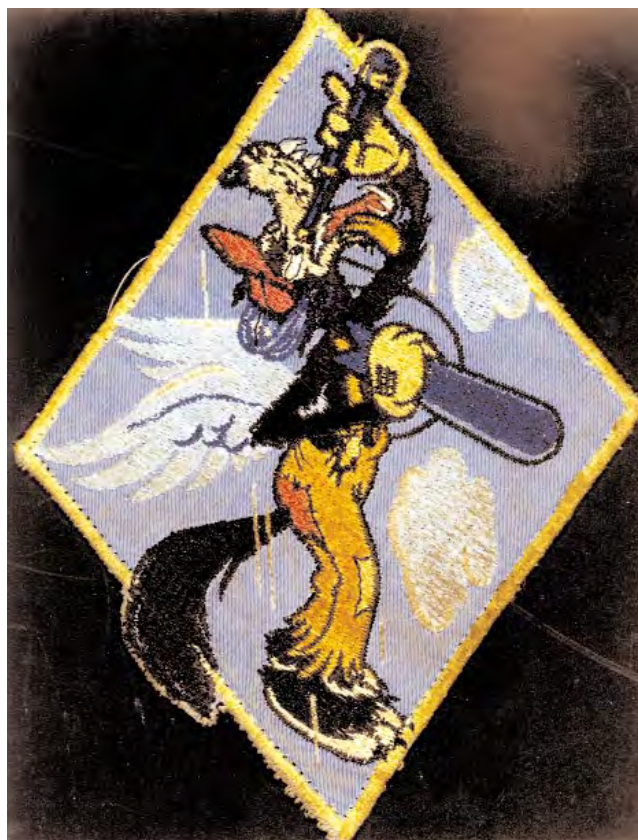
The first insignia was submitted by the squadron and accepted by CNO in 1941, shortly after VP-52 had been redesignated VP-72. The background of the circular design had an outline of the eastern United



The squadron's first insignia was a V formation of six geese.

States and Caribbean area. In the foreground, flying in a "V" formation towards the land mass, were six geese. The eastern coastline represented the area in which the squadron operated and the six geese represented the squadron's six patrol planes. Colors: sea, light blue; geese, gray-black; land, gray. This insignia was used by the squadron throughout WWII.

The squadron's second insignia came into being either at the end of WWII or soon after the war. The Disney influence in the design of the insignia was apparent. Disney studios designed many of the insignia used by squadrons during the war. The diamond-shaped design features Disney's "Big, Bad Wolf" from the cartoon series. On his back are wings, in his right



The squadron's second insignia was a cartoon wolf design.

hand a bomb or torpedo, and in his left hand a telescope held up to his eye. His head sports a ball cap (first authorized for flight crews in 1944) and a set of head phones. Colors: piping around design, gold; background, sky blue with white clouds; wolf, black with white feet, gloves and muzzle; pants, tan with red rear patch; cap, red; head phones, bomb and telescope, dark blue.

Nicknames: None on record.

Chronology of Significant Events

1 Nov 1935: VP-14F was established at NAS Norfolk, Va. The squadron flew a complement of six Martin PM-2 flying boats, with tender support provided by *Owl* (AM 2).

1 Mar 1938: VP-14 participated in Fleet Landing Exercise No. 4, visiting ports at Miami, Fla.; Guantanamo Bay, Cuba; Port Padre, San Juan, P. R.; and St. Thomas, Virgin Islands.

Jun 1938: VP-14 received 11 P2Y-2s from VP-10 when that squadron received its new PBV-1 Catalinas. The squadron aircraft allowance was subsequently raised from 6 to 12, although only 11 aircraft were ever in the inventory.

5 Sep 1939: President Roosevelt issued his proclamation of neutrality, paving the way for the establishment of the Neutrality Patrol extending east from



A squadron P2Y-2 anchored at St. Thomas, Virgin Islands, February 1938.

Boston to latitude 42-30, longitude 65, then south to latitude 19, then around the island of Trinidad to the shore of South America. By 20 September 1939, the Neutrality Patrol was in effect; VP-52 teamed with VP-53 and a group of destroyers to protect the approaches to Norfolk.

1 Oct 1939: VP-52 was relocated to NS Charleston, S.C., to fill gaps in the coverage of the southern Atlantic coastline. The squadron operated out of the Coast Guard Air Station in the Navy Yard at Charleston.

Aug-Oct 1940: VP-52 operated from advanced bases at Parris Island and Winyah Bay, S.C., with tender support by *Owl* (AM 2) and *Thrush* (AVP 3).

Dec 1940-Jan 1941: VP-52 exchanged its well-worn P2Y-2 aircraft, the last still in operation in the fleet, for new PBY-5s. The P2Y-2s were flown from Charleston to Pensacola, Fla., for use as training planes. The PBY-5 aircraft were ferried across country by VP-14 from San Diego, Calif., and delivered to VP-52 in Pensacola in January. While en route, aircraft 14-



A squadron P2Y-2 at USCG Station Charleston, S.C., 1940 (Courtesy William E. Scarborough Collection).



A squadron PBY-5 in flight, circa 1941.

P-11 flown by Lieutenant (jg) Murray Hanson, met foul weather and made an emergency landing on a dry lake on King Ranch, Texas. The lake had only three inches of water over the mud bottom, but a successful landing was made without damage to the aircraft. After removal of gear and partial refueling, Hanson was able to make an equally successful takeoff to complete the delivery of the new Catalina.

1 Jan 1941: VP-52 relocated from its old home port of Charleston, S.C., to NAS Norfolk, Va., as the latter station was not equipped to handle the new PBY-5s now flown by the squadron.

1 Feb 1941: VP-52 joined VP-51 at the unfinished Naval Air Station at San Juan, P.R. Crews were forced to live in tents next to the civilian airport until the barracks were completed. The two squadrons shared Neutrality Patrol duties through the Caribbean from the West Indies to Trinidad.

1 Mar–5 Apr 1941: VP-52 held a change of command at NAS Norfolk and, on the same date, Rear Admiral A. L. Bristol assumed command of Support Force, U.S. Atlantic Fleet with responsibility for the Neutrality Patrol in the North Atlantic. Aviation assets in the new command consisted of VPs 51, 52, 55, and 56; and tenders *Albemarle* (AV 5) and *George E. Badger* (AVD 3). VP-53 joined the Support Force on 5 April 1941.

5 May 1941: VP-52 and VP-53 were relocated to NAS Quonset Point, R.I. to further improve coverage in the Northern Atlantic sea lanes and better protect passage of war material to Britain.

15 May 1941: VP-52 deployed to Argentia, Newfoundland, recently obtained from Britain in the destroyers-for-bases agreement. The squadron operated 10 PBY-5s from this location, with a detachment of two aircraft at NAS Norfolk, Va. This remained the forward U.S. base until July 1943, when operations were moved to locations in the United Kingdom. The Norfolk detachment rejoined the squadron at Argentia on 25 June 1941.

24 May 1941: VP-52 was put aloft with all aircraft in the face of strong gales to search for the German battleship *Bismark*, which had just engaged and sunk

HMS *Hood* in the Strait of Denmark. The ship was not spotted, as it had turned south of the patrol area. Of the 11 aircraft aloft, none were able to return to Argentia due to bad weather at landing sites in Newfoundland, Labrador, Quebec and adjoining islands. All ultimately returned to base.

29 May 1941: VP-52 deployed four aircraft to Iceland, based on *Belknap* (AVD 8) at Reykjavik. The planes surveyed the east coast of Greenland where Danish weather stations were suspected of being in use by the Germans for relaying forecasts to the submarine wolfpacks. Inspections of the facilities showed them to be abandoned, and the detachment returned to Argentia on 8 June 1941.

1 Jul 1941: The Support Force was reorganized on this date to become Patrol Wing 7, and its squadrons 51, 52, 53 and 55 became VPs 71, 72, 73, and 74 respectively.

3 Jul 1941: Four new PBY-5 aircraft recently received by the squadron departed Argentia for Reykjavik. One was lost en route with no trace of aircraft or crew ever located. The remaining three returned to Argentia on 7 July 1941.

9 Dec 1941: A few days after the attack on Pearl Harbor, VP-72 was one of the East Coast squadrons given orders to fly cross country to NAS Alameda, Calif., to prepare for transpac to Hawaii.

21–23 Dec 1941: Seven squadron aircraft departed Alameda on the 21st, arriving at NAS Kaneohe, Hawaii, on 23 December 1941. The three remaining aircraft of VP-72 departed NAS Alameda later in the day with eight aircraft of VP-71. Two of the three went down at sea en route. The crews were quickly rescued and one aircraft was salvaged, but the other sank.

24 Dec 1941: Three squadron aircraft were put on patrol operating out of Kaneohe flying 700-mile patrol sectors of 11 to 12 hours duration. A detachment of two other aircraft flew to Johnston Island.

31 Jan 1942: Two more squadron aircraft left behind at NAS Alameda, Calif., completed the transpac, rejoining the squadron at NAS Kaneohe.

17 Feb 1942: Plane No. 6 crashed on a predawn takeoff for a patrol from NAS Kaneohe, killing all but one of the crew.

28 Feb 1942: Two detachments were deployed to the South Pacific, one at Tarawa and the other at Makin.

14 Mar–23 May 1942: VP-72 deployed a detachment to Noumea with six aircraft, returning on 23 May 1942. One aircraft hit a coral head while taxiing at Canton, requiring two weeks to repair.

30 Apr 1942: Detachments deployed to Kwajalein, Eniwetok and Majuro. During this period, patrol wing aircraft at Kaneohe were pooled. Since some squadrons had the newer PBY-5A, all hands had to do transition training in case they might have to fly that type aircraft. Initially, crews disliked the PBY-5A com-

pared to the non-amphibious PBV-5. It was slower in the air, harder to get airborne, more vulnerable to damage in open-sea landings, and less capable of single-engine operation.

4 Sep–7 Oct 1942: VP-72 began deploying to Espiritu Santo by sections, with the last plane arriving 13 September 1942. On 7 October 1942, the first action with the enemy took place when Lieutenant Cocowitch was fired on by a Japanese ship at Noumea.

17 Dec 1942–6 Jan 1943: Ten new PBV-5A replacement aircraft were ferried to the squadron from NAS Kaneohe. With the arrival of six more over the next week, the squadron complement was brought to 16 PBV-5As by 6 January 1943.

23 Jan 1943: One Japanese submarine probable kill was claimed by a squadron aircraft flying patrol in the Solomons area. Review of postwar enemy records does not indicate any losses by the enemy on this date.

6 Jul 1943: By mid-June 1943, the squadron had been relieved and began its return to the continental United States aboard *Long Island* (CVE 1). It was reformed on 6 July 1943, at NAS San Diego, Calif., remaining at this location undergoing crew training until mid-August.

23 Aug 1943: VP-72 completed its transpac from NAS San Diego to NAS Kaneohe, Hawaii. The squadron trained at Kaneohe until 1 October 1943, when detachments were formed and deployed to Canton, Baker, Johnston and Midway Islands.

1 Nov 1943: The detachments rejoined the squadron at Kaneohe. The squadron then formed two detachments for another deployment. Half of the squadron remained at NAS Kaneohe, while the other half deployed to Funafuti.

11 Nov 1943: The NAS Kaneohe detachment joined the rest of the squadron at Funafuti, with tender support provided by *Curtiss* (AV 4). During this period the squadron was assigned sector searches, night antishipping patrols, and mine-laying and Dumbo missions. By 1 December 1943, the squadron's mission shifted solely to Dumbo missions, with one to two aircraft detachments at Funafuti, Nanomea, Apamama, Tarawa and Makin islands. The Dumbo missions were often flown in coordination with fast surface warships or submarines posted along the routes strike aircraft flew on their missions. The aircraft located the downed aircrews then guided the ship or submarine to them. If surface conditions permitted, the seaplanes would land and rescue the crews.

1 Jan 1944: The new year brought with it an unusual change of duties for the squadron. The PBVs were adapted for aerial minelaying. Several missions were conducted throughout the month, mining approaches to bypassed Japanese island garrisons to deny them resupply by sea.

1 Feb–1 Mar 1944: In February, the squadron was consolidated at Funafuti for maintenance, while continuing to carry out a full mission schedule of patrols and Dumbo missions. Two aircraft had been lost without injuries to crews: one during takeoff, the other while attempting to land in rough seas during a Dumbo mission. By 1 March 1944, VP-72 was again split into detachments operating from Makin, Eniwetok and Kwajalein islands. Tender support was provided by *Mackinac* (AVP 13).

8 Jun 1944: VP-72 was consolidated at Ebeye Island, with all aircraft and crews berthed ashore. Maintenance and overhaul of the remaining squadron aircraft were conducted to prepare them for the return to NAS Kaneohe when relieved.

17 Jul 1944: VP-72 was relieved by VP-18 for return to NAS Kaneohe and eventual transfer back to the continental United States.

1 Aug 1944: The squadron arrived at San Diego, Calif., and all hands were given 30-day rehabilitation leave.

1 Sep–1 Oct 1944: The squadron was reformed at NAAS Brown Field, Calif., under the operational control of FAW-14. The new squadron consisted of only seven crews training on the PB4Y-2 Privateer. On 1 October 1944, VP-72 was redesignated VPB-122.

30 Nov 1944: Six of the seven VPB-122 crews were reassigned to VPB-108 to bring that squadron up to its full complement. The squadron remained in an inactive status until replacement crews brought it back up to strength in early March 1945.

15 Mar 1945: VPB-122 was relocated to NAAS Crows Landing, Calif., under the operational control of FAW-8. The squadron conducted flight operations in PB4Y-1s in the vicinity of San Francisco and its offshore shipping approaches. Training was completed by the end of May 1945.

1 Jun 1945: The squadron was transferred to Ault Field, Whidbey Island, Wash., under the operational control of FAW-6. Training flights were conducted from this location over the area surrounding Puget Sound. New PB4Y-2s were received in July.

5 Aug 1945: VPB-122 deployed to Shemya Island, Aleutians, under the operational control of FAW-4. Reconnaissance missions were flown from this location to within 50 miles of Paramashiru.

1 Oct 1945: VPB-122 was temporarily based at Casco Field, Attu, to transport squadron personnel to Seattle, Wash., for discharge.

2 Jun 1948: VP-HL-12 deployed to NAS Kodiak, Alaska. Navigation training, ice patrols from Kodiak to Point Barrow, and collection of data on Arctic ice cap topography comprised the majority of squadron duties.

18 Jan 1950: VP-29 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Nov 1935
NS Charleston, S.C.	1 Oct 1939
NAS Norfolk, Va.	1 Jan 1941
NAS Quonset Point, R.I.	5 May 1941
NAS Kaneohe, Hawaii	21 Dec 1941
NAS San Diego, Calif.	1 Jul 1943
NAS Kaneohe, Hawaii	23 Aug 1943
NAS San Diego, Calif.	1 Aug 1944
NAAS Brown Field, Calif.	1 Sep 1944
NAAS Crows Landing, Calif.	15 Mar 1945
NAS Whidbey Island, Wash.	1 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. L. Peterson	1 Nov 1935
LCDR Barrett Studley	4 Sep 1937
LCDR S. W. Callaway	1 Jul 1939

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR C. C. McDonald	Nov 1940
LCDR C. H. DuBorg	1 Oct 1941
LCDR E. J. Drew	1 Apr 1942
CDR Sidney J. Lawrence	8 Dec 1942
LCDR A. L. Burgess	1 Oct 1944
CDR L. R. Jensen	25 Mar 1946
LCDR T. W. Marshall	16 Jun 1947
CDR R. J. Davis	21 Jun 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PM-2	Nov 1935
P2Y-2	Jun 1938
PBY-5	Dec 1940
PBY-5A	Dec 1942
PB4Y-2	Sep 1944
PB4Y-2/PB4Y-1	Mar–Jul 1945

A squadron PM-2, note the geese insignia on the bow, October 1936 (Courtesy William L. Swisher Collection).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Mar 1938	May 1938	PatWing-5	Guantanamo	P2Y-2	Carib
1 Feb 1941	1 Mar 1941	PatWing-5	San Juan	PBY-5	Carib
15 May 1941	9 Dec 1941	PatWing-5	Argentia	PBY-5	NorLant
29 May 1941†	8 Jun 1941	PatWing-5	Reykjavik	PBY-5	NorLant
24 Dec 1941	*	PatWing-2	Kaneohe	PBY-5	EastPac
28 Feb 1942	Jun 1942	PatWing-1	Tarawa/Makin	PBY-5/5A	SoPac
14 Mar 1942	*	PatWing-1	Noumea	PBY-5/5A	SoPac
30 Apr 1942	*	PatWing-1	Kwajalein	PBY-5/5A	SoPac
30 Apr 1942	*	PatWing-1	Eniwetok	PBY-5/5A	SoPac
30 Apr 1942	*	PatWing-1	Majuro	PBY-5/5A	SoPac
4 Sep 1942	Jun 1943	FAW-1	Espiritu Santo	PBY-5/5A	SoPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
23 Aug 1943	*	FAW-2	Kaneohe	PBY-5A	EastPac
1 Oct 1943	*	FAW-2	Canton	PBY-5A	WestPac
1 Nov 1943	*	FAW-1	Funafuti	PBY-5A	SoPac
1 Dec 1943	*	FAW-1	Nanomea	PBY-5A	SoPac
1 Dec 1943	*	FAW-1	Apamama	PBY-5A	SoPac
1 Dec 1943	*	FAW-1	Tarawa	PBY-5A	SoPac
1 Dec 1943	*	FAW-1	Makin Is.	PBY-5A	SoPac
1 Feb 1944	*	FAW-1	Funafuti	PBY-5A	SoPac
1 Mar 1944	*	FAW-1	Makin Is.	PBY-5A	SoPac
1 Mar 1944	*	FAW-1	Eniwetok	PBY-5A	SoPac
1 Mar 1944	*	FAW-1	Kwajalein	PBY-5A	SoPac
8 Jun 1944	17 Jul 1944	FAW-1	Ebeye	PBY-5A	SoPac
5 Aug 1945	*	FAW-4	Shemya Is.	PB4Y-2	NorPac
1 Oct 1945	*	FAW-4	Attu	PB4Y-2	NorPac
Dec 1945	27 May 1946	FAW-4	Kodiak	PB4Y-2	NorPac
2 Dec 1946	8 Mar 1947	FAW-4	Kodiak	PB4Y-2	NorPac
7 Sep 1947	8 Dec 1947	FAW-4	Kodiak	PB4Y-2	NorPac
2 Jun 1948	23 Aug 1948	FAW-4	Kodiak	PB4Y-2	NorPac
23 Feb 1949	23 May 1949	FAW-4	Kodiak	PB4Y-2	NorPac
23 Nov 1949	23 Dec 1949	FAW-4	Kodiak	PB4Y-2	NorPac

* Continued combat deployment in the Pacific, moving from base to base.

† Deployment dates are only for a squadron detachment.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force		1 Nov 1935
PatWing-5		4 Sep 1937*
Patrol Wing, Support Force/PatWing-7†		5 Apr 1941
PatWing-2		21 Dec 1941
PatWing-1/FAW-1‡		4 Sep 1942
FAW-14		6 Jul 1943
FAW-2		23 Aug 1943
FAW-1		11 Nov 1943
FAW-14		1 Aug 1944
FAW-8		15 Mar 1945
FAW-6		1 Jun 1945
FAW-4	DE§	5 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
* On 4 September 1937 number designations were assigned to patrol wings, however, the effective date for this change was 1 October 1937.		
† Patrol Wing, Support Force was redesignated Patrol Wing 7 (PatWing-7) on 1 July 1941.		
‡ Patrol Wing 1 (PatWing-1) was redesignated Fleet Air Wing 1 (FAW-1) on 1 November 1942.		
§ The squadron remained part of FAW-4 but was assigned the tail code DE on 7 November 1946.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
ADSM	22 Jun 1941 – 7 Dec 1941

Squadron personnel preparing to load depth bombs on PBY, circa 1942.



Second VP-29

Lineage

Established as Patrol Squadron NINE HUNDRED ELEVEN (VP-911) on 6 July 1946.

Redesignated Medium Patrol Squadron (Landplane) SIXTY ONE (VP-ML-61) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED TWELVE (VP-812) in February 1950.

Redesignated Patrol Squadron TWENTY NINE (VP-29) on 27 August 1952, the second squadron to be assigned the VP-29 designation.

Disestablished on 1 November 1955.

Squadron Insignia and Nickname

The squadron's only insignia on record was approved by CNO on 11 October 1950. The design reflected the reserve squadron's home at NAS



The squadron's insignia reflected its home in Minneapolis, Minn.

Minneapolis, Minn. Background for the insignia was an outline of Minnesota with a star in the center of the design. On the star was a golden gopher with binoculars. The gopher was wearing a sailor hat and carried a machine gun and bomb. In the scroll was the designation VP-812. Colors: circular design and scroll outlined in gold with a light blue background; the back-

ground for the of Minnesota was white outlined in black; the star was dark blue outlined in black; the gopher was gold with black markings, white teeth and hands and a white and red tongue; the sailor hat was white with black outlines; the binoculars were black; the machine gun and bomb were gray with black markings; and the scroll had black lettering.

Chronology of Significant Events

6 Jul 1946: VP-911 was established at NAS Minneapolis, Minn., as a reserve training squadron, flying PV-2 Harpoons and PBV-5A/6A Catalinas. The squadron aircraft allowance was nine aircraft, but seldom exceeded more than seven operational aircraft.

20 Jul 1950: The squadron was called to active duty along with 13 other Reserve squadrons as a result of the invasion of South Korea by North Korean forces on 25 June 1950. The squadron remained at NAS Minneapolis, Minn., until orders were received to transfer to a new home port at NAS Whidbey Island, Wash.

31 Jul-Oct 1950: VP-812 settled into its new home port at NAS Whidbey Island and began training for transition to the new P2V-2 Neptune patrol bomber. By October 1950 the squadron had received nine new Lockheed aircraft from the factory.

8 Nov 1950: VP-812 deployed on its first operational assignment since its recall to active duty, arriving at NAS Kodiak, Alaska, with nine P2V-2 Neptunes.

27 Sep 1952: The squadron deployed to NAS Atsugi, Japan, providing patrol sector coverage in the Sea of Japan and along the coasts of Korea in support of UN forces opposing the invasion of South Korea by the North Korean Army.

Jan-Apr 1953: The squadron was classified under "Patrol Squadrons, Mining," reflecting a specialty practiced by only three other Pacific Fleet squadrons (VPs 4, 9 and 19).

5 Apr 1953: The squadron returned to NAS Whidbey Island after completing over 500 combat missions in Korea during a six-month deployment, averaging 40 missions per crew, 500 hours per crewman.

1 Nov 1955: VP-29 was disestablished at NAS Whidbey Island, Wash., with assets and personnel utilized to form Heavy Attack Squadron 2 (VAH-2).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Minneapolis, Minn.	6 Jul 1946
NAS Whidbey Island, Wash.	27 Aug 1950

Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
Unknown	1946-1950	PV-2/PBY-5A & 6A	Jul 1946
LCDR F. L. Misner	31 Jul 1950	P2V-2	Oct 1950
CDR L. B. Smith	27 Aug 1952	P2V-5	Jun 1951
CDR W. Arnold	Oct 1953	P2V-6	Sep 1952
CDR R. W. Lund	Jul 1954	P2V-7	May 1955

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Nov 1950	2 Jun 1951	FAW-4	Kodiak	P2V-2	NorPac
27 Sep 1952	5 Apr 1953	FAW-6	Atsugi	P2V-5/6	WestPac
Jan 1954	Apr 1954	FAW-1	Kwajalein	P2V-5/6	WestPac
Apr 1955	Sep 1955	FAW-1	Naha	P2V-5/7	WestPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
NARTC		6 Jul 1946
FAW-4	BF	31 Jul 1950

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-30

Lineage

Established as Patrol Squadron THIRTY (VP-30) on 30 June 1960.

Squadron Insignia and Nickname

The first insignia submitted by VP-30 was approved by CNO on 11 August 1960. It depicted a mature crow guiding a fledgling crow in the destruction of a submarine. Colors: crows, black with orange eyes and beak; lightning bolt, orange; letters ASW, black; sea, blue; submarine, black; sky, white. Letters in the scroll at the bottom of the design, Patrol Squadron Thirty, orange. This insignia was modified in the 1970s and the crows were replaced by eagles. The only change in



The squadron's first insignia.

colors involved the eagle which was white and black with an orange beak.

A second insignia submitted by the squadron in 1993 was a redesign of the modified device. The lightning bolt was now black, to commemorate the incorporation of the Black Lightnings of VP-31 into VP-30 as a single site fleet replacement squadron. ASW was deleted from the design to better reflect the multi-mission capability of the P-3C Orion aircraft. Colors: eagles, black bodies, yellow beaks and eyes, white heads



The squadron's second insignia was a modification of its first design.

and tail feathers; lightning, black with orange outline; sky, white; sea, blue; submarine, black. Letters in the scroll at the bottom of the design, Patrol Squadron Thirty, orange.

Nickname: Pro's Nest, 1960–present.

Chronology of Significant Events

30 Jun 1960: VP-30 was established at NAS Jacksonville, Fla., under the operational control of FAW-11. The squadron was organized to be a replacement ASW squadron, providing a continuous flow of



A squadron P2V in flight.

operationally qualified pilots, aircrewmembers and maintenance personnel to fleet patrol squadrons. Detachment Alpha was established at NAS Norfolk, Va., to train personnel on the P5M Marlin seaplane. The NAS Jacksonville unit provided training in the Lockheed P2V Neptune. The squadron had an initial complement of 40 officers, 271 enlisted personnel, five P5M seaplanes and 13 P2V aircraft (seven P2V-5FS and six P2V-7S).

15 Jul 1961: The Alpha detachment was merged with the parent organization at NAS Jacksonville when plans were made to remove the P5M Marlin from the Navy's inventory.

1 Jun 1962: Det Alpha was reestablished at NAS Patuxent River, Md., to begin replacement training in the new P-3A aircraft. The unit expanded until the end of the year, by which time it was staffed with 10 officers and 53 enlisted personnel.

21 Oct 1962: VP-30 transitioned from replacement training to an operational status for participation in the naval quarantine of Cuba, providing ASW cover for Task Force 44. The squadron reverted to its primary mission in March 1963.

10 Jan 1966: The NAS Patuxent River detachment became the parent command, with the squadron headquarters relocating from NAS Jacksonville, Fla., to NAS Patuxent River, Md. Det Alpha was relocated to Jacksonville for replacement training in the SP-2E Neptune aircraft.

27 May–4 Jun 1968: VP-30 was called upon to assist in the search for the missing *Scorpion* (SSN 589), overdue since 22 May 1968. The squadron searched the last known location of the vessel, 700 miles east of Norfolk, Va., until 4 June 1968, without result.

10 Dec 1968: VP-30's Alpha detachment at NAS Jacksonville, Fla., was phased out with the deletion of the SP-2E airframes from the Navy's inventory. The assets and personnel of the detachment were merged with VP-31's Det A, home based at NAS North Island, San Diego, Calif. Personnel staffing of the former VP-30 Det A was reduced from 400 to 300 with the merger. The expanded VP-31 Det A continued training on the P-3 Orion airframe.

Jun 1969: VP-30 received the first computerized models of the P-3C.

1970: With the advent of the Fleet Readiness Aviation Maintenance Training Program (FRAMP), VP-30 began training maintenance as well as flight crew personnel, conducting ten classes a year.

6 Sep 1972: AXAN Colleen A. Ocha became the first woman to undergo training at VP-30 in the Fleet Replacement Aviation Maintenance Program (FRAMP).

21 Jun 1972: The exceptional qualities of the P-3 Orion aircraft were apparent when VP-30 became the first squadron operating the P-3 to reach the safety milestone of 100,000 consecutive accident-free flight hours.

22 Mar 1972: Lieutenant (jg) Judith A. Neuffer, the second female Naval Aviator, reported aboard. She became the first female aviator to receive training in the P-3. Upon graduation, she reported to VW-4 at NAS Jacksonville, Fla..

30 Jul 1975: VP-30 was relocated from NAS Patuxent River, Md., to its former home base at NAS Jacksonville, Fla. The Navy was prompted to initiate the move in the mid-1970s due to the increasing suburban construction around the Patuxent River airfield, electronic interference and danger of an air crash in a residential area.

1983: VP-30 had grown to a staff of 700 personnel of all ranks, with 24 aircraft for the training of aircrew and maintenance people for service with Atlantic Fleet operational patrol squadrons.

Oct 1993: VP-30 became the sole Navy P-3 fleet readiness squadron upon the disestablishment of VP-31 on the West Coast.

Jul 1995: VP-30 surpassed 31 years and 300,000 flight hours of accident-free flying, a Naval Aviation record.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	30 Jun 1960
NAS Norfolk, Va. (Det A)	30 Jun 1960
NAS Patuxent River, Md. (Det A)	1 Jun 1962
NAS Patuxent River, Md.	10 Jan 1966
NAS Jacksonville, Fla. (Det A)	10 Jan 1966
NAS Jacksonville, Fla.	30 Jul 1975



A squadron P-3C flying over NAS Jacksonville, Fla., 1984.

Commanding Officers

	<i>Date Assumed Command</i>
CDR L. T. Barco, Jr.	30 Jun 1960
CDR T. R. McClellan	27 Jun 1961
CDR Walter W. Honour	30 Jan 1962
CDR R. F. Lyons	25 Jan 1963
CDR B. B. Smith	19 Dec 1963
CDR D. E. Gately	18 Dec 1964
CDR D. Howard	10 Jan 1966
CDR L. R. Roberts, Jr.	21 Oct 1966
CDR John V. Josephson	19 Jan 1968
CDR J. T. Coughlin	24 Jan 1969
CAPT J. A. Cochran	13 Jan 1970
CDR T. K. Anaston	26 Jan 1971
CDR R. B. Olds	21 Jan 1972
CDR R. A. Martini	26 Oct 1972
CDR E. A. Wilkinson, Jr.	26 Oct 1973
CDR D. J. Wolkenstorfer	10 Jan 1975
CAPT F. L. Woodlief	13 Apr 1976
CDR R. G. Castle	25 Feb 1977
CDR C. S. Campbell	18 Apr 1978
CDR R. L. Geck	18 Apr 1979
CDR B. E. Tobin	19 Dec 1980
CDR R. F. Testa	29 Jan 1982
CDR J. M. Evans	29 Apr 1983
CDR R. L. Norwood	20 Jul 1984
CDR F. A. Holk, Jr.	1 Nov 1985
CDR D. C. Hefkin	30 Jan 1986
CDR Richard G. Kirkland	15 Apr 1988

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR B. P. Riley III	14 Jul 1989
CDR P. S. Semko	31 Aug 1990
CAPT Ernest L. Morris, Jr.	23 Aug 1991
CAPT Paul M. Griffin	9 Sep 1993
CAPT Michael L. Holmes	15 Sep 1995
CAPT Chalker W. Brown III	22 Aug 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F/FS	Jun 1960
P2V-7S	Jun 1960
P5M-1/1S	Jun 1960
P5M-2	Jan 1961
P-3A	Nov 1962
SP-2E	Dec 1962
SP-2H	Dec 1962
SP-5B	Dec 1962
P-3B	Dec 1965
P-3C	Jun 1969
P-3C UII	Nov 1977
VP-3A	1978
P-3C UII.5	Jun 1983
TP-3A	1986
P-3C UIII	May 1987
P-3C UIIIR	Jun 1989

A VP-30 P-3C(U2) at NAS Jacksonville in April 1981 (Courtesy Rick R. Burgess Collection).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Oct 1962	Mar 1963	FAW-11	Key West	P5M-2	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	LL	30 Jun 1960
FAW-5 (Det A)	LL	30 Jun 1960
FAW-5	LL	10 Jan 1966
FAW-11 (Det A)	LL	10 Jan 1966
FAW-5/PatWing-5*	LL	Jun 1972
PatWing-11	LL	30 Jul 1975

* FAW-5 was redesignated COMPATWINGSLANT and Patrol Wing 5 (PatWing-5) on 1 July 1973. It remained a dual hatted command until 1 July 1974 when Patrol Wing 5 became a separate command.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	24 Oct 1962	31 Dec 1962
MUC	1 Jan 1969	31 Dec 1969
	1 Dec 1980	30 Jun 1982
	1 Jan 1989	1 Jul 1990
	1 Oct 1991	1 Jun 1993
SLOC	Mar 1978	Jul 1978



A squadron P-3C flying over Jacksonville, Fla., 1993.

Second VP-31

Lineage

Established as Patrol Squadron THIRTY ONE (VP-31) on 30 June 1960, the second squadron to be assigned the VP-31 designation.

Disestablished on 1 November 1993.

Squadron Insignia and Nickname

The only insignia for VP-31 was approved by CNO on 25 July 1962, and was selected to represent the ASW training program used to educate patrol



The squadron's one and only insignia.

squadron personnel for assignment in the fleet. The central figure of the design was a submarine at the focal point of four beams from on high. Above the submarine was a magic lamp from which issued a wisp of smoke. The lamp signified the squadron's original nickname, the Genies. The design was circular, with a scroll at the bottom containing the designation Patrol Squadron Thirty One. Colors: outline of design, lamp and beams, silver and gold; lamp and submarine trim, red; central portion of beams, cream; background of design and submarine, deep blue.

Nickname: Genies, 1962–1971.

Black Lightnings, 1971–1993.

Chronology of Significant Events

30 Jun 1960: VP-31 was established at NAS North Island, San Diego, Calif., under the operational control



A squadron P2V, note the insignia just below the cockpit.

of FAW-14. The primary mission of the squadron was training replacement aircrew and maintenance personnel for all Pacific Fleet patrol squadrons, administrative control of the sonobuoy buildup shop and all class D maintenance for all patrol squadrons on North Island. Limited training was begun soon after the squadron's establishment, but it was not until the fall of 1960 that a complete staff of 20 officers and 300 enlisted personnel were engaged in full-scale training operations with an inventory of two Lockheed Neptune P2V-5FS aircraft, two P2V-7s, and one Douglas Skymaster R-5D.

Nov 1961: The squadron's responsibilities were expanded to include training foreign personnel transitioning to the P2V-7. Seventy-two members of the Royal Australian Air Force's Maritime Reconnaissance Squadron 10 were among the first foreign students to be assigned for training in this aircraft. Two Grumman UF-1/SHU-16B Albatross seaplanes were assigned to VP-31 and converted to ASW specifications for training air force personnel from Norway, Chile, Colombia, Peru, and Spain.

4 Jan 1963: VP-31 Det Alpha was established at NAS Moffett Field, Calif. Its primary mission was to train pilots and aircrewmembers for the advanced ASW aircraft, the Lockheed P-3 Orion. The squadron's P-3 aircraft averaged 8,600 flying hours a year in training missions.

8 Jan 1966: VP-31 Detachment Alpha moved from Hangar Three into historic Hangar One aboard NAS Moffett Field. Hangar One, now a Naval Memorial site, was built in April 1933 as a home for the Navy's largest dirigibles, *Macon* (ZRS-5) her sister ship, *Akron* (ZRS-4). The vast 10,000 square foot structure provided much needed space for the constantly expanding operations of the squadron.

1 Jul 1966: Det Alpha at NAS Moffett Field, Calif., was renamed Detachment Moffett. The parent squadron remained at NAS North Island, San Diego, Calif.



The squadron flew UF-1s (HU-16s) for a short time in the early 1960s.



A squadron R7V-1 at NAS North Island, June 1962 (Courtesy William L. Swisher Collection).

1 Jan 1967: Detachment Moffett became the parent element of VP-31, and the unit at North Island became Detachment North Island. This change occurred to accommodate the increasing numbers of students receiving training on the P-3 airframe. Detachment North Island discontinued training on the Martin P-5 Marlin when the Navy ceased seaplane operations in 1967, but continued to provide training to crews on the P-2 Neptunes until its disestablishment in 1970.

6 Mar 1969: All six crewmembers of the squadron's P-3A, BuNo. 152765, RP-07 died when it crashed at NAS Lemoore, Calif., at the end of a practice ground control approach (GCA) landing.

A squadron P5M being retrieved from the water by the beach crew, 1962.



1 Jan 1970: VP-31's Detachment North Island was disestablished, having trained over 2,000 pilots, 700 Naval Flight Officers, and 10,600 aircrewmembers/maintenance personnel.

7 Jul 1971: The Black Lightnings received CNO approval for the P-3A/B Fleet Replacement Aviation Maintenance Program (FRAMP), designed to train aircrew and ground personnel in the transition from older model P-3 Orions to the newer versions.

26 May 1972: A VP-31 P-3A, BuNo. 152155, failed to return to NAS Moffett Field at the completion of a routine training flight. Search operations by Navy, Army, Air Force and Civil Air Patrol aircraft continued for seven days, but no trace of the missing aircraft was ever found. Two crewmen, three personnel under instruction and three observers were listed as missing and presumed dead.

Jun 1974: VP-31 was tasked with training Iranian navy aircrews on the specially configured version of the Orion, the P-3F, that would be used by that country's military for maritime patrol. Flight training/familiarization was completed in December, with all aspects

of the support/maintenance training syllabus completed by 6 June 1975.

Jan 1984: VP-31 began the transition of Pacific Fleet patrol squadrons to the P-3 aircraft with enhanced avionics configurations. In one 15-month period, the squadron received 22 aircraft for extensive avionics modifications. In the years following, VP-31 averaged 16 to 18 Orion modifications every 12 months.

1 Nov 1993: VP-31 was disestablished due to the closure of NAS Moffett Field and the consolidation of training resources into one VP training squadron, VP-30, based at NAS Jacksonville, Fla.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS North Island, Calif.	30 Jun 1960
NAS Moffett Field, Calif. (Det Alpha)	4 Jan 1963
(Det Moffet)	1 Jul 1966
NAS Moffett Field, Calif.	1 Jan 1967



Two squadron P-3s in flight.

Commanding Officers

	<i>Date Assumed Command</i>
CDR John W. Murph	30 Jun 1960
CDR Fillmore G. Koenig, Jr.	10 Apr 1961
CDR Grant L. Donnelly	29 Jun 1962
CDR E. E. Pierre, Jr.	Oct 1963
CDR H. K. Cooley, Jr.	22 Jul 1964
CDR P. J. Hartley, Jr.	15 Sep 1965
CDR George P. Prassinios	Mar 1966
CDR Marvin D. Marsh	30 Mar 1967
CDR Roy D. Snyder, Jr.	17 Apr 1968
CDR Karl J. Bernstein	27 May 1969
CDR Richard S. Zeisel	15 Jul 1970
CDR Ralph R. Hedges	8 Jul 1971
CDR D. B. Pitts	28 Jul 1972
CDR G. S. Phillips	17 Aug 1973
CDR Edwin K. Anderson	2 Aug 1974
CDR Gerald W. Mackay	Nov 1975
CDR Richard F. Green	24 Nov 1976
CDR Harold L. Midtvedt	23 Nov 1977
CDR John Siembieda	23 Feb 1979
CDR Robert M. Howard	14 May 1980
CDR Kenneth D. Sullivan	24 Jul 1981
CDR Clyde T. Moyer III	20 Oct 1982
CDR Edward R. Enterline	27 Jan 1984
CDR Michael D. Haskins	21 Jun 1985
CDR John R. Ryan	18 Jul 1986

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Raymond J. Morris	12 Jun 1987
CDR William G. Bozin	15 Jul 1988
CDR Ralph M. Alford	21 Jul 1989
CDR David C. Hull	20 Jul 1990
CAPT Gregory A. Markwell	2 Aug 1991

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5/SP-2E	Jul 1960
P2V-7/SP-2H	Jul 1960
P5M-2/SP-5B	Sep 1960
R5D-5/VC-54S	Jul 1960
R7V-1	Jun 1961
C-121J	Jun 1961
UF-1/SHU-16B	Oct 1961
P-3A	Feb 1963
P-3B	Dec 1965
P-3C	Jul 1970
P-3F	Dec 1974
P-3C UI	Jun 1975
VP-3A	1977
P-3C UII	Dec 1977
P-3C UII.5	1983
P-3C UIII	Jan 1985
TP-3A	1986



An R5D transport with the tail code RP. However, this is not an R5D that was assigned to VP-31. The photo is from 1952 and the aircraft was assigned to VR-1. VP-31 was assigned the tail code RP in 1960 and received an R5D in July 1960.



Three squadron P-3s.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	RP	30 Jun 1960
FAW-10 (Det Alpha)	RP	4 Jan 1963
FAW-10 (Det Moffett)	RP	1 Jul 1966
FAW-10 (Det North Island)	RP	1 Jan 1967
COMPATWINGSPAC	RP	30 Jun 1973
PatWing-10	RP	1 Jun 1981

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	1 Jun 1971	20 Jul 1971
SLOC	1 Sep 1981	1 Sep 1982
	1 Nov 1988	1 Dec 1989

Two squadron P-3s flying over the Golden Gate bridge.



Third VP-32

Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 6 September 1943.

Redesignated Patrol Bombing Squadron SIXTY TWO (VPB-62) on 1 October 1944.

Redesignated Patrol Squadron SIXTY TWO (VP-62) on 15 May 1946.

Redesignated Amphibian Patrol Squadron TWO (VP-AM-2) on 15 November 1946.

Redesignated Patrol Squadron THIRTY TWO (VP-32) on 1 September 1948, the third squadron to be assigned the VP-32 designation.

Disestablished on 6 June 1949.

Squadron Insignia and Nickname

The only known insignia for this squadron was approved by CNO on 9 August 1944. Its central character was an aggressive, gray, winged cat in keeping with the squadron's aircraft (the Catalina) and the "search and destroy" nature of the squadron's mission. The bomb and binoculars gripped in the cat's paws signified the employment of the squadron as a patrol



The squadron's insignia, approved during World War II.

bomber unit. Colors: background, royal blue; cat, steel gray outlined in black; wings, yellow; jowls, white; whiskers, black; teeth, white; eyeball, white with black pupil; bomb, yellow with gray tail; binoculars, steel gray. This insignia was used after each redesignation of the squadron from VP-62 through VP-AM-2. There is no indication that it was used after the squadron was redesignated VP-32.

Nicknames: None on record.

Chronology of Significant Events

6 Sep 1943: VP-62 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6. Like the previous VP-62 disestablished in July 1943, the squadron was designated as an amphibious squadron flying the PBY-5A Catalina. The squadron remained at Whidbey Island through November and conducted training ashore.

25 Nov 1943: VP-62 departed NAS Whidbey Island, Wash., for Dutch Harbor, Aleutians, headquarters of FAW-4, arriving on 30 November. The squadron received its assignment and departed for NS Adak, Alaska, the next day.

10 Dec 1943: VP-62 was temporarily based ashore at Amchitka, Alaska, for familiarization flights.

31 Jan 1944: VP-62 flew to Attu, following the Army's recapture of the island on 29 May 1943. The last island in the Aleutian chain, Attu was the jumping off point for bombing missions over the Kuriles. The squadron flew no bombing missions but conducted reconnaissance of the waters surrounding Attu.

22 Mar 1944: Several VP-62 crews were sent to the LORAN (long-range navigation equipment) school at Adak, Alaska. First tested in June 1942, LORAN served as a homing device that gave the navigator or pilot a signal that varied if the aircraft moved away from the center of the beam. With up to 60 percent of all the flying in the Aleutians conducted in instrument flight rule (IRF) conditions, LORAN saved many aircrews that would otherwise have been unable to find their bases due to overcast down to ground level.

12 Oct 1944: VPB-62 was relieved by VPB-43 for return to NAS Seattle, Wash. All 12 aircraft and associated ground crew personnel returned to NAS Seattle, Wash. On 10 November 1944, all hands were given orders and home leave.

1 Dec 1944: VPB-62 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training was conducted for long range patrol and bombing.

1 Jan–Jun 1945: The squadron was relocated to NAS Oak Harbor, Wash., for continuation of training, which was completed by the end of June 1945.

1 Jul–Aug 1945: VPB-62 flew to NAS Whidbey Island in preparation for deploying to the Aleutians. Eleven of the crews departed on 15 July. One aircraft

undergoing maintenance at Whidbey Island was left behind; this plane's crew departed on a Naval Air Transport Service (NATS) flight to Adak, Alaska, on 25 August. The ground support staff departed Seattle aboard SS *Henry Failing*, arriving at Adak on 13 August. After reporting to FAW-4 headquarters at Kodiak, the squadron was deployed in four detachments: headquarters at Adak, Det 2 at Amchitka, Det 3 at Dutch Harbor, and Det 6 at Kodiak. The duties of the detachments were to conduct sector searches along the Aleutian chain.

4 Sep 1945: Det 2 at Amchitka, Alaska, was absorbed into the headquarters group on Adak.

27–28 Sep 1945: Det 3 at Dutch Harbor, Alaska, was withdrawn to Kodiak.

Sep 1945: A PB-5A piloted by VPB-62's commanding officer Commander George R. Smith, which took off from Cold Bay, Alaska, carrying a full crew and nine passengers, crashed at the foot of Old Woman's Mountain. Eight of the 15 people aboard were killed.

Jan 1946: VPB-62 was stationed at NAS Whidbey Island, Wash., with a complement of 14 PB-6A Catalinas.

15 May 1946: VPB-62 was redesignated VP-62, and the aircraft complement was reduced to nine PB-6A Catalinas. A detachment of four aircraft was deployed to NS Adak, Alaska.

15 Nov 1946: VP-62 was redesignated VP-AM-2 and the squadron's complement of aircraft was reduced again, from nine to six PB-6A Catalinas. A detachment of four aircraft was still deployed to NS Adak, Alaska. The number of PB-6A squadrons in the Navy was being greatly reduced, with existing stocks of newer PB-6A aircraft going to the Navy Reserve amphibious squadrons which were established on 1 May 1946. The active duty amphibious squadrons were being converted to the P2V Neptune and P4Y-2 Privateer.

Jun 1947: The squadron had only three PB-5A aircraft at NAS Whidbey Island, Wash., compared to the six PB-6As they were authorized on the allowance list.

Sep 1947: The three remaining squadron aircraft deployed to NS Adak, Alaska. VP-AM-2 was still an operational squadron but was not assigned its full inventory of aircraft and personnel due to the postwar cutbacks.

15 Jan 1948: VP-AM-2 was en route to NAS Kaneohe, Hawaii, with its three PB-5A Catalinas for a permanent change of station. By April 1948, the squadron was at Kaneohe with a full complement of six PB-6A Catalinas, apparently issued upon arrival from postwar stocks. By June, the squadron allowance had been increased to nine PB-6As.

1 Sep 1948: VP-AM-2 was redesignated VP-32. By December 1948, the squadron was equipped with two PBN-5As and seven PB-6A Catalinas.

Feb–Apr 1949: By January 1949, the Navy had decided to eliminate a number of the active duty squadrons flying the medium seaplanes. By February the squadron's inventory of aircraft had been reduced to seven. By the end of April there was only one PB-6A left on hand.

6 Jun 1949: VP-32 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	6 Sep 1943
NAS Seattle, Wash.	12 Oct 1944
NAS Whidbey Island, Wash.	1 Dec 1944
NAS Oak Harbor, Wash.	1 Jan 1945
NAS Whidbey Island, Wash.	1 Jul 1945
NAS Kaneohe, Hawaii	15 Jan 1948

Commanding Officers

	<i>Date Assumed Command</i>
LCDR F. R. Moore	6 Sep 1943
LCDR George R. Smith	1 Dec 1944
LCDR W. H. Withrow	3 Oct 1945
LCDR H. E. Surface	17 Aug 1946
LCDR R. U. Nolen	31 Dec 1947
CDR J. H. Arnold	Dec 1948

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB-5A	Sep 1943
PB-6A	Jan 1946
PBN-5A	Sep 1948

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Nov 1943	*	FAW-4	Adak	PB-5A	NorPac
31 Jan 1944	12 Oct 1944	FAW-4	Attu	PB-5A	NorPac
13 Aug 1945†	Oct 1945	FAW-4	Adak	PB-5A	NorPac
13 Aug 1945†	Oct 1945	FAW-4	Kodiak	PB-5A	NorPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
13 Aug 1945 [†]	Oct 1945	FAW-4	Dutch Harbor	PBY-5A	NorPac
13 Aug 1945 [†]	Oct 1945	FAW-4	Amchitka	PBY-5A	NorPac
15 May 1946	Jun 1946	FAW-4	Adak	PBY-6A	NorPac
Sep 1946	Feb 1947	FAW-4	Adak	PBY-6A	NorPac

^{*} Continued combat deployment in the North Pacific, moving from base to base.

[†] The squadron conducted split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		6 Sep 1943
FAW-4		25 Nov 1943
FAW-6		12 Oct 1944
FAW-4		15 Jul 1945
FAW-6		Oct 1945
FAW-4	DB [§]	15 May 1946
FAW-2	DB	15 Jan 1948

[§] The squadron remained a part of FAW-4, but was assigned the tail code DB on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Third VP-33

Lineage

Established as Patrol Squadron TWELVE-F (VP-12F) on 1 November 1935.

Redesignated Patrol Squadron TWELVE (VP-12) on 1 October 1937.

Redesignated Patrol Squadron FIFTY ONE (VP-51) on 1 July 1939.

Redesignated Patrol Squadron SEVENTY ONE (VP-71) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY ONE (VPB-71) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY ONE (VP-71) on 15 May 1946.

Redesignated Amphibian Patrol Squadron THREE (VP-AM-3) on 15 November 1946.

Redesignated Patrol Squadron THIRTY THREE (VP-33) on 1 September 1948, the third squadron to be assigned the VP-33 designation.

Disestablished on 15 December 1949.

Squadron Insignia and Nickname

The first insignia of the squadron was designed in 1937. It was symbolic of the northwestern United States and Alaska, the squadron's normal operating



The squadron's first insignia was designed on its area of operations.



This insignia is a modification of the first insignia with the squadron's designation VP-71 added at the bottom.

area of the squadron during that period. Mt. Rainier was prominent in the background of the design, and was always the landmark for patrols returning over the fog from seaward. The foreground of the design features a thunderbird surmounting a totem pole. The Indians regarded the thunderbird as a beneficent spirit that when angered turned its head from side to side with fire darting from its eyes. In the design the fire was represented by lightning. The legendary battles between the thunderbird (patrol aircraft) and the whale (submarines) were analogous to patrol plane operations. Colors: sky, blue; lightning, yellow; snow cap of mountain, white; base of mountain, green; totem pole and thunderbird, a variety of colors.



The squadron's second insignia was used during its operations as a Black Cat squadron.

The second insignia of the squadron was adopted when VPB-71 was operating in the South Pacific as a Black Cat squadron. The cat chosen by the squadron was a tough-looking customer all in black, wearing a flotation vest, seaman's cap, cigar stub in mouth, holding a smoking Colt .45 in both paws. Colors: cat, black with white muzzle and yellow eyes; seaman's cap, white; flotation vest, yellow; Colt .45, gray.

The squadron's third insignia was approved on 9 August 1948, shortly before it was redesignated VP-33. This insignia depicted a turtle sitting on a bomb. Colors: the sky was a very light shade of blue; white clouds outlined in black, the ocean was blue; the turtle was green outlined in black and the shell was dark green with black markings; eye black and white; hat



The squadron's last insignia was a cartoon turtle design.

red with black markings; life preserver yellow outlined in black with USN in black; and the bomb was brown outlined in black.

Nickname: Black Cats, 1944–1945.

Chronology of Significant Events

1 Nov 1935: Patrol Squadron 12F was established at NAS Seattle, Wash., under the operational control of Base Force. The squadron was equipped later in the year with 12 PBY-1 seaplanes with tender support provided by *Thrush* (AM 18).

1 Oct 1937: VP-12F was redesignated VP-12 when patrol squadrons were reorganized for operational control under Patrol Wings. VP-12 came under PatWing ONE headquartered at San Diego, Calif. Tender support during this period was provided by *Langley* (AV 3).

17 Mar 1938: VP-12 and the other squadrons of PatWing-1 (VPs 7, 9 and 11) participated in Fleet Exercise XIX (Phase II) with PatWing-4 (VPs 16, 17 and 19). The two patrol wings were part of White

Force operating against Black Force at a distance of 600 miles. The squadrons were judged to have successfully attacked and damaged major elements of Black Force. The exercise marked the first use of long-distance radio bearings for naval patrol aircraft navigation.

25 Jun 1938: PatWing-1 squadrons departed San Diego for Kodiak, Alaska. The squadrons were deployed for three months in Alaskan waters. During the deployment the squadrons participated in another phase of Fleet Exercise XIX, testing float lights used in marking sites where subs had been spotted while surfaced. It was determined that the 10-minute burn time of the lights was not long enough and that longer burning lights were required.

1 Jul 1939: VP-12 was redesignated VP-51 and reassigned to a new home base at NAS Norfolk, Va., under the operational control of PatWing FIVE.

12 Sep 1939: VP-51 deployed to San Juan, P.R., to begin the first of the Neutrality Patrols initiated by President Roosevelt's proclamation on 6 September 1939. The objective was to establish an air and ship patrol to observe and report movement of warships of the belligerents, covering an area bounded on the north by a line east from Boston to latitude 42-30, longitude 65; south to latitude 19; then around the windward and leeward islands to Trinidad. Patrol planes from VPs 33, 52, 53 and 54 were also deployed. VP-51 flew the first patrol on 13 September 1939. Over the next year VP-51's patrols covered harbors and shipping lanes in the West Indies from Puerto Rico to Trinidad, with special attention to the southern approaches to the Caribbean through the Lesser Antilles. The squadron utilized seaplane facilities, including ramps and hangars, of Pan American Airways at the San Juan airport. The crew and supporting activities were housed in tents on the airport grounds.



A squadron PBY-1 in flight, note the totem pole insignia on the side of the aircraft.

30 Dec 1940: VP-51 was assigned ferry duties in the delivery of eight older model P2Y aircraft to San Diego, Calif., for replacement with new PBY-1 aircraft. VP-51 aircraft had already been distributed to other squadrons of the Neutrality Patrol. After a brief shake-down of the new aircraft at San Diego, the squadron returned to Norfolk, Va.

1 Mar 1941: VP-51 was brought under Task Force 4, Support Force, Atlantic Fleet, along with VPs 52, 55 and 56. The primary objective of the task force was to prevent Axis forces from interfering with the flow of war material from the United States to Great Britain.

8 Apr 1941: VP-51, with nine of its aircraft, were re-assigned to Floyd Bennett Field, N.Y., leaving a detachment of three aircraft at Norfolk. The move marked an expansion of the Neutrality Patrols to provide more convoy coverage and ASW support in the northern offshore shipping lanes.

2 Jun 1941: VP-51 maintained a complement of six aircraft at Floyd Bennett Field, with a six aircraft detachment at Argentia, Newfoundland. On 25 June, two of the aircraft at Floyd Bennett Field were flown to Norfolk to support operations from that location.

1 Jul 1941: Under a general reorganization of fleet patrol organizations, Patrol Wing Support Force was redesignated Patrol Wing 7 (PatWing-7) and VP-51 was redesignated VP-71. VP-71 remained under the operational control of PatWing-7.

6 Aug 1941: The VP-71 detachment of six aircraft at Argentia, along with four aircraft from VP-52, were tasked with conducting aerial surveys of Greenland to determine whether Danish weather stations there were being used by the Germans for the provision of weather information to U-boat wolfpacks. None were found to be in use by the enemy at that time.

17 Dec 1941: With the start of the war several squadrons were relocated to the West Coast. VP-71 was reassigned to NAS Alameda, Calif., where the squadron began training for an overseas deployment. The PBY-1 aircraft were turned in for newer PBY-5 models.

1 Apr 1942: VP-71 completed its transpac from San Diego, Calif., to Pearl Harbor, Hawaii. Upon arrival the squadron was quickly detailed to search sectors with 700-mile legs out from Oahu.

1 May 1942: VP-71 was transferred to Noumea under the operational control of FAW-1, with tender support provided by *Tangier* (AV 8). Antishipping and ASW patrols were conducted daily. On 26 June the squadron was shifted to *Curtiss* (AV 4).

29 Jun 1942: VP-71 remained based at Noumea, with one PBY at Efate and another at Auckland, N.Z. On 20 July 1942, the squadron was relieved by VP-12 for return to Pearl Harbor.

1 Sep 1942: The squadron maintained ten aircraft at Kaneohe, with one at Pearl Harbor and one remaining with VP-12 at Noumea.

6 Feb 1943: VP-71 deployed to New Georgia Island. Duties over the next month consisted primarily of routine patrol operations. On 29 March 1943, the squadron was relieved by VB-115 for return to NAS Kaneohe, Hawaii.

10 Apr 1943: VP-71 was split into two squadrons, with half of its assets going to form VB-104. The remaining part of VP-71 was quickly reformed with new personnel and new aircraft.

27 Jun 1943: VP-71, once again up to full strength, was redeployed to Vanikoro Island with tender support provided by *Mackinac* (AVP 13) and *Chincoteague* (AVP 24). On 17 July *Chincoteague* was bombed with minor damage. Operations were halted and the squadron and tenders were moved to Halavo, in the Florida Island chain.

14 Oct 1943: VP-71 was tasked with 650-mile patrol legs, night spotting and Dumbo operations around New Guinea, Rendova and the Treasury Islands. On 1 November 1943, coverage was provided from this base for the landings at Bougainville.

6 Mar 1944: VP-71 was relieved by VP-81 for return to Kaneohe and transport back to the continental United States. Upon arrival at San Diego on 24 March, the squadron members were given 30 days home leave.

25 Apr 1944: VP-71 was reformed at NAS San Diego, Calif., under the operational control of FAW-14. Training of new crews was begun on new PBY-5 aircraft fresh from the factory.

28 Aug 1944: The new crews and aircraft of VP-71 completed the transpac to NAS Kaneohe, Hawaii, coming under the operational control of FAW-2. Upon arrival training for combat operations commenced. Patrols were conducted off the coasts of the Hawaiian Islands with a detachment of aircraft at Midway conducting operational patrols for that area.

1 Oct 1944: VP-71 was redesignated VPB-71. Aircrews were given advanced training in ASW techniques. A six aircraft detachment was maintained at Midway for flight operations and gunnery practice.

10-24 Nov 1944: VPB-71 deployed to Manus Island, reporting to Commander, Air Seventh Fleet for duty on 13 November. A detachment of two aircraft was loaned to the 2d Emergency Rescue Squadron of the 13th Army Air Force. On the 24th, VPB-71 commenced Black Cat operations in the vicinity of Morotai, N.E.I. Black Cat operations in WWII were flown by U.S. Navy Catalina squadrons against Japanese shipping and shore installations at night. Although originally a tactic designed to afford some measure of protection for the highly vulnerable, slow moving seaplanes, Black Cat operations proved so successful that several squadrons were assigned the role. Flat black painted surfaces and the use of radar made the outdated aircraft into a formidable weapon of the night.

19–24 Dec 1944: VPB-71 was withdrawn from combat operations at Morotai for rest and maintenance of the aircraft. By 24 December the squadron was back in combat operations, this time conducting joint operations with a PT boat flotilla in the area between Morotai and North Halmahera Island. PT boats, officially designated Motor Torpedo Boats, were equipped with four torpedo tubes, a crew of 12, and could attack at a top speed of 45 knots. Although unable to stand up to heavy opposing fire, these light and extremely fast vessels were ideally suited for night attacks in cooperation with the Black Cat squadrons.

1–11 Jan 1945: VPB-71 berthed 9 air crews aboard *Currituck* (AV 7) and nine more aboard *Barataria* (AVP 33). On 11 January 1945, the squadron transferred its crews for berthing support from *Currituck* to *Tangier* (AV 8). During this period, routine searches were conducted between Formosa and the China Coast.

1 Feb 1945: VPB-71 conducted strikes on shipping in the China Sea while operating from tenders in the Lingayen Gulf, Luzon, P.I.

1–16 Mar 1945: VPB-71 relocated to Jinamoc Seaplane Base, P.I., from which it conducted routine daytime patrols. On 16 March the squadron moved again to Guinan Airbase, Samar, Philippines, where daytime patrols were resumed. The conclusion of the night-bombing campaign for the squadron showed significant results, with VPB-71 credited in sinking eight enemy ships and damaging nine others.

27 Apr 1945: VPB-71 relieved VPB-17 for air-sea rescue operations in the Central Philippines.

1 Sep 1945: The two aircraft detachment assigned to the 13th Army Air Force relocated to Puerto Princessa, Palawan Island. A second detachment of five aircraft was formed on this date from the main body of the squadron located at Samar, and deployed to Sangley Point, Philippines. On 2 September the remainder of the squadron was assigned to weather reconnaissance duties and air-sea rescue missions.

Apr–May 1946: VPB-71 returned to the continental U.S., with a homeport at NAS Norfolk, Va.

Jan–Mar 1948: VP-33 deployed to NAS Argentia, Newfoundland, for cold weather operations. It was one of the last deployments by a U.S. Navy patrol squadron with the PBY Catalina. Over the next several

months all Catalina aircraft were withdrawn from service and replaced by the PBM-5 Mariner.

15 Dec 1949: VP-33 was disestablished at NAS Norfolk.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Nov 1935
NAS San Diego, Calif.	1 Oct 1937
NAS Norfolk, Va.	1 Jul 1939
NAS Floyd Bennett Field, N.Y.	8 Apr 1941
NAS Alameda, Calif.	17 Dec 1941
NAS Kaneohe, Hawaii	1 Apr 1942
NAS San Diego, Calif.	24 Mar 1944
NAS Kaneohe, Hawaii*	28 Aug 1944
NAS Norfolk, Va.	May 1946

* Once the squadron deployed from NAS Kaneohe on 10 November 1944 it moved from base to base and remained in the western Pacific for operations until its reassignment to NAS Norfolk, Va., in May 1946.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR James E. Dyer	1 Nov 1935
LCDR Thomas A. Gray, Jr.	Jun 1937
LCDR Stephen B. Cooke	5 Jul 1939
LCDR William J. Mullins	20 Mar 1940
LCDR Harry E. Sears	Aug 1942
LCDR Cecil K. Harper	1 Apr 1943
LCDR Norman C. Gillette, Jr.	25 Apr 1944
LCDR J. W. Henderson	28 Mar 1946
LCDR C. G. Strum	13 May 1946
LCDR W. H. Christensen	28 Jun 1946
CDR H. K. Laing	Sep 1948
CDR J. D. Wright	2 Mar 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-1	Dec 1936
PBY-2	1937
PBY-3	1938
PBY-5	Dec 1941
PBY-5A	Jan 1945
PBY-6A	Jan 1946
PBM-5A	Aug 1948

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Jun 1938	31 Oct 1938	PatWing-1	Kodiak <i>Wright</i> (AV 1)	PBY-3	NorPac
11 Jan 1939	10 May 1939	PatWing-1	Coco Solo	PBY-3	Carib
12 Sep 1939	30 Dec 1940	PatWing-5	San Juan	PBY-3	Carib



A squadron aircraft near the Pan American hangar at San Juan, P.R., airport, late 1939.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
2 Jun 1941	17 Dec 1941	PatWing-5/7	Argentia	PBY-3	NorLant
1 Apr 1942	*	FAW-2	Pearl Harbor	PBY-5	EastPac
1 May 1942	20 Jul 1942	FAW-1	Noumea <i>Tangier</i> (AV 8) Curtiss (AV 4)	PBY-5	SoPac
6 Feb 1943	29 Mar 1943	FAW-1	New Ga.	PBY-5	SoPac
27 Jun 1943	*	FAW-1	Vanikoro <i>Mackinac</i> (AVP 13) <i>Chincoteague</i> (AVP 24)	PBY-5	SoPac
17 Jul 1943	6 Mar 1944	FAW-1	Halavo	PBY-5	SoPac
28 Aug 1944	1 Oct 1944	FAW-2	Kaneohe	PBY-5	EastPac
10 Nov 1944	*	FAW-17	Manus	PBY-5/5A	SoPac
19 Dec 1944	*	FAW-17	Morotai	PBY-5/5A	SoPac
1 Feb 1945	*	FAW-17	Lingayen Gulf <i>Barataria</i> (AVP 33) <i>Currituck</i> (AV 7) <i>Tangier</i> (AV 8)	PBY-5/5A	SoPac
1 Mar 1945	*	FAW-17	Jinamoc	PBY-5/5A	SoPac
16 Mar 1945	*	FAW-10	Samar	PBY-5/5A	SoPac
1 Sep 1945	*	FAW-10	Sangle Point	PBY-5/5A	WestPac
Jan 1948	Mar 1948	FAW-5	Argentia	PBY-6A	NorLant

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force		1 Nov 1935
PatWing-1		1 Oct 1937
PatWing-5		1 Jul 1939
Task Force 4, Atlantic Fleet/Patrol Wing		
Support Force/PatWing-7*		1 Mar 1941
PatWing-8		17 Dec 1941
PatWing-2		1 Apr 1942
PatWing-1		1 May 1942
PatWing-2/FAW-2†		20 Jul 1942
FAW-1		6 Feb 1943
FAW-2		29 Mar 1943
FAW-1		27 Jun 1943
FAW-2		6 Mar 1944
FAW-14		24 Mar 1944
FAW-2		28 Aug 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-17		10 Nov 1944
FAW-17		10 Nov 1944
FAW-10		Jan 1946
FAW-5	EB‡	May 1946

* Patrol Wing Support Force was redesignated Patrol Wing 7 (PatWing-7) on 1 July 1941.

† Patrol Wing 2 (PatWing-2) was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

‡ The squadron remained part of FAW-5 but was assigned the tail code EB on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	24 Nov 1944	16 Mar 1945
ADSM	22 Jun 1941	7 Dec 1941

A squadron PBY-1.



Second VP-34

Lineage

Established as Patrol Squadron FIFTEEN-F (VP-15F) on 1 September 1936.

Redesignated Patrol Squadron FIFTEEN (VP-15) on 1 October 1937.

Redesignated Patrol Squadron FIFTY THREE (VP-53) on 1 July 1939.

Redesignated Patrol Squadron SEVENTY THREE (VP-73) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY THREE (VPB-73) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY THREE (VP-73) on 15 May 1946.

Redesignated Amphibian Patrol Squadron FOUR (VP-AM-4) on 15 November 1946.

Redesignated Patrol Squadron THIRTY FOUR (VP-34) on 1 September 1948, the second squadron to be assigned the VP-34 designation.

Disestablished on 30 June 1956.

Squadron Insignia and Nickname

Patrol Squadron Fifteen-F devised an insignia of a kneeling Indian with his hand shading his eyes as he looked off into the distance. The Indian was representative of the native population of the early Virginia Commonwealth, and Norfolk was the home of VP-15. The figure was a scout, like the aircraft of the patrol squadron, and was armed with arrows just as the sea-



The squadron's first insignia became a well known design.

planes were armed with bombs and machine guns. Colors: circumference of insignia, red with thin black border; Indian, reddish brown; accouterments, yellow; loin cloth, feather in headdress and war paint, red; hair, black; squadron designation, black. This design was used by the squadron throughout all of its redesignations up to 1951.

The original design was changed in 1951 during VP-34's deployment to Trinidad, B.W.I., and replaced by a design featuring a scowling vulture at rest, with a broken submarine in its claws



The squadron's second insignia.

covered long distances seeking its prey—the submarine. The mooring line and mooring buoy are the hallmark of the seaplane at rest. Colors: vulture, black body, white crest, neck and top of head red, with yellow beak; sky, blue; cloud, white; rope, yellow; mooring buoy, black and yellow.

Nickname: None known.

Chronology of Significant Events

1 Sep 1936: VP-15F was established at NAF Annapolis, Md., under the operational control of Base Force with six P3M-2 aircraft. Shortly thereafter, the squadron relocated to NAF Norfolk, Va. *Owl* (AM 2)



A squadron P3M, note the kneeling Indian insignia on the bow of the seaplane.

provided tender support. Over the next three years, the squadron flew to Annapolis in June and remained over the summer months, providing midshipman aviation training. The squadron returned to its permanent home base at NAF Norfolk each September.

1 Oct 1937: VP-15F was redesignated VP-15 when the Patrol Wing concept was established. Under this concept patrol squadrons were organized under Patrol Wings and VP-15 came under the operational control of PatWing-5.

Oct 1938: VP-15 received twelve P2Y-2 aircraft from VP-10 when the latter was refitted with newer replacement aircraft.

Apr 1939: The squadron received the upgraded P2Y-3 in April 1939.

4 Sep 1939: President Roosevelt inaugurated the Neutrality Patrols in response to the German invasion of Poland in August. The patrol line extended east from Boston to latitude 42-30, longitude 65, then south to latitude 19, then around the seaward outline of Windward and Leeward Islands to the British island of Trinidad, near the shore of South America. Patrol squadrons 51, 52, 53 and 54 of PatWing-5 and VP-33 of PatWing-3 supported Battleship Division 5, Cruiser Division 7, 40 destroyers and 15 submarines in conducting the Neutrality Patrol. VP-53 teamed up with VP-52 and a group of destroyers to cover the waters adjacent to Norfolk.

1 Nov 1939: VP-53 replaced its P2Y-3s with a mixed bag of spare PBV-1, PBV-2 and PBV-3 sea-

planes from other squadrons for commencement of the Neutrality Patrols. There were not enough PBVs to replace all of the P2Ys, so two of the P2Y-3 seaplanes were retained and flown alongside the PBVs.

Feb 1940: VP-53 was relocated to NAS Key West, Fla. The squadron remained there until April 1941, when it returned to NAS Norfolk and exchanged its older model aircraft for the newer model PBV-5.

24 May 1941: VP-53 was relocated to NAS Quonset Point, R.I., to await the completion of the base under construction at Argentia, Newfoundland. On 9 June 1941, a detachment of six aircraft deployed to Argentia, supported by tender *Albemarle* (AV 5). The detachment returned on 25 June, after VP-52 had moved ashore and assumed responsibility for patrols.

1 July 1941: VP-53 was redesignated VP-73 after the reorganization of the fleet patrol squadrons, and placed under PatWing-7, Support Force. Detachments of VP-71, 72, 73 and 74 began a rotation program to exchange deployed aircrews at Argentia and Reykjavik back to their home ports at Quonset Point, R.I., and Norfolk, Va.

6 Aug 1941: Six aircraft of VP-73 and five PBVs of VP-74 arrived at Skerja Fjord, near Reykjavik, Iceland. *Goldsborough* (AVD 5) provided tender support to the squadrons operating out of Reykjavik. Convoys were covered up to 500-miles from base and ASW coverage of the Denmark Strait between Iceland and Greenland was provided. The combined air strength of the British and U.S. forces in Iceland consisted of 48 British aircraft and 42 American planes. Crews operating in the



Squadron P2Ys at NAS Norfolk, 1939.



A squadron PB5A returning to Reykjavik, Iceland after a patrol, March 1942, 80-G-27351.

extreme conditions of the Arctic Circle became known as “blue noses.”

15 Jan 1942: Winter in Iceland was the worst enemy of the patrol squadrons. The British withdrew their PB5A squadron, feeling that the weather was too extreme for operation of the slow patrol aircraft. On the 15th gales reaching 133 mph struck the area, sinking three of VP-73’s Catalinas and two of VP-74’s PBMs.

20 Aug 1942: While on convoy escort in Skerja Fjord, near Reykjavik, Iceland, Lieutenant (jg) Robert B. Hopgood and crew attacked and sank *U-464*, Korvettenkapitän Otto Harms commanding. Hopgood and his crew pressed home the attack even though the crew of the submarine elected to remain on the surface and fight it out with the lightly armed Catalina. HMS *Castleton* rescued 53 survivors. Returning to base, Hopgood sent the following message: “Sank Sub Open Club.” Lieutenant (jg) Hopgood was awarded the Navy Cross for his heroic action.

28 Aug 1942: Lieutenant (jg) John E. Odell and crew claimed a U-boat kill while on convoy escort near Reykjavik, Iceland. Postwar examination of German records does not indicate any losses on that date.

5 Oct 1942: Aircraft 73-P-12 of VP-73 attacked and sank *U-582*, Korvettenkapitän Werner Schulte commanding, while on convoy escort near Reykjavik, Iceland.

25 Oct–Nov 1942: VP-73 was transferred to French Morocco, based at Craw Field, Port Lyautey. The squadron was operational by 11 November. During its operational patrols the squadron encountered Spanish Italian-built Fiat CR-32 aircraft over the Canary Islands

and German Focke-Wulf 200Cs near Gibraltar. Convoys were escorted by the southern route, earning crew members the sobriquet of “shellbacks” for crossing the equator. During this period a detachment was maintained at Ben Sergao Field, Agadir. Crews at this location rotated with VP-92.

16 Aug 1943: VP-73 was relocated to Ben Sergao Field, Agadir, French Morocco.

4 Dec 1943: Orders were received relieving VP-73 of duty in French Morocco. The squadron arrived at NAS Norfolk, Va., on 25 December.

16 Jan 1944: After a brief home leave, the squadron was based at Floyd Bennett Field, N.Y. Convoys from England were provided coverage in the approaches to the eastern seaboard of the U.S., and ASW patrols were conducted off the coastline of the East Coast.

30 May 1945: VPB-73 deployed to NS San Juan, P.R. While assigned to NS San Juan the squadron came under the operational control of FAW-11, Caribbean Sea Frontier.

1 Jun 1945: VPB-73 deployed a three aircraft detachment to Port Lyautey, F.M. A second detachment with one aircraft was sent to Guantanamo, Cuba.

Nov 1946: The squadron changed home ports from San Juan, P.R., to NAS Norfolk, Va.

1 Sep 1948: Following its redesignation from VP-AM-4 to VP-34, the squadron began conversion training for the Martin PBM-5S at Norfolk, Va. The squadron’s complement was nine PBMs, with 44 officers and 244 enlisted personnel.

15 Dec 1949: VP-34 conducted one week of cold weather exercises at Halifax, Nova Scotia, supported

by tender *Duxbury Bay* (AVP 38). VP-34 was the first seaplane squadron to operate from Halifax harbor.

1 Sep 1952: VP-34 and VP-3 were the only two patrol squadrons to complete FY 1952 with 100 percent safety marks. VP-34 broke all previous records by flying 3,613 accident-free hours in just six months.

Jul 1953: Twelve VP-34 aircraft were employed in patrols and long-distance flights between Trinidad and NAS Corpus Christi, Tex., for six weeks of training exercises.

30 Jun 1956: NAS Coco Solo was selected for reversion to caretaker status during the rounds of base cut-backs after the Korean War. VP-34 departed NAS Coco Solo, C.Z., and returned to NAS Norfolk, Va., for formal disestablishment ceremonies.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Annapolis, Md.	1 Sep 1936
NAS Norfolk, Va.	Oct 1936
NAS Key West, Fla.	Feb 1940
NAS Norfolk, Va.	Apr 1941
NAS Quonset Point, R.I.	24 May 1941
NAS Port Lyautey, Morocco	25 Oct 1942
Ben Sergao Field, Agadir, Morocco	16 Aug 1943
NAS Norfolk, Va.	25 Dec 1943
NAS Floyd Bennett Field, N.Y.	16 Jan 1944
NS San Juan, P.R.	30 May 1945
NAS Norfolk, Va.	Nov 1946
NAS Trinidad, B.W.I.	Oct 1950
NAS Coco Solo, C.Z.	Jun 1955
NAS Norfolk, Va.	Jun 1956

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George T. Owen	1 Sep 1936
LCDR Lester T. Hundt	12 Oct 1937
LCDR Steven W. Callaway	May 1938
LCDR Arron P. Storrs III	23 Sep 1939
LCDR James E. Leeper	1 Jul 1941
LCDR Alexander S. Heyward	13 Aug 1942
LCDR J. E. Odell, Jr.	5 Sep 1943
LCDR W. H. McRee	29 Jul 1944
LCDR Dryden W. Hundley	11 Jul 1945
LCDR H. C. Miller	23 May 1946
LCDR C. F. Vossler	30 Sep 1947
CDR J. Sinkankas	19 Jun 1948
LCDR J. F. Schrefer	31 Dec 1949
CDR J. A. Gage, Jr.	30 Jun 1950
CDR C. S. Walline	30 Jun 1951
CDR C. A. Lenz	8 Mar 1952
CDR Frank L. DeLorenzo	Apr 1953
CDR Randall T. Boyd	Jun 1954
CDR Charles J. Alley	Aug 1955

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P3M-2	Sep 1936
P2Y-2	Oct 1938
P2Y-3	Apr 1939
PBY-1/2/3	Dec 1939
PBY-5	Jul 1941
PBY-5A	1942
PBY-6A	1945
PBM-5A	Sep 1948
PBM-5S	Jun 1949



A squadron P2Y seaplane.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Jun 1941	25 Jun 1941	PatWing-5	Argentia	PBY-5	NorLant
1 Jul 1941	Oct 1942	PatWing-7	Reykjavik <i>Goldsborough (AVD 5)</i>	PBY-5A	NorLant
25 Oct 1942	*	FAW-15	Port Lyauzey	PBY-5A	Med
11 Nov 1942	25 Dec 1943	FAW-15	Agadir	PBY-5A	Med
May 1945	Nov 1946	FAW-11	San Juan	PBY-5A	Carib
1 Jun 1945	Nov 1946	FAW-5	Port Lyuately	PBY-5A	Med
15 Dec 1949	21 Dec 1949	FAW-5	Halifax <i>Duxbury Bay (AVP 38)</i>	PBM-5S	NorLant

* The squadron relocated to another base without returning to its homeport.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force, Norfolk		1 Sep 1936
PatWing-5		1 Oct 1937
PatWing-7		1 Jul 1941
FAW-15 [†]		25 Oct 1942
FAW-5		16 Jan 1943
FAW-11		30 May 1945
FAW-5	EC*	Nov 1946
FAW-11	EC	Oct 1950

* The squadron remained part of FAW-5 but was assigned the tail code EC on 7 November 1946.

[†] FAW-15 was not officially established until 1 December 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
ADSM	22 Jun 1941	20 Jul 1941
	21 Jul 1941	9 Sep 1941



Squadron PBY-5As returning to Reykjavik, Iceland after a patrol, March 1942, 80-G-27350.

First VP-40

Lineage

Established as Patrol Squadron FIFTY FIVE (VP-55) on 1 August 1940.

Redesignated Patrol Squadron SEVENTY FOUR (VP-74) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY FOUR (VPB-74) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY FOUR (VP-74) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) TEN (VP-MS-10) on 15 November 1946.

Redesignated Patrol Squadron FORTY (VP-40) on 1 September 1948.

Disestablished on 25 January 1950.

Squadron Insignia and Nickname

The first insignia for the squadron was submitted by VP-74 and approved BuAer on 15 January 1942. The circular design encompassed a soaring eagle above an oval globe. Colors: field, sky blue; border, yellow, royal blue and scarlet; eagle, black body, lavender wings, white head, yellow eye, yellow feet, red claws; oval globe had dark green water and olive green continents.



This insignia is the first version approved in January 1942.



This is the revised insignia approved in November 1944. The only difference between this design and the earlier squadron insignia is the highlighting of the North American continent.

A revision of the original insignia was submitted by VPB-74 and approved by CNO on 11 November 1944. It differed from the original only in the positioning of the continents of the globe to emphasize the lower

portion of the North American continent. This insignia remained in use until the squadron's disestablishment.

Nickname: None on record.

Chronology of Significant Events

1 Aug 1940: VP-55 was established at NAS Norfolk, Va., under the administrative control of PatWing-5 as a seaplane patrol squadron destined for duty with the Neutrality Patrol instituted on 6 September 1939 by President Roosevelt, the Neutrality Patrol was established to trail and report on any belligerent ships entering the Pan-American Neutrality Zone, an area extending over a 300-mile vector off the East Coast (and later extending to the 26th Meridian west longitude). VP-55 and sister squadron VP-56 were ordered to provide aerial surveillance for the ships of the Support Force on the offshore patrol. The first aircraft flown by the squadron was an XPBM-1, the pre-production version of the Martin Mariner. Training on this aircraft was undertaken at the Glenn L. Martin plant in Baltimore, Md., from 1 September through early October 1940. Engineering personnel were sent to the Wright engine plant for instruction. By the end of January 1941 the squadron's full complement of 12 PBM-1 aircraft had been delivered.

1 Feb 1941: A six-aircraft detachment was sent to NAS Jacksonville, Fla., for training. The six remaining aircraft at NAS Norfolk continued training and participated in the Neutrality Patrol.

1 Mar-5 Apr 1941: The destroyer units and Patrol Wing of Support Force (Neutrality Patrol) were reorganized as elements of Support Force, U.S. Atlantic Fleet under command of Rear Admiral A. L. Bristol, USN, designated Task Force 4. The Patrol Wing of Task Force 4 consisted of Patrol Squadrons 51, 52, 55 and 56, with tender support provided by *Albemarle* (AV 5) and *George E. Badger* (AVD 3). On 5 April 1941, VP-53 joined Support Force. The original offshore patrol was



A squadron PBM-1 being hoisted aboard a seaplane tender.

now extended to include a northern patrol to strategic islands in the north and east to help ensure the safe passage of war materials to Britain.

1 May 1941: VP-55 flew to Gardner's Bay, N.Y., for 10 days of exercises with *Albemarle* (AV 5). On the conclusion of the exercises, *Albemarle* proceeded on to Argentina, Newfoundland. The squadron returned to NAS Norfolk.

1 Jul 1941: Patrol Wing, Support Force became Patrol Wing 7, remaining a patrol wing of Support Force. Patrol Squadrons 51, 52, 53 and 55 became Patrol Squadrons 71, 72, 73 and 74, respectively.

19 Jul 1941: A three-aircraft detachment was sent to Argentina, Newfoundland, based aboard *Albemarle* (AV 5) and *Pocomoke* (AV 9).

12 Aug 1941–Jan 1942: Six aircraft were dispatched to Reykjavik, Iceland, aboard *Goldsboro* (AVD 5). The VP-74 detachment operated from Skerja Fjord conducting convoy coverage patrols out 500 miles from base and air patrols from the Denmark Strait to Greenland. The aircraft carried no bombs, but merely reported submarine contacts. That system was abandoned after 15 October 1941 when a new destroyer, *Kearney* (DD 432), was torpedoed near Iceland. From then on, it was "Sink on Sight." On 15 January 1942, two of the Reykjavik detachment aircraft were sunk at their moorings during a storm.

2 Jan–Sep 1942: The squadron's Argentina detachment was relieved by VP-82 for return to NAS Norfolk. These aircraft, plus three from the Norfolk detachment, were assigned to duty at Bermuda, based on Darrell's Island, tended by *Gannett* (AVP 8). The detachment moved to NAS King's Point on 1 May 1942, remaining until September conducting antisubmarine patrols and air-sea rescue.

3 Jun 1942: Ensign John Cushman and his entire crew were lost at sea during a mission off Bermuda.

30 Jun 1942: Plane #1, flown by Lieutenant Richard E. Schreder, was credited with sinking *U-158*, Korvettenkapitän Erwin Rostin commanding. The submarine was spotted by the crew during a ferry flight.

Sep 1942: The entire squadron was relocated to NAS Norfolk, Va., with a two-aircraft detachment at San Juan, P.R. During this brief refit period, the squadron's original PBM-1 seaplanes were traded in for newer PBM-3s. After refit, eight squadron aircraft departed Norfolk on 22 September 1942, bound for Trinidad, B.W.I. Upon arrival the squadron began antisubmarine patrols and rescue work. During this assignment VP-74 came under the operational control of PatWing-11.

18 Dec 1942: Orders were received transferring the squadron to NAF Natal, Brazil. Upon arrival, *Humboldt* (AVP 21) provided tender service, while the squadron conducted antisubmarine patrols and air-sea rescue missions.

16 Feb 1943: The squadron at Natal received new PBM-3Cs.

24 Feb 1943: The squadron experienced its first encounter with the new German tactic of remaining on the surface to fight. Ensign W. J. Barnard sighted a U-boat in the act of torpedoing a ship. During his attack run against the submarine it surfaced and returned unusually heavy and accurate AA fire. Ensign Barnard and his crew escaped injury, but lost track of the sub on the return run. By this point in the war the German U-boats were being equipped with quad-mount 20-mm AA guns (Flakvierling) and presented a special hazard to aircrews pressing an attack when the element of surprise had been lost. Lieutenant Carey, Plane #6, was shot down in this manner in July 1943.

20 Mar 1943: A three-aircraft detachment was established at NAF Aratu, Bahia, Brazil.

28 Apr 1943: Ten of the squadron's PBM-3Cs were sent to NAF Aratu, while one remained at NAF Natal, Brazil.

17 May 1943: Planes #5 and #6, piloted by Lieutenants Howland Davis and Carey, respectively, shared credit with *Moffett* (DD 362) and *Jouett* (DD 396) for the sinking of *U-128*, Kapitänleutnant Hermann Steinert commanding.

25 Jun 1943: A two-aircraft detachment was established at NAF Galeao, Rio de Janeiro, Brazil.

19 Jul 1943: Plane #5, piloted by Lieutenant (jg) Roy S. Whitcomb, was credited with sinking *U-513*, Kapitänleutnant Guggenberger commanding. The captain of the U-boat, a Type IXC boat, had elected to remain on the surface and fight it out with his AA batteries. Six depth bombs settled the issue quickly.

31 Jul 1943: Plane #7, piloted by Lieutenant W. F. Smith, shared honors with a Brazilian PBV in sinking *U-199*, Kapitänleutnant Hans-Werner Kraus commanding.

27 Sep 1943: Plane #2, piloted by Lieutenant (jg) Harry B. Patterson, was credited with sinking *U-161*, Kapitänleutnant Albrecht Achilles (Knights Cross) commanding. Two crew members were wounded in the attack by return fire from the U-boat.



A squadron PBM-1 in flight.

16 Oct 1943: VP-74 was relieved at NAF Aratu, Brazil, by VPB-211.

2 Nov 1943: The squadron returned to the States and had detachments assigned to NAS Norfolk, Va., with two PBM-3Cs and 1 PBM-3S and nine PBM-3Ss at NAS Floyd Bennett Field, N.Y.

14 Dec 1943–Mar 1944: The entire squadron was reassigned to NAS Elizabeth City, N.C., for antisubmarine patrols and coverage of convoy routes. From 8 January to March 1944, the squadron maintained a three-aircraft detachment at NAS Norfolk.

15 Dec 1944: A three-aircraft detachment was sent to NAS Coco Solo, C.Z., for convoy and ASW operations under FAW-3. The detachment was augmented on 2 January 1945 by three additional aircraft.

24–28 Jan 1945: VPB-74 was transferred to Coco Solo, C.Z., joining the six-aircraft detachment already stationed at that location. On 28 January 1945, VPB-74 was officially put under the operational control of FAW-3.

1–28 Feb 1945: The squadron relocated to NAAF Seymour Island, Galapagos, with a three-aircraft detachment at Corinto, Nicaragua. On 28 February 1945, an additional four-aircraft detachment began operations at Tanguis Cove, Galapagos, based aboard *Albamarle* (AV 5).

4 Apr 1945: VPB-74 was relieved for return to home port NAS Norfolk, Va., under the operational control of FAW-9. Shortly thereafter, the squadron was refitted with new PBM-5E Mariners.

28 May 1945: A three-aircraft detachment of VPB-74 returned to the Canal Zone for duty under FAW-3 at Seymour Island, Galapagos, aboard *Barnegat* (AVP 10). The last detachment arrived by 4 June 1945.

15 Sep 1945: After the formal Japanese surrender on 2 September 1945, the squadron mission was changed to the peacetime job of guarding the Panama Canal. The administrative elements of the squadron were transferred to Coco Solo, C.Z., on 15 September 1945. Over the next four years, a rotating three-aircraft

detachment was maintained at NAS Guantanamo, Cuba, for air-sea rescue missions.

Oct 1945: The squadron's aircraft were replaced by new PBM-5s.

9 Jan 1950: VP-40 was relieved for return to NAS Norfolk, Va. It was formally disestablished on 25 January 1950.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Aug 1940
NAS Trinidad, B.W.I.	22 Sep 1942
NAF Natal, Brazil	18 Dec 1942
NAS Norfolk, Va.*	Nov 1943
NAS Elizabeth City, N.C.	14 Dec 1943
NAS Coco Solo, C.Z.	24 Jan 1945
NAF Seymour Island, Galapagos	1 Feb 1945
NAS Norfolk, Va.	4 Apr 1945
NAS Coco Solo, C.Z.	15 Sep 1945
NAS Norfolk, Va.	9 Jan 1950

* The squadron maintained a large detachment at NAS New York, N.Y., prior to the transfer of the entire squadron to NAS Elizabeth City, N.C.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR A. B. Vosseller	1 Aug 1940
LCDR W. F. Cleaves	19 Feb 1942
LCDR W. A. Thorn	21 Jul 1942
LCDR J. C. Toth	26 Dec 1942
LCDR G. C. Merrick	21 Sep 1943
LCDR F. W. Brown	23 Apr 1944
LCDR J. C. Lafferty	16 Aug 1945
LCDR J. H. Graves	18 Jul 1946
CDR H. G. Perronet	21 Jun 1947
CDR T. R. L. McCabe	4 Dec 1948
LCDR W. D. Harrington	5 Oct 1949



A squadron PBM-1 floating offshore, 1941, NH-93645.

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
XPBM-1	Sep 1940
PBM-1	Jan 1941
PBM-3	Sep 1942

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Feb 1943
PBM-3S	Jun 1943
PBM-5E	Apr 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>PatWing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Jul 1941	*	PatWing-7	Argentia <i>Albemarle</i> (AV 5) <i>Pocomoke</i> (AV 9)	PBM-1	NorLant
12 Aug 1941	2 Jan 1942	PatWing-7	Reykjavik <i>Goldsboro</i> (AVD 5)	PBM-1	NorLant
2 Jan 1942	Sep 1942	PatWing-7/5	Bermuda	PBM-1	Lant
22 Sep 1942	*	PatWing-11	Trinidad	PBM-3	Carib
18 Dec 1942	16 Oct 1943	FAW-11/16	Natal/Bahia <i>Humboldt</i> (AVP 21)	PBM-3C/3S	SoLant
15 Dec 1944	*	FAW-3	Panama	PBM-3S	Carib
1 Feb 1945	4 Apr 1945	FAW-3	Galapagos <i>Albemarle</i> (AV 5)	PBM-3S	SoLant
28 May 1945	9 Jan 1950	FAW-3	Panama <i>Barnegat</i> (AVP 10)	PBM-5E	Carib

* Continued combat deployment in the South Atlantic, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5		1 Aug 1940
Patrol Wing Support Force/PatWing7*		1 Mar 1941
PatWing-5		14 May 1942
PatWing-11/FAW-11†		22 Sep 1942
FAW-16		21 Apr 1943
FAW-5/9§		2 Nov 1943
FAW-3		28 Jan 1945
FAW-9		4 Apr 1945
FAW-3	CA‡	15 Sep 1945

* Patrol Wing, Support Force was redesignated Patrol Wing 7 (PatWing-7) on 1 July 1941.

† Patrol Wing 11 (PatWing-11) was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.

‡ The squadron remained part of FAW-3 but was assigned the tail code CA on 7 November 1946.

§ The squadron had a large detachment at NAS New York under the operational control of FAW-9. The entire squadron came under the control of FAW-5 when it was transferred to NAS Elizabeth City, N.C. on 14 December 1943.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	22 Jan 1942	30 Sep 1942



A squadron PBM on the ramp at NAS Bermuda with ordnance in the background, 1942, 80-G-13341.

Second VP-40

Lineage

Established as Patrol Squadron FORTY (VP-40) on 20 January 1951, the second squadron to be assigned the VP-40 designation.

Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO and returned with approval on 19 April 1951, just months after the establishment of VP-40. The central character of the circular design was a hornet hovering over a periscope. The well-armed insect, in addition to a prodigious tail-mounted stinger, also possessed a dorsal ball turret and a depth charge



The squadron's first insignia.

clutched in its legs. A spyglass held to its eye was pointed at the periscope below. The hornet represented the squadron's PBM-5 seaplane, with its sting of heavy-caliber guns and depth charges. Its prey, the submarine, was indicative of the squadron's primary mission of antisubmarine warfare. Colors: periscope, telescope and bomb, black; hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

When VP-40's Mariner PBM-5 aircraft were replaced in 1953 by the P5M Marlin, the squadron decided to change the insignia to better reflect the mission of the squadron and capture the essence of its unique aircraft. The new design was submitted to CNO and approved on 21 February 1955. The circular device featured a swordfish (or Marlin) spearing the hull of a submarine. Colors: background, yellow; Marlin, blue back with white belly, red mouth; submarine, blue-gray; bubbles, blue-gray; design outline, red. A squadron competition was held in 1967 to consider a new insignia, following the squadron's transition from the P-5 seaplane to the P-3 Orion land plane, but the majority of the personnel chose to retain the old insignia.



The squadron's second insignia used a Marlin in its design and reflected the use of the P5M Marlin.

telescope and bomb, black; hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

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Nickname: Fighting Marlins, 1955–present.

Chronology of Significant Events

20 Jan 1951: VP-40 was established at NAS San Diego, Calif., under the operational control of FAW-14, as a seaplane squadron flying the Mariner PBM-5.

15 May–12 Dec 1951: The squadron conducted its first operational deployment to MCAS Iwakuni, Japan. Part of VP-40's complement of aircraft had been augmented prior to deployment with new PBM-5S aircraft. Upon arrival the squadron came under the operational control of FAW-6, relieving VP-892. The squadron's first combat patrols during the Korean War were flown on 9 June 1951. Over the next six months VP-40 patrolled the Tsushima Straits, flew cover for replenishment groups in the Yellow Sea and Sea of Japan and made weather reconnaissance flights for the fleet forces.

2 Sep 1952: VP-40 deployed to NS Sangley Point, Philippines, with operations conducted from Okinawa and the Pescadores Islands, relieving VP-892. During this period the squadron came under the operational control of FAW-2, patrolling the Formosa Straits. VP-40 returned to NAS San Diego in April and began refitting with the new P5M-1 Marlin seaplane.

1 Jul 1958: Six VP-40 P5M-2 seaplanes landed at Bangkok, Thailand, the first occasion on which any U.S. seaplane squadron had visited the city.



A squadron P5M being placed in the water.

1 Aug 1959: The squadron home port was changed from NAS San Diego, Calif., to NS Sangley Point, Philippines, to become the first permanently based seaplane patrol squadron in the Pacific. During the deployment the squadron adopted the motto "Laging Handa," Tagalog (a Philippine dialect) for "always ready."

2 Aug 1962: The VP-40 commanding officer, Commander N. P. Vegelan, and 11 of his crew were killed when aircraft QE-1 crashed into the side of a mountain.

22 Mar 1964: Six month deployments for WestPac patrol squadrons were resumed, necessitating a

change in VP-40's home port back to NAS North Island, San Diego, Calif.

27 Feb 1965: The Fighting Marlins deployed to NS Sangley Point, relieving VP-47. During the deployment the squadron received tender support from *Salisbury Sound* (AV 13) and *Currituck* (AV 7), while conducting operations from remote sites at Ko Samui, Thailand; Con Son Islands; and DaNang, South Vietnam.

15 Mar 1966: VP-40 deployed to NS Sangley Point, Philippines, with detachments at various locations throughout WestPac tended by *Salisbury Sound* (AV 13).

1 Mar 1967: Seaplane tender *Currituck* (AV 7) participated in the last official tender operation in a combat zone with the Navy while supporting VP-40 operations. During the Vietnam conflict VP-40 had rotated assignments with VP-50 out of NS Sangley Point, Philippines, and Cam Ranh Bay, South Vietnam, supported by tenders *Currituck* (AV 7), *Salisbury Sound* (AV 13) and *Pine Island* (AV 12). This was the last deployment for VP-40 as a seaplane squadron.

17 May 1967: Commander Hugh E. Longino, VP-40 commanding officer, conducted the last patrol in a squadron SP-5B over the South China Sea during the squadron's deployment to the Philippines. Later that month, the NS Sangley Point seadrome was closed and all remaining SP-5B aircraft were flown to Konan, Japan, where they were dismantled for scrap.

15 Nov 1967: The last flight of a SP-5B took place, marking the move of the squadron from NAS San Diego to NAS Moffett Field, and the transition to the land-based P-3B Lockheed Orion. The ceremonial flight closed an era of Navy seaplane operations that had begun in 1911.

12 Jul 1968: The last SP-5B Marlin was flown from NAS San Diego, Calif., to NAS Patuxent River, Md., for addition to the historic aircraft preservation program of the National Air and Space Museum, Smithsonian Institution. This aircraft is now on display at the National Museum of Naval Aviation, NAS Pensacola, Fla.

1 Feb 1969: The Fighting Marlins made their first deployment in the P-3B to MCAS Iwakuni, Japan, relieving VP-4. Advanced base elements were maintained at Cam Ranh Bay, Vietnam. Operations consisted of surveillance air patrols in the Sea of Japan, Sea of Okhotsk and North Pacific. Anti-infiltration patrols were conducted in the Yellow Sea in search of North Korean agent boats. Similar patrols were flown from NAF Cam Ranh Bay, Vietnam, against Viet Cong infiltration and supply routes.

15 Apr 1969: VP-40 assisted in the efforts to locate survivors of a Navy EC-121 shot down by the North Koreans in the Sea of Japan. Of 30 crewmembers in the missing aircraft, only 2 bodies were recovered; 28 were listed as missing.

1 May 1970: VP-40 deployed to NS Sangley Point, Philippines, with a detachment at the Royal Thai Naval Base, U-Tapao, Thailand. The squadron participated on a regular basis in Operation Market Time patrols along the 1,100-mile coastline of South Vietnam.

14 Jul 1971: VP-40 deployed to Okinawa with its new DIFAR-equipped aircraft, the first deployment of this aircraft by any WestPac patrol squadron. DIFAR (directional low frequency analysis and recording) was used in ASW for passive acoustic signal processing in tracking enemy submarines. A detachment was also maintained full time at Agana, Guam. In addition to participation in a multitude of operations throughout the Pacific, the squadron took part in experimental cloud seeding missions in the skies over Okinawa in an attempt to relieve the unusual drought conditions afflicting the region. The squadron returned to NAS Moffett Field in late December 1971, leaving a detachment at Cubi Point, Philippines, in the event of further escalation of events in the Pakistan/India dispute.

1 Aug 1972: VP-40 deployed to MCAS Iwakuni, Japan, with a detachment at RTNB U-Tapao, Thailand.

10 Aug 1975: In an experimental departure from routine WestPac deployments, VP-40 participated in a series of detachment deployments consisting of three aircraft and four aircrew elements assigned to NAS Adak, Alaska, for a nine month period. Deployments ended 10 May 1976 with the return of the last aircraft to NAS Moffett Field.

3 Jul 1980: VP-40 deployed to Misawa Air Base, Japan, with two-crew detachments at Cubi Point,



A VP-40 P-3C at NAS Glenview in February 1980 (Courtesy Rick R. Burgress Collection).

Philippines, and Diego Garcia, B.I.O.T. In August VP-40 was the first on the scene of a Russian *Echo* class nuclear submarine casualty in the Philippine Sea, observing closely the ensuing Soviet rescue and recovery operations.

Jun 1983: The Marlins deployed to NAF Misawa, Japan, with a two-crew detachment at Diego Garcia, B.I.O.T. In July, a second detachment was established at NAF Atsugi, Japan, to conduct exercises with the Japanese Maritime Self-Defense Force, ASW Operations Center.

1 Sep 1983: VP-40 engaged in the search for survivors and the flight data recorder of Flight KAL-007, the South Korean airliner shot down by a Russian SU-17 Flagon interceptor. During the search the squadron had frequent encounters with Soviet fighter aircraft.

Feb 1991: VP-40 deployed to NAF Misawa, Japan. During the deployment the squadron participated in Operation Desert Storm, operating from the island of Diego Garcia, B.I.O.T., flying sorties in support of the Persian Gulf operations.

10 Mar 1992: VP-40 celebrated 25 years of accident-free flying, one of only two P-3 squadrons to lay claim to this achievement as of that date.

13 Nov 1992: VP-40 began a multi-site deployment with detachments at NAS Adak, Alaska; Howard AFB, Panama; and Acapulco, Mexico. The detachments at the latter sites were in support of the drug interdiction program in the Central America region, Joint Task Force Four. During the deployment the squadron began replacing all of its P-3C UIII aircraft with P-3C UII.5 versions from VP-31. The change was necessitated by the pending change of home base from NAS Moffett Field, Calif., to NAS Brunswick, Maine, where all of the patrol aircraft were the UII.5 version.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	20 Jan 1951
NS Sangley Point, R.P.	1 Aug 1959
NAS North Island, San Diego, Calif.	15 Nov 1963
NAS Moffett Field, Calif.	15 Nov 1967
NAS Whidbey Island, Wash.	Spring 1993

Commanding Officers

	<i>Date Assumed Command</i>
CDR V. V. Utgoff	1951
CDR Miles S. Whitener	Jan 1952
CDR Joseph M. Kellam	Dec 1952
CDR Winton C. Sharpe	Jul 1954
CDR Donald C. Coy	Oct 1955
CDR Jack W. Clinton	Dec 1956
CDR C. B. Curtis, Jr.	23 Jul 1958
CDR I. G. Cockroft	2 Jul 1959

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR E. W. Meyers	30 Jul 1960
CDR J. S. Laney	1961
CDR N. P. Vegelahn	20 Jun 1962
CDR H. K. Cooley, Jr. (actg.)	3 Aug 1962
CDR J. R. Johnson	14 Sep 1962
CDR H. K. Cooley, Jr.	23 Aug 1963
CDR Frank J. Schneider	26 Jun 1964
CDR Harry J. Hinden	15 Jun 1965
CDR Hugh E. Longino	10 Jun 1966
CDR J. P. Smolinsky, Jr.	10 Jun 1967
CDR George A. Surovik	28 Jun 1968
CDR G. F. Murphy, Jr.	8 May 1969
CDR J. W. Newsome	26 Mar 1970
CDR J. T. Weir	16 Mar 1971
CDR R. E. Narmi	23 Feb 1972
CDR Oakley E. Osborn	28 Feb 1973
CDR B. C. Farrar	15 Jan 1974
CDR Eric A. McVadon	31 Jan 1975
CDR Ernest V. Haag	20 Jan 1976
CDR Thomas J. Leshko	14 Jan 1977
CDR Michael W. Gavlak	20 Jan 1978
CDR A. W. Hadley	Jan 1979
CDR A. D. Branch	11 Jan 1980
CDR D. S. Axtman	6 Feb 1981
CDR E. S. Wilson	23 Feb 1982
CDR G. W. Dye	18 Feb 1983
CDR A. L. Ross	4 May 1984
CDR James I. Munsterman	18 Jul 1985
CDR Jesse A. Prescott III	20 Oct 1986
CDR Keith D. Hahn	2 Oct 1987
CDR Lawrence D. Getzfred	15 Jul 1988
CDR Raymond R. Yeats	1989
CDR George C. Hill	Jun 1990
CDR Steven K. Shegrud	10 May 1991
CDR Timothy S. Norgart	29 May 1992
CDR James W. Gibson	1993
CDR James P. Toscano	6 May 1994
CDR James D. Scola	1995
CDR William M. Dunkin	29 Feb 1996
CDR Crawford A. Easterling III	27 Feb 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
PBM-5S	May 1951
P5M-1	Apr 1953
P5M-2	1957
SP-5B	Oct 1960
P-3B	Nov 1967
P-3B DIFAR	Dec 1970
P-3C	Sep 1974
P-3C UIII	Jul 1985
P-3C UII.5	1992/1993
P-3C UIII	1993



A squadron P-3C flying over NAS Moffett Field.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1951	12 Dec 1951	FAW-6	Iwakuni	PBM-5S	WestPac
2 Sep 1952	5 Apr 1953	FAW-1	Sangley Point	PBM-5S	WestPac
19 Jan 1954	1 Jul 1954	FAW-1	Sangley Point	P5M-1	WestPac
1 Apr 1955*	Sep 1955	FAW-2	Pearl Harbor	P5M-1	WestPac
3 May 1955*	26 Sep 1955	FAW-1	Sangley Point	P5M-1	WestPac
19 Jun 1956	Nov 1956	FAW-2	Pearl Harbor	P5M-1	EastPac
20 Jul 1957	14 Jan 1957	FAW-1	Sangley Point	P5M-1	WestPac
1 Jul 1958	Dec 1958	FAW-1	Bangkok	P5M-1	WestPac
27 Feb 1965	4 Sep 1965	FAW-8	Sangley Point	SP-5B	WestPac
14 May 1965	20 May 1965	FAW-8	Ko Samui	SP-5B	WestPac
			<i>Salisbury Sound (AV 13)</i>		
29 May 1965	3 Aug 1965	FAW-8	DaNang	SP-5B	WestPac
			Currituck (AV 7)		
			<i>Salisbury Sound (AV 13)</i>		
15 Mar 1966	3 Sep 1966	FAW-8	Sangley Pt.	SP-5B	WestPac
			<i>Salisbury Sound (AV 13)</i>		
24 Feb 1967	10 May 67	FAW-8	Sangley Pt.	SP-5B	WestPac
1 Mar 1967	30 Apr 67	FAW-8	Cam Ranh	SP-5B	WestPac
			Currituck (AV 7)		
			<i>Salisbury Sound (AV 13)</i>		
			<i>Pine Island (AV 13)</i>		
1 Feb 1969*	1 Aug 1969	FAW-6	Iwakuni	P-3B	WestPac
1 Feb 1969*	1 Aug 1969	FAW-8	Cam Ranh	P-3B	WestPac
1 May 1970	1 Nov 1970	FAW-8	Sangley Point	P-3B	WestPac
29 Apr 1970	30 Oct 1970	FAW-8	U-Tapao	P-3B	WestPac
14 Jul 1971	13 Jan 1972	FAW-1	Agana/Naha	P-3B DIFAR	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Aug 1972	14 Jan 1973	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
16 Nov 1972	20 Dec 1972	PatWing-1	U-Tapao	P-3B DIFAR	WestPac
1 Feb 1974	31 Jul 1974	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
10 Aug 1975	10 May 1976	PatWingsPac	Adak	P-3C	NorPac
1 Feb 1977	1 Aug 1977	PatWing-1	Misawa	P-3C	WestPac
19 Jun 1978	10 Dec 1978	PatWing-1	Kadena	P-3C	WestPac
6 Jul 1979	10 Dec 79	PatWingsPac	Adak	P-3C	NorPac
3 Jul 1980	Dec 1980	PatWing-1	Misawa	P-3C	WestPac
Dec 1981	Jun 1982	PatWing-1	Misawa	P-3C	WestPac
Jun 1983	Dec 1983	PatWing-1	Misawa	P-3C	WestPac
Jan 1985	Jul 1985	PatWing-5	Keflavik	P-3C	NorLant
1 Aug 1986	14 Feb 1987	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1988	Aug 1988	PatWing-1	Misawa	P-3C UIII	WestPac
8 Jul 1989	Feb 1990	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1991*	3 Aug 1991	PatWing-1	Misawa	P-3C UIII	WestPac
6 Feb 1991*	10 Mar 1991	PatWing-1	Diego Garcia	P-3C UIII	IO
13 Nov 1992*	May 1993	PatWing-10	Adak	P-3C UII.5	NorPac
13 Nov 1992*	May 1993	PatWing-10	Panama	P-3C UII.5	Carib
13 Nov 1992*	May 1993	PatWing-10	Acapulco	P-3C UII.5	Carib
May 1994	Nov 1994	PatWing-1	Misawa	P-3C UIII	WestPac
May 1995	Nov 1996	PatWing-1	Diego Garcia	P-3C UIII	IO
May 1996*	Nov 1997	PatWing-1	Misawa	P-3C UIII	WestPac
May 1996*	Nov 1997	PatWing-1	Kadena	P-3C UIII	WestPac

* Conducted split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	CA*/QE†	20 Jan 1951
FAW-1	QE	1 Aug 1959
FAW-14	QE	15 Nov 1963
FAW-10	QE	15 Nov 1967
FAW-8	QE	1 Jan 1968
FAW-10	QE	1 Jan 1969
ComPatWingsPac‡	QE	30 Jun 1973
PatWing-10	QE	1 Jun 1981

* The squadron remained part of FAW-14, but was assigned the tail code CA on 20 January 1951.

† The squadron's tail code was changed from CA to QE in 1957. The document referencing this change was dated 9 December 1957, but the effective date for the change was most likely the beginning of FY 1958 (1 July 1957).

‡ FAW-10 was disestablished on 30 June 1973 and the squadron came under administrative control of Commander Patrol Wings Pacific (ComPatWingsPac).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
	17 Jan 1991	7 Feb 1991
(Detachment)	Winter 1969	
MUC	1 May 1970	1 Nov 1970

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Jun 1971	20 Jul 1971
RVNGC	8 Mar 1965	1 Aug 1965
	1 May 1969	31 Jul 1969
	1 May 1970	31 May 1970
	31 Jul 1970	31 Oct 1970
AFEM	1 Feb 1969	14 Jun 1969
SASM	6 Feb 1991	10 Mar 1991
SLOC (Crew 10)	3 May 1990	7 May 1990
JMUA	17 Jan 1992	28 Feb 1992



A squadron P-3C in flight, circa 1984.

Second VP-41

Lineage

Established as Patrol Squadron TWENTY ONE (VP-21) on 1 March 1944.

Redesignated Patrol Bombing Squadron TWENTY ONE (VPB-21) on 1 October 1944.

Redesignated Patrol Squadron TWENTY ONE (VP-21) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) ELEVEN (VP-MS-11) on 15 November 1946.

Redesignated Patrol Squadron FORTY ONE (VP-41) on 1 September 1948.

Disestablished on 23 April 1949.

Squadron Insignia and Nickname

The only insignia on record for VP-41 originated with a previous VP-21 which was disestablished in



The squadron's albatross insignia had been used by the another patrol squadron until it was disestablished in 1942. The insignia was reassigned to this squadron in 1944.

April of 1942. Although no correspondence exists to show when the insignia was reassigned by CNO, it was most likely upon its formation in March 1944. The central design of the insignia was the great white albatross, the largest seabird capable of prolonged flight over long distances of open sea. Colors: outer circle, yellow; field within circle, blue; albatross, white with wings tipped black; beak and talons, brown. CNO reassigned the insignia to the second VP-21 in 1944, and

it was used successively through all of the squadron's designations.

Nickname: None on record.

Chronology of Significant Events

1 Mar 1944: VP-21 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3D Mariner. The next day, the squadron began relocating to NAAS Harvey Point, N.C., where all of the ground and flight training was given. During this period, the squadron came under the operational control of FAW-5.

9 May 1944: VP-21 was relocated to NAS Key West, Fla., for advanced training in antisubmarine warfare. The training was completed on 16 June 1944, and the squadron began to fly its aircraft cross-country to NAS Alameda, Calif., in preparation for its transpac to the South Pacific.

22 Jun 1944: The squadron aircraft began the transpac to NAS Kaneohe, Hawaii, from NAS Alameda, Calif. Upon arrival, the squadron came under the operational control of FAW-2. The last element of three aircraft was aboard at Kaneohe by the 26th. Operational patrols and advanced combat training began immediately.

19 Aug 1944: VP-21 deployed to Parry Island, Eniwetok, relieving VP-1. The squadron continued under the operational control of FAW-2, conducting patrols, searches, and the occasional bomb run over Japanese-held Ponape Island.

17 Oct 1944: VPB-21 was relocated to Kossol Passage, Palau Islands. The squadron conducted daily searches, with tender support provided by *Chandeleur* (AV 10) and *Mackinac* (AVP 13). FAW-1 assumed operational control.

24 Dec 1944: The squadron was relocated to Ulithi Atoll to relieve VPB-17. Duties consisted of daytime antishipping patrols and hunter-killer missions. Tender support was provided by *Chandeleur* (AV 10).

21 Jan 1945: During the night of the 21st Lieutenant (jg) Richard L. Simms and crew sank a Japanese Kaiten midjet submarine attempting to attack shipping in Ulithi lagoon. The Kaiten had been released by the submarine carrier *I-36*. Simms and his crew dropped four depth charges on the Kaiten, sinking it with the loss of its two-man crew.

29 Jan 1945: VPB-21 was relocated to Tanapag Harbor, Saipan, aboard *Chandeleur* (AV 10), under the operational control of the 5th Fleet (TG 50.5.2). The squadron was assigned routine patrols in the vicinity of the island group. On 17 March the squadron was able to move ashore to the naval air base barracks, remaining until the 27th.

28 Mar 1945: The squadron was relocated to Kerama Retto to support the Okinawa campaign. Tender support continued to be provided by *Chandeleur* (AV 10). While stationed at this location,

on 7 April 1945, one of the squadron aircraft spotted the Japanese battleship *Yamato* and her escorts steaming toward Okinawa. The aircrew was able to alert elements of the 5th Fleet and reinforcements soon arrived, resulting in the sinking of *Yamato* and several other Japanese vessels in the battle group. By the beginning of May, the squadron was advancing its patrols as far as the Ryukyus, strafing and bombing targets of opportunity on land or sea. These were gradually extended to include the Japanese home islands, the East China Sea, the southern coast of Korea, and the China coast from north of Formosa to north of Shanghai. From 1 June 1945, the patrols were conducted to the south and east of Okinawa, the East China and Yellow Seas and the Sea of Japan. Dumbo and weather flights were added to the squadron's mission list.

15 Jul 1945: VPB-21 was relocated to Chimu-Wan, Okinawa. Daytime search and reconnaissance patrols were conducted through 6 August 1945, when the squadron was moved again to Eniwetok.

2 Sep–18 Nov 1945: After a few weeks spent relocating and a brief period of stand down for rest and relaxation, the squadron commenced routine patrols from the island of Eniwetok, remaining at that location until 11 September 1945, when it was relocated to Ominato, China. By 18 November 1945, VPB-21 had been relocated from Ominato to Hong Kong.

26 Jan 1946: The squadron moved its headquarters to the former Imperial Japanese Naval Air Base at Sasebo, Japan. Detachments were maintained at Hong Kong and Okinawa.

9 Jul–3 Oct 1946: VPB-21 was relocated to Tsingtao, China. Detachments were maintained at Hong Kong and Shanghai. On 3 October 1946, the Shanghai detachment was relocated to Yokosuka, Japan.

23 Nov 1947: The squadron was relocated to a new home port at NAS San Diego, Calif.

6 Sep 1948–26 Mar 1949: VP-41 deployed from its home port of NAS San Diego, Calif., to Tsingtao, China, to relieve VP-MS-3. Ground personnel and sup-

plies departed aboard *Pine Island* (AV 12), and by 27 September all nine PBM-5 aircraft arrived at Tsingtao. On the 29th a detachment of three aircraft was sent to Yokosuka, Japan. On 1 November 1948, five VP-41 aircraft flew to Buckner Bay, Okinawa, Japan, for ASW exercises, supported by *Suisun* (AVP 53). The exercise concluded due to a tropical storm front on the 9th. On 21 November 1948, the explosion of a Nationalist Chinese Army ammunition dump next to the seaplane ramp damaged two squadron aircraft. On 21 December 1948, a PBM-5 sank during a rough water landing off Tsingtao; there were no casualties to the crew. The squadron returned to NAS San Diego on 26 March 1949.

23 Apr 1949: VP-41 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Mar 1944
NAAS Harvey Point, N.C.	2 Mar 1944
NAS Key West, Fla.	9 May 1944
NAS Kaneohe, Hawaii	22 Jun 1944
NAS San Diego, Calif.	23 Nov 1947

Commanding Officers

	<i>Date Assumed Command</i>
LCDR J. E. Dougherty	1 Mar 1944
LCDR James D. Wright	17 May 1945
LCDR J. A. Kraker	25 Nov 1945
LCDR E. C. Smith	1 Jun 1946
CDR R. R. Humes	16 Jun 1947
CDR H. F. Burfeind	4 Sep 1948

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	2 Mar 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Aug 1944	*	FAW-2/1	Eniwetok	PBM-3D	SoPac
17 Oct 1944	*	FAW-1	Palau	PBM-3D <i>Chandeleur</i> (AV 10) <i>Mackinac</i> (AVP 13)	SoPac
24 Dec 1944	*	FAW-1	Ulithi	PBM-3D <i>Chandeleur</i> (AV 10)	SoPac
29 Jan 1945	*	FAW-1	Saipan	PBM-3D <i>Chandeleur</i> (AV 10)	SoPac
28 Mar 1945	*	FAW-1	Kerma Retto	PBM-3D <i>Chandeleur</i> (AV 10)	SoPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Jul 1945	*	FAW-1	Chimu-Wan	PBM-3D	SoPac
6 Aug 1945	*	FAW-1	Eniwetok	PBM-3D	SoPac
11 Sep 1945	*	FAW-1	Ominato	PBM-3D	WestPac
18 Nov 1945	*	FAW-1	Hong Kong	PBM-3D	WestPac
26 Jan 1946	8 Jul 1946	FAW-1	Sasebo	PBM-3D	WestPac
9 Jul 1946	2 Oct 1946	FAW-1	Tsingtao	PBM-3D	WestPac
3 Oct 1946	23 Nov 1948	FAW-1	Yokosuka	PBM-3D	WestPac
6 Sep 1948	26 Mar 1949	FAW-1	Tsingtao	PBM-3D	WestPac
			<i>Pine Island (AV 12)</i>		

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

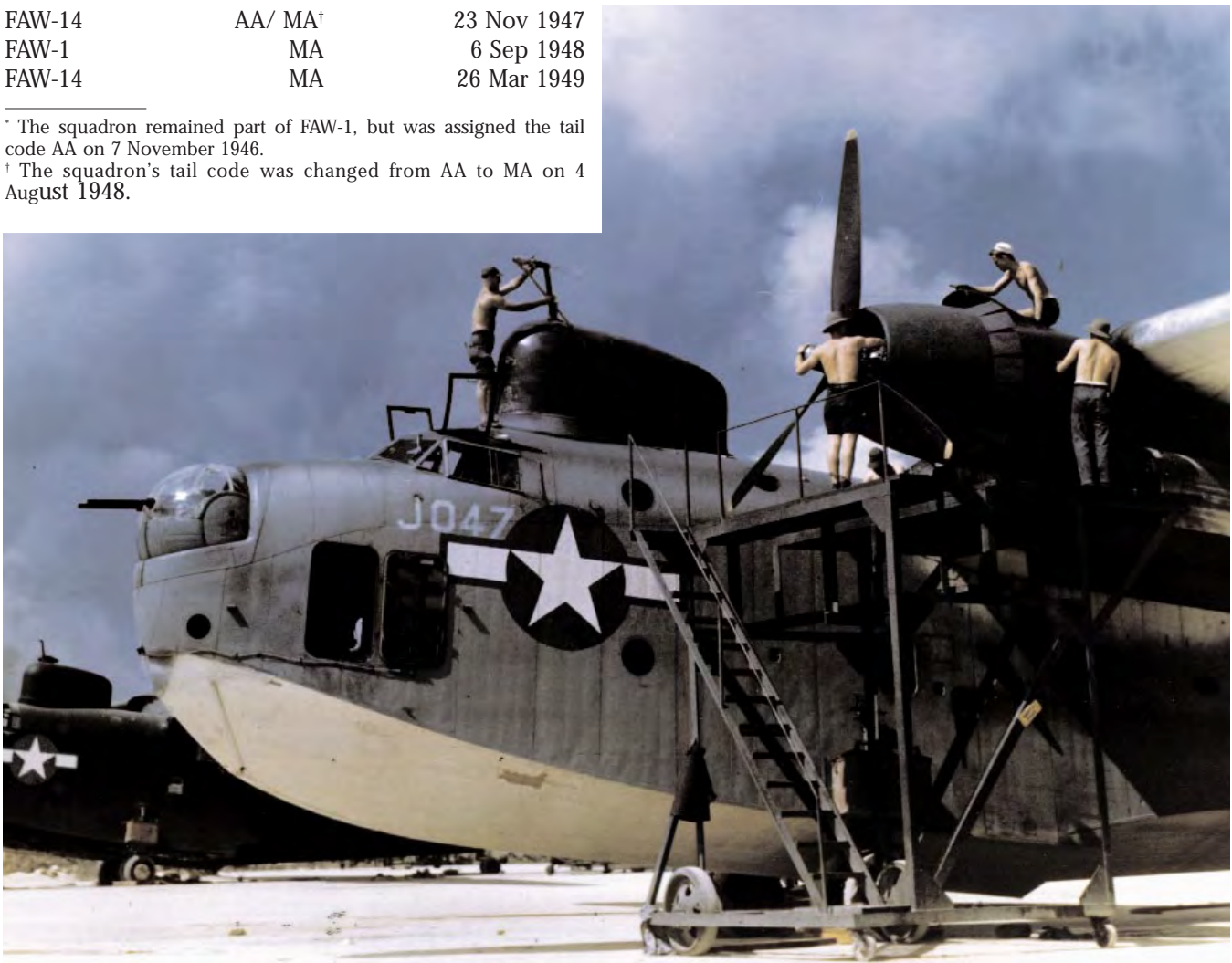
<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Mar 1944
FAW-2		22 Jun 1944
FAW-1	AA*	17 Oct 1944
FAW-14	AA/ MA†	23 Nov 1947
FAW-1	MA	6 Sep 1948
FAW-14	MA	26 Mar 1949

* The squadron remained part of FAW-1, but was assigned the tail code AA on 7 November 1946.

† The squadron's tail code was changed from AA to MA on 4 August 1948.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NOSM	7 Sep 1945	18 Nov 1945
	27 Jan 1946	26 Feb 1946



Maintenance work being done on a PBM at the Tanapag air facility, Saipan, April 1945, 80-G-K-16074.

Second VP-42

Lineage

Established as Patrol Squadron TWENTY TWO (VP-22) on 7 April 1944.

Redesignated Patrol Bombing Squadron TWENTY TWO (VPB-22) on 1 October 1944.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) TWO (VP-MS-2) on 15 November 1946.

Redesignated Patrol Squadron FORTY TWO (VP-42) on 1 September 1948, the second squadron to be assigned the VP-42 designation.

Disestablished on 26 September 1969.

Squadron Insignia and Nickname

There are no insignia on record for the squadron until 2 September 1947, when CNO approved a design



The squadron's first insignia.

submitted by the commanding officer of VP-MS-2. Its central figure was a winged Poseidon, whose muscular figure represented strength, and wings symbolized aviation. Poseidon's right hand held a trident spearing a submarine, representative



The squadron's second insignia was approved for use in 1953.

of the squadron's primary role of antisubmarine warfare. In Poseidon's left hand was a shield bearing the squadron's designation VP-MS-2. Colors: Poseidon, white hair and beard, pink skin, green fish tail; trident, black and gold; submarine, black; shield, red, white and blue.

The first insignia was updated and officially approved by CNO on 10 July 1953, after the squadron had been redesignated VP-42. The circular design still featured Poseidon, minus his shield and submarine. The trident was held cocked in his left hand aimed at the ocean below. He was superimposed over a broad lightning bolt. The symbolism of the design remained the same, as the mission of the squadron was still ASW. Colors: Poseidon, white with gold wings; sky, blue; lightning bolt and border of insignia, red; ocean, dark blue.

The squadron insignia was completely changed with the approval by CNO of a third and final design on 16 February 1965. The central figure was a muscular sea demon, rising from the surface of the sea, breaking a



The squadron's last insignia dropped Poseidon and featured a sea dragon.

submarine in two with its jaws. The obvious symbolism still indicated the squadron's primary mission of ASW. Colors: black outlines and letters with white background, no other colors. A scroll at the bottom of the design contained the squadron designation in black letters, PATROL SQUADRON 42.

Nickname: Sea Demons, 1965–1969.

Chronology of Significant Events

7 Apr–10 Jun 1944: VP-22 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5, as a seaplane patrol squadron equipped with the PBM-3D Mariner. Ground and flight training continued at Harvey Point until 1 June 1944, when the squadron was relocated to NAS Key West, Fla., for training in antisubmarine warfare. The course was completed on 10 June 1944, and the squadron returned to NAAS Harvey Point.

12–18 Jul 1944: The squadron received orders to NAS Alameda, Calif., in preparation for a transpac to the South Pacific. The midpoint landing area during the cross country flight for most of the squadron was

at Eagle Mountain Lake, Texas, where a temporary refueling and minor maintenance depot had been positioned. The last aircraft arrived at NAS Alameda on the 18th, and all hands engaged in aircraft maintenance and stowage of equipment/spares in the aircraft for use in the war zone. During the period of preparation for the transpac the squadron came under the control of FAW-8.

25 Aug–Oct 1944: VP-22 ground personnel had departed on board ship in advance of the squadron flight crews. On the 25th the aircrews departed in elements of three for NAS Kaneohe, Hawaii, with the last aircraft arriving a few days later. Upon arrival of the last aircrew, operational patrols in Hawaiian waters and combat training began, and continued through October 1944 under the operational control of FAW-2.

10 Oct 1944: VPB-22 was transferred to Parry Island, Eniwetok, under the operational control of FAW-2. From this location the squadron conducted strikes against Japanese targets on Ponape and Wake. Dumbo missions were carried out on an as needed basis in the vicinity of the combat zone.

30 Nov 1944: The squadron was relocated to Kossol Passage, Palau, under the operational control of FAW-1. Daily sector searches and Dumbo missions were assigned.

22 Jan 1945: VPB-22 was relocated from Palau to Ulithi Atoll, in the Carolines island group. Tender support was provided by *Cumberland Sound* (AV 17). The squadron was assigned duties of long-range flights and night ASW patrols.

7 Mar–4 May 1945: The squadron again took part in bombing raids on the Japanese-held island of Yap. Reconnaissance patrols were conducted daily in the vicinity of Nugla Island. Four more bombing missions were carried out against Yap through 17 April 1945. On 4 May 1945, administrative and operational control of the squadron was transferred to FAW-18.

25 May–1 Jun 1945: VPB-22 was temporarily withdrawn from combat and patrol missions for training in use of the sonobuoy for ASW patrols. On 1 June 1945, the squadron completed its training and recommenced long-range reconnaissance and ASW patrols.

23 Jun 1945: The squadron relocated to Saipan and based ashore as transients pending transfer to Eniwetok. During this interval *Cumberland Sound* (AV 17) steamed from Ulithi to Eniwetok.

25 Jun 1945: Six crews and aircraft were detached as an advance party to Parry Island, Eniwetok, under FAW-2. Duties consisted of long-range patrols around the clock. The remainder of the squadron joined the detachment at Parry Island on 30 June 1945, with all hands aboard the tender *Cumberland Sound* (AV 17). The squadron was assigned long-range flights and night ASW missions through August.

7 Aug 1945: VPB-22 was transferred back to Saipan, and again went ashore into transient quarters, pending

further transfer. On 9 August an advance party of six aircraft proceeded to Chimu Wan, Okinawa. The remainder of the squadron arrived on by 19 August and shifted to quarters aboard the recently arrived *Cumberland Sound* (AV 17). On 16 August the squadron moved from *Cumberland Sound* to *Norton Sound* (AV 11).

1 Sep 1945: The squadron commenced operations from Chimu Wan, Okinawa, conducting long-range patrols along the coastlines of Japan and China. These operations were halted on 16 September, when the squadron was relocated to Sangley Point, Philippines, to avoid a tropical storm.

23 Sep 1945: *Norton Sound* (AV 11) had steamed ahead to Sasebo, Kyushu, Japan, when the squadron moved temporarily to the Philippines. On the 23d, VPB-22 flew to the harbor of the former Imperial Japanese Naval Base at Sasebo, where *Norton Sound* was at anchor. On the 28th, squadron personnel were shifted to the tender *Pine Island* (AV 12). On 30 September 1945, the squadron was transferred to the operational and administrative control of FAW-17.

1 Dec 1945: The squadron was recalled to NAS Kaneohe, Hawaii, pending transportation back to the United States. Transportation was arranged by 5 December, and all hands departed for NAS San Diego, Calif., for rest and rehabilitation leave.

20 Jan 1946: VPB-22 was reformed at NAS San Diego for training and duties as a ferry command.

3 Feb–28 Apr 1947: VP-MS-2 was transferred to *Duxbury Bay* (AVP 38) for seaplane handling, plane refueling, arming and towing training. On 28 April, the same training evolutions were carried out aboard *Floyds Bay* (AVP 40).

20 Oct 1947–30 Apr 1948: The squadron began a split deployment to Buckner Bay, Okinawa; Yokosuka, Japan; and Tsingtao, China. VP-MS-2 relieved VP-MS-11, with its administrative headquarters at Tsingtao. On 27 February 1948, the administrative command relocated to Tanapag, Saipan. The squadron returned to NAS San Diego on 30 April 1948, under the operational control of FAW-14.

14 Jul 1950–Apr 1951: VP-42 departed NAS San Diego, Calif., for Iwakuni, Japan. Upon arrival on the 19th, the squadron was immediately transferred to NAF Yokosuka where it conducted 24-hour antisubmarine patrols of shipping lanes between Japan and Korea in the Tsushima Straits. At the end of August 1950 the squadron returned to NAF Iwakuni where it remained for the rest of the deployment. From Iwakuni squadron aircraft patrolled the Korean coastline and conducted searches for mines on the surface near the shipping lanes. On 7 January 1951, one VP-42 Mariner was damaged on landing and written off. No casualties resulted from the incident. The squadron returned to NAS San Diego in April 1951.

22 Nov 1951–Jun 1952: VP-42 returned to Iwakuni, Japan, for another deployment and conducted opera-

tions in the Korean combat zone. The squadron conducted ASW patrols, antimine searches, over-water search and reconnaissance, and antishipping and barrier patrols. On 15 March 1952, the squadron conducted advanced base operations from Chinhae, South Korea, returning to Iwakuni in early April. The squadron returned to its home port in June 1952.

11 May 1952: A squadron aircraft was attacked by MiG-15s while on reconnaissance patrol over the Yellow Sea near the Korean coast. The seaplane returned to base safely although it had been hit in the wing by 20-mm canon fire.

Apr 1963: VP-42 received its first SP-2E Neptune, replacing the last SP-5B Marlin seaplane by the end of August 1963.

1 Jun 1964: VP-42 deployed for the first time as a land-based Neptune squadron to MCAS Iwakuni, Japan. The deployment marked the squadron's first return to a combat zone since the Korean conflict. During the deployment detachments were maintained at NS Sangley Point, Philippines, and Tan Son Nhut Air Base, Saigon, South Vietnam. Upon its return to the U.S. on 17 November, the squadron was based at NAS Whidbey Island, Wash., its new official home port since 30 June. Upon arrival of all personnel, transition training was begun from the SP-2E to the SP-2H airframe.

Nov 1964: VP-42 and VP-28 assisted in the training of Japanese aircrews from the Japanese Maritime Self-Defense Force First Air Wing in the SP-2E Neptune. ASW training was conducted in the coastal waters adjacent to NAS Whidbey Island, Wash.

1 Oct 1965–Apr 1966: VP-42 deployed to MCAS Iwakuni, Japan. Five months were spent participating in Operation Market Time while based in Cam Ranh Bay, South Vietnam. VP-42 also provided support for operation Double Eagle, amphibious landings con-

ducted near Quang Ngai City, South Vietnam, from 28 January to 1 March 1966. While supporting this operation the squadron received small arms fire on more than half a dozen occasions.

1 Apr–Dec 1967: VP-42 relieved VP-17 at Sangley Point, Philippines. One detachment of six aircraft was assigned to Tan Son Nhut Air Base, Saigon, South Vietnam. On 30 May the remainder of the squadron transferred to Cam Ranh Bay Naval Air Facility in support of Market Time patrols. The squadron returned to NAS North Island on 1 December 1967, having flown 590 combat missions without casualties.

14 Dec 1967: A VP-42 SP-2H disappeared enroute from NAS Kodiak, Alaska, to NAS Whidbey Island, Wash. No trace of the aircraft was found until it was spotted near Sea Otter Glacier, Mt. Fairweather, Alaska, in the fall of 1982. Remains of three crew members were identified and returned for burial.

10 Mar 1968: The squadron conducted its final deployment to WestPac, with the majority of the squadron based at NS Sangley Point, Philippines, and a detachment at NAF Cam Ranh Bay, RVN.

26 Sep 1969: VP-42 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	7 Apr 1944
NAS Alameda, Calif.	18 Jul 1944
NAS Kaneohe, Hawaii	25 Aug 1944
NAS San Diego, Calif./North Island*	1 Dec 1945
NAS Whidbey Island, Wash.	30 Jun 1964

*NAS San Diego was redesignated NAS North Island in 1955.



A squadron P5M being hoisted aboard Salisbury Sound (AV 13) in Buckner Bay, Okinawa, February 1955.

Commanding Officers

	<i>Date Assumed Command</i>
LT Ambrose J. Kinion (actg.)	7 Apr 1944
LCDR Ronald R. Jester	18 Apr 1944
LCDR Albert J. Holmes, Jr.	7 Jul 1945
LCDR James J. Munson	15 Nov 1946
CDR Dallas M. Laizure	30 Apr 1948
CDR Gordon F. Smale	18 Feb 1950
CDR Joseph L. Skinner	8 Jun 1951
CDR John L. Gallahar	30 Jun 1952
CDR John C. Azab	15 Jan 1954
CDR Marion F. Barfield	22 Jul 1955
CDR Lawrence B. Caine, Jr.	23 Jul 1956
CDR Robert T. Tolleson	24 Jan 1958
CDR Benjamin R. Tate, Jr.	16 Dec 1958
CDR Charles L. Lambing	29 Jan 1960
CDR Bernard W. Brender	27 Jan 1961
CDR Charles R. Linder	26 Jan 1962

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Adolphus D. Whilden	31 Jan 1963
CDR Thomas B. Longley	24 Jan 1964
CDR Arthur K. Bennett, Jr.	10 Nov 1964
CDR Austin V. Young	12 Feb 1965
CDR Robert M. Thompson	7 Feb 1966
CDR Howard L. Beesley	28 Feb 1967
CDR R. H. Eckert	1968

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Jul 1944
P5M	Nov 1953
SP-2E	Apr 1963
SP-2H	Nov 1964

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Aug 1944	1 Dec 1945	FAW-2	Kaneohe	PBM-3D	WestPac
10 Oct 1944	*	FAW-2	Eniwetok	PBM-3D	SoPac
30 Nov 1944	*	FAW-1	Palau	PBM-3D	SoPac
22 Jan 1945	*	FAW-1	Ulithi	PBM-3D	SoPac
			<i>Cumberland Sound (AV 17)</i>		
25 Jun 1945	*	FAW-2	Eniwetok	PBM-3D	SoPac
			<i>Cumberland Sound (AV 17)</i>		
16 Aug 1945	*	FAW-2	Chimu-Wan	PBM-3D	WestPac
			<i>Cumberland Sound (AV 17).</i>		
			Norton Sound (AV 11)		
23 Sep 1945	*	FAW-17	Sasebo	PBM-3D	WestPac
			<i>Norton Sound (AV 11)</i>		
			<i>Pine Island (AV 12)</i>		
1 Dec 1945	*	FAW-2	Kaneohe	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-2	Okinawa	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-1	Yokosuka	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-1	Tsingtao	PBM-3D	WestPac
25 Jan 1949	13 Feb 1949	FAW-4	Kodiak	PBM-3D	NorPac
			<i>Suisun (AVP 53)</i>		
5 Jul 1949	8 Feb 1950	FAW-1	Tanapag	PBM-3D	WestPac
19 Jul 1950	10 Aug 1950	FAW-1	Iwakuni	PBM-5	WestPac
11 Aug 1950	1 Sep 1950	FAW-6	Yokosuka	PBM-5	WestPac
1 Sep 1950	9 Apr 1951	FAW-6	Iwakuni	PBM-5	WestPac
22 Nov 1951	11 Jun 1952	FAW-6	Iwakuni	PBM-5S2	WestPac
Jul 1953	Nov 1953	FAW-4	Kodiak	PBM-5S2	NorPac
Oct 1954	Mar 1955	FAW-1	Sangley Pt.	P5M	WestPac
May 1956	1956	FAW-1	Sangley Pt.	P5M	WestPac
Nov 1957	Apr 1958	FAW-1	Sangley Pt.	P5M	WestPac
May 1959	Oct 1959	FAW-1	Sangley Pt.	P5M	WestPac
1 Jun 1964	17 Nov 1964	FAW-6	Iwakuni	SP-2E	WestPac
18 Sep 1964	19 Sep 1964	FAW-8	Tan Son Nhut	SP-2E	WestPac
3 Sep 1964	18 Sep 1964	FAW-8	Sangley Pt.	SP-2E	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 Oct 1964	24 Oct 1964	FAW-8	Cubi Pt.	SP-2E	WestPac
Oct 1964	Feb 1965	FAW-8	Tan Son Nhut	SP-2E	WestPac
26 Sep 1965†	5 Apr 1966	FAW-6	Iwakuni	SP-2H	WestPac
8 Oct 1965†	13 Feb 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
1 Apr 1967†	30 May 1967	FAW-8	Sangley Pt.	SP-2H	WestPac
2 Apr 1967†	1 Dec 1967	FAW-8	Cam Ranh	SP-2H	WestPac
1 Apr 1967†	30 Sep 1967	FAW-8	Tan Son Nhut	SP-2H	WestPac
10 Mar 1968†	3 Sep 1968	FAW-8	Sangley Pt.	SP-2H	WestPac
10 Mar 1968†	3 Sep 1968	FAW-8	Cam Ranh	SP-2H	WestPac

* The squadron was forward deployed, moving from base to base.

† The squadron conducted a split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		7 Apr 1944
FAW-8		12 Jul 1944
FAW-2		27 Aug 1944
FAW-1		30 Nov 1944
FAW-18		4 May 1945
FAW-2		30 Jun 1945
FAW-17		30 Sep 1945
FAW-14	SA*/RB†	5 Dec 1945

* The remained part of FAW-14 but was assigned the tail code SA on 7 November 1946.

† The squadron's tail code was changed from SA to RB in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
RVNGC	31 Mar 1967	30 Sep 1967
	38 Mar 1968	1 Sep 1968
VNSM(Det)	3 Oct 1965	31 Dec 1965
NOSM	30 Sep 1945	30 Nov 1945
	9 Nov 1947	5 Apr 1948
	15 Jul 1949	15 Jan 1950
KSM	11 Aug 1950	12 Apr 1951
	7 Dec 1951	3 Jun 1952



A squadron P5M landing at Sangley Point, R.P., 1956, USN-676502.

Third VP-43

Lineage

Established as Patrol Squadron TWENTY EIGHT (VP-28) on 1 July 1944.

Redesignated Patrol Bombing Squadron TWENTY EIGHT (VPB-28) on 1 October 1944.

Redesignated Patrol Squadron TWENTY EIGHT (VP-28) on 25 June 1946.

Redesignated Medium Patrol Squadron (Seaplane) THREE (VP-MS-3) on 15 November 1946.

Redesignated Patrol Squadron FORTY THREE (VP-43) on 1 September 1948, the third squadron to be assigned the VP-43 designation.

Disestablished on 31 March 1949.

Squadron Insignia and Nickname

The only insignia on record for the squadron was approved by CNO on 20 September 1946, shortly before it was redesignated VP-MS-3. The central feature



The squadron's only insignia.

of the design was the PBM Mariner seaplane. A wolf cartoon character holding a spyglass to its eye sat astride the cockpit. The outline of the aircraft was superimposed on a globe with the Philippine Island group shown in relief beneath the bow of the seaplane, the coastline of China to starboard, and the island of Formosa beneath the starboard wingtip float. At the top of the globe was the designation of the squadron at that time, Patrol Squadron-28. At the bot-

tom of the globe was the name Philippines, the operational area of the squadron. Colors: ocean, blue; Philippine Islands, green; China and Formosa, orange; seaplane, black; wolf, brown with red trousers, tongue and eyes.

Nickname: None on record.

Chronology of Significant Events

1 Jul 1944–Oct 1944: VP-28 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5. The squadron was allocated 51 officer and 166 enlisted billets, but was not brought up to a full manning level until the end of the month. The squadron received the first of 15 PBM-3D Mariner seaplanes on 9 July. Within the week, all of the aircraft were evacuated to Banana River, Fla., to avoid damage from a large storm front entering the area. Training had scarcely recommenced when it became necessary to evacuate half of the aircraft again on 1 August 1944 due to a second hurricane. The seven aircraft returned from NAS New York three days later, and the squadron attempted to restart the disrupted training syllabus. Ground school training was given to all hands, with aircrews receiving antisubmarine warfare, torpedo, mine laying and gunnery training. Accidents occurred, but no fatalities. On 17 August 1944, one crew was forced to ditch in rough open seas, damaging the aircraft beyond economical repair. A hurricane disrupted the training schedule again on 19 October 1944, but did not prevent the squadron from meeting its 29 October 1944 deadline for completion of training.

30 Oct–7 Nov 1944: The first flight of five aircraft departed NAAS Harvey Point, N.C., via Eagle Pass, Texas, for NAS San Diego, Calif. Two other flights followed at one-day intervals with all aircraft arriving safely at San Diego by 7 November 1944. Preparation for the transpac to Pearl Harbor, Hawaii, commenced immediately.

15 Nov–3 Dec 1944: Three officers and 105 enlisted personnel of the ground support staff departed NAS San Diego, Calif., by ship for Pearl Harbor, Hawaii. On 18 November, the first section of three aircraft departed San Diego for NAS Kaneohe, Hawaii. Two 700-mile daytime patrols were begun on 25 November, in conjunction with full-time combat training. The last aircraft arrived on 3 December, and the squadron became under the operational control of FAW-2.

12 Dec 1944: VPB-28 experienced its first fatalities when one of the aircraft on patrol went down in heavy seas. The remaining squadron aircraft searched for the missing seaplane for six days, not knowing that SS *Cape Lopez* had picked up three survivors on 16 December.

31 Dec 1944: Tragedy struck again when a second patrol aircraft crashed at sea with the loss of all hands.

20 Jan 1945: The squadron received its orders to report to FAW-17 at Leyte, Philippines, then on to Lingayen Gulf, where it would be based aboard *Tangier* (AV 8). The last VPB-28 aircraft arrived on 31 January 1945, with night barrier patrols commencing immediately.

8 Feb–13 Mar 1945: VPB-28 was relocated to *Half Moon* (AVP 26) and began flying day patrols from Mindoro toward Indochina (Vietnam) and Hainan. Much shifting of crews from one tender to another took place during this period. On 13 February, the squadron moved back aboard *Tangier* (AV 8); on 27 February 1945, it was relocated to *Barataria* (AVP 33); on 1 March 1945, four crews were put aboard *Orca* (AVP 49); and on 13 March 1945, the entire squadron moved back to *Tangier*.

27 Jun 1945: VPB-28 was split into two detachments, with one remaining at Lingayen Gulf aboard *Barataria* (AVP 33) consisting of six planes and eight crews, and the other at the Jinamoc Seaplane Base, Jinamoc Island, San Pedro Bay, Leyte Gulf, Philippines. The Jinamoc detachment, with five aircraft and nine crews, began flying two antisubmarine patrols daily east of Samar, Leyte, and Mindanao.

1 Jul 1945: The squadron had three additional aircraft assigned to Manila, based at NAB Sangley Point, Philippines. One crew was assigned to ferry aircraft between Saipan and Manus.

4 Jul 1945: The Lingayen detachment arrived at Manila to relieve six aircraft from VPB-25 of antisubmarine patrol responsibilities. VPB-28 moved aboard the tender *San Carlos* (AVP 51) until *Barataria* (AVP 33) could arrive from Lingayen Gulf. The latter duly arrived at Manila Bay on 3 August, and the squadron switched berthing to that vessel.

28 Aug 1945: In a move greeted with relief by all hands, the Manila detachment of the squadron was

moved to berthing ashore at NAB Sangley Point, Philippines. The squadron remained split into two detachments, with the Jinamoc detachment remaining in place at the seaplane base.

22 Sep 1945: The detachment at NAB Sangley Point, Philippines, joined the detachment at Jinamoc Seaplane Base, placing the operational control of VPB-28 under FAW-10. The squadron remained at the Jinamoc Seaplane Base and by June 1946 experienced a 90 percent turnover as crews rotated back to the U.S.

1 Apr 1948: VP-43 deployed to Japan for duty with the occupation forces, returning to Jinamoc on 7 October 1948.

31 Mar 1949: VP-43 was disestablished.

Home Port Assignments

Location	Date of Assignment
NAAS Harvey Point, N.C.	1 Jul 1944
NAS Kaneohe, Hawaii	3 Dec 1944
NAB Jinamoc, Philippines	27 Jun 1945

Commanding Officers

	Date Assumed Command
LCDR John L. Elwell	1 Jul 1944
LCDR W. A. Clark	26 Sep 1945
LCDR J. M. West	1946
CDR G. E. Chalmers	8 Oct 1947
CDR Walter G. Winslow	Nov 1948

Aircraft Assignment

Type of Aircraft	Date Type First Received
PBM-3D	Jul 1944

Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
3 Dec 1944	*	FAW-2	Kaneohe	PBM-3D	EastPac
20 Jan 1945	*	FAW-17	Lingayen Gulf	PBM-3D	SoPac
			<i>Tangier</i> (AV 8)		
			<i>Half Moon</i> (AVP 26)		
			<i>Barataria</i> (AVP 33)		
			<i>Orca</i> (AVP 49)		
27 Jun 1945	*	FAW-17	Jinamoc	PBM-3D	SoPac
27 Jun 1945	*	FAW-17	Lingayen	PBM-3D	SoPac
			<i>Barataria</i> (AVP 33)		
4 Jul 1945	*	FAW-17	Manila	PBM-3D	SoPac
			<i>San Carlos</i> (AVP 51)		
			<i>Barataria</i> (AVP 33)		
22 Sep 1945	†	FAW-10	Jinamoc	PBM-3D	SoPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Apr 1948	7 Oct 1948	FAW-2	Japan	PBM-3D	WestPac
7 Oct 1948	†	FAW-10	Jinamoc	PBM-3D	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

† Forward deployed at Jinamoc, Philippines.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Jul 1944
FAW-2		3 Dec 1944
FAW-17		20 Jan 1945
FAW-10	LA*	22 Sep 1945
FAW-2	LA/BC†	1 Apr 1948
FAW-14	BC	7 Oct 1948

* The squadron remained part of FAW-10 but was assigned the tail code of LA on 7 November 1946.

† The squadron's tail code was changed from LA to BC on 4 August 1948.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Mar 1945	23 Apr 1945
NOSM	1 Apr 1948	7 Oct 1948

Third VP-44

Lineage

Established as Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 October 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FOUR (VPB-204) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FOUR (VP-MS-4) on 15 November 1946.

Redesignated Patrol Squadron FORTY FOUR (VP-44) on 1 September 1948, the third squadron to be assigned the VP-44 designation.

Disestablished on 20 January 1950.

Squadron Insignia and Nickname

The only insignia approved for the squadron was authorized by CNO on 21 October 1943. The central figure of the design was an Indian, chosen by the squadron to represent the ability to stalk and kill his



The squadron's only insignia.

prey. The Indian in the design was peering over cumulus clouds used for cover while searching for the enemy; the dark blue background was symbolic of the night, when most squadron operations were conducted; the lantern in the Indian's right hand represented the flares used to illuminate targets; in the Indian's left hand was the squadron's primary weapon, the depth bomb used against submarines. On the Indian's headband was the Morse code representation of V for victory. Colors: background, royal blue; Indian outline and features, black; face highlights, yellow and brown; eyes, white; lantern, brown rim with yellow light; candle, gray brown; base of bomb, red;

tip of feather and ribbon on pigtail, red; headband, white with red and blue outlines.

Nickname: none on record.

Chronology of Significant Events

15 Oct 1942: VP-204 was established at NAS Norfolk, Va., as a seaplane squadron flying the Martin PBM-3C Mariner. During the squadron's training period at Norfolk it came under the operational control of PatWing-5.

27 Dec 1942: The squadron was relocated to San Juan, P.R., for further training under the operational control of FAW-11, Caribbean Sea Frontier. Upon completion of the training syllabus in March, the squadron conducted operations from San Juan and Trinidad, flying antisubmarine patrols and convoy escort patrols. Advance base detachments were maintained during various times at Antigua; Coco Solo, C.Z.; Essequibo, British Guiana; Cayenne, French Guiana; Paramaribo, Surinam; and Guantanamo, Cuba. Tender support for most of the operations was provided by *Pelican* (AVP 6).

28 Mar–7 Aug 1943: VP-204 aircraft attacked German U-boats on eight separate occasions. During three of the attacks, intense AA fire from the submarines damaged the attacking aircraft. One submarine was sunk on 7 August 1943 after a running gun battle in the Caribbean southeast of Curacao, position 12-38N 64-15W. Lieutenant (jg) John M. Erskine, pilot of a squadron PBM-3S Mariner, attacked *U-615* on the surface on 6 August, causing moderate damage. The squadron conducted a hold-down of the submarine over night. On the morning of 7 August, Lieutenant Anthony R. Matuski spotted the U-boat when it surfaced and made an attack run. His aircraft was damaged by return fire and crashed, losing all hands. Lieutenant Lewis D. Crockett, flying a squadron aircraft, located the U-boat and conducted a bomb run that further damaged the vessel, but resulted in severe damage to his aircraft from AA fire. He remained on the scene until Lieutenant Holmes, pilot of a PV-1 Ventura from VB-130 arrived. The two aircraft conducted a coordinated bombing and strafing attack. However, the final blow to *U-615* was administered by Lieutenant (jg) John W. Dresbach, in a VP-204 Mariner, when he arrived on the scene and made a bombing and strafing attack on the U-boat. This attack resulted in mortal wounds to Dresbach, but was the final blow for the submarine. A U.S. Navy destroyer from Trinidad reached the area the next morning and rescued Kapitänleutnant Ralph Kapitzky and 45 of the U-boat's crew of 49.

5 Jun 1944: After numerous submarine contacts of mid-1943, few enemy U-boats were spotted in the Caribbean by the squadron. The last attack on an enemy submarine was conducted at night on 5 June 1944 off the coast of Puerto Rico using the wing-mounted searchlight. A damaged claim was submitted by the crew, but postwar examination of records indicate that the U-boat returned safely to port.

27 Nov 1944: The squadron was relocated to NAS Key West, Fla., with a detachment maintained at Royal Island, Bahamas, supported by *Christiania* (YAG 32). During this period VPB-204 came under the operational control of FAW-12, Gulf Sea Frontier. Duties consisted of convoy coverage and antisubmarine patrols.

3 Mar 1945: Seven officers and 23 enlisted personnel were detached for training in PBM-5 aircraft at NAAS Harvey Point, N.C. These aircraft were flown back in April to Key West to replace the older PBM-3S aircraft that the squadron had been flying.

24 May 1945: VPB-204 was transferred to NAS Coco Solo, C.Z., under FAW-3, Commander Pacific Sea Frontier. The squadron became fully operational in early June, receiving several new PBM-5E aircraft to supplement its complement. Duties consisted primarily of scouting patrols off Central America.

4 Jul 1945: NAS Coco Solo, C.Z., was officially designated the new home port for the squadron. As the war wound down over the ensuing months, long-range patrols gave way to an increasing number of passenger and cargo transport runs across the Caribbean.

1946–1949: The squadron maintained search and rescue detachments during various period at NAS Guantanamo Bay, Cuba and with various seaplane

tenders in different parts of the Caribbean. Routine operations was the by-word during this period in the squadron's history.

1–20 Jan 1950: VP-44 moved to NAS Norfolk, Va., to prepare for disestablishment. On 20 January 1950, VP-44 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Oct 1942
NS San Juan, P.R.	27 Dec 1942
NAS Key West, Fla.	27 Nov 1944
NAS Coco Solo, C.Z.	24 May 1945
NAS Norfolk, Va.	1 Jan 1950

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Warren G. Corliss	15 Oct 1942
LCDR William M. McCormick	6 Jun 1943
LCDR Edward M. Morgan	8 Oct 1943
LCDR Wilbur Y. Morton	16 Jun 1944
LCDR J. P. Seifert	2 Feb 1946
CDR L. T. McQuiston	12 Jul 1947
CDR A. M. Ellingson	8 Jul 1949
CDR C. J. Dobson	2 Aug 1949
CDR A. M. Ellingson	17 Oct 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Oct 1942
PBM-3S	Oct 1944
PBM-5E	Mar 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 Dec 1942	27 Nov 1944	FAW-11	San Juan <i>Pelican</i> (AVP 6)	PBM-3C	Carib
27 Nov 1944	23 May 1945	FAW-12	Bahamas <i>Christiania</i> (YAG 32)	PBM-3S	Carib
24 May 1945	1 Jan 1950	FAW-3	Coco Solo	PBM-5E	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5*		15 Oct 1942
FAW-11		27 Dec 1942
FAW-12		27 Nov 1944
FAW-3	CC†	24 May 1945
Commander Fleet Air		

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Wings, Atlantic Fleet	CC	5 Jan 1950

* Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

† The squadron remained part of FAW-3, but was assigned the tail code CC on 7 November 1946.

Unit Awards Received

Unit Award

Inclusive Date Covering Unit Award

None on record.

A PBM in flight, circa 1942-1943, 80-G-K-13408.



Fourth VP-44

Lineage

Established as Patrol Squadron FORTY FOUR (VP-44) on 29 January 1951, the fourth squadron to be assigned the VP-44 designation.

Disestablished on 28 June 1991.

Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for review in August 1952, and was approved on 24



The marlin design was the squadron's first insignia.

September. The design incorporated the Marlin fish to represent the new P5M-1 with which the squadron was equipped. The Marlin was poised holding bombs in both fins above the conning tower of a partially submerged submarine. The gold background represented daylight, with silver stars to represent the night, establishing the image of an around-the-clock squadron. The silver dashes emanating from the eyes of the Marlin represented the electronics equipment employed by the squadron in ASW operations. Colors: outline of design and back of Marlin, deep blue; background, gold; stars and belly of Marlin, silver; submarine, black; waves, green and blue; markings on bombs and eye of Marlin, red.



The squadron's second insignia used King Neptune in its design.

The second VP-44 insignia was submitted to CNO in June 1961 and received approval on 25 July. The design featured King Neptune, representing the squadron's Lockheed P2V-2 Neptune aircraft, emerging from the

clouds above a broken submarine, trident poised for a strike. In a further, somewhat incongruous effort to establish identity, Neptune holds a dice cup in his left hand spilling out two dice with the fours on each one representing the squadron number. A large scroll at the bottom of the design contained the squadron's designation Patrol Squadron Forty Four. Original colors of the insignia are unknown.

Around the same time the second design was developed in 1961, the squadron became interested in a nickname, and even went so far as to propose finding a suitable mascot to go with the name. The pelicans



The third insignia used a cartoon pelican design.

seemed a natural, but consultation with the Curator of Birds, New York Zoological Society, ruled out the feasibility of maintaining a live bird mascot. Instead, the squadron personnel came up with a new design that incorporated the nickname of the squadron, an ungainly pelican caricature wearing goggles and helmet, with a fused bomb held in its right appendage as viewed through the cross-hairs of a periscope. This insignia was approved by CNO on 11 April 1963. Colors: design outline, red; background, white; waves, blue-green; cross-hairs, black; pelican, brown with red helmet and red goggles; bomb, black; squadron designation letters, black on white background.

By 1984, the squadron decided that the cartoonish appearance of the VP-44 insignia was no longer in keeping with the state of modern Naval Aviation and a



The squadron's fourth insignia was a more formal design using the pelican.

new, updated design was selected. The pelican motif was retained with a more realistic appearing bird grasping a submarine in its beak. This design was approved by CNO on 20 November 1984. Colors: design outline, black; background, deep blue; pelican, gold; pelican beak, orange with red mouth; submarine, gray; letters Golden Pelicans, and PATRON 44, black on gold background.

In 1988, the squadron members elected to return to the previous pelican design with a rather unique twist. In addition to restoring the original design of the bird zooming in on the submarine as seen through the periscope, the visage of the former squadron commanding officer was substituted for the pelican's head. The subject of the design was reputed to be a "colorful and salty old aviator" who was VP-44's commanding officer when the first P-3s were received in 1962. This insignia was approved by CNO 2 November 1988. Colors were the same as the second design. The insignia remained in service until the squadron's disestablishment in 1991.

Nickname: Golden Pelicans, 1961–1991.

aka: The Budmen, 1989–1991.

Chronology of Significant Events

29 Jan 1951: VP-44 was established at Breezy Point, NAS Norfolk, Va., as a seaplane squadron equipped with nine Martin PBM-5 Mariners, under the operational control of FAW-5. Upon arrival, new aircrews were sent to NAS Corpus Christi, Texas, for flight training on the Mariner airframe.

May–Aug 1951: VP-44 deployed to Bermuda to fly patrol and convoy flights during Convex Two fleet exercises. When the exercises concluded in June, the squadron proceeded to San Juan, P.R., where it received tender support from *Timbalier* (AVP 54). A detachment of six aircraft was maintained at Argentia, Newfoundland, through August 1951, when the squadron returned to NAS Norfolk, Va.

Jan–Mar 1952: VP-44 deployed to Bermuda for advanced base operations. During the deployment crews were sent to Baltimore, Md., for training on the P5M-1 Marlin. In March, a detachment was sent to Cuba for operations supported by *Duxbury Bay* (AVP 38). The squadron returned to NAS Norfolk, Va., in March 1952.

23 Apr 1952: VP-44 received its first P5M-1 Marlin. The squadron's new 36-ton seaplane was the first in service with a Navy patrol squadron. It had a better turning circle, newer ASW and radar equipment, sturdier hull design, and more powerful engines than the PBM series.

13 Jul 1953: The squadron experienced its first casualties when Crew 10 crashed at sea after developing engine trouble. Seven out of the aircraft's eleven crewmembers were lost in the crash.

15 Jul–Sep 1954: VP-44 deployed to Pembroke Dock, Wales, for 15 days of operations supported by *Currituck* (AV 7). The squadron departed Britain for the Mediterranean Sea in early August. After visiting numerous ports in the Mediterranean the squadron returned to NAS Norfolk, Va., on 6 September 1954. This deployment marked the first occasion that the P5M Marlin had been flown "across the pond" to Europe.

Jan–Jun 1955: VP-44 received the first of its new T-tail P5M-2 Marlins, so named due to the placement of the horizontal stabilizer at the top of the vertical tailplane instead of the base as in earlier models. In addition to improved power and endurance, the new aircraft were supplied with magnetic anomaly detection (MAD) gear to round out the electronic capabilities of the squadron. The squadron received its full complement of aircraft by 1 June.

Feb 1955: VP-44 conducted experiments in refueling while underway from a submarine. The tests, in which a specially equipped P5M-1 was towed by a moving submarine tanker, were judged highly successful.

Feb 1955: VP-44 made nationwide television news when the media learned that the squadron had been alerted to investigate a submarine contact off Nag's Head, N.C. The sighting stirred public fears generated by the developing Cold War. The 30-minute response from the squadron in getting airborne and its 24-hour readiness made a positive impression on the public.

7–11 May 1956: Four P5M Marlins from VP-44 formed a test detachment to operate in open sea using a submarine as a floating base. The Marlins refueled from the tanker submarine *Guavina* (SS 362) off Dry Tortugas Island, Key West, and Tampa, Fla. The exercise was designed to give seaplanes mobility in areas where bases were not established, and to allow the squadron's tender to stay submerged to avoid enemy detection. *Guavina* carried aviation fuel in her stern



A squadron P5M being lifted aboard a seaplane tender.



A squadron P-3C in flight, note the cartoon pelican insignia on the tail.

tanks, berthed the aircrews on board, fed them, provided logistical support, and carried a limited supply of spare parts and ordnance.

1 May 1959: Under the terms of the still existing lend-lease agreement, the French Navy was leased a full squadron of ten P5M Marlins. VP-44 was tasked with training the officers and enlisted personnel at NAS Norfolk, Va. Upon completion of their training, the French Maritime Patrol Squadron flew to their home base at Dakar, West Africa.

13 Feb 1960: Lieutenant R.W. Myers and crew were forced to make an emergency landing in the open sea 360 miles out from San Juan, P.R., when the starboard engine of the P5M-2 Marlin, LM-8, caught fire. The crew extinguished the fire and Lieutenant Myers began taxiing the aircraft toward the nearest land, Grand Turk Island, Bahamas, some 200 miles away. *Abbot* (DD 629) followed the plane during the 23-hour taxi. At Grand Turk Island the tender *Albemarle* (AV 5) refueled the plane and then sailed with her as the plane taxied at 10 knots on its one good engine to Guantanamo Bay, Cuba. The seaplane taxied about 520 miles in two and one-half days, setting a world record for open sea taxiing.

Dec 1960: VP-44 began to transition from the P5M Marlin seaplane to the P2V Neptune, a land-based aircraft. Crews were given training at NAS Jacksonville, Fla., with the squadron becoming P2V operational in April 1961.

4 Oct 1961: VP-44 deployed to NAF Sigonella, Sicily, where it participated in numerous fleet exercises in the Mediterranean Sea and Project Mercury in the Atlantic.

1 Apr–13 Aug 1962: VP-44 received a change of permanent duty station when it was designated the second Atlantic Fleet patrol squadron to receive the P3V-1 (later redesignated the P-3A). The squadron moved from NAS Norfolk, Va., to NAS Patuxent River, Md. VP-44 received the first new P3V aircraft on 13 August. The squadron was declared operational in October.

20 Oct 1962: Defense Secretary Robert M. McNamara called for a buildup of active duty and reserve units in support of potential operations against Cuba. He later stated that “what was important in connection with the Cuban crisis was patrol aircraft. We had to locate and we didn’t know the location of every Soviet ship moving toward the Western Hemisphere. It was a tremendous operation. It required both Air Force aircraft and Navy aircraft to do it. We were short of each”. VP-44 achieved international recognition of sorts when aircraft LM-4 was photographed flying close surveillance over the Russian freighter *Anasov* during the return of Soviet missiles to the USSR. *Anasov* was the only Russian vessel refusing to uncover all of the missiles lashed to the deck. VP-44 aircraft verified that eight large oblong objects, which appeared to be missiles, were located on its deck and the ship was allowed to proceed.

27 May 1968: The Golden Pelicans were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May, 50 miles south of the Azores. The futile search was called off on 5 June. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, *Scorpion’s* re-

mains were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

10 Jul 1970: The Golden Pelicans received a change of permanent duty station relocating them from NAS Patuxent River, Md., to NAS Brunswick, Maine. The squadron then came under the operational control of FAW-3. Within a year FAW-3 at NAS Brunswick was disestablished and FAW-5 was moved from NAS Norfolk, Va., to NAS Brunswick, comprised of the patrol squadrons stationed at that location and NAS Patuxent River, Md.

15 Jul 1970: With barely time to unpack, the squadron was tasked with a split deployment to Rota, Spain, with the remaining portion at NAS Brunswick settling into its new home. During the deployment the Pelicans were called upon to provide support to the fleet during the Jordanian crisis, resulting in the remainder of the squadron being ordered to NS Rota to augment 6th Fleet forces. The squadron's efforts earned its first Meritorious Unit Citation.

24 Feb–May 1971: The Pelicans relieved VP-8 at NAS Bermuda, B.W.I., with a detachment of four aircraft and four aircrews based at NS Roosevelt Roads, P.R. On 22 April, VP-44 sent a detachment of three aircraft and four aircrews to NAS Guantanamo Bay, Cuba, to maintain 24-hour surveillance on the Haitian coast after the death of President Duvalier. On 29 April, the detachment was relocated to NS Roosevelt Roads, P.R., and reduced to night coverage only. The detachment concluded operations on 6 May and returned to NAS Bermuda.

18 Apr–Jun 1972: VP-44 conducted a split deployment to NAS Bermuda and NAF Lajes, Azores, relieving VP-45. Additional detachments were temporarily based as needed at Soudha Bay, Crete, for work with the fleet in the Mediterranean Sea. On 3 June, aircraft BuNo 152182 from the Rota Detachment crashed into the mountainous terrain near Jesbel Musa, Morocco. All 14 crewmen were killed. No cause for the crash could be determined.

12 Nov 1974: VP-44 deployed to NAF Rota, Spain, relieving VP-23. A detachment was maintained at

Lajes, Azores. The squadron's success at ASW operations for the period earned it a second Meritorious Unit Citation.

3 Sep 1980: VP-44 deployed to NAF Kadena, Okinawa. The squadron operated throughout the western Pacific and Indian oceans providing the first Harpoon capable aircraft for battle group support.

19 Jun–13 Jul 1985: VP-44 had begun the customary predeployment stand down period to allow squadron members time to spend with their families. The Soviets chose this time to conduct a summer exercise in the western Atlantic, involving a dozen nuclear ballistic and guided missile submarines, the largest ASW exercise in the Atlantic since the end of WWII. Navy patrol squadrons on the East Coast went into round-the-clock operations. As the exercise gradually wound down, the Golden Pelicans returned to their roost to prepare for the coming deployment. On 13 July 1985, the squadron deployed to Rota, Spain, and Lajes, Azores, conducting tracking exercises with the fleet.

10 Nov 1986: VP-44 deployed to Keflavik, Iceland, relieving VP-8. The squadron's new AN/APS 137 radar was used for the first time under operational conditions.

28 Jun 1991: VP-44 was disestablished at NAS Brunswick, Maine.



A squadron P-3C in flight, note the more formal pelican design insignia on the tail, circa 1984.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	29 Jan 1951
NAS Patuxent River, Md.	1 Apr 1962
NAS Brunswick, Maine	10 Jul 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR F. H. Rand	29 Jan 1951
CDR F. J. Grisko	Feb 1952
CDR R. K. Etnire	Jun 1953
CDR W. F. Laffey	Jun 1954
CDR M. J. Burns	Jul 1955
CDR H. E. Sorenson	Jul 1956
CDR R. D. Macklin	Aug 1956
CDR M. E. Haller	26 Aug 1957
CDR C. Thompson	3 Jul 1958
CDR L. W. Frawley	8 Jul 1959
CDR E. E. Wilson	1 Jun 1960
CDR R. L. Pierce	5 Jul 1961
CDR A. Serrell	6 Jul 1962
CDR J. L. Ball	19 Jul 1963
CDR P. F. Hunter	24 Jun 1964
CDR Jack H. McDonald	1 Jul 1965
CDR Edward C. Waller III	29 Jun 1966
CDR R. D. Synder, Jr.	7 Apr 1967
CDR T. H. Warren, Jr.	12 Mar 1968
CDR R. B. Olds	4 Apr 1969
CDR Thomas E. Curry	12 Mar 1970
CDR Felix P. Gigliotti	21 Dec 1970
CDR R. J. Smith	22 Oct 1971
CDR J. R. Wyly, Jr.	27 Oct 1972
CDR P. D. Smith	28 Sep 1973
CDR William P. Culhane	20 Sep 1974

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR John Siembieda	8 Aug 1975
CDR Floyd W. Carter, Jr.	13 Aug 1976
CDR Michael C. Roth	15 Jul 1977
CDR W. L. Vincent	12 Jul 1978
CDR Donald W. Avery, Jr.	26 Jun 1979
CDR Richard Goolsby	3 Jul 1980
CDR Benjamin F. Folsom, Jr.	10 Jul 1981
CDR R. T. Fuller	Jul 1982
CDR Van L. McCullough	29 Jul 1983
CDR James L. Arnold	5 Oct 1984
CDR Richard Corn III	4 Feb 1986
CDR D. Scott Thompson	18 Feb 1987
CDR Stanley J. Lichwalla	4 Mar 1988
CDR W. C. Spearman	5 May 1989
CDR Alan M. Harms	Jun 1990

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
P5M-1	Apr 1952
P5M-2	Jan 1955
P2V-3	Dec 1960
P3V-1/P-3A	Aug 1962
P-3C UII	May 1978

A VP-44 P-3C(UII) preparing to land at NAS Moffett Field in June 1982 (Courtesy Rick R. Burgess Collection via Michael Grove).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
May 1951	Jun 1951	FAW-5	Bermuda	PBM-5	Lant
Jun 1951*	Aug 1951	FAW-5	Argentia	PBM-5	NorLant
Jun 1951*	Aug 1951	FAW-5	San Juan	PBM-5	Carib
			<i>Timbalier (AVP 54)</i>		

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1952	Mar 1952	FAW-5	Bermuda	PBM-5	Lant
Mar 1952	Mar 1952	FAW-5	Cuba	PBM-5	Carib
15 Jul 1954	6 Sep 1954	FAW-5	<i>Duxbury Bay (AVP 38)</i> Wales, G.B.	P5M-1	NorLant
16 Aug 1957	31 Aug 1957	FAW-5	San Juan	P5M-1/2	Carib
8 Feb 1958	22 Feb 1958	FAW-5	San Juan	P5M-1/2	Carib
27 Jan 1960	12 Feb 1960	FAW-5	San Juan	P5M-2	Carib
4 Oct 1961	7 Mar 1962	FAW-5	<i>Albemarle (AV 5)</i> Sigonella	P2V-3	Med
Oct 1962	Nov 1962	FAW-5	Cuba	P3V-1	Carib
30 Apr 1963	25 May 1964	FAW-5	Argentina	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Keflavik	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Rota	P-3A	Med
27 Aug 1968	28 Feb 1969	FAW-5	Keflavik	P-3A	NorLant
27 Oct 1969	28 Feb 1970	FAW-5	Sigonella	P-3A	Med
15 Jul 1970	26 Oct 1970	FAW-3	Rota	P-3A	Med
24 Feb 1971	25 Jun 1971	FAW-5	Bermuda	P-3A	Lant



A squadron P5M being placed on the deck of the seaplane tender Currituck (AV 7), December 1952, USN-476747.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 Apr 1972*	9 Oct 1972	FAW-5	Bermuda	P-3A	Lant
18 Apr 1972*	9 Oct 1972	FAW-5	Azores	P-3A	Lant
6 Jun 1973	8 Nov 1973	PatWing-5	Bermuda	P-3A	Lant
12 Nov 1974*	21 Apr 1975	PatWing-5	Rota	P-3A	Med
12 Nov 1974*	21 Apr 1975	PatWing-5	Lajes	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Bermuda	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Lajes	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Bermuda	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Lajes	P-3A	Lant
Mar 1979	5 Sep 1979	PatWing-5	Keflavik	P-3C UII	NorLant
3 Sep 1980	16 Feb 1981	PatWing-5	Kadena	P-3C UII	WestPac
5 Oct 1981*	23 Mar 1982	PatWing-5	Azores	P-3C UII	Lant
5 Oct 1981*	23 Mar 1982	PatWing-5	Rota	P-3C UII	Med
2 Jan 1983*	7 Mar 1983	PatWing-1	Okinawa	P-3C UII	WestPac
2 Jan 1983*	12 Jun 1983	PatWing-5	Bermuda	P-3C UII	Lant
13 Mar 1984	15 Aug 1984	PatWing-5	Sigonella	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Rota	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Lajes	P-3C UII	Lant
10 Nov 1986	6 May 1987	PatWing-5	Keflavik	P-3C UII	NorLant
3 Jun 1988*	10 Dec 1988	PatWing-5	Rota	P-3C UII	Med
3 Jun 1988*	10 Dec 1988	PatWing-5	Lajes	P-3C UII	Lant
3 Nov 1989	May 1990	PatWing-5	Keflavik	P-3C UII	NorLant

* The squadron conducted split deployment to two sites during the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	CC/LM [†]	29 Jan 1951
FAW-3	LM	10 Jul 1970
FAW-5/PatWing-5 [‡]	LM	Jan 1971

[†] The squadron's tail code was changed from CC to LM in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[‡] FAW-5 was redesignated Patrol Wing 5 (PatWing-5) and COM-PATWINGSLANT (a dual hatted command) on 1 July 1973. On 1 July 1974 Patrol Wing 5 was established as a separate command.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	9 Sep 1970	31 Oct 1970
	9 Mar 1976	30 Apr 1976
	13 Feb 1977	22 May 1977
	16 Mar 1979	12 Apr 1979
	15 Mar 1981	23 Mar 1982
NEM	1 Oct 1978	30 Sep 1979
	1 Oct 1980	31 Dec 1981
SLOC	2 Jan 1983	14 Jun 1983
JMUA	15 Aug 1990	12 Oct 1990

A squadron P-3C in flight over New England in the fall.



Third VP-45

Lineage

Established as Patrol Squadron TWO HUNDRED FIVE (VP-205) on 1 November 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FIVE (VPB-205) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED FIVE (VP-205) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FIVE (VP-MS-5) on 15 November 1946.

Redesignated Patrol Squadron FORTY-FIVE (VP-45) on 1 September 1948, the third squadron to be assigned the VP-45 designation.

Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for approval in January 1944, and was approved on 1 February. The central character of the design was a sea monster wrapping its coils around a helpless



The squadron's World War II insignia.

German U-boat with its trident aimed at the conning tower. The monster symbolized the tenacity with which the squadron held its contacts and attacks against the submarine. Colors: sea monster, yellow body outlined in black; Nazi submarine, black with white insignia; trident, black; horns, white; tongue, red; eyes, white and black; teeth, white; claws, red.

The second insignia for VP-45 was submitted to CNO for approval on 4 February 1949, but for some undetermined reason was not approved until 1 December 1955. In the interim, however, the squadron used the design with later CNO approval simply making it official. The primary character of the design is a pelican, whose wing span in profile was highly sug-



The squadron's second insignia used a

gestive of the PBM-5 profile. Pelicans, like the Mariner, were known for distance flying, accuracy in spotting targets, and determined diving ability. The binoculars around the bird's neck represented the search mission and the periscope below, the submarine target. The bomb under each wing represented the position of the wing bomb bays of the PBM. Colors: pelican, gray with yellow beak; bombs, yellow; binoculars, black; ocean, dark blue; sky, light blue with white clouds; periscope, gray with white stripe. This insignia has been in use from 1949 to the present.

Nickname: Pelicans, 1949–1963.

Red Darters, 1968–1980.

Pelicans, 1981–present.

Chronology of Significant Events

1 Nov 1942: VP-205 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3 Mariner. During the first phase of training at Norfolk, the squadron came under the operational control of FAW-5.

26 Jan–Jun 1943: Upon completion of the first phase of training, VP-205 was relocated to San Juan, P.R., with tender support provided by *Albemarle* (AV 5). On 1 February 1943, the squadron came under the operational control of FAW-11. Training in advanced base operations continued along with regular operational patrol duties until June 1943. The squadron complement of aircraft was brought up to 13.



Squadron PBMs being serviced by the seaplane tender Timbalier (AVP-54), 80-G-483683.

2–10 Jun 1943: VP-205 was relocated to Trinidad, B.W.I. Duties consisted of antishipping and antisubmarine patrols. New PBM-3S aircraft with improved radar replaced the older PBM-3C versions. On 10 June 1943, one of the new VP-205 Mariners was lost at sea during a patrol, possibly due to enemy action.

3 Aug 1943: A Mariner piloted by Lieutenant (jg) C. C. Cox attacked a U-boat located on the surface and was shot down during the bomb run with the loss of all hands. Lieutenant Cox's attack resulted in the sinking of the submarine, later identified as *U-572*, Oberleutnant Heinz Kumentat commanding.

6 Aug 1943: A Mariner piloted by Lieutenant Anthony Matuski attacked a U-boat on the surface and was shot down with the loss of all hands. The heavily damaged submarine, *U-615*, was later dispatched by other aircraft.

7 Jul 1944: VP-205 was relocated to NAS Guantanamo Bay, Cuba. Duties consisted of long range antisubmarine patrols and convoy coverage.

19 Sep 1944: VP-205 was relieved for return to NAS Norfolk, Va. Personnel were given rehabilitation leave upon arrival and the PBM-3S aircraft were turned in for replacement with the PBM-5 version.

17 Oct 1944: Squadron personnel began returning from leave and check out in the new PBM-5 aircraft began. Reforming of the squadron and its assets was completed by the end of the month, and VPB-205 received orders to relocate to NAAS Harvey Point, N.C., for training.

29 Nov 1944–30 Jan 1945: Upon completion of training the squadron's area of operation was changed from the Atlantic to the Pacific. The cross-country flights from Harvey Point to NAS San Diego, Calif., and then on to NAS Alameda, Calif., commenced with all aircraft arriving safely by 1 December. Upon arrival, aircrews began preparing their aircraft for the immi-

nent transpac to Kaneohe Bay, Hawaii. During this period the squadron came under the operational control of FAW-8. The first elements of the squadron began their transpac to NAS Kaneohe on 21 December, with all aircraft arriving safely two days later. Operational training began immediately after the crews had settled into quarters. While at Kaneohe the squadron came under the operational control of FAW-2. From 23 to 30 January 1945, the squadron made several ferry flights between Kaneohe and NAS Alameda.

25 Mar 1945: VPB-205 relocated to the Marianas operating under FAW-1. On 1 April 1945, the squadron moved temporarily ashore at NAB Tanapag, Saipan. From this location the squadron flew antishipping patrols, occasional Dumbo missions and sector searches.

18 May 1945: VPB-205 was placed under the operational control of FAW-18 (TU 94.1.2). The squadron mission was changed from daytime to night antishipping patrols.

25 Aug 1945: VPB-205 was relocated from Saipan to Chimu Wan, Okinawa, under the operational control of FAW-1. Tender support was provided by *St. George* (AV 16). Duties consisted of antishipping patrols and long range searches.

23 Sep 1945: VPB-205 was relocated to Wakayama, Japan, to provide surveillance support during the military disarmament of the home islands, and courier/passenger services for the occupation forces. During this period the squadron came under the operational control of FAW-17.

21 Nov 1945: VPB-205 was relieved for return to NAS Norfolk, Va., for a period of training and overhaul.

Apr 1946: VPB-205 was assigned a new homeport at Bermuda.

1950: VP-45 received a permanent change of station to NAS Norfolk, Va., to participate in experiments with

Squadron P5Ms in flight over Coco Solo, Panama, 1956.





A squadron P-3C flying over a Soviet freighter.

specially modified PBM-5 aircraft to transport marine assault forces to the beach.

1 Sep 1956: VP-45 received a permanent change of station from NAS Coco Solo, C.Z., to Bermuda.

1961–1963: VP-45 participated in all of the Project Mercury space shots as a member of the Bermuda Recovery Unit.

25 Jan–May 1963: VP-45 deployed to NAS Guantanamo Bay, Cuba, during the Cuban missile crisis. The squadron was employed in shipping surveillance and ASW patrols, returning to NAS Bermuda in February. The squadron deployed again to Guantanamo on 27 March, returning to NAS Bermuda in May.

1 Jul 1963: VP-45 conducted its last deployment as a seaplane squadron at NAS Guantanamo Bay, Cuba. During the two-month deployment the squadron conducted numerous 12-hour search and rescue (SAR) missions for distressed or wrecked vessels in the Caribbean.

Sep 1963: The Pelicans established detachments at NAS Patuxent River, Md., and NAS Jacksonville, Fla., to begin transition from the SP-5B Marlin to the Lockheed P-3A Orion. VP-45 was the last patrol squadron in the Atlantic Fleet to use seaplanes, closing out 53 years of continuous service by these remarkable aircraft.

1 Jan 1964: Upon completion of transition training, the squadron was given a new homeport at NAS

Jacksonville, Fla., under the operational control of FAW-11.

17 Nov 1964: A squadron P-3A, BuNo. 151362, crashed in the Atlantic with the loss of all hands.

27 May 1968: The Red Darters were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May 1968, 50 miles south of the Azores. The search proved futile, and the four VP-45 patrol aircraft were released for return to NAS Jacksonville, Fla., on 5 June 1968. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, the remains of *Scorpion* were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

14 Dec 1968–5 Feb 1969: VP-45 deployed to NS Sangley Point, Philippines, with a detachment at U-Tapao, Thailand. The squadron's primary mission was coastal surveillance patrols in conjunction with Operation Market Time. On 5 February 1969, the squadron was called upon to assist in locating a cap-sized civilian vessel.

2 Jun 1969: Crew 20, returning from MCAS Iwakuni, Japan, in P-3A, BuNo. 151363, attempted a takeoff at NAS Adak, Alaska, to continue their return to NAS Jacksonville, Fla., from deployment. Apparent engine failure caused the crew to abort the takeoff, but the aircraft lacked sufficient runway to stop. The PPC, Commander R. A. Mason, elected to take the air-

craft off the runway into the tundra, rather than going over the end of the runway into the rocks and water. In doing so the landing gear collapsed and the starboard wing parted company with the aircraft. All 15 crewmembers exited the plane without injury shortly before it burst into flame.

19 Oct 1970: VP-45 deployed to NAF Sigonella, Sicily. The squadron provided support for the Sixth Fleet during the Jordanian crisis of 25 September 1970, when Palestinian commandos attempted to overthrow the government in Amman. The squadron received a Meritorious Unit Citation for its activities during this period.

Apr-Oct 1972: VP-45 began transition to the P-3C version of the Orion. The squadron was fully operational with the new aircraft by October 1972.

12 Aug-22 Nov 1975: VP-45 deployed to NAF Sigonella, Sicily. On 22 November, the squadron provided medical and logistical support following the collision of *Belknap* (DLG 26) and *John F. Kennedy* (CVA 67). NAF Sigonella served as the initial medical evacuation site.

1980: Reduced manning levels resulted in the reassignment of personnel to meet the drop in the squadron aircraft complement from 12 to 9 crews.

May 1980: The temporary lifting of the ban on immigration from Cuba resulted in a tremendous influx of refugees into the straits separating Cuba from the

ing crisis in Lebanon. An alert aircraft armed with MK-46 torpedoes and AGM-84 Harpoon missiles was kept on ready status to support the U.S. battle group off the coast of Beirut. For this support the squadron earned a Navy Expeditionary Medal.

2 Jul 1987: During the squadron's deployment to NAS Sigonella, Sicily, its aircraft supported Sixth Fleet operations near Libya, flying missions armed with AGM-84 Harpoon missiles.

Mar-Dec 1988: The first of VP-45's P-3C MOD (modification) aircraft returned from a refit to the P-3C UIII configuration. The remaining squadron aircraft completed retrofitting by December 1988. VP-45 was the first East Coast squadron to be equipped with the update III retrofit version, deploying to Bermuda in February 1989.

Nov 1989: VP-45 sent a detachment for the first time to NAS Key West, Fla., in support of Joint Task Force 4's drug interdiction program.

22 Jun 1990-10 Jan 1991: The Pelicans flew to their deployment site at NS Rota, Spain. During the deployment the squadron was called upon to support Operation Sharp Edge, the evacuation of U.S. citizens from Liberia during the period of civil unrest. In August, VP-45 became part of the UN blockade of Iraq after its occupation of Kuwait (Operation Desert Shield). All of the squadron's commitments (ASW coverage of the Mediterranean, Operation Sharp Edge and



A VP-45 P-3C at NAS Jacksonville in January 1980 (Courtesy Rick R. Burgess Collection).

tip of Florida. VP-45 was tasked with monitoring the flow of boats and their safe arrival at Florida while attempting to prevent the southward transit of additional vessels.

13 Apr-Aug 1983: The Pelicans deployed to NAF Sigonella, Sicily, relieving VP-49. Prior to deployment the squadron had completed an eight week modification program making VP-45 combat ready to employ the Harpoon ship-killer missile. The squadron spent much of August on standby during the escalat-

Operation Desert Storm) were met without injury or aircraft mishap during the entire deployment.

Apr-Jun 1991: VP-45 provided a detachment in support of Joint Task 4, based at NS Roosevelt Roads, P.R. The detachment compiled a database on maritime traffic that greatly enhanced the ability of the task force to track illegal narcotics operations in the Caribbean.

25 Feb-Sep 1992: The Pelicans deployed to NAS Keflavik, Iceland, with detachments at various times to

ten different sites. As Russian submarine traffic in the North Atlantic drastically diminished with the collapse of the Soviet Bloc, far fewer acoustic and photo intelligence opportunities were available to the squadron. Numerous exercises with NATO allies helped take up the slack during the deployment.

Sep 1993–Mar 1994: During the squadron's deployment to NAS Keflavik, Iceland, Russian submarine traffic continued to decrease, with far fewer captures than in previous years.

11 Dec 1994–May 1995: VP-45 deployed to NS Roosevelt Roads, P.R. The full-squadron deployment supported Joint Task 4 in the interdiction of drug trafficking in the Caribbean area. When the squadron returned to NAS Jacksonville, Fla., in May 1995, it marked its 25th consecutive year of Class A mishap-free flight operations.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Nov 1942
NS San Juan, P.R.	26 Jan 1943
NAS Trinidad, B.W.I.	2 Jun 1943
NAS Guantanamo Bay, Cuba	7 Jul 1944
NAS Norfolk, Va.	19 Sep 1944
NAAS Harvey Point, N.C.	17 Oct 1944
NAS Alameda, Calif.	1 Dec 1944
NAS Kaneohe, Hawaii	23 Dec 1944
NAS Norfolk, Va.	21 Nov 1945
NAS Bermuda, B.W.I.	Apr 1946
NAS Norfolk, Va.	1950
NAS Coco Solo, C.Z.	Apr 1951
NAS Bermuda, B.W.I.	1 Sep 1956
NAS Jacksonville, Fla.	1 Jan 1964

Commanding Officers

	<i>Date Assumed Command</i>
LCDR A. S. Hill	6 Nov 1942
LCDR M. C. McGrath	24 May 1943
LCDR R. S. Null	1 Oct 1943
LCDR G. B. Cattermole	23 Apr 1944
LCDR H. E. Hanset	9 Oct 1944
LCDR N. K. Brady	17 Nov 1945
CDR W. L. Brantley	15 Feb 1947
LCDR W. M. Arnold	10 Jun 1948
CDR O. O. Dean	25 Jun 1948
CDR T. G. White, Jr.	9 Dec 1949
CDR W. W. Bemis	5 Sep 1951
CDR T. R. Perry	30 Sep 1952
CDR W. T. Luce	Jan 1954
CDR W. J. Denholm	Jan 1955
CDR E. W. Pollard	Mar 1956
CDR H. E. Sorenson	Apr 1957
CDR S. A. Thomas	5 Apr 1958

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR H. M. Durham	3 Mar 1959
CDR H. B. Palm	17 Mar 1960
CDR A. S. Lee	20 Mar 1961
CDR G. R. O'Bryan	30 Mar 1962
CDR J. R. Chappell	25 Mar 1963
CDR J. D. Collins	21 Dec 1963
CDR D. M. Hume	17 Dec 1964
CDR J. H. Chapman	17 Dec 1965
CDR J. W. Townes, Jr.	4 Nov 1966
CDR Harley D. Wilbur	8 Nov 1967
CDR William H. Saunders III	2 Oct 1968
CDR R. A. Mason, Jr.	19 Aug 1969
CDR S. J. McArdle, Jr.	25 Aug 1970
CDR Charles F. Cook	11 Jun 1971
CDR Paul E. Herring	16 Jun 1972
CDR Joseph M. Notargiacomo	1 Jun 1973
CDR Patrick F. Ryan	3 Jun 1974
CDR William T. Pendley	19 Jun 1975
CDR Steven F. Loftus	17 Jun 1976
CDR Charles J. McKinney, Jr.	30 Jun 1977
CDR William J. Rodriguez	Jun 1978
CDR Robert F. Stephenson	28 Jun 1979
CDR Lester W. Carl	27 Jun 1980
CDR David C. Bennett	25 Jun 1981
CDR Richard H. Phelan	2 Jul 1982
CDR Joseph F. Phelan	7 Jul 1983
CDR Stoney L. Stoutamire	31 Aug 1984
CDR Thomas Lawler	10 Jan 1986
CDR R. L. Hume	23 Jan 1987
CDR Charles J. Dale	19 Feb 1988
CDR William B. Evers	17 Apr 1989
CDR James R. Cannon	27 Apr 1990
CDR Allen A. Efraimson	26 Apr 1991
CDR Robert B. Brannon	17 Apr 1992
CDR Robert W. Elliott	Apr 1993
CDR Dennis W. Stevens	22 Apr 1994
CDR Brian J. Meyerriecks	7 Apr 1995
CDR Kenneth W. Deutsch	12 Apr 1996
CDR Jerry L. Hyde, Jr.	28 Mar 1997
CDR Gregory A. Miller	27 Mar 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Nov 1942
PBM-3S	Jun 1943
PBM-5	Sep 1944
P5M-1	Apr 1954
P5M-2	Dec 1956
SP-5B	Dec 1962
P-3A	Sep 1963
P-3C	Oct 1972
P-3C UIII	Mar 1988
P-3C UIIR	1993



A squadron P5M-2 in flight, May 1962, USN-1060670.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
26 Jan 1943	*	FAW-11	San Juan <i>Albemarle (AV 5)</i>	PBM-3C	Carib
2 Jun 1943	*	FAW-11	Trinidad	PBM-3S	Carib
7 Jul 1944	19 Sep 1944	FAW-11	Guantanamo	PBM-5	Carib
21 Dec 1944	*	FAW-2	Kaneohe	PBM-5	WestPac
25 Mar 1945	*	FAW-1/18	Tanapag	PBM-5	SoPac
25 Aug 1945	*	FAW-1	Chimu Wan <i>St. George (AV 16)</i>	PBM-5	SoPac
23 Sep 1945	21 Nov 1945	FAW-17	Wakayama	PBM-5	WestPac
5 Sep 1953	16 Sep 1953	FAW-3	Galapagos	PBM-5	SoLant
25 Jan 1963	21 Feb 1963	FAW-11	Guantanamo	SP-5B	Carib
27 Mar 1963	26 May 1963	FAW-11	Guantanamo	SP-5B	Carib
1 Jul 1963	30 Aug 1963	FAW-11	Guantanamo	SP-5B	Carib
May 1964	1 Feb 1965	FAW-11	Argentina	P-3A	NorLant
17 Jul 1965	15 Jan 1966	FAW-4	Adak	P-3A	NorPac
13 Jul 1966	13 Jan 1967	FAW-11	Bermuda	P-3A	Lant
28 Jun 1967	15 Dec 1967	FAW-11	Bermuda	P-3A	Lant
16 Dec 1968†	1 Jun 1969	FAW-8	Sangley Pt.	P-3A	WestPac
16 Dec 1968†	30 May 1969	FAW-8	U-Tapao	P-3A	WestPac
18 Apr 1968	28 May 1969	FAW-8	Cam Ranh B.	P-3A	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Nov 1969	17 Jul 1970	FAW-11	Rota	P-3A	Med
19 Oct 1970	27 Feb 1971	FAW-11	Sigonella	P-3A	Med
Dec 1971†	20 Apr 1972	FAW-11	Rota	P-3A	Med
Dec 1971†	20 Apr 1972	FAW-11	Lajes	P-3A	Lant
Dec 1972	21 Jan 1973	FAW-11	Lajes	P-3C	Lant
26 Jan 1973	28 Nov 1973	FAW-11	Sigonella	P-3C	Med
11 Jul 1974	12 Dec 1974	PatWing-11	Keflavik	P-3C	NorLant
12 Aug 1975	14 Jan 1976	PatWing-11	Sigonella	P-3C	Med
26 Dec 1976	25 May 1977	PatWing-11	Keflavik	P-3C	NorLant
Feb 1978	Jul 1978	PatWing-11	Sigonella	P-3C	Med
8 May 1979	24 Oct 1979	PatWing-11	Sigonella	P-3C	Med
1 Oct 1980†	14 Dec 1980	PatWing-1	Kadena	P-3C	WestPac
1 Oct 1980†	15 Mar 1981	PatWing-11	Bermuda	P-3C	Lant
10 Dec 1981	26 May 1982	PatWing-11	Sigonella	P-3C	Med
13 Apr 1983	2 Oct 1983	PatWing-11	Sigonella	P-3C	Med
Sep 1984†	10 Feb 1985	PatWing-11	Rota	P-3C	Med
Sep 1984†	10 Feb 1985	PatWing-11	Lajes	P-3C	Lant
8 Feb 1986	9 Aug 1986	PatWing-11	Bermuda	P-3C	Lant
2 Jul 1987	10 Jan 1988	PatWing-11	Sigonella	P-3C	Med
10 Feb 1989	Aug 1989	PatWing-11	Bermuda	P-3C UIII	Lant
Nov 1989	23 Mar 1990	PatWing-11	Key West	P-3C UIII	Carib
22 Jun 1990	10 Jan 1991	PatWing-11	Rota	P-3C UIII	Med
Apr 1991	Jun 1991	PatWing-11	Roosevelt Rds.	P-3C UIII	Carib
25 Feb 1992	10 Sep 1992	PatWing-11	Keflavik	P-3C UIII	NorLant
24 Sep 1993	Mar 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
11 Dec 1994	Jul 1995	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
Jun 1996	Sep 1996	PatWing-11	Sigonella	P-3C UIIIR	Med
Aug 1997	Feb 1998	PatWing-11	Sigonella	P-3C UIIIR	Med

* Continued forward deployment in the combat zone, moving from base to base.

† The squadron conducted split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Nov 1942
FAW-11		1 Feb 1943
FAW-5		19 Sep 1944
FAW-8		1 Dec 1944
FAW-2		23 Dec 1944
FAW-1		25 Mar 1945
FAW-18		18 May 1945
FAW-1		25 Aug 1945
FAW-17		23 Sep 1945
FAW-5	EE*	Nov 1945
FAW-11	EE/LN†	Apr 1951
FAW-5	LN	1958
FAW-11/PatWing-11‡	LN	1 Jan 1964

* The squadron remained assigned to FAW-5, but was assigned the tail code EE on 7 November 1946.

† The squadron's tail code was changed from EE to LN in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

‡ FAW-11 was redesignated Patrol Wing 11 (PatWing-11) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
MUC	9 Sep 1970 – 31 Oct 1970
	1 Oct 1982 – 1 Oct 1983
	10 Feb 1989 – 10 Aug 1989
NOSM	5 Oct 1945 – 21 Nov 1945
RVNGC	1 Jan 1969 – 30 Apr 1969
NEM	1 Jan 1984 – 31 Dec 1984
HSM	3 May 1980 – 4 May 1980
SLOC	12 Sep 1984 – 12 Feb 1985
JMUA	1 May 1991 – 21 Jun 1991
AFEM	5 Aug 1990 – 21 Feb 1991
(Sel Crews)	15 Oct 1980 – 31 Dec 1980
	20 May 1983



A squadron P-3C flying over a nuclear missile submarine.

VP-46

Lineage

Established as Patrol Squadron FIVE-S (VP-5S) on 1 July 1931.

Redesignated Patrol Squadron FIVE-F (VP-5F) on 1 April 1933.

Redesignated Patrol Squadron FIVE (VP-5) on 1 October 1937.

Redesignated Patrol Squadron THIRTY-THREE (VP-33) on 1 July 1939.

Redesignated Patrol Squadron THIRTY-TWO (VP-32) on 1 October 1941.

Redesignated Patrol Bombing Squadron THIRTY-TWO (VPB-32) on 1 October 1944.

Redesignated Patrol Squadron THIRTY-TWO (VP-32) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) SIX (VP-MS-6) on 15 November 1946.

Redesignated Patrol Squadron FORTY-SIX (VP-46) on 1 September 1948.

Squadron Insignia and Nickname

Although the official BuAer approval of the first squadron insignia for VP-5S is undated, it is probable that the design came into being shortly after the establishment of the squadron in September 1931. The design had a silhouette of the Western Hemisphere



The squadron's first insignia.

with a pair of Naval Aviator wings superimposed, the figures were spaced to be symmetrically contained in a compass rose. Colors: geographical areas, dark blue; wings, conventional gold; compass rose, red with blue inner ring and black line outer circle. The insignia was frequently referred to as Wings Over Panama, in deference to the squadron's home base in the Canal Zone during the first period of its existence. There was no mention of a change in insignia when the squadron was redesignated VP-33 in 1939, although it is known that the second VP-33 estab-

lished in 1942 used the insignia for nearly two years while stationed at NAS Coco Solo, C.Z. An undated copy of the same insignia was submitted to CNO when VP-32 was redesignated VPB-32 in 1944. Colors were changed slightly as follows: field, blue-gray; inner circle, royal blue; outer circle, red; continents, royal blue; and wings, gold outlined in black.

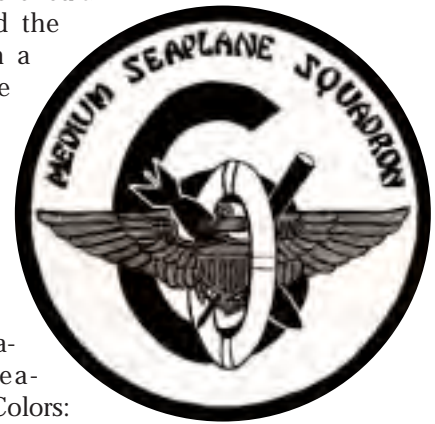


A modification to the first insignia showing the squadron's VP-32 designation.

lished in 1942 used the insignia for nearly two years while stationed at NAS Coco Solo, C.Z. An undated copy of the same insignia was submitted to CNO when VP-32 was redesignated VPB-32 in 1944. Colors were changed slightly as follows: field, blue-gray; inner circle, royal blue; outer circle, red; continents, royal blue; and wings, gold outlined in black.

The second insignia for the squadron was selected after VP-32 was redesignated VP-

MS-6 in 1946. The circular insignia enclosed the numeral six with a superimposed life ring crossed with Navy wings, a bomb and a telescope. Inside the top portion of the insignia was the squadron designation Medium Sea-



plane Squadron. Colors: numeral six, red; wings, gold; bomb and telescope, black; life ring, white; background, blue; borders, black; letters, red.

The squadron's second insignia incorporated its designation in the design.

Correspondence in the squadron's insignia records regarding its third insignia were vague but it appears a new insignia was approved circa 1952.



The squadron's third insignia used a Griffin in its design.

This insignia was a griffin crushing a submarine. Colors were: light blue background outlined in black; clouds and tops of waves white; submarine black; the griffin had a white neck and head, yellow beak, red eye and tongue, and a brownish gold body and wings with black markings.

The fourth insignia was submitted to CNO for approval on 30 November 1955 and approved on 27



The armored fist and trident became the squadron's fourth insignia.

January 1956. The insignia was circular, with a banner Patrol Squadron Forty-Six across the bottom of the design. Inside the circle was an armored fist holding a trident. Colors: field, blue; fist, gray; trident, red; background of banner, gold; letters of banner, black; outline of design, red.

A fifth insignia evolved out of the armored fist of the third insignia during the 1970's, and was approved



The fifth insignia used a plumed helmet in its design.

by CNO on 12 December 1988. A plumed helmet with visor was adopted by the squadron and the nickname Grey Knights came into vogue. Colors: field, blue; helmet gray with black outline; plume, red; banner background, red; banner letters, black; outline of design, yellow.

Nickname: Grey Knights, 1970–present.

Chronology of Significant Events

1 Jul 1931: VP-5S was established at NAS Coco Solo, C.Z., while on exercises at Guantanamo, Cuba, coming under Commander Air, Scouting Force with sister squadrons VPs 3S, 8S and 10S. Upon completion of Fleet Problem No. XII, newly designated VP-5S returned to its home base at NAS Coco Solo.

1 Feb 1932: VP-5S and VP-2S were transferred for patrol duties to NAS San Diego, Calif.

Mar 1932: VP-5S flew to San Francisco, Calif., to take part in Fleet Problem XIII, based on *Wright* (AV 1). They returned to San Francisco for Fleet Problem XIV in February 1933.

1 Apr 1933: VP-5S was redesignated VP-5F, under the organizational command of Base Force.

22 Apr 1933: VP-5F was reassigned to its old home base at NAS Coco Solo, C.Z., with VP-2F.

May 1933: VP-5F flew from Coco Solo to Norfolk, Va., then on to Philadelphia, Pa., where the squadron's PM-2 aircraft were turned in. New P3Y-1 seaplanes were received at Norfolk and were prepared for the return trip to Coco Solo. In June the second division of six squadron aircraft returned to Coco Solo with several stops in Florida and Jamaica.

7 Sep 1933: The squadron's first division made the first nonstop flight from NAS Hampton Roads, Va., to NAS Coco Solo, C.Z., in six new P2Y-1 seaplanes under the command of Lieutenant Commander Herman E. Halland. The squadron flew a distance of 2,059 miles in 25 hours and 19 minutes, establishing the longest nonstop seaplane formation flight to date, surpassing the previous record by 169 miles. Upon arrival, the six new aircraft were turned in to VP-10F in exchange for six slightly older P2Ys.

21 Apr 1934: VP-5F, 2F, 3F (NAS Coco Solo) and VPs 7F and 9F (NAS San Diego) participated in Fleet Problem XV in support of fleet operations off Cuba, Haiti, the Dominican Republic and Puerto Rico.

1 Jan 1935: VPs 5F and 3F participated in exercises in the Caribbean to test seaplane operations in the open ocean from tenders *Wright* (AV 1), *Lapwing* (AM 1), *Teal* (AM 23) and *Gannet* (AM 41).

Aug 1935: VPs 5F and 2F participated in advanced base operations in Trujillo Bay, Honduras, tended by *Lapwing* (AM 1) and *Teal* (AM 23).

Jan 1936: VP-5F conducted advanced base operations at Santelmo Bay, Perlas Islands, tended by *Teal* (AM 23).

23 Feb 1937: VP-5F participated in extended flight operations in the Caribbean with VP-2F, based at Guantanamo, Cuba; Mayaguez and San Juan, R.P.; St. Thomas, Culebra; and Balhia Honda, Colombia.

1 Oct 1937: VP-5F was redesignated VP-5 when Navy patrol squadrons were reorganized under the command of Patrol Wings. VPs 5, 2 and 3 came under Patrol Wing-3, Coco Solo, C.Z.

14 May–14 Sep 1938: VP-5 departed Coco Solo for NAS Norfolk, where the squadron turned in their P2Y-



A squadron P2Y-2, August 1935, 80-G-4762 (Courtesy William L. Swisher Collection).

2 seaplanes. On 18 May the squadron arrived at NAS San Diego, Calif., to receive replacement PBY-3 Catalina aircraft and transition training in the new seaplanes. By August nearly all of the crews with the new aircraft had experienced problems with high noise levels in the PBY-3 while on patrols. The sources of the problems were found to be the lack of interior insulation in the aircraft and higher propeller tip speed. Subsequent production incorporated insulation and dressed down propeller tips that greatly reduced the noise problem. The squadron returned to NAS Coco Solo on 14 September 1938

11 Feb 1939: PatWing-3 squadrons, including VPs 2, 3 and 5, participated in Fleet Problem No. XX as part of the Black Force during exercises in the Caribbean. VP-5 operated in the Semana area off Cuba, supported by *Langley* (AV 3). The exercises again pointed out the vulnerability of the patrol aircraft in the face of determined antiaircraft fire from defending vessels, and the vulnerability of the patrol bases ashore to naval or air attack.

14 Apr 1939: VPs 5, 2 and 3 mapped 1,076 miles of Central American coastline from Nicaragua to the Colombian border. This task was carried out despite weather conditions unfavorable for aerial photography.

11 Sep 1939: VP-33 was assigned to Neutrality Patrol duties in the Caribbean operating out of Guantanamo Bay, Cuba. President Roosevelt declared the neutrality of the United States and directed the Navy to begin a Neutrality Patrol in the Atlantic after the German invasion of Poland on 3 September 1939. It extended from the high latitudes of the North Atlantic to the northeast coast of South America, to 300 miles out from the coastline.

31 Jan 1940: VP-33's Neutrality Patrol duties were directed at covering convoys between the Canal Zone and Guantanamo Bay, Cuba.

1 Jul 1940: The squadron had seven aircraft operating out of NAS Coco Solo, C.Z., and three out of San Juan, R.P. On 1 July 1940, the squadron received orders to fly all of the squadron aircraft to NAS Jacksonville, Fla., to be turned in for newer model PBY-3 aircraft.

1-8 Dec 1941: By this date, VP-32 was conducting

routine patrols for the Army off the coasts of the Canal Zone, supported by *Sandpiper* (AVP 9), *Matagorda* (AVP 22), *Osmond Ingram* (AVD 2), *Goldsborough* (AVD 5) and *Clemson* (AVP 17). On 8 December 1941, after the attack on Pearl Harbor, six aircraft and crews from VP-52 reinforced the squadron. The Army and Navy combined commands after this date, with the Army assuming command of the Panama Sea Frontier, and VP-32 becoming the long-range reconnaissance arm of the Sixth Bomber Command. VP-32 operated under the operational control of the Army until 30 April 1942.

15 Dec 1941: The squadron established advance bases at Almirante, Panama; Grand Cayman Island, FONSEC, Honduras; Castilla, Honduras; and Portland Bight, Jamaica.

3 Jan 1942: VP-32 was supplemented by six more aircraft and crews from VP-81.

23 Jun 1942: Lieutenant (jg) May and crew attacked a German U-boat and were credited with probable damage. Although the primary tasking had shifted on 1 May 1942 to ASW and convoy patrol, few submarine sightings were made during this period by the squadron.

12 Jul 1942: Lieutenant (jg) Pinholster and crew attacked a German U-boat in the Caribbean and were credited with probable damage.



A squadron PBY-3 in flight, note the "wings over Panama" insignia on the nose.

25 Jul 1942: Lieutenant (jg) Skelly and crew spotted a suspicious vessel off the coast of Honduras and forced it to heave to by firing shots across its bow. Skelly landed his PBY, deployed a rubber raft and boarded the vessel. A quick search revealed that the vessel was supplying German U-boats with supplies and torpedoes hidden in a false bottom. The vessel,

Racer, was taken into port and the crew of Axis sympathizers taken into custody.

3 Aug 1942: VP-32 deployed to Salinas, Ecuador, operating under the Sixth Bomber Command, USAAF.

19 Aug 1942: VP-32 deployed to Guantanamo Bay, Cuba, and was placed under Commander Caribbean Sea Frontier, operating under C.C.S.F. operations Order #1-42.

1 Oct 1942: VP-32 was placed under PatWing-11 for administrative purposes. Primary duties consisted of convoy patrols and ASW.

1 Dec 1942: VP-32 received five new PBM-3Cs. Crews began transition training at NAS Coco Solo, C.Z., from the PBV-3 to the PBM aircraft. Crews from the detachment at San Juan, R.P., were rotated in for the transition training. The squadron continued to operate PBV-3s alongside the newer PBM.

1 Apr 1943: VP-32 was reassigned along with the rest of the FAW-3 to FAW-11. By this date, complete transition to the PBM aircraft had been completed.

15 Jul 1943: Squadron aircraft conducted an attack on *U-159*, Oberleutnant Heinz Beckmann commanding, in the Caribbean at 15-58N, 73-44W. The claim was judged probable sinking, which postwar examination of German records confirmed.

26 Jul 1943: German U-boat *U-759*, Kapitänleutnant Rudolf Friedrich commanding, was attacked at 18-06N, 75-00W, and judged probably sunk, which postwar examination of German records confirmed.

28 Jul 1943: German U-boat *U-359*, Oberleutnant Heinz Förster commanding, was claimed sunk (probable) at 15-57N, 68-30W by the San Juan, P.R., detachment of VP-32. Postwar examination of German records confirmed the sinking.



The crew of a squadron PBM-3 with the squadron aircraft in the background, January 1943, 80-G-33501 (Courtesy of Captain Jerry Mason, USN).

1 Oct 1943: The squadron began transition training on the PBM-3S with improved radar.

1 Apr 1944: VP-32 was transferred from NAS Coco Solo, C.Z., to NAS Guantanamo, Cuba.

7 Jul–1 Aug 1944: VP-32 was transferred from Guantanamo, Cuba, to NAS Norfolk, Va., under FAW-9. Upon arrival crews were given stateside leave for 30 days, and all squadron aircraft were overhauled. Operations recommenced on 1 August 1944.

3 Dec 1944: A detachment of eight crews and four aircraft were dispatched to NAS Quonset Point, R.I., for emergency patrol operations. During this period the detachment was given training in the use of aircraft searchlights.

1 Jan–Feb 1945: The squadron received new PBM-5 seaplanes to replace the old PBM-3Ss. Conversion training was carried out through February 1945; upon completion searchlights were installed in all aircraft.

11 Apr 1945: VPB-32 was transferred to NAS Alameda, Calif., departing Norfolk on 11 April, arriving on 16 April. The squadron was detailed to provide security for San Francisco Bay during an international conference held in San Francisco to form the United Nations.

30 Jun 1945: The squadron was reassigned to NAAS Harvey Point, N.C., for duty with FAW-5.

12 Sep 1945: The squadron was ordered to the west coast for reassignment to a new home port. On 12 September VPB-32 departed NAS Alameda, Calif., aboard *Bogue* (CVE 9) en route to its new home port at Saipan, Marianas Islands. Upon arrival, the squadron began semi-weekly mail and passenger flights to Truk. Detachments were deployed as needed at Kwajalein; Truk; Eniwetok; Yokosuka, Japan; Tsingtao, China; Okinawa; Hong Kong; and Sangley Point, Philippine Islands.

1 Feb 1948: A six-plane detachment from VP-MS-6 operated at Eniwetok under Joint Task Force 7 in Operation Sandstone during nuclear weapons testing.

26 Mar 1949: VP-46 relieved VP-41 on station in the China and Japan areas, establishing three-plane detachments at Tsingtao and Yokosuka. Operational control was under FAW-1 at Agana, Guam.

1 Jul 1949: VP-46 was transferred to a new home port at NAS San Diego, Calif., arriving and reporting for duty under FAW-14 on 23 July 1949.

13 Nov 1949: VP-46 deployed to Magdalena Bay, Calif., with VP-47 for combined ASW competitive and advanced base operations, tended by *Pine Island* (AV 12).

15 Jun–Dec 1950: VP-46 was the first seaplane squadron to be deployed for combat aerial patrols off the China Coast and the Formosa Straits during the Korean War. The squadron began flying combat operations from the Pescadores based onboard *Suisun* (AVP 53) on 31 July 1950. On 1 December 1950, VP-46 was redeployed to NS Sangley Point, R.P., to conduct

24-hour reconnaissance of China coastal waters from south of Swatow north to the Saddle Islands. A patrol detachment was supported during the deployment at Buckner Bay, Okinawa, and a courier detachment at NS Sangley Point, R.P. During the tour the squadron completed 3,583 hours of flying.

26 Sep 1951: The squadron departed for WestPac onboard *Floyds Bay* (AVP 40) and *Gardiners Bay* (AVP 39). VP-46 operated from Iwakuni, Japan, under FAW-6, as part of the Search and Patrol Group of TG 96.2, conducting ASW, over-water search and reconnaissance, and rescue missions. During this period VP-46 operated a detachment from an advanced base at Chinhae, Korea, tended by *Suisun* (AVP 53).

1 Mar 1953: The squadron deployed for its third tour in the Korean combat zone, based at NAF Iwakuni, Japan, aboard *Kenneth Whiting* (AV 14). Patrols were flown over the Formosa Straits and eastern Korean coastal waters until the cessation of hostilities in July 1953.



A squadron PM-2 in flight, 80-G-4327 (Courtesy William L. Swisher Collection).

Sep 1953: VP-46 turned in its PBM-5, PBM-5S and PBM-5S2 aircraft for new P5M-1 Marlin seaplanes.

31 Jan–Aug 1961: VP-46 received its first P2V Neptune, completing the transition on 24 August 1961.

6 Jan 1964: VP-46 became the first Pacific Fleet patrol squadron to transition into the new P-3A Orion.

1 Jun 1965: VP-46 deployed to NAF Naha, Okinawa, with a detachment of six aircraft at Sangley Point, R.P., relieving VP-9. The squadron was under the operational control of CTG 72.2 and the administrative control of FAWs 8 and 10. The detachment aircraft participated around the clock in Vietnamese coastal surveillance as a part of Market Time operations.

19 Dec 1966: The squadron trained at the Pacific Missile Range, Point Mugu, Calif., in the use of the Bullpup air-to-surface missile weapons system.

26 May 1968: The first contingent of VP-46 aircraft arrived at NAS Adak, Alaska, for a six-month deployment, relieving VP-9. Duties consisted of tracking numerous Soviet submarine and surface vessels. On 6 July, the crew of a squadron aircraft on a routine flight reported sighting a reentry vehicle descending. It was later confirmed as a Soviet missile test in the Kamchatka target range.

1 Oct 1969: VP-46 deployed to WestPac at NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay, South Vietnam.

1 Feb 1972: VP-46 began its final deployment to the Vietnamese theatre of operations, based at MCAS Iwakuni, Japan, with a detachment at NAS Cubi Point, R.P.

4 Jan 1977: First VP-46 crews began the transition to the new P-3C Update I aircraft.

Mar 1980: VP-46 deployed to Keflavik, Iceland, a rarity for a Pacific Fleet patrol squadron, coming under the operational control of Commander Second Fleet. During the deployment the squadron participated in numerous NATO exercises in addition to normal duties involving tracking Russian submarines.

27 Jul 1983: VP-46 deployed to NAF Diego Garcia as the first full patrol squadron deployment to the Indian Ocean. During the deployment the squadron participated in numerous exercises with NATO and SEATO allies in the Gulf of Aden, South Pacific and Sea of Japan.

Feb–Mar 1986: Squadron P-3C UI aircraft received the Block Modification II Retrofit from Lockheed Corporation's field team at NAS Moffett Field, Calif. It incorporated the latest in avionics and weapons systems, including a turret-mounted infrared detection device which dropped out of the nose to identify targets by day or night. The addition of the AGM-84A Harpoon missile capability was intended specifically for the elimination Soviet surveillance trawlers.

1 Jan 1991: A four-crew/three-aircraft detachment was deployed to NAS Cubi Point, R.P., elements of which were deployed to Al Masirah, Oman, in support of Operations Desert Shield and Desert Storm.

14 Nov 1993: VP-46 was transferred from NAS Moffett Field, Calif., to NAS Whidbey Island, Wash., due to the scheduled closure of the former facility.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Coco Solo, C.Z.	1 Jul 1931
NAS San Diego, Calif.	1 Feb 1932
NAS Coco Solo, C.Z.	22 Apr 1933
NAS Guantanamo, Cuba	1 Apr 1944
NAS Norfolk, Va.	7 Jul 1944
NAS Alameda, Calif.	11 Apr 1945
NAAS Harvey Point, N.C.	30 Jun 1945

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAB Saipan, Mariannas	12 Sep 1945
NAS San Diego, Calif.*	1 Jul 1949
NAS Moffett Field, Calif.	1 Jan 1964
NAS Whidbey Island, Wash.	14 Nov 1993

* NAS San Diego was redesignated NAS North Island in 1955.



A VP-46 P-3C(U) at NAS Moffett Field in July 1979 (Courtesy Rick R. Burgess Collection).

Commanding Officers

	<i>Date Assumed Command</i>
LCDR H. E. Halland	1 Sep 1931
LT J. L. Kane (acting)	2 Jun 1934
LCDR G. E. Short	30 Jun 1934
LT D. F. Smith	Jun 1936
LCDR W. K. Berner	May 1937
LCDR H. B. Miller	14 Mar 1939
LCDR Charles E. Bond	1 Jun 1940
LCDR Bertram D. Quinn	7 Jul 1940
LCDR B. C. McCaffree	20 Dec 1941
LCDR Joseph C. Toth	12 Sep 1942
LCDR Frank K. Upham	4 Jan 1943
LCDR Jack C. Whistler	4 Sep 1943
LCDR L. A. Pew	Jul 1945
LCDR R. D. Gruber	Nov 1946
CDR E. Sternlieb	Dec 1947
LCDR R. L. Mastin	Dec 1948
LCDR M. F. Weisner	May 1950
CDR R. L. Donley	Mar 1951
CDR R. S. Dail	May 1952
CDR W. J. Leary	Jun 1953
CDR B. G. Swonetz	Jun 1954
CDR H. P. Lyon	Jun 1956
CDR R. J. Beaudine	Jun 1957
CDR Frank A. Meyer	Jul 1958
CDR C. A. Merryman, Jr.	23 Jul 1959
CDR N. N. Langford	3 Jul 1960
CDR G. A. Kunberger	14 Jul 1961
CDR K. L. Bass	8 Jun 1962
CDR Tom E. Sulick	8 Jun 1963

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Dana C. Overman, Jr.	8 Jun 1964
CDR Charles D. Bolan	21 Jul 1965
CDR Allen H. Balch	15 Jun 1966
CDR Carl C. Hilscher	10 Jun 1967
CDR James Mullin	21 Jun 1968
CDR William D. Cloughley	13 May 1969
CDR Robert E. Howey	7 Mar 1970
CDR Raymond M. Burris	4 Jan 1971
CDR Peter B. Wyckoff	10 Dec 1971
CDR D. A. Cox	Jan 1973
CDR L. A. Halye	Dec 1973
CDR Terrence W. Halm	18 Dec 1974
CDR Jesse J. Hernandez	Nov 1975
CDR Henry D. Svoboda	17 Dec 1976
CDR William E. Frederick	1 Dec 1977
CDR J. A. McElmurry	15 Dec 1978
CDR M. J. Knosky	14 Dec 1979
CDR L. D. Milioti	19 Dec 1980
CDR P. D. Reiniger	17 Dec 1981
CDR Dennis L. Solomon	10 Dec 1982
CDR A. Christopher Konczyk	29 Feb 1984
CDR William D. Woodfill	27 Jun 1985
CDR Philip F. Swain	26 Sep 1986
CDR W. B. Zell, Jr.	8 Jul 1987
CDR William E. Kayer	21 Jul 1988
CDR J. Dana Richardson	29 Jun 1989
CDR A. L. Vernon Ingram	27 Jun 1990
CDR Derek F. Offer	20 Jun 1991
CDR Ottavio A. Falzetta	Jun 1992
CDR Keith J. Denman	18 Jun 1993
CDR George D. Davis	16 Jun 1994
CDR Harry B. Harris	29 Jun 1995
CDR Brian C. Prindle	15 May 1996
CDR Tommy D. Klepper	25 Apr 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PM-2	Jul 1931
P2Y-1	Jun 1933
P2Y-2	1936
PBY-3	1938
PBY-5	Jan 1942
PBM-3C	Dec 1942
PBM-5E	Jan 1945
PBM-5S2	Jul 1951
P5M-1	Sep 1953
P2V-5F	Jan 1961
P2V-7/SP2H	Nov 1961
P-3A	Jan 1963
P-3B	Aug 1966
P-3C UI	Jan 1977
P-3C UII	Feb 1986
P-3C UIII	Mar 1990
P-3C UIIIR	1993



A squadron P5M launching missiles (HVAR, 5 inch High Velocity Aircraft Rockets).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Apr 1934	1934	BasFor	Cuba/Haiti	P2Y-1	Carib
1 Jan 1935	1935	BasFor	<i>Wright</i> (AV 1) <i>Lapwing</i> (AM 1) <i>Teal</i> (AM 23) <i>Gannet</i> (AM 41)	P2Y-1	Carib
Aug 1935	1935	BasFor	Trujillo Bay <i>Lapwing</i> (AM 1) <i>Teal</i> (AM 23)	P2Y-1	Carib
Jan 1936	1936	BasFor	Santelmo Bay <i>Lapwing</i> (AM 1) <i>Teal</i> (AM 23)	P2Y-2	Carib
23 Feb 1937	1937	BasFor	Guantanamo	P2Y-2	Carib
11 Feb 1939	1939	PatWing-3	Semana <i>Langley</i> (AV 3)	PBY-3	Carib
14 Apr 1939	1939	PatWing-3	Nicaragua	PBY-3	Carib
11 Sep 1939	15 Dec 1939	PatWing-3	Guantanamo	PBY-3	Carib
31 Jan 1940	*	PatWing-3	Guantanamo	PBY-3	Carib
29 Jun 1940	*	PatWing-3	Guantanamo	PBY-3	Carib
1 Dec 1941	30 Apr 1942	USAAF	Panama <i>Sandpiper</i> (AVP 9) <i>Matagorda</i> (AVP 22) <i>Osmond Ingram</i> (AVD 2) <i>Goldsborough</i> (AVD 5) <i>Clemson</i> (AVP 17)	PBY-3/5	Carib
15 Dec 1941	*	FAW-3	Multi-sites	PBY-5/PBM	Carib
3 Aug 1942	19 Aug 1942	USAAF	Salinas	PBY-5/PBM	Carib
Aug 1942	Mar 1943	FAW-3	Multi-sites	PBY-5/PBM	Carib
1 Apr 1943	7 Jul 1944	FAW-11	Guantanamo	PBM-3C	Carib
1 Feb 1948	1948	JTF 7.0	Eniwetok	PBM-5E	SoPac
26 Mar 1949	1949	FAW-1	Tsingtao	PBM-5E	SoPac
26 Mar 1949	1 Jul 1949	FAW-1	Yokosuka	PBM-5E	WestPac
15 Jun 1950 [†]	6 Mar 1951	FAW-1	Pescadores	PBM-5S2	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
			<i>Suisun</i> (AVP 53)		
			<i>Salisbury Sound</i> (AV 13)		
1 Dec 1950 [†]	6 Feb 1951	FAW-1	Sangley Pt.	PBM-5S2	WestPac
25 Sep 1951	2 Apr 1952	FAW-6	Iwakuni	PBM-5S2	WestPac
			<i>Floyds Bay</i> (AVP 40)		
			<i>Gardiners Bay</i> (AVP 39)		
			<i>Suisun</i> (AVP 53)		
1 Mar 1953	27 Jul 1953	FAW-6	Iwakuni	PBM-5S2	WestPac
			<i>Kenneth Whiting</i> (AV 14)		
May 1954	Jun 1954	FAW-2	Pearl Harbor	P5M-1	WestPac
Jul 1954	Nov 1954	FAW-1	Sangley Pt.	P5M-1	WestPac
Aug 1955	Aug 1955	FAW-2	Pearl Harbor	P5M-1	WestPac
Sep 1955	Feb 1956	FAW-1	Sangley Pt.	P5M-1	WestPac
Mar 1957	Jun 1957	FAW-1	Sangley Pt.	P5M-1	WestPac
1 Aug 1958	30 Jan 1959	FAW-1	Sangley Pt.	P5M-1	WestPac
25 Sep 1961	11 Nov 1961	FAW-2	Barbers Pt.	P2V-5F	WestPac
7 Apr 1964	29 Oct 1964	FAW-4	Adak	P-3A	NorPac
7 Jun 1965	8 Jan 1966	FAW-1/8	Naha/Sangley	P-3A	WestPac
14 Jan 1967 [†]	30 Jun 1967	FAW-1	Naha	P-3B	WestPac
5 Feb 1967 [†]	18 Feb 1967	FAW-8	Sangley Pt.	P-3B	WestPac
18 Feb 1967 [†]	30 Jun 1967	FAW-8	U-Tapao	P-3B	WestPac
28 May 1968	30 Nov 1968	FAW-4	Adak	P-3B	NorPac
1 Oct 1969 [†]	31 Mar 1970	FAW-8	Sangley Pt.	P-3B	WestPac
2 Oct 1969 [†]	31 Mar 1970	FAW-8	Cam Ranh B.	P-3B	WestPac
1 Dec 1970	1 Jun 1971	FAW-4	Adak	P-3B	NorPac
30 Jan 1972 [†]	12 Aug 1972	FAW-6	Iwakuni	P-3B	WestPac
23 Feb 1972 [†]	1 Apr 1972	FAW-8	Cubi Pt.	P-3B	WestPac
1 Jan 1974 [†]	4 Feb 1974	PatWing-1	Iwakuni	P-3B	WestPac
1 Jan 1974 [†]	4 Feb 1974	PatWing-1	Diego Garcia	P-3B	BIOT
10 Feb 1975	9 Aug 1975	PatWing-1	Iwakuni	P-3B	WestPac
28 May 1976	10 Dec 1976	PatWing-1	Kadena	P-3B	WestPac
10 Nov 1977	10 May 1978	PatWingPac	Adak	P-3C UI	NorPac
10 Jan 1979	10 Jul 1979	PatWing-1	Misawa	P-3C UI	WestPac
Mar 1980	1 Oct 1980	PatWingPac [‡]	Keflavik	P-3C UI	NorLant
6 Apr 1981	10 Aug 1981	PatWing-2	Adak	P-3C UI	NorPac
28 Jan 1982	10 Aug 1982	PatWing-1	Kadena	P-3C UI	WestPac
27 Jul 1983	28 Dec 1983	PatWing-1	Diego Garcia	P-3C UI	IO
10 Dec 1984 [†]	15 Jun 1985	PatWing-1	Misawa	P-3C UI	WestPac
10 Dec 1984 [†]	10 Jun 1985	PatWing-10	Adak	P-3C UI	NorPac
25 Jun 1986	10 Jan 1987	PatWing-1	Kadena	P-3C UI	WestPac
16 Jan 1988 [†]	15 Jul 1988	PatWing-1	Diego Garcia	P-3C UI	IO
16 Jan 1988 [†]	15 Jul 1988	PatWing-1	Dhahran	P-3C UI	Gulf
16 Jan 1988 [†]	15 Jul 1988	PatWing-1	Kadena	P-3C UI	WestPac
1 Aug 1989	10 Feb 1990	PatWing-1	Misawa	P-3C UI	WestPac
1 Jan 1991 [†]	1 Jul 1991	PatWing-1	Cubi Pt.	P-3C UIII	WestPac
1 Jan 1991 [†]	10 Mar 1991	PatWing-1	Al Masirah	P-3C UIII	Gulf
1 Nov 1991 [†]	May 1992	PatWing-1	Diego Garcia	P-3C UIII	IO
1 Nov 1991 [†]	May 1992	PatWing-1	Al Masirah	P-3C UIII	Gulf
1 Nov 1991 [†]	May 1992	PatWing-1	Kadena	P-3C UIII	WestPac



A squadron P2V-5F at NAS North Island, August 1961
(Courtesy William L. Swisher Collection).

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1993 [†]	15 Nov 1993	PatWing-1	Misawa	P-3C UIII	WestPac
15 May 1993 [†]	15 Nov 1993	PatWing-1	Kadena	P-3C UIIIR	WestPac
May 1995	Nov 1995	PatWing-1	Diego Garcia	P-3C UIIIR	IO
Nov 1996 [†]	May 1997	PatWing-1	Misawa	P-3C UIIIR	WestPac
Nov 1996 [†]	May 1997	PatWing-1	Kadena	P-3C UIIIR	WestPac

* Continued combat deployment in the Caribbean, moving from base to base.

[†] The squadron conducted split deployment to two or more sites on the same dates.

[‡] The squadron may have come under the operational command of the local theater commander.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Commander Air, Scouting Force		1 Jul 1931
Base Force		1 Apr 1933
PatWing-3		1 Oct 1937
U.S. Army Panama Defense Sector		7 Dec 1941
FAW-3, Commander Panama Sea Frontier		1 May 1942
FAW-3, Commander Caribbean Sea Frontier		19 Aug 1942
PatWing-11/FAW-11*		1 Oct 1942 [†]
FAW-9		7 Jul 1944
FAW-9, Commander Eastern Sea Frontier		25 Aug 1944
Commander Western Sea Frontier		20 Apr 1945
FAW-5		30 Jun 1945
FAW-18	WA [‡]	12 Sep 1945
FAW-1	WA/BD [§]	1947
FAW-14	BD	23 Jul 1949
FAW-10	BD/RC ^{**}	1 Jan 1964
ComPatWingsPac	RC	30 Jun 1973
PatWing-10	RC	1 Jun 1981

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
* Patrol Wing 11 (PatWing-11) was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.		
[†] The squadron came under the administrative control of PatWing-11 on 1 October 1942 but remained under PatWing-3's operational control. On 1 April 1943 operational control was also transferred to FAW-11 (formerly PatWing-11).		
[‡] The squadron remained part of FAW-18, but was assigned the tail code WA on 7 November 1946.		
[§] The squadron's tail code was changed from WA to BD on 4 August 1948.		
** The squadron's tail code was changed from BD to RC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	01 Jul 1943	31 Jul 1943
	01 Jan 1967	31 Mar 1968
	17 Jan 1991	07 Feb 1991
MUC	01 Jun 1971	20 Jul 1971
(Element)	22 Apr 1975	07 May 1975
	12 May 1975	16 May 1975
RVNGC	08 Mar 1965	01 Sep 1965
	01 Sep 1969	31 Mar 1970

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NOSM	25 Jul 1950	06 Feb 1951
KSM	27 Jun 1950	24 Jul 1950
	01 Oct 1951	05 Apr 1952
AFEM	15 Jan 1967	30 Jun 1967
(Element)	29 Apr 1975	30 Apr 1975

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NAVE	01 Jul 1980	31 Dec 1981
HSM (Element)	29 Apr 1975	30 Apr 1975
SASM	26 Jan 1991	10 Mar 1991
SLOC	14 Mar 1980	29 Sep 1980
JMUA	15 Aug 1990	12 Oct 1990



A squadron P-3C in flight, circa 1984.

VP-47

Lineage

Established as Patrol Squadron TWENTY SEVEN (VP-27) on 1 June 1944.

Redesignated Patrol Bombing Squadron TWENTY SEVEN (VPB-27) on 1 October 1944.

Redesignated Patrol Squadron TWENTY SEVEN (VP-27) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) SEVEN (VP-MS-7) on 15 November 1946.

Redesignated Patrol Squadron FORTY SEVEN (VP-47) on 1 September 1948.

Squadron Insignia and Nickname

The first insignia for the squadron was approved by CNO on 8 October 1948, a month after it had been redesignated from VP-MS-7 to VP-47. The central figure of the design was a Disney character named Eega-Beeva. Its use in the insignia was cleared by the Walt Disney Corporation through an agreement that ex-



The squadron's first insignia was a cartoon design.

tended exclusive rights and license to the U.S. government for its reproduction. In the insignia, Eega-Beeva was astride a large bomb with a machine gun looking through a telescope at the image of a submarine. It was felt that the combative gnome was a suitable representation of the squadron's primary mission, antisubmarine warfare. Colors: gnome, orange; bomb, brown with red nose and yellow propeller; skirt, yellow; telescope and machine gun, black; sky blue with white clouds; water, blue-green; island, brown. The design was used briefly and fell out of favor sometime before September 1953, when the squadron's commanding officer requested another design from CNO. No further action appears to have been taken until the mid-1960s.

The second squadron insignia was approved by CNO on 5 March 1964. The insignia centerpiece was



The squadron's second insignia was a more formal design using the head

the head of an eagle superimposed over a fouled anchor. The eagle was selected because of its reputation as a resourceful and aggressive airborne hunter and killer, and thus symbolized VP-47's role in antisubmarine warfare. The eagle was known to hunt alone, further symbolizing the squadron's status

at that time as the only SP-5B seaplane squadron in the Pacific Northwest. Colors: eagle, white with yellow eyes and beak; shield, blue and red, trimmed in white; anchor, gold; background, blue; squadron logo in scroll at bottom, blue background with gold letters.

Nicknames: Blue Whales, 1963–1968.

Golden Swordsmen, 1968–present.

Chronology of Significant Events

1 Jun 1944: VP-27 was established at NAS Norfolk, Va., under the operational control of FAW-5. A few days later squadron personnel were relocated to NAAS Harvey Point, N.C., for training as a seaplane squadron flying the PBM-3D Mariner.

4–22 Aug 1944: VP-27 was relocated to NAS Key West, Fla., and subsequently, to NAAS Boca Chica, Fla., for training in ASW techniques, which was completed on 22 August. The squadron returned to NAAS Harvey Point, N.C., for crew leave, and preparation for the cross-country flight to NAS Alameda, Calif.

28 Sep–1 Oct 1944: The squadron departed for NAS Alameda, Calif., in detachments of three aircraft. Upon arrival on 1 October, the squadron aircrews were tasked with ferrying aircraft for FAW-8 from NAS Alameda, Calif., to NAS Kaneohe, Hawaii.

25 Nov 1944: VPB-27 was relieved of duties with FAW-8 and boarded *Attu* (CVE 102) for transportation to NAS Kaneohe, Hawaii, arriving on 9 December 1944. Upon arrival the squadron came under the operational control of FAW-2. Duties at Kaneohe consisted of training and ferrying aircraft to forward areas.

10–18 Feb 1945: The squadron received orders to move forward to NAB Tanapag Harbor, Saipan. New PBM-5 aircraft were delivered shortly before the squadron deployed. Operations commenced at Saipan on 18 February 1945, under the operational control of FAW-1, with the squadron flying antishipping patrol (ASP), convoy cover, and air-sea rescue missions. Tender support during this period was provided by *Onslow* (AVP 48), *Yakutat* (AVP 32) and *Shelikof* (AVP 52).



Maintenance work being performed on the engine of a PBM at Tanapag, Saipan, April 1945. 80-G-K-15974.

23 Mar–Aug 1945: VPB-27 relocated to Kerama Rhetto, Ryukus, to begin ASP operations in support of the assault on Okinawa. Operations from this location were extremely difficult due to large swells. Every takeoff was hazardous, as the long 14-hour night flights required extra fuel and bomb loads, making the takeoff weight of the aircraft well above the recommended maximums. This campaign was completed successfully in June, with patrols shifted to the China coast through the end of August.

7 Aug 1945: Two squadron aircraft piloted by Lieutenants (jg) O. L. Edwards and B. A. Gallagher were lost due to enemy action while attacking shipping at night in the waters off Formosa. All of the 24 aircrew were listed as killed in action.

15 Aug 1945: The squadron received orders to stand down from combat operations, bringing the fighting phase of the war to an end. During the last months of the operation, the squadron lost eight aircraft: two shot down on a night mission, one shot down by a friendly night fighter, one from battle damage, one from detonation of bombs accidentally jettisoned, one from an emergency landing, and two damaged on reefs beyond economical repair.

16 Sep 1945–Mar 1946: The squadron relocated to Sasebo Harbor, Kyushu, Japan. Duties consisted of courier and mail missions throughout the extent of the occupied Japanese islands.

Mar 1946: VPB-27 returned to NAS Kaneohe, Hawaii, under the operational control of FAW-2.

2 Mar 1949: VP-47 was reassigned to a new home port at NAS San Diego, Calif. The move was completed on 26 March. The squadron came under the operational control of FAW-14.

30 Jan–Apr 1950: VP-47 deployed to Saipan, with a detachment at Yokosuka, Japan, and Sangley Point, Philippines, coming under the operational control of FAW-1. The squadron participated in ASW exercises with British naval forces in March. Other ASW exercises were conducted in Japanese waters off Sasebo in conjunction with VP-28 during April.

27 Jun 1950–Jan 1951: President Harry S. Truman ordered U.S. military forces to support South Korea in their defense against the North Korean invasion. Half of the squadron was still enroute to the continental United States returning from deployment. The detachments were held up at Pearl Harbor; Guam; Sangley Point, Philippines; and Yokosuka, Japan. All of the aircraft available were rerouted to Yokosuka to begin operations in the forward combat areas in Korea. By 7 July, the squadron's detachments had rejoined and were relocated to Iwakuni, Japan. Advance bases were set up for temporary operations at Inchon and Chinhae, Korea. The squadron began combat patrols of Tsushima Strait, mine reconnaissance around Inchon and Wonsan, ASP over the Sasebo to Pusan shipping lanes, and general utility services by 31 July 1950. VP-47 was relieved on 1 January 1951 for return to the U.S., with the last aircraft arriving at NAS San Diego, Calif., on 31 January 1951, almost twelve months to the day since it departed on what was anticipated as a six month deployment. Shortly after the squadron's return, it was assigned a new home base at NAS Alameda, Calif.

20 Apr 1951: The primary mission for VP-47 was changed from ASW to aerial mining.

1 Aug 1951: VP-47 began its second tour in the Korean combat zone, based in the Pescadores Islands



A moored squadron PBM with Curtiss (AV 4) in the back ground, Iwakuni, Japan, 1950 (Courtesy Captain Al Raithe, Jr., USN (Ret.).

aboard the *Pine Island* (AVP 12). Detachments were maintained at NS Sangley Point, Philippines, and Buckner Bay, Okinawa, Japan.

22 Nov 1952: The squadron began its third tour in the Korean combat zone, based at NAF Iwakuni, Japan, aboard *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). Patrols covered the Yellow Sea and the Sea of Japan. A detachment was maintained at Fukuoka, Japan, aboard *Corson* (AVP 37).

8 Oct 1954–Apr 1955: VP-47 received its first P5M-2 Martin Marlin as replacement for the PBM Martin Mariner series seaplanes flown since 1944. VP-47 was the first fleet activity to receive the new model. Transition to the new aircraft was completed by April 1955, when the last PBM was turned over to the FAS-RON at NAS Alameda, Calif.

Jun 1955: VP-47 deployed for a tour with its new T-tail P5M-2 Marlin seaplanes to Ford Island, Hawaii, and then on to WestPac. After one month of training, the squadron deployed to NAS Iwakuni, Japan, for five months of duty. During advanced base operations the squadron was supported by *Orca* (AVP 49).

Aug 1956: VP-47 conducted a deployment to WestPac, based at Iwakuni, Japan. The squadron came under the operational control of FAW-6 during this deployment. By this date, the squadron aircraft were equipped with the tail-mounted magnetic anomaly detection (MAD) gear.

31 Oct 1959: VP-47 deployed to MCAS Iwakuni, Japan. Mine drop experiments were conducted during the deployment in Buckner Bay, Okinawa, under the direction of CTF-72.

Aug 1960: VP-47 was relocated to a new home base at NAS Whidbey Island, Wash. The reason for the move was excessive and uncontrollable driftwood and debris that continually cluttered the NAS Alameda, Calif., seadrome.



A squadron P5M being refueled from a tender.

17 Aug 1964: VP-47 deployed to WestPac, based at NS Sangley Point, Philippines, participating in war-time patrols off the coasts of Vietnam. It was the first complete patrol squadron to deploy to war-torn Vietnam subsequent to the 2 August 1964 Tonkin Gulf incident. The detachment, based off the coast of Vietnam, was provided tender service by *Salisbury Sound* (AV 13).

1 Mar 1965: VP-47 was relocated to a new home base at NAS Moffett Field, Calif. Effective on the change of home port, the squadron commenced transition to the Lockheed P-3A Orion, converting from a seaplane squadron to a landplane patrol squadron.

4 Jan 1966: The squadron deployed to NAF Naha, Okinawa, with occasional detachments at NS Sangley Point, Philippines.

1 Jul 1967: VP-47 became the first P-3B patrol squadron equipped with the Bullpup missile to deploy to WestPac. During the deployment the squadron operated from NAF Naha, Okinawa, with a detachment at RTNAF U-Tapao, Thailand, flying many hours in Market Time and Yankee Station patrol missions.

25 Oct 1968: VP-47 deployed to NS Sangley Point, Philippines, with a detachment at Cam Ranh Bay, Vietnam. The squadron participated in Market Time and Yankee Station patrols in support of the 7th Fleet.

11 Jan 1970: VP-47 departed on a six month deployment to WestPac, based at NAF Naha, Okinawa, with a detachment at NAF Cam Ranh Bay, South Vietnam, and RTNAF U-Tapao, Thailand. During the tour the squadron participated in Market Time patrols off the coast of Vietnam, earning a Meritorious Unit Commendation for action against enemy resupply activities in the South China Sea. After returning to NAS Moffett Field, Calif., in July 1970, the squadron began transition from the P-3B to the P-3C Orion. VP-47 was the first operational Pacific Fleet squadron to be equipped with the P-3C.

1 Jun 1971: VP-47 became the first P-3C equipped patrol squadron to deploy to Adak, Alaska. The squadron received a second Meritorious Unit Commendation for its activities in support of the

Cannikan Nuclear Testing Project on Amchitka in early November.

12 Apr 1973: VP-47 lost a P-3C, BuNo. 157332, RD-05, and five personnel in a midair collision with NASA Convair 990 on approach to NAS Moffett Field, Calif. Only one of the Navy crewmen survived the crash. All 11 civilians aboard the NASA aircraft were killed.

Oct 1986: The Swordsmen received their first P-3C UHII aircraft. Three crew elements were given transition training by VP-31 at NAS Moffett Field, Calif., through spring of 1987, when the last P-3C MOD aircraft was replaced.

10 Aug 1987: VP-47 deployed to NAF Misawa, Japan, with a detachment at Kadena Air Base, Okinawa. The squadron maintained a continuous surveillance of Soviet surface and submarine activity, including a suspected Iranian arms carrier located in the Yellow Sea.

4–17 Oct 1989: The Moffett Field detachment of the squadron played host to the Soviet Minister of Defense, General Dmitriy T. Yasov, and other Soviet dignitaries, providing them a tour of the squadron aircraft and support facilities. Two weeks later, on 17 October, a major earthquake rocked the San Francisco area. Squadron aircraft that were airborne at that time could not land until the runways were inspected.

Feb 1991: Although not called upon to deploy to the Arabian Gulf during Operation Desert Storm, VP-47 did loan several of its aircraft to VP-48 for use in that theater.

Apr–Jun 1991: A detachment of aircraft deployed to Panama to assist in the DoD Drug Interdiction program. VP-47 detected 562 surface contacts and intercepted two air contacts during the deployment.

15 May 1993: VP-47 conducted a multi-site deployment with detachments located at different intervals at NAS Adak, Alaska; NAF Misawa, Japan; Pohang Air Base, Korea; Diego Garcia, I.O.; and Al Fujaiyah, U.A.E.

Spring 1993: With the closure of NAS Moffett Field, Calif., VP-47 was relocated to NAS Barbers Point, Hawaii.

6 Nov 1994: The Swordsmen conducted another multi-site deployment, with detachments located at different times at Diego Garcia, I.O.; Jeddah, Saudi Arabia; Masirah, Oman; and Kadena, Okinawa.

25 Mar 1995: Aircrew 9 in P-3C, BuNo. 158217, from the squadron's Oman detachment was performing an ASW mission with *Constellation* (CV 64) battle group, 200 miles east of Oman and was in the process of returning to base at Masirah when engine problems occurred. The PPC, Lieutenant Jeff Harrison, experienced the worst engine failure ever to occur in the entire P-3C series of aircraft. The number four propeller sheared from the turbine shaft, struck the fuselage and severed 35 of 44 engine and flight control cables, causing a shutdown of all four engines. Harrison managed to make a textbook water landing without power and with no casualties to the crew, earning him the Distinguished Flying Cross for his coolness under the unusual emergency conditions.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Jun 1944
NAAS Harvey Point, N.C.	3 Jun 1944
NAS Alameda, Calif.	28 Sep 1944
NAS Kaneohe, Hawaii	9 Dec 1944
Sasebo, Japan	16 Sep 1945
NAS Kaneohe, Hawaii	Mar 1946
NAS San Diego, Calif.	2 Mar 1949
NAS Alameda, Calif.	Feb 1951
NAS Whidbey Island, Wash.	Aug 1960
NAS Moffett Field, Calif.	1 Mar 1965
NAS Barbers Point, Hawaii	Jun 1993

Commanding Officers

	<i>Date Assumed Command</i>
LCDR E. N. Chase II	3 Jun 1944
CDR James F. Vorhies	Nov 1945
LCDR W. H. Genest	Jun 1946
LCDR Warren Weeks	19 May 1947
CDR Beecher Snipes	1 Jul 1948
CDR J. H. Arnold	11 Jun 1949
CDR W. T. Hardaker	31 Jan 1951
LCDR H. E. Thayer	28 Mar 1952
CDR Edgar F. Hazleton	Oct 1953
CDR John W. Lawyer, Jr.	Oct 1954
CDR Lloyd E. Sloan	Apr 1956
CDR Jewell S. Fahlgren	20 May 1957
CDR J. D. Hazard	14 Nov 1958
CDR H. Gorman	15 Oct 1959
CDR J. S. Musial	14 Oct 1960



A VP-47 P-3C at NAS Moffett Field in January 1980. Note the old LTA hangar in the background. (Courtesy Rick R. Burgess Collection).

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR J. F. Dow	16 Oct 1961
CDR J. H. Hensen	22 Oct 1962
CDR T. E. Smithy	9 Oct 1963
CDR Leroy V. Altz, Jr.	6 Oct 1964
CDR A. L. Jansen	1965
CDR J. R. Pickens	1966
CDR D. B. Quigley	5 Aug 1967
CDR C. M. Lentz	19 Jul 1968
CDR A. L. Raithel, Jr.	Jun 1969
CDR J. G. Gahafer	5 Jun 1970
CDR R. D. Munson	30 Apr 1971
CDR Daniel J. Wolkensdorfer	28 Apr 1972
CDR R. W. Featherston	26 Apr 1973
CDR John M. Lorusso	19 Apr 1974
CDR Peter T. Smith	29 Apr 1975
CDR Dennis T. Graff	28 Apr 1976
CDR Gary A. Wells	5 Apr 1977
CDR Daniel J. Denike, Jr.	28 Apr 1978
CDR Robert L. Testwuide, Jr.	16 Mar 1979
CDR Daniel T. Twomey	30 Apr 1980
CDR Dennis A. Pignotti	15 Apr 1981
CDR Bruce W. Barker	16 Apr 1982
CDR Stanley M. Brown III	5 Apr 1983
CDR Stephen T. Quigley, Jr.	12 Jul 1984
CDR Karl O. Krumbholz	12 Sep 1985
CDR Fredrick A. Cast	8 Sep 1986

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Christopher S. Larsen	8 Sep 1987
CDR Martin R. Hill	26 Aug 1988
CDR Frederick S. Gay	6 Sep 1989
CDR William E. Munsee	31 Aug 1990
CDR Robert R. Schutzenhofer	12 Sep 1991
CDR Richard S. Hammond	11 Sep 1992
CDR Robert J. Connelly	3 Sep 1993
CDR Walter M. Skinner	3 Sep 1994
CDR Steven L. Briganti	3 Aug 1995
CDR Arthur J. Johnson	25 Jul 1996
CDR Michael D. Morgan	18 Jun 1997
CDR James C. Grunewald	17 Jun 1998

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Jun 1944
PBM-5	Jan 1945
P5M-2	Oct 1954
SP-5B	Dec 1962
P-3A	Mar 1965
P-3B	1967
P-3C	Oct 1970
P-3C UII	1985
P-3C UIII	Oct 1986



A squadron P5M on a launching ramp.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Dec 1944	*	FAW-2	Kaneohe	PBM-3D	EastPac
10 Feb 1945	*	FAW-2/1	Tanapag <i>Onslow</i> (AVP 48) <i>Yakutat</i> (AVP 32) <i>Shelikof</i> (AVP 52)	PBM-5	SoPac
23 Mar 1945	*	FAW-1	Ryukus	PBM-5	SoPac
16 Sep 1945	Mar 1946	FAW-17	Sasebo	PBM-5	WestPac
1 Jul 1949	20 Jul 1949	FAW-14	Adak <i>Pine Island</i> (AV 12) <i>Suisan</i> (AVP 53)	PBM-5	NorPac
13 Nov 1949	20 Nov 1949	FAW-14	Magdalena Bay <i>Pine Island</i> (AV 12)	PBM-5	Pac
30 Jan 1950	23 Jun 1950	FAW-1	Saipan	PBM-5	WestPac
7 Jul 1950†	1 Jan 1951	FAW-6	Iwakuni	PBM-5	WestPac
7 Jul 1950†	1 Jan 1951	FAW-1	Chinhae	PBM-5	WestPac
7 Jul 1950†	1 Jan 1951	FAW-1	Inchon	PBM-5	WestPac
26 Jul 1951†	4 Mar 1952	FAW-1	Pescadores <i>Pine Island</i> (AVP 12)	PBM-5	WestPac
26 Jul 1951†	4 Mar 1952	FAW-1	Sangley Pt. <i>Salisbury Sound</i> (AV 13)	PBM-5	WestPac
26 Jul 1951†	4 Mar 1952	FAW-1	Buckner Bay	PBM-5	WestPac



A squadron PBM being hoisted aboard a seaplane tender.



A squadron PBM being placed on the deck of a seaplane tender.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
22 Nov 1952 [†]	1 Jun 1953	FAW-6	<i>Gardiners Bay</i> (AVP 39) <i>Corson</i> (AVP 37). Iwakuni	PBM-5	WestPac
22 Nov 1952 [†]	31 May 1953	FAW-6	<i>Kenneth Whiting</i> (AV 14) <i>Gardiners Bay</i> (AVP 39) Fukuoka	PBM-5	WestPac
Jun 1955	Jan 1956	FAW-6	<i>Corson</i> (AVP 37) Iwakuni and Ford Island	P5M-2	WestPac
Aug 1956	10 May 1957	FAW-6	<i>Orca</i> (AVP 49) Iwakuni	P5M-2	WestPac
6 May 1958	2 Nov 1958	FAW-6	Iwakuni	P5M-2	WestPac
31 Oct 1959	26 May 1960	FAW-6	<i>Salisbury Sound</i> (AV 13) Iwakuni	P5M-2	WestPac
27 May 1962	30 Sep 1962	FAW-4	Kodiak	SP-5B	NorPac
17 Aug 1964	28 Feb 1965	FAW-8	<i>Currituck</i> (AV 7) Sangley Pt.	SP-5B	WestPac
10 Jan 1966	30 Jun 1966	FAW-1	<i>Salisbury Sound</i> (AV 13) Naha	P-3A	WestPac
1 Jul 1967 [†]	4 Jan 1968	FAW-1	Naha	P-3B	WestPac
1 Jul 1967 [†]	4 Jan 1968	FAW-8	U-Tapao	P-3B	WestPac
1 Nov 1968 [†]	31 Mar 1969	FAW-8	Sangley Pt.	P-3B	WestPac
1 Nov 1968 [†]	31 Mar 1969	FAW-8	Cam Rahn	P-3B	WestPac
16 Jan 1970 [†]	13 Jul 1970	FAW-1	Naha	P-3B	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
16 Jan 1970 [†]	8 May 1970	FAW-8	Cam Ranh	P-3B	WestPac
9 May 1970 [†]	13 Jul 1970	FAW-8	U-Tapao	P-3B	WestPac
1 Jun 1971	15 Dec 1971	FAW-4	Adak	P-3C	NorPac
4 Jan 1973 [†]	5 Jul 1973	PatWingPac	Adak	P-3C	NorPac
4 Jan 1973 [†]	5 Jul 1973	PatWing-1	Agana	P-3C	WestPac
16 Jul 1974 [†]	28 Jan 1975	PatWingPac	Adak	P-3C	NorPac
16 Jul 1974 [†]	28 Jan 1975	PatWing-1	Agana	P-3C	WestPac
10 Feb 1976	10 Aug 1976	PatWing-1	Misawa	P-3C	WestPac
Aug 1977	10 Jan 1978	PatWing-1	Misawa	P-3C	WestPac
10 Dec 1978	1 Jun 1979	PatWing-1	Kadena	P-3C	WestPac
Dec 1979	10 May 1980	PatWingPac	Adak	P-3C	NorPac
1 Jan 1981	1 Jun 1981	PatWing-1	Misawa	P-3C	WestPac
10 Jun 1982	10 Dec 1982	PatWing-1	Misawa	P-3C	WestPac
22 Apr 1983	10 Aug 1983	PatWing-10	Adak	P-3C	NorPac
1 Aug 1984	11 Feb 1985	PatWing-1	Kadena	P-3C	WestPac
30 Dec 1985	10 Jul 1986	PatWing-1	Diego Garcia	P-3C UII	IO
10 Aug 1987	10 Feb 1988	PatWing-1	Misawa	P-3C UIII	WestPac
10 Aug 1987	10 Feb 1988	PatWing-1	Kadena	P-3C UIII	WestPac
7 Jan 1989	15 Jul 1989	PatWing-1	Kadena	P-3C UIII	WestPac
6 Jun 1990	10 Dec 1990	PatWing-10	Adak	P-3C UIII	NorPac
Apr 1991	Jun 1991	PatWing-10	Panama	P-3C UIII	Carib
4 Jan 1992	15 Jun 1992	PatWing-1	Misawa	P-3C UIII	WestPac
15 May 1993	15 Nov 1993	PatWing-10	Adak	P-3C UIII	NorLant
6 Nov 1994	May 1995	PatWing-1	Diego Garcia	P-3C UIII	IO
May 1996	Nov 1996	PatWing-1	Misawa	P-3C UIII	WestPac
Nov 1997 [†]	Jun 1998	PatWing-1	Diego Garcia	P-3C UIII	IO
Nov 1997 [†]	Jun 1998	PatWing-1	Bahrain	P-3C UIII	Gulf
Nov 1997 [†]	Jun 1998	PatWing-1	Al Masirah	P-3C UIII	Gulf

^{*} Continued combat deployment in the South Pacific, moving from base to base.

[†] The squadron conducted split deployment to two or more sites on the same dates.



A squadron P-3C at NAS Moffett Field.

Wing Assignments

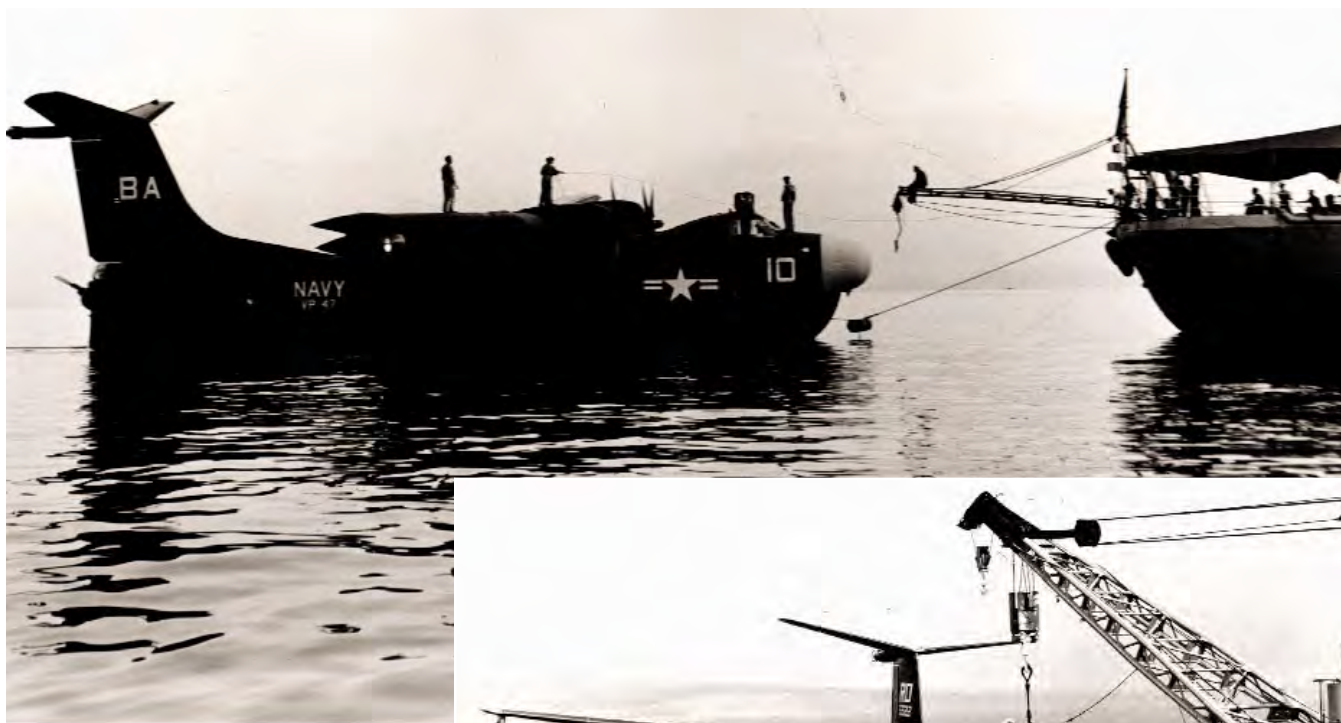
<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Jun 1944
FAW-8		1 Oct 1944
FAW-2		9 Dec 1944
FAW-1		10 Feb 1945
FAW-17		16 Sep 1945
FAW-2	BA*	Mar 1946
FAW-14	BA	Mar 1949
COMFAIRALAMEDA	BA/RD†	Jun 1953
FAW-4	RD	Aug 1960
FAW-10	RD	1 Mar 1965
FAW-8	RD	Late 1965
FAW-10	RD	Jun 1972
COMPATWINGSPAC	RD	30 Jun 1973
PatWing-10	RD	1 Jun 1981

* The squadron remained part of FAW-2, but was assigned the tail code BA on 7 November 1946.

† The squadron's tail code was changed from BA to RD in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	18 Mar 1967
	19 Mar 1967	10 Apr 1967
	2 Apr 1967	31 Mar 1968
MUC	1 Jun 1971	15 Dec 1971
	2 Jul 1981	4 Aug 1981
RVNGC	5 Sep 1981	22 Sep 1981
	21 Nov 1968	31 Mar 1969
	1 Jan 1970	31 Mar 1970
(Det)	1 May 1970	31 Jul 1970
	20 Apr 1970	15 Jul 1970
NEM	1 Jul 1974	1 Apr 1976
	(Det)	8 Dec 1978
(Det)	10 Jan 1981	10 Jun 1981
NOSM	26 Jul 1951	5 Mar 1952
	27 Jun 1950	28 Dec 1950
KOSM	5 Dec 1952	4 Jun 1953
	1 Jul 1967	30 Dec 1967
AFEM	15 Jan 1971	15 Jul 1971
	(Det)	1 Jan 1971
JMUA	25 Apr 1991	3 Jun 1991



A squadron P5M being placed in position for hoisting aboard the tender.



A squadron P5M being hoisted aboard a seaplane tender.

First VP-48

Lineage

Established as Patrol Squadron TWO HUNDRED EIGHT (VP-208) on 15 December 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED EIGHT (VPB-208) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED EIGHT (VP-208) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) EIGHT (VP-MS-8) on 15 November 1946.

Redesignated Patrol Squadron FORTY EIGHT (VP-48) on 1 September 1948.

Disestablished on 31 December 1949.

Squadron Insignia and Nickname

The original VP-48 insignia was approved by CNO on 14 March 1949, only months prior to the squadron's disestablishment. It would, however, be resurrected when Navy Reserve Squadron VP-731 was redesignated VP-48 in 1953. The members of the first VP-48 designed a circular insignia with an Amazon holding a shield overhead riding the back of a dragon. In the dragon's claws are a depth bomb and a cluster of lightning bolts. The obvious symbolism was the antishipping and ASW mission of the squadron represented by the bomb, the PBM's long-range surveillance by the radio wave lightning bolts, and the ability to strike from above as represented by the dragon's wings. Since female personnel were not present until the establishment of the second VP-48, it can safely be

assumed that inclusion of the Amazon was purely gratuitous. Colors: dragon, red, blue and green; wings, red-orange, red, blue and green; bomb, gray; bolts of lightning, yellow; female warrior, deep yellow with blond hair; shield, yellow, white and red; armor, white.

Nickname: None on record.

Chronology of Significant Events

15 Dec 1942: VP-208 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3C Mariner. During this period the squadron came under the operational control of FAW-5. Due to the holidays, squadron personnel did not begin the training syllabus until 4 January 1943. On the 17th the first aircraft were received and flight familiarization training commenced.

1 Feb–10 Mar 1943: VP-208 was relocated to NAS Corpus Christi, Texas, for shake-down training, remaining under the operational control of FAW-5. Training was concluded on 10 March 1943.

12 Mar 1943: VP-208 reported aboard at NAS Key West, Fla., for training under the operational control of FAW-12. The squadron was assigned new PBM-3S aircraft with improved radar.



The squadron's only insignia.

15 Apr 1943: The squadron commenced its first operational patrols from an advanced base at Pelican Harbor, British West Indies, supported by the tender *Christiana* (YAG 32).

15 Nov 1943: VP-208 relocated to Grand Cayman, B.W.I., remaining there until 1 May 1944.

8 May–30 Jul 1944: VP-208 relocated to another advanced base at Royal Island, B.W.I., supported by *Christiana* (YAG 32). The squadron remained at this location until the end of July, when the squadron was transferred to NAS Norfolk, Va., on 30 July 1944.

Aug 1944: Following the relocation to NAS Norfolk, Va., the squadron was given home leave. VP-208 refitted at NAS Norfolk, Va., and received new aircraft, the PBM-5 Mariner on 22 August. Training on the new airframe continued at Norfolk through the first week of September.

7 Sep 1944: VP-208 relocated to NAAS Harvey Point, N.C., for further operational and predeployment training which continued until the end of October.

4–15 Nov 1944: The squadron was deemed ready for deployment and began the transcontinental flight from NAAS Harvey Point to NAS Alameda, Calif., where it came briefly under the operational control of FAW-8. The flight crews and ground staff took two weeks to thoroughly overhaul the aircraft for the pending transpac to Kaneohe, Hawaii.

30 Nov 1944: The aircrews departed NAS Alameda for NAS Kaneohe, Hawaii, in three aircraft elements. The ground support staff, equipment and supplies for the squadron proceeded aboard *Attu* (CVE 102). All personnel were aboard NAS Kaneohe by 8 December, coming under the operational control of FAW-2. Training in ASW and aerial gunnery commenced immediately. Crews received practical experience conducting operational patrols off the Hawaiian Islands.

8 Feb 1945: VPB-208 reported to FAW-1 at Saipan. Duties at this location consisted of antishipping patrols and reconnaissance.

25 Feb 1945: The squadron relocated to the waters off Ulithi, reporting with 13 serviceable aircraft. Tender support was provided by *Castle Rock* (AVP 35), *Casco* (AVP 12), and *Suisun* (AVP 53).

16 Mar 1945: A relatively rare bombing mission was scheduled for the squadron when it was selected to bomb the Japanese airfield on Yap Island. The chance of any encounter with enemy aircraft was almost nonexistent, as by this time in the war virtually all Japanese air assets had been eliminated in that theater of operations. Ground fire from these isolated outposts, however, was often exceptionally heavy and accurate, bringing down many unwary U.S. aircraft before the conclusion of hostilities.

20 Mar–21 Jun 1945: Twenty-one officers and 67 enlisted personnel departed for Guam to board

Hamlin (AV 15) for transport to Kerama Rhetto Island, Nansei Shoto. The Okinawa campaign had begun on 18 March, and Kerama Rhetto was occupied on 25 to 26 March. The first VPB-208 Mariner landed offshore on 31 March. The tender-based patrol squadrons conducted long-range antishipping searches over the East China Sea to protect assault forces from enemy surface force interference, flew antisubmarine patrols in the combat area, and provided air-sea rescue services for carrier operations through the end of the campaign on 21 June 1945.

14 Jul 1945: VPB-208 departed Kerama Rhetto for Chimu Wan, Okinawa, supported by the *Hamlin* (AV 15). The last wartime operational flight was made from this location on 11 August 1945. On the 15th the aircrews boarded *Kenneth Whiting* (AV 14) and *Corson* (AVP 37) en route to its next duty station, Tokyo Bay, Japan.

31 Aug 1945: VPB-208 took off from Chimu Wan, Okinawa, and flew north to Tokyo Bay to participate in duties with the U.S. occupation forces in Japan.

31 Dec 1949: VP-48 was disestablished.

Home Port Assignments

Location	Date of Assignment
NAS Norfolk, Va.	15 Dec 1942
NAS Corpus Christi, Texas	1 Feb 1943
NAS Key West, Fla.	12 Mar 1943
NAS Norfolk, Va.	30 Jul 1944
NAAS Harvey Point, N.C.	7 Sep 1944
NAS Alameda, Calif.	Nov 1944
NAS Kaneohe, Hawaii	Dec 1944
Toyko Bay, Yokosuka Naval Base, Japan	Aug 1945
NAS Norfolk, Va.	3 Jan 1946
NAS Jacksonville, Fla.	May 1946
NAS Trinidad, B.W.I.	Sep 1946

Commanding Officers

	Date Assumed Command
LCDR D. C. Goodman	15 Dec 1942
LCDR Anton J. Sintic, Jr.	19 Nov 1943
LCDR William T. Sutherland	4 Nov 1945
CDR Robert D. Cox, Jr.	Feb 1947
CDR William S. Guest	20 Mar 1948
CDR Alto B. Clark	29 Jun 1949

Aircraft Assignment

Type of Aircraft	Date Type First Received
PBM-3C	Dec 1942
PBM-3S	Mar 1943
PBM-5	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Apr 1943	*	FAW-12	Pelican Harb. <i>Christiana</i> (YAG 32)	PBM-3S	Carib
15 Nov 1943	*	FAW-12	Gr. Cayman	PBM-3S	Carib
8 May 1944	30 Jul 1944	FAW-12	Royal Isl. <i>Christiana</i> (YAG 32)	PBM-3S	Carib
8 Dec 1944	*	FAW-2	Kaneohe	PBM-5	EastPac
8 Feb 1945	*	FAW-1	Saipan	PBM-5	SoPac
25 Feb 1945	*	FAW-1	Ulithi <i>Castle Rock</i> (AVP 35) <i>Casco</i> (AVP 12) <i>Suisun</i> (AVP 53)	PBM-5	SoPac
31 Mar 1945	*	FAW-1	Kerama Rh.	PBM-5	SoPac
14 Jul 1945	*	FAW-1	Chimu Wan <i>Hamlin</i> (AV 15) <i>Kenneth Whiting</i> (AV 14) Corson (AVP 37)	PBM-5	WestPac
31 Aug 1945	Dec 1945	FAW-17	Tokyo	PBM-5	WestPac
Sep 1946	Dec 1949	FAW-11	Trinidad	PBM-5	Carib

* Continued combat deployments, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Dec 1942
FAW-12		12 Mar 1943
FAW-5		30 Jul 1944
FAW-8		4 Nov 1944
FAW-2		8 Dec 1944
FAW-1		8 Feb 1945
FAW-17		Sep 1945
FAW-2		Dec 1945
FAW-5		3 Jan 1946

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	MB*	27 Sep 1946

* The squadron remained part of FAW-11, but was assigned the tail code MB on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NOSM	2 Sep 1945	16 Dec 1945



A squadron PBM being secured for refueling from a tender, January 1948.

Second VP-48

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED FIVE (VP-905) in May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FIFTY ONE (VP-HL-51) on 15 November 1946.

Redesignated Reserve Patrol Squadron SEVEN HUNDRED THIRTY ONE (VP-731) in February 1950.

Redesignated Patrol Squadron FORTY EIGHT (VP-48) on 4 February 1953.

Disestablished on 23 May 1991.

Squadron Insignia and Nickname

The first insignia for the squadron was submitted to CNO for approval shortly after its establishment in

1946. CNO did not approve the design until 11 December 1950. The central figure of the design was an owl, a wise creature of the night, carrying a bomb in its claws while observing the wave tops below. A set of headphones covered the owl's ears as it listened intently to transmissions revealing the enemy's presence. Colors: cloud, white; shield border,

red; background, medium blue; waves, dark blue; bomb, blue with red stripes; owl, black legs and wing tips; tail and neck, red-brown; owl's body and feet, yellow; radio waves, red.

When the squadron was augmented into the regular Navy and redesignated VP-48 in 1953, the command-



The squadron's second design used an Amazon riding the back of a dragon.

ing officer requested that the insignia of the former VP-48, disestablished in 1949, be authorized for use by the current squadron. Assuming that CNO's previous approval of the first VP-48 insignia on 14 March 1949 was still valid, the squadron put the design into use. It consisted of a circular insignia with an Amazon riding the back of a dragon, holding a shield overhead. In the dragon's claws were a depth bomb and a cluster of lightning bolts. The obvious symbolism was the anti-shipping and ASW mission of the squadron represented by the bomb, the long-range surveillance of the PBM by the radio wave lightning bolts, and the ability to strike from above as represented by the dragon's wings. Colors: dragon, red, blue and green; wings, red-orange, red, blue and green; bomb, gray; bolts of lightning, yellow; female warrior, deep yellow with blond hair; shield, yellow, white and red; armor, white.

On 7 May 1953 CNO indicated the Amazon was no longer appropriate and that a design proposed by the U.S. Army Heraldic Branch should be substituted instead. The squadron, which had been using the earlier VP-48 insignia, continued to do so while it submitted a counter proposal to the design from the Army. This



The third squadron insignia used the pelican in its design.

proposal was approved by CNO on 26 September 1956. The new design featured a pelican grasping an enemy submarine in its beak with a beam of light streaming from the upper starboard quadrant to the lower port quadrant. The pelican, with its similarity to the gull wings of the PBM Mariner seaplane, was used in this design to emphasize the ASW role of the

squadron. The beam of light streaming down alluded to the searchlights carried by the early ASW aircraft to spot the submarines on the surface at night. Colors: pelican, brown and white; beak, yellow with red inside; light beam, yellow; background, dark blue; submarine, black and white; design border, white. This design remained in use until the squadron was disestablished in 1991.

Nicknames: Boomerangers, 1975–1980.

Boomers, 1981–1991.

Chronology of Significant Events

May 1946: VP-905 was established at NAS Grosse Ile, Mich., with an official active duty home port at NAS San Diego, Calif. The squadron came under the operational control of FAW-14 and administrative control of the Naval Air Reserve Training Command (NARTC). The squadron was one of 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the PBY-5A Catalina seaplane and the PV-2 Harpoon.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy squadron designations began with 1 and reserve patrol squadron designations began with 5. VP-905 was redesignated VP-ML-55. The ML for reserve patrol squadrons included twin-engine medium amphibian seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadron ML designations were for twin-engine medium land-based bombers only. Amphibian medium seaplanes like the PBY-5A were in the AM category.

Feb 1950: VP-ML-55 was redesignated VP-731 during the reorganization of Naval Aviation reserve units in 1949, but did not take effect until February 1950. During this period the number of Naval Aviation Reserve squadrons was reduced from the 1949 total of 24 to 9. By this date the squadron had transitioned to the PBM-5 Mariner.

29 Sep 1950: VP-731 was called to active duty as a result of North Korean forces invading the Republic of Korea on 25 June 1950. The squadron reported for duty to Commander Naval Air Force Pacific Fleet at NAS San Diego, Calif. At the start of hostilities Navy patrol forces on active duty numbered just 20 squadrons and it quickly became apparent that this rather meager figure was inadequate to meet the increased demands. By the end of 1950 seven reserve patrol squadrons were called to active duty to augment the regular Navy patrol squadrons.

7 Feb 1951: VP-731 deployed to Buckner Bay, Okinawa, supported by *Suisun* (AVP 53). A detachment was maintained at NS Sangley Point, R.P., supported by *Salisbury Sound* (AV 13). Both sections conducted patrols over the Formosa Straits and China coast. A single

aircraft was detached to Hong Kong to provide courier service between Hong Kong and the R.P.

29 May 1952: VP-731 began its second WestPac deployment based at MCAS Iwakuni, Japan, supported by *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). The squadron began combat operations over the Korean coastline on 1 June 1952. During the deployment the squadron alternated between Korea and the Formosa patrol area.

31 Jul 1952: A PBM-5S2 Mariner flown by Lieutenant E. E. Bartlett, Jr., was attacked by two Chinese MiG-15 fighters while on a reconnaissance patrol over the Yellow Sea off the west coast of Korea. Two crewmen were killed in the attack, tail gunner Aviation Machinist Mate H. G. Goodroad and Airman Claude Playforth. Two other crewmen were seriously wounded. Lieutenant Bartlett was able to escape the MiGs and land his heavily damaged Mariner at Paengnyong-do, South Korea. Temporary repairs were made, enabling him to return to base at Iwakuni, Japan.

Jul 1953: VP-48 began its third WestPac deployment to Korea just as the hostilities ceased on 27 July 1953. The squadron was based at NAF Iwakuni, supported by *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). During a patrol on 30 July the port engine of a squadron PBM-5S2 caught fire causing the plane to crash. Only five of the 15 personnel on board survived and were picked up by a Coast Guard PBM.

Jun 1954: VP-48 transitioned from the PBM-5S2 Mariner to the Martin P5M-1 Marlin seaplane.

3 May 1956: Two VP-48 Marlins en route from NAS North Island to NAS Pearl Harbor, Hawaii, ditched due to low fuel state. One aircraft was taken under tow by a USCG vessel. The carrier *Wasp* (CV 18) stood by



A squadron P5M being placed in position for hoisting aboard.



A squadron P5M being hoisted aboard a seaplane tender.

until the tender *Pine Island* (AV 12) arrived to retrieve the second aircraft.

22 Oct 1957: VP-48 deployed to MCAS Iwakuni, Japan. While transiting via Hawaii, two aircraft were detached by Commander Fleet Air Hawaii for evaluation of an experimental seaplane fueling buoy. The two aircraft rejoined the squadron at Iwakuni on 2 November 1957.

19 Mar–Sep 1964: The squadron made its first deployment in over four years to WestPac, relieving VP-40 at NS Sangley Point, R.P. In the last month of the deployment, on 2 August 1964, the Gulf of Tonkin Incident brought VP-48 into the South China Sea to support fleet operations. During these operations the squadron accumulated over 1,500 hours on patrol.

1 Oct 1965–Sep 1966: VP-48 deployed a six-aircraft detachment to NS Sangley Point, R.P., rotating one relief crew and associated ground personnel to the detachment on a monthly basis. During the deployment the detachment conducted surveillance patrols over the South China Sea and Operation Market Time patrols over coastal Vietnam. While conducting these patrols the squadron was provided tender support at Cam Ranh Bay, South Vietnam, by *Pine Island* (AV 12), and after February 1966, *Salisbury Sound* (AV 13). When operating from Buckner Bay, Okinawa, the

squadron was supported by *Currituck* (AV 7). The six aircraft that had been operated by the VP-48 detachment were transferred to VP-50 upon the conclusion of the deployment.

15 Nov 1966–Apr 1967: VP-48 transitioned to the P-3A Orion and a permanent change of station to NAS Moffett Field, Calif. Effective 15 February 1967, VP-48 was administratively assigned to FAW-10 vice FAW-14. The squadron received its first P-3A on 23 January 1967. The final detachment of squadron personnel was transferred from NAS North Island in April 1967.

24 Jul 1967–31 Jan 1968: VP-48 deployed to MCAS Iwakuni, Japan, relieving VP-4. A two-aircraft detachment conducted operations from Guam and Midway islands. Additional detachments were maintained at NS Sangley Point, R.P., in support of Vietnam combat missions. On 16 January 1968, a P-3A, BuNo. 152144, was lost and the entire crew killed in an accident. On 23 January 1968, the squadron commenced 24-hour ASW protection for *Enterprise* (CVAN 65) Task Force in the Sea of Japan. The task force had been brought into the area as a result of the *Pueblo* Incident. *Pueblo* (AGER 2) was an intelligence monitoring ship that was seized by the North Koreans in international waters. The squadron returned to NAS Moffett Field in February 1968 and began transitioning to the P-3B Orion.

1 Dec 1968: VP-48 deployed to NS Adak, Alaska. The squadron earned a Meritorious Unit Citation for its performance in tracking Soviet naval units during the deployment.

1 Apr 1970: VP-48 deployed to NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay, Vietnam. The detachment was responsible for detecting eight enemy trawlers attempting to ship arms and munitions to the Viet Cong. VP-48's performance during the deployment earned it a Meritorious Unit Commendation.

1 May 1971: VP-48 deployed to NS Sangley Point, R.P., with a three-aircraft/four-crew detachment at the Royal Thai Navy Base, U-Tapao, Thailand. On 25 May, upon the closure of NS Sangley Point, the squadron relocated to NAS Cubi Point, R.P.

23 Jun–Dec 1972: VP-48 began a three-way split deployment with one detachment of three aircraft/four crews at NS Adak, Alaska; a second detachment of three aircraft/four crews at NAS Agana, Guam; and the remaining three aircraft/ four crews at NAS Moffett Field, Calif. The Agana detachment had an interesting one-week assignment in December tracking Russian missile instrumentation ships and watching two Soviet missiles impact in the Soviet Missile Range landing zone.

10 Jul 1978: VP-48 deployed to NAF Misawa, Japan. Shortly after arrival at Misawa, the squadron was forced to fly away in the face of Typhoon Virginia to Cubi Point, R.P.

10 Nov 1979: VP-48 deployed to NAF Kadena, Japan, with a detachment at Diego Garcia, B.I.O.T. During the deployment the squadron played an important role in locating Vietnamese refugee boats for rescue units. The Diego Garcia detachment was on constant standby during the Iranian Crisis resulting from the overthrow of the Shah of Iran on 4 November 1979.

2 Dec 1985–May 1986: VP-48 deployed to NAS Adak, Alaska. On 7 May a major earthquake (7.7 Richter scale) struck while several squadron aircraft were airborne. The squadron executive officer communicated with the aircraft using a handheld transceiver until communications could be restored and the runways certified safe for landing.

Jul 1986: The squadron's P-3C baseline Orions began block modification to the P-3C MOD version with new inertial navigation systems, secure HF radios and Harpoon missile capability.

15 Jun 1990: The Boomers deployed a three-aircraft and four-aircrew detachment to Kadena Air Base, Okinawa. In Aug 1990, the detachment was relocated to NAS Cubi Point, R.P., in support of Operation Desert Storm.

23 May 1991: VP-48 was disestablished at NAS Moffett Field, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Grosse Ile, Mich.	May 1946
NAS San Diego/NAS North Island, Calif.*	29 Sep 1950
NAS Moffett Field, Calif.	15 Feb 1967

* NAS San Diego was redesignated NAS North Island in 1955.

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1949
LCDR H. S. Wilson	1950
LCDR W. T. O'Dowd, Jr.	1951
CDR F. G. Vessell	1953
CDR J. C. Young	1954
CDR J. F. Davis	1955
CDR Robert C. Payne	1956
CDR Harry A. Haszard	20 May 1958
CDR K. M. E. Miller	10 Jun 1959
CDR A. D. Ronimus	30 Jun 1960
CDR Rae P. Madson	30 Jun 1961
CDR Warren E. Zaiser	6 Jul 1962
CDR K. E. Bailey	10 Jun 1963

A VP-48 P-3C preparing to land in February 1983. (Courtesy Rick R. Burgess Collection via Cdr R. S. Paroof).



Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR C. J. McGrath	1964
CDR William M. Shaver	7 Apr 1965
CDR Clarence O. Robins	26 Apr 1966
CDR Donald J. Childers	25 Apr 1967
CDR Paul J. Tetreault	22 Mar 1968
CDR Eugene G. Anderson	30 Apr 1969
CDR David B. Pitts	23 Apr 1970
CDR George S. Phillips	8 Apr 1971
CDR Myles E. Fladager	15 Apr 1972
CDR Daniel T. O'Donnell	1973
CDR Thadeus W. Mills	1974
CDR Michael A Pearce	25 Mar 1975
CDR John G. Burton	30 Apr 1976
CDR John W. Ciboci	22 Apr 1977
CDR William T. Boyd III	21 Apr 1978
CDR Duval S. Woodford	9 Mar 1979
CDR Edward J. Crowley	25 Apr 1980
CDR L. J. LeDoux	10 Aug 1981
CDR R. S. Parodi	1982
CDR J. S. Falls	8 Jul 1983

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR D. L. Speed	15 Oct 1984
CDR Gregory A. Bushnell	8 Nov 1985
CDR Charles P. Isele	1986
CDR Robert M. Lunning	2 Oct 1987
CDR Richard Fleming, Jr.	30 Sep 1988
CDR R. H. Fisher	17 Jul 1989
CDR Chalker W. Brown III	25 May 1990

Aircraft Assignment

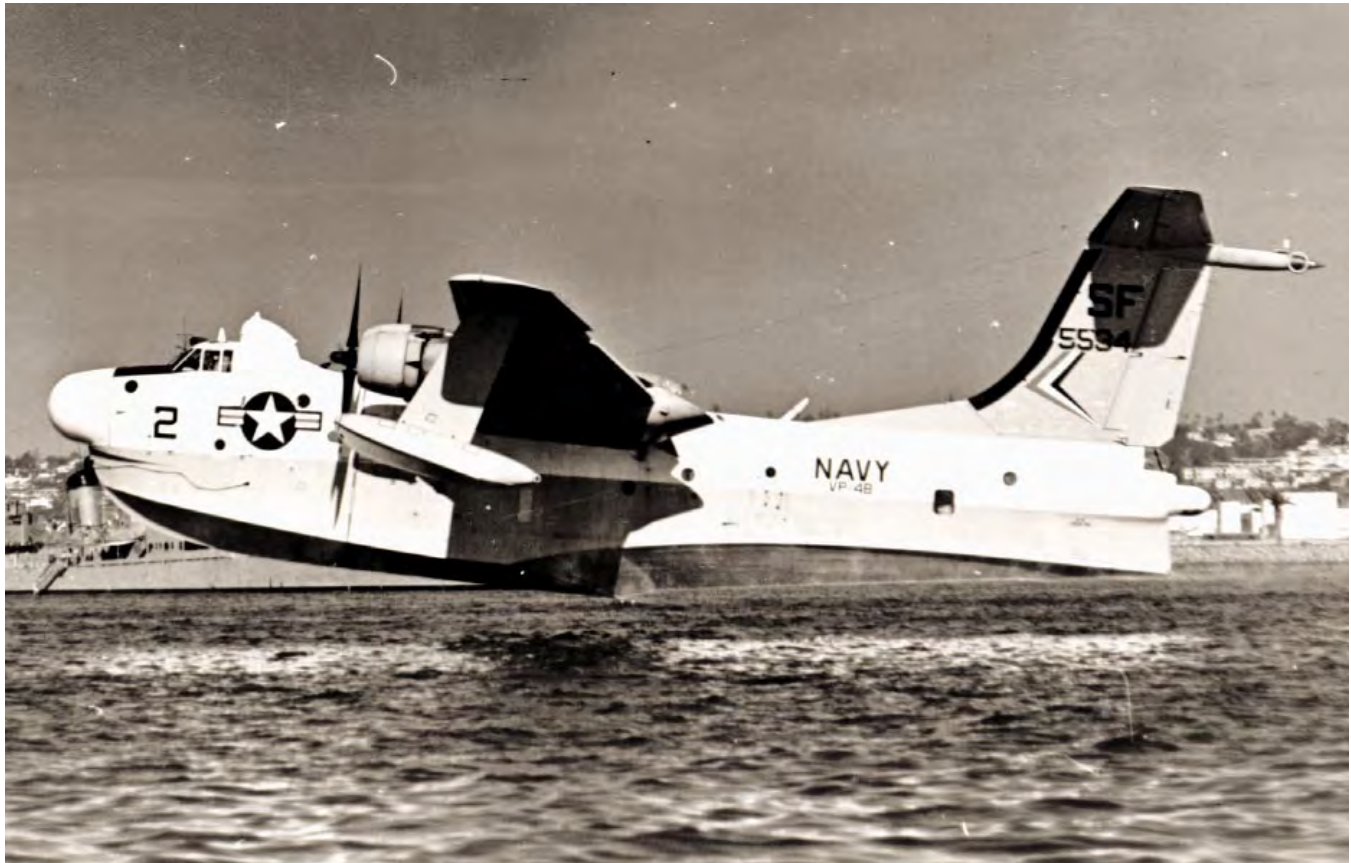
<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A/PV-2	May 1946
PBM-5S2	1950
P5M-1	Jun 1954
SP-5B	1960
P-3A	Jan 1967
P-3B	Feb 1968
P-3C	Nov 1971
P-3C MOD	Jul 1986
P-3C UIII	Jan 1990



A squadron P5M being prepared for hoisting aboard a tender.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
7 Feb 1951	13 Aug 1951	FAW-1	Buckner Bay <i>Salisbury Sound</i> (AV 13) <i>Suisun</i> (AVP 53)	PBM-5S2	WestPac
29 May 1952	8 Dec 1952	FAW-6	Iwakuni <i>Kenneth Whiting</i> (AV 14) <i>Gardiners Bay</i> (AVP 39)	PBM-5S2	WestPac
18 Jun 1953	1 Jul 1953	FAW-2	Pearl Harbor	PBM-5S2	EastPac
Jul 1953	Dec 1953	FAW-6	Iwakuni <i>Kenneth Whiting</i> (AV 14) <i>Gardiners Bay</i> (AVP 39)	PBM-5S2	WestPac
19 Jan 1955	8 Aug 1955	FAW-6	Iwakuni	P5M-1	WestPac
4 May 1956	13 Nov 1956	FAW-6	Iwakuni	P5M-1	WestPac
22 Oct 1957	14 May 1958	FAW-6	Iwakuni	P5M-1	WestPac
5 May 1959	15 Nov 1959	FAW-6	Iwakuni	P5M-1	WestPac
18 Jan 1964	29 Jan 1964	FAW-14	Galapagos <i>Pine Island</i> (AV 12)	SP-5B	SoLant
19 Mar 1964	28 Sep 1964	FAW-8	Sangley Pt.	SP-5B	WestPac
1 Oct 1965*	27 Sep 1966	FAW-8	Sangley Pt.	SP-5B	WestPac
1 Oct 1965*	27 Sep 1966	FAW-8	Cam Ranh <i>Pine Island</i> (AV 12) <i>Salisbury Sound</i> (AV 13)	SP-5B	WestPac
1 Oct 1965*	27 Sep 1966	FAW-8	Buckner Bay <i>Currituck</i> (AV 7)	SP-5B	WestPac



A squadron P5M just before touch down.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
24 Jul 1967*	31 Jan 1968	FAW-6	Iwakuni	P-3A	WestPac
28 Dec 1967*	8 Jan 1968	FAW-8	Sangley Pt.	P-3A	WestPac
24 Jul 1967*	8 Jan 1968	FAW-8	Guam	P-3A	WestPac
24 Jul 1967*	8 Jan 1968	FAW-2	Midway	P-3A	WestPac
28 Dec 1967*	8 Jan 1968	FAW-8	Sangley Pt.	P-3A	WestPac
1 Dec 1968	1 Jun 1969	FAW-10	Adak	P-3B	NorPac
1 Apr 1970*	1 Oct 1970	FAW-8	Sangley Pt.	P-3B	WestPac
1 Apr 1970*	1 Oct 1970	FAW-8	Cam Ranh	P-3B	WestPac
1 May 1971*	25 May 1971	FAW-8	Sangley Pt.	P-3B	WestPac
1 May 1971*	30 Sep 1971	FAW-8	U-Tapao	P-3B	WestPac
25 May 1971*	1 Nov 1971	FAW-8	Cubi Pt.	P-3B	WestPac
23 Jun 1972*	Dec 1972	FAW-10	Adak	P-3C	NorPac
23 Jun 1972*	Dec 1972	PatWing-1	Agana	P-3C	WestPac
31 Jul 1975	9 Feb 1976	PatWing-1	Misawa	P-3C	WestPac
10 Feb 1977	10 Nov 1977	PatWingPac	Adak	P-3C	NorPac
10 Jul 1978	10 Jan 1979	PatWing-1	Misawa	P-3C	WestPac
10 Nov 1979	15 Mar 1980	PatWing-1	Kadena	P-3C	WestPac
10 Feb 1981	9 Aug 1981	PatWing-1	Kadena	P-3C	WestPac
Apr 1982	Aug 1982	PatWing-10	Adak	P-3C	NorPac
28 Jan 1983	11 Aug 1983	PatWing-1	Kadena	P-3C	WestPac
28 May 1984	11 Dec 1984	PatWing-1	Misawa	P-3C	WestPac
2 Dec 1985	Jun 1986	PatWing-10	Adak	P-3C	NorPac
4 May 1987	4 Nov 1987	PatWing-1	Cubi Pt.	P-3C MOD	WestPac
4 Dec 1988	7 Jun 1989	PatWing-10	Adak	P-3C MOD	NorPac
15 Jun 1990	Aug 1990	PatWing-1	Kadena	P-3C UIII	WestPac
Aug 1990	14 Jan 1991	PatWing-1	Cubi Pt.	P-3C UIII	WestPac

* The squadron conducted split deployment to two or more sites on the same dates.



Squadron P-3s at NAS Agana, Guam.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 May 1946
FAW-14	SF [†]	Sep 1950
FAW-10	SF	15 Feb 1967
ComPatWingsPac	SF	30 Jun 1973
PatWing-10	SF	1 Jun 1981

[†] The squadron's tail code SF was assigned when it was called to active duty on 29 September 1950 for the Korean War. VP-48 was the only squadron to keep the same tail code in 1957 when all the other patrol squadron tail codes were changed.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	1 Dec 1968	31 May 1969
	1 Apr 1970	1 Oct 1970
KSM	29 May 1952	7 Dec 1952
	26 Jul 1953	1 Mar 1954
RVNGC	1 Apr 1970	30 Sep 1970
	1 Nov 1970	21 Nov 1970
NEM	1 Jul 1977	31 Dec 1978
AFEM	31 Jul 1967	31 Jan 1968
SLOC	27 Oct 1990	24 Nov 1990



A squadron P-3C taxiing after landing, circa 1984.

VP-49

Lineage

Established as Patrol Squadron NINETEEN (VP-19) on 1 February 1944.

Redesignated Patrol Bombing Squadron NINETEEN (VPB-19) on 1 October 1944.

Redesignated Patrol Squadron NINETEEN (VP-19) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) NINE (VP-MS-9) on 15 November 1946.

Redesignated Patrol Squadron FORTY NINE (VP-49) on 1 September 1948.

Disestablished 1 March 1994.

Squadron Insignia and Nickname

The squadron's first design was submitted to CNO for approval in July of 1944. The design depicted an anatomically correct nude mermaid with arms raised overhead holding a bomb poised for delivery below. CNO did not approve this design stating "... it is not in keeping with the dignity of the service." The CNO letter further suggested "... that such themes other than those having as a central character ducks, cats, dogs, eagles and rabbits be used."

The next squadron design was submitted to CNO for approval by VP-MS-9 in 1947. It featured a shield encompassing an Orca killer whale rising from the surface of the sea assisted by two JATO bottles attached to a belt amidships. The whale in the design was similar to the shape of the PBM-3D Mariner flown by the squadron during World War II and through the Korean War. The JATOs were frequently used on the Mariner seaplanes to assist them in attaining a shorter takeoff. The primary role of the squadron after WWII was antisubmarine warfare. This design was approved by CNO on 15 January 1947. Colors: outline of shield, black; background, sky blue; body of whale, dark blue with white ventral surface; spout of whale, white; mouth, red with white teeth; eye, black; JATO units and belt, red; flames, red and white; squadron designation letters, black.



The whale with the squadron designation was the first officially approved insignia used by the squadron.

The first insignia had gone out of use after VP-MS-9 was redesignated VP-49 in late 1948 and the design was modified accordingly in 1951. The whale was placed in a circle instead of a shield, the squadron



The squadron's second insignia was a modification of its first design.

designation VP-MS-9 was removed, and a sinking submarine was placed in the background. Background colors were sky blue with dark blue ocean. The second insignia was approved by CNO on 22 June 1951.

The third insignia of the squadron was the version that remained in use until its disestablishment in 1994. It was a heraldic device designed to represent both the squadron's mission and its area of operation. The clouds and blue background represented the sky that the P-3 Orions traveled en route to and from their operational area at sea.

The sun and the stars on the dark blue quadrants of the shield represented the night and day capabilities of the squadron's aircraft and personnel. The upper right quadrant of the shield portrayed, from top to bottom, the ASW capabilities (trident) and the water which hid its adversary, the submarine itself. The lower left quadrant stood for the electronic detection capabilities of the P-3 (orbiting electrons) and the high speed with which the P-3 could transit to its operational area (lightning bolt). A scroll above the shield contained the motto "No Sanctuary in the Deep." The squadron designation was contained in a second scroll at the bottom of the design. This device was approved by CNO in August 1962.



The squadron's third insignia used a shield with various images to represent its operations.

Nickname: Woodpeckers, 1973–1994.

Chronology of Significant Events

1 Feb 1944: VP-19 was established at NAS Alameda, Calif., as a seaplane squadron flying the PBM-3D Mariner. Personnel were given ground and operational patrol training through July under the operational control of FAW-8.

10 Jul 1944: The squadron began its transpac to NAS Kaneohe, Hawaii, from NAS Alameda, Calif. The last aircraft arrived on 18 July 1944. While at Kaneohe the squadron came under the operational control of FAW-2. Operational training in the use of JATO commenced immediately after the squadron was settled into its new quarters.

2–23 Nov 1944: VPB-19 flew to Parry Island, Eniwetok, based onboard the tender *St. George* (AV 16). On 23 November 1944, the squadron moved ashore at Parry Island. Activities consisted of daily sector searches, hunter-killer patrols, air-sea rescue and reconnaissance flights over Wake and Ponape islands. The squadron came under the operational control of Commander Shore-Based Air Force, Marshalls-Gilberts Area.

12 Feb 1945: VPB-19 was transferred to Iwo Jima via Saipan, with tender support provided by *Hamlin* (AV 15). Missions were flown to within 100 miles of the Japanese mainland.

6–17 Mar 1945: VPB-19 was transferred back to Parry Island, Eniwetok, based ashore with a detachments aboard various tenders. The squadron returned to combat operations consisting of sector searches, hunter-killer patrols and Dumbo missions in the vicinity of Ponape and Wake Islands.

May 1945: Squadron planes were equipped with expendable radio sonobuoys and the crews were trained in their use.



A squadron PBM takes off from Naval Station Bermuda, March 1951, 80-G-428477.

Jul 1951: The squadron was transferred to a new home base at NAS Bermuda under operational control of FAW-5. Intra-service training missions were conducted in cooperation with the USAF squadrons stationed at Bermuda.

1955: VP-49 provided support for the evaluation trials of the first nuclear submarine *Nautilus* (SSN 571).

Jul–Sep 1957: VP-49 participated in evaluations using an LSD-type tender to support the operation the squadron's P5M aircraft.

Oct 1962: VP-49 participated in the quarantine of Cuba during the Cuban Missile Crisis. The squadron joined several other regular and reserve patrol squadrons in surveillance flights over the approaches to Cuba during the period of quarantine from 15 October to 26 November 1962.

Jun 1963: A deployment to Cuba marked the last time the squadron operated as a seaplane squadron. From June to August 1963 the squadron turned in its SP-5B Marlin seaplanes in preparation for transition to a landplane squadron.

Aug 1963–Feb 1964: The squadron was transferred to NAS Patuxent River, Md. On 1 September 1963, NAS Patuxent River officially became the new home base for VP-49. However, the main body of the squadron remained at NAS Bermuda and only a detachment was



A squadron P5M in flight.

maintained at NAS Patuxent River. The squadron detachment began transitioning from the SP-5B Marlin seaplane to the Lockheed P-3A Orion. The main body of the squadron moved to NAS Patuxent River in February 1964.

1964: VP-49 joined VPs 8 and 44 in alternating convoy coverage from the East Coast of the U.S. to the coast of Spain in Operation Steel Pike I. It marked the first time that land-based escorts provided complete ASW coverage for a convoy transiting the Atlantic.

15–22 Jul 1966: A detachment of VP-49 aircraft deployed to Kindley AFB, Bermuda, to provide air sup-

port for the Project Gemini GTA-10 mission. On 21 July a helicopter from *Guadalcanal* (LPH 7) recovered astronauts John W. Young and Michael Collins after their landing in the Atlantic 460 miles east of Cape Kennedy, Fla., ending a mission that totaled over 70 hours in space.

6–15 Sep 1966: Aircraft from VP-49 deployed to Kindley AFB, Bermuda, to provide air support for the Project Gemini GTA-11 mission on 12 September. On 15 September a helicopter from *Guam* (LHA 9) recovered *Gemini 11* astronauts Charles Conrad and Richard Gordon at sea 700 miles off Cape Kennedy, Fla., after a three-day mission in space. The detachment operated under the operational control of Task Force 140 (Manned Space Flight Recovery Force, Atlantic).

27 May 1968: VP-49 began a split deployment with half of the squadron based at NS Sangley Point, R.P., and the other half at the Royal Thai Naval Air Base at U-Tapao, Thailand. The Philippine detachment was at Sangley Point when a magnitude 7.0 earthquake struck the area. Personnel of the squadron volunteered hundreds of hours in support of the international relief efforts. The U-Tapao detachment flew missions for the Seventh Fleet in Market Time surveillance operations in Vietnamese waters.

17 Jul 1970: VP-49 deployed to NAS Keflavik, Iceland, taking the P-3C on its first deployment. This model of the Orion featured the latest ASW warfare equipment including the AN/ASQ-114 computer system for navigation and sensor functions, the first of its kind in a maritime patrol aircraft. The P-3C had an AN/AQA-7 acoustic processing system with DIFAR, quadruple the number of directional sonobuoys, and a high capacity computer with related displays.

1 Jul 1971: VP-49 deployed to NAS Keflavik, Iceland, for a five-month tour. The squadron earned a Navy Unit Commendation for operations in the North Atlantic during 14 to 25 September 1971.

1 Oct 1972: The squadron deployed to Keflavik, Iceland. In March, two aircraft were detached to the Royal Netherlands Naval Air Station at Valkenburg, Katwijk, Netherlands, to provide Dutch aircrews a firsthand look at the ASW capabilities of the Orion aircraft.

8 Mar 1975: The squadron deployed to NAS Sigonella, Sicily, earning a Meritorious Unit Commendation during operations in the Mediterranean.

11–30 Jan 1976: VP-49 deployed a detachment to Ascension Island. Surveillance flights over high-interest Soviet units off the west coast of Africa earned the squadron a Meritorious Unit Commendation.

27 Jul 1976: VP-49 deployed to NAS Keflavik, Iceland, earning a Meritorious Unit Commendation for ASW surveillance operations against Soviet units in October.

2 Nov 1982: VP-49 deployed to NAS Sigonella, Sicily, under the operational command of CTF 67. Detachments were sent during the deployment to Souda Bay, Crete, and Rota, Spain. While on this deployment, the squadron earned the Navy Expeditionary Medal for missions off the coast of Lebanon during the Beirut crisis.

Jul 1985: VP-49 deployed to NAS Sigonella, Sicily. During the deployment, the squadron participated in the interception of the *Achille Lauro* hijackers. Palestinian terrorists had hijacked the Italian liner and murdered an American passenger of Jewish descent before putting into a neutral port. After negotiating for a passenger jet to take them to Syria, the terrorists were caught in the air by carrier aircraft supported by the airborne radar of the VP-49 Orions. The terrorists were escorted to a landing in Sicily where they were subsequently arrested.

Jul–Oct 1986: The squadron traveled to South America to participate in Unitas XXVIII and Swampfox 86 exercises, operating with the navies and air forces of Peru, Chile, Uruguay and Brazil.

1 Feb 1990: VP-49 deployed to NAS Bermuda, with a detachment assigned to NAS Roosevelt Roads, P.R. The detachment in the Caribbean participated in Department of Defense surveillance missions with the U.S. Coast Guard to curtail drug running. The “Woodpecker Vice” crews made five successful intercepts totaling over \$20 million in hashish and cocaine, one intercept alone included over \$12 million in drugs aboard. The latter was the largest seizure to date. Both detachments deployed to Keflavik in late April 1990.

1 May 1990: VP-49 deployed to NAS Keflavik, Iceland, marking the first time a P-3C squadron



A VP-49 P-3C at NAS Jacksonville in October 1982 (Courtesy Rick R. Burgess Collection via Mr. Archer).

equipped with the Update III package had conducted operations against the Soviet Red Banner Northern fleet. The aircraft had an entirely new underwater acoustic monitoring system, doubling the number of sonobuoys that could be monitored concurrently over earlier marks. IBM signal processors provided a four-fold gain in isolating sounds of submerged targets from ocean background noise. Improvements in avionics, computers (AN/AYA-8) and cooling systems were added, along with a retractable forward-looking infrared turret under the chin of the aircraft and Harpoon air-to-surface missile capability.

10 Mar 1993: VP-49 deployed to Keflavik under CTG 84.1. Duties included ASW NATO operations, joint training with the *John F. Kennedy* (CV 67) battle group, navigation training to the North Pole, and ice reconnaissance missions to Thule, Greenland. With the end of the Cold War, the squadron conducted historic visits to Poland and the former Soviet Republics of Estonia, Latvia and Lithuania.

25 Sep 1993: Upon return from Iceland, the squadron immediately commenced Haitian Assistance Group Operations. These patrol flights flown by the squadron were part of the efforts at enforcing the United Nation's blockade against the Haitian military coup.

1 Mar 1994: VP-49 was disestablished at NAS Jacksonville, Fla., after concluding more than 32 years and 214,000 hours of accident-free flying, a record in the patrol aviation community.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	1 Feb 1944
NAS Kaneohe, Hawaii	10 Jul 1944
NAAF Eniwetok*	2 Nov 1944
NAS Alameda, Calif.	Jan-Feb 1946
NAS Norfolk, Va.	9 Apr 1946
NAS Pensacola, Fla.	1 Jun 1949
NAS Norfolk, Va.	25 Aug 1949
NAS Bermuda	5 Jul 1951
NAS Patuxent River, Md.	1 Sep 1963 [†]
NAS Jacksonville, Fla.	31 Jan 1972

* The squadron was moved to Iwo Jima during February to March 1945 and then returned to NAAF Eniwetok.

† The squadron's home port was officially changed on 1 September 1963 to NAS Patuxent River. However, only a squadron detachment was maintained at NAS Patuxent River between September 1963 to January 1964. The main body of the squadron stayed at NAS Bermuda and did not move to NAS Patuxent River until February 1964.



A squadron P-3A in flight.

A squadron P-3C flies over a Soviet helicopter carrier, December 1977.



Commanding Officers

	<i>Date Assumed Command</i>
LT W. B. Brinkmann (actg.)	1 Feb 1944
LCDR J. A. Masterson	9 Feb 1944
LCDR J. M. Richards	11 Aug 1945
LCDR L. E. DeCamp	21 Nov 1945
LCDR O. P. Johnstone	29 Jul 1946
LCDR W. R. Dunne	16 Jun 1947
CDR R. Y. McElroy	11 Jun 1948
CDR James B. Wallace	Jun 1949
CDR Ellis J. Fisher	Oct 1950
CDR James P. Lynch	Jul 1952
CDR Edward A. Taber, Jr.	Sep 1953
CDR John M. Arbuckle	Aug 1954
CDR William H. Sours	Sep 1955
CDR John S. Reef	Jan 1957
CDR Elmer D. Anderson	1 Mar 1958
CDR H. J. Woodward	3 Mar 1959
CDR T. R. McClellan	9 Mar 1960
CDR P. E. Hill	30 Mar 1961
CDR Howard C. Hansen	Nov 1961
CDR Robert E. Gayle, Jr.	Nov 1962
CDR K. Carter	31 Mar 1964
CDR R. D. Campbell	28 Jan 1965
CDR James A. McCaig	17 Jan 1966
CDR R. T. Lemon	28 Feb 1967
CDR R. S. Zeisel	22 Jan 1968
CDR R. E. Blandine	20 Jan 1969
CDR Robert Wisdom	24 Nov 1969
CDR Eugene A. Tansey	10 Dec 1970
CDR Robert A. Hall	17 Dec 1971
CDR Jerry Funderbark	15 Dec 1972

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Victor S. Gulliver	14 Dec 1973
CDR Gerald W. McDonald	9 Dec 1974
CDR Craig S. Campbell	22 Aug 1975
CDR William C. Bloh	16 Jul 1976
CDR Robert M. Howard	22 Jul 1977
CDR Bryon E. Tobin	Jul 1978
CDR Joseph C. Payne	16 Jul 1979
CDR Michael A. Nash	11 Jun 1980
CDR Jon S. Coleman	Jul 1981
CDR James L. Minderlein	25 Jun 1982
CDR James A. Dvorak	1 Jul 1983
CDR Michael D. Glerum	19 Oct 1984
CDR Larry D. Newsome	21 Feb 1986
CDR Larry L. Sakre	27 Mar 1987
CDR Michael A. Trudell	25 Mar 1988
CDR Charles R. Sipe, Jr.	17 Mar 1989
CDR Robert P. Coonan	1990
CDR Edward Waller	1991
CDR James Drodgy	1992
CDR Mark Anthony	26 Mar 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Feb 1944
P5M-1	Dec 1952
P5M-2	Jun 1960
SP-5B	Dec 1962
P-3A	Aug 1963
P-3C	Sep 1969
P-3C UIIIR	1989

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Jul 1944	15 May 1946	FAW-2	Kaneohe	PBM-3D	EastPac
2 Nov 1944	Feb 1945	*	Eniwetok	PBM-3D	SoPac
			<i>St. George (AV 16)</i>		
Feb 1945	Mar 1945	FAW-1	Iwo Jima	PBM-3D	WestPac
			<i>Hamlin (AV 15)</i>		
Mar 1945	Jan 1946	*	Eniwetok	PBM-3D	WestPac
			<i>Corson (AVP 37)</i>		
			<i>Norton Sound (AV 11)</i>		
			<i>Gardiners Bay (AVP 39)</i>		
Oct 1962†	Nov 1962	FAW-5	Guantanamo	SP-5B	Carib
Jun 1963†	Aug 1963	FAW-5	Guantanamo	SP-5B	Carib
31 May 1965	Aug 1965	FAW-5	Argentia	P-3A	NorLant
14 Jan 1966	3 Jun 1966	FAW-10	Adak	P-3A	NorPac
13 Jan 1967†	28 Jun 1967	FAW-5	Argentia	P-3A	NorLant
13 Jan 1967†	28 Jun 1967	FAW-5	Bermuda	P-3A	Lant
1 Jun 1968†	16 Dec 1968	FAW-8	Sangley Pt.	P-3A	WestPac
15 Jun 1968†	14 Dec 1968	FAW-8	U-Tapao	P-3A	WestPac
17 Jul 1970	6 Nov 1970	FAW-5	Keflavik	P-3C	NorLant



Squadron aircraft at Keflavik, Iceland, 1971.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jul 1971	1 Dec 1971	FAW-5	Keflavik	P-3C	NorLant
1 Oct 1972	Mar 1973	PatWing-11	Keflavik	P-3C	NorLant
Jan 1974	Jul 1974	PatWing-11	Keflavik	P-3C	NorLant
8 Mar 1975	12 Aug 1975	PatWing-11	Sigonella	P-3C	Med
11 Jan 1976	30 Jan 1976	PatWing-11	Ascension Is.	P-3C	SoLant
27 Jul 1976	29 Dec 1976	PatWing-11	Keflavik	P-3C	NorLant
14 Sep 1977	19 Feb 1978	PatWing-11	Sigonella	P-3C	Med
Jan 1978	1 Jun 1978	PatWing-11	Sigonella	P-3C	Med
Feb 1979	28 Jun 1979	PatWing-11	Bermuda	P-3C	Lant
May 1980	Oct 1980	PatWing-11	Bermuda	P-3C	Lant
7 Jul 1981	17 Dec 1981	PatWing-11	Sigonella	P-3C	Med
2 Nov 1982	21 Apr 1983	PatWing-11	Sigonella	P-3C	Med
Apr 1984 [†]	Sep 1984	PatWing-11	Rota	P-3C	Med
Apr 1984 [†]	Sep 1984	PatWing-11	Lajes	P-3C	Lant
Jul 1985	31 Dec 1985	PatWing-11	Sigonella	P-3C	Med
Jul 1986	Oct 1986	PatWing-11	Multi-site	P-3C	SoLant
Feb 1987	Aug 1987	PatWing-11	Bermuda	P-3C	Lant
10 Jul 1988	10 Jan 1989	PatWing-11	Sigonella	P-3C	Med
1 Feb 1990 [†]	Apr 1990	PatWing-11	Bermuda	P-3C UIIIR	Lant
1 Feb 1990 [†]	Apr 1990	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
1 May 1990	Aug 1990	PatWing-11	Keflavik	P-3C UIIIR	NorLant
1 Jul 1991	Jan 1992	PatWing-11	Rota	P-3C UIIIR	Med
10 Mar 1993	24 Sep 1993	PatWing-11	Keflavik	P-3C UIIIR	NorLant

^{*} The squadron came under the operational control of Commander Shore-Based Air Force, Marshalls-Gilberts Area. However, it continued to be listed under FAW-2, most likely as part of their administrative control.

[†] The squadron conducted split deployment to two or more sites on the same dates.

[‡] The main body of the squadron did not deploy, only detachments were on these deployments.

Wing Assignments

Wing	Tail Code	Assignment Date
FAW-8		1 Feb 1944
FAW-2		10 Jul 1944
*		2 Nov 1944
FAW-1		Feb 1945
*		Mar 1945
FAW-5	EA [†] /LP [‡]	4 Mar 1946
FAW-11/ PatWing-11 [§]	LP	31 Jan 1972

* The squadron came under the operational control of Commander Shore-Based Air Force, Marshalls-Gilberts Area. However, it continued to be listed under FAW-2, most likely as part of their administrative control.

[†] The squadron remained a part of FAW-5, but was assigned the tail code EA on 7 November 1946.

[‡] The squadron's tail code was changed from EA to LP in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[§] FAW-11 was redesignated PatWing-11 on 30 June 1973.

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award		
NUC	14 Sep 1970	25 Sep 1970	
	8 Feb 1979	27 Jun 1979	
	15 May 1980	15 Oct 1980	
	14 Jun 1985	30 Nov 1985	
MUC	1 Jun 1975	16 Jul 1975	
	10 Oct 1976	20 Oct 1976	
	Jul 1985	Jan 1986	
	18 Mar 1987	8 May 1987	
	1 Feb 1990	31 Mar 1991	
	10 Jul 1991	1 Dec 1991	
	(Det)	11 Jan 1976	30 Jan 1976
	RVNGC	21 Nov 1968	31 Dec 1968
	NEM	1 Jan 1985	31 Dec 1985
		1 Jan 1990	31 Dec 1990
(Sel. Crews)	3 Nov 1982	20 Apr 1983	
AFEM (Sel. Crews)	11 Apr 1984	31 Jul 1984	
JMUA	1 Oct 1982	20 Sep 1985	
	15 Aug 1990	12 Oct 1990	
	4 Dec 1991	10 Jan 1992	



A squadron P-3C in flight.

A close up of the tail of a squadron P-3 showing the LP tail code and the design used on the squadron aircraft. Note, this design is different from the approved squadron insignia design.

VP-50

Lineage

Established as Patrol Squadron NINE HUNDRED SEVENTEEN (VP-917) on 18 July 1946.

Redesignated Medium Patrol Squadron (Landplane) SIXTY SEVEN (VP-ML-67) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED NINETY TWO (VP-892) in February 1950.

Redesignated Patrol Squadron FIFTY (VP-50) on 4 February 1953.

Disestablished on 30 June 1992.

Squadron Insignia and Nickname

In 1952, VP-892 requested assistance from CNO in creating a squadron insignia. CNO referred the matter



The squadron's one and only insignia.

to the Heraldic Branch of the Army Quartermaster General, which prepared a design acceptable to both the squadron and the office of CNO. This design was approved by CNO on 10 February 1953. It was a circular design with a winged dragon in the center, poised over a surfaced submarine with its claws outstretched. Colors: background of disk, white; dragon, blue with red barbed tongue, horn, claws and tail; submarine, black; sea, blue; border of insignia, red.

Nickname: Blue Dragons, 1953–1992.

Chronology of Significant Events

18 Jul 1946: VP-917 was established at NAS Sand Point, near Seattle, Wash. The squadron came under

the operational control of FAW-14 and administrative control of the Naval Air Reserve Training Command (NARTC). The squadron was one of 21 naval reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the PBY-5A/6A Catalina seaplane and the PV-2 Harpoon landplane.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy patrol squadron designations began with 1 and reserve patrol squadrons began with 5 or higher. VP-917 was redesignated VP-ML-67. The ML for reserve squadrons included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadron ML designations were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PBY-5A were in the AM category.

Feb 1950: VP-ML-67 was redesignated VP-892 during the reorganization of Naval Aviation Reserve units in 1949, but the change did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to 9. By this date the squadron had transitioned to the PBM-5 Mariner.

20 Jul 1950: VP-892 was called to active duty as a result of North Korean forces invading the Republic of Korea on 25 June 1950. The squadron reported for duty to Commander Naval Air Force Pacific Fleet at NAS San Diego, Calif. At the start of hostilities the Navy patrol forces on active duty numbered just 20 squadrons, and it quickly became apparent that this meager figure was inadequate to meet the increased demands. By the end of 1950 seven reserve patrol squadrons were called to active duty to augment the active duty Navy patrol squadrons. The squadron reported aboard NAS San Diego on 4 August 1950 for training under FAW-14.

23 Nov 1950: VP-892 began its first deployment at Iwakuni, Japan, reporting to Commander Fleet Air Japan and FAW-6 on 13 December 1950. During the deployment the squadron was involved in ASW, reconnaissance and weather information flights in the Sea of Japan and along the coasts of China and North Korea. The squadron's first mission was flown on 18 December 1950, making it the first flown by any reserve squadron in the Korean Conflict.

Aug 1951: VP-892 returned to NAS San Diego, Calif., to begin transitioning to the PBM-5S/S2 seaplane. The squadron became operational in January 1952.

12 Feb–1 Mar 1952: VP-892 deployed to NS Sangley Point, R.P., for duties under FAW-1. On 1 March 1952, the squadron began its second tour of operations in the Korean combat zone conducting patrols over the China coast and China Sea.

1 May–27 Jul 1953: VP-50 deployed to NS Sangley Point, R.P., with patrol duties covering the South China



A squadron PBM in flight, note the insignia just below the cockpit.

Sea. On 1 June 1953, a detachment began operations at MCAS Iwakuni, Japan, flying patrols in the combat zone over the Korean coastline, Yellow Sea and Sea of Japan. On 30 June 1953, a squadron Mariner sank near Iwakuni while taxiing to test engines. No one was injured or lost, and boats from *Kenneth Whiting* (AV 14) rescued the crew from the water. The tender later made several unsuccessful attempts to raise the sunken aircraft. On 17 July *Deliverer* (ARS 23) destroyed the sunken PBM with underwater demolition charges to eliminate any danger to vessels navigating in the area. The detachment rejoined the squadron at NS Sangley Point on 27 July 1953.

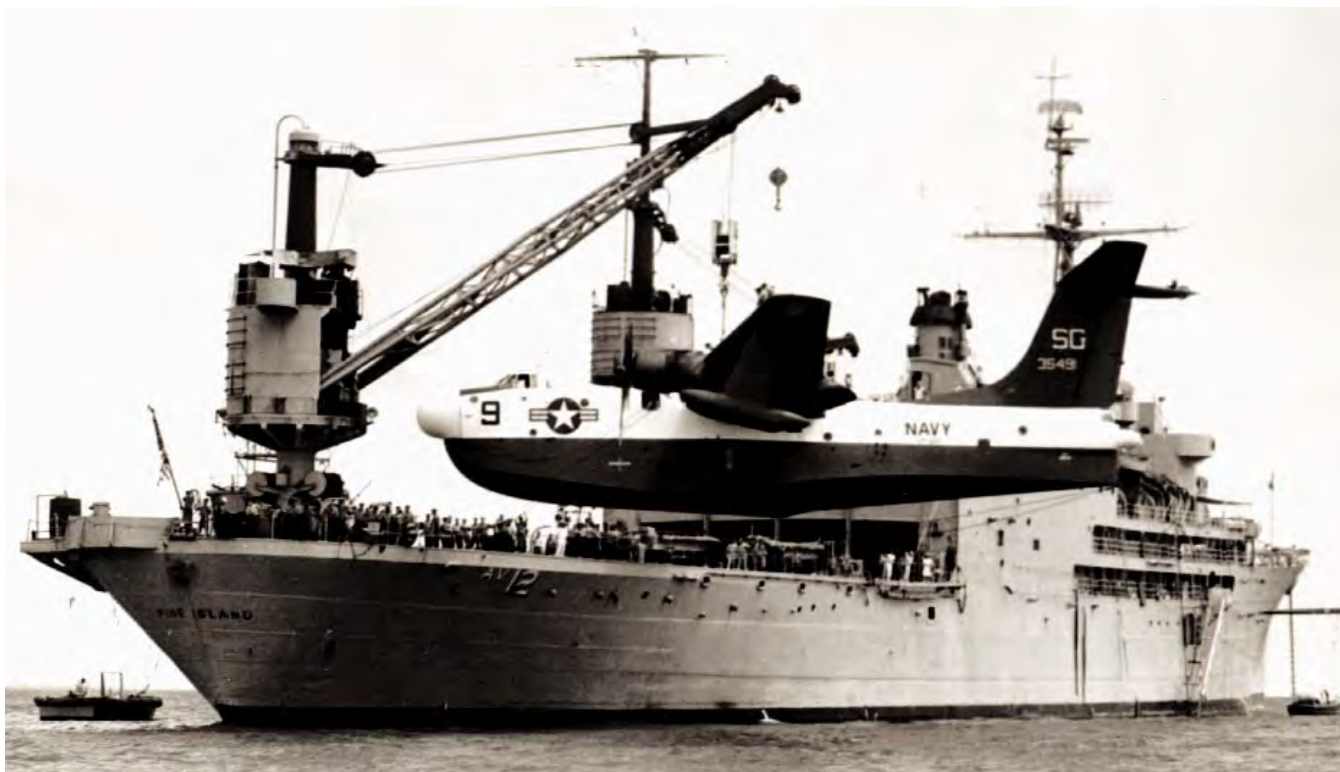
31 Aug 1954: VP-50 deployed to MCAS Iwakuni, Japan. The aircraft designated by the squadron as “Seven Madness” was forced down with a burning port engine while returning from a routine patrol in the Yellow Sea. It was ditched safely and the crew was rescued. However, the seaplane sank while under tow.

1 Jun 1956: VP-50 became the last active duty Navy patrol squadron to replace its PBM Mariners with the new Martin P5M-2 Marlin seaplane. Upon completion of the transition, the squadron’s permanent home port was changed from NAS North Island, Calif., to NAS Whidbey Island, Wash.

1 Apr 1960: VP-50 was given a new home port at MCAS Iwakuni, Japan, under the operational and administrative control of FAW-6.

1 Oct 1961: VPs 50, 4, 28 and 40 were assigned to Task Force 72, U.S. Taiwan Patrol Force, keeping watch over international waters bordering communist territory from Siberia to North Vietnam. This action was in response and result of the renewed tension over the divided city of Berlin. Units of the Naval Air Reserve, including five patrol and 13 carrier antisubmarine squadrons were called to active duty.

30 Jun–6 Aug 1964: VP-50 received a permanent change of station relocating its home port from MCAS Iwakuni, Japan, to NAS North Island, San Diego, Calif. The squadron was the last of five overseas patrol squadrons to return to home ports in the continental U.S. Other unit moves included: VP-40, from NS Sangley Point, R.P., to NAS North Island, Calif.; VP-4,



A squadron P5M being hoisted aboard Pine Island (AV 12).

from Naha, Okinawa to NAS Barbers Point, Hawaii; VP-45 from Bermuda to NAS Jacksonville, Fla.; and VP-49 from Bermuda to NAS Patuxent River, Md. The squadron's 12 SP-5B Marlins were turned over to the Bureau of Weapons for storage at Iwakuni. Upon arrival at NAS North Island, VP-50 accepted 12 similar aircraft from VP-47, becoming fully operational on 6 August 1964.

26 Aug 1965: The Blue Dragons deployed to NS Sangley Point, R.P., with a detachment at Buckner Bay, Okinawa, and Cam Ranh Bay, RVN. Tender support at Buckner Bay was provided by *Salisbury Sound* (AV 13), and at Cam Ranh Bay by *Pine Island* (AV 12). The squadron flew 162 Market Time missions and its aircraft were hit by ground fire on 10 occasions.

23 Aug 1966: VP-50 deployed to NS Sangley Point, R.P., with FAW-10. During the deployment a detachment operated out of Cam Ranh Bay, RVN, supported by the tender *Currituck* (AV 7). On 6 January 1967, aircraft SG-13, while on a training flight, crashed in the South China Sea 20 miles west of Corregidor killing all 10 men aboard. Cause of the accident could not be determined.



A squadron P-3C being brought aboard Salisbury Sound (AV 13).

1 Jul 1967: VP-50's home port was changed from NAS North Island, Calif., to NAS Moffett Field, Calif. And the squadron began the transition from the P-3M-2 Marlin seaplane to the P-3A Orion landplane.

1 May 1968: VP-50 deployed to NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay, RVN. The squadron was the first P-3 Orion unit to operate from the Cam Ranh Bay facility and earned a Meritorious Unit Commendation for the performance of its duties during this period.

11 Jun–Aug 1979: The Dragons deployed to NAF Kadena, Okinawa, relieving VP-47. During August, numerous missions were flown in support of the Vietnamese refugees, locating distressed vessels and directing rescue ships to them.

17 Apr 1980: A squadron P-3C, BuNo. 158213, SG-03, after dropping six paratroopers as part of a Samoan Flag Day celebration, crashed on the island. Six crewmen were killed in the mishap.

10 Dec 1983: VP-50 deployed to NAF Misawa, Japan, with a detachment at NAS Adak, Alaska, relieving VP-40. During the deployment the squadron conducted numerous peacetime aerial reconnaissance program flights monitoring the transit of Soviet military vessels.

1986: VP-50 upgraded its P-3C baseline with the P-3C MOD avionics package, including new acoustic processors, long-range navigation gear, secure communications enhancements and Harpoon missile capability.

3 Jan 1987: VP-50 deployed to NAF Kadena, Okinawa, with a detachment at Diego Garcia, B.I.O.T. On 10 January the Kadena detachment repositioned to Diego Garcia where operations were focused on the gulf, North Arabian Sea and Indian Ocean. Detachments were established at intervals at Masirah, Oman.

22 Jun 1987: The squadron's first P-3C MOD aircraft was accepted for P-3C Update III retrofit program. The aircraft had an entirely new underwater acoustic monitoring system, doubling the number of sonobuoys that could be monitored concurrently over earlier systems. IBM signal processors provided a four-fold gain in isolating sounds of submerged targets from ocean background noise. Improvements in avionics, computers (AN/AYA-8) and cooling systems were added, along with a retractable forward-looking



A squadron P-3A in flight, 1967.

infrared turret under the chin and Harpoon air-to-surface missile capability. The squadron became fully operational with the new updates during its first ready alert on 1 March 1988.

6 Feb 1988: The squadron's record of 49,000 mishap-free flying hours was broken when an aircraft was damaged during a touch-and-go landing in an area where the runway was under construction. The pilot was able to make a wheels-up landing with three engines at nearby Cecil Field with no injury to any of the five crew aboard.

15 May 1988: H. Lawrence Garrett III was sworn in as the 68th Secretary of the Navy. Secretary Garrett had served as a Naval Flight Officer with VP-50 in Vietnam.

4 Aug 1988: The Blue Dragons deployed to NAF Misawa, Japan. During the deployment the squadron was able to conduct several Pony Express operations (missile shot surveillance) on the Peoples Republic of China.

1 Nov 1989: VP-50 deployed to NAS Cubi Point, R.P., with a detachment at NAF Diego Garcia, B.I.O.T. In December 1989 Philippine insurgents attempted to

overthrow the government of President Corazon Aquino. VP-50 flew battle group support missions to cut off the potential supply lines for the rebels.

21 Mar 1991: Two VP-50 Orions, P-3C, BuNos. 158930 and 159325, had a midair collision off the southern coast of California, killing all 27 aircrewmen aboard. The cause for the mishap could not be determined.

30 Jun 1992: VP-50 was disestablished at NAS Moffett Field, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Sand Point, Wash.	18 Jul 1946
NAS San Diego/North Island, Calif.*	4 Aug 1950
NAS Whidbey Island, Wash.	1 Jun 1956
MCAS Iwakuni, Japan	1 Apr 1960
NAS North Island, Calif.	30 Jun 1964
NAS Moffett Field, Calif.	1 Jul 1967

* NAS San Diego was redesignated NAS North Island in 1955.

A VP-50 P-3C preparing to land at NAS Moffett Field in April 1981 (Courtesy Rick R. Burgess Collection via Michael Grove).



Commanding Officers

	<i>Date Assumed Command</i>
CDR H. T. Byler	18 Jul 1946
LCDR Edward R. Swanson	9 Sep 1948
CDR W. H. Chester	20 Sep 1951
LCDR N. D. McClure	26 Sep 1952
CDR D. C. Davis	1954
CDR Constantine J. Economou	1955
CDR W. D. Harrington	1956
CDR Andrew H. Cowart	15 Nov 1957
CDR Robert J. Ney	Jun 1959
CDR F. G. Koenig, Jr.	4 Jun 1960

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR O. B. Gray	10 Mar 1961
CDR William H. Locklin	22 Jun 1962
CDR H. W. Smith	4 Jun 1963
CDR W. A. Van Train	22 Jun 1964
CDR H. B. Lansden	22 Jun 1965
CDR Harlan Purdy	21 Jun 1966
CDR Owen A. Kidd	29 May 1967
CDR Carl O. Hausler	29 Jun 1968
CDR Charles K. Anderle	16 Jun 1969
CDR C. O. Prindle	3 Apr 1970

Commanding Officers—Continued

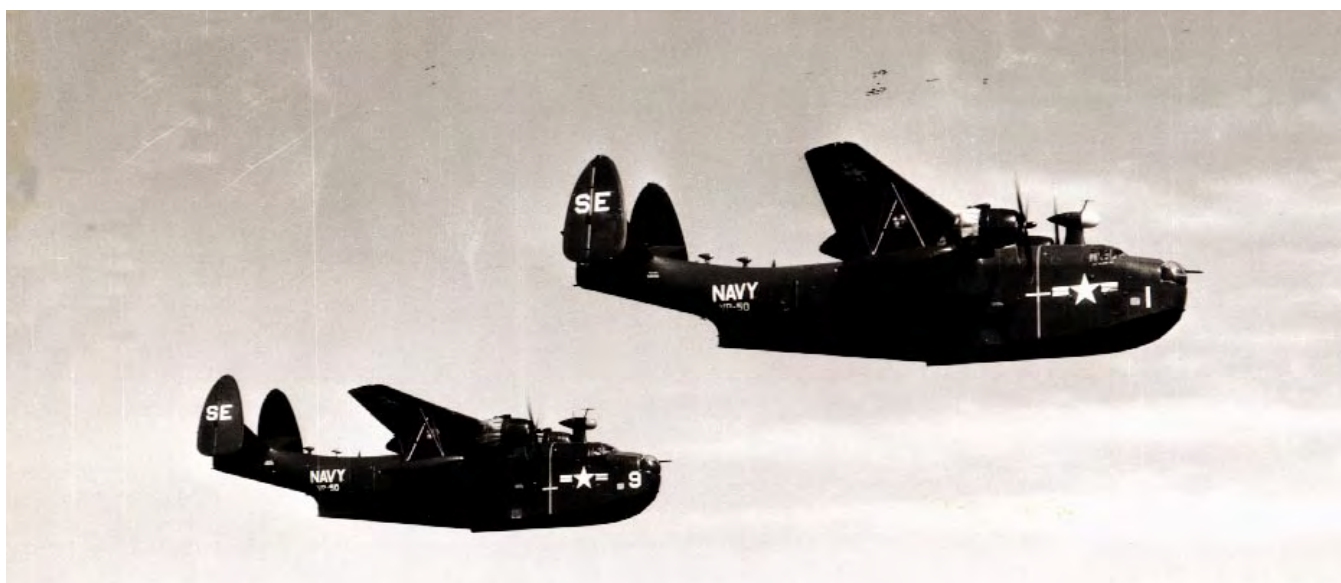
	<i>Date Assumed Command</i>
CDR Jerry L. Mitchell	18 May 1971
CDR H. S. Van Dusen	1 Jul 1972
CDR William R. Hodge	15 Jun 1973
CDR Francis H. Stoodley	21 Jun 1974
CDR Donald U. Calvin	20 Jun 1975
CDR George T. Lloyd	18 Jun 1976
CDR Gary C. Ledbetter	10 Jun 1977
CDR Robert J. Arnold	9 Jun 1978
CDR John H. Grotenhuis	17 May 1979
CDR Jerry F. Huss	4 Jun 1980
CDR Robert L. Bushong	19 May 1981
CDR Quentin S. Masters	21 May 1982
CDR Albert J. Begbie	27 May 1983
CDR Donald A. Giles	10 Aug 1984
CDR Denis F. Beaugureau	8 Nov 1985
CDR Gregory M. Zorbach	10 Nov 1986
CDR Daniel R. Veldstra	20 Nov 1987
CDR J. E. Boyington, Jr.	6 Oct 1988

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR E. F. Carter	3 Nov 1989
CDR John Mauthe	2 Nov 1990
CDR Fredrick B. Horne	25 Oct 1991

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A/6A	Jul 1946
PV-2	Jul 1946
PBM-5	1949
PBM-5S/S2	Aug 1951
P5M-2	Jun 1956
SP-5B	Dec 1962
P-3A	Jul 1967
P-3B	1970
P-3C	1971
P-3C MOD	1986
P-3C UIIR	Jun 1987



A couple of squadron PBMs in flight, April 1956.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
23 Nov 1950	9 Jun 1951	FAW-6	Iwakuni <i>Gardiners Bay (AVP 39)</i> <i>Curtiss (AV 4)</i> <i>Suisun (AVP 53)</i>	PBM-5	WestPac
12 Feb 1952	18 Sep 1952	FAW-1	Sangley Pt. <i>Salisbury Sound (AV 13)</i>	PBM-5S/S2	WestPac
1 May 1953	1 Sep 1953	FAW-1	Sangley Pt.	PBM-5S/S2	WestPac
1 Jun 1953†	27 Jul 1953	FAW-6	Iwakuni <i>Kenneth Whiting (AV 14)</i>	PBM-5S2	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
			<i>Gardiners Bay (AVP 39)</i>		
			<i>Floyds Bay (AVP 40)</i>		
31 Aug 1954	Jan 1955	FAW-6	Iwakuni	PBM-5S/S2	WestPac
Jul 1957	4 Nov 1957	FAW-6	Iwakuni	P5M-2	WestPac
1 Nov 1958	Apr 1959	FAW-6	Iwakuni	P5M-2	WestPac
26 Aug 1965*	14 Mar 1966	FAW-8	Sangley Pt.	SP-5B	WestPac
26 Aug 1965*	14 Mar 1966	FAW-1	Buckner Bay	SP-5B	WestPac
			<i>Salisbury Sound (AV 13)</i>		
26 Aug 1965*	14 Mar 1966	FAW-8	Cam Ranh	SP-5B	WestPac
			<i>Pine Island (AV 12)</i>		
23 Aug 1966*	6 Feb 1967	FAW-8	Sangley Pt.	SP-5B	WestPac
23 Aug 1966*	6 Feb 1967	FAW-8	Cam Ranh	SP-5B	WestPac
			<i>Currituck (AV 7)</i>		
1 May 1968*	2 Nov 1968	FAW-8	Sangley Pt.	P-3A	WestPac
1 May 1968*	2 Nov 1968	FAW-8	Cam Ranh	P-3A	WestPac
15 Jul 1969*	15 Jan 1970	FAW-1	Naha	P-3B	WestPac
15 Jul 1969*	15 Jan 1970	FAW-8	Cam Ranh	P-3B	WestPac
29 Sep 1970*	31 Mar 1971	FAW-8	Sangley Pt.	P-3B	WestPac
29 Sep 1970*	31 Mar 1971	FAW-8	Cam Ranh	P-3B	WestPac
8 Sep 1971	31 Dec 1971	FAW-10	Adak	P-3C	NorPac



A squadron PBM being launched at Iwakuni, Japan. Oriskany (CVA 34) is in the background, NH-94618.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jan 1972*	30 Jun 1972	FAW-10	Adak	P-3C	NorPac
1 Jan 1972*	30 Jun 1972	FAW-1	Agana	P-3C	WestPac
1 Jul 1973*	31 Dec 1973	PatWingPac	Adak	P-3C	NorPac
1 Jul 1973*	31 Dec 1973	PatWing-1	Agana	P-3C	WestPac
24 Jan 1975*	10 Aug 1975	PatWingPac	Adak	P-3C	NorPac
24 Jan 1975*	10 Aug 1975	PatWing-1	Agana	P-3C	WestPac
10 Aug 1976	11 Feb 1977	PatWing-1	Misawa	P-3C	WestPac
26 Jan 1978	11 Jul 1978	PatWing-1	Misawa	P-3C	WestPac
11 Jun 1979	11 Nov 1979	PatWing-1	Kadena	P-3C	WestPac
10 Jul 1980	10 Nov 1980	PatWingPac	Adak	P-3C	NorPac
10 Jun 1981	10 Dec 1981	PatWing-1	Misawa	P-3C	WestPac
10 Oct 1982	10 Feb 1983	PatWing-10	Adak	P-3C	NorPac
10 Dec 1983*	10 Jun 1984	PatWing-1	Misawa	P-3C	WestPac
10 Dec 1983*	10 Jun 1984	PatWing-10	Adak	P-3C	NorPac
10 Jul 1985	10 Jan 1986	PatWing-1	Diego Garcia	P-3C	IO
3 Jan 1987	10 Jul 1987	PatWing-1	Diego Garcia	P-3C MOD	IO
4 Aug 1988	7 Feb 1989	PatWing-1	Misawa	P-3C UIII	WestPac
1 Nov 1989*	10 May 1990	PatWing-1	Cubi Pt.	P-3C UIII	WestPac
1 Nov 1989*	10 May 1990	PatWing-1	Diego Garcia	P-3C UIII	IO
4 Aug 1991	10 Jan 1992	PatWing-10	Adak	P-3C UIII	NorPac

* The squadron conducted split deployments to two or more sites on the same dates.

† A detachment deployed to MCAS Iwakuni and then returned to the squadron during its WestPac deployment to NS Sangley Point, R.P.



A squadron P-3C at Adak, Alaska, with Mount Moffett in the background.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	SE [†]	18 Jul 1946
COMFAIRALAMEDA	SE	1951
FAW-14	SE	1952
FAW-1	SE	late 1952
FAW-14	SE	mid 1953
COMFAIRALAMEDA	SE	late 1953
FAW-4	SE/SG [‡]	late 1956
FAW-6	SG	1 Apr 1960
FAW-14	SG	30 Jun 1964
FAW-10	SG	1 Jul 1967
COMPATWINGSPAC	SG	30 Jun 1973
PatWing-10	SG	1 Jun 1981

[†] The squadron was assigned the tail code SE after it was called to active duty in July 1950.

[‡] The squadron's tail code was changed from SE to SG in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	16 Nov 1970	22 Nov 1970
	10 Oct 1982	28 Oct 1982
	8 Dec 1982	17 Dec 1982
	1 Mar 1988	1 Mar 1989
NUC	1 Jan 1967	31 Mar 1968
KSM	23 Nov 1950	9 Jun 1951
	1 May 1953	1 Sep 1953
RVNGC	15 Sep 1966	20 Sep 1966
	1 Oct 1969	31 Jan 1970
	1 Sep 1970	21 Nov 1970
NEM (Sel. Crews)	10 Jun 1981	20 Jul 1981
AFEM (Sel. Crews)	23 May 1972	28 Jun 1972
HSM (Guam Det)	2 Apr 1975	21 May 1975



A squadron P-3C flying over Mount Fuji, Japan, January 1977.

Third VP-51

Lineage

Established as Air Early Warning Squadron ONE (VPW-1) on 1 April 1948.

Redesignated Patrol Squadron FIFTY ONE (VP-51) on 1 September 1948, the third squadron to be assigned the VP-51 designation.

Disestablished on 1 February 1950.

Squadron Insignia and Nickname

On 9 September 1949, the commanding officer of VP-51 responded to a CNO request of 10 May 1949 that the squadron submit a design for an insignia. The



The squadron's cartoon insignia.

submission was the motif of an early bird catching a worm, alluding to a snorkeling submarine. The bird, snatching the worm from the depths of the ocean, stands astride the North American continent, with the sun peeping up over the rim of the globe. In the bird's hands are clutched two signal flags attached to lightning bolts. Colors: bird, brown with coral stomach; bird feet, yellow; cap, red with number 51 on front; flags, one yellow with blue cross, second flag red with yellow stripes; earth, blue and brown; sun, orange; worm, pale green; background, pale blue and white.

Nickname: None on record.

Chronology of Significant Events

1 Apr 1948: VPW-1 was established at NAS Quonset Point, R.I., as an Air Early Warning squadron flying the PB-1 Flying Fortress. Some of the personnel identified for assignment to VPW-1 had been ordered to VX-4 for training on the PB-1W aircraft prior to their unit being established as a separate squadron. Another group of personnel for VPW-1 was located at Kwajalein Atoll participating in Operation Sandstone when the squadron was established on 1 April. This detachment consisted of 17 officers and 29 enlisted personnel. The detachment's mission during this operation was to patrol a designated danger area during hours of darkness to ensure no unauthorized craft entered the atomic experimental test area.

1 Apr 1948: Immediately following the squadron's establishment at NAS Quonset Point it was assigned a new home port at NAAS Ream Field, Imperial Beach, Calif.

2–3 Apr 1948: The squadron received its first four PB-1Ws on 2 April. These aircraft had been B-17G's, held by the U.S. Army Air Force in reserve storage, and released to the Navy for modification by the NAMU Johnsville, Pa. The APS-20 search radar was installed, with a distinctive large fairing projecting from the chin of the aircraft for the scanning unit. The bomb bays were sealed since no weapons were carried and extra fuel tanks were installed to increase range. On 3 April the squadron began the move to its new home port at NAAS Ream Field.

Apr–May 1948: The squadron participated in various fleet radar relay and search and rescue exercises.

29 May 1948: The squadron's Kwajalein Detachment return to NAAS Ream Field.

7 Jul 1948: VPW-1 was relocated to NAAS Miramar, north of San Diego, Calif.

July 1948: The squadron established a detachment at NAS Agana, Guam. The detachment operated under the control of FAW-1. The primary mission of the detachment was typhoon reconnaissance.

1 Sep 1948: The squadron was redesignated VP-51. VP-51 was the first operational land-based AEW squadron. The primary mission of the squadron was ASW but it was also responsible for developing, improving and evaluating all aspects relating to the operational use of AEW.

May 1949: VP-51 received the PB4Y-2 Privateer to replace the PB-1W aircraft being taken out of service.

Jul–Aug 1949: The squadron participated in AEW intercept exercises in July and August and ASW hunter/killer exercises in August.

1 Feb 1950: VP-51 was disestablished at NAAS Miramar, Calif. Personnel from the disestablished squadron were used to form a detachment of VX-4.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Quonset Point, R.I.	1 Apr 1948
NAS Ream Field, Calif.	3 Apr 1948
NAAS Miramar, Calif.	1 Aug 1948

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR F. P. Anderson (actg.)	29 Jun 1949
CDR Harold W. McDonald	16 Dec 1949

Commanding Officers

	<i>Date Assumed Command</i>
CDR Harold W. McDonald	1 Apr 1948

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB-1W	2 Apr 1948
PB4Y-2	Jun 1949

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Apr 1948*	May 1948	CTG 7.3	Kwajalein	PB-1W	WestPac
Jul 1948*	Dec 1948	FAW-1	Agana	PB-1W	WestPac

* Deployments are for squadron detachments, not the full squadron.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIR Quonset*	EW	1 Apr 1948
FAW-14	EW	1 Apr 1948

* The squadron was established at NAS Quonset Point under Commander Fleet Air Quonset and, on the same day, reassigned to FAW-14 on the West Coast.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A PB-1W in flight. This aircraft was assigned to VX-4 and was used to train VPW-1 personnel.

Second VP-56

Lineage

Established as Patrol Squadron NINE HUNDRED (VP-900) on 1 July 1946.

Redesignated Medium Patrol Squadron (Landplane) SEVENTY ONE (VP-ML-71) on 15 November 1946.

Redesignated Patrol Squadron SIX HUNDRED SIXTY ONE (VP-661) in February 1950.

Redesignated Patrol Squadron FIFTY SIX (VP-56) on 4 February 1953, the second patrol squadron to be assigned the VP-56 designation.

Disestablished on 28 June 1991.

Squadron Insignia and Nickname

The squadron's first insignia was developed and submitted to CNO during its existence as VP-661 in 1952. CNO approved the design on 15 March 1952.



The squadron's first dragon insignia.

The central figure of the design was a fierce winged dragon, breathing fire and smoke above the up-thrust bow of a sinking submarine. Colors: background, white; dragon, blue with yellow belly, red eyes and mouth; sea, light green; border, red. The squadron retained this design after its redesignation to VP-56.

The second insignia of VP-56 was a modernized rendition of the first design. It was submitted to CNO and approved on 23 October 1968. The winged dragon, still the central feature, breathed fire against a circular background of red, white and blue. A scroll at the top displayed the designation PATRON 56. The scroll at the bottom contained the nickname Dragons. Colors: dragon, black body, white belly, red flames; background, divided into red, white and blue sec-



The squadron's second insignia had a more stylized dragon design.

tions; letters on top and bottom of design, black on white background.

Nickname: Dragons, 1952–1991.

Chronology of Significant Events

1 Jul 1946: VP-900 was established at NAS Anacostia, D.C. It came under the operational control of FAW-5 and administrative control of the Naval Air Reserve Training Command. The squadron was one of 21 naval reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft on the inventory. The squadron flew the PBV-5A/6A Catalina seaplane and the PV-2 Harpoon landplane.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy squadron designations began with 1 and reserve patrol squadron designations began with 5. VP-900 was redesignated VP-ML-71. The ML for reserve patrol squadrons included twin-engine medium amphibian seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadron ML designations were for twin-engine medium land-based bombers only. The amphibian medium seaplanes like the PBV-5A were in the AM category.

Feb 1950: VP-ML-71 was redesignated VP-661 during the reorganization of the Naval Air Reserve units in 1949, but the redesignation did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to 9.

15 Sep 1950: VP-661 was called to active duty as a result of North Korean forces invading the Republic of



Squadron P5Ms in flight.

South Korea on 25 June 1950. The squadron reported for duty to Commander Naval Air Force Atlantic Fleet at NAS Norfolk, Va. At the start of hostilities Navy patrol forces on active duty numbered just 20 squadrons, and it quickly became apparent that this meager figure was inadequate to meet the increased demands. By the end of 1950 seven reserve patrol squadrons were called to active duty to augment the regular Navy patrol squadrons. After reporting for duty at NAS Norfolk, Va., the squadron was sent to NAS Corpus Christi, Tex., for six weeks of transitional training in the PBM-5 and PBM-5S2 Mariner seaplane.

May 1953: The first of the squadron's new P5M-1 Marlin seaplanes began to arrive as replacements for the aging PBM Mariners. Pilots and ground crew personnel were sent to the Glenn L. Martin P5M school in Baltimore, Md., for training in operation and maintenance of the new aircraft.

Feb 1958: The Dragons came to the assistance of sister squadron VP-45 when one of its aircraft became frozen in the ice at NAS Norfolk. A group of volunteers from VP-56 found and old WWII amphibious tractor and made their way to the aircraft over the ice. They were able to chop the aircraft out of the ice and tow it to the beach.

25 Jan–Jun 1961: VP-56 received its first Lockheed P2V-7 Neptune and began transitioning from the Marlin seaplane. Transition training was completed by 8 June 1961.

1 Oct–Nov 1962: VP-56 deployed a detachment of five aircraft to NAS Guantanamo Bay, Cuba. On 22 October 1962, President John F. Kennedy announced the imposition of quarantine on Cuba after photographic intelligence analysis had ascertained the presence of numerous medium-and long-range intercontinental missile sites. On 24 October 1962, the squadron moved the rest of its aircraft to Cuba. The Dragons and 14 other patrol squadrons played a key role in the surveillance of Soviet bloc vessels approaching Cuba, and later the verification count of missiles being removed. The squadron returned to NAS Norfolk in late November 1962, after earning a letter of commendation for their efforts.

15 May 1966: The Dragons deployed to NAF Sigonella, Sicily, relieving VP-23. Detachments operated at various times from RHAF Souda Bay, Crete; Capodichine, Italy; Athens, Greece; Tripoli, Libya; and Izmir, Turkey. While at Crete, the squadron was supported by *Tallahatchie County* (AVB 2).

27 May–5 Jun 1968: The Dragons were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May 1968 50 miles south of the Azores. The search proved futile, and the four VP-56 patrol aircraft were released for return to NAS Norfolk on 5 June 1968. *Scorpion* was struck from the Navy list on 30 June 1968. In late October 1968 the remains of *Scorpion* were discovered in 10,000 feet of water 400



*Squadron P2Vs
in formation.*

miles SW of the Azores. No cause was ever determined for the sinking.

7 Jun 1968: VP-56 received a permanent change of station from NAS Norfolk, Va., to NAS Patuxent River, Md. Upon arrival, the Dragons began preparing for transition from the SP-2H Neptune to the P-3B Orion.

8 Aug 1968: VP-56 received its first P-3B Orion. Eight P-3Bs would be received by the end of the transition, replacing 12 SP-2H Neptunes.

Sep 1969: VP-56 received its first P-3C Orion and completed the transition training in October 1969. The Dragons were the first fleet patrol squadron to receive the P-3C. The baseline model incorporated the AN/ASQ-114 computer system for navigation and sensor functions, the first of its kind in a maritime patrol aircraft. It had an AN/AQA-7 Jezebel acoustic processing system and quadruple the number of directional sonobuoys, with a high capacity computer and related displays.

Feb 1970: The squadron's first P-3C baseline Orion was retrofitted with DIFAR gear.

1 Nov 1970: VP-56 conducted its first deployment to NAS Keflavik, Iceland, as a P-3C squadron. The squadron was subsequently awarded a Navy Unit Commendation for its activities in surveillance of the Soviet submarine fleet during November and December 1970.

1 Dec 1971–Feb 1972: The Dragons deployed to NAS Keflavik, Iceland. On 25 February 1972, a disabled H-class Soviet submarine was located on the surface. Squadron aircraft flew around-the-clock surveillance for five days until other Soviet ships could enter the area to assist the vessel.

6 May–Jul 1974: VP-56 deployed to NAF Sigonella, Sicily. On 22 July, the American ambassador requested the assistance of the Sixth Fleet in evacuating American citizens from Cyprus due to the outbreak of hostilities between Turkish and Greek factions. VP-56 flew 68 sorties in support of *Forrestal* (CVA 59) while it covered the evacuation carried out by the Marines.

Apr 1983: The squadron's P-3C baseline aircraft were retrofitted with the AQA-7V Acoustic DIFAR System.

1 Jan 1986: VP-56 deployed to NAF Sigonella, Sicily. The squadron established a record for the number of hours spent on ship-to-aircraft tactical computerized communications, called data link, while tracking Soviet submarines in the Mediterranean.

24 Mar–15 Apr 1986: The squadron provided a detachment for support of the task force involved in operations against Libya. Operation Freedom of Navigation in the Gulf of Sidra was conducted in support of American carrier aircraft operating in international waters. In retaliation for missiles fired at U.S. Navy aircraft, strikes were conducted by the battle group against Libyan missile sites at Surt and three Libyan missile boats. On 14 to 15 April 1986, strikes were conducted against Benghazi and Tripoli by *Coral Sea* (CV 43) and *America* (CV 66) battle group aircraft and USAF F-111s staging out of bases in England.

7 Aug–Oct 1987: The Dragons deployed to NAS Bermuda and received a Meritorious Unit Commendation in connection with Hurricane Emily and the recovery efforts in its aftermath during the period 25 September to 23 October 1987.

21 Jul 1989: The Dragons completed 25 years and 170,253 hours of mishap-free flying.

28 Jun 1991: VP-56 was disestablished at NAS Jacksonville, Fla., with over 26 years and 178,000 hours of accident-free flying.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Anacostia, Md.	1 Jul 1946
NAS Norfolk, Va.	15 Sep 1950
NAS Patuxent River, Md.	7 Jun 1968
NAS Jacksonville, Fla.	Jul 1971

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. Sheehan	1 Jul 1946
Unknown	1947–1950
LCDR Thomas G. Monahan, Jr.	Sep 1950



A VP-56 P-3C at NAS Moffett Field in November 1975 (Courtesy Rick R. Burgess Collection via Michael Grove).

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Henry G. McDonough	Apr 1952
CDR Charles L. Bardwell	Sep 1953
CDR Elmer T. Stonecipher	Jul 1954
CDR Donald G. Miller	Oct 1955
CDR Douglas M. Birdsall	Jan 1957
CDR J. A. Jones	4 Mar 1958
CDR B. S. Larkins	1 Jun 1959
CDR J. A. Montgomery	15 Jun 1960
CDR R. L. Morris	3 Jul 1961
CDR D. W. Herlong	7 Jun 1962
CDR G. G. Berkstresser	8 Jul 1963
CDR L. E. Mathwick	11 Apr 1964
CDR J. Miller	5 Jan 1965
CDR Gerald F. Thummel	8 Dec 1965
CDR J. M. Brozena	8 Dec 1966
CDR Ralph J. Touch	28 Dec 1967
CDR John J. McIntyre	12 Dec 1968
CDR Melvin Meltzer	15 Dec 1969
CDR Steven E. Kish	15 Dec 1970
CDR H. P. Fillingane	23 Nov 1971
CDR James B. Kramer	12 Dec 1972
CDR Charles S. Cornett, Jr.	15 Jan 1974
CDR William H. Compton	12 Dec 1974
CDR James E. McNulla III	10 Dec 1975
CDR Roger F. Donodeo	13 Dec 1976
CDR Robert C. Leslie	1 Dec 1977
CDR D. G. Oakes	21 Nov 1978

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR N. W. Ray	Jan 1980
CDR C. R. Cramer	Feb 1981
CDR Kenneth G. Johnson	Jan 1982
CDR Michael J. Caruso	Apr 1983
CDR Donald L. Riffle	Jul 1984
CDR H. Michael Wilson	Oct 1985
CDR Robert G. Simpson	3 Oct 1986
CDR James E. Dolle	14 Oct 1987
CDR Stewart R. Barnett III	28 Oct 1988
CDR C. Max Lindner III	6 Oct 1989
CDR Rush E. Baker III	12 Oct 1990

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A/6A	May 1946
PV-2	May 1946
PBM-5/5S2	Sep 1950
P5M-1	May 1953
P5M-2	1955
P2V-7	Jan 1961
SP-2H	Dec 1962
P-3B	Jun 1968
P-3C	Sep 1969
P-3C (MOD)	1986
P-3C UIIR	Jul 1989



A squadron P5M just after launching from the boat ramp.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Aug 1956	Nov 1956	FAW-5	<i>Currituck</i> (AV 7) and LST-32	P5M-2	Med
1 Jul 1959	1959	FAW-5	Halifax <i>Albemarle</i> (AV 5)	P5M-2	NorLant
11 Apr 1962*	11 Sep 1962	FAW-5	Rota	P2V-7	Med
11 Apr 1962*	11 Sep 1962	FAW-5	Keflavik	P2V-7	NorLant
11 Apr 1962*	11 Sep 1962	FAW-5	Rota	P2V-7	Med
1 Oct 1962	Nov 1962	FAW-11	Guantanamo	P2V-7	Carib
15 May 1966	13 Nov 1966	FAW-5	Sigonella <i>Tallahatchie County</i> (AVB 2)	SP-2H	Med
27 Jun 1967	17 Dec 1967	FAW-5	Rota	SP-2H	Med
1 Nov 1970	5 Mar 1971	FAW-5	Keflavik	P-3C	NorLant
1 Dec 1971	5 May 1972	FAW-11	Keflavik	P-3C	NorLant



A squadron SP-2H in flight, 1964.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Mar 1973*	Aug 1973	PatWing-11	Keflavik	P-3C	NorLant
15 Mar 1973*	Aug 1973	PatWing-11	Souda Bay	P-3C	Med
6 May 1974	24 Sep 1974	PatWing-11	Sigonella	P-3C	Med
25 Sep 1975	27 Feb 1976	PatWing-11	Keflavik	P-3C	NorLant
6 Nov 1976	15 Apr 1977	PatWing-11	Sigonella	P-3C	Med
4 Apr 1978	20 Sep 1978	PatWing-11	Keflavik	P-3C	NorLant
25 Jun 1979	4 Dec 1979	PatWing-11	Bermuda	P-3C	Lant
1980	1980	PatWing-11	Sigonella	P-3C	Med
1981	1981	PatWing-11	Sigonella	P-3C	Med
Feb 1982	Aug 1982	PatWing-11	Bermuda	P-3C	Lant
30 May 1983*	9 Nov 1983	PatWing-11	Rota	P-3C	Med
30 May 1983*	9 Nov 1983	PatWing-11	Lajes	P-3C	Lant
Aug 1984	17 Jan 1985	PatWing-11	Keflavik	P-3C	NorLant
1 Jan 1986	11 Jul 1986	PatWing-11	Sigonella	P-3C	Med
7 Aug 1987	23 Oct 1987	PatWing-11	Bermuda	P-3C MOD	Lant
1 Jan 1989	28 Jun 1989	PatWing-11	Sigonella	P-3C MOD	Med
2 Aug 1990	8 Feb 1991	PatWing-11	Keflavik	P-3C UIIR	NorLant

* The squadron conducted split deployments to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	EH [†] / LQ [‡]	1 Jul 1946
FAW-11/PatWing-11 [§]	LQ	1 Jul 1971

[†] The squadron was assigned the tail code EH when it was called to active duty in September 1950.

[‡] The squadron's tail code was changed from EH to LQ in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

[§] FAW-11 was redesignated Patrol Wing 11 (PatWing-11) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	4 Nov 1970	15 Nov 1970
	23 Mar 1986	31 Mar 1986
MUC	11 Feb 1982	11 Aug 1982
	25 Sep 1987	23 Oct 1987
HSM	2 May 1980	
	19 May 1980	31 May 1980
AFEM	(Sel Crews)	6 Jun 1983
NEM	(Sel Crews)	20 Jan 1986
	27 Jun 1986	



A squadron P-3C, 1977.

VP-60

Lineage

Established as Patrol Squadron SIXTY (VP-60) on 1 November 1970.

Disestablished on 1 September 1994.

Squadron Insignia and Nickname

The insignia chosen by VP-60 was approved by CNO on 28 December 1971. The device featured a



The squadron's cobra insignia.

large Cobra coiled around a submarine, symbolizing the squadron's primary mission of antisubmarine warfare. Colors: snake, blue green body, yellow belly, red tongue and eyes; water, green; submarine, black; scroll at bottom had PATRON 60 lettering in blue on a white scroll background.

Nicknames: Cobras, 1970–1994 (aka, Snake Snappers, 1974).

Chronology of Significant Events

1 Nov 1970: VP-60 was one of 12 VP and three VR squadrons established in 1970 as a continuation of a program initiated in July 1968 to give Naval Air Reserve squadrons an improved combat readiness. The concept, known as the 12/2/1 had 12 VP squadrons under two commands, Commander Fleet Air Reserve Wings Atlantic and Commander Fleet Air Reserve Wings Pacific, both under the control of one

central authority, Commander Naval Air Reserve. VP-60 was established at NAS Glenview, Ill., under Commander Reserve Patrol Wings, Atlantic. It was formed by combining personnel from VPs 70V1, 70V2, 70V3 and 49V4, at NAS Glenview and NAS Twin Cities, Minn. The squadron conducted flying operations with nine SP-2H Neptunes.

1 Jul 1975: Administrative control for VP-60 was transferred from Commander Reserve Patrol Wings, Atlantic to Commander Reserve Patrol Wings, Pacific.

Jun–Nov 1980: The Cobras transitioned from the P-3A airframe to the P-3B. The B-model Orions came with more powerful engines and improved avionics. Transition training was completed in November.

27 Mar 1981: VP-60 deployed to NAF Kadena, Okinawa, with detachments at NAS Whidbey Island, Wash., and NAS Barbers Point, Hawaii. Crews operating with the two detachments completed basic and advanced antisubmarine warfare qualification flights in the weapons systems trainer. The unit at Kadena provided the only available on-the-spot sea-air rescue support in April when one of the Navy's SSBNs collided with a Japanese freighter that resulted in the sinking of the freighter.

Mar 1983: The first of the squadron's 10 P-3B Orions was sent to the Naval Air Rework Facility (NARF) at NAS Alameda, Calif., for retrofit to the P-3B Tactical Navigational Modification (TAC/NAV MOD).

1993: In its last year of operational flying, VP-60 provided support to UNITAS XXXIV/93, a series of ASW exercises conducted with naval units in Uruguay.

17Aug 1993: VP-60 was selected to conduct a live over-the-horizon HARM (high-speed antiradiation missile) and Harpoon launch at NAS Point Mugu, Calif. The exercise was unique in that the crew launched their Harpoon using coordinated satellite targeting data delivered straight to the cockpit instead of the aircraft's onboard radar data.

1 Sep 1994: VP-60 was disestablished at NAS Glenview, Ill.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Glenview, Ill.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Robert A. Galbraith	1 Nov 1970
CDR George L. Young, Jr.	30 Jun 1971
CDR Alfred M. Fenstad	6 Jan 1973
CDR Richard C. Riebe	4 Jan 1975
CDR Stephen G. Snipes	17 Jul 1976



A squadron P-3B in flight.

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Howard C. Lysne	29 Jul 1978
CAPT Gary L. Engel	12 Jul 1980
CDR John J. Mumaw	16 Jan 1982
CDR Richard D. Nilson	6 Aug 1983
CDR Michael Mazurczak II	3 Mar 1985
CDR John I. Hallquist	21 Sep 1986
CDR James B. Johnson	19 Mar 1988
CDR James C. Schultz	9 Sep 1989
CDR James L. Cook	1990

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Jerome D. Kulenkamp	1992
CDR Brian P. Burghgrave	1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	1 Nov 1970
P-3A	1975
P-3B	Jun 1980
P-3B MOD	Mar 1983

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Mar 1976	Apr 1976	PatWing-1	Agana	P-3A	WestPac
10 Mar 1977	10 Apr 1977	PatWing-2	Barbers Pt.	P-3A	WestPac
7 Apr 1979	6 May 1979	PatWing-5	Lajes	P-3A	Lant
3 Apr 1980	4 May 1980	PatWing-5	Lajes	P-3A	Lant
27 Mar 1981	Apr 1981	PatWing-1	Kadena	P-3A	WestPac
7 Mar 1982	4 Apr 1982	PatWing-1	Cubi Pt.	P-3B	WestPac
3 Mar 1983	3 Apr 1983	PatWing-1	Cubi Pt.	P-3B	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jun 1984	Jul 1984	PatWing-1	Misawa	P-3B	WestPac
Mar 1985	Apr 1985	PatWing-2	Barbers Pt.	P-3B	WestPac
Jun 1986	Jul 1986	PatWing-1	Misawa	P-3B	WestPac
Mar 1987	Apr 1987	PatWing-1	Misawa	P-3B	WestPac
Mar 1988	Apr 1988	PatWing-1	Misawa	P-3B	WestPac
Feb 1989	Mar 1989	PatWing-1	Misawa	P-3B	WestPac
1993	1993	PatWing-10	Uruguay	P-3B	SoLant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMRESPATWINGLANT	LS	1 Nov 1970
COMRESPATWINGPAC	LS	1 Jul 1975

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NEM	1 Oct 1976 30 Sep 1978

A VP-60 P-3A at NAS Glenview in February 1980 (Courtesy Rick R. Burgess Collection).



Third VP-61

Lineage

Established as Photographic Squadron FIVE (VD-5) on 1 June 1944.

Redesignated Patrol Squadron (Photographic) ONE (VPP-1) on 15 November 1946.

Redesignated Patrol Squadron SIXTY ONE (VP-61) on 1 September 1948, the third patrol squadron to be assigned the VP-61 designation.

Disestablished on 17 January 1950.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jun–18 Sep 1944: VD-5 was established at NAS San Diego, Calif., under the operational control of FAW-14. The unit was established as a photographic squadron flying the PB4Y-1P Liberator and F6F-5P Hellcat. Squadron personnel were assembled at NAAS Camp Kearney, Calif., on 3 June 1944 for training on the two aircraft types. On 15 June training on the F6F was deleted from the syllabus. Training was completed on 18 September 1944, and the squadron began preparations for a transpac to Hawaii. Ground personnel departed for Hawaii aboard *Ticonderoga* (CV 14) on 18 September.

25 Sep 1944: VD-5 aircraft departed NAS San Diego, Calif., for NAS Barbers Point, Hawaii, with the last aircraft arriving on 28 June. The next day the squadron officially reported for duty to FAW-2. VD-5 conducted training for combat operations through mid-November 1944.

15–21 Nov 1944: VD-5 began its transit to NAB Agana, Guam, with the last aircraft arriving on 20 November. Once onboard, the squadron came under the operational control of FAW-1, Photo Group 2. The squadron's first mission on 21 November was a series of photographic coverage flights over Chichi Jima and Haha Jima.

1 Dec 1944: The squadron's ground support staff arrived at Guam. Throughout the remainder of the month the squadron participated in photographic reconnaissance missions over the Bonin Islands, and in operations Sledgehammer, Rockcrusher I and II over Iwo Jima.

1–31 Jan 1945: VD-5 continued photoreconnaissance over the Bonins, with two missions each over Truk, Puluwat and Woleai.

1–27 Feb 1945: VD-5 continued flying missions over Iwo Jima and Truk. At this time the squadron acquired a Douglas SBD-3P Dauntless to assist in the missions.

28 Feb 1945: VD-5 deployed a forward echelon of five aircraft and crews to Guinan Field, Samar.

1–11 Mar 1945: VD-5 continued to fly photo missions from Guam over Okinawa, Marcus, Chichi Jima, Haha Jima and Yap.

11 Mar–1 May 1945: The forward echelon at Samar was relocated to Clark Field, Luzon, Philippines. The detachment at that time came under the operational control of FAW-17. By April 1945, VD-5 was operating with the headquarters portion of the squadron at Agana, Guam; a forward detachment at Clark Field, Philippines; and two small detachments at Ulithi and Pelelieu. The squadron was providing photographic reconnaissance over Okinawa, Marcus, Chichi Jima, Haha Jima, Yap and Palau islands. VD-5's complement of aircraft was expanded on 20 April 1945 to include eight Grumman F6F-5P Hellcats. On 1 May 1945, all of the VD-5 elements rejoined the squadron at Agana, Guam.

13 May 1945: VD-5 received orders to prepare for return to the U.S. Photographic personnel were transferred to Interpretation Squadron 2 (InterpRon-2) and all maintenance personnel were transferred to Photo Group 2. This group departed the combat zone in early June onboard SS *Poelau Laut* and SS *Winfield S. Stratton*.

26 May 1945: The squadron departed the combat zone in two elements of four and three aircraft. The last element arrived at NAS Kaneohe on 30 May, and all squadron aircraft were turned over to FAW-2 HEDRON.

2–18 Jun 1945: VD-5 departed Pearl Harbor aboard *Kalinin Bay* (CVE 68), arriving at San Diego, Calif., on 8 June. Personnel were given orders and home leave. The ground staff of VD-5 arrived from Guam on 18 June 1945. Personnel were given orders and home leave.

20 Jul 1945: VD-5 was reformed at NAAS Camp Kearney, Calif., under the operational control of FAW-14. The squadron was scheduled to become operational for a second combat zone deployment in October 1945, but the cessation of hostilities in September changed those plans.

Oct 1945–Nov 1946: The squadron was based at various Japanese airfields while deployed to Japan to conduct aerial surveys of the Japanese home islands for CNO and the Navy Hydrographic Office.

15 Nov 1946: Shortly after returning from Japan to NAAS Miramar (formerly NAAS Camp Kearney), Calif., VD-5 was redesignated VPP-1. Its mission was long-range photographic reconnaissance utilizing six PB4Y-1P Liberator and four SNB-2P aircraft.

Jun 1947–Sep 1947: The squadron deployed a detachment to conduct an aerial survey of Kodiak Island, Alaska. The detachment surveyed Kodiak from 20,000 feet by flying 35 flight lines paralleling each other on a north-south axis.

Oct-Dec 1947: The squadron conducted aerial surveys of Trinity and Tonto National Forests.

Apr-Sep 1948: The squadron deployed to Alaska to conduct an aerial survey of the Naval Petroleum Reserves in northern Alaska. During this deployment the squadron also surveyed the Tongass National



Squadron photographers piece together mosaics of the Alaskan aerial photo coverage conducted by the squadron, 1949.

Forest, St. Matthew Island and St. Lawrence Islands in the Bering Sea and an area in the vicinity of Fairbanks and the Richardson Highway. During this deployment the squadron exposed 800 rolls of aerial film each 200 feet long, for a total of 350,000 aerial photographs.

May-Sep 1949: The squadron deployed to Alaska to continue its aerial survey of the Naval Petroleum Reserves as well as additional aerial surveys in other areas of Alaska. During this deployment the squadron processed almost 400,000 aerial photographs for dissemination to various federal mapping agencies.

17 Jan 1950: VP-61 was disestablished at NAAS

Miramar, Calif. All of its assets and personnel, and those of VP-62, were incorporated into Composite Squadron 61 (VC-61). For almost one year, VC-61 was the only long-range photographic squadron left in the Navy.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	1 Jun 1944
NAAS Camp Kearney, Calif.	3 Jun 1944
NAS Barbers Point, Hawaii	Jun 1944
NAAS Camp Kearney/ NAAS Miramar, Calif.*	20 Jul 1945†

* NAAS Camp Kearney was redesignated MCAS Miramar on 1 May 1946 and then NAAS Miramar on 30 June 1947.

† Squadron personnel departed Hawaii in early June 1945 and arrived stateside in June. All personnel were given home leave and the squadron's home port was assigned as NAAS Camp Kearney on 20 July 1945, the date they became to reform following home leave.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR L. R. Gehlbach (actg.)	1 Jun 1944
CDR A. D. Fraser	19 Jun 1944
LT Charles M. Witt (actg.)	26 May 1945
LCDR Robert W. L. Ross	13 Aug 1945
LCDR Arnold E. Allemand, Jr.	10 Sep 1945
LCDR W. E. Hardy	15 Nov 1946
LCDR C. A. Van Dusan	20 Jun 1947
CDR W. H. Davison	10 Dec 1948

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1P	Jun 1944
SBD-3P	Feb 1945
F6F-5P	Apr 1945
SNB-2P	Nov 1946

A squadron PB4Y-1P in flight over Alaska, 1950.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Nov 1944	8 Jun 1945	FAW-1	Agana	PB4Y-1P/ F6F-5P	SoPac
28 Feb 1945	†	FAW-1	Samar	PB4Y-1P	SoPac
11 Mar 1945	†	FAW-17	Luzon	PB4Y-1P F6F-5P	SoPac
Oct 1945	Nov 1946	FAW-1	Japan‡	PB4Y-1P SNB-2P	WestPac
Jun 1947§	Sep 1947	**	Kodiak	PB4Y-1P SNB-2P	NorPac
Apr 1948	Sep 1948	**	Alaska	PB4Y-1P SNB-2P	NorPac
May 1949	Sep 1949	**	Alaska	PB4Y-1P SNB-2P	NorPac

† While the squadron was operating from Agana, Guam, it also deployed combat detachments in the South Pacific, moving from base to base.

‡ The squadron was based at various Japanese airfields while deployed to Japan to conduct aerial surveys of the Japanese home islands for CNO and the Navy Hydrographic Office.

§ The entire squadron did not deployment to Kodiak, only a detachment.

** While deployed to Alaska the squadron came under the operational control of Commander Alaskan Sea Frontier.



Squadron PB4Y-1s at Marks Air Force Base, Nome, Alaska, September 1949. Note the tail structure and wing tips are a different color than the rest of the aircraft. They were painted orange to help locate the aircraft if it crashed in snow.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Jun 1944
FAW-2		29 Sep 1944
FAW-1		21 Nov 1944
FAW-2		30 May 1945
Commander Fleet		
Air West Coast		8 Jun 1945
FAW-14		Jun 1945
FAW-1		Oct 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	SD*	15 Nov 1946

* The squadron remained part of FAW-14 but was assigned the tail code SD on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	20 Nov 1944	26 May 1945



PB4Y-1Ps in formation near Mount McKinley, Alaska, 1947, NH-95584-KN.

First VP-62

Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 1 May 1942.

Disestablished on 1 July 1943.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 May 1942: VP-62 was established at NAS Alameda, Calif., under the operational control of FAW-14, as a seaplane squadron flying the Consolidated PBY-5A Catalina. Training continued at Alameda through early July 1942.

19–26 Jul 1942: VP-62 departed NAS Alameda for NAS Kodiak, Alaska. After reporting for duty to FAW-4, the squadron was ordered to Cold Bay, Alaska, where the squadron became operational on 26 July 1942.

5 Sep 1942: VP-62 was relocated to Dutch Harbor with a detachment at Umnak, Alaska. At Dutch Harbor the squadron relieved VP-41 and joined the 12 PBYs of VP-42 in conducting sector searches and antishipping patrols. The Japanese navy had occupied Attu and Kiska on 7 June 1942, putting Dutch Harbor right on the firing line. Most of the squadron aircraft were equipped with the often unreliable ASV Mark II radar. Due to the presence of enemy fighter aircraft, patrols had to be flown with takeoffs just before sunset and relying on radar for contacts.

Nov 1942: VP-62 was relieved and returned to NAS Seattle, Wash., for overhaul of the squadron aircraft and crew leave. During this period the squadron came under the operational control of FAW-6. The squadron departed Seattle in mid-December for NAS Adak, Alaska.

Dec 1942: VP-62 reported aboard at NAS Adak, coming under the operational control of FAW-4. The squadron deployed a detachment to Amchitka and conducted offensive patrols along the Aleutians.

Jun 1943: VP-62 was relieved for return to NAS Whidbey Island, Wash. Upon arrival, squadron personnel were given orders and home leave.

1 Jul 1943: VP-62 was disestablished at NAS Whidbey Island.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	1 May 1942
NAS Seattle, Wash.	Nov 1942
NAS Whidbey Island, Wash.	Jun 1943

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Francis R. Jones	1 May 1942

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	May 1942



A PBY-5A in flight, circa May 1942.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Jul 1942	5 Sep 1942	FAW-4	Cold Bay	PBY-5A	NorPac
5 Sep 1942	Nov 1942	FAW-4	Dutch Harbor	PBY-5A	NorPac
5 Sep 1942*	Nov 1942	FAW-4	Umnak	PBY-5A	NorPac
Dec 1942	Jun 1942	FAW-4	Adak	PBY-5A	NorPac
Dec 1942†	Jun 1942	FAW-4	Amchitka	PBY-5A	NorPac

* The squadron maintained a detachment at UmNak, Alaska during their deployment to Dutch Harbor.

† The squadron maintained a detachment at Amchitka, Alaska during their deployment to Adak.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 May 1942
FAW-4		19 Jul 1942
FAW-6		Nov 1942
FAW-4		Dec 1942
FAW-6		Jun 1943

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Third VP-62

Lineage

Established as Fleet Air Photographic Squadron, Atlantic Fleet (FltAirPhotoRonLant), on 3 May 1942.

Redesignated Fleet Air Photographic Squadron TWO (FAPS-2) on 11 October 1942.

Redesignated Photographic Squadron TWO (VD-2) on 1 March 1943.

Redesignated Patrol Squadron (Photographic) TWO (VPP-2) on 15 November 1946.

Redesignated Patrol Squadron SIXTY TWO (VP-62) on 1 September 1948, the third squadron to be assigned the VP-62 designation.

Disestablished on 30 January 1950.

Squadron Insignia and Nickname

The only insignia on file for this squadron dates from the period in which it was designated VPP-2 in 1946. Although no letter from CNO is on file, it is believed to be the officially approved insignia for the squadron for that period. A globe was enclosed in a circular design superimposed over a fouled anchor, with two box cameras port and starboard of the globe. Above the globe was a single eye representing the primary mission of the squadron, reconnaissance, with the cameras as the recording media. The squadron designation VPP-2 was located at the bottom of the



The squadron's only insignia on record.

design. Colors: background, reddish brown; eye, white with brown iris and black pupil; water, blue; land, black; cameras, black; lettering, white.

Nicknames: None on record.

Chronology of Significant Events

3 May 1942: FltAirPhotoRonLant was established at NAS Norfolk, Va., as a separate command under the

operational control of Commander Patrol Wings, Atlantic Fleet. The squadron had already been in operation as a unit since 30 July 1941 flying a PBY-5 Catalina and SBD-3 Dauntless. The unit's mission prior to May 1942 was involved in completing an aerial survey in the Bahamas, Trinidad and Guantanamo Bay, Cuba. After its official establishment the squadron continued the survey of Great Exhuma and Hog Island in the Bahamas group.

1 Mar 1943: FAP-2 was redesignated VD-2. Until 13 May 1943, the squadron remained under Commander PatWingsLant. Subsequently, with the reorganization of Patrol Wings in 1943, the squadron came under the operational control of FAW-5.

16 Aug–16 Sep 1943: A detachment of VD-2 deployed to the Canadian Arctic to conduct mapping and aerial surveys. Three squadron aircrews of six officer pilots and 16 enlisted personnel were assigned to conduct photographic mapping of Frobisher Bay, Koksoak River and Ungava Bay. Aircraft used in the task were a PBY-5A Catalina, PV-1 Ventura and a SNB-1 Model 18 Kansan variant. The detachment returned to NAS Norfolk on 16 September 1943.



A PBY in flight.

17 Sep 1943: In a tragic accident, depth bombs being handled in Hangar V-30 by another squadron exploded, killing nine enlisted members of VD-2 and destroying half of the squadron's aircraft. The remaining aircraft were later moved to Hangar LP-2 for repairs. In the interim, squadron personnel were assigned to NAS Photographic Laboratory, Norfolk, Va., until VD-2 could again become operational.

1 Jan 1944: VD-2 conducted a split deployment, with one detachment mapping Haiti and the Dominican Republic, and the second detachment mapping Colombia and Venezuela. The squadron returned to NAS Norfolk at the end of April 1944.

1 Mar 1944: A special Aerial Mapping Unit detachment of six officers, six radiomen and eight photographers was transferred to Commander Fleet Air Wings, West Coast.

30 Apr 1944: A second detachment was formed from the ranks of VD-2 to staff a new Photographic Reconnaissance Training School at NAF New Cumberland, Pa. The school would train fleet officer and enlisted personnel in aerial survey and photographic mapping techniques. The detachment remained at NAF New Cumberland through September 1945.

12 May–31 Jul 1944: The remaining detachment of the squadron deployed once again to the North Atlantic to conduct aerial surveys of southern Greenland, Frobisher Bay and Ungava Bay, Canada. The detachment returned to NAS Norfolk on 31 July 1944.

14 Nov–29 Dec 1944: VD-2 conducted a resurvey of selected areas of the north coast of Venezuela, the east and west coasts of British Honduras, Guatemala, El Salvador, Nicaragua, Costa Rica and Panama. The squadron returned to NAS Norfolk on 29 December 1944.

18 Jan–Jul 1945: VD-2 returned to Central America to conduct aerial surveys of the east and west coasts of Mexico. The squadron returned to NAS Norfolk in mid-July 1945.

Jun 1946: VD-2 was relocated from NAS Norfolk, Va., to NAS Atlantic City, N.J. A few months earlier, the squadron had received seven PB4Y-1 Liberators to supplement the two SNB-1 Kansans and three SNJ-5 Texans in its normal operating complement.

Sep 1946: With postwar reductions in effect, the squadron was reduced to a complement of eight aircraft: six PB4Y-1P Liberators and two SNB-1 Kansans.

15 Nov 1946: VD-2 was redesignated VPP-2. The squadron remained at NAS Atlantic City, N.J., with an operating complement of seven PB4Y-1P aircraft. The squadron's location, mission and composition remained relatively unchanged through May 1948.

Jun 1948: VPP-2 was given a permanent change of station to NAS Patuxent River, Md. The authorized complement of aircraft remained at six PB4Y-1P Liberators, but the on-hand aircraft had dropped to only three PB4Y-1Ps and 1 SNB-3P Navigator.

1 Sep 1948: VPP-2 was redesignated VP-62, but its primary mission continued to be photographic reconnaissance and aerial mapping. The squadron complement of aircraft remained stable at approximately six operational aircraft on hand, usually five PB4Y-1P Liberators and one SNB-3P Kansan.

30 Jan 1950: VP-62 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	3 May 1942
NAS Atlantic City, N.J.	Jun 1946
NAS Patuxent River, Md.	Jun 1948

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John H. McElroy	3 May 1942
CDR Lloyd W. Parrish	27 Sep 1943
LCDR Peter J. Hughes	30 Mar 1945
CDR Murlin W. Alley	17 Jan 1946
LCDR Gordon K. Ebbe	17 Jan 1947
CDR E. L. Kiem	Sep 1948
CDR C. D. Simonsen	7 Sep 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	Jul 1941
SBD-3	Sep 1941
J2F-5	May 1942
PBY-5A	Sep 1943
PV-1	Sep 1943
SNB-1	Sep 1943
JRB-1	Jan 1946
SNJ-5	Jan 1946
PB4Y-1	Mar 1946
PB4Y-1P	Sep 1946
SNB-3P	Jun 1948

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
3 May 1942	May 1942	PatWingLant	Bahamas	J2F-5/SBD-3	Carib
16 Aug 1943*	16 Sep 1943	FAW-5	Canada	PBY/PV/SNB	NorLant
1 Jan 1944†	Apr 1944	FAW-5	Colombia	PV-1	SoLant
1 Jan 1944†	Apr 1944	FAW-5	Haiti	PV-1	SoLant
12 May 1944*	31 Jul 1944	FAW-5	Canada	PV-1	NorLant
14 Nov 1944	29 Dec 1944	FAW-5	Multi-site	PV-1	SoLant/Carib
18 Jan 1945	Jul 1945	FAW-5	Mexico	PV-1	Carib
30 Nov 1946*	20 Apr 1947	FAW-5	Central and South America	PB4Y-1	SoLant/Carib

A PV in flight.



Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Aug 1947*	24 Oct 1947	FAW-5	Labrador	PB4Y-1	NorLant
10 Dec 1947*	24 Mar 1948	FAW-5	Central and South America	PB4Y-1	SoLant/Carib
14 May 1948*	15 Sep 1948	FAW-5	Newfoundland	PB4Y-1	NorLant
1 Jun 1948*	28 Sep 1948	FAW-5	Labrador	PB4Y-1	NorLant
29 Sep 1948*	13 Mar 1949	FAW-5	Central and South America	PB4Y-1	SoLant/Carib
16 May 1949*	15 Sep 1949	FAW-5	Newfoundland	PB4Y-1	NorLant
18 Oct 1949*	Jan 1950	FAW-5	Dhahran	PB4Y-1	Persian Gulf

* The squadron only deployed a detachment for this aerial survey.

† The squadron conducted a split deployment, operating detachments from different sites.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWingLant		3 May 1942
FAW-5	EF*	13 May 1943

* The squadron remained part of FAW-5, but was assigned the tail code EF on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Fourth VP-62

Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 1 November 1970, the fourth squadron to be assigned the VP-62 designation.

Squadron Insignia and Nickname

The squadron's only authorized insignia was approved by CNO on 3 August 1971. In the circular design an armored fist was shown crushing an enemy



The squadron's only insignia.

submarine. The fist was that of the god Orion from Greek mythology, which typified the type of aircraft flown by the squadron. In the foreground overlaid upon the fist and submarine are the letters LT, the squadron's tail code. At the bottom of the insignia has the squadron's designation PATRON 62 in black letters inside a white scroll. Colors: background, blue; tail code letters, orange; fist, yellow; arm, white; submarine, black.

Nicknames: Broad Arrows, 1976–present. This nickname was derived from an unofficial design of a broad arrow depicted on the tail of the squadron aircraft since 1976. The design depicts the arrowhead of an English longbow arrow, representing quality and precision.

Chronology of Significant Events

1 Nov 1970: VP-62 was established at NAS Jacksonville, Fla., under the operational control of

Commander Reserve Patrol Wings, Atlantic, with a detachment at NAS Atlanta, Ga. VP-62 was established from the personnel and assets of VPs 67F1 and 7F2 as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The concept, known as the 12/2/1 had 12 VP squadrons under two commands, Commander Fleet Air Wings Atlantic and Commander Fleet Air Wings Pacific, both under the control of one central authority, Commander Naval Air Reserve.

1 Jul–26 Sep 1971: VP-62 received its first Lockheed P-3A Orion, completing transition training on 26 September.

1 Apr 1972: The Atlanta Detachment merged with the squadron at NAS Jacksonville, Fla., combining assets and personnel.

Nov 1972: The squadron began receiving its first P-3A DIFAR-equipped aircraft as replacements for the older P-3A airframes. Transition was completed in late 1973.

Jul–Sep 1975: For the first time, the mini-det concept was employed in squadron deployments. Rather than sending the entire squadron for one two-week period, small detachments of two and three aircraft were sent to NAF Lajes, Azores, extending over a period of several weeks.

Jul 1976: VP-62 deployed to NAS Bermuda. Reserve crews obtained experience in provision of ASW coverage in the Atlantic theater of operation. For the first time, two reserve crews were selected to drop MK-46 torpedoes with practice warheads. Both crews scored direct hits on the target.

1977–1978: Mini-dets deployed over a 24-month period to participate in Colombian Counter Insurgency exercises, a NATO exercise in the Azores, torpedo exercises in Puerto Rico, and Mediterranean exercises based at Rota, Spain.

Feb 1978: A VP-62 P-3A flown by a Squadron Augmentation Unit flight crew made a wheels-up landing at the Jacksonville International Airport. The resultant accident damaged the aircraft beyond economical repair, but the flight crew escaped without injuries.

Spring 1978: Numerous mini-dets were deployed during the spring, with VP-62 members serving shoulder to shoulder with their counterparts in the fleet operating from Lajes, Azores, and Bermuda in tracking Soviet nuclear submarines.

May–Dec 1979: VP-62 received its first P-3B replacement for the P-3A DIFAR aircraft. Transition was completed by December.

19 May 1980: VP-62 was called upon to provide support during the Cuban refugee resettlement operation. Crews flying out of NAS Key West, Fla., spotted refugees on the open ocean and directed their rescue by Navy and Coast Guard vessels.



A VP-62 P-3A at NAS Moffett Field in April 1978 (Courtesy Rick R. Burgess Collection).

Aug 1981: VP-62 deployed to NAS Bermuda. During the two-week period of squadron operations, a record of four hurricanes in a row hit Bermuda. Nonetheless, the squadron participated in exercises Ocean Safari and Ocean Venture with no mission aborts.

Nov 1982: VP-62 deployed for annual active duty training to NAS Bermuda, with periodic detachments at NAS Keflavik, Iceland; NS Roosevelt Roads, P.R.; and NAF Lajes, Azores. During the deployment, it became the first reserve squadron to participate in drug interdiction flights in the Caribbean.

Fall 1983: The squadron's P-3B aircraft underwent refit to the TAC/NAV MOD updated airframe. The IRDS/HACLS modifications added infrared detection. The completion of these modifications gave squadron aircraft a Harpoon launch capability. The last aircraft modification was completed on 31 March 1985.

1 Apr 1987: VP-62 aircrews commenced transition training to the P-3C Update III aircraft with training being done by the fleet replacement squadrons, VPs 30 and 31. First delivery of the new aircraft occurred in November 1987. The aircraft had an entirely new underwater acoustic monitoring system, doubling the number of sonobuoys that could be monitored concurrently over earlier marks. Improvements in avionics, computers (AN/AYA-8) and cooling systems were added, along with a retractable forward-looking infrared turret under the chin and Harpoon air-to-surface missile capability. VP-62 completed transition to the P-3C UHII on 31 March 1989, marking the first time in reserve patrol history that a reserve squadron received the latest state-of-the-art aircraft.

14 Jun 1988: VP-62 fired its first AGM-84 Harpoon missile during a live-fire fleet exercise. The missile was the first ever fired by a reserve aircrew from the P-3C UHII aircraft. It scored a direct hit sinking the target, a former Army Corps of Engineers barge.

15-30 Jul 1989: VP-62 became the first reserve squadron to deploy for active duty training to Rota, Spain, with the P-3C UHII aircraft.

May 1993: VP-62 became the first Navy patrol squadron to have a female assigned as a member of a combat aircrew. Lieutenant Commander Kay Hire was selected for duty as a Naval Flight Officer (NFO), serving aboard a P-3C UHII as navigator/communicator.

Home Port Assignments

Location	Date of Assignment
NAS Jacksonville, Fla.	1 Nov 1970

Commanding Officers

	Date Assumed Command
CDR Donald Smith	1 Nov 1970
CDR Kenneth E. Myatt	May 1972
CDR J. E. Durr	May 1974
CDR C. E. Combs	30 Oct 1976
CDR John T. Tate	15 Apr 1978
CDR Samuel B. Butler	15 Dec 1979
CDR Brian A. Young	Dec 1981
CDR Joe H. Weatherman	30 Jul 1983
CDR Robert J. Williams	8 Dec 1984
CDR Ellis Brigman	7 Jun 1986
CDR Douglas R. Birr	5 Dec 1987
CDR John H. Birge	18 Mar 1989
CDR John B. Miner	15 Sep 1990
CDR Jan S. Milligan	21 Mar 1992
CDR Barry A. LaVigne	16 Jul 1993
CDR George F. Poelker	1994

Aircraft Assignment

Type of Aircraft	Date Type First Received
SP-2H	Nov 1970
P-3A	Jul 1971
P-3A DIFAR	Nov 1972
P-3B	May 1979
P-3B TACNAVMOD	Nov 1983
P-3C UHII	Nov 1987

Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
Sep 1972	Sep 1972	PatWing-11	Azores	P-3A	Lant
4 Aug 1973	2 Sep 1973	PatWing-11	Rota	P-3A DIFAR	Med

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1974	Jul 1974	PatWing-11	Rota	P-3A DIFAR	Med
Jul 1975	Sep 1975	PatWing-11	Azores	P-3A DIFAR	Lant
Jul 1976	Jul 1976	PatWing-11	Bermuda	P-3A DIFAR	Lant
1977	1977	PatWing-11	San Juan	P-3A DIFAR	Carib
Apr 1978*	Jun 1978	PatWing-11	Lajes	P-3A DIFAR	Lant
Apr 1978*	Jun 1978	PatWing-11	Bermuda	P-3A DIFAR	Lant
Aug 1978*	Aug 1978	PatWing-11	Rota	P-3A DIFAR	Med
Aug 1978*	Aug 1978	PatWing-11	Lajes	P-3A DIFAR	Lant
28 Jul 1979	26 Aug 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
19 May 1980	27 Jun 1980	PatWing-11	Key West	P-3B	Carib
Aug 1980	Aug 1980	PatWing-11	Lajes	P-3B	Lant
Aug 1981	Aug 1981	PatWing-11	Bermuda	P-3B	Lant
Nov 1982	Nov 1982	PatWing-11	Bermuda	P-3B	Lant
May 1983	May 1983	PatWing-11	Lajes	P-3B	Lant
12 Dec 1984	24 Dec 1984	PatWing-11	Roosevelt Rds.	P-3B	Carib
13 Jul 1985	13 Aug 1985	PatWing-11	Lajes	P-3B MOD	Lant
12 Jul 1986	12 Aug 1986	PatWing-11	Lajes	P-3B MOD	Lant
1 Sep 1987	Sep 1987	PatWing-11	Portugal	P-3C UIII	Med
Jul 1989	Jul 1989	PatWing-11	Rota	P-3C UIII	Med
14 Jul 1990	12 Aug 1990	PatWing-11	Rota	P-3C UIII	Med
1991	1991	PatWing-11	Bermuda	P-3 C UIII	Lant
8 Aug 1992	22 Sep 1992	PatWing-11	Bermuda	P-3C UIII	Lant
25 Feb 1993	3 Apr 1993	PatWing-11	Rota	P-3C UIII	Med
28 Jun 1993	24 Jul 1993	PatWing-11	Keflavik	P-3C UIII	NorLant
24 Jul 1993	22 Aug 1993	PatWing-11	Rota	P-3C UIII	Med

* The squadron conducted split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
ComResPatWingsLant	LT	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NAVE	1 Jul 1974	30 Sep 1976
	1 Jan 1983	31 Dec 1983
HSM	18 May 1980	27 Jun 1980
SLOC	2 Apr 1987	30 Apr 1990

A close up of a squadron P-3 tail showing the tail code LT and insignia design used for the aircraft.



VP-64

Lineage

Established as Reserve Patrol Squadron SIXTY FOUR (VP-64) on 1 November 1970.

Squadron Insignia and Nickname

The first squadron insignia was approved by CNO on 8 September 1971. The central feature of the design



The squadron's first insignia.

was the condor (*Gymnogyps californianus*), a large, far-ranging bird of prey with keen eyesight. The condor in the design was depicted rising from the sea with a submarine clutched in its talons. Colors: condor body, brown; eye, red; neck brown with white ruff; background, blue; clouds, white; sea, dark blue; submarine, dark brown; border, red; scroll, yellow; squadron designation in scroll, red.

The second squadron insignia was approved by CNO on 14 June 1976, and retained the condor theme but in a much modified form.



The squadron's second insignia was a modification of the first condor design.

Colors: condor head, white, with orange beak, red wattle, black eyes and white ruff; VP-64, black letters with white outline; condor claw, orange with white nails; background, black; lettering surrounding design, orange against black background.

Nicknames: Condors, 1981–present.

Chronology of Significant Events

1 Nov 1970: VP-64 was established as a reserve patrol squadron at NAS Willow Grove, Pa., under the operational control of Reserve Patrol Wings, Atlantic. VP-64 was established from previously existing reserve VPs—66W1-W3, 21W4, 26W5 and 23W6—as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The concept, known as the 12/2/1 had 12 VP squadrons under two commands, Commander Fleet Air Reserve Wings Atlantic and Commander Fleet Air Reserve Wings Pacific, both under the control of one central authority, Commander Naval Air Reserve. VP-64 was initially equipped with 12 SP-2H aircraft, 60 officers and 323 enlisted personnel.

Jun 1973–Jun 1974: The squadron's first Lockheed P-3A DIFAR Orion arrived. Transition training for aircrews was completed in June 1974.

7 Feb 1977: VP-64 participated in ASW operations with CTG 84.3 in the Mediterranean for a period of three days. The squadron's performance during this period so impressed the task group commander that he nominated the Condors for a Meritorious Unit Citation, awarded 1 December 1977.

Oct 1982–Oct 1983: Crew transition training to the P-3A TAC/NAV MOD airframe was begun and completed in October 1983. The TAC/NAV MOD version replaced the ASN-42 navigation and tactical display systems with the LTN-72 inertial and Omega navigation systems and digital computer.

Jan 1987: Perimeter security at NAS Willow Grove was breached by a peace activist group. Several members of the group were able to damage one of the squadron's aircraft before base security was able to respond.

1990: The Condors traded in their 10 P-3A Orions for eight P-3B TAC/NAV MOD aircraft. The IRDS/HACLS modifications added infrared detection. The completion of these modifications gave squadron aircraft a Harpoon launch capability. The AGM-84A Harpoon missile capability was originally intended specifically for the elimination of Soviet surveillance trawlers in the event of war.

Apr–May 1993: The Condors deployed to Nimes, France, in support of joint French-American ASW exercises. A detachment was maintained at RNAS Souda Bay, Crete. Several crews were put on alert status at NAF Sigonella, Sicily, during the period of heightened tensions in the former Yugoslavian Republic in support of UN sanctions.

Jan–Mar 1994: VP-64 deployed several detachments to NS Roosevelt Roads, P.R., in support of operation Support Democracy. The detachments assisted in supporting UN sanctions against Haiti.

Apr 1994: VP-64 began the transition from the P-3B to the P-3C UII. It incorporated the latest in avionics and weapons systems, including a turret-mounted infrared detection device to drop out of the nose to identify targets day or night.

Jul–Sep 1995: VP-64 deployed several detachments to NS Roosevelt Roads, P.R., in support of DoD counter-narcotics patrols in the Caribbean theater.

During this period the Condors assisted in the tracking and seizure of narcotics shipments estimated at a street value of \$2.5 billion.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Willow Grove, Pa.	1 Nov 1970



A squadron P-3A in flight.

Commanding Officers

	<i>Date Assumed Command</i>
CDR J. W. Danaher	1 Nov 1970
CDR E. C. Neuman	13 Nov 1971
CDR John A. Mitchell	12 Jan 1974
CDR Gran F. Fuller	13 Jul 1975
CDR Peter E. Oechslin	22 Jan 1977
CDR William H. Stauffer	22 Jul 1978
CDR Kenneth R. Wall	8 Dec 1979
CDR J. J. Gareffa	Sep 1981
CDR Louis J. Dilullo	25 Sep 1982
CDR James T. Cress	24 Mar 1984
CDR Stephen T. Keith	Sep 1985
CDR Kenneth P. Barausky	Sep 1986
CDR Kenneth J. McNamara	Mar 1988
CDR John J. Cahill	Sep 1989

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Gerald E. Wilkinson	1991
CDR Paul E. Heinmuller	1992
CDR Robert S. Sherlock	1993
CDR G. Donald Steel	Oct 1994
CDR Robert C. Brown	1995

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Jun 1973
P-3A TAC/NAV MOD	Jun 1982
P-3B TAC/NAV MOD	1990
P-3C UII	Apr 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 May 1971	16 May 1971	FAW-11	Rota	SP-2H	Med
16 Jun 1974	29 Jun 1974	PatWing-11	Rota	P-3A DIFAR	Med
17 May 1975	15 Jun 1975	PatWing-11	Rota	P-3A DIFAR	Med
15 Aug 1976	15 Sep 1976	PatWing-11	Bermuda	P-3A DIFAR	Lant
18 Jun 1977	15 Jul 1977	PatWing-11	Rota	P-3A DIFAR	Med
26 Aug 1978	23 Sep 1978	PatWing-11	Rota	P-3A DIFAR	Med
2 Jun 1979	28 Jun 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	Lajes	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	Bermuda	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	San Juan	P-3A DIFAR	Carib
2 May 1980*	6 Jun 1980	PatWing-11	Panama	P-3A DIFAR	Carib
1 Aug 1981*	29 Aug 1981	PatWing-11	Lajes	P-3A DIFAR	Lant
1 Aug 1981*	29 Aug 1981	PatWing-11	Bermuda	P-3A DIFAR	Lant
10 Apr 82	7 May 1982	PatWing-11	Lajes	P-3A DIFAR	Lant
1983	1983	PatWing-11	Portugal	P-3A MOD	Lant
1984	1984	PatWing-11	Lajes	P-3A MOD	Lant
1985	1985	PatWing-11	Lajes	P-3A MOD	Lant
1986	1986	PatWing-11	Lajes	P-3A MOD	Lant
May 1987	Jun 1987	PatWing-11	Rota	P-3A MOD	Med
Jun 1988	Jul 1988	PatWing-11	Rota	P-3A MOD	Med
Feb 1989	Mar 1989	PatWing-11	Rota	P-3A MOD	Med
Mar 1990	Mar 1990	PatWing-11	Rota	P-3A MOD	Med
Apr 1991	May 1991	PatWing-11	Bermuda	P-3B MOD	Lant
Apr 1993	May 1993	PatWing-11	France	P-3B MOD	Lant
Jan 1994	Mar 1994	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Jul 1995	Sep 1995	PatWing-11	Roosevelt Rds.	P-3C UIII	Carib

* The squadron conducted split deployments to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
ComResPatWingLant	LU	1 Nov 1970	MUC	7 Feb 1977	10 Feb 1977
				1978	

Unit Awards Received

A VP-64 P-3A at NAS Glenview in October 1977 (Courtesy Rick R. Burgess Collection via John Eckberg).



VP-65

Lineage

Established as Patrol Squadron SIXTY FIVE (VP-65) on 16 November 1970.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 18 August 1971. The central character of the design was a faceless winged man (Neptune) poised with a trident over a surfaced submarine. The significance of design is readily apparent, as VP-65 was a reserve patrol squadron flying the Lockheed Neptune with a primary duty of ASW. Colors: black and white.



The squadron's first insignia.



The squadron's second insignia.

A second design was submitted by the squadron in 1980 and approved by CNO on 12 January 1981. The winged man in the design now had a face and was still astride the surfaced submarine, but was now fiercely jabbing the hapless victim with his trident. Colors: background and sea, blue; winged man, white with black outlines.

Nicknames: Tridents, 1971–present.

Chronology of Significant Events

16 Nov 1970: VP-65 was established at NAS Los Alamitos, Calif., as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 Reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization concept was known as 12/2/1. There were 12 VP squadrons under two commands, Commander Fleet Air Reserve Wings Atlantic and Commander Fleet Air Reserve Wings Pacific, under the control of one central authority, Commander Naval Air Reserve. VP-65 was formed from the personnel and assets of seven smaller units already in existence at NAS Los Alamitos: VP-65L1-L3, VP-22L7, VP-19L4, VP-6L5, and VP-40L6. It came under the operational and administrative control

of Fleet Air Reserve Wing, Pacific. The squadron's first assigned aircraft was the SP-2H Neptune.

18–30 May 1971: VP-65 participated in Operation Condeca Aguila II with Guatemala to evaluate the joint forces' ability to detect, identify and thwart seaborne aggressor efforts.

1–13 Jun 1972: VP-65 and VP-67 participated in exercises Halcon Vista VII and Condeca Aguila III with the Nicaraguan military forces.



A squadron SP-2H landing at Point Mugu, January 1971.

21 Jul–5 Aug 1973: VP-65 deployed to NAS Barbers Point, Hawaii, for mining and ASW exercises.

Oct 1974: The squadron's last SP-2H was officially transferred to the Naval Aviation Museum at Pensacola, Fla.

Jan 1975: The Tridents received the P-3A Orion as a replacement for the aging Neptune.

Aug 1975: VP-65 deployed a detachment to NAS Agana, Guam, while operational training in the P-3 airframe continued for the remaining aircrews at NAS Point Mugu, Calif.

Jun 1978: The Tridents deployed to NAS Agana, Guam, with detachments conducting maritime air patrol flights from NAS Cubi Point, Philippines, and Kadena AFB, Okinawa. One of the Cubi detachment aircraft, flown by PPC Lieutenant Commander F. Kluessendorf, experienced an engine failure during the takeoff roll on rotation. The propeller autofeather feature of the Orion aircraft prevented any instability during the takeoff, allowing the crew to safely return to Cubi for an uneventful landing.

1980: VP-65 deployed for its active duty training to NAS Agana, Guam and the Philippines, with detachments at Okinawa and Singapore searching for Vietnamese refugees.

25 Jun–29 Jul 1982: The Tridents deployed to NAS Cubi Point, Philippines, with operations conducted from Singapore, Okinawa, Guam and Thailand.

14 May–Jun 1984: VP-65 deployed to NAF Misawa, Japan. The squadron aircrews received real-world

training flying missions covering Soviet Bloc submarines transiting the WestPac theater of operations.

31 May–30 Jun 1985: The Tridents deployed to Misawa, Japan. Upon return from deployment the squadron began the ground training necessary for the transition from the P-3A to the P-3B TAC/NAV/MOD airframe. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

Nov 1986: VP-65 received a letter of commendation from the Secretary of the Navy for the squadron's role in Operation Close, a coordinated operation with the Coast Guard in support of their drug interdiction efforts.



A squadron P-3A in flight, August 1980.

Jul–Aug 1989: VP-65 conducted active duty training at NAF Misawa, Japan. The Tridents participated with fleet squadrons VPs 19 and 46 in support of TF 72. Out of 1,015 hours flown during the deployment, over 52 hours were flown while in direct contact with Soviet Bloc submarines.

Jun 1991: VP-65 deployed to NAF Kadena, Okinawa. Upon return from deployment the squadron began the transition from the P-3B MOD airframe to the P-3C Orion. The baseline P-3C incorporated the AN/ASQ-114 computer system for navigation and sensor functions, the first of its kind in a maritime patrol aircraft. It had an AN/AQA-7 Jezebel acoustic processing system with DIFAR and quadruple the number of directional sonobuoys, with a high capacity computer and related displays. Completion of transition training was accomplished by June 1993.

13–27 Aug 1993: Two VP-65 aircrews deployed to NAS Adak, Alaska, the last operational detachment to fly from the air station before it went into caretaker status.

Jan 1994: The Tridents began transition to the P-3C VII.5 Orion airframe. Update II.5 had improved electronics systems, new Integrated Acoustic Communi-

cation System (IACS), improved MAD, standardized wing pylons and improved wing fuel tank venting. Throughout the remainder of the year, detachments from VP-65 deployed to NAF Kadena, Japan; NAS North Island, Calif.; and NAS Barbers Point, Hawaii, as part of the increased integration of reserves into active duty Navy operations and exercises under CTF-72.

1995: VP-65 detachments deployed at various times throughout the year to NAS North Island, Calif.; NAF Misawa, Japan; Biggs Army Airfield, El Paso, Tex.; NAF Kadena, Okinawa; Utapao, Thailand; and NS Roosevelt Roads, P.R.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Los Alamitos, Calif.	16 Nov 1970
NAS Point Mugu, Calif.	6 Jan 1971

Commanding Officers

	<i>Date Assumed Command</i>
CAPT T. A. Trotter	16 Nov 1970
CAPT G. C. Sayer	20 May 1972
CAPT S. J. Gudmunds	16 Jun 1973
CAPT A. S. Frohlich	12 Jan 1975
CAPT R. P. Burroughs	27 Jun 1976
CDR Thomas W. Rhodes	18 Jun 1978
CDR H. A. Gullede	2 Dec 1979
CDR Norman J. Haussmann	27 Sep 1981
CDR Glenn S. Lowes	30 Apr 1983
CDR David L. Hargis	22 Sep 1984
CDR Stephen P. Hawes	7 Sep 1985
CDR Jeffrey R. Pier	7 Mar 1987
CDR Gregory W. Brose	24 Sep 1988
CDR Harry Rector III	24 Mar 1990
CDR Paul F. Blunt	1992
CDR Michael Filkins	23 Jan 1993
CDR James J. Lind	8 Jan 1994
CDR Richard D. Hayes III	20 May 1995



A VP-65 P-3A at NAF Washington in April 1982 (Courtesy Rick R. Burgess Collection).

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Jan 1975
P-3B TAC/NAV MOD	Dec 1985

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3C	May 1991
P-3C UII.5	Jan 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 May 1971	30 May 1971	FAIRWPac	Guatemala	SP-2H	Carib
1 Jun 1972	13 Jun 1972	FAIRWPac	Nicaragua	SP-2H	Carib
24 Aug 1972	24 Sep 1972	FAW-11	Rota	SP-2H	Med
21 Jul 1973	5 Aug 1973	PatWing-2	Barbers Pt.	SP-2H	WestPac
Aug 1975	Aug 1975	PatWing-1	Guam	P-3A	WestPac
1976	1976	PatWing-1	Guam	P-3A	WestPac
1977	1977	PatWing-1	Guam	P-3A	WestPac
Jun 1978	Jun 1978	PatWing-1	Guam	P-3A	WestPac
1979	1979	PatWing-1	Guam	P-3A	WestPac
1980	1980	PatWing-1	Guam	P-3A	WestPac
20 Jul 1981	15 Aug 1981	PatWing-1	Kadena	P-3A	WestPac
25 Jun 1982	29 Jul 1982	PatWing-1	Cubi Pt.	P-3A	WestPac
20 Jun 1983	24 Jul 1983	PatWing-1	Cubi Pt.	P-3A	WestPac
14 May 1984	Jun 1984	PatWing-1	Misawa	P-3A	WestPac
31 May 1985	30 Jun 1985	PatWing-1	Misawa	P-3A	WestPac
18 Jul 1986	17 Aug 1986	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
25 Jun 1987	25 Jul 1987	PatWing-1	Misawa	P-3B MOD	WestPac
14 Jul 1988	13 Aug 1988	PatWing-1	Misawa	P-3B MOD	WestPac
Jul 1989	Aug 1989	PatWing-1	Misawa	P-3B MOD	WestPac
27 Apr 1990	27 May 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Jun 1991	Jun 1991	PatWing-1	Kadena	P-3B MOD	WestPac
13 Aug 1993	27 Aug 1993	PatWing-10	Adak	P-3C	NorPac



A close up of a P-3 tail showing the tail code PG and the squadron's first insignia.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PG	16 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
SLOC	2 Nov 1985	21 Dec 1985
	1 Oct 1988	31 Dec 1990

VP-66

Lineage

Established as Patrol Squadron SIXTY SIX (VP-66) on 1 November 1970.

Squadron Insignia and Nickname

The first insignia used by VP-66 was approved by CNO on 6 May 1971. The squadron designation was



The squadron's first insignia.

cleverly signified by a pair of winged dice, sixes uppermost, hovering over a whale-like silhouette representing a submarine in the sea below, hence, the first nickname, the Flying Sixes. Colors: sun and squadron designation letters, red; wings of dice, yellow; dice, white with black dots; sea, blue; whale, black; sky, tinted light blue.

A second insignia was approved by CNO on 25 February 1974. This design retained the two dice, but presented an entirely new background with a



The squadron's second insignia was a modification of its first design.

striped globe surmounted by a halo of seven stars. The significance of the dice remained the same, while the globe represented the squadron's global mission scope, with the seven stars representing the seven seas of the world. Colors: gold border and lettering; black background; blue and red stripes on globe; globe, white; stars, silver; and dice, white with black dots.

The third squadron insignia was officially approved by CNO on 31 December



The third insignia design reflected the squadron's location close to Philadelphia and the Liberty Bell.

1984. The familiar dice were gone, replaced by a liberty bell surrounded by 13 stars representing the 13 colonies, or coincidentally, the 13 Reserve patrol squadrons established after the 1970 reorganization (VP-93 came into being as the thirteenth Reserve squadron in 1976). Colors: liberty bell, red; background, white; stars, blue.

Nicknames: Flying Sixes, 1971–1974.
Dicemen, 1975–1980.
Liberty Bells, 1981–present.

Chronology of Significant Events

1 Nov 1970: VP-66 was established at NAS Willow Grove, Pa., as a naval reserve patrol squadron flying the Lockheed SP-2H Neptune. The squadron was formed from VP-62R1-R3, VP-18R4, VP-44R5 and VP-16R6 after the closure of the facility at NARTC New York, N.Y. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic and Commander, Fleet Air Reserve Wings, Atlantic. VP-66 was established as a result of a major reorganization of Naval Air Reserve that took place in 1970. Twelve reserve squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization concept was known as 12/2/1. The 12 VP squadrons were under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC, and they were under the control of one central authority, Commander Naval Air Reserve.

Jan 1971: VP-66 split into two sections, port and starboard, to facilitate crew training and aircraft maintenance with drills twice a month.

Jan–May 1978: A new facility, Hangar 175, was completed at NAS Willow Grove, Pa., for VP-66. The squadron completed final movement into the new hangar with official acceptance ceremonies on 21 May 1978.

Jun 1980: VP-66 was called upon to provide sup-

port to the fleet during the Cuban Refugee Flotilla operations. Personnel deployed in the operation were given the Humanitarian Service Medal.

23 Jan–22 Feb 1982: VP-66 conducted its annual active duty training at NAS Bermuda. Upon return, the squadron began transition to the P-3A TAC/NAV MOD airframe. The TAC/NAV MOD version in 1975 replaced the ASN-42 inertial navigation system and tactical display systems with an LTN-72 inertial and Omega navigation system and digital computer. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

May 1983: VP-66 received a Navy Meritorious Unit Commendation for its performance in tracking Soviet submarines during the 1982 active duty training at NAS Bermuda.

1–30 Mar 1984: VP-66 became the first reserve P-3A TAC/NAV MOD squadron to deploy in the Atlantic, operating from NAF Lajes, Azores, with detachments at NAS Bermuda and NAS Keflavik, Iceland.

9–17 Nov 1985: A detachment from VP-66 participated in Operation Hat Trick II, operating out of NS Roosevelt Roads, P.R. It was a coordinated operation with the Coast Guard in the war against illegal drug traffic, involving general area surveillance and location of suspect vessels.

Feb–Mar 1987: VP-66 deployed to NS Rota, Spain, the first Reserve squadron to deploy to this site in over six years. Detachments were maintained during the active duty training at NAF Sigonella, Sicily, and NAF Lajes, Azores.

20 Apr 1990: VP-66 began transition from the P-3A TAC/NAV MOD airframe to the P-3B TAC/NAV MOD. The P-3B had more powerful engines and improved avionics.

20 Feb–6 Apr 1991: VP-66 deployed to NAS Bermuda, with remote site operations conducted at Goose Bay, Newfoundland, and Thule, Greenland, as part of Operation Ices-92. One highly unusual aspect of the deployment was the coordinated rescue effort of a French seaman by a VP-66 aircrew and the crew of a Commonwealth of Independent States Kilo-class submarine. The French sailboat *Vibel* had an injured crewman aboard. The VP-66 aircraft guided the former Soviet vessel to the French sailboat where medical treatment was given to the injured crewman.

1993: With the disestablishment of VAQ-33, VP-66 inherited two EP-3J aircraft, a formidable electronic warfare platform. The addition of these aircraft to the squadron resulted in a concomitant increase in manning levels to support the new mission being acquired.

1993: VP-66 deployed to NS Rota, Spain, with a detachment at NAF Sigonella, Sicily. The Sigonella detachment was heavily involved in support of the UN peacekeeping forces in Bosnia-Herzegovina.

1994: VP-66 deployed to NS Roosevelt Roads, P.R., to provide support of UN forces during the embargo of Haiti.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Willow Grove, Pa.	1 Nov 1970



A squadron P-3A at NAS Willow Grove.

Commanding Officers

	<i>Date Assumed Command</i>
CDR John L. Semcken	1 Nov 1970
CDR Richard J. Levendoski	Dec 1971
CDR Richard D. Winters	Jan 1974
CDR John R. Mulligan	19 Jul 1975
CDR Alan M. Kyle	29 Jan 1977
CDR Robert T. Wenzler	16 Sep 1978
CDR Walter S. Coleman	29 Mar 1980
CDR Joseph R. Avella	7 Nov 1981
CDR Larry R. English	21 May 1983
CDR Jon E. Forbes	16 Jun 1984
CDR Walter W. Dukiet, Jr.	7 Dec 1985
CDR James K. Brengle	13 Jun 1987
CDR William S. O'Brien	10 Dec 1988
CDR Thomas L. Jones	18 Aug 1990
CDR Claude E. Timmerman	Aug 1991
CDR James J. Wadkins	9 Jan 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Mar 1973
P-3A TAC/NAV MOD	Mar 1982
P-3B TAC/NAV MOD	Apr 1990
EP-3J	1993
P-3C	31 May 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1971	15 Jun 1971	FAW-11	Rota	SP-2H	Med
1974	1974	PatWing-11	Rota	P-3A	Med
31 May 1975	15 Jun 1975	PatWing-11	Rota	P-3A	Med
11 Sep 1976	24 Oct 1976	PatWing-11	Bermuda	P-3A	Lant
16 Jul 1977	15 Aug 1977	PatWing-11	Rota	P-3A	Med
1 Jul 1978	30 Jul 1978	PatWing-11	Rota	P-3A	Med
9 Feb 1980	9 Mar 1980	PatWing-11	Lajes	P-3A	Lant
Jun 1980	Jun 1980	PatWing-11	Cuba	P-3A	Carib
23 Jan 1982	22 Feb 1982	PatWing-11	Bermuda	P-3A	Lant
1 Mar 1984	30 Mar 1984	PatWing-11	Lajes	P-3A MOD	Lant
Apr 1985	May 1985	PatWing-11	Lajes	P-3A MOD	Lant
Jun 1987	Jul 1987	PatWing-11	Lajes	P-3A MOD	Lant
May 1988	Jun 1988	PatWing-11	Rota	P-3A MOD	Med
Mar 1989	Apr 1989	PatWing-11	Rota	P-3A MOD	Med
27 Jan 1990	25 Feb 1990	PatWing-11	Rota	P-3A MOD	Med
20 Feb 1991	6 Apr 1991	PatWing-11	Bermuda	P-3B MOD	Lant
1992	1992	PatWing-11	Bermuda	P-3B MOD	Lant
1993	1993	PatWing-11	Rota	P-3B MOD	Med
1994	1994	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGLANT	LV	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
MUC	11 Mar 1981
HSM	Jun 1980
(Sel. crews)	1 Nov 1985
	28 Feb 1986

A VP-66 P-3A at NAS North Island in January 1979 (Courtesy Rick R. Burgess Collection via Michael Grove).



VP-67

Lineage

Established as Patrol Squadron SIXTY SEVEN (VP-67) on 1 November 1970.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

The squadron's first and only insignia was approved by CNO on 15 October 1971. The design featured a hawk descending on a surfaced submarine. A lightning bolt held in the hawk's claws speared the subma-



The squadron's one and only insignia.

rine through its midsection. Below the design was the squadron's designation. The squadron nickname and insignia was inspired by a pair of these magnificent birds that lived in a park just west of NAS Memphis, Tenn. They were the supreme predators of the forest and VP-67 assumed a similar role in antisubmarine warfare on the high seas. Colors: border, yellow-orange; background, light blue; hawk, brown and white feathers; lightning bolt, yellow-orange; submarine, black; sea, blue.

Nickname: Golden Hawks, 1971–1994 (also unofficially called the Thunder Chickens).

Chronology of Significant Events

1 Nov 1970: VP-67 was established at NAS Memphis, Tenn., as a land-based patrol squadron flying the SP-2H Neptune. The squadron was formed in 1970 from the assets of VP-17M1, VP-60M2, and VP-68M3, which had been based at NAS Olathe, Kans., and NAS Memphis, Tenn. The new squadron came under the operational and administrative control of the Commander, Naval Air Reserve Forces, Pacific and Commander, Fleet Air Reserve Wings, Pacific. VP-66 was established as a result of a major reorganization of Naval Air Reserves that took place in 1970. Under the Reserve Force Squadron concept 12 land-based Naval Reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization plan was known as the 12/2/1 concept. There were 12 VP squadrons assigned to two major commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two major commands came under the control of one central authority, Commander Naval Air Reserve.

Jul 1974: The Golden Hawks deployed to Naval Air Reserve Unit (NARU) Point Mugu, Calif., for two



A squadron SP-2H in flight

weeks of intensive ground and air training in SP-2H operation and maintenance.

1976: Active duty training was performed by the squadron at NARU Memphis, Tenn., with detachments at NAS Bermuda and NAS Key West, Fla.

Jul 1977: The squadron's faithful SP-2H aircraft were turned in for new P-3A Orion replacements. While transition training on the P-3A was taking place, VP-67 was tasked with providing transition training to Argentine navy pilots whose squadrons were receiving the SP-2H. Transition training for all of the squadron's aircrews was completed by July 1979.

16 Jul-15 Aug 1979: Upon completion of transition to the P-3A, VP-67 deployed for its ADT to NAS Whidbey Island, Wash.; NAS Moffett Field, Calif.; and NAS Barbers Point, Hawaii.



A VP-67 P-3A at NAS Moffett Field in April 1979 (Courtesy Rick R. Burgess Collection).

May 1980: The Golden Hawks deployed for the first time in the P-3A Orion to Kadena AFB, Okinawa. Numerous ASW exercises were conducted in conjunction with elements of the 7th Fleet, regular Navy patrol squadrons, and the Japanese Maritime Self-Defense Force. On 15 May 1980, the squadron completed 25,000 accident-free flight hours.

22 Jan 1990: The squadron's official complement of aircraft was changed from nine P-3B MOD aircraft to eight aircraft.

1992: VP-67 conducted split deployments during 1992, with a three crew detachment to NAS Adak, Alaska, 26 February to 26 March; a two crew detachment to Goose Bay, Canada, 13 to 21 August; and a three crew detachment to NAS Adak, Alaska, 24 April to 26 May. Despite the difficulties in conducting deployments at such a variety of sites, the squadron never missed a sortie due to maintenance or bad weather.

30 Sep 1994: VP-67 was disestablished at NAS Memphis, Tenn.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Memphis, Tenn.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR D. J. Shumate	1 Nov 1970
CDR John W. Anthuis, Jr.	20 May 1972
CDR Stanford L. Brown	17 Nov 1973
CDR Jerry F. Healy, Jr.	17 May 1975
CDR Carter H. Scales	1977
CDR Robert E. Blair	Apr 1979
CDR Robert H. Tietz	Aug 1980
CDR Myron G. Hamm	1 Aug 1981
CDR D. F. John	12 Feb 1983
CDR Douglas A. Siebert	1984
CDR James E. Turner	15 Mar 1986
CDR E. M. Crayon	14 Mar 1987
CDR Herbert W. Foote	17 Sep 1988
CDR David L. Caswell	3 Mar 1990
CDR Earl A. Perry	21 Sep 1991
CDR Richard W. Munsell	19 Sep 1992
CDR S. J. Kuhar	18 Sep 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Jul 1977
P-3B TAC/NAV MOD	Mar 1985

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1971	Jul 1971	FAW-11	Rota	SP-2H	Med
Jun 1972	Jun 1972	PatWing-11	San Salvador	SP-2H	Carib
Aug 1972	Aug 1972	PatWing-11	Rota	SP-2H	Med
1973	1973	PatWing-2	Barbers Point	SP-2H	WestPac
Jul 1975	Jul 1975	PatWing-11	Roosevelt Rds.	SP-2H	Carib
May 1980	May 1980	PatWing-1	Kadena	P-3A	WestPac
16 Jun 1981	19 Jul 1981	PatWing-1	Kadena	P-3A	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 May 1982	27 Jun 1982	PatWing-1	Cubi Point	P-3A	WestPac
27 May 1983	26 Jun 1983	PatWing-1	Cubi Point	P-3A	WestPac
12 Jun 1984	15 Jul 1984	PatWing-1	Misawa	P-3A	WestPac
28 Jun 1985	28 Jul 1985	PatWing-1	Misawa	P-3B	WestPac
23 Jul 1986	23 Aug 1986	PatWing-1	Misawa	P-3B	WestPac
12 Jun 1987	28 Jun 1987	PatWing-1	Misawa	P-3B	WestPac
20 May 1988	20 Jun 1988	PatWing-1	Misawa	P-3B	WestPac
17 Apr 1989	21 May 1989	PatWing-1	Misawa	P-3B	WestPac
30 Mar 1990	29 Apr 1990	PatWing-1	Misawa	P-3B	WestPac
7 Feb 1991	20 Feb 1991	PatWing-10	Panama	P-3B	Carib
1 Jun 1991	30 Jun 1991	PatWing-1	Kadena	P-3B	WestPac
9 Aug 1991	25 Aug 1991	PatWing-10	Panama	P-3B	Carib
26 Feb 1992*	26 Mar 1992	PatWing-10	Adak	P-3B	NorPac
24 Apr 1992*	26 May 1992	PatWing-10	Adak	P-3B	NorPac
13 Aug 1992*	21 Aug 1992	PatWing-10	Goose Bay	P-3B	NorPac
10 Apr 1993	12 May 1993	PatWing-1	Kadena	P-3B	WestPac

* These deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PL	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
HSM (Crew 6)	31 May 1983



A close up of the tail of a squadron aircraft showing the tail code PL and the outline of a hawk.



A close up of the tail of a squadron aircraft showing the full design of the squadron insignia.

VP-68

Lineage

Established as Patrol Squadron SIXTY EIGHT (VP-68) on 1 November 1970.

Disestablished on 16 January 1997.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 8 November 1972. The central theme of the design was



The squadron's only insignia.

a heraldic collection of helmet, lightning bolt, sword, and four-pointed star. In the background of the design was the silhouette of a hawk. Colors: background, white; hawk, black; helmet, orange and red; sword, red; star, orange; lightning, orange.

Nicknames: Blackhawks, 1972 –1997.

Chronology of Significant Events

1 Nov 1970: VP-68 was established at NAS Patuxent River, Md., as a Naval Air Reserve land-based patrol squadron flying the SP-2H Neptune. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic and Commander, Fleet Air Reserve Wings, Atlantic. VP-68 was established as a result of a major reorganization of Naval Air Reserves that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy

squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. The new squadron was comprised of elements of pre-existing reserve squadrons, VP-68A1 and VP-68A2 based at NAS Anacostia, D.C.

1971: VP-68 became the first East Coast reserve squadron to transition from the SP-2H to the P-3A Lockheed Orion.

Jul-Aug 1973: The Blackhawks were deployed to NS Rota, Spain. VP-68 became the first P-3A reserve squadron to operate in the Mediterranean, the Bay of Cadiz and the Straits of Gibraltar.

Jul-Aug 1975: VP-68 was the first reserve squadron to perform mini-det annual active duty for training while deployed to NAF Lajes, Azores. The squadron's aircrews were assigned under the operational control of fleet commanders and were tasked with operational readiness standards equal to that of the fleet.

3 May 1980: The Blackhawks were tasked with forming a detachment to assist in the search and patrol operations in the waters between Florida and Cuba during the Cuban Refugee Crisis. *Saipan* (LHA 2), several other Navy ships and all available patrol squadrons provided humanitarian search and rescue support operations for the vast sealift of Cuban refugees heading for the U.S. through the Florida Straits. Navy ships had been diverted from the annual combined training exercise Solid Shield to undertake the mission. VP-68 detachment's operations were concluded on 17 May 1980, resulting in the award of the Humanitarian Service Medal to the unit.

Aug 1983: VP-68 became the first Reserve patrol squadron to drop a live armed MK-46 torpedo.

Aug 1984: The Blackhawks received their first P-3B TAC/NAV MOD aircraft and began transition training on the new aircraft. The TAC/NAV MOD had more powerful engines and improved avionics. The IRDS/HACLS modifications in 1982 added infrared detection and Harpoon launch capability to the aircraft. This modernization of aircraft was in line with the Navy policy of keeping the Reserve Force operationally compatible with their active duty counterparts.

1 Apr 1985: VP-68 was relocated from NAS Patuxent River, Md., to NAF Washington, located at Andrews AFB, Md. The squadron was moved to make room at NAS Patuxent River for the JVX/V-22 Osprey tilt-rotor V/STOL program. During the relocation, the squadron continued the transition from the P-3A to the P-3B TAC/NAV MOD airframe, completing the task in November 1985.

Apr 1991: VP-68 received its first P-3C Update I for transition training, with the last of the squadron's eight aircraft being received in November 1991. Transition

training was completed in December 1992. The P-3C UI had a seven-fold increase in computer memory, an Omega navigation system, improved DIFAR and additional tactical display sensor stations.

Jun 1992: A five-crew detachment deployed for a two-week ADT while the remainder of the squadron completed P-3C UI transition training at NAF Washington.

Mar–Apr 1993: A four-crew detachment deployed to NS Rota, Spain, and NAS Sigonella, Sicily, to participate in Operation Maritime Guard. Crews five, two and ten followed this detachment at one-week intervals. Operation Maritime Guard was conducted in support of UN resolutions directed at the former states of Yugoslavia.

15 May 1994: The squadron became the first in the reserve patrol aviation community to reach the 100,000 mishap-free flight hour mark.

Oct 1994: VP-68 received its first P-3C UII.5 aircraft and began transition training while the remaining seven assigned P-3C UI aircraft were being replaced. The P-3C UII.5 had improved electronics systems, new Integrated Acoustic Communication System, improved MAD, standardized wing pylons and improved wing fuel tank venting.

Apr–May 1995: The Blackhawks deployed to NAS Sigonella, Sicily, in support of UN Operation Sharp Guard sanctions against the former Yugoslav republics. During the eight-week period the squadron flew 670 hours, including 46 armed missions.

16 Jan 1997: The squadron was disestablished at NAF Washington, Md.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Patuxent River, Md.	1 Nov 1970

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Washington, Andrews AFB, Md.	1 Apr 1985

Commanding Officers

	<i>Date Assumed Command</i>
CDR Donald Knuth	1 Nov 1970
CDR John L. Murdoch	8 Jul 1972
CDR Walter E. Barbee	2 Feb 1974
CDR R. S. Fitzgerald	9 Aug 1975
CDR C. R. Paty	12 Feb 1977
CDR James W. Hartley	29 Jul 1978
CDR Richard A. Perkins	26 Jan 1980
CDR Richard N. Harris	25 Jul 1981
CDR William T. Gaffney	19 Dec 1982
CDR James E. Batwinis	23 Jun 1984
CDR G. B. Gray	22 Jun 1985
CDR Bradford A. Kirley	13 Dec 1986
CDR Gregory W. Hinchliffe	18 Jun 1988
CDR Daniel I. Puzon	Mar 1990
CDR John R. Walker	Mar 1991
CDR A. Ray Miller, Jr.	Jun 1992
CDR Earle B. Fisher, Jr.	5 Dec 1993
CDR Robert A. Sinibaldi, Jr.	25 Feb 1995
CDR Jeffrey A. Lemmons	24 Feb 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	1971
P-3B TAC/NAV MOD	Aug 1984
P-3C UI	Apr 1991
P-3C UII.5	Oct 1994

A squadron P-3A in flight.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Aug 1972	Sep 1972	PatWing-11	Lajes	P-3A	Lant
Jul 1973	Aug 1973	PatWing-11	Rota	P-3A	Med
Jul 1975	Aug 1975	PatWing-11	Lajes	P-3A	Lant
23 Oct 1976	5 Dec 1976	PatWing-11	Bermuda	P-3A	Lant
10 Sep 1977	25 Sep 1977	PatWing-11	Rota	P-3A	Med
Jul 1979	Jul 1979	PatWing-11	Lajes	P-3A	Lant
7 Mar 1980	6 Apr 1980	PatWing-11	Lajes	P-3A	Lant
3 May 1980	17 May 1980	PatWing-11	Guantanamo	P-3A	Carib
Jul 1981	Jul 1981	PatWing-11	Lajes	P-3A	Lant
Jul 1982*	Aug 1982	PatWing-11	Rota	P-3A	Med
Jul 1982*	Aug 1982	PatWing-11	Bermuda	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Bermuda	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Lajes	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Sigonella	P-3A	Med
Apr 1984	May 1984	PatWing-11	Lajes	P-3A	Lant
Feb 1986	Feb 1986	PatWing-11	Keflavik	P-3B MOD	NorLant
Mar 1986	Mar 1986	PatWing-2	Barbers Point	P-3B MOD	WestPac
May 1986	May 1986	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Aug 1986	Aug 1986	PatWing-11	Lajes	P-3B MOD	Lant
Jan 1987	Feb 1987	PatWing-2	Barbers Point	P-3B MOD	WestPac
Apr 1987	May 1987	PatWing-11	Lajes	P-3B MOD	Lant
May 1987	May 1987	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Aug 1987	Aug 1987	PatWing-11	Bermuda	P-3B MOD	Lant
20 Feb 1988	20 Mar 1988	PatWing-11	Rota	P-3B MOD	Med
4 Mar 1989	3 Apr 1989	PatWing-2	Barbers Point	P-3B MOD	WestPac
17 May 1990	17 Jun 1990	PatWing-11	Rota	P-3B MOD	Med
Mar 1993	Apr 1993	PatWing-11	Rota/Sigonella	P-3B MOD	Med
Apr 1995	May 1995	PatWing-11	Sigonella	P-3 UII.5	Med

* The squadron conducted split deployment to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGLANT	LW	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NEM	1 Oct 1981	31 Dec 1981
(Sel Crews)	1 Nov 1985	28 Feb 1986
	1 Jan 1988	31 Dec 1988
	1 Jan 1990	31 Dec 1990

A squadron P-3A in flight, circa 1984.



VP-69

Lineage

Established as Patrol Squadron SIXTY NINE (VP-69) on 1 November 1970.

Squadron Insignia and Nickname

The squadron's current insignia was approved by CNO on 8 July 1971. The complex, but rather original design is comprised of a circle divided into two curved halves like the Asian Yin and Yang.



The squadron's Yin and Yang insignia.

The day side of the circle contains a silhouette of an aircraft being led by three stars located above the constella-

tion Orion. The slipstream of the aircraft extends into the water area of the lower segment of the circle. This signifies the hunter aspect of the squadron mission as depicted by the submarine silhouette in black. Colors: night side, dark blue; day side, light blue; aircraft, slipstream and stars, white; constellation Orion stars, white; submarine, black;

Nicknames: Totems, 1984–present.

Chronology of Significant Events

1 Nov 1970: VP-69 was established at NAS Whidbey Island, Wash., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptune aircraft. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Pacific, and Commander, Fleet Air Reserve Wings, Pacific. VP-69 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. Personnel and equipment from the disestablished VP-60T1 at NAS Whidbey Island were utilized to form VP-69.



A squadron SP-2H at NAS Whidbey Island.

2–31 Oct 1971: The squadron's scheduled deployment to NS Rota, Spain, was canceled at the last moment due to runway repairs at NS Rota. VP-69 deployed instead in two sections to NAS South Weymouth, Mass.

Jul 1972: VP-68 deployed to NAS Barbers Point, Hawaii, for its annual ADT. Crews were divided into two sections, flying the squadron's eight operational aircraft 16 days each. Training was conducted on flights to Midway Island, and in maintaining position fixes on the Soviet trawler fleet.

14 Jul 1973: VP-69 dedicated its new \$3 million hangar at NAS Whidbey Island.

8 Nov 1975: The squadron's first P-3A Orion was received as the replacement aircraft for the SP-2H Neptune. Both of the squadron's wings devoted their two-week ADT periods in November to ground training related to the P-3 transition.

14 Aug–12 Sep 1976: Annual ADT was conducted at NAS Barbers Point, Hawaii. Both consecutive two-week periods were devoted to transition training on



A VP-69 P-3A at NAS Barbers Point in June 1977 (Courtesy Rick R. Burgess Collection via John Ekberg).

the new P-3A aircraft then being flown by the squadron. During this period, Commander James P. McElhenny Jr., reported for duty with the squadron as its executive officer. This marked the first time in the reserve patrol community that a TAR officer had been assigned to a command billet in a Reserve squadron.

8 Jun–8 Jul 1978: VP-69 deployed for its annual ADT to NAS Agana, Guam. This deployment marked a change in CNO policy, involving reserve patrol squadrons directly in operational assignments rather than nonoperational training exercises. The squadron operated as a functional entity of Patrol Wing-1 Det Agana during the entire deployment under the new "one-Navy" policy.

Jan 1981: A squadron aircraft (BuNo. 152161) made a crash landing at NAS Whidbey Island without casual-

ties during a routine training flight. Three crew members were injured and the aircraft was damaged beyond repair.

May 1981: VP-69 deployed a five aircraft detachment to NAF Kadena, Okinawa, relieving VP-90. Many of the squadron's 111 sorties conducted during the deployment involved searches for Vietnamese refugees in the South China Sea.

4 Jan–23 Feb 1986: The squadron provided coverage for seven weeks of ADT operating out of Howard AFB, Panama, while conducting 33 drug interdiction flights resulting in 304 contacts.

Jan 1987: VP-69 completed the P-3A TAC/NAV MOD transition process two months ahead of schedule. The TAC/NAV MOD version replaced the inertial navigation and tactical display systems with low-frequency navigation system and digital computer. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

Jan 1990: VP-69 received its first P-3B aircraft. The P-3B had more powerful engines and improved avionics.

Oct 1990: The squadron's last P-3A aircraft (BuNo. 152152) was flown to the Naval Aviation Museum at Pensacola, Fla.

Oct 1992: The squadron received its first P-3C UI aircraft. It had a seven-fold increase in computer memory, an Omega world-wide navigation system, increased sound processing sensitivity, improved magnetic tape transport, improved DIFAR and additional tactical display sensor stations. The month of December 1992 was spent by all hands in training related to the

transition to the new airframes. Transition was completed in May 1994.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Wendell P. Hurlbut III	1 Nov 1970
CDR Glenn R. Wiggins	13 May 1972
CDR Raymond L. Chalker	10 Nov 1973
CDR Alfred G. Wykoff	18 May 1975

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR James P. McElhenny	14 May 1977
CDR H. D. Evans	3 Jun 1979
CDR Patrick M. Schnauffer	17 Nov 1979
CDR Gerard R. Welter	Apr 1981
CDR Brian M. McGuinness	6 Nov 1982
CDR Michael F. Montgomery	Jun 1984
CDR Paul R. Kuntz	Dec 1985
CDR C. E. Howerter	Jun 1986
CDR R. A. Lundstrom	Jun 1987
CDR Robert O. Passmore	2 Dec 1989
CDR Max B. Norgart	22 Jun 1991
CDR Kenneth E. Thompson	6 Jun 1992
CDR Carlton D. Parker	25 Sep 1993

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Rodney A. Harris	21 Jan 1995
CDR Michael McGee	29 Jun 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Nov 1975
P-3A TAC/NAV MOD	May 1986
P-3B TA/CNAV MOD	Jan 1990
P-3C UI	Oct 1992
P-3C UIII	Jan 1995



A squadron P-3A in flight, circa 1984.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1972	Aug 1972	PatWing-2	Barbers Point	SP-2H	WestPac
9 Sep 1973	23 Sep 1973	PatWing-2	Barbers Point	SP-2H	WestPac
14 Aug 1976	12 Sep 1976	PatWing-2	Barbers Point	P-3A DIFAR	WestPac
Jul 1977	Aug 1977	PatWing-2	Barbers Point	P-3A DIFAR	WestPac
8 Jun 1978	8 Jul 1978	PatWing-1	Agana	P-3A DIFAR	WestPac
9 May 1979	10 Jun 1979	PatWingPac	Adak	P-3A DIFAR	NorPac
Apr 1980	May 1980	PatWing-1	Kadena	P-3A DIFAR	WestPac
May 1981	Jun 1981	PatWing-1	Kadena	P-3A DIFAR	WestPac
May 1982	Jun 1982	PatWing-1	Cubi Point	P-3A DIFAR	WestPac
May 1983	Jun 1983	PatWing-1	Cubi Point	P-3A DIFAR	WestPac
May 1984	Jun 1984	PatWing-1	Misawa	P-3A DIFAR	WestPac
4 May 1985	31 May 1985	PatWing-1	Misawa	P-3A DIFAR	WestPac
4 Jan 1986	23 Feb 1986	PatWing-10	Panama	P-3A DIFAR	Carib
Jul 1987	Aug 1987	PatWing-1	Misawa	P-3A MOD	WestPac
Jul 1988	Aug 1988	PatWing-1	Misawa	P-3A MOD	WestPac
Jul 1989	Aug 1989	PatWing-1	Misawa	P-3A MOD	WestPac
May 1990	Jun 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Jun 1991	Jul 1991	PatWing-1	Kadena	P-3B MOD	WestPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>
COMFAIRRESWINGSPAC	PJ	1 Nov 1970	NEM

Unit Awards Received

<i>Inclusive Date Covering Unit Award</i>
1 Jan 1991 - 31 Dec 1991



A close up of the tail of a squadron aircraft showing the tail code PJ and its insignia design relating to its nickname Totems.

VP-90

Lineage

Established as Patrol Squadron NINETY (VP-90) on 1 November 1970.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

VP-90 utilized four different insignia during its relatively short existence. The first, approved by CNO on 28 December 1971, featured an illustration of a large blackbird overlaid on a globe showing North and South America. Colors: bird, black with yellow feet and beak; oceans, light blue; and continents, white. A scroll at the bottom of the insignia was light blue with black letters PATROL SQUADRON 90.



The squadron's first insignia.

With the squadron's second design came its nickname, the Lions. The insignia was inspired by the "kingly demeanor and dynamic tenacity for which the squadron was justly recognized." The stylized rendering of the head of a lion is shown in black outline, with a gold background. A scroll at the bottom of the insignia was colored gold with black letters PATRON 90. This design was approved by CNO on 22 April 1974.



The squadron's second insignia.

The squadron's third insignia was in use less than six years. It was a more complex design featuring a rampant lion stabbing a trident into the broken hull of a submarine. Color: sky, light blue with white cloud; lightning from cloud, yellow; sea, dark blue; submarine, black with white hole in bow; breaking wave, white; lion, brown; trident, gold. A brown scroll at the top



The squadron's third insignia.

of the insignia read THE LIONS in black letters, while a second scroll at the bottom read PATRON 90. The design received CNO approval on 2 May 1985.

The last insignia of VP-90 was a return to the earlier, more stylized head of a lion. The squadron felt that



The squadron's last insignia.

“the ferocious lion's head displays strength, aggressiveness, pride, and in general, a ‘King of the Jungle’ mystique.” Colors: mane of lion, dark brown; face of lion, reddish brown with white muzzle; mouth, red with white teeth; eyes, white with black pupils; background, light tan; scroll

on top of design, light reddish brown, with black letters; scroll at bottom of design, light reddish brown, with black letters PATRON 90.

Nicknames: The Lions, 1974–1994.

Chronology of Significant Events

1 Nov 1970: VP-90 was established at NAS Glenview, Ill., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic, and Commander, Fleet Air Reserve Wings, Atlantic. VP-90 was established as a result of a major reorganization of the Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.



A VP-90 P-3A at NAS Moffett Field in June 1978 (Courtesy Rick R. Burgess Collection).

1 Jul 1975: VP-90 was transferred from the administrative and operational control of Commander Reserve Patrol Wing Atlantic to Commander Reserve Patrol Wing Pacific, based at NAS Moffett Field, Calif.

May 1981: While on a WestPac ADT deployment, VP-90 participated in the successful rescue of 55 Vietnamese refugees in the South China Sea. Crews involved received the Humanitarian Service Medal from the Secretary of the Navy for this service.

30 Sep 1994: VP-90 was disestablished at NAS Glenview, Ill.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Glenview, Ill.	1 Nov 1970

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Jerry D. Lambden	5 Jan 1975
CDR Douglas L. Orme	19 Jun 1976
CDR Kenneth T. Hall, Jr.	10 Jun 1978
CDR Stanley R. Huff	8 Dec 1979
CDR Jay E. Langland	5 Dec 1981
CDR Carl R. Karlsson	11 Jun 1983
CDR Dennis J. Faulds	23 Jun 1984
CDR J. P. Kelly, Jr.	14 Dec 1985
CDR Mark T. Gilsdorf	13 Jun 1987
CDR Louis F. Rabe	3 Dec 1988
CDR Sam H. Kupresin	3 Jun 1990
CDR Roy A. Wiegand	7 Dec 1991
CDR George M. Black	12 Dec 1992
CDR Donald P. Hamblen	19 Mar 1994

Commanding Officers

	<i>Date Assumed Command</i>
CDR T. C. Mason	1 Nov 1970
CDR Robert W. Bohn	1971
CDR James R. Evans	10 Dec 1972

Aircraft Assignment

	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Mar 1974
P-3B MOD	Jul 1984

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
3 Jun 1972	1 Jul 1972	PatWing-11	Rota	SP-2H	Med
May 1975	Jun 1975	PatWing-11	Bermuda	P-3A	Lant
Apr 1976	May 1976	PatWing-1	Agana	P-3A	WestPac
8 Jan 1977	6 Feb 1977	PatWing-2	Barbers Pt.	P-3A	WestPac
14 Jan 1978	9 Feb 1978	PatWing-2	Barbers Pt.	P-3A	WestPac
10 Mar 1979	8 Apr 1979	PatWing-11	Lajes	P-3A	Lant
17 Mar 1980	13 Apr 1980	PatWing-1	Kadena	P-3A	WestPac
28 Feb 1981	28 Mar 1981	PatWing-2	Barbers Pt	P-3A	WestPac
26 Apr 1981	23 May 1981	PatWing-1	Kadena	P-3A	WestPac
30 Jan 1982*	14 Feb 1982	PatWing-11	Bermuda	P-3A	Lant
30 Jan 1982*	14 Feb 1982	PatWing-2	Barbers Pt.	P-3A	WestPac
4 Apr 1983	1 May 1983	PatWing-1	Cubi Pt.	P-3A	WestPac
7 Feb 1984	11 Mar 1984	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
6 Apr 1985	5 May 1985	PatWing-1	Misawa	P-3B MOD	WestPac
27 Jun 1986	26 Jul 1986	PatWing-1	Misawa	P-3B MOD	WestPac
6 Feb 1987	8 Mar 1987	PatWing-1	Misawa	P-3B MOD	WestPac
26 Feb 1988	25 Mar 1988	PatWing-1	Misawa	P-3B MOD	WestPac
Mar 1989	Apr 1989	PatWing-1	Misawa	P-3B MOD	WestPac
Feb 1990	Mar 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Mar 1991	Mar 1991	PatWing-1	Kadena	P-3B MOD	WestPac
Mar 1992	Mar 1992	PatWing-1	Kadena	P-3B MOD	WestPac
5 Apr 1993	8 May 1993	PatWing-1	Kadena	P-3B MOD	WestPac

* The squadron conducted split deployments to two or more sites on the same dates.

Wing Assignments

Wing	Tail Code	Assignment Date
COMFAIRRESPAT- WINGLANT	LX	1 Nov 1970
COMFAIRRESPAT- WINGPAC	LX	1 Jul 1975

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award
NAVE	1 Jan 1989
HSM (Sel. crews)	May 1981
	31 Dec 1989



A close up of a squadron P-3 tail showing the second insignia design.



A close up of a squadron P-3 tail showing the third insignia design.



A close up of a squadron P-3 tail showing the fourth and last insignia design.

Second VP-91

Lineage

Established as Patrol Squadron NINETY ONE (VP-91) on 1 November 1970. The second squadron to be assigned the VP-91 designation.

Deactivated 31 March 1999

Squadron Insignia and Nickname

The first insignia used by VP-91 was approved by CNO on 13 October 1972. A patriotic theme was selected, with the Liberty Bell as the central feature in a circular design similar to a sight radius. The Liberty Bell symbolized the historic role that the citizen-sailor has played in the defense of America since the Revolutionary War. The squadron motto "Strength in Reserve" was located in a scroll across the top of the design; PATROL SQUADRON 91 across the bottom. Colors: background, dark blue; target sight rings, light blue; Liberty Bell, yellow with brown stock; outlines, yellow; letters, white on dark blue.



The squadron's first insignia used the Liberty Bell as the theme.

The squadron's second insignia was approved by CNO on 1 November 1984. VP-91 decided to change the design to be more in keeping with the new generation of aircraft being used by the Navy patrol squadrons. In the case of VP-91, the aircraft was the P-3B TAC/NAV MOD, or Super Bee aircraft. From this the squadron also derived a new nickname, the Stingers. The P-3 aircraft in the design had a stinger. Nine stars on the left border and one star on the right border signified the squadron's designation, VP-91. The nickname STINGERS was located in a scroll across the top of the design, with the designation PATRON 91 in a scroll at the bottom. Colors: background, dark blue; borders, gold; stars and cloud, white; aircraft, white and blue; stinger, red, white and blue; STINGERS lettering, red on dark



The second insignia adopted the theme of a super bee in reference to the P-3B Super Bee aircraft it was flying.

blue background; PATRON 91 lettering, light blue on dark blue background.

The third insignia of VP-91 was a reversion to the symbolism of the first VP-91, a Black Cat squadron in WWII. This design was approved by CNO on 7

October 1991. The black cat of the circular insignia was prepared to pounce on a periscope protruding from the sea. In the background was a stylistic v-shaped dart and distant shoreline. The Black Cat represented the original call sign of the first VP-91; the periscope represented the primary mission of antisubmarine warfare; the red, white and blue dart represented the colors of the national ensign; and the shoreline, or land, represented the point of departure of P-3 aircraft. In a scroll across the top of the design was the logo BLACK CATS, and across the bottom the squadron designation PATRON NINE ONE. Colors: background, white; cat, black; eyes, yellow with black pupils; mouth, red with white fangs; claws, white; dart, red, white and blue; land, brown; sea, white and blue; periscope, gray; letters, black on white background.



The third insignia reference a design from the history of the first VP-91 during World War II and used the Black Cat theme.

Nicknames: Pink Panthers, 1970–1984.
Stingers, 1984–1991.
Black Cats, 1991–1999.

Chronology of Significant Events

1 Nov 1970: VP-91 was established at NAS Moffett Field, Calif., and was the first Naval Air Reserve land-based patrol squadron on the West Coast to fly the P-3A Orion aircraft. The new squadron came under the operational and administrative control of Commander Naval Air Reserve Force and Commander Fleet Air Reserve Wings, Pacific. VP-91 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. VP-91 had its origins in an earlier unit located at NAS Moffett Field, called NARTU Alameda Detachment Alpha. Det Alpha was established on 1 March 1967 to provide for the transition of selected air reserve P-2 units into the first reserve P-3 units.



A VP-91 P-3A at NAS Moffett Field in March 1976 (Courtesy Rick R. Burgess Collection via Michael Grove).

Jun–Jul 1980: VP-91 participated in the location of Vietnamese refugees during the unit's annual active duty while on deployment at NAS Agana, Guam. Squadron crews located five refugee vessels resulting in the saving of 250 lives. The five crews participating in the rescue were awarded the Humanitarian Service Medal. By this date, over 2,500 refugees had been rescued in the South China Sea and Gulf of Thailand through efforts by all elements of the Navy.

Feb 1991: One crew and aircraft was deployed to participate in Operation Desert Storm. The crew was credited with assisting in the destruction of two Iraqi naval vessels during combat in the Gulf. This event marked the only participation by a Navy reserve patrol squadron in direct combat with the Iraqi navy during the Gulf War.

1 Jul 1994: NAS Moffett Field was disestablished after 62 years of service as a naval air station and Army Air Corps field. The base continued to serve the National Aeronautical and Space Administration, the Naval Air Reserve, and the California Air National Guard but was no longer under the Navy's operational or administrative control. The active duty P-3 squadrons were relocated to NAS Barbers Point, Hawaii, and NAS Whidbey Island, Wash. VP-91 contin-

ued to operate from the base, now known as Moffett Federal Airfield, Calif.

31 Mar 1999: The squadron was deactivated at Moffett Federal Airfield.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Moffett Field, Calif.	1 Nov 1970
Moffett Federal Airfield, Calif.	1 Jul 1994

Commanding Officers

	<i>Date Assumed Command</i>
CDR Robert J. Husmann	1 Nov 1970
CDR Keith A. Wilkinson	6 Nov 1971
CDR H. A. Bowles, Jr.	9 Jun 1973
CDR L. W. Clark	1 Jul 1974
CDR Daniel R. Pellegrino	14 Jun 1975
CDR John H. Mascali	4 Apr 1976
CDR Jerry Lambden	19 Jun 1976
CDR John H. Mascali	7 Jan 1978
CDR Samuel E. McWilliams	21 Jul 1979
CDR Ronald K. Meeker	21 Feb 1981
CDR J. P. McMahan	22 Feb 1982
CDR Dan W. Baldwin, Jr.	24 Sep 1983
CDR J. P. Schear	23 Mar 1985
CDR G. Thomas Spink, Jr.	7 Sep 1986
CDR Michael A Goss	12 Mar 1988
CDR D. J. Bellows	21 Jan 1990
CDR R. M. Epperson	19 Jan 1991
CDR Mark E. Denari	25 Jul 1992
CDR Charles L. Rader	12 Feb 1994
CDR Jeffrey S. Brittle	1995
CDR Andrew J. Cuca	13 Apr 1996
CDR Steven M. Sharkey	16 Aug 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3A	Nov 1970
P-3B MOD	1978
P-3C UIII	Feb 1990

A squadron P-3B flying near the Golden Gate Bridge, circa 1984.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jun 1971	Jun 1971	FAW-1	Naha	P-3A	WestPac
Jul 1972	Aug 1972	PatWing-2	Barbers Pt.	P-3A	WestPac
Jul 1973	Jul 1973	PatWing-2	Barbers Pt.	P-3A	WestPac
24 Aug 1974	22 Sep 1974	PatWing-11	Rota	P-3A	Med
1975	1975	PatWing-1	Agana	P-3A	WestPac
Jul 1977	Jul 1977	PatWing-1	Agana	P-3A	WestPac
Jun 1979	Jul 1979	PatWingPac	Adak	P-3B MOD	NorPac
Jun 1980	Jul 1980	PatWing-1	Agana	P-3B MOD	WestPac
Jul 1982	Aug 1982	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jul 1983	Aug 1983	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jul 1984	Aug 1984	PatWing-1	Misawa	P-3B MOD	WestPac
Jul 1985	Aug 1985	PatWing-1	Misawa	P-3B MOD	WestPac
May 1986	May 1986	PatWing-1	Misawa	P-3B MOD	WestPac
May 1987	June 1987	PatWing-1	Misawa	P-3B MOD	WestPac
Apr 1988	May 1988	PatWing-1	Misawa	P-3B MOD	WestPac
May 1989	Jun 1989	PatWing-1	Misawa	P-3B MOD	WestPac
Feb 1991*	Aug 1991	PatWing-1	Misawa	P-3C UIII	WestPac
9 Feb 1991*	23 Feb 1991	PatWing-1	Al Masirah	P-3C UIII	Gulf
Apr 1992	Jun 1992	PatWing-10	Adak	P-3C UIII	NorPac
May 1993	Jun 1993	PatWing-1	Kadena	P-3C UIII	WestPac
May 1994	May 1994	PatWing-1	Kadena	P-3C UIII	WestPac
Oct 1994*	Oct 1994	PatWing-1	Iwakuni	P-3C UIII	WestPac
Oct 1994*	Nov 1994	PatWing-10	Ecuador	P-3C UIII	SoLant
Apr 1996	Apr 1996	PatWing-1	Kadena	P-3C UIII	WestPac

* The squadron conducted a split deployment to two sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PM	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	17 Jan 1991	7 Feb 1991
MUC	16 Apr 1986	10 Jul 1986
NEM	1 Jan 1984	31 Dec 1984
HSM (Sel crews)	July 1980	
SASM	9 Feb 1991	23 Feb 1991

A squadron P-3C flies over San Francisco, circa 1991.



Second VP-92

Lineage

Established as Patrol Squadron NINETY TWO (VP-92) on 1 November 1970. The second squadron to be assigned the VP-92 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 12 February 1971. It depicted a guillotine with blade poised over the periscope of an unsuspecting submarine. The cross supports of the guillotine were planted firmly in the North American and European continents, indicative of the scope of the squadron's operations. The squadron designation was shown in a scroll at the bottom of the insignia. Colors: background, orange; wooden frame of guillotine, light brown; guillotine blade, white;

rope attached to blade, light yellow; periscope, black; continents, dark brown; ocean, blue; squadron designation, orange letters on white background.



The squadron's first insignia.



The squadron's second insignia.

The second insignia of VP-92 was approved by CNO on 9 July 1979. Inside a circular design was the outline of the famous Minuteman, shown with flintlock musket at the ready. The Minutemen were the first volunteers, whose legacy is carried on by the present reserve organization. Behind the outline of the Minuteman was a red, white and blue banner in which white symbolized performance of duty, red the blood shed in the past, and blue the dedication of the first volunteers. The squadron's motto, "Ever Vigilant," was depicted in a banner across the top of the design, while the squadron designation Patron 92 was located across the bottom.

Nicknames: Minutemen, 1979–present.

Chronology of Significant Events

1 Nov 1970: VP-92 was established at NAS South Weymouth, Mass., as a naval air reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. The new squadron came under the operational and administrative control of Commander Naval Air Reserve Force and Commander Fleet Air Reserve Wings, Atlantic. VP-92 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.

Oct 1973: One VP-92 aircraft was called upon to transport priority parts for A-4 aircraft to the Israeli Air Force. On 8 October 1973, the Arab Coalition states had attacked the borders of Israel in what came to be known as the Yom Kippur War. Task Forces 60.1, 60.2, 61 and 62 were placed on full alert for possible evacu-



A squadron SP-2H in flight.

ation contingencies in the Middle East. On 19 October 1973, 50 A-4 aircraft were flown from the U.S. to Israel to replace heavy losses from ground-to-air missiles.

26 Jan–24 Feb 1991: VP-92 became the first reserve patrol squadron to assume all operational commitments at NAS Bermuda rather than just an augment squadron. The change in responsibilities came about as a direct result of the reduced Soviet presence in the North Atlantic, and the reassignment of active duty assets to more critical areas. Seven reserve patrol squadrons trained throughout the year at the naval air station. The squadrons assumed full control from the regular Navy patrol squadrons, including all aspects of supply, maintenance, routine patrol responsibilities and ready alert standby.

17 Jul–29 Aug 1993: VP-92 provided four aircrews and a maintenance detachment in support of Adriatic Sea embargo flights for operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Rockeye, Harpoon and the first highly successful deployment of the Remote Imaging Transmission System. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia, and to prevent outside factions from providing resupply by sea.

8 Jun 1996: VP-92 relocated with more than 1,000 Naval Reservists from NAS South Weymouth, Mass., to NAS Brunswick, Maine. The relocation was the result of the disestablishment of the NAS South Weymouth facility.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS South Weymouth, Mass.	1 Nov 1970
NAS Brunswick, Maine	8 Jun 1996

Commanding Officers

	<i>Date Assumed Command</i>
CDR R. Geoffrey Neville	1 Nov 1970
CDR Dexter C. Morrison	20 May 1972
CDR James R. Boling	3 Nov 1973
CDR Norman R. Zanin	7 Nov 1975
CDR Rodney D. Neibauer	30 Jun 1977
CDR John A. Wills, Jr.	13 Jan 1979
CDR William D. Dobbs	7 Jun 1980
CDR Horst Kleinbauer	21 Nov 1981
CDR Thomas A. Trautwein	Apr 1983
CDR Kenneth C. Belisle	1985
CDR Peter E. Blessing	19 Apr 1986
CDR Eric L. Lekberg	24 Oct 1987
CDR Morris W. Badoud	20 Aug 1988
CDR Howard C. Rottler	24 Feb 1990
CDR Allen R. Hansen	17 Aug 1991
CDR Riley J. Gladden	20 Feb 1993
CDR James A. Cunningham	1994
CDR Sean P. O'Neil	1995
CDR John P. Coffey	19 Oct 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Apr 1975
P-3B TAC/NAV MOD	1984
P-3C UII	Jul 1991
P-3C UII.5	1996

A VP-92 P-3A at NAS Moffett Field in March 1976 (Courtesy Rick R. Burgess Collection via Michael Grove).



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1971	1971	FAW-11	Rota	SP-2H	Med.
13 Mar 1976	9 Apr 1976	PatWing-5	Bermuda	P-3A	Lant
16 Apr 1977	15 May 1977	PatWing-5	Bermuda	P-3A	Lant
6 May 1978	4 Jun 1978	PatWing-11	Rota	P-3A DIFAR	Med
22 Sep 1979	21 Oct 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
27 Jun 1980	28 Jul 1980	PatWing-11	Lajes	P-3A DIFAR	Lant/Med
2 Jun 1982	4 Jul 1982	PatWing-11	Lajes	P-3A DIFAR	Lant/Med
28 Apr 1983	28 May 1983	PatWing-11	Lajes	P-3A DIFAR	Lant
1984	1984	PatWing-5	Bermuda	P-3B MOD	Lant
15 Jun 1985	14 Jul 1985	PatWing-11	Lajes	P-3B MOD	Lant
17 May 1986	15 Jun 1986	PatWing-11	Lajes	P-3B MOD	Lant
2 May 1987	31 May 1987	PatWing-11	Rota	P-3B MOD	Med
9 Jul 1988	7 Aug 1988	PatWing-11	Rota	P-3B MOD	Med
20 May 1989	17 Jun 1989	PatWing-11	Rota	P-3B MOD	Med
21 Apr 1990	20 May 1990	PatWing-11	Rota	P-3B MOD	Med
25 Jan 1991	24 Feb 1991	PatWing-5	Bermuda	P-3B MOD	Lant
17 Jul 1993	20 Aug 1993	PatWing-11	Sigonella	P-3C UII	Med
1994	1994	PatWing-11	Sigonella	P-3C UII	Med
1994	1994	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1995	1995	PatWing-11	Sigonella	P-3C UII	Med
1995	1995	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1996	1996	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1996	1996	PatWing-5	Keflavik	P-3C UII	Med
1997	1997	PatWing-11	Sigonella	P-3C UII	Med
1997	1997	PatWing-5	Keflavik	P-3C UII	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LY	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	13 Feb 1977	22 May 1977



A squadron P-3B, circa 1984.

Second VP-93

Lineage

Established as Patrol Squadron NINETY THREE (VP-93) on 1 July 1976. The second squadron to be assigned the VP-93 designation.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

The squadron's only insignia since its establishment was approved by CNO on 28 September 1976. The circular design features a medieval executioner rising from the ocean depths with raised ax prepared to deliver a death-blow to a surfaced submarine. The symbolism of the hooded headsman was in keeping with



The squadron's only insignia.

the covert character of patrol ASW aviation. The ax symbolized the swift, lethal blow dealt to enemy submarines. The red all-seeing eyes were symbolic of the electronic search capabilities of the squadron. The executioner's belt was symbolic of Orion's Belt, a reference to the squadron's P-3 Orion aircraft. The split background represented the night and day character of the missions assigned. Colors: executioner's cape, black with red lining; eyes, red; gloves, black; executioner's tunic, dark blue; ax, white with black handle; belt, dark blue with white stars; night sky, purple with white stars; day-lit ocean, light blue; submarine, black with red spilling from broken hull; border of insignia, red; scroll at bottom of insignia, dark blue with white letters PATRON 93.

Nickname: Executioners, 1976–1994.

Chronology of Significant Events

1 Jul 1976: VP-93 was the last reserve patrol squadron to be formed as part of the reorganization of the Naval Air Reserve during the 1970s. The squadron's home port was NAF Detroit, Mich., and it came under the operational and administrative control of Commander Reserve Patrol Wings, Atlantic. VP-93 began its career flying the Orion P-3A aircraft. The Executioners quickly devised a motto to go with their new nickname, "Paratus Persequi—Ready to Execute."

8 Aug 1979: The National Oceanographic and Atmospheric Administration requested the assistance of the Navy in monitoring the environmental effects of the Bay Campeche oil spill that devastated the western Gulf Coast. The mammoth oil spill was the result of a blowout on an off-shore oil well rig in early August 1979. VP-93 was tasked with flights along the path of the spill, monitoring its track and collecting a photographic record of the disaster. During the assignment the squadron was based for two weeks at NAS Corpus Christi, Texas. Several active duty Navy patrol squadrons and augment reserve squadrons participated in this mission through 31 October 1979.

Jan–Oct 1993: VP-93 deployed to NAS Sigonella, Sicily, and NAS Rota, Spain, in support of Adriatic Sea embargo flights for Operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Harpoon antiship missiles. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia, and to prevent outside factions from providing resupply by sea. The squadron also supplied single aircrews and aircraft over the period of May and June 1993 for Operation Sharp Guard. Three aircrews returned to NAS Sigonella again in October for continued Sharp Guard support. This detachment was hastily repositioned within 24 hours to NAS Key West, Fla., to provide support for operations Support Democracy and Able Mariner, the UN sanctioned embargo of Haiti.

14–24 Mar 1994: VP-93 flew the Navy's last operational mission of the P-3B and ended its own flight operations on 24 March 1994 after flying over 40,000 mishap-free hours.

17 Sep 1994: VP-93 disestablishment ceremonies were held at NAF Detroit, Mich., with an official disestablishment of 30 September.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Detroit, Mich.	1 Jul 1976



A squadron P-3A in flight.

Commanding Officers

	<i>Date Assumed Command</i>
CDR E. J. Furdak	1 Jul 1976
CDR Richard B. Duxbury	8 Apr 1978
CDR G. H. Mollencop	15 Sep 1979
CDR Robert Bender	19 Jul 1980
CDR James T. Hendricks	26 Jul 1981
CDR R. W. Davis	1983
CDR George M. Fusko	1984
CDR Paul J. Wilhelm	22 Mar 1986
CDR Howard Rundell, Jr.	12 Sep 1988
CDR Patrick B. Peterson	1 Apr 1989

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Stephen D. Ihrig	3 Feb 1990
CDR James B. Harshfield	1991
CDR Rodney A. Carlone	Nov 1992
CDR Chris J. Cluster	12 Feb 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3A	Jul 1976
P-3B	1981
P-3B TAC/NAV MOD	Jan 1986

*A VP-93 P-3A taking off, August 1981
(Courtesy Rick R. Burgess Collection via
Barry Roop).*



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Apr 1978	28 May 1978	PatWing-11	Bermuda	P-3A	Lant
5 May 1979	3 Jun 1979	PatWing-11	Lajes	P-3A	Lant
31 May 1980	29 Jun 1980	PatWing-11	Lajes	P-3A	Lant
7 Mar 1981	5 Apr 1981	PatWing-11	Bermuda	P-3A/B	Lant
8 May 1982	6 Jun 1982	PatWing-11	Lajes	P-3B	Lant
14 Jan 1983	12 Feb 1983	PatWing-11	Bermuda	P-3B	Lant
30 Mar 1984	Apr 1984	PatWing-11	Lajes	P-3B	Lant
23 Mar 1985	Apr 1985	PatWing-11	Lajes	P-3B	Lant
27 Jun 1987	26 Jul 1987	PatWing-11	Rota	P-3B MOD	Med
16 Apr 1988	15 May 1988	PatWing-11	Rota	P-3B MOD	Med
16 Jun 1989	17 Jul 1989	PatWing-11	Rota	P-3B MOD	Med
21 Mar 1990	22 Apr 1990	PatWing-11	Rota	P-3B MOD	Med
23 Feb 1991	24 Mar 1991	PatWing-11	Bermuda	P-3B MOD	Lant
Apr 1992	May 1992	PatWing-11	Bermuda	P-3B MOD	Lant
Jan 1993	Jan 1993	PatWing-11	Sigonella	P-3B MOD	Med
May 1993	Jun 1993	PatWing-11	Sigonella	P-3B MOD	Med
Oct 1993	Oct 1993	PatWing-11	Sigonella	P-3B MOD	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LH	1 Jul 1976

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron P-3B in flight, note the insignia on the tail, circa 1984.

Second VP-94

Lineage

Established as Patrol Squadron NINETY FOUR (VP-94) on 1 November 1970. The second squadron to be assigned the VP-94 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 24 June 1971. The central figure in the circular design



The squadron's insignia.

was a crawfish, with an outline of the state of Louisiana in the background. The crawfish, shown glowering at a submarine grasped in its left claw, was deemed significant since it was indigenous to the south Louisiana area in which the squadron was based. Colors: crawfish, orange; submarine, black; outline of Louisiana, gold; background, dark blue; ocean, light blue; border, gold; scroll at bottom, gold with orange lettering.

Nicknames: Crawfishers, 1971–present.

Chronology of Significant Events

1 Nov 1970: VP-94 was established at NAS Belle Chase, New Orleans, La., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. VP-94 was formed from VP-821 and VP-822, both established in 1965. These squadrons were redesignated VP-61X1 and VP-45X2 in May 1968, and were



Squadron SP-2Hs at NAS New Orleans, circa April 1974.

combined in November 1970 to form VP-94. The new squadron came under the operational and administrative control of the Commander, Naval Air Reserve Force. VP-94 was established as a result of a major reorganization of the Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. Under the 12/2/1 concept there were 12 VP squadrons divided between two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.

19 Mar 1989: In March 1989, the Department of Defense organized Operation Hat Trick III, an exercise employing the efforts of several reserve patrol squadrons, staging out of Naval Station Roosevelt Roads, Puerto Rico. This operation, the largest drug interdiction operation using reserve forces to date, resulted in the capture of a record number of narcotics carrying vessels and aircraft. After the success of this operation, Atlantic reserve patrol squadrons routinely devoted a portion of their two week ACDUTRA time each year on drug interdiction patrols with the Coast Guard based out of NS Roosevelt Roads and NAS Key West, Fla. Reserve and active duty Navy patrol squadrons had previously assisted the U.S. Coast Guard in drug interdiction flights in the Caribbean area since 1985.

2 Jan 1993: VP-94 was assigned to CTF 67.1 at NAS Sigonella, Sicily, and CTF 67.2 at NAS Rota, Spain, in support of Adriatic Sea embargo flights for Operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Harpoon antiship missiles. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia and to prevent outside factions from providing re-supply by sea.

Jun-Jul 1993: The squadron supplied detachments for operation Sharp Guard in support of UN operations. This concept of separate detachment deployments, rather than entire unit deployments, became known as flexible detachment operations, or Det Ops. This form of deployment provided the maximum amount of interoperability between USN and USNR forward deployed forces, while supporting real operations and not just training flights for the Reserves. Reserve Det Ops also served as a much-needed supplement to the active-duty patrol squadrons in an era of post-Cold War cutbacks.

Oct 1993: A Det Ops deployment was conducted to NS Roosevelt Roads, P.R., to provide support for operations Support Democracy and Able Mariner, the UN sanctioned embargo of Haiti.



A VP-94 P-3A at NAS Moffett Field in February 1981 (Courtesy Rick R. BURGESS Collection via Michael Grove).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS New Orleans, La.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Gordon E. Dugal, Jr.	1 Nov 1970
CDR William J. White	5 May 1972
CDR L. H. Harwell	30 Mar 1973
CDR R. N. Lyall	Jul 1974
CDR M.R. Marler	10 Jul 1976
CDR John J. Langan	Jan 1978
CDR G. B. Dresser	Jun 1979
CDR F. J. Marlow	Jan 1981
CDR H. E. Hermann	Aug 1982
CDR W. D. Ewing	6 Aug 1983
CDR Joseph W. Harris	2 Feb 1985
CDR Casey W. Coane	1 Feb 1986
CDR John N. H. Costas	8 Aug 1987
CDR Daniel S. Mastagni	11 Mar 1989
CDR Howard C. Norton	21 Oct 1990
CDR Ronald P. Cosgrove	20 Oct 1991
CDR D. Michael Rouen	27 Feb 1993
CDR Thomas H. Hutchinson	16 Jul 1994
CDR Mark A. Johnson	21 Oct 1995

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Oct 1976
P-3B TAC/NAV MOD	Sep 1984
P-3C UII.5	Sep 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Aug 1971	19 Sep 1971	FAW-11	Rota	SP-2H	Med
1 Jul 1972	30 Jul 1972	PatWing-11	Rota	SP-2H	Med
25 Jul 1978	Aug 1978	PatWing-11	Bermuda	P-3A	Lant
24 Jun 1983	25 Jul 1983	PatWing-11	Lajes	P-3A	Lant
21 Apr 1984	6 Jun 1984	PatWing-11	Lajes	P-3A	Lant
1 Jun 1985	28 Jun 1985	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
22 Mar 1986	20 Apr 1986	PatWing-11	Lajes	P-3B MOD	Lant
7 Mar 1987	5 Apr 1987	PatWing-11	Rota	P-3B MOD	Med
19 Mar 1988	17 Apr 1988	PatWing-11	Rota	P-3B MOD	Med
25 Jan 1989	26 Feb 1989	PatWing-11	Rota	P-3B MOD	Med
19 Mar 1989	4 Apr 1989	PatWing-11	Roosevelt Rd.	P-3B MOD	Carib
16 Jun 1990	15 Jul 1990	PatWing-11	Rota	P-3B MOD	Med
15 Jun 1991	14 Jul 1991	PatWing-11	Bermuda	P-3B MOD	Lant
27 Jun 1992	9 Aug 1992	PatWing-11	Bermuda	P-3B MOD	Lant
2 Jan 1993	6 Feb 1993	PatWing-11	Rota/Sigon.	P-3B MOD	Med
19 Jun 1993	17 Jul 1993	PatWing-11	Rota/Sigon.	P-3B MOD	Med
Oct 1993	Oct 1993	PatWing-11	Roosevelt Rd.	P-3B MOD	Carib
28 Nov 1995	7 Dec 1995	PatWing-11	Key West	P-3C UII.5	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LZ	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	10 Jan 1986	19 Jan 1986



A squadron P-3B in flight, circa 1984.

First VP-102

Lineage

Established as Patrol Squadron EIGHTEEN (VP-18) on 1 September 1937.

Redesignated Patrol Squadron THIRTEEN (VP-13) on 1 July 1939.

Redesignated Patrol Squadron TWENTY SIX (VP-26) on 11 December 1939.

Redesignated Patrol Squadron ONE HUNDRED TWO (VP-102) on 16 December 1940.

Disestablished on 18 April 1942.

Squadron Insignia and Nickname

Sometime after its relocation from San Diego, Calif., to Pearl Harbor, Hawaii, in 1939 the squadron selected



The squadron's insignia.

an insignia in keeping with their new home base and assigned mission. VP-26 selected an insignia called Wings over the Pacific, with a PBY central in a triangular-shaped design, blazing sun at the peak of the triangle and a segment of the globe at the bottom. Colors: sky and PBY shadow, blue; sun and right side of globe, yellow; PBY and rays from sun, white; left side of globe shadow, gray.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1937–Jan 1938: VP-18 was established at NAS Seattle, Wash., by CNO and BuAer for administra-

tive purposes. Formation of the squadron proceeded slowly, with official establishment ceremonies being held on 15 December 1937. The squadron did not receive its first aircraft until 15 January 1938, when 15 Consolidated P2Y-3 seaplanes were transferred from VP-4. One, possibly two, PBY-1 aircraft were also part of the squadron complement for conversion training when more of the Catalinas became available. Although located at NAS Seattle during its formation, VP-18 came under the operational control of Patrol Wing-2, located in Pearl Harbor, Hawaii.

25 Mar 1938: Aircraft of Patrol Wing 2 participated in Fleet Exercise XIX (Phase V) as part of Red Force operating against Blue Force. VP-18 flew in from NAS Seattle with its P2Y-3 aircraft to participate in the problem. This exercise illustrated the extreme vulnerability of slow patrol aircraft to modern AA protective screens, with the majority of the participating aircraft judged shot down by Blue Force. One aircraft of VP-18 ditched during the exercises with none of the crew recovered. Upon completion of the fleet exercises the squadron returned to Seattle.

15 Sep 1938: VP-18 was transferred from NAS Seattle, Wash., to NAS San Diego, Calif., still under the operational control of Patrol Wing 2.

4 Nov 1938: The squadron's aging P2Y-3 seaplanes and PBY-1 aircraft were turned in for 12 replacement PBY-4 seaplanes fresh from the factory. During this period the squadron was also assigned an O3U-3 Corsair for utility purposes.

5 Sep 1939: VP-13 flew a transpac from San Diego, Calif., to NAS Pearl Harbor, Hawaii, its new permanent home base. At that time, the squadron operated with a complement of 14 PBY-4 aircraft.

9 Apr 1940: The squadrons of Patrol Wing 2 participated in Fleet Exercise XXI with the Army's 72nd Bombardment Squadron and 4th Reconnaissance Squadron in the defense of the Hawaiian Islands against attack by the opposing forces. Deficiencies in coordination between Army and Navy squadrons were noted, particularly in the area of communications.

16 Dec 1940: VP-26 was redesignated VP-102 and relocated from its home base at Pearl Harbor to Cavite, Philippines. The relocation placed the squadron under the operational control of Patrol Wing 10, Asiatic Fleet.

8 Dec 1941: VP-101 and VP-102 of Patrol Wing 10 were dispersed to the southern Philippines upon notification that hostilities had commenced. They were accompanied by tenders *Childs* (AVD 1), *William B. Preston* (AVD 7), *Heron* (AVP 2) and *Langley* (AV 3).

14–23 Dec 1941: Seven VP-102 aircraft were destroyed at Olongapo seadrome, Philippines, during a surprise attack. The remaining aircraft joined the two surviving VP-101 aircraft at Cavite, Philippines, in a move to Balikpapan, Borneo, arriving on 18 December 1941. Combat attrition reduced the numbers



A P2Y-3 in flight.

of available Patrol Wing 10 aircraft, requiring the merger of VP-101 assets into VP-102 at Ambon on 23 December 1941.

26 Dec 1941: The six remaining aircraft of Patrol Wing 10 carried out an attack on a Japanese surface formation near Jolo, Philippines. Two aircraft returned to Ambon Island, N.E.I., after the action. Some of the survivors from three of the aircraft shot down during the attack were later able to rejoin the squadron in Australia.

14 Feb 1942: The remnants of Patrol Wing-10, a total of four PBYs out of the original 45 aircraft, assembled at the port of Darwin, Australia, after fighting rear-guard actions from Ende, Flores Island, and Kupang, Timor Island. On this date an attack by Japanese fighters on the port destroyed one more PBY-4 in the harbor.

Mar–7 Apr 1942: The last three surviving Catalinas of Patrol Wing 10 were flown to Perth, Australia. Sixty percent of the wing personnel were either dead or captives of the Japanese. On 7 April 1942, the Patrol Wing was reinforced by VP-21 from Pearl Harbor.

18 Apr 1942: VP-102 was disestablished at Perth, Australia.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Sep 1937
NAS San Diego, Calif.	15 Sep 1938
NAS Pearl Harbor, Hawaii	5 Sep 1939
NS Cavite, Philippines	16 Dec 1940

A squadron PBY-4 in flight, note the squadron insignia on the nose of the aircraft, 1939.



Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LT F. C. Sutton	15 Dec 1937	P2Y-3	Jan 1938
LCDR Stuart H. Ingersoll	9 Aug 1938	PBY-1	Jan 1938
LCDR Albert N. Perkins	2 Jul 1940	PBY-4	Nov 1938
LCDR Edgar T. Neale	8 Nov 1941	O3U-3	Nov 1938

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Mar 1938	May 1938	PatWing-2	Hawaii	P2Y-3	WestPac
8 Dec 1941	*	PatWing-10	Luzon	PBY-4	SoPac
			<i>Childs (AVD 1)</i>		
			<i>William B. Preston (AVD 7)</i>		
			<i>Heron (AVP 2)</i>		
			<i>Langley (AV 3)</i>		
18 Dec 1941	*	PatWing-10	Balikpapan	PBY-4	SoPac
23 Dec 1941	*	PatWing-10	Ambon	PBY-4	SoPac
14 Feb 1942	*	PatWing-10	Darwin	PBY-4	SoPac
Mar 1942	18 Apr 1942	PatWing-10	Perth	PBY-4	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-2		1 Sep 1937
PatWing-10		16 Dec 1940

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
PUC	8 Dec 1941 - 3 Mar 1942



A squadron PBY-4 in flight, 1939.

VP-106

Lineage

Established as Bombing Squadron ONE HUNDRED SIX (VB-106) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED SIX (VPB-106) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED SIX (VP-106) on 15 May 1946.

Disestablished on 5 October 1946.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 3 November 1944. A large wolf with its tongue



The Wolverators was the squadron's only insignia.

hanging out, riding a 500-pound bomb was central in the circular design. Above the wolf was the squadron nickname in capital letters, WOLVERATORS. Colors: field, white; lettering, black; wolf, dark brown; eyeball, white with black pupil; teeth, white; tongue, pale brown; claws, white; bomb, battleship gray with black markings; circle, black; speed marks, black.

Nicknames: Wolverators, 1944–1946.

Chronology of Significant Events

1 Jun 1943: VB-106 was established at NAAS Camp Kearney, Calif., under the operational control of FAW-14, as a heavy bombing squadron (landplane) flying the PB4Y-1 Liberator. The squadron conducted training at Camp Kearney through mid-August.

11 Aug 1943: The first of the squadron's 15 assigned aircraft departed NAAS Camp Kearney, Calif.,

for transpac to NAS Kaneohe, Hawaii. The last aircraft arrived on the 20th, when the squadron officially came under the operational control of FAW-2.

Sep–9 Oct 1943: Combat training and routine operations continued through the end of September, when a detachment of six aircraft and nine crews was sent to Midway Island under TU 14.8.3, CTF 14. Strikes were conducted against Wake Island during this period. From 3 to 9 October 1943, the primary mission of the detachment was switched to long-range search and reconnaissance patrols.

7–22 Oct 1943: Eleven aircraft and crews were deployed to Canton Island. During this period the squadron flew two sorties as escort for VD-3 on photographic and bombing runs against Makin Island (12–13 October) and Funafuti (18–19 October). Under the initial acceptance program, Liberators received for Navy patrol squadron use had been the early Army versions (B-24D) without a powered nose turret. Reports from the combat zone had shown that



A squadron PB4Y-1 at an air field in the south western Pacific, circa 1943, NH-75359.

Liberator squadrons with 30-caliber nose guns were sustaining very high casualty rates. PB4Y-1 Liberators destined for Navy use did not get the refit with the ERCO 250SH-1 powered turrets with twin 50-caliber gun mounts until after May 1943. VB-106 had its 15 assigned aircraft modified at the factory starting in June 1943, and highly endorsed it, suggesting in a letter to CNO that it be installed in all Navy Liberators. On 18 October 1943, the squadron suffered its first operational loss when one of its aircraft crashed at sea 400 miles SW of Canton Island with the loss of all hands.

28 Oct 1943–5 Feb 1944: The squadron detachments were reunited at Kaneohe for deployment to Carney Field, Guadalcanal. Upon arrival on 2 November 1943, the squadron came under the operational control of FAW-1. The squadron flew 11 sorties on special night-snooper flights, and bombed enemy installations at Kapingamarangi Atoll on 8, 17, 25, and 27 November 1943. On 5 February 1944, VB-106 was transferred to Munda Field, New Georgia.

1 Nov 1943–24 Mar 1944: Lieutenant Douglas C. Davis was awarded the Navy Cross for his actions against the Japanese during the period November 1943 to March 1944. On 13 November 1943, in cooperation with another pilot from his squadron, he successfully destroyed five seaplanes and bombed and strafed the docks and supply areas at Kapigamarangi Island. He attacked and destroyed an enemy seaplane in aerial combat on 3 January 1944 while within sight of enemy fighter strips at Kavieng, New Ireland. On 7 February 1944 he led his crew in a single plane attack against the strong enemy base at Satawan Island which was over 800 miles from his home base of operations. He successfully destroyed a large fuel dump, an AA gun crew and inflicted other serious damage to the base.

25 Mar–1 Jun 1944: VB-106 was transferred to Nadzab, New Guinea, under the operational control of FAW-17. On 12 April 1944, the squadron was transferred again to Momote Field, Los Negros, remaining there until 1 June 1944, when it was sent to Wakde Island. Six aircraft were lost to accidents without casualties during this period, with one aircraft lost to enemy action off Biak Island on 1 May 1944. In this action a VB-106 Liberator piloted by Lieutenant Allen L. Seaman made repeated attacks on shipping in the harbor in the face of strong AA fire. Lieutenant Seaman was severely wounded by the ground fire and the aircraft badly damaged. He was able to crash-land the aircraft, enabling several crewmen to escape while losing his own life. Lieutenant Seaman was posthumously awarded the Navy Cross for his gallant actions. For his actions during operations conducted from 1 November 1943 through 24 March 1944, Lieutenant Seaman was later posthumously awarded a gold star in lieu of a second Navy Cross.

1 Jun 1944: VB-106 received orders to return to NAS San Diego, Calif., for home leave and reforming in July. The squadron combat record listed 16 enemy aircraft shot down and 43 ships sunk at the conclusion of the tour.

14 Jul 1944: VB-106 personnel were reformed at NAS San Diego, then moved to NAAS Camp Kearney for ground and flight training on 17 July. Training was begun with one PB4Y-1 Liberator and one SNB-1 Kansan, followed later by the new PB4Y-2 Privateers as they became available. The Kansan was written off the inventory on 27 July when the commanding officer, Lieutenant Commander W. S. Sampson, was

forced to execute a wheels-up landing due to gear failure. The remaining highlight of this period was the first ditching of a PB4Y-2 Privateer on 24 October 1944, in the Gulf of Baja, in Mexican waters. The aircraft ran out of fuel during a long-range training mission in bad weather. All crew members, including the squadron canine mascot, exited the aircraft safely and were picked up by fishermen after four days at sea, thus becoming official members of the Dunkers and Sea Squatters Club. As a result of the crash, improvements in aircraft exits by the manufacturer, Consolidated-Vultee Aircraft Corporation, saved many lives in subsequent ditchings. Training was completed by mid-November and on 23 November an advance echelon departed by ship for Kaneohe Bay, Hawaii. Poor weather delayed the squadron transpac until 5 December 1944. The last squadron aircraft arrived at NAS Kaneohe on 21 December.

14–19 Dec 1944: Despite the delay in arrival of all the squadron's aircraft, combat training was begun immediately with the crews at hand. On 19 December 1944, Lieutenant (jg) B. H. Knust, in a PB4Y-1 training aircraft, made a forced landing at sea when both starboard engines caught fire. Eight crew members in the forward section survived, but six enlisted personnel in the aft section went down with the aircraft.

Feb–Mar 1945: On 10 February the squadron began deployment to NAB Tinian, coming under the operational control of FAW-1. Upon arrival, the squadron found it was sharing the airfield with the 21st USAAF Bomber Command. USAAF headquarters requested that three VPB-106 officers accompany a B-29 flight of three aircraft within radar range of Tokyo preparatory to the attack by TF 58 on the Tokyo area. The three naval officers served as naval observers for recognition and communication in the event of enemy contact. No enemy was encountered. Long-range reconnaissance patrols for VPB-106 commenced on the 16th. Photographic missions were flown over Truk Island on 20 February. The squadron's first action against the enemy during this deployment occurred on 26 February, when it encountered enemy picket boats at the extreme end of a patrol leg near the Borodino Islands. A similar encounter on 9 March near the Japanese mainland off Honshu resulted in the loss of Lieutenant (jg) E. W. Ashley and his crew. In March 1945 the squadron began using the newly acquired airfield at Iwo Jima for staging of long-range flights toward Japan. Snipers at Iwo Jima damaged two squadron aircraft during this period, wounding an officer onboard one aircraft during a landing. Attacks against enemy picket boats in conjunction with the rocket-equipped PV-1 Venturas of VPB-151 sank or damaged several of the vessels. During these actions the squadron had eight VPB-106 Privateers damaged and one lost with all hands.

8 Apr 1945: A detachment of six to eight aircraft was maintained at Iwo Jima for sector coverage extending from the southernmost Japanese home islands to the northern Bonins. Although frequent attacks against Japanese shipping continued, enemy air activity was notable only by its absence. Japanese aircraft were spotted on only two occasions, with both fleeing into cloud cover upon spotting a Privateer.

3 May–14 Jun 1945: VPB-106 was transferred to Palawan, commencing operations on the 6th. Attacks against surface shipping continued, with considerably increased air activity on the part of the enemy. On 1 June 1945, Lieutenant Commander H. F. Mears and crew were shot down over Singapore by enemy fighters. Mears was leading a two-plane section to obtain vitally important reconnaissance photos of the shipping in Singapore Harbor. For his sacrifice Lieutenant Commander Mears was posthumously awarded the Navy Cross. On 14 June 1943, Lieutenant Commander G. C. Goodloe, squadron executive officer, and crew received damage during an attack on shipping in the vicinity of the Gulf of Siam. Goodloe attempted to reach Rangoon with one engine out, but was later reported missing in action.

6–30 Jul 1945: Heavy rains and repair work on the runway at Palawan resulted in detachments from both VPB-106 and VPB-111 (PB4Y-1s) being assigned to

Mindoro. Missions were conducted along the Malay coast and in the vicinity of Singapore, but enemy shipping remained sparse. On 30 July, Lieutenant J. W. Swiencicki and crew number 7 were reported missing during a patrol beyond the southern tip of Indochina. An unexplained increase in enemy air activity in that area occurred during this period, which may have resulted in the loss of the bomber.

10–11 Aug 1945: The last combat patrol was flown on 10 August 1945. On the 11th the squadron was ordered to fly nonoffensive patrols in light of the Japanese offer to accept the surrender terms. During this period crews began rotational relief back to the U.S.

5 Oct 1946: After the war VP-106 remained operating in the Pacific under FAW-10 until it was officially disestablished on this date.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	1 Jun 1943
NAS Kaneohe, Hawaii	11 Aug 1943
NAS San Diego, Calif.	Jun 1944
NAAS Camp Kearney, Calif.	17 Jul 1944
NAS Kaneohe, Hawaii	5 Dec 1944
Samar	1945



A squadron PB4Y-1 on patrol in the south western Pacific, circa 1943, NH-75354.

Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
CDR John T. Hayward	1 Jun 1943		
CDR W. S. Sampson	15 Jul 1944	PB4Y-1	Jun 1943
LCDR H. W. Hickman	24 Jul 1945	SNB-1	Jul 1943
LCDR R. J. Teich	1945	PB4Y-2	Aug 1943

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Aug 1943	*	FAW-2	Kaneohe	PB4Y-1	WestPac
31 Sep 1943	*	FAW-2	Midway	PB4Y-1	WestPac
7 Oct 1943	*	FAW-2	Canton	PB4Y-1	WestPac
2 Nov 1943	*	FAW-1	Guadalcanal	PB4Y-1	SoPac
25 Mar 1944	*	FAW-17	Nadzab	PB4Y-1	SoPac
12 Apr 1944	*	FAW-17	Momote	PB4Y-1	SoPac
1 Jun 1944	10 Jun 1944	FAW-17	Wakde	PB4Y-1	SoPac
10 Feb 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
8 Apr 1945	*	FAW-1	Iwo Jima	PB4Y-2	WestPac
3 May 1945	Sep 1945	FAW-17	Palawan	PB4Y-2	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Jun 1943
FAW-2		11 Aug 1943
FAW-1		2 Nov 1943
FAW-17		25 Mar 1944
FAW-14		Jun 1944
FAW-2		5 Dec 1944
FAW-1		10 Feb 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-10		3 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

A formation of squadron aircraft on patrol in the Pacific, circa 1943.



VP-123

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY (VP-140) on 21 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY (VPB-140) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY THREE (VPB-123) on 20 November 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY THREE (VP-123) on 15 May 1946.

Disestablished on 1 October 1946.

Squadron Insignia and Nickname

None on Record.

Chronology of Significant Events

21 Apr 1943: VB-140 was established at NAS Alameda, Calif., as a bombing squadron flying the PV-1 Ventura aircraft. During training at Alameda the squadron came under the operational control of FAW-8. Ground and flight training continued through mid-June 1943, when orders were received to begin preparations for the transpac to NAS Kaneohe, Hawaii.

25 Jun 1943: VB-140 arrived at NAS Kaneohe, coming under the operational control of FAW-2. Advanced combat training was undertaken along with operational patrols in the vicinity of the Hawaiian Islands.

25 Aug 1943–29 Feb 1944: The squadron completed its advanced training syllabus and began transit to Espiritu Santo, coming under the operational control of FAW-1. Almost immediately after its last aircraft had arrived at NOB Espiritu Santo, VB-140 was reassigned to the Solomons, based in two detachments at NAB Henderson Field, Guadalcanal, and Munda, Solomons. During the Rabaul and Bougainville campaigns, the squadron came under the operational control of Strike Command, Commander Air Solomons. The detachment at Munda rejoined the squadron at Henderson Field on 29 February 1944.

8 Apr 1944: VB-140 was relieved for return to NAS Alameda, Calif. Upon arrival the squadron was given home leave.

22 May–20 Nov 1944: VB-140 was reformed at NAS Alameda, Calif. Although the squadron had been scheduled to receive the new PV-2 Harpoon, backlogs in production resulted in a change of assignment to the more readily available PB4Y-1 Liberator. As a result of this last minute change, the squadron was transferred to NAS Hutchinson, Kans., on 18 October 1944, for conversion training in the PB4Y-1. This training was completed in mid-November, and the

squadron, now designated VPB-140, returned to NAS Alameda for ground training. Upon its arrival on 20 November 1944, the squadron was redesignated VPB-123.

18 Dec 1944: VPB-123 was transferred to NAAS Crows Landing, Calif., for additional operational flight training. The next day the squadron received its first PB4Y-2 Privateers.

6 Feb–Apr 1945: While the squadron was preparing for its transpac to NAS Kaneohe, Hawaii, CNO directed on 6 February that VPB squadrons 109, 123 and 124 of FAW-2 be equipped to employ the SWOD Mark 9 (Bat) guided missile in combat. Final preparations for transpac to NAS Kaneohe, Hawaii began at the end of February. On 17 March 1945, one ground officer and 65 enlisted personnel departed NAS Alameda, Calif., on board *Altamaha* (CVE 18) for Kaneohe. Twelve crews and aircraft departed NAAF Crows Landing, Calif., arriving at Kaneohe on 20 March 1945. Upon its arrival the squadron began training in use of the new weapon. With the addition of this gear, one officer and 21 enlisted personnel were added to the squadron to maintain the equipment. The Bat guided missile was in essence a bomb with wings and control surfaces launched toward a target by a mother ship. The Germans had successfully employed similar ordnance in the Mediterranean with great effect. It offered the advantage of being a standoff weapon that allowed the bomber crew to remain out of effective AA range of a surface target while launching the winged bomb at the vessel. The Bat could guide itself to its target by means of pulsed microwave radiation emitted by the missile's built-in radar system. It could see the echoes from its target under any condition of visibility. The weapon presented such a small cross-section that it was nearly impossible for AA fire to destroy it before impact. Unfortunately, the Bat suffered from teething problems relating to the high humidity of the tropics and the bugs characteristic of electronic devices of that period. Training in deployment of the Bat and advanced combat continued at NAS Kaneohe through the end of April 1945.

6 Apr 1945: Lieutenant (jg) Terence P. Cassidy and his crew were ferrying a PB4Y-1 from California to Kaneohe when all four engines cut out during the approach to the field and the aircraft crashed in the ocean. Two crewmen were killed in the crash, but the remaining personnel safely exited the aircraft before it sank and were picked up by rescue vessels.

22–31 May 1945: The squadron deployed to the Marianas, arriving at NAB Tinian on 25 May 1945, coming briefly under the operational control of FAW-18. By 31 May 1945, the squadron had arrived at USAAF Yontan Field, Okinawa, under the operational control of FAW-1. The squadron relieved the previous Bat-equipped squadron, VPB-109. This move placed the Bat-equipped aircraft within closer range of large

ship targets near the Japanese home islands. Antishipping patrols were commenced off Korea, Tsushima Island, Getto Retto, Kyushu, Honshu and China. Nearly all combat patrols commenced immediately prior to daybreak, in two aircraft sections. Conditions at Yontan were extremely primitive. Tents were utilized for berthing and administrative spaces until mid-July, when Quonset huts became available for office use. Electrical power, rations and water were in short supply. Conditions did not improve until crews began rotation to Tinian for rest and relaxation. Returning crews brought back additional tents, food and recreational materials to ease the tedium at Yontan.

10–15 Aug 1945: The squadron's last combat mission took place off the east coast of Korea. On 15 August 1945, all combat operations ceased. During a comparatively short tour of combat action, the squadron flew 230 combat missions sinking 67 enemy ships. There were no positive results from the deployment of the Bat with VPB-123. By the time the squadron arrived, few suitable targets for the missile were left. The pilots had minimal enthusiasm for the missile and preferred established bombing techniques to the new and relatively untried device. Many Bats were jettisoned by their crews without a target in sight.

25 Aug–Sep 1945: VPB-123 was transferred from USAAF Yontan Field to NAB Agana, Guam, coming under the operational control of FAW-18. The space at Yontan was needed by the USAAF in preparation for its occupation of Japan. The squadron remained at Agana until 6 September 1945, when it was relocated briefly back to Yontan Field, Okinawa, as a part of the Okinawa Landplane Search Unit.

10 Sep–Oct 1945: VPB-123 was relocated to NAB Yonabaru, Okinawa, to provide security patrols and typhoon tracking for the fleet. On 9 October 1945, a typhoon struck Okinawa, damaging the squadron's buildings and tents, but with no damage to any of its aircraft. By the end of October, demobilization had reduced the squadron manpower to almost one third of its assigned strength.

19 Nov 1945: The squadron was relieved by VPB-128 for assignment to its new home port at NAS

Barbers Point, Hawaii. The lack of maintenance facilities for the PB4Y-2 type of aircraft led to the reassignment of eight pilots to a photographic training course and conversion to the F6F-2P Hellcat. The remainder of the squadron formed its own maintenance group and received training from a CASU-2 detachment temporarily assigned to the squadron.

24 Jan–5 Feb 1946: One VPB-123 crew was detached for photographic missions over the Bikini area, which was to be used at a later date in the nuclear weapons testing program.

19 Feb–15 May 1946: VPB-123 was given the temporary duty of ferrying aircraft from NAS Kaneohe to the West Coast.

1 Oct 1946: VP-123 was disestablished at NAS Barbers Point, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	21 Apr 1943
NAS Kaneohe, Hawaii	25 Jun 1943
NAS Alameda, Calif.	Apr 1944
NAS Hutchinson, Kans.	18 Oct 1944
NAS Alameda, Calif.	20 Nov 1944
NAAS Crows Landing, Calif.	18 Dec 1944
NAS Kaneohe, Hawaii	20 Mar 1945
NAS Barbers Point, Hawaii	19 Nov 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Vernon Williams	20 Apr 1943
LCDR Samuel G. Schilling	20 Nov 1944
LCDR Sherman H. Stearns	6 Sep 1945
LCDR John W. Roberts	Mar 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 1943
PB4Y-1	Oct 1944
PB4Y-2	Dec 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Aug 1943	29 Feb 1944	FAW-1	Munda	PV-1	SoPac
28 Aug 1943	8 Apr 1944	FAW-1	Guadalcanal	PV-1	SoPac
31 May 1945	*	FAW-1	Yontan	PB4Y-2	WestPac
25 Aug 1945	*	FAW-18	Agana	PB4Y-2	SoPac
10 Sep 1945	19 Feb 1946	FAW-1	Yonabaru	PB4Y-2	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		21 Apr 1943
FAW-2		25 Jun 1943
FAW-1		25 Aug 1943
FAW-8		Apr 1944
FAW-2		20 Mar 1945
FAW-18		25 May 1945
FAW-1		31 May 1945
FAW-18		25 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		6 Sep 1945
FAW-2		19 Nov 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-131

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY ONE (VB-131) on 8 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY ONE (VPB-131) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY ONE (VP-131) on 15 May 1946.

Disestablished on 11 June 1946.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 3 August 1944. The design, created by the Disney



The squadron's Disney designed insignia.

studios, featured a winged armored gauntlet suspended above the waves. Colors: field, indigo; water, green; gauntlet, apricot; left wing, apricot with ocher quills; right wing, olive drab. The squadron used the same insignia after its redesignation to VP-131 in 1946.

Nicknames: None on record.

Chronology of Significant Events

8 Mar 1943: VB-131 was established at Deland, Fla., as a medium bombing squadron flying the twin

engine PV-1 Ventura. Most of the pilots were from PBV Catalina and OS2U Kingfisher inshore patrol squadrons and were unfamiliar with the Ventura. During the training phase at Deland, the squadron came under the operational control of FAW-12. The primary mission and training for the squadron was ASW.

31 May 1943: The squadron was transferred to NAAF Boca Chica, Fla., for intensive ASW training in preparation for operational deployment, even though it had still received only four of its aircraft out of an assigned complement of 12.

21 Jun 1943: Lieutenant (jg) Arthur A. Steinmetz and crew were reported overdue from a routine bombing practice hop west of Key West. Subsequent searches over a three-day period found no trace of crew or aircraft. Approximately one year later the wreckage of the aircraft was found in shallow water ten miles off Boca Chica Key, Fla. All hands were presumed lost.

28 Jun 1943: VB-131 was transferred to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Two days later a detachment of aircraft was sent to San Juan, P.R., for a two-week period. The same detachment was sent on 12 July to Camaguey, Cuba, remaining until 4 September. With a primary mission of ASW, the squadron aircraft carried full wing and cabin tanks, full drop tanks and six 325-pound depth charges. During the entire deployment only one submarine was sighted, which submerged quickly before coming into effective attack range.

10 Jul 1943: Lieutenant (jg) Jack O. Lund and crew reported an engine failure during a routine patrol south of Guantanamo. When no further contact was made, search aircraft and a blimp were dispatched. The blimp found an oil slick and aircraft wreckage in the vicinity of Navassa Island. No survivors were sighted.

10 Sep 1943: VB-131 detached from NAS Guantanamo Bay, Cuba, to NS San Juan, P.R., for three weeks of ASW training using radar for night operations. Upon completion of training on 1 October, the squadron flew to Zandery Field, Dutch Guiana, for ASW and convoy patrol duty. The field was shared with an Army detachment flying B-25s armed with 75-mm cannon in the nose. Since these aircraft had no radar, they flew only in daylight. The VPB-131 crews took the night shift. On 21 October, a detachment of three aircraft was sent to Atkinson Field, British Guiana, for temporary duty. The detachment did not return to the squadron at Zandery Field until 8 March 1944.

23 Oct 1943: Lieutenant (jg) Byron C. Kern and crew experienced instrument failure during a night mission and flew into the sea. One crewman was lost when the aircraft sank, but the rest were able to get into a life raft and were rescued the next day.

9 Nov 1943: Lieutenant John W. Powers returned from investigating a possible submarine contact at night to find Atkinson Field closed with rain and fog. Lacking sufficient fuel to proceed to another airstrip, Powers ditched the aircraft in a river near Paramaribo. While waiting in the water for eventual rescue, the crew watched horrified as one of the search planes flown by Lieutenant (jg) Robert G. Winthers crashed practically on top of the site where they had just ditched their own aircraft. Winthers and his crew of five were killed in the crash. Lieutenant Powers and his crew were rescued the following day.

5 Jan 1944: Lieutenant (jg) Byron C. Kern and his crew of five crashed on takeoff, resulting in the loss of all hands.

17 Feb 1944: Lieutenant Malcolm E. Nafe was making a test hop in an aircraft that had been experiencing maintenance difficulties. On board as crew were maintenance personnel from the HEDRON along for the test flight. The pilot radioed that he had a fire, then the aircraft went out of control and crashed into the jungle near the base with a loss of all hands.

11 Mar 1944: VB-131 returned to NAS Norfolk, Va., under the operational control of FAW-5. After home leave, the squadron departed NAS Norfolk on 28 March for NAS Whidbey Island, Wash., arriving on 6 April 1944.

14 Apr–Jun 1944: The squadron commenced training at NAS Whidbey Island under the operational control of FAW-6. Equipment on the aircraft was upgraded to include new radar, new navigational gear and improved radios. New weapons were also installed at this time, including a chin gun package consisting of three guns, increasing the PV's forward firing 50-caliber guns from two to five. Six of the aircraft were also fitted with rocket launchers. Training concentrated on radar bombing through overcast, masthead bombing and section tactics. The first phase of training was completed on 1 May 1944, and all hands were given 30 days rehabilitation leave. The training syllabus was resumed on 4 June.

8 Oct 1944: VPB-131 departed NAS Whidbey Island for NAS Attu, Alaska, under the operational control of FAW-4, as the relief squadron for VPB-135. The squadron arrived at Attu on the 17th and began anti-shiping searches, fighter decoy and task force coverage throughout the Kuriles. These missions were continued through the end of December, with most of the attacks being made using only the five bow guns. Despite the emphasis in training on masthead bombing attacks, none of the squadron aircraft ever carried a bomb.

4 Nov 1944: Lieutenant Robert A. Ellingboe and five crewmen were reported missing in action during a daylight attack on Toroshimo Retto, the squadron's first combat mission. Eight VPB-131 Venturas were serving as fighter escort for the Army 28th

Bombardment Group's B-24 Liberators when attacked by ten enemy fighters. Lieutenant Ellingboe's Ventura was hit and crashed in flames into the sea.

Nov–Dec 1944: In mid-November VPB-43, a water-based PBY squadron, was transferred from Attu and replaced by VPB-131 and 136, both flying land-based aircraft. During a patrol in late November one of the VPB-131 aircraft spotted what appeared to be a weather balloon. Upon reporting the sighting to base, the pilot was ordered to destroy the balloon. When fired upon, the device detonated with an enormous explosion. It was the first contact with the new Japanese balloon-bomb released at high altitude where the prevailing wind would carry them across the Pacific to Alaska, Canada and the United States. The intention was to create fires in the heavily wooded areas of the northwest, disrupting the local economies and spreading fear from these random weapons of terror. In reality, very few of the bizarre weapons ever reached their intended targets and the majority either went down at sea or were shot down before reaching Canada or the U.S.

5 Jan 1945: VPB-131 ceased combat operation briefly when the remainder of the squadron aircraft were fitted with rocket hard points and the pilots were given a period of training on rocket firing techniques by six of the squadron pilots who had received the training at Pasco, Wash. The western tip of Agattu Island, Aleutians chain, was used as a firing range for the new HVAR rockets. These rockets carried a five-inch high explosive head on a 3.25-inch rocket motor, with instantaneous nose fuses and .02 second delay base fuses. One fact was noted by the squadron: it had been recommended that the rockets be fired from 1,000 yards distance, but in practise the cold weather lessened the effective range. Best results were obtained by aiming done almost entirely by tracer fire from the bow guns.

24 Jan 1945: The squadron conducted its first rocket attacks against enemy positions at Kokutan Zaki, Shimushu, Kuriles. Further attacks were conducted against military targets and fisheries at Kurabu Zaki, Paramushiro; Kokutan Zaki and Minami Zaki, Shimushi; Masugawa, Paramushiro; Hayake Gawa, Paramushiro; and Torishima Retto, Paramushiro, through the end March 1945. From April through July, the combat activity decreased and missions were assigned that usually involved only daily searches from Attu for enemy presence.

20 Feb 1945: Lieutenant Powers received damage to his port engine from debris thrown up by his own rockets after an attack on Minami Zaki, Shimushu. He was unable to land at the Russian airfield at Petropavlosk, which was closed due to weather, and instead headed for Cape Lopatka. The crew bailed out over the Russian installation there and all hands were recovered without injury. The crew was transported

across Siberia by train and truck, and eventually returned to the United States via Europe.

7 Apr 1945: Lieutenant (jg) Patton and his entire crew were killed when their aircraft crashed into Casco Cove. He had been attempting to make a landing against wind gusts of up to 60 knots (the infamous Aleutian Willi-Waw) when his Ventura stalled while making a 180-degree turn on his approach leg to the airstrip.

2 Aug 1945: VPB-131 departed Attu after being relieved by VPB-120, arriving at Whidbey Island, Wash., on 6 August 1945, the day the first atom bomb was released over Hiroshima. Personnel were given home leave for two weeks before reforming the squadron.

18 Sep 1945: VPB-131 was reformed at NAS Whidbey Island, Wash., with 12 new PV-2 Harpoon aircraft. Flight operations were begun on 16 October with an entirely new complement of personnel and equipment. Most of the flight crews came intact from VPB-199, requiring little training time. Personnel assigned to the squadron included those who had extended or were regular Navy, and those who were expected to remain with the squadron. As a result, VPB-131 was not affected by the general demobilization.

1-30 Dec 1945: FAW-6 was disestablished and the commands under it were absorbed by FAW-4, including VPB-131. On the 20th, the squadron's complement of aircraft was reduced to nine PV-2 Venturas, with no spares. On December 30, eight PV-2s were ferried from NAS Whidbey Island to Edenton, N.C.

26 Apr 1946: VP-131 was reduced to token operational status, all personnel were transferred and all records were turned over to the HEDRON.

11 Jun 1946: VP-131 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	8 Mar 1943
NAAF Boca Chica, Fla.	31 May 1943
NAS Guantanamo Bay, Cuba	28 Jun 1943
NS San Juan, P.R.	10 Sep 1943
Zandery Field, Dutch Guiana	Oct 1943
NAS Norfolk, Va.	11 Mar 1944
NAS Whidbey Island, Wash.	6 Apr 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John A. Gamon	8 Mar 1943
LT Bradford G. Swonetz	8 Apr 1944
LCDR Rolland L. Hastreiter	22 May 1944
LCDR Edward A. Rodgers	18 Sep 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943
PV-2	Sep 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Jun 1943	*	FAW-11	Guantanamo	PV-1	Carib
30 Jun 1943	*	FAW-11	San Juan	PV-1	Carib
1 Oct 1943	11 Mar 1944	FAW-11	D. Guiana	PV-1	Carib
21 Oct 1943 [†]	8 Mar 1943	FAW-11	B. Guiana	PV-1	Carib
8 Oct 1944	6 Aug 1945	FAW-4	Attu	PV-1	NorPac

* Continued combat deployment in the Caribbean, moving from base to base.

[†] Only a squadron detachment deployed to British Guiana. The main squadron remained based at Dutch Guiana.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		8 Mar 1943
FAW-11		28 Jun 1943
FAW-5		11 Mar 1944
FAW-6		6 Apr 1944
FAW-4		8 Oct 1944
FAW-6		6 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4		1 Dec 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A row of squadron PVs on the line at NAS Whidbey Island.

VP-133

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY THREE (VB-133) on 22 March 1943.

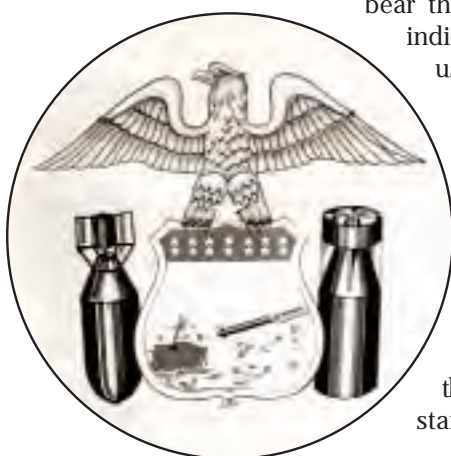
Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY THREE (VPB-133) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY THREE (VP-133) on 15 May 1946.

Disestablished on 17 June 1946.

Squadron Insignia and Nickname

The highly detailed insignia on file for the squadron in the official records lacks any correspondence indicating the date of approval by CNO. The copy of the insignia on file, however, does



The squadron's insignia.

bear the BuAer stamps indicating its official usage. The design featured an eagle with wings outspread at the top of a shield. A 500-pound bomb to port and a depth charge to starboard flanked the shield. Fourteen stars were located at the top of the shield, and in the space below was an island surrounded by water, with an incoming rocket headed directly toward it. The bombs and rockets typified the ordnance utilized by the squadron during its existence while flying the PV-1 Ventura, while the island was representative of the environment in which the squadron operated in the South Pacific. Colors unknown, no color design on record.

Nicknames: None on record.

Chronology of Significant Events

22 Mar–29 Jun 1943: VB-133 was established at Deland, Fla., as a medium bombing squadron flying the twin engine PV-1 Ventura. During the period of initial ground training the squadron came under the operational control of FAW-12. On 29 June the squadron completed training at Deland and relocated to Boca Chica, Fla., for shakedown training in ASW.

19 Jul 1943: VB-133 was transferred to NS San Juan, P.R., for duty as convoy escort and ASW patrols,

coming under the operational control of FAW-11. On the 29th, a detachment of three aircraft was sent to Curacao under Commander All Forces, Aruba-Curacao to conduct convoy coverage in cooperation with the Army. On 1 August, this detachment was increased to six aircraft.

24 Jul 1943: Lieutenant R. B. Johnson investigated a submarine sighting made by a Pan American Airways aircraft. He successfully located the U-boat on the surface and made a bombing run. In the excitement Johnson neglected to open the bomb bay doors, forcing him to make a second pass on the now submerging U-boat. His salvo of six depth bombs straddled the sub. He was credited with a probable, but postwar records indicate no losses by the German navy at that location on that date.

1 Oct 1943: The squadron was ordered to join the detachment at NAF Hato Field, Curacao, N.W.I., coming under CAFAC operational control. On 15 November, a detachment of three aircraft was sent to NAAF Atkinson Field, Essequibo, British Guiana.

28 Oct 1943: A series of 42 engine failures during the deployment to date caused the commanding officer to order all aircraft grounded until the HEDRON could remedy the problems associated with the frequent failures. The Ventura was a new aircraft to the HEDRON at that time and was still experiencing many teething problems during operations. The ignition systems proved to be the culprit, and repairs were made that put the squadron back into action by 1 November.

8 Nov 1943: Lieutenant Commander William C. Murphy, the squadron commanding officer, spotted a U-boat on the surface near San Juan, P.R. During his depth charge attack the submarine remained surfaced and put up a barrage of intense AA fire. Murphy's aircraft received four 20-mm hits that damaged his port engine. He was able to fly 90 miles back to base without further incident. German records did not indicate any damage to the submarine as a result of the attack.

15 Nov 1943: The squadron was relocated to NAAF Edinburgh Field, Trinidad, with a detachment of three aircraft remaining at Atkinson Field. On 15 December, the detachment rejoined the squadron at Trinidad, and a six-aircraft detachment was sent to Curacao.

1 Feb 1944: The Curacao detachment rejoined the squadron at Trinidad and the entire squadron began a period of intensive training in low level bombing and strafing.

16 Apr 1944: VB-133 was relieved for return to NAS Norfolk, Va. Upon arrival, all hands were given rehabilitation leave.

4 May 1944: VB-133 was reformed at NAS Alameda, Calif., under the operational control of FAW-8. Two days later, the squadron was relocated to NAF Crows Landing, Calif., for intensive ground and flight training. The aircraft complement of the squadron was in-

creased from 12 to 15 at that time. The training concluded on 15 June 1944 and the squadron was sent back to NAS Alameda to prepare for its deployment to the South Pacific.

27 Jun 1944: VB-133 departed San Francisco, Calif., aboard *Independence* (CVL 22), arriving at Pearl Harbor, Hawaii, on 4 July 1944. The squadron aircraft and personnel were quickly unloaded and flown the next day to NAS Kaneohe, coming under the operational control of FAW-2. An intensive period of operational and combat training was conducted through the end of August with emphasis on glide bombing, rocket firing and antisubmarine warfare.

14 Jul–5 Aug 1944: VB-133 sent a three-aircraft detachment to Johnston Island for search and reconnaissance patrols.

4 Sep 1944–Feb 1945: VB-133 was transferred to NAB Roi, Marshall Islands, to relieve VB-144. Long-range search sectors were carried out over the northern approaches to the island. On 25 October, the squadron participated in combat missions against enemy positions on Wake Island. Through the end of February 1945, the squadron conducted raids against Wake, Nauru and other neutralized Japanese-held island bases. Daily reconnaissance flights and searches were made over the Kusaie island group.

5 Mar 1945: VPB-133 was transferred to NAB Tinian to relieve VPB-150, coming under the operational control of FAW-1. The squadron flew 400-mile sector searches to the west and southwest of Tinian and conducted frequent reconnaissance flights to Woleai, Puluwat and Lamotrek islands in the Caroline island group.

23 Mar 1945: A detachment of six aircraft was sent to Iwo Jima to spearhead attacks against Japanese picket boats guarding the approaches to the home islands. The heavily armed picket boats served as Japan's early warning system to give the Japanese air defense command notice of incoming raids by B-29 aircraft. Lieutenant (jg) Wilson was the first squadron pilot to tangle with these vessels, sinking one and damaging another. Both he and his co-pilot, Ensign McCarthy, were so badly wounded by AA fire in the attack that the plane captain, AMM1c Henry M. Sandler, had to take over the controls and fly the damaged Ventura back to Iwo Jima. The first detachment was relieved on the 27th by a second detachment, then returned again on the 31st.

31 Mar 1945: Lieutenant Commander Elwyn L. Christman, the squadron commanding officer, was killed in an accident at Iwo Jima. An Army P-51 Mustang landing on the strip at Iwo Jima lost control, veering into the edge of number two landing strip. Christman was standing with a group of the squadron officers as the Mustang approached. The group sought cover behind a truck, but the Mustang struck and overturned the vehicle. Christman was

the only casualty in the incident, aside from the pilot of the Mustang who was burned to death in the aircraft.

30 Apr 1945: A four aircraft strike was made against Truk island and a seven aircraft raid was made against Woleai.

8–30 May 1945: Ten of the squadron aircraft were sent to Iwo Jima for search and patrol operations, reconnaissance missions and strikes against enemy shipping. On 27 May, Lieutenant Paul Schenk flew a patrol to Shionomisaki, a heavily defended region along the coast of Japan. He and his crew failed to return and were presumed lost. On the same day, Lieutenant (jg) Phillips, while on patrol along the coast of Japan, called to report the loss of an engine. He indicated no other difficulties and proceeded homeward toward Iwo Jima. His last voice contact was from a position approximately 300 miles from Iwo. He and crew were also listed as missing. A third crew on patrol on the 27th, piloted by Lieutenant Commander Coley, was more fortunate. After sustaining severe damage during an attack on a Japanese vessel, Coley was forced to ditch the aircraft near a lifeguard submarine about 300 miles northeast of Iwo Jima. The crew was picked up without injury and returned to duty five days later. A few days later, Lieutenant Wooten and his crew were able to duplicate Lieutenant Commander Coley's feat, by ditching near *Cummings* (DD 44) only 30 miles from Iwo Jima.

3–15 Jun 1945: All squadron aircraft returned to Tinian from duty at Iwo Jima. Through mid-July routine white cap patrols were conducted, with occasional strikes against Alet, Puluwat, Woleai and Lamotrek islands in the Carolines. On the 15th, a detachment of four crews and three aircraft was sent to Peleliu to fly routine day patrols and night ASW patrols. Also at that time the squadron received a Piper NE-1 Grasshopper for mail runs and general utility work around the islands.

10 Aug 1945: With the stand down notice of the pending Japanese surrender, flight activity diminished. With the signing of the surrender in September, all patrols were discontinued. The commanding officer of the squadron, Lieutenant Commander Flannery, and his crew flew to NAB Yontan, Okinawa, to pick up a Ventura fitted out with powerful loud speakers. This aircraft was flown by the squadron on frequent hops during the next few months over Japanese held islands accompanied by Japanese language officers, spreading the word that the war had ended and directing enemy troops to come in and surrender. This aircraft was affectionately dubbed Blabbermouth by the squadron.

May 1946: The squadron completed its six months of operations with FAW-1 at Yonabaru, Okinawa and returned to NAS San Diego, Calif., to prepare for formal disestablishment on 17 June 1946.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	22 Mar 1943
NAAS Boca Chica, Fla.	29 Jun 1943
NS San Juan, P.R.	19 Jul 1943
NAF Hato Field, Curacao, N.W.I.	1 Oct 1943
NAAF Edinburg Field, Trinidad, B.W.I.	15 Nov 1943
NAS Norfolk, Va.	Apr 1944
NAS Alameda, Calif.	4 May 1944
NAS Kaneohe, Hawaii	5 Jul 1944
Yonabaru, Okinawa	late 1945
NAS San Diego, Calif.	May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William C. Murphy	22 Mar 1943
LCDR Robertson C. Dailey	12 Apr 1944
LCDR Garth D. Gilmore	19 May 1944
LCDR Elwyn L. Christman	9 Jun 1944
LCDR M. W. Flannery	22 Apr 1945
LCDR L. F. Petters	late 1945
LCDR Carl D. Bauer	1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943
PV-2	1946

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Jul 1943	*	FAW-11	San Juan	PV-1	Carib
29 Jul 1943	*	CAFAC	Curacao	PV-1	Carib
15 Nov 1943	16 Apr 1944	FAW-11	Trinidad	PV-1	Carib
4 Jul 1944	*	FAW-2	Kaneohe	PV-1	EastPac
14 Jul 1944	*	FAW-2	Johnson Isl.	PV-1	EastPac
4 Sep 1944	*	FAW-2	Roi	PV-1	SoPac
5 Mar 1945	*	FAW-1	Tinian	PV-1	SoPac
23 Mar 1945	*	FAW-1	Iwo Jima	PV-1	WestPac
3 Jun 1945	*	FAW-18	Tinian	PV-1	SoPac
late 1945	May 1946	FAW-1	Yonabaru	PV-1/2	WestPac

* Continued forward deployments in the combat zone, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		22 Mar 1943
FAW-11		19 Jul 1943
CAFAC		1 Oct 1943
FAW-11		15 Nov 1943
FAW-5		Apr 1944
FAW-8		4 May 1944
FAW-2		5 Jul 1944
FAW-1		4 Sep 1944
FAW-2		late Sep 1944
FAW-1		5 Mar 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-18		4 May 1945
FAW-1		Nov 1945
FAW-14		May 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-142

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY TWO (VB-142) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY TWO (VPB-142) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY TWO (VP-142) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jun 1943: VB-142 was established at NAS Whidbey Island, Wash., as a medium bomber squadron flying the twin engine PV-1 Ventura. During the training period the squadron came under the operational control of FAW-6.

7–19 Aug 1943: VB-142 departed NAS Whidbey Island for NAS Alameda, Calif., where the squadron prepared its aircraft and equipment for shipment to NAS Kaneohe. On 10 August, the squadron loaded its equipment, aircraft and personnel aboard *Prince William* (CVE 31). The squadron arrived at Pearl Harbor on the 16th and proceeded to unload and assemble the aircraft for the short hop to NAS Kaneohe, arriving there on 18 and 19 August 1943.

28 Aug–11 Dec 1943: After a brief period of combat oriented training at NAS Kaneohe, the squadron sent a detachment of six aircraft to Midway Island for experience in combat patrols and searches 500 miles to the west and southwest in the direction of enemy-held Wake Island. A second detachment of four aircraft and six crews was sent to Johnston Island to maintain patrols. Upon return of the detachments to Kaneohe on 11 November, the squadron readied its aircraft for its deployment to the combat zone further south. On 11 December, shortly before departure to the South Pacific, the squadron suffered its first casualty during a training mission, when one of the planes crashed during a practice strafing run, killing all hands on board.

19 Dec 1943–Mar 1944: VB-142 departed NAS Kaneohe for Hawkins Field, Tarawa Atoll (designated NAB/MCAS Betio on 1 April 1944). The atoll itself had only been wrested from the Japanese one month before and the SeaBees had not had time to do more than improve the existing runway. Ten tents were the only shelters available. Japanese bombers from the Marshalls carried out nightly nuisance air raids. The squadron began combat operations on 20 January,

conducting strikes against Emidj Island, Jaluit Atoll, Marshalls islands. By the 31st, the squadron was attacking enemy positions throughout the Marshalls in support of the occupation of Majuro and Eniwetok atolls. Bombing and night missions against the runways and installations on the island of Wotje continued through the end of March 1944. Hunting during this period was particularly good, since the Japanese high command was still using scarce cargo vessels to reinforce their beleaguered garrisons before the threatened invasions began. Squadron aircraft attacked eleven enemy vessels, sending five to the bottom and crippling several others. In over 300 bombing missions there was only one casualty. On 20 January, Lieutenant (jg) Milton C. Villa and his crew were shot down during a bombing attack on the Japanese seaplane base at Jaluit.

1 Apr 1944: A detachment was sent to the recently captured Majuro island. Night attacks against enemy airfields on Taroa Island were conducted from this base for a period of two weeks.

3 May 1944: Word was received that the enemy was planning a series of attacks from airfields located on Nauru Island. All 15 of the squadron's aircraft were utilized in a predawn strike against the island from the Tarawa home base. The airfield and other installations were heavily damaged and all squadron aircraft returned safely.

1–15 Jun 1944: The squadron flew nonstop missions in support of the early phases of the Marianas operations.

14–15 Jul 1944: The squadron conducted raids from Tarawa on enemy bases in the Marshalls group and on Nauru Island. During these raids the squadron encountered for the first time searchlights coupled with enemy AA defenses. Despite this new turn of events, no squadron aircraft were lost during any of the raids. On the 15th, the squadron was relieved by VB-150 for return to Kaneohe.

25–31 Jul 1944: VB-142 departed aboard *Windham Bay* (CVE 92) for its return to San Diego, Calif., arriving on 31 July. Upon arrival all hands were given rehabilitation leave and orders for reassignments to other squadrons.

5 Sep 1944–Jan 1945: VB-142 was reformed at NAS Moffett Field, Calif., coming under the operational control of FAW-8. Most of the ground crew and flight crew personnel were assigned to NAS Alameda, Calif., to facilitate training. The squadron was assigned the upgraded version of the Ventura, the PV-2 Harpoon, but none were on hand for training. On 23 October, the squadron personnel relocated to NAS Moffett Field to continue flight training on PV-1 Venturas. The first PV-2 Harpoons began arriving in mid-January 1945.

18 Feb–1Mar 1945: VPB-142 boarded *Intrepid* (CV 11) for transportation to Pearl Harbor, Hawaii, arriving on 24 February. The squadron became operational at

NAS Kaneohe on 1 March, and commenced combat training and operational patrols in Hawaiian waters. Retrofits on the landing gear and gas tanks of the Harpoons delayed training somewhat. The new APA-16 radar bombsight was also installed on squadron aircraft during this period, greatly improving the Harpoon's hitting ability in both day and night attacks.

27 Mar–20 Apr 1945: Six of the squadron aircraft were flown to Midway for experience in operational combat patrols. On 2 April, the squadron had its first casualty of this combat tour when Lieutenant (jg) Allen W. Keagle struck the cable of a towed target sleeve, causing the aircraft to spin into the ocean. The entire crew was lost in the crash.

28 May–Jun 1945: Combat and operational training continued at Kaneohe until orders were received on the 28th for deployment to the combat zone. The squadron began its movement south on the 31st in three-aircraft elements to Tinian, becoming operational in early June. VPB-142 came under the operational control of FAW-18 at this time. The squadron was restricted to patrolling and short-range reconnaissance flights during this period due to reports of faulty wing structures in the Harpoons. Facilities at Tinian were a considerable improvement over Tarawa, but the boredom of routine and uninteresting terrain soon affected all hands.

27 Jun 1945: Lieutenant (jg) R. C. Janes and crew made an attack on a surfaced submarine that appeared to be carrying Kaiten miniature submersibles on its deck. The submarine was straddled by the depth charges and following the attack the crew observed two Kaitens, oil and other debris on the surface. Post war examination of Japanese records indicate that the submarine was *I-165*, Lieutenant Yasushi Ono commanding, which had departed the Inland Sea of Japan for a Kaiten attack on U.S. warships east of the Marianas. *I-165* was sunk by VPB-142 480 miles east of Saipan.

15–26 Aug 1945: The last combat patrol was flown over Truk. After landing, the crews learned that the Japanese had accepted the surrender terms. Armed patrols continued until 26 August. On that date, leaflets were dropped on Truk requesting that the commander

of the Japanese garrison indicate his willingness to surrender. The approved signal was spotted on the runway at Truk the next day in the center of South Maen airstrip.

21 Sep 1945: VPB-142 was relieved for return to the U.S. via Eniwetok, Majuro, Johnson Island and Kaneohe. The squadron embarked *Petrof Bay* (CVE 80) on 5 October 1945 arriving at San Francisco, Calif., on 10 October. Squadron personnel were given discharges or changes of duty upon arrival.

Jan–Jun 1946: The squadron was transferred to the East Coast and reformed at NAS Edenton, N.C. Due to demobilization the squadron never reached full operational status and was officially disestablished at NAS Atlantic City, N.J., on 14 June 1946.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Jun 1943
NAS Kaneohe, Hawaii	18 Aug 1943
NAS San Diego, Calif.	31 Jul 1944
NAS Moffett Field, Calif.	5 Sep 1944
NAS Kaneohe, Hawaii	1 Mar 1945
NAS Alameda, Calif.	10 Oct 1945
NAS Edenton, N.C.	2 Jan 1946
NAS Atlantic City, N.J.	24 May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Clayton L. Miller	1 Jun 1943
LCDR John H. Guthrie	5 Sep 1944
LT(JG) Walter T. Palmer (actg.)	2 Jan 1946
LCDR Robert M. Strieter (actg.)	25 Jan 1946
CDR John J. Worner	8 Feb 1946
LCDR Robert M. Strieter	27 May 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jun 1943
PV-2	Jan 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Aug 1943	28 Aug 1943	FAW-2	Kaneohe	PV-1	WestPac
28 Aug 1943	11 Nov 1943	FAW-2	Midway	PV-1	WestPac
19 Dec 1944	*	FAW-2	Tarawa	PV-1	SoPac
1 Apr 1944	*	FAW-2	Majuro	PV-1	SoPac
15 Jul 1944	31 Jul 1944	FAW-2	Kaneohe	PV-1	WestPac
18 Feb 1945	31 May 1945	FAW-2	Kaneohe	PV-2	WestPac
27 Mar 1945 [†]	20 Apr 1945	FAW-2	Midway	PV-2	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
31 May 1945	21 Sep 1945	FAW-18	Tinian	PV-2	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

† A squadron detachment of six aircraft.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		1 Jun 1943
FAW-2		16 Aug 1943
FAW-14		25 Jul 1944
FAW-8		5 Sep 1944
FAW-2		24 Feb 1945
FAW-18		31 May 1945
FAW-2		Sep 1945

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		10 Oct 1945
FAW-5		2 Jan 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-148

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY EIGHT (VB-148) on 16 August 1943.

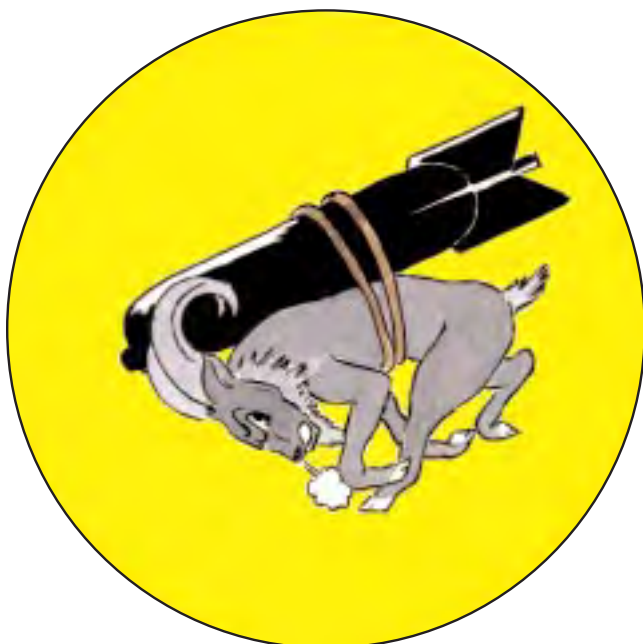
Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY EIGHT (VPB-148) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY EIGHT (VP-148) on 15 May 1946.

Disestablished on 15 June 1946.

Squadron Insignia and Nickname

The insignia submitted by the squadron in 1943 for CNO approval depicted a picture of a rabbit with a



The squadron's insignia.

bomb tied to its back. CNO disapproved this design, stating "as several other naval aviation activities display insignia with rabbits as their motifs, it is believed that the design having a goat as its central character would be more appropriate." VB-143 promptly complied and the new insignia design featured a goat with a bomb tied to its back. CNO approved the design on 27 November 1943. Colors: field, lemon yellow; goat, pearl gray; bomb, black with white highlights; rope, light brown.

Nicknames: None on record.

Chronology of Significant Events

16 Aug 1943–16 Jan 1944: VB-148 was established at NAS Alameda, Calif., as a medium bombing

squadron flying the PV-1 Ventura. During its entire training phase, the squadron remained under the operational control of FAW-8. After forming, the squadron was relocated to a training facility at NAAS Vernalis, Calif., where squadron personnel received ground training. On 3 October, the first Venturas arrived for the flight training phase of the syllabus. Upon completion of the flight training phase, the squadron's aircraft were flown to the Naval Ordnance Testing Station at Inyokern, Calif., where rocket launcher rails were installed. Training in use of the air-to-ground missiles ran from 31 December 1943 to 16 January 1944. On completion of the rocket attack training, the squadron returned to NAAS Vernalis to begin preparations for transportation to Hawaii.

3–12 Feb 1944: VB-148 loaded its equipment, aircraft and personnel aboard *Nehenta Bay* (CVE 74) for transport to Pearl Harbor, Hawaii. The squadron arrived on 10 February and quickly unloaded and reassembled the aircraft for the short hop to NAS Kaneohe. Training under the operational control of FAW-2 began on 12 February.

20 Mar 1944: VB-148 departed Kaneohe in three aircraft elements for Renard Field, Russell Islands, to relieve VB-140.

3 Apr–May 1944: The squadron was sent to Munda, New Georgia, to provide fighter cover for C-47s carrying paratroops going into New Guinea. From this date until relieved, the squadron came under the operational control of FAW-1. On 14 April, the squadron suffered its first casualty of the tour when Lieutenant William T. Henderson was shot down while overflying the Kahili Airdrome at Bougainville. Henderson ditched the aircraft four miles east of Ballale Island and three of the crew of five were rescued by a Dumbo. The second squadron loss came on 3 May 1944, when Lieutenant William E. Davis and crew were declared missing in action after failing to return from a strike on Bougainville. The squadron remained at Munda until 20 May, when orders were received to relocate to Emirau. Twice daily long-range search and patrol missions to the western Carolines were coordinated with a destroyer squadron and CVE to pinpoint enemy dispositions and to conduct joint attacks against shipping. Two squadron aircraft were credited with downing two enemy twin engine bombers while on patrol.

26 Jul 1944: One of the squadron aircraft spotted a convoy of Japanese vessels while on patrol southwest of Truk. A six-plane strike was organized and subsequent attacks on the convoy resulted in the sinking of four ships totalling 2,200 tons, and the downing of two enemy escort fighters without any losses to the squadron.

22 Oct–15 Dec 1944: VPB-148 was relieved at Emirau by a Royal New Zealand Air Force squadron for return to Kaneohe, arriving there on 31 October.

Squadron personnel were put aboard *Chenango* (CVE 28) on 22 November, for return to the West Coast. After arriving at NAS Alameda, Calif., on 15 December, all hands were reclassified and given home leave.

10 Jan–Apr 1945: VPB-148 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training in the PV-1 Ventura was commenced on glide bombing, navigation, and advanced instrument flying. The syllabus was completed at the end of April 1945 and the squadron was relocated to NAS Moffett Field, Calif., to await transportation to Pearl Harbor.

30 May–16 Aug 1945: Personnel were loaded aboard *Copahee* (CVE 12) for transportation to Pearl Harbor, Hawaii. After arrival on 5 June, the squadron was assigned 15 PV-2 Harpoons at NAS Kaneohe, coming under the operational control of FAW-2. A detachment of six aircraft was formed immediately and sent to Midway Island. A second detachment of three aircraft was flown to Johnston Island. Both detachments engaged in ASW patrols and long range searches in the vicinity of the islands. At NAS Kaneohe, the remainder of the squadron began the combat training syllabus. The detachments returned on 16 August 1945 to NAS Kaneohe to complete their portion of the combat training.

Sep 1945: With the cessation of hostilities the squadron was left with little to do other than routine patrols in the vicinity of the Hawaiian islands.

15 Jun 1946: VPB-148 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	16 Aug 1943
NAAS Vernalis, Calif.	Sep 1943
NAS Kaneohe, Hawaii	12 Feb 1944
NAS Alameda, Calif.	15 Dec 1944
NAS Whidbey Island, Wash.	10 Jan 1945
NAS Moffett Field, Calif.	Apr 1945
NAS Kaneohe, Hawaii	5 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. R. Stevens	16 Aug 1943
LCDR Lloyd F. Jakeman	25 Aug 1943
LCDR A. B. Dusenbury	24 Jan 1945
LCDR H. F. Stanford	1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Oct 1943
PV-2	Jun 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 Feb 1944	*	FAW-2	Kaneohe	PV-1	WestPac
3 Apr 1944	*	FAW-1	Munda	PV-1	SoPac
20 May 1944	22 Oct 1944	FAW-1	Emirau	PV-1	SoPac
5 Jun 1945	*	FAW-2	Kaneohe	PV-2	WestPac
7 Jun 1945 [†]	16 Aug 1945	FAW-2	Midway	PV-2	WestPac
7 Jun 1945 [†]	16 Aug 1945	FAW-2	Johnston Isl.	PV-2	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

[†] The squadron conducted split detachment deployments to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		16 Aug 1943
FAW-2		10 Feb 1944
FAW-1		3 Apr 1944
FAW-2		31 Oct 1944
FAW-8		15 Dec 1944
FAW-6		10 Jan 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		5 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-152

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY TWO (VB-152) on 1 April 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY TWO (VPB-152) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTY TWO (VP-152) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Apr 1944: VB-152 was established at NAS Clinton, Okla., as a medium bombing squadron flying the PV-1 Ventura. Unlike other PV-1 squadrons, VB-152 was organized as a special squadron under the operational control of the Training Task Force to carry a target seeking glider bomb known as Pelican. The device was equipped with beam-rider radar homing equipment developed by the Bureau of Ordnance Special Design Section in April 1942. Production of the missile was begun at Charleston, S.C., in September 1943. The missile was initially developed to be used against submarines and was designed around the casing of the standard 525-pound depth charge. The disadvantage of the missile was that it could not be used against defended targets because the signal was lost beyond 800 yards. In order for the missile to locate its target the mother ship had to continue on a straight course while painting the target with its radar beams.

29 Apr 1944: The squadron was split into three divisions for the purpose of operational training. Each was sent in turn to Houma, La., for training as Pelican carriers.

22 July–Oct 1944: After a number of test drops showing only limited success, the project was canceled in late July 1944. VB-152 transferred its specially modified Venturas to VB-153. Throughout the months of August and September, the squadron received standard training in preparation for normal combat deployment. During the month of October the squadron was given instrument flying training. During this period the squadron ferried new PV-1 aircraft from Philadelphia, Pa., to Clinton.

23 Nov–Dec 1944: The first division of VPB-152 flew to NAS Alameda, Calif., to prepare for overseas

duty. The squadron came under the operational control of FAW-8 at that time. The squadron's aircraft were flown to Livermore, Calif., for installation of long-range fuel tanks at the factory. During this interval, squadron personnel were sent to the Navigation Radar Lab at Alameda, Calif. In early December, the second division of the squadron returned from Philadelphia, Pa., with the remainder of the aircraft.

1–25 Jan 1945: The squadron was split into three divisions: two at Arcata, Calif., and the third at Moffett Field, Calif. All three divisions underwent rocket training through the 25th.

26 Jan–16 Feb 1945: The three divisions of the squadron rejoined the headquarters staff at NAS Alameda, Calif., where preparations were undertaken for the squadron's overseas deployment. On 10 February, the squadron departed aboard *Sangamon* (CVE 26), arriving at Pearl Harbor on the 16th.

17 Feb–30 Mar 1945: VPB-152 was transported to NAS Kaneohe, Hawaii, where the squadron's aircraft had drop tanks installed. FAW-2 assumed operational control over the squadron at this time. On 24 February, a detachment of six aircraft and seven crews was sent to Midway Island to relieve VPB-149 on patrol duty. The remainder of the squadron at Kaneohe began the standard precombat ground and flight training syllabus. On 30 March, the Midway detachment returned to Kaneohe and rejoined the squadron in training.

24 Apr–Jul 1945: VPB-152 was deployed to Peleliu Island, Palau island group, to relieve VPB-102. The squadron came under the operational control of FAW-18 at this time. Routine antishipping searches and patrols were conducted through 12 July. On that date, the squadron was assigned the mission of special weather flights and rescue missions, assisted by three aircraft from VPB-133.

2 Aug 1945: While on routine patrol Lieutenant (jg) William C. Gwinn spotted a large oil slick with 30 survivors in the water. Further examination of the area revealed another group of 150 survivors. An immediate call for assistance was made, with *Dumbos* and *Bassett* (APD 73) soon en route to rescue the survivors. It was discovered that these were the remainder of the crew of *Indianapolis* (CA 35), sunk by *I-58* while outbound from Tinian. The ship had gone down without a signal on 30 July, with the majority of the ship's company subsequently dying of exposure and shark attacks. The searches continued until 8 August, when rescue operations were secured.

26 Nov 1945: VPB-152 was transferred to Kobler Field, Saipan. In December, the squadron assumed the responsibility for the Saipan to Marcus Island freight,

mail, and passenger run with two planes making a round trip each Tuesday and Friday.

14 Jun 1946: VP-152 was disestablished at NAS Kaneohe, Hawaii.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George C. Atteberry	1944
LCDR Frank D. Heyer	15 Nov 1945

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Clinton, Okla.	1 Apr 1944
NAS Alameda, Calif.	23 Nov 1944
NAS Kaneohe, Hawaii	17 Feb 1945

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1 (Mod)	Apr 1944
	PV-1	Oct 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Feb 1945	24 Feb 1945	FAW-2	Kaneohe	PV-1	WestPac
24 Feb 1945	30 Mar 1945	FAW-2	Midway	PV-1	WestPac
24 Apr 1945	*	FAW-18	Peleliu	PV-1	SoPac
26 Nov 1945	*	FAW-18	Saipan	PV-1	SoPac
Jan 1946	14 Jun 1946	FAW-2	Kaneohe	PV-1	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Training Task Force		1 Apr 1944
FAW-8		23 Nov 1944
FAW-2		17 Feb 1945
FAW-18		24 Apr 1945
FAW-2		Jan 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-153

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY THREE (VB-153) on 15 April 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY THREE (VPB-153) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTY THREE (VP-153) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Apr 1944: VB-153 was established at NAS Clinton, Okla., as a medium bombing squadron flying the PV-1 Ventura. Unlike other PV-1 squadrons, VB-153 was organized as a special squadron under the operational control of Training Task Force to carry a target seeking glider bomb known as Pelican. The device was equipped with beam-rider radar homing equipment developed by the Bureau of Ordnance Special Design Section in April 1942. Production of the missile was begun at Charleston, S.C., in September 1943. The missile was initially developed to be used against submarines and was designed around the casing of the standard 525-pound depth charge. The disadvantage of the missile was that it could not be used against defended targets because the signal was lost beyond 800 yards. In order for the missile to locate its target the mother ship had to continue on a straight course while painting the target with its radar beams.

22 Sep 1944: After a number of unsuccessful test drops, the Pelican program was put on hold and VB-153 reverted to the normal PV-1 training syllabus. It had been determined that the PV-1 medium bomber lacked sufficient range for carrying the device and associated gear.

4 Nov 1944–Mar 1945: VPB-153 was transferred to its new home port at NAS Moffett Field, Calif., under the operational control of FAW-8. The squadron's specially modified PV-1 Venturas were left behind with the HEDRON, since the modifications for the Pelican had reduced the range significantly from the standard PV-1. The squadron continued its operational training in preparation for its upcoming transfer overseas. Rocket training was undertaken at NAAS Arcata, Calif., and NAF Fallon, Nevada. On 28 February 1945, the squadron transitioned to the new PV-2 Harpoon. Shakedown was completed by the end of March.

24 Mar–Apr 1945: VPB-153 was transported by ship to Pearl Harbor, Hawaii, and NAS Kaneohe, under the operational control of FAW-2. Advanced op-

erational training was begun in early April for all hands. On 20 April, a detachment of six aircraft and eight crews was sent to Midway to fly routine search sectors.

6 May 1945: The squadron grounded all its aircraft due to a report that certain problems with wing spars in the PV-2 had caused crashes. The squadron and HEDRON maintenance personnel carefully checked out all of the aircraft before flights continued.

6 Jun–12 Jul 1945: VPB-153 received orders to proceed for duty at Agana, Guam, coming under the operational control of FAW-18. The squadron became operational at that site on 15 June and commenced flying routine patrols on the 20th. Each five-sector patrol was flown daily over a distance of 500 miles. Searches at this stage of the war were largely negative. On 12 July, the squadron flew air cover for the crippled SS *Boudinot*.

Oct 1945: VPB-153 was relieved for return to the West Coast.

20 Nov 1945: VPB-153 was reformed at NAS Edenton, N.C., with nine PV-2 Harpoon aircraft under the operational control of FAW-5.

6 Feb–20 Mar 1946: The home port for VPB-153 was officially changed from NAS Moffett Field, Calif., to NAS Edenton, N.C. On 20 March 1946, word was received that the squadron was to be disestablished. The nine aircraft complement was transferred to the HEDRON, with two aircraft transferred in from the Headquarters Detachment of FAW-5 until the disestablishment of the squadron.

14 Jun 1946: VPB-153 was disestablished at NAS Edenton, N.C.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Clinton, Okla.	15 Apr 1944
NAS Moffett Field, Calif.	4 Nov 1944
NAS Kaneohe, Hawaii	24 Mar 1945
NAS Moffett Field, Calif.	Oct 1945
NAS Edenton, N.C.	6 Feb 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Elliott M. West	15 Apr 1944
LCDR Harold S. Nelson	20 Nov 1945
CDR C. A. Melvin	12 Mar 1946
LCDR Harold S. Nelson	9 Apr 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1 (Mod)	Apr 1944
PV-1	Nov 1944
PV-2	Feb 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
24 Mar 1945	20 Apr 1945	FAW-2	Kaneohe	PV-2	WestPac
20 Apr 1945*	6 Jun 1945	FAW-2	Midway	PV-2	WestPac
6 Jun 1945	Oct 1945	FAW-18	Agana	PV-2	SoPac

* This deployment was only for a squadron detachment. The main body of the squadron remained at NAS Kaneohe, Hawaii.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Training Task Force		15 Apr 1944
FAW-8		4 Nov 1944
FAW-2		24 Mar 1945
FAW-18		6 Jun 1945
FAW-8		Oct 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		20 Nov 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Patrol Bombing Squadron (VPB) Histories

VPB-1

Lineage

Established as Patrol Squadron ONE (VP-1) on 15 April 1943.

Redesignated as Patrol Bombing Squadron ONE (VPB-1) on 1 October 1944.

Disestablished 6 March 1945.

Squadron Insignia and Nickname

Some confusion existed over the proprietorship of the VP-1 squadron insignia, an elephant on a cloud

carrying a bomb in its trunk. The VP-1 squadron that eventually became VPB-29 kept the original elephant insignia throughout its existence until disestablished in 1945. VPB-1 was actually the fourth squadron to start its existence as a VP-1. Although it apparently used the elephant insignia and claimed it as its own, it was never officially sanctioned by CNO.

Chronology of Significant Events

15 April 1943: VP-1 was established at NAS San Diego, Calif., under the operational control of FAW-14, as a large seaplane squadron flying the four-engine PB2Y-3 Coronado. Air crews and ground support staff were assembled and familiarization training in the



A PB2Y being prepared for beaching.

PB2Y-3 seaplanes commenced. Twelve aircraft were assigned to the squadron out of a contract in which 254 were built for the Navy. The squadron was formed to be an antisubmarine patrol squadron, providing convoy coverage in the southwestern Caribbean, and utility assignments by FAW-3.

10 Oct 1943: VP-1 was transferred to NAS Coco Solo, Canal Zone, under the operational control of FAW-3. Convoy coverage and ASW patrols commenced immediately. The area patrolled out of Coco Solo extended roughly north as far as Jamaica, and from the east coast of Nicaragua to 77 degrees west longitude. Many utility flights were scheduled from Miami to Coco Solo, carrying up to 50 passengers each way. Early ASA radar equipment proved unsatisfactory for night patrols and was soon replaced by improved ASC radar. The electric propeller controls caused many problems during the early days of the deployment, resulting in the loss of one aircraft. Modifications to the controls eliminated the defect. Tropical modifications to the aircraft while at Coco Solo included removal of all interior heating units, de-icing equipment, armor plating and engine superchargers.

17 Oct 1943: A Coronado—flown by Lieutenant A. G. Overton, two other officers and an enlisted crew of eight—was making a ferry flight from San Diego to Coco Solo, when high winds and rough seas forced it to land at Puerto Castilla, Honduras. The storm, reaching hurricane proportions, tore the aircraft loose from its moorings. The crew struggled to taxi into the wind until rescued, but on the night of the 18th the starboard float was carried away and the aircraft capsized. Only two enlisted crewmen managed to exit the aircraft and inflate a life raft before the plane went down with the rest of the crew. AMM2c Bockus and ARM2c Smith drifted with the storm for four days. Nine days after the aircraft sank the survivors washed ashore at Buffalo Point, Great Swan Island, near a naval radio beacon station. They were rescued and given medical attention by the station personnel.

6 Jan 1944: Three Coronados and one Catalina were formed into a detachment and flown to NAAF Salinas, Ecuador. The detachment flew east-west patrols for the interception and identification of merchant shipping. On the 14th, a single PB2Y-3 was sent to NAAF Corinto, Nicaragua, to fly the north-south patrol to the Galapagos with VP-206. These detachments were relieved on 14 February for return to NAS Coco Solo.

Mar 1944: One by one, the four PB2Y-3 Catalinas were turned over to the HEDRON as replacement PB2Y-3 aircraft arrived from San Diego.

1 Jun 1944: A three-aircraft detachment was sent to the Galapagos Islands, working in conjunction with VP-15. Sections of squadron aircraft began flying the north-south track to the Galapagos, then the east-west track to Corinto, returning to Coco Solo the next day.

17 Jul 1944: Lieutenant W. D. Cauthan crashed on landing after patrol at Galapagos. Two pilots and three crew members were killed in the accident.

15 Oct 1944: Three PB2Y-3 aircraft were turned over to VPB-1 by VPB-15, which was to be disestablished.

20 Oct 1944: VPB-1 was relocated from NAS Coco Solo, C.Z., to NAAF Galapagos, Seymour Island, Ecuador. The squadron flew six patrol tracks daily.

19 Feb 1945: The squadron returned to NAS Coco Solo in early February and was relieved by VPB-209. Officers and enlisted personnel of the VPB-1 were detached and returned to NAS San Diego, Calif., ferrying their aircraft from Coco Solo to San Diego via Key West, Fla., and Corpus Christi, Tex. Two aircraft were lost out of 11 in the flight at Corpus Christi, Tex., due to high winds and rough water while moored after landing. There were no injuries in the accidents.

6 Mar 1945: VPB-1 disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	15 Apr 1943
NAS Coco Solo, C.Z.	10 Oct 1943
NAAF Galapagos, Ecuador	20 Oct 1944
NAS Coco Solo, C.Z.	3 Feb 1945
NAS San Diego, Calif.	19 Feb 1945

Commanding Officers

<i>Commanding Officers</i>	<i>Date Assumed Command</i>
LCDR Lyle L. Koepke	15 Apr 1943
LCDR R. J. Pflum	25 Jan 1944
LCDR A. W. Reece	16 Jun 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB2Y-3	Apr 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>PatWing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Oct 1943	5 Jan 1944	FAW-3	Coco Solo	PB2Y-3	Carib
6 Jan 1944	14 Feb 1944	FAW-3	Salinas	PB2Y-3	EastPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>PatWing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
14 Jan 1944	3 Mar 1944	FAW-3	Corinto	PB2Y-3	EastPac
1 Jun 1944	19 Feb 1945	FAW-3	Galapagos	PB2Y-3	EastPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		15 Apr 1943
FAW-3		10 Oct 1943
FAW-14		19 Feb 1945

Unit Awards Received

None on record.

VPB-4

Lineage

Established as Patrol Squadron ONE HUNDRED TWO (VP-102) on 1 March 1943.

Redesignated Patrol Bombing Squadron FOUR (VPB-4) on 1 October 1944.

Disestablished on 1 November 1945.

Squadron Insignia and Nickname

There is no record on file of any insignia used by VPB-4.

Chronology of Significant Events

1 Mar 1943: VP-102 was established at NAS San Diego, Calif., as a patrol squadron flying the PB2Y-3 Coronado seaplane. Squadron training was continued at San Diego through October 1943, when preparations were begun for the transpac to NAS Kaneohe, Hawaii.

8 Nov 1943: The squadron officially came under the operational control of FAW-2, NAS Kaneohe, and the combat training syllabus was begun for all hands in preparation for the squadron's first combat tour.

27 Jan 1944: A detachment of six aircraft was sent to Midway Island to augment VP-13. On 30 January 1944, the detachment participated in its first combat mission against Japanese positions at Wake Island. The purpose of the long range bombing attacks was to neutralize the threat it posed to forces then engaged in the occupation of the Marshall Islands. Five of these 2,400-mile round trip missions were completed between 30 January and 9 February.

3 Feb 1944: A second detachment of six aircraft was formed and deployed from Kaneohe to the Marshall Islands ferrying freight, mail, passengers, and

running patrols from NAB Ebeye and NAB Eniwetok, Marshall Islands. On 14 February, an aircraft piloted by Lieutenant Cannon hit a submerged coral head at Ebeye and quickly sank in shallow water. No casualties were incurred in this accident. The detachment completed this assignment in approximately six weeks.

14 Apr 1944: With the increase in squadron missions and dispersed nature of assignments, the need for additional crews soon became apparent. In April six more crews were assigned to VP-102, bringing the total up to 24.

21 Jun 1944: A detachment was deployed to NAB Kwajalein Atoll. The NAB Ebeye detachment continued, and the six new crews remained at NAS Kaneohe for additional combat training.

4 Jul 1944: The NAB Kwajalein detachment was re-deployed to Eniwetok, and was joined by the NAB Ebeye detachment, bringing the squadron together again. On 21 August 1944, the crews took turns conducting nuisance bombing attacks on Japanese positions on the island of Ponape. The squadron conducted 21 of these missions by the end of August.

30 Aug 1944: The entire squadron was transferred to Saipan in the Marianas Islands chain, with tender support provided by *Kenneth Whiting* (AV 14), under the operational control of FAW-1. The squadron remained on the tender until 16 November, when all personnel were moved ashore. Duties during this period consisted of routine patrols, test flights and special flights conveying passengers, mail and equipment between forward areas and the rear echelon. After approximately four months at this location the squadron was given orders for its return to NAS San Diego, Calif., departing on the first homeward leg of the journey on 1 December 1944.

9 Dec 1944–Nov 1945: The last VPB-4 aircraft arrived at NAS San Diego, coming under the operational control of FAW-14. Postdeployment leave was given to all hands through the end of the month. In January 1945, the squadron began to reform with new personnel and equipment, the PB2Y-5/5H. During this period a new mission was assigned, that of training replacement crews in the operation of the PB2Y-5/5H and 3R aircraft. Transpacs were conducted in May to July 1945 to bring replacement crews and aircraft to NAS Kaneohe for deployment in WestPac. With the conclusion of hostilities in September 1945, the wholesale disestablishment of squadrons began. VPB-4 was disestablished at NAS San Diego on 1 November 1945.



A squadron PB2Y at Midway Island, January 1944.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	1 Mar 1943
NAS Kaneohe, Hawaii	8 Nov 1943
NAS San Diego, Calif.	9 Dec 1944



A squadron PB2Y on the launching ramp, Midway Island, January 1944.



PB2Ys being prepared for beaching, Midway Island, January 1944.



A PB2Y at anchor, Midway Island, January 1944.



A PB2Y being hauled in for beaching, Midway Island, January 1944.



A PB2Y being prepared for beaching, Midway Island, January 1944.



A PB2Y after beaching, Midway Island, January 1944.

Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LCDR Bowen F. McLeod	1 Mar 1943	PB2Y-3	Mar 1943
LCDR Frederick L. Crutis	29 Sep 1943	PB2Y-5/5H	Jan 1945
LCDR Thomas Robinson	22 Nov 1944	PB2Y-3R	Jun 1945
LCDR Frank L. DeLorenzo	Sep 1945		

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
8 Nov 1943	*	FAW-2	Kaneohe	PB2Y-3	WestPac
27 Jan 1943	*	FAW-2	Midway	PB2Y-3	WestPac
3 Feb 1944	*	FAW-2	Ebeye/Eni.	PB2Y-3	SoPac
21 Jun 1944	*	FAW-2	Kwajalein	PB2Y-3	SoPac
4 Jul 1944	*	FAW-2	Eniwetok	PB2Y-3	SoPac
30 Aug 1944	9 Dec 1944	FAW-1	Saipan	PB2Y-3	SoPac
			<i>Kenneth Whiting (AV-14)</i>		

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Mar 1943
FAW-2		8 Nov 1943
FAW-1		30 Aug 1944
FAW-14		9 Dec 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



PB2Ys in formation, July 1945.

VPB-6 (CG)

Lineage

Established as Patrol Squadron SIX (CG) (VP-6 (CG)) on 5 October 1943.

Redesignated Patrol Bombing Squadron SIX (CG) (VPB-6 (CG)) on 1 October 1944.

Transferred to Commandant, U.S. Coast Guard on 10 July 1945.

Squadron Insignia and Nickname

There is no official letter of approval from CNO on file for the squadron's only known insignia, but it is



The squadron's insignia.

believed that the insignia was an authorized design. It was first in use when the squadron was designated VP-6, and it is not known if that design was carried over or modified when the VP-6 was redesignated VPB-6 in October 1944. The insignia featured a startled-looking cat, a creature favored among the Catalina squadrons, sitting on top of a depth charge coated in ice. Above its head was the familiar lightning bolt, signifying radar. The creature is superimposed on a large number 6, with VP to port, and CG to starboard. Colors: Cat, white with black outlines; depth charge, silver; number 6, VP and CG, red; background, green.

Nickname: BoBo's Flying Circus, 1944–1945.

Chronology of Significant Events

5 Oct 1943: VP-6 (CG) was established as a Coast Guard squadron under Navy operational control at NAS Argentia, Newfoundland, relieving VB-126. Squadron personnel had actually been arriving since 23 July 1943, by NATS. Upon arrival they commenced training and indoctrination in cold weather operations. The squadron's home port was Narsarssuak, Green-



Squadron PBY-5A at Greenland.

land, code name *Blue West-One* (BW-1). Upon establishment it came under the operational control of CTF-24, and administrative control of FAW-9. Personnel matters continued to be handled by Coast Guard Headquarters. The squadron flew the PBY-5A Catalina, with ten aircraft (one designated as a spare), 22 officers and 145 enlisted, including eight enlisted pilots. Operational flights began on 13 October 1943, after the first three PBY-5A Catalinas arrived at Narsarssuak. Two of the squadron's nine operational aircraft were detached to NAS Argentia. These aircraft and crews were rotated frequently to allow maintenance and repair work to be done on the other seven. At Narsarssuak all the squadron's aircraft sat outside and all maintenance, refuelling and arming took place in the open regardless of weather conditions because it was found that moving aircraft from warm hangars to the cold outside resulted in condensation and subsequent freezing in fuel pumps, controls and instruments. Herman Nelson F-1 portable heaters were needed to warm the engines and the aircraft interiors before starting. Crews were relieved every 12 months, with relief crews staggered every four months. The U.S. Army provided aerology support and daily weather briefings.

May 1944: By early 1944 the field at BW-1 was becoming crowded with aircraft making emergency landings while enroute to Europe. The squadron complement of aircraft was also increased at this time, from 10 PBY-5A Catalinas to 12. This did not add to the overcrowding at the field, as most of the squadron's aircraft were dispersed to remote bases.

Jul-Sep 1944: A detachment of two aircraft was sent to the Canadian Arctic to furnish ASW, air cover, reconnaissance and search and rescue for vessels entering the Hudson Bay. Patrols covered northern Labrador, Baffin Island and Cumberland Island. No Navy or Coast Guard ground support was available to these crews, despite the frequent bad weather operations flown by the detachment. Existing Army advanced facilities were utilized when available. The Catalina aircraft had no interior heaters, nor did the crews have heated flying suits. Several crews came down with frostbite during operations.

Jul-Aug 1944: A detachment of two aircraft was sent to RAFB Reykjavik, Iceland, operating in conjunction with the RAF Coastal Command, to provide coverage

and air support to vessels conducting operations against the Germans in waters off northeastern Greenland.

1-30 Nov 1944: The detachment at Argentia was increased to three aircraft. Two more aircraft were sent to work with the RAF Coastal Command at Reykjavik.

Dec 1944: Six aircraft remained at NAF Narsarsuaq, with the other four at NAS Argentia, until April 1945. The squadron then increased the Argentia detachment by one aircraft.

8 May 1945: With the cessation of hostilities in Europe and resulting surrender of all Axis submarines, the mission of the squadron was changed to ice patrols and air-sea rescue.

Aug 1945: New radar, LORAN, IFF, VHF and flux-gate compasses were installed in the squadron aircraft at NAS Argentia. The AN/APX-3 radar gear was needed for operations in low visibility weather. The LORAN AN/APV-4 was an accurate navigational aid that allowed crews to get a fix on their location relative to the beacons. The IFF model AN/APX-2 was used for air-sea rescue operations and the VHF was the newest improvement in radio line-of-sight trans-



A squadron PBY-5A tied down in the snow, note the depth bombs on the wing (Courtesy Jess Barrow Collection).



A squadron PBY-5A at Greenland, NH-95428-KN.



A squadron PBY-5A being refueled for a patrol (Courtesy Jess Barrow Collection).

mission. The fluxgate compasses reduced the influence of the magnetic anomalies encountered in regions of the far North.

June 1945: The VPB-6 (CG) complement of aircraft was reduced from nine to six, with one spare. This came at a very bad time, as the surrender of Germany meant the return of thousands of aircraft back to the U. S., with many getting lost, and others landing on the ice.

10 Jul 1945: VPB-6 was transferred back to the control of Commander, U. S. Coast Guard.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Narsarsuak, Greenland	5 Oct 1943



A squadron PBY-5A on patrol (Courtesy Jess Barrow Collection).

Commanding Officers

	<i>Date Assumed Command</i>
CDR Donald B. MacDiarmid	5 Oct 1943
CDR W. I. Swanston	15 May 1944
CDR L. H. Seeger	30 May 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	Oct 1943

A plane crewman mans one of the waist .50 caliber guns in a squadron PBY-5A, NH-95429-KN.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
13 Oct 1943	10 Jul 1945	FAW-9	Narsarssuak	PBY-5A	NorLant
13 Oct 1943	10 Jul 1945	FAW-9	Argentia	PBY-5A	NorLant
Jul 1944	Aug 1944	FAW-9	Reykjavik	PBY-5A	NorLant



The runway at Greenland being cleared of snow, 1944.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
FAW-9		5 Oct 1943	None on record.	

Unit Awards Received



A squadron PBY-5A on patrol (Courtesy Jess Barrow Collection).

VPB-11

Lineage

Established as Torpedo & Bombing Squadron NINETEEN-D14 (VT-19D14) on 7 February 1924.

Redesignated Torpedo & Bombing Squadron SIX-D14 (VT-6D14) on 1 July 1927.

Redesignated Patrol Squadron SIX-B (VP-6B) on 1 April 1931.

Redesignated Patrol Squadron SIX-F (VP-6F) on 17 July 1933.

Redesignated Patrol Squadron SIX (VP-6) on 1 October 1937.

Redesignated Patrol Squadron TWENTY-THREE (VP-23) on 1 July 1939.

Redesignated Patrol Squadron ELEVEN (VP-11) on 1 August 1941.

Redesignated Patrol Bombing Squadron ELEVEN (VPB-11) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

VP-6F was the originator of the squadron's first insignia in 1933. Although official approval of the design was never requested of

BuAer, defacto recognition of the new insignia appeared

when it was reproduced in the 20

October 1933 issue of the *Bureau of*

Aeronautics Newsletter. The design selected was the

Pegasus, a winged horse from Greek

mythology. To the

Greeks, Pegasus represented the

strength embodied in the warhorse combined with the

advantage of aerial agility. Colors: white horse with shaded gold wings, on blue field inside red circular border. The same insignia continued in use by the

squadron through all its numerous redesignations.

Nickname: None known.



Pegasus, from Greek mythology, was used for the squadron's insignia.

strength embodied in the warhorse combined with the advantage of aerial agility. Colors: white horse with shaded gold wings, on blue field inside red circular border. The same insignia continued in use by the squadron through all its numerous redesignations.

Chronology of Significant Events

7 Feb 1924: VT-19 was established as a torpedo squadron based at NAS Ford Island, Pearl Harbor, Hawaii, flying 13 DT-2 aircraft.

25 Apr 1925: Several of the squadron's pilots made the first successful night landings on an aircraft carrier



A squadron DT-2 in flight, circa 1924.

under way. The landings, made under varying lighting and weather conditions, were part of a program to determine the feasibility of night landings on an aircraft carrier as a military operation.

9 Apr 1927: VT-19 was redesignated VT-6D14 during the reorganization of squadrons by BuAer in 1927. The D14 represented the 14th Naval District, Pearl Harbor.

1 Jul 1927: The squadron's DT-2 type aircraft were declared obsolete. SC-2 aircraft replaced the squadron's DT-2 aircraft.

21 Jan 1931: VT-6D14 was redesignated VP-6B, converting from torpedo bomber squadron to patrol squadron under Fleet Aviation, Base Force, Commander Minecraft, Battle Force. Although officially a patrol squadron, the 12 aircraft assigned were T3M-2 torpedo bombers. *Pelican* (AVP 6) and *Avocet* (AVP 4) were assigned to provide tender support.



A formation of squadron T4M-1s in flight, circa 1931.



Squadron PD-1s on the line at Pearl Harbor during President Roosevelt's visit, 27 February 1934, note the Pegasus insignia on the bow of the first aircraft.

17 July 1933: VP-6B was redesignated VP-6F, reflecting the change in organization at Pearl Harbor to Commander Aircraft, Base Force, Fleet Air Base. The squadron had transitioned to the T4M-1 and the T2D-1, both with twin floats.

1933: VP-6F transitioned from floatplanes to seaplanes, operating from FAB Pearl Harbor with six PM-1 and six PD-1 seaplanes.

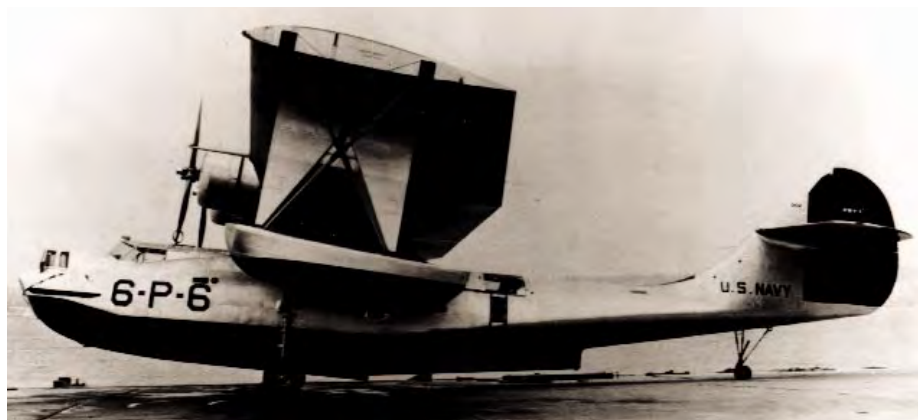
22 Apr 1935: VP-6F, along with VPs 1, 4, 7, 8, 9 and 10, participated in Fleet Problem XVI off Midway Island. The intent of the exercise was to give elements of the fleet an opportunity to become familiar with Midway and adjacent waters while practicing landing operations. Both the Army and Coast Guard took part in the problem. The exercises were marred by a series of crashes, two from VP-6F resulting in 12 deaths, and

numerous instances of aircraft being forced down by mechanical difficulties and sinking (no casualties). The tenders supporting the fleet were found to be so slow that they had to be sent ahead of the main body so as not to delay the exercises.

1937: VP-6F transitioned to the PBY-1 Catalina seaplane, giving the squadron for the first time an aircraft that was both reliable and with long enough range to adequately support the fleet from either tenders or advanced bases. The Catalina was already obsolete by the start of WWII, but was used by the navies of several nations throughout the war in large numbers in a wide variety of roles ranging from ASW to air and sea rescue work.

1 Oct 1937: VP-6F was reorganized under Commander, Patrol Wing TWO, Pearl Harbor, Hawaii.

A squadron PBY-1, circa 1938.



1 Jul 1939: VP-6F was redesignated VP-23, under Patrol Wing TWO, Pearl Harbor, Hawaii. The squadron continued to fly the older PBY-1 seaplanes, and had been assigned to *Childs* (AVP 15) for tender support.

9 Apr 1940: PatWing TWO aircraft of VPs 21, 22, 23, 24, 25 and 26 participated in Fleet Problem XXI with the Army 72nd Bombardment Squadron and the Army 4th Reconnaissance Squadron. The combined squadrons defended the Hawaiian Islands against a carrier attack. The exercise revealed glaring deficiencies in the coordination between the air arms in defense of the islands.

1 Jul 1941: VP-23 was redesignated VP-11, still flying the PBY-1 and at that time operating from NAS Kaneohe, Hawaii. During this period the squadron began search and reconnaissance in the central Pacific from Kaneohe and tender-supported locations near Johnston Island.

3 Oct 1941: Aircrews of VP-11 undertook a ferry flight from Kaneohe, Hawaii, to NAS San Diego, Calif.; NAS Jacksonville, Fla.; and NAS Corpus Christi, Tex., returning on 22 October 1941 with new PBY-5 aircraft.

7 Dec 1941: During the attack on Pearl Harbor the majority of the squadron's aircraft at NAS Kaneohe were destroyed or damaged beyond repair. One witness to the carnage, an Army P-40 pilot, Lieutenant George S. Welch, 46th Pursuit Group, Wheeler Field, stated that the Japanese dive bombers were stacked up over the airfields in a "... regular traffic pattern around the field. They never got more than 100 to 200 feet high . . . they flew around with their pattern to the right. When they returned, they used the same formation and signals that we do—shallow left run, wiggling the wings. They would come back into formation, peel off and come down again. There was no resistance . . . so that they had a perfect pattern, and could pick out individual ships that they could see weren't on fire and shoot at them with both their 7.7s and 30-mm cannon."

1 Apr 1942: Losses were replaced in April with new PBV-5 seaplanes from the U.S., equipped with ASE radar for spotting ships on the ocean surface. Sector searches around Oahu were begun as soon as crews could be checked out on the new equipment.

30 Apr 1942: A two-aircraft detachment was sent to Johnston Island for sector searches. Two new crews relieved the detachment each week. On 29 May the detachment size was increased to six aircraft.

20 May 1942: A three-plane detachment was sent to Barking Sands, Kauai. On 22 May the detachment was increased by three aircraft.

1 Jul 1942: VP-11 deployed to Suva, Fiji Islands. Over the next several months the squadron would be moved from Suva to Noumea, New Caledonia, Tongatabu and Espiritu Santo to conduct search and reconnaissance missions in connection with the land-

ings at Guadalcanal and other fleet operations in the South Pacific.

13 Jul 1942: A three-plane detachment was sent to Noumea.

17 Jul 1942: One aircraft was dispatched to Auckland, returning on 19 July.

26 Jul 1942: A three-plane detachment was sent to Tongatabu, with two aircraft returning to Suva on 28 July.

1 Aug 1942: The Noumea detachment was increased by three aircraft. Tender support was provided by *Curtiss* (AV 4). The next day the detachment was further supplemented by two aircraft from VP-14.

4 Aug 1942: VP-11 headquarters was shifted from Suva to Saweni Beach with six aircraft, the remainder still based at Noumea. The headquarters group was provided tender support by *McFarland* (AVD 14).

11 Aug 1942: The Noumea detachment was redeployed with *Curtiss* (AV 4) to Espiritu Santo, New Hebrides.

7 Sep 1942: VP-11 claimed one submarine kill but a postwar review of Japanese records indicates no loss of a Japanese submarine on that date and location.

29 Oct 1942: Lieutenant F. Joe Hill and his crew spotted a surface submarine about three miles off his starboard beam. The submarine crash-dived and was below the surface when Hill dropped his two 650-pound depth charges. A large quantity of oil appeared and remained on the surface the following day. Postwar records indicate the submarine sunk by Lieutenant Hill was *I-172*, Lieutenant Commander Takeshi Ota commanding. *I-172* was lost with all 91 hands aboard, including Rear Admiral Yoshisuke Okamoto, Commander of the 12th Squadron of the Kure Submarine Flotilla.

5 Nov 1942: VP-11 claimed a third submarine sunk but a postwar review of Japanese records indicates no loss of a Japanese submarine on that date and location.

1 Feb 1943: VP-11 was withdrawn from combat and returned to NAS San Diego, Calif., for refit and home leave.

20 Apr 1943: The reforming of the squadron was completed on this date. Aircrews flew the transpac to Kaneohe on 21 April, while the remainder of ground personnel and assets departed on transports. Upon arrival all hands undertook intensive combat preparation while simultaneously conducting patrols over the ocean in the Hawaiian area.

22 May 1943: Combat training was completed at Kaneohe. VP-11 aircrews departed for Perth, Australia, followed later by ground crew and squadron assets in transports. Upon arrival in Perth on 8 June aircrews commenced combat search and reconnaissance patrols in the southwest Pacific under the operational control of FAW-10.

9 Sep 1943: VP-11 departed for Brisbane, and then to New Guinea and Palm Island. The squadron came



A squadron PBY-5 beached on the Sepik River, New Guinea, January 1943 (Courtesy Richard C. Knott Collection via Frank W. Morris).

under the operational control of FAW-17 and relieved VP-101. Black Cat (PVY's painted black) nighttime operations commenced in the areas around New Guinea, New Ireland, and the Bismarck Sea.

1 Oct–19 Nov 1943: VP-11 was based aboard *San Pablo* (AVP 30) in Jenkins Bay. Night searches for surface ships were conducted, and bombing attacks on



A squadron PBY-5 on the Sepik River being loaded by natives.

Japanese installations on Garove Island were conducted over several nights. On 9 October, *Half Moon* (AVP 26) relieved *San Pablo*.

16 Nov 1943: Lieutenant Jack D. Cruze and his crew were exceptionally busy during the period 1 to 9 November. They attacked Japanese facilities in the Bismarck Archipelago and Solomon Sea under severe weather conditions and strafed enemy merchant vessels, barges, shore installations and wharves. On the night of 16 November they located the biggest target yet, a Japanese task force. Despite the heavy concentration of fire from the escorts, Cruze made a low-level bombing attack that destroyed a large transport in the task force. For his courage under fire and aggressive pursuit of the enemy during this period, Lieutenant Cruze was awarded the Navy Cross.

19 Nov 1943: VP-11, relieved at Jenkins Bay by VP-52, reported to Port Moresby to relieve VP-101. On 23 November Black Cat operations were commenced in conjunction with daytime attacks by the 5th Bombardment Group, 5th USAAF.

30 Dec 1943: VP-11 transferred to Palm Island, Australia, and was taken off combat operations. Routine administrative and passenger flights were conducted daily to Port Moresby, Samari and Brisbane.

10 Feb 1944: The squadron returned to Perth to conduct convoy patrols in Australian waters under the operational control of FAW-10.

19 Jul 1944: VP-11 returned to New Guinea and Schouten Islands for Black Cat night combat operations under the operational control of FAW-17. A three-aircraft detachment was sent to Woendi Lagoon, Biak.

23 Aug 1944: VP-11 continued to conduct Black Cat operations after its transfer to Middleburg Island.

18 Sep 1944: The squadron continued Black Cat operations while based on Schouten Island and Morotai until 21 September when daytime operations were then started. Daytime operations consisted of anti-submarine patrols and air-sea rescue missions in the South Pacific.

1 Oct 1944: VP-11 was redesignated VPB-11. On 6 October the squadron was stationed at Morotai with tender support provided by *San Pablo* (AVP 30). Air-sea rescue and routine ASW patrols were conducted daily. On 12 October half of the squadron was quartered aboard *Orca* (AVP 49) to provide more room for the crews.

14 Nov 1944: The squadron was relocated to Woendi with 15 aircraft. On 5 December VPB-11 was moved to Morotai, then back to Woendi on the 11th for boarding on *Pocomoke* (AV 9) and transportation back to the U.S.

19 Dec 1944: VPB-11 was officially withdrawn from combat and 15 aircraft and crews departed Woendi for return to NAS San Diego, Calif.

20 Jun 1945: VPB-11 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
Pearl Harbor, Hawaii	7 Feb 1924
NAS Kaneohe, Hawaii	1940
NAS San Diego, Calif.	Feb 1943
NAS Kaneohe, Hawaii	Apr 1943
NAS San Diego, Calif.	Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT E. C. Peterson	29 May 1924
Unknown	1925–1926
LT C. D. Glover, Jr.	1 Jul 1927
LT W. D. Johnson, Jr.	9 Jun 1928

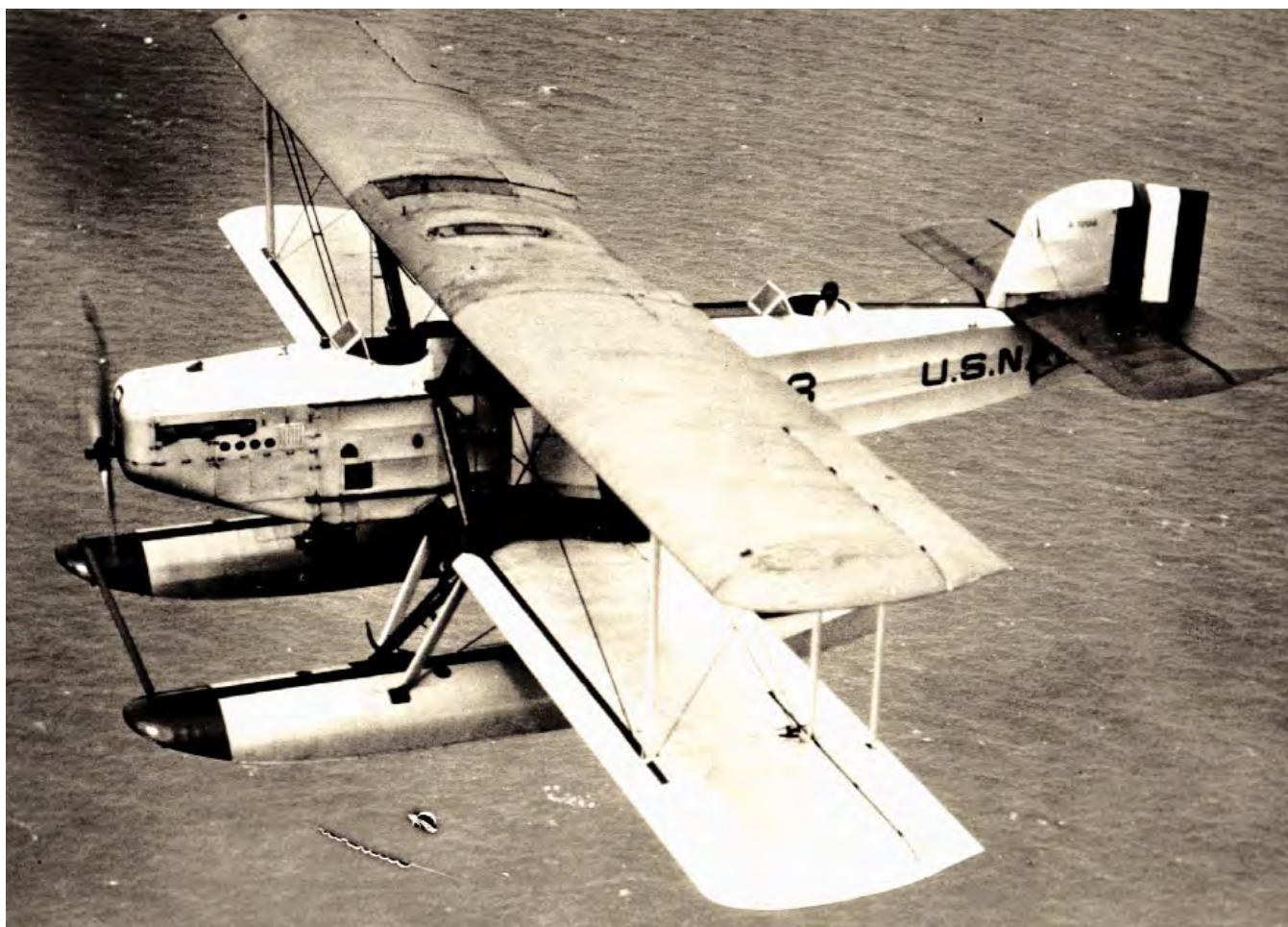
Commanding Officers—Continued

	<i>Date Assumed Command</i>
Unknown	1929–1930
LT William Sinton	1931
LTJG Richard M. Oliver (actg)	1932
LT James R. Tague	Mar 1932
LCDR Rossmore D. Lyon	1933
LCDR William M. McDade	Sep 1935
LCDR Robert F. Hickey	8 Jul 1937
LCDR George Van Deurs	5 Jul 1939
LCDR Leon W. Johnson	22 Jul 1941
LCDR Francis R. Jones	11 Dec 1941
LT W. P. Schroeder (actg)	Apr 1942
LCDR Clayton C. Marcy	4 May 1942
LCDR C. M. Campbell	16 Mar 1943
LCDR Thomas S. White	24 May 1944

*A T2D-1, circa 1932.***Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
DT-2	Feb 1924
SC-1/2	Jul 1927
T3M-2	Jun 1929
T4M-1	Sep 1931
T2D-1	Jan 1932
PM-1	1933
PD-1	1933
PBY-1	1937
PBY-5	Nov 1941

*A squadron SC-2 in flight, circa 1927.*



A T3M-2 in flight, circa 1929.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jul 1942	*	FAW-17	Fiji Islands <i>McFarland</i> (AVD 14)	PBY-5	SoPac
13 Jul 1942	*	FAW-17	Noumea <i>Curtiss</i> (AV 4)	PBY-5	SoPac

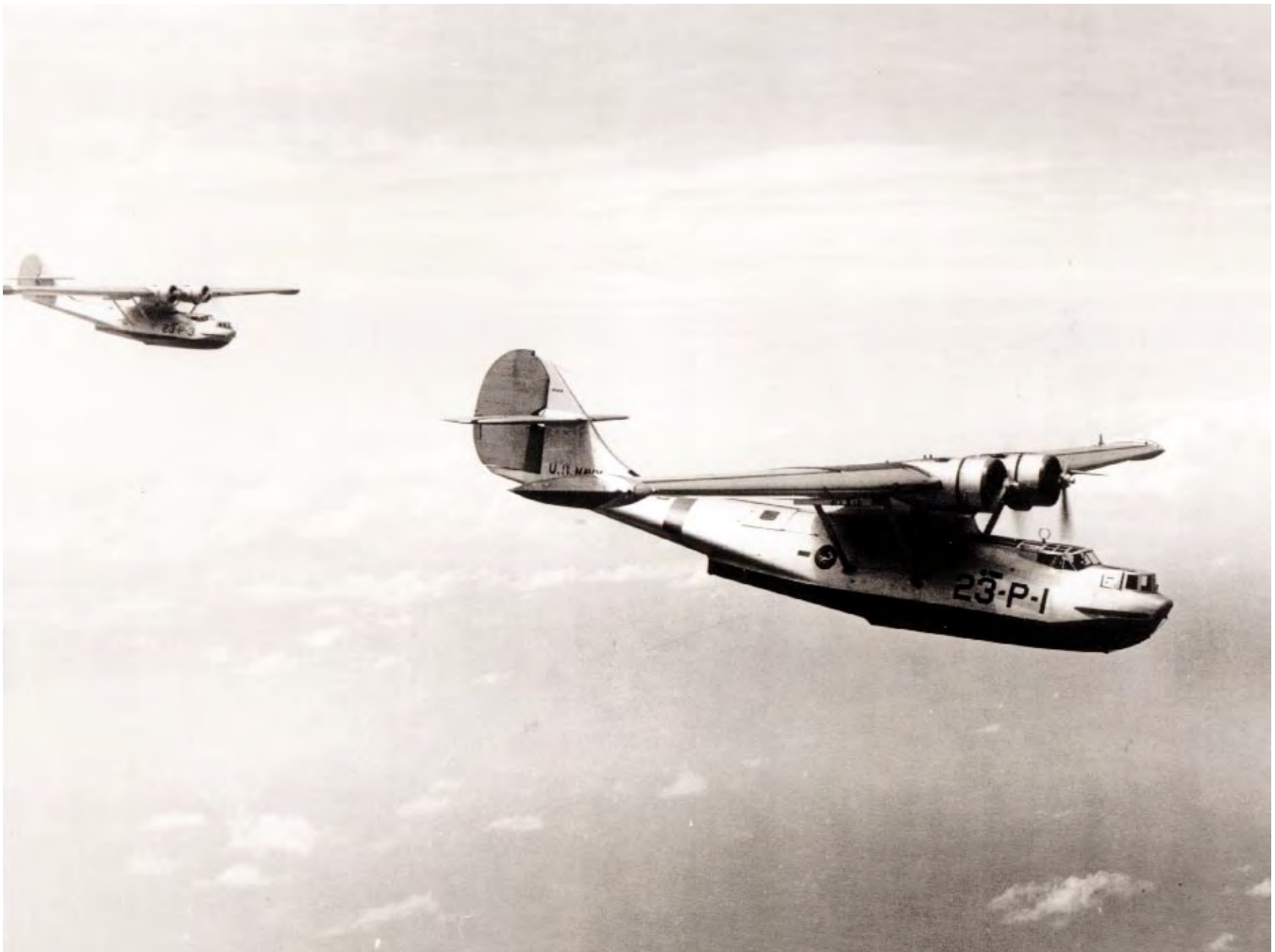
A squadron PBY-5 on the Sepik River, New Guinea, 1943.



Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Aug 1942	1 Feb 1943	FAW-17	Espiritu Santo <i>Curtiss</i> (AV 4)	PBY-5	SoPac
22 May 1943	19 Dec 1943	FAW-10	Perth	PBY-5	SoPac
9 Sep 1943	*	FAW-10	Palm Island <i>San Pablo</i> (AVP 30) <i>Half Moon</i> (AVP 26)	PBY-5	SoPac
19 Nov 1943	*	FAW-10	Port Moresby	PBY-5	SoPac
30 Dec 1943	*	FAW-10	Palm Island	PBY-5	SoPac
10 Feb 1944	*	FAW-10	Perth	PBY-5	SoPac
19 Jul 1944	*	FAW-10	New Guinea	PBY-5	SoPac
19 Jul 1944	*	FAW-10	Woendi	PBY-5	SoPac
23 Aug 1944	*	FAW-10	Middlebg. Isl.	PBY-5	SoPac
18 Sep 1944	*	FAW-10	Morotai <i>San Pablo</i> (AVP 30) <i>Orca</i> (AVP 49)	PBY-5	SoPac
14 Nov 1944	11 Dec 1944	FAW-10	Woendi	PBY-5	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.



Two squadron PBY-1s in flight, note the Battle E on the bow of the lead aircraft (Courtesy John M. Elliott Collection).

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Scouting Force		7 Feb 1924
Minecraft, Battle Force		21 Jan 1931
PatWing-1		1 Oct 1937
FAW-14		1 Apr 1943
FAW-2		30 Apr 1943
FAW-10		30 May 1943
FAW-17		11 Sep 1943
FAW-10		16 Feb 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-17		19 Jul 1944
FAW-14		19 Dec 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	15 Sep 1943	1 Feb 1944



A squadron PM-1 with the Battle E on the bow.

VPB-13

Lineage

Established as Patrol Squadron THIRTEEN (VP-13) on 1 July 1940.

Redesignated Patrol Bombing Squadron THIRTEEN (VPB-13) on 1 October 1944.

Disestablished on 1 December 1945.

Squadron Insignia and Nickname

The request for approval of the insignia for VP-13 was submitted to BuAer on 13 September 1940, shortly after the squadron's establishment. The design featured a resplendent Neptune standing on the backs of



The squadron's only insignia.

four galloping wild horses, left hand upraised holding bolts of lightning. The four horses were symbolic of the four-engine PB2Y-2 Coronado airplanes flown by the squadron at its establishment. Neptune driving the horses embodied the global oceans and was even suggestive of the squadron's ambition to rule the waves. The bolts of lightning indicated striking power. Colors: circumference of design, red band; background, sky blue; clouds behind Neptune, gray and white; Neptune, cream color body, green kilt with red border, brown beard, gold crown; lightning in hand of Neptune, yellow; horses, white with red flared nostrils. The design was approved on 27 September 1940 and

featured in the National Geographic Magazine *Insignia and Decorations of the U.S. Armed Forces*, Revised Edition, December 1, 1944.

Nickname: None on record.

Chronology of Significant Events

1 Jul 1940: VP-13 was formed from a cadre of personnel and equipment taken from VP-14 at NAS San Diego, Calif., coming under the operational control of PatWing-1. The squadron had been formed as a de-



A squadron PB2Y-2 in flight, November 1940.

tachment of VP-14 in March 1940 when training in the new XPB2Y-1 Coronado was begun at San Diego. The four-engine, heavy seaplane had been designed to bomb, protect itself with its own heavy armament, land on water, rescue downed flyers, conduct long-range patrols, and carry heavy freight and passengers. After its establishment the squadron had a complement of four PB2Y-1 aircraft to train crews and iron out the wrinkles from the factory as the newer PB2Y-2 models were coming off the production lines.

Jan 1941: The squadron commanding officer, Lieutenant Commander S. B. Cooke, was killed in an air accident while flying as a passenger in a military transport aircraft.

Aug 1941: Tests in aerial refueling were conducted to see if the range of the Coronados could be extended. Although tests were positive, the fuel transfer procedure was judged too complicated and time consuming to be of operational value.

7 Dec 1941: The squadron went to wartime footing. Over the next few days the three PB2Y-2 aircraft assigned to the squadron were fully equipped with machine guns, ammunition, bomb racks and bombs.

10 Dec 1941: War preparation activities were interrupted when two of the squadron aircraft flew Secretary of the Navy Frank Knox and his party to

Hawaii. Unfortunately, at this stage of the war the aircraft were not equipped with self-sealing fuel tanks, and the aircraft Knox boarded developed leaks after its tanks were fully loaded. He was eventually delivered to Pearl Harbor, but only after many flight cancellations and delays. That incident gave the PB2Y a bad reputation in Washington that it would never completely overcome.

24 Dec 1941: VP-13 dispatched a Coronado to Pearl Harbor carrying Admiral E. J. King and Admiral Chester W. Nimitz, followed the next day by a Coronado bearing Rear Admiral McCain and Vice Admiral Halsey. Upon arrival, both aircraft were attached to PatWing-2, as the Flag Detachment of VP-13, based at NAS Ford Island, Pearl Harbor. Duties assigned were generally those of long, 14 to 15 hour patrols, broken by occasional trips to Australia and areas of the South Pacific needing quick deliveries of supplies or important personnel. The runs to Sydney became so frequent that a maintenance unit was set up at the Qantas Empire Airways seadrome on Rose Bay. By June 1942, four PB2Y Coronados were in constant service flying 12 round trips a month from Kaneohe Bay to Rose Bay, over 4,000 miles one way.

1 Apr 1942: The San Diego-based portion of VP-13 was assigned to transition training for new aircrews destined for other squadrons, using the PB2Y-2, PB2Y-5A and XPBM-1 aircraft. During this period the San Diego detachment continued to provide shuttle service between Pearl Harbor and San Diego for high priority cargo and VIPs.

Jun 1942: VP-13 received the first PB2Y-3 for testing and operations. All of the new aircraft were equipped with pilot armor and self-sealing fuel tanks. The earlier PB2Y-2 models had been retrofitted three months earlier.

20 Sep 1942: The San Diego-based detachment sent one PB2Y-3 on a trip to Miami, Fla., returning by way of the Caribbean and several South American countries. It returned to San Diego on 13 Oct 1942.

Nov 1942: The Flag Detachment at Kaneohe Bay returned to NAS San Diego, Calif., having been relieved by squadron VR-2 of the Navy Air Transport Service (NATS).

27 Dec 1942: Lieutenant W. O. Carlson and his crew were killed during a practice landing at Salton Sea near San Diego. No cause for the crash was determined.

8 Jan 1943: VP-13 made the transpac from San Diego to NAS Kaneohe, Hawaii, with 12 PB2Y-3 aircraft, 36 pilots and 264 enlisted personnel. On 20 January, the squadron became operational at NAS Kaneohe under the operational control of FAW-2. It was assigned the primary duties of anti-task force and antisubmarine patrol. Three daily 700-mile patrols were flown with an average duration of 12 hours. Numerous special cargo flights were flown to

Johnston, Midway, Canton, Palmyra and Samoa. Special passenger flights covered the entire South Pacific.

1 Mar 1943: The squadron was split into two detachments, one with six aircraft remaining at NAS Kaneohe, the other with six aircraft at Johnston Island along with VP-15 supported by tenders. One third of the squadron personnel were detached to form the cadre for a new squadron, VP-15. This left VP-13 with only six patrol plane commanders, which was further reduced at the end of the month when Lieutenant (jg) O'Donnell and his crew were killed during a Dumbo mission from Johnston Island while attempting to locate a missing aircraft.

19 Nov-6 Dec 1943: A detachment of four aircraft was sent to Funafuti, Ellice Islands, primarily to serve as evacuation aircraft for the wounded in the forthcoming invasion of the Gilbert Islands. Only one evacuation flight was made, as the aircraft were quickly put into service transporting tactical commanders and vital equipment to Tarawa, Makin and Apamama. No advanced base facilities were available at these sites, and the crews serviced their own aircraft.

1 Dec 1943: The few PB2Y-1 and 2 aircraft still operated by the squadron were flown to San Diego and replaced with new PB2Y-3 aircraft fresh from the factory.

6 Dec 1943: Two of the VP-13 aircraft sent to Funafuti returned to NAS Kaneohe. One other returned on 20 December 1943.

25 Jan 1944: A detachment of four of the squadron's PB2Y-3s were converted to transport-ambulance aircraft (PB2Y-3H) and sent to Tarawa. In the following months, the detachment made numerous trips to Majuro, Apamama, Kwajalein and Eniwetok evacuating wounded, carrying mail and transporting passengers.

30 Jan-9 Feb 1944: Based at Midway Island, VP-13 carried out four historic heavy bombing raids on Wake Island, first ever conducted by a formation of heavy seaplanes over a long distance. The neutralization of the airfields on Wake was considered so important that the commander of FAW-2, Rear Admiral John D. Price, accompanied the bombers on two of the raids. Six crews and aircraft from VP-102 were included in the missions. Previous raids on Wake had resulted in high casualties due to poor navigation and breaking of radio silence which had alerted the Japanese defenders. VPs 13 and 102 made four raids over 2,100 miles each way, dropping 60 tons of bombs in 50 sorties without a single casualty to personnel or aircraft.

26 Jan-7 Mar 1944: A detachment of four aircraft was sent to Tarawa, with tender services provided by *Curtis* (AV 4). The mission of the detachment was to evacuate casualties and carry mail, cargo and personnel between the various Gilbert and Marshall Islands. One round-trip flight was made each day, carrying ap-



A squadron PB2Y at Midway Island, January 1944.

proximately 13,000 pounds. More could have been carried, but rough water and lack of beaching facilities reduced the operational capacity of the Coronados on these trips. By March, the construction of airstrips on land in the occupied areas allowed the NATS R4D aircraft to assume the services provided by VP-13.

17–18 Apr 1944: VP-13 conducted five mine-laying sorties (Mark 10/Mod.6 mines) from Eniwetok in the waters surrounding the island of Truk. It was found that the external wing mounts for the mines so affected the handling and airspeed of the Coronados that they could scarcely attain an air speed of 116 knots.

11–22 May 1944: The Ebeye detachment conducted 11 nights of nuisance bombing on the island of Wotje, 200 miles from Ebeye. Three aircraft flew in four-hour relays each night to the island, dropping one 500-pound bomb every half-hour. Poor visibility resulted in 40 percent of the drops being made with radar, and approximately 80 percent of the bombs landed in the general target areas.

26 Feb–22 Jun 1944: VP-13 was ordered to the Marshall Islands to assume antishipping and ASW responsibilities over the fleet. The first stop for the squadron was at Kwajalein, followed by Eniwetok two days later. Here VP-13 began conducting two 600 to 900 mile patrols each day, the longest search sectors ever flown by a PB2Y-3 to date. *Chincoteague* (AVP 24) provided tender services. No enemy convoys were spotted, but several submarines were seen while on patrol. Since this area was then a sanctuary for friendly submarines, no attacks were delivered, but the posi-

tion of any contact was reported for investigation by surface units. On 1 April, the squadron was split in half with six aircraft being sent to Ebeye Island, where PATSU 2-6 was located. On 22 June, the squadron was relieved by VP-102 for return to Kaneohe. During this deployment VP-13 shot down no less than five Japanese Mitsubishi G4M Betty bombers with their large, unwieldy seaplanes, as follows: 7 Mar—Lieutenant Roger A. Wolf, at position 10-02N 159-20, at 0415 Greenwich civil time (GCT); 13 Mar—Lieutenant (jg) Robert D. Cullinane, at position 11-30N 154-25, at 0319 GCT; 12 May—Lieutenant John P. Wheatley, at position 13-03N 154-37, at 0112 GCT; 18 May—Lieutenant (jg) Robert E. Peach, at position 13-45N 155-25, at 0215 GCT; and 10 Jun—Lieutenant John P. Wheatley, his second in one month, at position 16-42N 156-30, at 0225 GCT.

14 Jul 1944: The last VP-13 Coronado touched down in San Diego Bay, Calif. All personnel were granted 30 days of home leave, with 60 percent of the squadron receiving orders to report back to VPB-13 for the reforming of the squadron.

15 Aug 1944: VP-13 reformed at NAS San Diego, Calif., under the operational control of FAW-14. By 16 September, the first of the new Coronados, the PB2Y-5, began arriving. The new models sported improved radar (AN-APS-2), total fuel cell protection, reinforced hull surfaces, and improved cockpit instrumentation. In a departure from earlier squadron practice, each crew was assigned its own aircraft and held responsible for its proper shakedown prior to the coming transpac back to the combat zone.

17 Oct 1944: Lieutenant Cullinane and his entire crew perished in a crash on one of the Coronado Islands.

19 Nov 1944: VPB-13 departed San Diego for Tanapag Harbor, Saipan, Marshall Islands, arriving on 20 November. The squadron came under the operational control of FAW-1. Patrols were begun within a few days of arrival, and by 13 December, three daily patrols with 500-mile search sectors toward Japan and one nightly patrol were being flown by the squadron guarding convoys and shipping. Although enemy air attacks on Saipan were frequent, most were concentrated on the Army Air Force side where the B-29s were located. Almost all patrols during this period were long, tiresome and fruitless.

2 Feb–30 Mar 1945: VPB-13 was ordered to Ulithi Atoll to provide coverage for the invasion of Iwo Jima, and upon arrival began operations based off tenders *Casco* (AVP 12) and *Shelikof* (AVP 52). By 5 February, the squadron began flying 800-mile patrols between Ulithi and the Philippines. On the 24th the entire squadron moved aboard *Kenneth Whiting* (AV 14). On 30 March, a barge broke loose during a storm and destroyed one of the squadron aircraft; the next day, a second aircraft was lost when it broke in half while attempting a take off in rough seas. There were no casualties in either accident.

7 Apr 1945: The squadron flew all of its aircraft to Saipan for reconditioning. On 26 April, VPB-13 departed Saipan for Kerama Rhetto, Ryukus Islands. Upon arrival, tender support was provided by *Kenneth Whiting* (AV 14). The next day, a kamikaze attempted to ram *Whiting*, but missed and hit *Pinkney* (APH 2) moored nearby. On 30 April another kamikaze struck *St. George* (AV 16), causing several casualties but only minor damage. All hands spent a considerable amount of time at General Quarters throughout May, manning the turrets of the aircraft in the mooring area. From Kerama Rhetto, the squadron conducted patrols and strikes along the coast of China to the southeast coasts of the Japanese main islands. Two aircraft were shot down and one ship sunk on these patrols. One PB2Y-5 made a forced landing after suffering damage from AA fire during a strafing attack. The entire crew was rescued.

9 May 1945: Lieutenant P. R. Harris and his crew were returning from a patrol and arrived in the middle of an air raid. After 14 hours in the air the Coronado's fuel state was critical. Lieutenant Harris attempted an open sea night landing ten miles south of Kerama Rhetto. At 0300 the Coronado crashed, killing the pilot and seven other crewmembers. Three crewmen survived with injuries.

10 May 1945: Lieutenant William L. Kitchen and Lieutenant (jg) John A. Hoppe and their crews shared a kill when they surprised a Kawasaki H6K, Navy Type 97 Flying-Boat (Mavis) at position 32-38N 128-50, at 1345 hours local time.

24 May 1945: Lieutenant Donald C. Frentz and Lieutenant Herschel M. Cummins, Jr. and their crews

shared a kill while on patrol, shooting down an Aichi E13A, Navy Type O Reconnaissance Seaplane (Jake) at position 32-35N 126-00, at 1350 local time.

2 Jun 1945: Lieutenant George Head was returning from patrol when a call for rescue of a downed pilot was received. Lieutenant Head damaged his aircraft on landing and the crew was forced to join the downed fighter pilot in the water. A PBM was able to land and pick up both the fighter pilot and Head's crew, taking off with JATO assistance. The favor was returned the next day when a VPB-13 crew spotted a downed PBM crew and steered a nearby submarine to their rescue.

19 Jul 1945: VPB-13 evacuated the Kerama Rhetto area in the face of an approaching typhoon, returning to Tanapag Harbor, Saipan. The squadron returned to the Ryukus on the 21st.

14 Jul 1945: VPB-13 relocated from Kerama Rhetto to Kimmu Bay, Okinawa. Tender support was provided by *Kenneth Whiting* (AV 14), *Hamlin* (AV 15), *Gardeners Bay* (AVP 39), *Mackinac* (AVP 13) and *Suisun* (AVP 53).

1 Sep 1945: VPB-13 moved to NAB Chimu Wan, Okinawa. It remained there as crews were received and old ones were relieved for return to the States through the 19th, when orders were received for movement to Sasebo, Japan. *Kenneth Whiting* (AV 14) departed for Sasebo, and the aircrews berthed aboard *Pine Island* (AV 12) until their departure for the new base on the 22nd. Upon arrival at Sasebo, the squadron began flying patrols over the Sea of Japan and commenced courier flights between Okinawa and Tokyo.

28 Sep 1945: VPB-13 flew to NS Sangley Point, Philippines. On 15 October, courier flights were begun between the Philippines and Hong Kong.

30 Nov 1945: VPB-13 was relieved at Hong Kong for return to NAS San Diego, Calif., where the last aircraft arrived on the 17th. The squadron turned in its aircraft to FAW-14 and was disestablished on 21 December 1945.



An overhead shot of a squadron PB2Y-2 in flight (Courtesy John M. Elliott Collection).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	1 Jul 1940
NAS Kaneohe, Hawaii (Det)	24 Dec 1941
NAS Kaneohe, Hawaii	8 Jan 1943
NAS San Diego, Calif.	Jul 1944
NOB Saipan	19 Nov 1944
NAS San Diego, Calif.	Dec 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR S. B. Cooke	1 Jul 1940
LCDR C. W. Oexle	Jan 1941
LCDR William M. Nation	Aug 1941

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Tom F. Connolly	Mar 1943
LCDR J. A. Ferguson	30 Sep 1944
CDR James R. Jadrnicek	6 Sep 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
XPB2Y-1	Mar 1940
PB2Y-1	Jul 1940
PB2Y-2	Apr 1942
PB2Y-3	Jun 1942
PB2Y-3H	Jan 1944
PB2Y-5	Sep 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Feb 1942	Nov 1942	FAW-2	Ford Island	PB2Y-2	WestPac
8 Jan 1943	*	FAW-2	Kaneohe	PB2Y-3	WestPac
19 Nov 1943	*	FAW-2	Funafuti	PB2Y-3	SoPac
25 Jan 1944	*	FAW-2	Tarawa	PB2Y-3	SoPac
26 Jan 1944	*	FAW-2	Tarawa	PB2Y-3	SoPac
			<i>Curtis (AV 4)</i>		
30 Jan 1944	*	FAW-2	Midway	PB2Y-3	WestPac
26 Feb 1944	*	FAW-2	Eniwetok	PB2Y-3	SoPac
			<i>Chincoteague (AVP 24)</i>		



A squadron PB2Y at Midway Island, January 1944.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Apr 1944	*	FAW-2	Ebeye	PB2Y-3	SoPac
17 Apr 1944	*	FAW-2	Eniwetok	PB2Y-3	SoPac
22 Jun 1944	14 Jul 1944	FAW-2	Kaneohe	PB2Y-3	WestPac
20 Nov 1944	*	FAW-1	Saipan	PB2Y-3	SoPac
2 Feb 1945	*	FAW-1	Ulithi	PB2Y-5	SoPac
			<i>Casco</i> (AVP 12)		
			<i>Shelikof</i> (AVP 52)		
			<i>Kenneth Whiting</i> (AV 14)		
7 Apr 1945	*	FAW-1	Saipan	PB2Y-5	SoPac
26 Apr 1945	*	FAW-1	Kerama R.	PB2Y-5	SoPac
			<i>Kenneth Whiting</i> (AV 14)		
14 Jul 1945	*	FAW-1	Kimmu Bay	PB2Y-5	SoPac
			<i>Kenneth Whiting</i> (AV 14)		
			<i>Hamlin</i> (AV 15)		
			<i>Gardeners Bay</i> (AVP 39)		
			<i>Mackinac</i> (AVP 13)		
			<i>Suisun</i> (AVP 53)		
1 Sep 1945	*	FAW-1	Chimu Wan	PB2Y-5	SoPac
19 Sep 1945	*	FAW-1	Sasebo	PB2Y-5	SoPac
			<i>Kenneth Whiting</i> (AV 14)		
28 Sep 1945	30 Nov 1945	FAW-1	Sangle Point	PB2Y-5	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-1		1 Jul 1940
PatWing-14/FAW-14*		15 Oct 1942
FAW-2		8 Jan 1943
FAW-14		14 Jul 1944
FAW-1		19 Nov 1944
FAW-14		30 Nov 1945

* Patrol Wing 14 was redesignated Fleet Air Wing 14 on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PB2Y-2 in flight.

VPB-15

Lineage

Established as Patrol Squadron FIFTEEN (VP-15) on 15 March 1943.

Redesignated Patrol Bombing Squadron FIFTEEN (VPB-15) on 1 October 1944.

Disestablished on 23 November 1945.

Squadron Insignia and Nickname

The design submitted to BuAer by VPB-15 in 1944 featured a silhouette of the PB2Y-5 Coronado, the



The squadron's insignia.

squadron's assigned aircraft. It is superimposed on a circular globe map in the lower left (Pacific) portion, with a compass rose in the upper right (Atlantic) portion. Marked on the continents were the locations where the squadron had been deployed during its brief existence as VP-15: Bermuda; Quonset Point, R.I.; Coco Solo, C.Z.; Galapagos Islands, Ecuador; and San Diego, Calif. Colors: field, pale blue; plane, indigo; star, indigo; continents and islands, yellow; letters and outlines, black.

Chronology of Significant Events

15 Mar 1943: VP-15 was established at NAS San Diego, Calif., under the operational control of FAW-14. The squadron was equipped with the PB2Y-3 Coronado four-engine heavy seaplane.

15 May 1943: Upon completion of the squadron shakedown of personnel and equipment, VP-15 was transferred to NAS Bermuda under the operational

control of FAW-5. Principal duties were to provide ASW, patrol searches and convoy coverage along the eastern seaboard. On 1 August 1943, administrative control shifted from FAW-5 to FAW-9.

21 Apr 1944: VP-15 was transferred to NAS Coco Solo, C.Z., under the operational control of FAW-3. One detachment was deployed to Corinto, Ecuador, and a second to the Galapagos Islands.

15 Oct 1944: VP-15 was transferred NAS San Diego, Calif., under the operational control of FAW-14. The squadron was reformed, training for all hands commenced, and refitting of all equipment was begun in preparation for transfer to the South Pacific.

1 Dec 1944: The squadron's well-worn PB2Y-3 aircraft were replaced with 15 new PB2Y-5s fresh from the factory.

2 Mar 1945: VPB-15 began the transpac to NAS Kaneohe, Hawaii. All 15 aircraft arrived safely. After a brief period for settling in, the squadron began a period of intense training in preparation for combat.

12 Apr 1945: The squadron departed Kaneohe for Tanapag Harbor, Saipan, arriving on 15 April, where it commenced daily patrols and antishipping patrols immediately upon arrival. During this period the squadron came under the operational control of FAW-1.

4 May 1945: The Search and Reconnaissance Command was established at NAB Saipan under the operational control of FAW-18. VPB-15 was brought into this command shortly thereafter.

16 May 1945: A detachment of three aircraft was sent to Kerama Rhetto. The remainder of the squadron at Saipan continued long-range patrols, and on 1 July 1945, extended them to Marcus Island. By the end of September 1945 the squadron was based ashore at NAB Saipan, awaiting orders to stand down.

23 Nov 1945: VPB-15 was disestablished at Saipan.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	15 Mar 1943
NAS Bermuda	15 May 1943
NAS Coco Solo, C.Z.	21 Apr 1944
NAS San Diego, Calif.	15 Oct 1944
NAS Kaneohe, Hawaii	2 Mar 1945
NAB Saipan	12 Apr 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Samuel M. Pickering	15 Mar 1943
LCDR Ward T. Shields	21 Aug 1943
LCDR R. K. Henderson	26 Nov 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB2Y-3	Mar 1943
PB2Y-5	Dec 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1943	21 Apr 1944	FAW-5/9	Bermuda	PB2Y-3	Lant
21 Apr 1944	15 Oct 1944	FAW-3	Coco Solo	PB2Y-3	Carib
21 Apr 1944*	15 Oct 1944	FAW-3	Corinto	PB2Y-3	Pac
21 Apr 1944*	15 Oct 1944	FAW-3	Galapagos	PB2Y-3	Pac
2 Mar 1945	12 Apr 1945	FAW-2	Kaneohe	PB2Y-5	WestPac
12 Apr 1945	23 Nov 1945	FAW-1/18	Saipan	PB2Y-5	SoPac
16 May 1945	23 Nov 1945	FAW-18	Kerama R.	PB2Y-5	SoPac

* The deployment dates are for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		15 Mar 1943
FAW-5		15 May 1943
FAW-9		1 Aug 1943
FAW-3		21 Apr 1944
FAW-14		15 Oct 1944
FAW-2		2 Mar 1945
FAW-1		12 Apr 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-18		4 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A PB2Y in flight.

VPB-16

Lineage

Established as Patrol Squadron SIXTEEN (VP-16) on 20 December 1943.

Redesignated Patrol Bombing Squadron SIXTEEN (VPB-16) on 1 October 1944.

Disestablished on 30 June 1945.

Squadron Insignia and Nickname

The insignia chosen by VPB-16 focused on the element of luck or good fortune in the mission of the patrol squadron. Its design featured two dice—one showing six, the other a one—superimposed over a lightning bolt on a circular background. The lightning bolt could typify either the strike from above or the electronic nature of squadron communications. If the latter, the squadron's luck almost deserted it in its



The squadron's only insignia.

most important time of need (see the chronology entry for 17 June 1944). Colors: background, black; die, white with black dots; lightning, yellow.

Chronology of Significant Events

3 Jan 1944: VP-16 was established at NAS Norfolk, Va., under operational control of FAW-5, as a seaplane patrol squadron flying the twin-engine PBM-3D Mariner.

12 Mar 1944: After a brief period of shakedown training, the squadron was relocated to NAS Key West, Fla., for further training in ASW. On 6 April 1944, orders were received to transfer the squadron assets and personnel to NAS Alameda, Calif., for deployment to the South Pacific.

11 Apr 1944: VP-16 began the transpac from NAS Alameda, Calif., to NAS Kaneohe, Hawaii. By 8 May 1944, the squadron was ready for continuation of combat training, commencing with patrols and ASW training in the vicinity of the Hawaiian Islands under the operational command of FAW-2. Lieutenant W. R. Briggs and his crew ditched enroute and spent 44 hours in life rafts before being rescued without injuries.

7 Jun 1944: VP-16 departed for Eniwetok, having been operational at the beginning of the month. By 17

June 1944, the squadron was conducting searches and patrols during the Marianas Campaign. Tender support at Eniwetok was provided by *Pocomoke* (AV 9).

17 Jun 1944: When word of the approach of the Japanese fleet reached Admiral R. A. Spruance, commander of the forces engaged in the capture of Saipan, he called for patrol aircraft from the Marshalls to assist other forces in guarding against a surprise attack. Five PBMs of VP-16 arrived off Saipan on 17 June 1944 and based aboard *Ballard* (AVD 10), which was operating in the open sea within range of enemy guns ashore. One of the aircraft became inoperative, reducing the number available for patrol to four. These aircraft conducted a search to the west, and at 0115 on 19 June one of them located the enemy force of about 40 ships 470 miles west of Guam. Unable to contact the base because of radio problems, the pilot was forced to fly back to deliver the message. The information did not reach Admiral Spruance until seven hours after the contact. Because the exact location of the enemy was not known, he launched the aircraft of Task Force 58 late, but just in time to catch the enemy aircraft as they approached. The resulting battle became known as the "Marianas Turkey Shoot," and was the opening day of the Battle of the Philippine Sea.

19 and 22 Jun 1944: Casualties from friendly fire occurred on two occasions. On the 19th one crewman was killed after a squadron PBM returning from patrol was fired on by F6F Hellcats. On the 22nd, Lieutenant Harry R. Flachsbarth and his crew were shot down at night by a destroyer of TG 58. There were no survivors.

1 Aug 1944: The remaining squadron aircraft arrived at NAB Saipan. At that time, VP-16 was the only night flying PBM squadron in the Pacific. *Pocomoke* (AV 9) became overcrowded, and the overflow crews moved aboard *Onslow* (AVP 48). The squadron flew 249 missions during the remainder of the Saipan campaign. It was relieved on 19 August 1944 by VP-18.

21 Aug 1944: VP-16 had been operating from several remote bases with tender support for two months. It regrouped at Ebeye Island for maintenance and repair before further deployment. The squadron was transferred to FAW-1 for operations in the western Caroline Islands.

17 Sep 1944: VP-16 was transferred to Kossol Passage, Palau, with tender support by *Pocomoke* (AV 9). During this period the squadron conducted night operations and Dumbo work during the Palau Campaign.

28 Sep 1944: Lieutenant Daniel U. Thomas crashed at sea while on night patrol. One crewman survived and was rescued the next day.

1 Oct 1944: VP-16 was redesignated VPB-16. The squadron continued to conduct antishipping patrols at night and Dumbo missions in the area around the Palau island group through the middle of November 1944. On the night of 1–2 October 1944, a squadron

PBM-3D flown by Lieutenant Floyd H. Wardlow, Jr., dropped a Mark 24 mine on a suspected submarine target 50 miles northwest of Palau. No further sonobuoy contact was obtained after the attack and Lieutenant Wardlow and crew returned to their patrol sector. The next day a hunter-killer group located a badly damaged submarine 12 miles from Lieutenant Wardlow's attack, indicating that his efforts were successful in at least damaging the enemy. *Samuel B. Miles* (DE 183) sank the submarine, later identified by postwar records as *I-177*. Commanding officer of *I-177* was Lieutenant Commander Masaki Watanabe and there were 101 men aboard when she was sunk. Also aboard the submarine when she was sunk was the commanding officer of Submarine Division 34, Captain Kanji Matsumura.

23 Nov 1944: VPB-16 was relieved at Kossol Passage for return to NAS Kaneohe and the continental United States. After a brief period of maintenance and refit, the squadron commenced the transpac back to NAS Alameda on 9 December, with the last squadron aircraft arriving on 13 December 1944.

30 Jun 1945: VPB-16 was disestablished at NAS Alameda, Calif..

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	3 Jan 1944
NAS Key West, Fla.	12 Mar 1944
NAS Kaneohe, Hawaii	11 Apr 1944
NAS Alameda, Calif.	9 Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. J. Scarpino	20 Dec 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Mar 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Apr 1944	*	FAW-2	Kaneohe	PBM-3D	WestPac
7 Jun 1944	*	FAW-2	Eniwetok	PBM-3D	SoPac
1 Aug 1944	*	FAW-2	<i>Pocomoke</i> (AV 9) Saipan	PBM-3D	SoPac
17 Sep 1944	23 Nov 1944	FAW-1	<i>Pocomoke</i> (AV 9) <i>Onslow</i> (AVP 48) Palau	PBM-3D	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		3 Jan 1944
FAW-14		6 Apr 1944
FAW-2		11 Apr 1944
FAW-1		21 Aug 1944
FAW-14		9 Dec 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-17

Lineage

Established as Patrol Squadron SEVENTEEN (VP-17) on 3 January 1944.

Redesignated Patrol Bombing Squadron SEVENTEEN (VPB-17) on 1 October 1944.

Disestablished on 30 January 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

3 Jan 1944: VP-17 was established at NAS Norfolk, Va., as a large seaplane squadron flying 12 PBM-3D Mariners under the operational control of FAW-5. The squadron was relocated on 11 January 1944 to Harvey Point, N.C., for flight training. Fitting out and shakedown of squadron personnel and equipment continued through 31 March 1944.

31 Mar 1944: VP-17 was temporarily relocated to NAS Key West, Fla., for continuation of flight training with emphasis on ASW. The squadron returned to NAS Harvey Point on 7 April 1944.

12 Apr 1944: An advance party of 2 officers and 45 enlisted personnel proceeded to NAS Alameda, Calif., by train to prepare for the scheduled arrival of the remainder of the squadron. The remainder of the squadron personnel and equipment arrived with the squadron aircraft on 15 May 1944. Preparations for the transpac to Hawaii were commenced.

18 May 1944: VP-17 began departing NAS Alameda for NAS Kaneohe on schedule with all aircraft arriving by 31 May. No problems were encountered enroute. While at Kaneohe the squadron operated under the operational control of FAW-2.

1 Jun 1944: After the squadron had settled into its new temporary quarters, it was quickly brought up to operational status and patrols in the vicinity of the Hawaiian Islands were commenced. Additional ASW training was begun on 1 July 1944, continuing until the squadron was deployed to the South Pacific.

3 Sep 1944: VP-17 deployed a detachment of five aircraft to NAB Ebye, Eniwetok, Marshall Islands, joining VP-21 and sharing quarters aboard the tender *Casco* (AVP 12). The detachment came under the operational control of FAW-1.

11 Sep 1944: A detachment of three aircraft was deployed to Tanapag Harbor, Saipan, with tender support provided by *Hamlin* (AV 15). The remainder of the squadron from NAS Kaneohe joined this detachment on 17 September 1944, bringing the detachment total to seven aircraft. Sector searches, Dumbo

missions, mail delivery and air cargo missions to Palau were assigned by Commander, Patrol Squadrons, FAW-1.

5 Oct 1944: VPB-17 was reassigned temporarily to the tender *Curtiss* (AV 4) in preparation for relocation to Ulithi. Six squadron aircraft departed for Ulithi on 9 October 1944, operating temporarily from the small seaplane tender *Onslow* (AVP 48) until *Hamlin* arrived on 13 October 1944. The remaining six aircraft of the squadron arrived on the same date. Antishipping patrols in the vicinity of Ulithi were commenced immediately.

24 Dec 1944: VPB-17 was relocated from Ulithi back to Tanapag Harbor, Saipan. Essential maintenance and crew rest was provided in preparation for further deployment.

21 Jan 1945: VPB-17 was enroute to Kossol Passage, Palau Islands. On arrival, the squadron was provided support by seaplane tender *Kenneth Whiting* (AV 14). Sector searches and antishipping patrols were commenced upon arrival.

5 Feb 1945: VPB-17 was again relocated to Ulithi, and based temporarily aboard the tender *Chandeleur* (AV 10).

12 Feb 1945: A detachment of VPB-17 was deployed further south aboard the tender *Orca* (AVP 49), operating out of San Pedro Bay, Philippines, under the operational control of FAW-17. A second detachment was deployed to Lingayen Gulf, berthed temporarily aboard the tender *Currituck* (AV 7). The remainder of the squadron arrived at San Pedro Bay on 20 February and the crews were relocated to *San Pablo* (AVP 30).

9 Mar 1945: VPB-17 was relocated to Jinamoc Island, Philippines, and rejoined by the detachment previously operating from Lingayen Gulf. The seaplane base at Jinamoc Island was completed on 31 March 1945, providing berthing and repair facilities ashore for the squadron.

11 Mar 1945: A detachment of eight aircraft was deployed to Puerto Princessa, Palawan Islands. Tender support upon arrival was provided by *Pocomoke* (AV 9). The detachment remained until 22 April 1945, when it was deployed again to Lingayen Gulf, with tender support provided by *Tangier* (AV 8). The detachment of four aircraft remaining at Jinamoc rejoined the squadron at Lingayen Gulf on 27 April 1945.

7 Jun 1945: VPB-17 deployed a detachment to Tawi Tawi, Sulu, Philippines. This group was joined by three additional aircraft on 14 June.

15 Jun 1945: The rest of VPB-17 remained in Lingayen Gulf at Port Sual, Philippines, still aboard *Tangier* (AV 8). Night searches and attack patrols were conducted from this location against enemy positions and ships until 30 June, when the remainder of the squadron rejoined the detachment at Lingayen. The reunited squadron was relocated aboard *Currituck* (AV 7).

2 Jul 1945: Eleven squadron aircraft were deployed back to Tawi Tawi, aboard *Pocomoke* (AV 9). Patrols were conducted over Balikpapan, Borneo, and Morotai.

14 Sep 1945: VPB-17 was relocated to Jinsen, Korea, operating from the tender *Currituck* (AV 7). While at this location the squadron operated with the 7th Fleet for duty with the Allied occupation of Korea and the China coast. On the 19th, part of the squadron was ordered to move to Lungwha Airdrome on the Whangpo River, where it was joined by the remainder of the squadron after *Currituck* arrived on 24 September 1945.

29 Sep 1945: VPB-17 was deployed to Taku. *Currituck* (AV 7) and the squadron staff departed, leaving half the squadron at Shanghai and the other half based temporarily aboard *Barataria* (AVP 33). The squadron was reunited at the end of the month at Taku.

30 Jan 1946: VPB-17 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	3 Jun 1944
NAS Harvey Point, N.C.	11 Jan 1944
NAS Kaneohe, Hawaii	18 May 1944
NAS San Diego, Calif.	Jan 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Kenneth A. Kuehner	3 Jan 1944
LCDR Leeds D. Cutter	21 Jun 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Jan 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 May 1944	*	FAW-2	Kaneohe	PBM-3D	WestPac
3 Sep 1944	*	FAW-1	Eniwetok <i>Casco</i> (AVP 12)	PBM-3D	SoPac
11 Sep 1944	*	FAW-1	Saipan <i>Hamlin</i> (AV 15)	PBM-3D	SoPac
9 Oct 1944	*	FAW-1	Ulithi <i>Onslow</i> (AVP 48) <i>Hamlin</i> (AV 15)	PBM-3D	SoPac
24 Dec 1944	*	FAW-1	Saipan	PBM-3D	SoPac
21 Jan 1945	*	FAW-1	Palau <i>Kenneth Whiting</i> (AV 14)	PBM-3D	SoPac
5 Feb 1945	*	FAW-1	Ulithi <i>Chandeleur</i> (AV 10)	PBM-3D	SoPac
12 Feb 1945	*	ComAir7thFlt	San Pedro <i>Orca</i> (AVP 49) <i>San Pablo</i> (AVP 30)	PBM-3D	SoPac
12 Feb 1945	*	ComAir7thFlt	Lingayen <i>Currituck</i> (AV 7)	PBM-3D	SoPac
11 Mar 1945	*	ComAir7thFlt	Puerto Prin. <i>Pocomoke</i> (AV 9)	PBM-3D	SoPac
22 Apr 1945	*	ComAir7thFlt	Lingayen <i>Tangier</i> (AV 8)	PBM-3D	SoPac
7 Jun 1945	*	ComAir7thFlt	Tawi Tawi	PBM-3D	SoPac
30 Jun 1945	*	ComAir7thFlt	Lingayen <i>Currituck</i> (AV 7)	PBM-3D	SoPac
2 Jul 1945	14 Sep 1945	ComAir7thFlt	Tawi Tawi <i>Pocomoke</i> (AV 9)	PBM-3D	SoPac
14 Sep 1945	29 Sep 1945	ComAir7thFlt	Jinsen <i>Currituck</i> (AV 7)	PBM-3D	SoPac
29 Sep 1945	Jan 1946	ComAir7thFlt	Taku <i>Currituck</i> (AV 7)	PBM-3D	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		3 Jan 1944
FAW-2		18 May 1944
FAW-1		11 Sep 1944
ComAir7thFlt		12 Feb 1945
FAW-14		30 Jan 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-18

Lineage

Established as Patrol Squadron EIGHTEEN (VP-18) on 15 January 1944.

Redesignated Patrol Bombing Squadron EIGHTEEN (VPB-18) on 1 October 1944.

Disestablished on 23 November 1945.

Squadron Insignia and Nickname

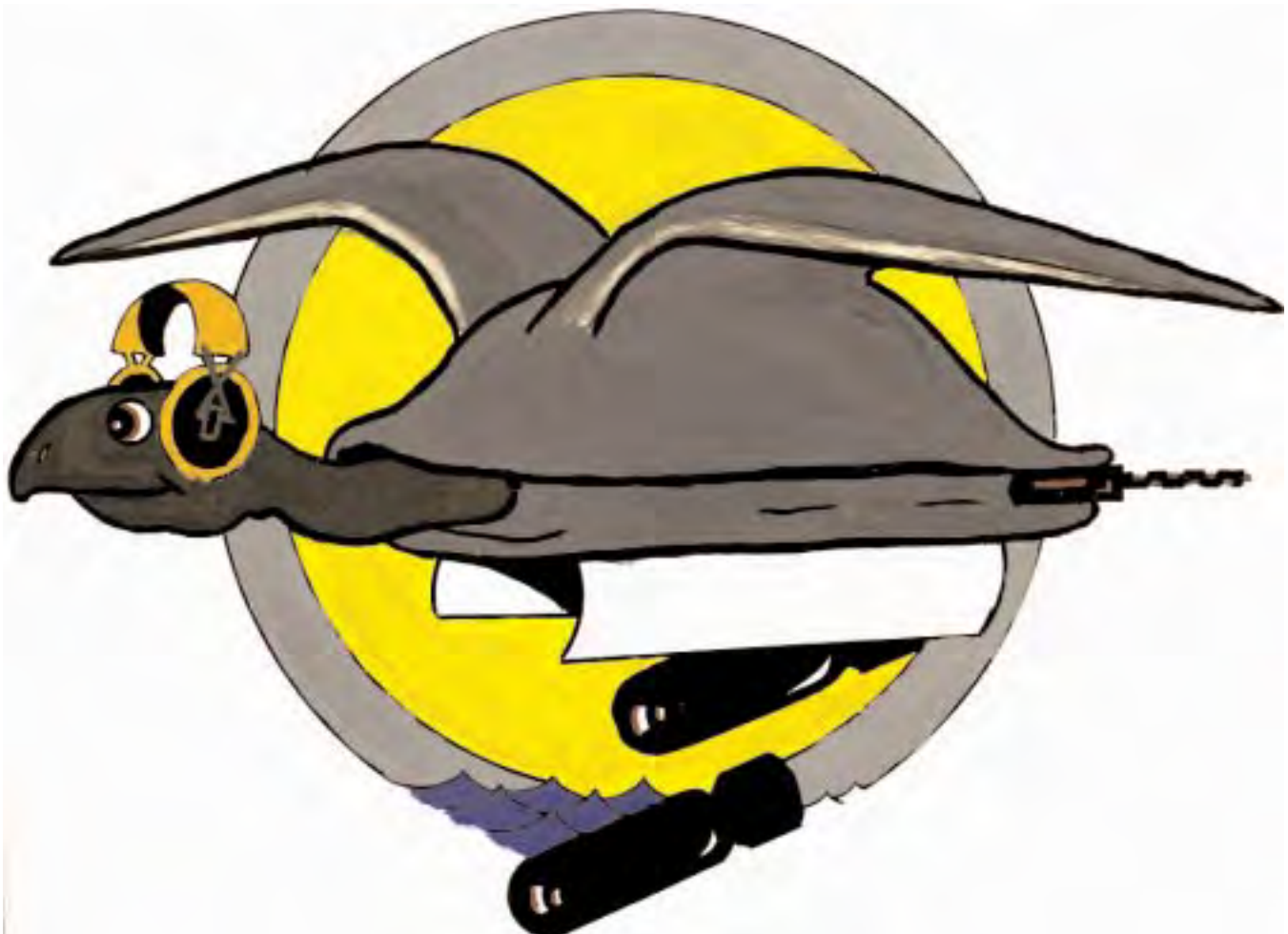
The insignia for VPB-18 was approved by CNO on 10 September 1945, only six weeks before the squadron was disestablished. The central figure of the design was a flying turtle with open bomb doors in the belly, with two bombs emerging. In the tail was a 50-caliber machine gun, and on the turtle's head there was a headphone set. The symbolism of the design was not explained in the request for approval, but it can be surmised that the shape of the turtle was analogous to the boxy shape of the PBM Mariner flown by

the squadron during its brief existence. Colors: field, drab yellow, pearl gray outline; waves, dark blue; turtle shell, gray; wings, gray; turtle head, olive green; eyes, white; bomb-bay doors, white; machine gun, black; bombs, black.

Chronology of Significant Events

15 Jan–Apr 1944: VP-18 was established at NAS Norfolk, Va., as a medium (twin engine) seaplane squadron flying the PBM-3D Mariner. The squadron came under the operational control of FAW-5. The squadron was originally scheduled to go to NAAB Harvey Point, N.C., for training, but those facilities were overcrowded. On 1 February, VP-18 was relocated to NAS Charleston, S.C., for shakedown flight training in the Mariner. On 9 April, the squadron was relocated once again, this time to NAS Key West, Fla., for training in ASW techniques.

12 May 1944: With the completion of the syllabus at NAS Key West, the squadron received orders to proceed to NAS Alameda, Calif., under FAW-8, to prepare for the transpac to Hawaii. To prepare for the cross-



The squadron's cartoon insignia.

country flight, the aircraft were stripped of all armament, armor plate and other unnecessary gear. These items were packed for transshipment to NAS Kaneohe, Hawaii. The squadron aircraft flew in groups of three to Eagle Lake, near Fort Worth, Texas, then on to Alameda. VP-18 was ready to begin the long trans-Pacific flight on 30 May 1944, with the last aircraft arriving safely at NAS Kaneohe by 6 June 1944.

7 Jun 1944: VP-18 came under the operational control of FAW-2 while at NAS Kaneohe. Training for combat patrols continued through 13 July 1944, when preparations were made to begin island hopping to the South Pacific. The armor plate, machine guns and other gear needed for operations in the combat zone that had been removed at Charleston were reinstalled.

15 Jul–Sep 1944: VP-18 departed Kaneohe for Ebeye, Kwajalein Atoll, arriving on 17 July. Several high-altitude-bombing missions were run against Wotje, and the remainder of the time was spent on mail runs and Dumbo missions. On 1 August orders were received to proceed to Saipan. The squadron was based afloat in Tanapag Harbor, with two detachments aboard *Yakutat* (AVP 32) and *Shelikof* (AVP 52) under the operational control of FAW-18. On 9 September 1944, the detachment aboard *Yakutat* relocated to *Coos Bay* (AVP 25). The squadron's experience indicated that these *Humboldt*-class tenders were too small to support modern seaplane squadron operations, with inadequate berthing, lack of spare parts and poor maintenance facilities. Both day and night patrols were conducted in the vicinity of Saipan to provide antisubmarine screening in addition to mail hops between Saipan and Ulithi, hunter-killer standby and Dumbo standby.

23 Sep 1944: VP-18 flew all of its aircraft back to Ebeye for engine changes that the small PATSU unit at Saipan was unable to handle. The squadron returned to Saipan in October, and assumed the duties of transferring mail and passengers between Saipan, Ulithi and Kossol Passage. Maintenance during this period proved troublesome. There were continual problems with the Wright Cyclone R-2600-22 engines due to limited maintenance facilities. When aircraft were damaged on reefs, salvage resources were inadequate in recovering aircraft, resulting in unnecessary losses. The situation improved when CASU-48 became the squadron's maintenance organization in mid-October.

1 Nov 1944: The patrol emphasis was shifted to daytime, with three 600-mile sectors, and one night antishipping patrol. On 9 November 1944, the squadron moved aboard the newly completed NAB Tanapag, Saipan.

20 Nov 1944: Two aircraft and two aircrews departed for NAS Kaneohe as part of the new crew rotation plan. The squadron had originally been scheduled for relief in January 1945, but the war in Europe had forced the Navy to reconsider its squadron allocations.

Two crews would be relieved each month by new crews from the States. Ground crews were not included in the rotations, and most wound up serving through the end of the war without being relieved.

30 Nov 1944: Following the arrival of the tender *St. George* (AV 16), VPB-18 moved aboard and experienced a distinct improvement in living quality for all hands. Maintenance was taken over by the PATSU unit aboard.

13 Dec 1944–4 Feb 1945: VPB-18 was relieved of duty at Saipan by VPB-13. On 19 December 1944, the squadron relocated to Kossol Passage to relieve VPB-21 in the conducting of searches and antishipping patrols under the operational control of FAW-1. The squadron was provided tender support by *Chandeleur* (AV 10) and *Casco* (AVP 12) and on 24 December the squadron moved back aboard *St. George* (AV 16). VPB-18 continued routine 600-mile searches northwest of Kossol Passage through 4 February 1945, when orders were received to relocate once again.

5 Feb 1945: VPB-18 relocated to Ulithi, with *St. George* (AV 16) following. Routine patrols and searches were conducted at this location until the end of February, when orders were again received to relocate the squadron.

1 Mar 1945: VPB-18 relocated back to Saipan, with *St. George* following. Routine patrols and training flights were conducted through the end of March under the operational control of FAW-18.

28 Mar 1945: VPB-18 and the faithful *St. George* (AV 16) were relocated to the island of Kerama Retto, southeast of Naha, Okinawa. From this location, day and night antishipping search patrols were conducted north along Nansei Shoto to Kyushu under the operational control of FAW-1. On 1 April 1945, a detachment of two aircraft was sent to NAB Tanapag Harbor, Saipan, returning on the 30th.

6 Apr 1945: Two VPB-18 crews downed enemy fighters during the same patrol. Lieutenant Jorden B. Collins claimed a Nakajima B5N, Navy Type 97 Carrier Attack Bomber (Kate) over the East China Sea south of Kyushu. One hour later, Lieutenant Gerald Hooker and his crew spotted an Aichi D3A, Navy Type 99 Carrier Bomber (Val) over the East China Sea northeast of the Ryukyu Islands and shot it down.

16 Apr 1945: Two more VPB-18 crews scored on the same day, with Lieutenant Jorden B. Collins and Lieutenant Paul D. Fitzgerald sharing credit for a Aichi E13A, Navy Type O Reconnaissance Seaplane (Jake) shot down over the Korean Strait.

4 May 1945: Lieutenant Paul D. Fitzgerald and his crew claimed a Nakajima Ki-27, Army Type 97 Fighter (Nate) while on patrol over the East China Sea east of Naha, Okinawa. Lieutenant (jg) John D. Martin and his crew shot down a Kate in the same general area just eight minutes later.

6 May 1945: A kamikaze struck the crane on the seaplane deck of *St. George* while at anchor in Kerama Retto. The engine of the aircraft penetrated below decks into the VPB-18 area stateroom of Lieutenant Jorden Collins, killing him instantly and injuring his roommate, Lieutenant Peter Prudden.

15 May 1945: Three squadron aircraft, piloted by Lieutenant Marvin E. Hart, Lieutenant (jg) Irving E. Marr and Lieutenant Dixon, were attacked by several Japanese N1K Georges from the 343rd Ku over the Tsushima Straits at 1145 hours (local time). In the ensuing combat Hart's crew accounted for three N1K Georges. Marr's crew also claimed one N1K George. Having lost an engine during one of the attacks, Marr headed back toward base. The remaining enemy fighters concentrated their fire on Lieutenant Marr's crippled aircraft. In the crash that followed all of the crew were killed. Hart was forced to ditch later on, but all except three of the crew were subsequently rescued.

28 May 1945: Lieutenant John T. Moore and his crew claimed a Nate fighter when attacked by enemy fighters while on patrol over the East China Sea north of the Ryukus.

28 Jun 1945: Lieutenant (jg) Podlogar and four of his crew were killed when their aircraft lost an engine during a night patrol. The aircraft impacted the water before single engine procedures could be put into effect.

12 Jul 1945: VPB-18 was withdrawn to NAB Tanapag Harbor, Saipan, for ten days of crew rest and aircraft maintenance. During its operational tour at Kerama Retto, the squadron had shot down 10 enemy aircraft (confirmed by postwar examination of enemy records), and had sunk 44 ships during 422 combat missions. Six aircraft had been lost during this period, three from combat and three from accidents. Daily surveillance patrols were conducted on reduced tempo under operational control of FAW-18. On 17–19 August 1945, training was conducted on use of the sonobuoy with *Gar* (SS 206). Equipment that had been

installed the week before was removed a few weeks later when it became apparent that it would no longer be needed with the hostilities unexpectedly coming to an end.

24 Aug 1945: VPB-18 was relieved of patrol responsibilities to commence shuttle service for mail, passengers and supplies to Tokyo. The aircraft were stripped of armor, guns and bomb racks in preparation for the first of 51 roundtrip flights to Japan that began on 1 September 1945 and continued through 3 October 1945.

24 Oct 1945: The squadron was transferred to Tinian for one week of crew rest.

3 Nov 1945: VPB-18 flew to Okinawa to begin weather flight service until orders were received to stand down for return to the States. Detachment orders were received on 14 November 1945, for return to NAS San Diego, Calif., via Kaneohe.

11 Dec 1945: VPB-18 was disestablished at Coronado Heights, NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk Va..	15 Jan 1944
NAS Charleston, S.C.	1 Feb 1944
NAS Key West, Fla.	9 Apr 1944
NAS Kaneohe, Hawaii	7 Jun 1944
NAS San Diego, Calif.	Nov 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Charles M. Brower	15 Jan 1944
LCDR R. R. Boetcher	9 Apr 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	1 Feb 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 Jun 1944	Nov 1945	FAW-2	Kaneohe	PBM-3D	WestPac
17 Jul 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
2 Aug 1944	*	FAW-18	Saipan	PBM-3D	SoPac
			<i>Yakutat</i> (AVP 32)		
			<i>Shelikof</i> (AVP 52)		
			<i>Coos Bay</i> (AVP 25)		
23 Sep 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
Oct 1944	*	FAW-18	Saipan	PBM-3D	SoPac
			<i>Yakutat</i> (AVP 32)		
			<i>Coos Bay</i> (AVP 25)		

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
30 Nov 1944	*	FAW-18	Saipan	PBM-3D	SoPac
19 Dec 1944	*	FAW-1	St. George (AV 16) Kossol Pass. Chandeleur (AV 10) Casco (AVP 12) St. George (AV 16)	PBM-3D	SoPac
5 Feb 1945	*	FAW-1	Ulithi St. George (AV 16)	PBM-3D	SoPac
1 Mar 1945	*	FAW-18	Saipan St. George (AV 16)	PBM-3D	SoPac
28 Mar 1945	*	FAW-1	Kerama Rhetto St. George (AV 16)	PBM-3D	SoPac
12 Jul 1945	*	FAW-18	Saipan	PBM-3D	SoPac
3 Nov 1945	14 Nov 1945	FAW-1	Okinawa	PBM-3D	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Jan 1944
FAW-8		12 May 1944
FAW-2		7 Jun 1944
FAW-18		2 Aug 1944
FAW-1		13 Dec 1944
FAW-18		1 Mar 1945
FAW-1		28 Mar 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-18		12 Jul 1945
FAW-14		14 Nov 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Apr 1945	31 Jul 1945

A PBM-5 refuels in Tanapag Harbor, Saipan, May 1945, 80-G-K-15890.



VPB-20

Lineage

Established as Patrol Squadron TWENTY (VP-20) on 15 February 1944.

Redesignated Patrol Bombing Squadron TWENTY (VPB-20) on 1 October 1944.

Disestablished on 4 February 1946.

Squadron Insignia and Nickname

The only insignia for the squadron was first submitted by VP-20 in July of 1944. By the time CNO approved the design the squadron had been redesign-



The squadron's cartoon insignia.

nated VPB-20. The insignia portrays a flying turtle with spinner and hourglass in a circular design. The turtle represented the large, slow and ungainly patrol plane of the period; the hourglass, the passing of long, tediously alert patrol hours; and the insignificant spinner, the lack of power for such a large airframe. Colors: border of insignia, leaf green; background, light yellow; clouds, white with blue outline; hour glass, blue sand with white glass; turtle head, grass green with darker beak; eyeball, yellow; turtle shell, grass green; legs, grass green; whorl of tail, yellow.

Nickname: none on record.

Chronology of Significant Events

15 Feb–Jul 1944: VP-20 was established at NAS Alameda, Calif. The aircrews began ground and flight training on the PBM-3D Mariner seaplane. While at Alameda, the squadron came under the operational control of FAW-8. Training continued through 19 July 1944.

19 Jul 1944: The squadron concluded operations at NAS Alameda in preparations for its transpac to NAS Kaneohe, Hawaii. On the 26th, 10 officers and 96 enlisted personnel departed San Diego for Kaneohe as part of the advance party. The aircrews began flying the transpac on 10 August, with the last aircraft arriving on 29 August 1944.

31 Aug 1944: The majority of the squadron began advanced training in preparation for combat at Kaneohe under the operational control of FAW-2. Three crews had been unable to complete the transpac and remained at Alameda. They did not rejoin the squadron until mid-September.

15–28 Oct 1944: VPB-20 was ordered to proceed to the seaplane base at Los Negros, Manus, Admiralty Islands, in groups of three aircraft. The first group arrived at Manus on 24 October 1944, coming under the operational control of FAW-10. As each group of aircraft arrived, they were painted flat black in preparation for night operations. A detachment of two aircraft was sent on the 28th to Mios Woendi Island, followed on the 29th by a detachment of two aircraft to Morotai. The latter group of aircraft was provided tender support by *Tangier* (AV 8). Nine aircraft remained at Manus, relieving VPB-29. Operations during this period were carried out in the vicinity of the Mindanao Sea, Celebes Sea, Sulu Sea, Makassar Straits, and along the borders of islands in those waters.

14 Nov 1944: During night operations, squadron aircraft attacked and claimed damage to a *Shokaku*-class carrier in Philippine waters. Unfortunately, by this date both *Shokaku* and *Zuikaku*, the only members of that carrier class, had already been sunk in the Battle of the Philippine Sea (19 June 1944) and Battle of Leyte Gulf (25 October 1944), respectively. The only carrier surviving of a class similar to *Shokaku* was *Junyo*, of the *Hiyo* class. It was in the vicinity at that time of the action and at the close of the war it was located in the yards at Sasebo with aircraft bomb damage. She was scrapped after the war.

21–26 Nov 1944: The squadron, except for the Morotai detachment, was ordered to report to Leyte for further assignment. The first three crews to arrive were assigned night search missions out of Leyte. While in this area, the squadron was berthed aboard *Currituck* (AV 7). On the 25th, the Morotai detachment was relieved by VPB-71 and rejoined the squadron at Leyte. A routine of three daily daytime searches was begun on the 26th.

27 Nov 1944: A submarine was spotted on radar by Lieutenant (jg) John B. Muoio and his crew in Ormoc Bay. Lieutenant (jg) Muoio had been providing air coverage for DESDIV 43 engaged in bombardment of enemy positions at Ormoc Bay. The sighting was reported to the destroyer flotilla commander and they quickly located it and sank it with gunfire. Postwar examination of records indicate only one submarine sunk in that vicinity on that date, *Yu-2*, a Japanese Army submarine. The sinking of the submarine was accomplished by *Waller* (DD 446), *Pringle* (DD 477), *Saufley* (DD 465) and *Renshaw* (DD 499). The commanding officer of *Yu-2* was First Lieutenant Seikichi Ueki. Besides the crew of the submarine there was an Army detachment of 15 men aboard when she was sunk. Only 15 men from the crew and detachment survived the sinking.

1–27 Dec 1944: During the Mindoro Invasion landings, the squadron provided coverage for convoys and night combat patrols in the face of intense opposition. On 26–27 December a five-plane attack was made on a Japanese task force that was bombarding the beach head in Mangarin Bay, Mindoro. Two aircraft were shot down, but both crews were rescued. Lieutenant Warren M. Cox was hit by intense AA fire and ditched in the bay. Lieutenant James V. Fallon's *Mariner* was riddled by fire from a Japanese destroyer and ditched a half mile away from the scene of the battle. Fallon and his crew reached Canipo Island two days later where they were aided by guerrillas and returned to the squadron three weeks later.

4–31 Jan 1945: VPB-20 departed Leyte Gulf for Lingayen Gulf in company with TG 73.1. Through the end of the month the squadron provided support for convoys and invasion groups Marinduque, Lingayen, San Antonio and Nausbu with night patrols and search and attack missions.

19 Jan 1945: Lieutenant (jg) Wesley O. Glaze attacked a 24-ship Japanese task force, damaging a *Hayataka* (alternative classification *Hiyo*) class carrier, most likely the much-abused *Junyo* that was damaged by VPB-20 on 14 November 1944. Glaze approached the carrier at an altitude of 50-feet, barely clearing the flight deck, and dropped his three bombs in train (two 250 and one 500-pound GP), scoring two direct hits.

21 Jan 1945: A squadron PBM *Mariner* flown by Lieutenant Frank A. Yourek and crew sighted a submarine west of Ulithi and attacked it with 2 depth charges and a Mark 24 mine. The submarine escaped but was apparently damaged by the attack. Three destroyers, *Conklin* (DE 439), *Corbesier* (DE 438) and *Raby* (DE 698), observed the aircraft attack and the next day they resumed the attack which resulted in the sinking of the submarine. Postwar records indicate the Japanese submarine lost was *I-48* with a crew of 122. Commander Toyama and his crew had been on a Kaiten mission against shipping in Ulithi lagoon, but

apparently none of the Kaiten midget submarines were launched before VPB-20's attack.

2 Feb 1945: At Leyte, six crews were berthed aboard *San Carlos* (AVP 51). The remaining 12 crews flew to NAB Woendi for an aircraft exchange for the new PBM-5 seaplane.

8 Feb 1945: The six crews at Leyte were relocated to the captured Japanese seaplane base at Jinamoc, where they conducted antishipping patrols in the South China Sea and off the Indochina coastline.

26 Feb 1945: VPB-20 was relieved at Jinamoc by VPB-25. VPB-20 flew to Mangarin Bay, Mindoro, to relieve VPB-28. Tender support was provided by *Tangier* (AV 8). The squadron conducted daytime searches over the South China Sea.

7 Mar 1945: VPB-20 relocated to Sangley Point, Manila Bay, with tender support provided by *Currituck* (AV 7). Daytime antishipping searches were conducted over the South China Sea.

11–29 Mar 1945: Four squadron aircraft were sent to join VPB-17 at Puerta Princesa, Palawan Islands, aboard *Pocomoke* (AV 9). These crews participated in a formation attack on a Japanese convoy 60 miles south of Hainan Island on the 29th, in which one aircraft was shot down with the loss of all hands.

1 May 1945: The Sangley Point aircraft of VPB-20 joined the detachment on *Pocomoke* (AV 9) when it moved to Tawi Tawi, Sulu Archipelago. The squadron provided convoy coverage and reconnaissance flights in support of the invasion of Borneo. During the month numerous enemy small craft were sunk. During the month of June squadron activities were concentrated on mine spotting for convoys and task groups involved in operations around Borneo at Brunei Bay and Balikpapan.

4 Jun 1945: Lieutenant Deland J. Croze attacked two transports and an escort vessel in the Makassar Straits, sinking the two transports but receiving damage from the AA fire of the escort. Croze made a forced landing off the beach of Lingian Island near the northwestern tip of Celebes. One crewman died shortly after, six were captured by the Japanese, and three who avoided capture were later rescued. Fates of the captured crewmen, including Lieutenant Croze, are still unknown.

3 Jul 1945: A seven-aircraft detachment was sent to Lingayen Gulf, operating off *Barataria* (AVP 33). This group was primarily assigned to air-sea rescue operations. On the 9th, *San Pablo* (AVP 30) relieved *Barataria*.

9–25 Jul 1945: Four aircraft were detached from the squadron at Tawi Tawi and sent to Sangley Point, Philippines, for duty as transport and utility aircraft. On the 12th, the remainder of the Tawi Tawi detachment boarded *Half Moon* (AVP 26) for transportation to Sangley Point. After arrival on the 25th, they joined the Sangley detachment in conducting sector patrols in the western approaches to the Philippines.

1 Aug 1945: The Lingayen Gulf detachment of seven aircraft was assigned the role of air-sea rescue in support of the 15th and 13th Army Air Force missions.

5 Aug 1945: The Sangley detachment assigned five of its crews to ferrying aircraft from Sangley Point to the Los Negros repair facility for overhauls.

29 Aug 1945: A four crew detachment from Sangley Point boarded *Currituck* (AV 7) for transportation to Okinawa. Upon arrival, the detachment conducted mail and utility flights in support of Seventh Fleet operations.

21 Sep 1945: The *Currituck* detachment arrived at Shanghai. Primary duties consisted of mail flights between Okinawa; Jinsen, Korea; and Shanghai, China. On the 29th, the detachment moved to Taku, China, aboard *Barataria* (AVP 33), providing the same assistance in mail delivery and urgent delivery of parts.

4 Feb 1946: VPB-20 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

Location	Date of Assignment
NAS Alameda, Calif.	15 Feb 1944
NAS Kaneohe, Hawaii	31 Aug 1944

Commanding Officers

	Date Assumed Command
LCDR Robert M. Harper	16 Feb 1944
LCDR J. M. Brandt	25 Jun 1945

Aircraft Assignment

Type of Aircraft	Date Type First Received
PBM-3D	Feb 1944
PBM-5	Feb 1945

Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
10 Aug 1944	*	FAW-2	Kaneohe	PBM-3D	WestPac
15 Oct 1944	*	ComAir7thFlt	Manus Island	PBM-3D	SoPac
21 Nov 1944	*	ComAir7thFlt	Leyte	PBM-3D/5	SoPac
			<i>San Carlos</i> (AVP 51)		
8 Feb 1945	*	ComAir7thFlt	Jinamoc	PBM-5	SoPac
26 Feb 1945	*	ComAir7thFlt	Mindoro	PBM-5	SoPac
			<i>Tangier</i> (AV 8)		
7 Mar 1945	*	ComAir7thFlt	Sangley Pt.	PBM-5	SoPac
			<i>Currituck</i> (AV 7)		
11 Mar 1945	*	ComAir7thFlt	Palawan	PBM-5	SoPac
			<i>Pocomoke</i> (AV 9)		
1 May 1945	*	ComAir7thFlt	Tawi Tawi	PBM-5	SoPac
			<i>Pocomoke</i> (AV 9)		
3 Jul 1945	*	ComAir7thFlt	Lingayen	PBM-5	SoPac
			<i>Barataria</i> (AVP 33)		
			<i>San Pablo</i> (AVP 30)		
25 Jul 1945	*	ComAir7thFlt	Sangley Pt.	PBM-5	SoPac
			<i>Half Moon</i> (AVP 26)		
29 Aug 1945	*	ComAir7thFlt	Okinawa	PBM-5	SoPac
			<i>Currituck</i> (AV 7)		
21 Sep 1945	*	ComAir7thFlt	Shanghai	PBM-5	SoPac
			<i>Currituck</i> (AV 7)		
29 Sep 1945	Jan 1946	ComAir7thFlt	Taku	PBM-5	SoPac
			<i>Currituck</i> (AV 7)		

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

Air Wing	Tail Code	Assignment Date
FAW-8		15 Feb 1944
FAW-2		31 Aug 1944
ComAir7thFlt		15 Oct 1944

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award
NUC	1 Nov 1944 - 1 Jun 1945

VPB-23

Lineage

Established Patrol Squadron TEN-S (VP-10S) on 1 July 1930.

Redesignated Patrol Squadron TEN-F (VP-10F) on 17 July 1933.

Redesignated Patrol Squadron TEN (VP-10) on 1 October 1937.

Redesignated Patrol Squadron TWENTY FIVE (VP-25) on 1 July 1939.

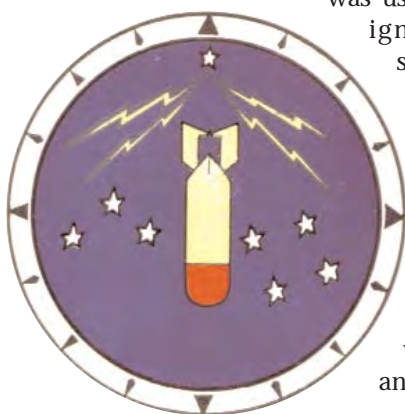
Redesignated Patrol Squadron TWENTY THREE (VP-23) on 1 August 1941.

Redesignated Patrol Bombing Squadron TWENTY THREE (VPB-23) on 1 October 1944.

Disestablished on 25 January 1946.

Squadron Insignia and Nickname

The date on which the official insignia of the squadron was accepted by BuAer is unknown. It would appear that the same design



A squadron's insignia became a well-known design.

was used after each redesignation of the squadron without alteration, from VP-10S to VP-23. There is no evidence that VPB-23 utilized this insignia. The circular design was a compass rose with the Big Dipper and Polaris Constellations imposed on it, with a bomb in the center of the design and two pairs of lightning-like radio waves on each side at the top. Radio waves were an essential element of long-range patrols, as were the navigational aids of star sightings. The bomb indicated the secondary role of the squadron in antishipping and ASW. Colors of the design: blue field with white stars and radio waves and bomb, yellow, with tip of bomb red.

Nickname: None on record.

Chronology of Significant Events

1 Jul 1930: Torpedo Squadron NINE-S (VT-9S) was redesignated at NAS Hampton Roads, Va., and the assets of the squadron were utilized to form Patrol Squadron 10S under the operational control of Scouting Fleet.



A squadron T4M-1 with its wings folded.



A squadron PM-1, note the Battle E and insignia on the bow, circa 1931.

1 Sep 1930: The squadron's twin-float Martin T4M torpedo bombers were turned in for Martin PM-1 flying boats. Tender support for the squadron's six PM-1 aircraft was provided by *Wright* (AV 1).

8 Feb 1931: VP-10S participated in Fleet Problem XXII with VP-8, VP-3 and VP-5 in the Caribbean. Squadrons were based ashore at Guantanamo, Cuba, and provided with tender support from *Wright* (AV 1), *Swan* (AM 34) and *Whitney* (AD 4) while at sea. The patrol squadrons were involved in exercises testing concepts of strategic scouting in both the attack on and protection of the Panama Canal. The greater range of the PM-1 led the planners to call for patrol sectors that were too ambitious, resulting in many units of the opposition forces passing unseen through the patrolled areas.

1 Jan 1932: VP-10S once again participated in fleet exercises in the Caribbean, but on a smaller scale. On



Squadron P2Ys at FAB Pearl Harbor after their non-stop flight from San Francisco, January 1934.

this occasion VP-8S was the only other squadron taking part in the training.

1 Feb 1932: VP-10S was reassigned a new permanent home base at FAB Coco Solo, C.Z. Tender support continued to be supplied by *Wright* (AV 1).

1 Apr 1933: VP-10S and the other squadrons at NAS Coco Solo (VP-2S, VP-3S and VP-5S) were reorganized from Scouting Fleet to Base Force. VP-10S was redesignated VP-10F with six P2Y-1 aircraft, supported by *Swan* (AM 34) and *Lapwing* (AM 1).

10 Jan 1934: Six P2Y-1 aircraft of VP-10F, Lieutenant Commander Knefler McGinnis commanding, made a historic nonstop formation flight from San Francisco, Calif., to Pearl Harbor, Hawaii, in 24 hours 35 minutes. The flight bettered the best previous time for the crossing; exceeded the best distance of previous mass flights; and broke a nine-day-old world record for distance in a straight line for Class C seaplanes with a new mark of 2,399 miles.

13 Jan 1934: Effective this date, VP-10F was permanently reassigned to NAS Pearl Harbor, exchanging aircraft with VP-5F at San Diego before reporting there. VPs 10F and 8F from Coco Solo and VPs 1F, 4F and 6F

from Pearl Harbor participated in the Hawaiian Exercises, supported by tender *Wright* (AV 1).

22 Apr 1935: VPs 7F, 9F, 1F, 4F, 6F, 8F and 10F participated in Fleet Exercise XVI near Midway Island.

1 Oct 1937: VP-10F was redesignated VP-10 when the patrol squadrons came under the operational control of PatWing 2.

18 Jan 1938: VPs 10 and 9 conducted a historic ferry flight with 18 PBV-2 aircraft from NAS San Diego to Pearl Harbor, Hawaii, without mishap. The crews of VP-9 returned to San Diego aboard *SS Matsonia*. The flight and the route later became the standard for the transpac made by all squadrons enroute to the South Pacific from the United States.

25 Mar 1938: Aircraft of VPs 1, 4, 6, 8, 10 and 18 participated in Fleet Exercise XIX (Phase V) as part of Red Force operating against Blue Force. The exercises demonstrated that slow patrol aircraft were extremely vulnerable to anti-aircraft fire from ships being attacked. During the exercise, the majority of aircraft participating were judged to have been shot down by the AA screen before reaching their intended targets.

1 Jul 1939: VP-10, flying 12 PBV-2s, was redesignated VP-25, still home based at Pearl Harbor under PatWing 2.

9 Apr 1940: Aircraft of VPs 21, 22, 23, 24, 25 and 26 participated in Fleet Exercise XXI with the Army 72nd Bombardment Squadron and the 4th Reconnaissance Squadron. The purpose of the exercise was to test the ability of aircraft to defend the Hawaiian Islands against an enemy carrier attack. The results of the fleet problem indicated that there were significant deficiencies in the coordination between the air arms of the two services in defense of the islands. Unfortunately, these deficiencies were not corrected in time to either prevent the coming attack on Pearl Harbor, or organize any defense during the attack.

8 Nov 1941: VP-23 flew its older model PBV-2 aircraft to San Diego, Calif., where new PBV-5 aircraft were picked up at the factory. Two weeks of familiarization training was given to the aircrews before returning to Hawaii.

23 Nov 1941: Upon return to Ford Island, Oahu, the crews of VP-23 began two weeks of intensive battle maneuvers to thoroughly familiarize them with the capabilities of the new PBV-5 aircraft.

7 Dec 1941: Two detachments of aircraft had been sent to Johnston Island and Palmyra Island the day before, and on the 7th began to practice circular patrol pattern searches. On that same morning, Japanese carrier forces attacked Pearl Harbor, destroying eight of the squadron's aircraft in their hangars on Ford Island.

25 Dec 1941: The two detachments of squadron aircraft remained at Johnston Island conducting search sweeps in the event of the return of the Japanese fleet. Back at Oahu, Ensign Brady and his crew claimed one Japanese submarine. Postwar records, however, do not indicate any enemy submarine losses on that date.

16 Jan 1942: Six aircraft of VP-23 temporarily based at Canton Island began daily searches of the waters between Canton Island and the Fijis to protect the advance of Task Force 8 as it prepared for its strike against the Marshall and Gilbert Islands. These were the first combat patrols by U.S. aircraft in the South Pacific.

26 May 1942: A detachment of squadron aircraft at Midway participated in the patrols searching for the Japanese invasion force expected from intercepted radio traffic. The first sightings occurred on 6 June 1942 and led to the famous carrier battles at Midway. All of the squadron aircraft returned safely to Ford Island, Oahu, on 30 June 1942.

8 Jul 1942: VP-23 was deployed to Noumea, New Caledonia, to support the invasion of Guadalcanal, relieving VP-71. Tender support was provided by *Curtiss* (AV 4). On 15 July 1942, the squadron was moved forward to the island of Espiritu Santo.

25 Jul 1942: VP-23 combed Tulagi Island, the first target in the bombing campaign conducted by the squadron against Japanese-held positions.

6 Aug 1942: Lieutenant Maurice "Snuffy" Smith and his crew of seven were reported missing after a patrol flown out of Espiritu Santo. On 14 January 1994, a team of loggers discovered the remains of the aircraft, BuNo. 2389, and its crew where they had crashed on a ridge of a hill on the island of Espiritu Santo.

7 Aug 1942: A nine-plane detachment of VP-23 was deployed to Malaita Island to support operations at Guadalcanal, with tender support provided by *Mackinac* (AVP 13). Severe losses by the Allies at the Battle of Savo Straits forced the return of the detachment to Espiritu Santo on 9 August 1942.

10 Aug 1942: A six-plane detachment was sent to Ndeni, Santa Cruz Islands.

1 Oct 1942: VP-23 and its detachments were recalled to Espiritu Santo for return to Kaneohe for rest and refit.

1 Nov 1942: Two detachments of squadron aircraft were sent to Canton and Midway islands for search patrol rotations.

30 May 1943: Twelve new PBV aircraft arrived from San Diego as replacements, and six of the aircrews ferrying the aircraft remained with the squadron as replacements. Training of the new crews was begun in conjunction with operational patrols in Hawaiian waters.

24 Jun 1943: VP-23 again deployed to the South Pacific, returning to its former base of operations at Espiritu Santo. A detachment was deployed to the island of Funafuti.

20 Aug 1943: The squadron base of operations was relocated to NAB Halavo Island, Florida Islands. From this location the squadron conducted special searches, convoy coverage, antishipping patrols, Dumbo missions and aerial resupply missions.

15 Sep 1943: A squadron PBV-5 Catalina piloted by Lieutenant W. J. Geritz spotted a submarine southeast of San Cristobal. The destroyer *Saufley* (DD 465) assisted in the sinking of the submarine. Postwar records indicate the submarine sunk was *RO-101* and the entire crew of 50 was lost.

18 Sep 1943: VP-23 conducted a bombing attack on Japanese positions at Nauru Island.

10 Dec 1943: VP-23 was relieved at NAB Halavo by VP-14. The squadron transferred to Espiritu Santo Island on 13 December 1943, in preparation for the return flight to Kaneohe.

15 Feb 1944: The squadron personnel of VP-23 boarded *Kasaan Bay* (CVE 69) for return to the continental United States. The squadron arrived at NAS San Diego, Calif., on 23 February 1943. Reassignments of personnel, home leaves, and other administrative details were taken care of upon arrival.

1 Mar 1944: VP-23 was reformed with new personnel and new equipment at NAS San Diego, Calif. Training commenced immediately and continued through mid-June 1944.

20 Jun 1944: The squadron flew the transpac from San Diego to Kaneohe, Hawaii, in the new amphibious version of the Catalina, the PBY-5A. All aircraft arrived safely and the squadron began operations on 30 June, sending a six-aircraft detachment to Midway for training in ASW.

29 Jul 1944: The Kaneohe detachment of six aircraft relieved the Midway detachment. This group returned to Kaneohe on 16 August 1944.

20 Aug 1944: VP-23 was deployed to the island of Eniwetok. From this naval air base searches were conducted to the northern and western approaches of the island. Periodic reconnaissance flights were conducted to Ponape and Wake islands.

10 Sep 1944: Group 1, FAW-2 was relieved by FAW-1 while VP-23 was based on NAB Eniwetok. Operational control of the squadron was undertaken by TU 96.1.7.

30 Nov 1944: VPB-23 conducted a bombing attack on Japanese positions on Wake Island.

4 Dec 1944: Twelve squadron aircraft were transferred to the island of Saipan; three aircraft remained at Eniwetok to provide search patrol support to FAW-1. Upon arrival at Saipan on 5 December, a detachment of three aircraft was sent to Orote Field, Guam, for air-sea rescue work, and another detachment of two aircraft was assigned to the Army Air Corps for air-sea rescue work. The remaining squadron aircraft conducted flight operations from Tanapag Harbor, Saipan, with headquarters ashore under the operational command of TU 94.4.2.

7 Dec 1944: A third detachment of two aircraft was sent to Falalop Island, Ulithi, for air-sea rescue missions.

27 Dec 1944: A fourth detachment of two aircraft relieved the VPB-54 detachment at Peleliu. The primary mission was provision of air-sea rescue support for elements of TU 94.4.2.

1 Feb 1945: On this date, detachments of VPB-23 were maintained at Agana, Guam; Isley Field #2, Saipan; Falalop Island, Ulithi; and Peleliu Island, Palau Islands. Operational control was under TU 94.4.2 with a primary mission of air-sea rescue, Dumbo and ferry flights.

14 Feb 1945: On this date, detachments of VPB-23 were maintained at Agana, Guam; Kobler Field, Saipan; Falalop Island, Ulithi; Peleliu Island, Palau Islands; Iwo Jima, Nanpo Shoto. Operational control was under TU 94.11.2, with the primary missions being Dumbo flights, press flights and antishipping patrols.

1 Mar 1945: Three crews of VPB-23 were detached from the Saipan detachment for return to the continental U.S. via Kaneohe, Hawaii.

21 Mar 1945: The VPB-23 detachment at Peleliu was relieved by a detachment from VPB-108.

30 Mar 1945: Daily ferry and resupply flights between Guam and Kerama Rhetto were begun by the Guam detachment.

9 Apr 1945: The Eniwetok detachment of three aircraft returned to VPB-23 at Saipan.

20 Jun 1945: The detachment at Falalop Island, Ulithi, was augmented by three more aircraft. Nightly antishipping patrols and Dumbo missions were conducted in support of TU 94.11.2 operations.

9 Jul 1945: The base of operations for VPB-23 on Saipan was transferred to the USMC air base on Peleliu Island, Palau, to provide air-sea rescue in support of Army Air Corps B-29 strikes on the Japanese home is-

A squadron PBY-5A.



lands. Air-sea rescue missions were also provided in support of USMC air strikes on Japanese positions of bypassed islands.

1 Sep 1945: On this date detachments were maintained at Peleliu Island, Palau; Falalop Island, Ulithi; and Agana Field, Guam. Primary missions conducted consisted of air-sea rescue work, antitime sweeps and leaflet drops on bypassed Japanese held islands.

11 Dec 1945: The detachment at Orote was transferred to Agana Field, Guam.

13 Dec 1945: Squadron operations were ended and all detachments were returned to Tanapag Harbor, Saipan. Shortly thereafter, the squadron departed

Saipan to return to San Diego, Calif., via Kaneohe, Hawaii.

25 Jan 1946: VPB-23 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Hampton Roads, Va.	1 Jul 1930
FAB Coco Solo, C.Z.	1 Feb 1932
NAS Pearl Harbor, Hawaii	13 Jan 1934
NAS San Diego, Calif.	23 Feb 1944
NAS Kaneohe, Hawaii	20 Jun 1944
NAS San Diego, Calif.	Dec 1945



A squadron P2Y with a two star admiral's flag on the bow.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Elmer W. Tod	1 Jul 1930
LCDR J. F. Maloney	30 Dec 1930
LCDR K. McGinnis	3 Apr 1931
LCDR H. M. Martin	Apr 1934
LCDR H. T. Stanley	1936
LCDR S. H. Warner	1938
LCDR A. R. Brady	1940
LCDR F. M. Hughes	Sep 1941
LCDR J. R. Ogden	Jan 1942
LCDR F. A. Bradley	11 Dec 1942
LCDR G. E. Garcia	25 Aug 1943
LCDR W. M. Stevens	1 Mar 1944

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR M. V. Ricketts	6 Jul 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
T4M	Jul 1930
PM-1	Sep 1930
P2Y-1	Apr 1933
P2Y-2	1936
P2Y-3	1937
PBY-2	Jan 1938
PBY-5	Nov 1941
PBY-5A	Jun 1944

*A squadron P2Y in flight.***Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
8 Feb 31	25 Mar 31	ScoFlt	Guantanamo <i>Wright</i> (AV 1) <i>Swan</i> (AM 34) <i>Whitney</i> (AD 4)	PM-1	Carib
1 Jan 1932	Feb 1932	ScoFlt	Guantanamo	PM-1	Carib
22 Apr 1935	Mar 1935	BasFor	Midway	P2Y-1	WestPac
1 Feb 1942	1 Oct 1942	FAW-2	Marshalls	PBY-5	SoPac
26 May 1942	30 Jun 1942	FAW-2	Midway	PBY-5	WestPac
8 Jul 1942	*	FAW-2	Noumea <i>Curtis</i> (AV 4)	PBY-5	SoPac
15 Jul 1942	*	FAW-2	Espiritu Santo	PBY-5	SoPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
7 Aug 1942	*	FAW-2	Malaita Island <i>Mackinac</i> (AVP 13)	PBY-5	SoPac
9 Aug 1942	1 Oct 1942	FAW-2	Espiritu Santo	PBY-5	SoPac
1 Nov 1942	*	FAW-2	Canton	PBY-5	WestPac
1 Nov 1942	*	FAW-2	Midway	PBY-5	WestPac
24 Jun 1943	*	FAW-1	Espiritu Santo	PBY-5	SoPac
20 Aug 1943	10 Dec 1943	FAW-1	Halavo Island	PBY-5	SoPac
20 Aug 1944	*	FAW-2/1	Eniwetok	PBY-5A	SoPac
4 Dec 1944	*	FAW-1	Saipan	PBY-5A	SoPac
9 Jul 1945	13 Dec 1945	FAW-18	Peleliu	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Scouting Fleet		27 Aug 1927
Base Force		1 Apr 1933
PatWing-2/FAW-2 [†]		1 Oct 1937
FAW-1		24 Jun 1943
FAW-2		Jan 1944
FAW-14		23 Feb 1944
FAW-2		20 Jun 1944
FAW-1		10 Sep 1944
FAW-18		May 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		13 Dec 1945

[†] Patrol Wing 2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A formation of squadron P2Ys.

VPB-24

Lineage

Established as Patrol Squadron NINE-S (VP-9S) on 7 January 1930.

Redesignated Patrol Squadron NINE-B (VP-9B) on 1 October 1930.

Redesignated Patrol Squadron NINE-F (VP-9F) on 26 October 1931.

Redesignated Patrol Squadron NINE (VP-9) on 1 October 1937.

Redesignated Patrol Squadron TWELVE (VP-12) on 1 July 1939.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 August 1941.

Redesignated Patrol Bombing Squadron TWENTY FOUR (VPB-24) on 1 October 1944.

Disestablished at NAS San Diego on 20 June 1945.

Squadron Insignia and Nickname

Patrol Squadron 9 adopted an insignia in keeping with the nature of its work, a wild goose flying in a sunlit sky. The goose was symbolic of the migratory nature of the species, flying from the arctic reaches to the temperate zones each year. It travels with unerring judgement to its destination, displaying great endurance and speed. It typifies the navigation necessary in patrol duties and is noted for flying in "V" formations like those flown by squadrons of patrol planes. Colors: light blue sky; goose, black and white; squadron letters superimposed on a yellow sun.



The squadron's well known insignia.

Letters and numbers identifying the squadron changed each time the squadron designation changed, from VP-9F through VPB-24. Although no official letter of approval by CNO exists in the records, BuAer had sent the insignia to National Geographic to be included in the *Insignia and Decorations of the U.S. Armed Forces*, Revised Edition, December 1, 1944.

Nickname: none on record.

Chronology of Significant Events

7 Jan 1930: VP-9S was established at NAS Hampton Roads, Va., as a command under Scouting Fleet.

1 Oct 1930: VP-9S was redesignated VP-9B during the reorganization from Scouting Fleet to Battle Force.

26 Oct 1931: VP-9B was redesignated VP-9F during another reorganization, this time as an element under Base Force.

22 Apr 1935: The squadron participated in exercises in Alaska flying from Humboldt Bay and Sitka. *Gannet* (AM 41) and *Wright* (AV 1) provided tender



A formation of squadron PMs flying over a glacier in Alaska, 1935.

support during the cold weather operations. The crews found it extremely difficult to start engines and moor aircraft in the cold, rough seas.

1 Oct 1937: VP-9F was redesignated VP-9 as a result of the reorganization of patrol squadrons under Patrol Wings. VP-9 came under the operational control of PatWing-1, based at San Diego, Calif.

18 Jan 1938: VPs 9 and 10 conducted a record-breaking flight with 18 PBY-1 aircraft, flying from San Diego, Calif., to Pearl Harbor, Hawaii. Upon delivery of the aircraft, the crews returned to San Diego aboard SS *Matsonia*.

17 Mar 1938: The combined squadrons of PatWing-1 (VPs 7, 9, 11 and 12) and PatWing-4 (VPs 16, 17, 19) participated in Fleet Exercise XIX (Phase II), as a part of White Force. The squadrons conducted patrol sweeps at distances of 600 miles from Black Force, successfully attacking and damaging major elements of the enemy forces. The exercises marked the Navy's first use of long-distance radio bearings as an aid to aerial navigation.

25 Jun 1938: VP-9 and the other squadrons of PatWing-1 departed San Diego for Kodiak, Alaska, on a three-month deployment.

13 Aug 1938: VP-9 hosted Hollywood photographers during the filming of a movie about the Navy. Part of the action being filmed was the squadron's participation in Fleet Exercise XIX.

11 Jan 1939: The squadron flew with the rest of PatWing-1 to NAS Coco Solo, C.Z., for training exercises in the Caribbean area. PatWing-1 returned to San Diego from the deployment on 10 May 1939.

1 Aug 1941: VP-12 was redesignated VP-24 and relocated to NAS Kaneohe, Hawaii, under PatWing-2.

1 Oct 1941: VP-24 transferred from NAS Kaneohe to NAS Ford Island, Pearl Harbor, Hawaii.

7 Dec 1941: The squadron's six aircraft were among the few spared during the attack on Pearl Harbor. Its planes were conducting joint submarine exercises off the coast of Hawaii when the attack came; the crews were subsequently given sectors by radio to conduct searches for the attacking Japanese forces. Having made no enemy contact, the squadron returned to NAS Ford Island to begin the cleanup and restoration of its devastated facilities.

31 May 1942: VP-24 was directed to send one PBY-5A and three crews in a detachment to Midway Island. The detachment was involved in the Battle of Midway, the next day. The group remained on Midway until 17 July 1942, when it returned to NAS Pearl Harbor.

21 Sep 1942: A three-plane detachment was sent to Espiritu Santo, with tender support by *Curtiss* (AV 4).

1 Oct 1942: VP-24 transferred its assets and personnel back to NAS Kaneohe. Five PBY-5A aircraft were traded to VP-23 for nonamphibian PBY-5s before the move, since the amphibian version would not be needed in the South Pacific, where VP-24 was soon to be sent. Most of the squadron's coming operations would be based afloat, serviced by seaplane tenders. Many of the flight crews actually preferred the older PBY-5, as they felt that the retractable gear of the newer PBY-5A added to the weight of the aircraft, reducing power and range.

1 Nov 1942: Two additional aircraft were sent to Espiritu Santo to supplement the original detachment, bringing it up to six operational planes.

1 Feb 1943: The remainder of VP-24 began to transfer by detachments to Espiritu Santo. The transfers were completed by April.

30 Mar 1943: VP-24 conducted Dumbo missions for the forces taking part in the New Georgia campaign, concluding on 29 September 1943. This was the first time that an entire squadron had assumed Dumbo work as its primary duty. The squadron rescued or evacuated 466 men during the campaign.

29 Sep 1943: Preparations were made to depart the island of Espiritu Santo for return to NAS Kaneohe and eventual return to the United States.

7 Dec 1943: VP-24 was given home leave while administrative details covering reforming of the squadron and reassignment of personnel were undertaken. Training of new personnel and reforming of the squadron began at NAS San Diego, Calif., on 1 January 1944. In mid-March all of the squadron aircraft were given coats of flat black paint, droppable wing tanks were attached, and improvements in radar and flight instruments were made.

27 Mar 1944: VP-24 made its second transpac to NAS Kaneohe, Hawaii. Upon arrival combat patrols and training missions were conducted concurrently.

9 May 1944: Lieutenant (jg) Wade Hampton was lost with his entire crew while on patrol. His last reported message gave a position 150 miles from Midway.

11 Jun 1944: The squadron arrived at the island of Majuro in the Marshalls chain. Typical Black Cat night bombing missions were conducted, along with more mundane Dumbo and patrol missions.

27 Jun 1944: Lieutenant (jg) Mancini attempted to land in rough seas to rescue a downed fighter pilot one mile from a Japanese-held island. Both engines broke off on impact and the hull of the aircraft split in two. The entire crew managed to get into life rafts, and joined the fighter pilot in awaiting rescue. Fortunately, a destroyer had overheard the message from the aircraft and rushed to the scene in time to rescue the aircrews before they washed ashore on the island.

1 Oct 1944: VP-24 was redesignated VPB-24 while based at Majuro. Duties remained essentially the same during this period.

10 Oct 1944: A detachment of three aircraft and crews was formed and sent to Eniwetok to provide Dumbo coverage for air operations in the area. On 19 October the squadron was broken down into smaller one- and two-aircraft detachments that were sent to Apamama, Makin, Tarawa, Roi, Saipan and Guam. Through 1 December 1944, the squadron rescued 25 aircrew without surface assistance.

28 Oct 1944: Ensign Troy C. Beavers received a call to medevac a crew member of a ship (an LCI) who had a suspected case of acute appendicitis. Beavers landed near the ship and loaded the patient aboard. During the liftoff a rogue wave struck the starboard float, ripping off the wing. The crew and patient exited the aircraft before it sank and were picked up by the LCI. The patient turned out to only have constipation and it is believed that the crash cured him!

23 Jan 1945: The VPB-24 detachments were reformed with two aircraft at Eniwetok, four at Kwajalein, one at Tarawa and one at Roi.

1 Feb 1945: The various detachments of the squadron reformed on Majuro to conduct missions in support of the psychological warfare campaign against defending Japanese forces on the island of Wotje.

Additional duties included continuing Dumbo and air-sea rescue missions.

25 Apr 1945: VPB-24 was relieved at Majuro Atoll by VH-5. Elements of the squadron proceeded to Kaneohe, Hawaii, for transport back to the United States.

1 May 1945: The personnel of the squadron loaded aboard *Hollandia* (CVE 97) for transport to NAS North Island, San Diego, Calif.

20 Jun 1945: VPB-24 was disestablished at NAS North Island, San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Hampton Roads, Va.	7 Jan 1930
NAS San Diego, Calif.	1930
NAS Kaneohe, Hawaii	1 Aug 1941
NAS Ford Island, Pearl Harbor, Hawaii	1 Oct 1941
NAS Kaneohe, Hawaii	1 Oct 1942
NAS San Diego, Calif.	Dec 1943
NAS Kaneohe, Hawaii	Mar 1944
NAS San Diego, Calif.	1 May 1945

A formation of squadron PBV-1s flying over the Golden Gate Bridge, May 1937, 80-G-418203.



Commanding Officers

	<i>Date Assumed Command</i>
LCDR V. H. Ragsdale	1930
LCDR H. C. Frazer	1932
LCDR A. D. Bernhard	1932
LCDR B. J. Connell	1933
CDR H. R. Bogusch	1933
LCDR B. J. Connell	1934
LCDR H. T. Standley	1935
LCDR J. B. Sykes	1936
LCDR W. G. Tomlinson	1937
LCDR B. L. Braun	1938
LCDR A. C. Olney, Jr.	1939
LCDR C. W. Oexle	1940
LCDR A. E. Buckley	1941
LCDR J. P. Fitzsimmons	1942
LCDR E. Tatam	Aug 1942

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR W. L. Richards	Sep 1942
LCDR R. F. Wadsworth	7 Dec 1943
LCDR J. E. Tebbetts	Mar 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PD-1	1931
PM-1	1931
PBY-1	Aug 1937
PBY-2	Jan 1938
PBY-3	Jun 1938
PBY-4	Oct 1939
PBY-5	1940
PBY-5A	Apr 1942



A squadron PM-1 in flight. (Courtesy John M. Elliott Collection).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
22 Apr 1935	Jul 1935	PatWing-1	Sitka	PD-1	NorPac
18 Jan 1938	Mar 1938	PatWing-1	Pearl Harbor	PBY-1	WestPac
25 Jun 1938	Aug 1938	PatWing-1	Kodiak	PBY-2	NorPac



A squadron PM in flight over Resurrection Bay, Alaska, May 1935.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Jan 1939	10 May 1939	PatWing-1	Panama	PBY-3	Carib
31 May 1942	17 Jul 1942	FAW-2	Midway	PBY-5A	WestPac
1 Feb 1943	29 Sep 1943	FAW-1	Espiritu Santo	PBY-5A	SoPac
11 Jun 1944	*	FAW-1	Majuro	PBY-5A	SoPac
10 Oct 1944	*	FAW-2	Marshalls	PBY-5A	SoPac
1 Feb 1945	25 Apr 1945	FAW-1	Majuro	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from base to base.



A squadron PM in flight over Resurrection Bay, Alaska, May 1935, note the squadron insignia on the fuselage.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Scouting Fleet		7 Jan 1930
Battle Force		1 Oct 1930
Base Force		26 Oct 1931
PatWing-1		1 Oct 1937
PatWing-2/FAW-2 [†]		1 Aug 1941
FAW-1		Mar 1943
FAW-14		7 Dec 1943
FAW-2		27 Mar 1944
FAW-1		Sep 1944
FAW-2		10 Oct 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 May 1945

[†] Patrol Wing 2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBY-1 in flight, circa 1937 (Courtesy John M. Elliott Collection).

VPB-29

Lineage

Established as Pacific Air Detachment on 17 January 1923.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 29 May 1924.

Redesignated Patrol Squadron ONE-Naval District 14 (VP-1D14) on 21 September 1927.

Redesignated Patrol Squadron ONE-B (VP-1B) on 1 July 1931.

Redesignated Patrol Squadron ONE-F (VP-1F) on 15 April 1933.

Redesignated Patrol Squadron ONE (VP-1) on 1 October 1937.

Redesignated Patrol Squadron TWENTY-ONE (VP-21) on 1 July 1939.

Redesignated Patrol Squadron ONE (VP-1) on 30 July 1940.

Redesignated Patrol Squadron ONE HUNDRED ONE (VP-101) on 3 December 1940.

Redesignated Patrol Bombing Squadron TWENTY-NINE (VPB-29) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

The squadron insignia was officially approved by CNO on 18 September 1934. Patrol Squadron One adopted the elephant for its representative since that animal had always been noted for its endurance and patience. The elephant of VP-1 stood on a cloud with one eye cocked downward at a target, a bomb securely held by his trunk, waiting for the proper time to make an unerring drop. The elephant was used because it occupies the same relative position in the animal kingdom as the patrol seaplane did in regard to other naval aircraft, e.g., heavy duty. The bomb was the primary armament of seaplanes of that period. The cloud denoted high altitude. Colors: elephant, gray with black outline and markings; eye and tusks, white; bomb, black with white markings; cloud, white outlined in black; background, royal blue; and circle, red. The same insignia was used throughout successive changes in squadron designation until the disestablishment of VPB-29 in 1945.

Nickname: None on record.

Chronology of Significant Events

17 Jan 1923: Pacific Air Detachment, Navy Yard Pearl Harbor, Hawaii, was formed with a hodgepodge of aircraft types. Aircraft assigned to the new unit consisted of F-5L, H-16 and DT models. The unit came under the operational control of Aircraft Squadrons, Battle Fleet, based on the reorganization of the fleet on 17 June 1922. By the end of 1923 the detachment was flying six F-5Ls.

29 May 1924: Pacific Air Detachment was assigned the Patrol Squadron 14 (VP-14) designation by Chief of Naval Operations. The new designation placed it under the Naval Coast Defense Forces, Hawaii Region

1 May 1925: VP-14 participated in exercises against the fleet at Oahu.

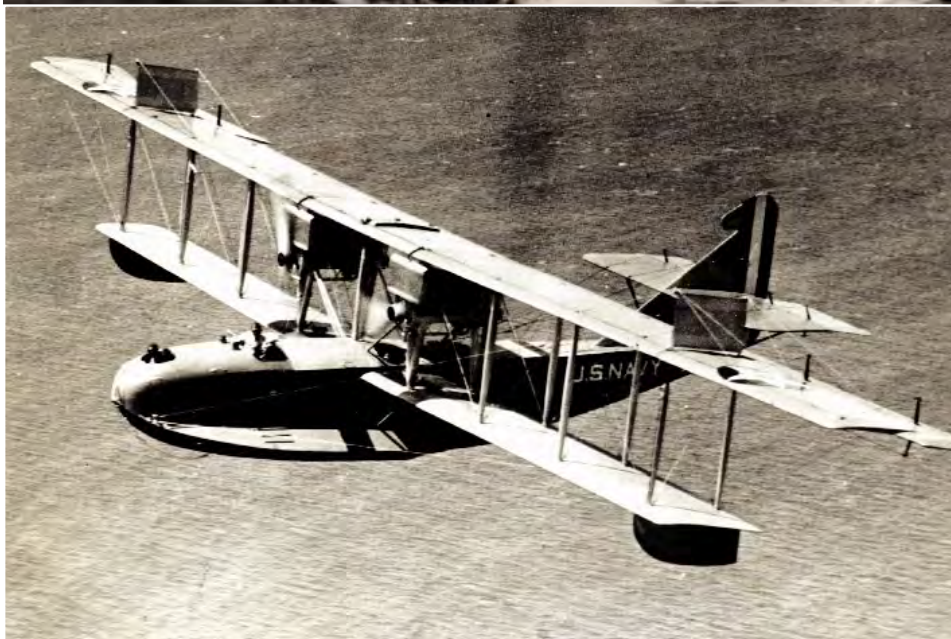
15 Jul 1927: The squadron flew two F-5Ls to Molokai to assist in the salvage of the airplane *City of Oakland*. Two civilian pilots, Smith and Bronte,



The squadron's elephant on a cloud insignia became a well-known design.



DT-2s moored, NH-90103.



An H-16 in flight, circa 1924.

flew this aircraft from the West Coast depending on radio direction bearings for locating Hawaii. Their receiver broke down forcing them to use dead reckoning. The pair flew on, eventually locating Molokai Island where they made a forced landing in the tree-tops. Both Smith and Emory were unhurt. Their successful attempt at crossing the Pacific had already been beaten on 28–29 June 1927 by two Army aviators, Lester Maitland and Albert Heggenberger, who flew from Oakland, Calif., to Hawaii in an Army Fokker C-2 monoplane named *Bird of Paradise*.

17 Aug 1927: VP-14 provided three F-5Ls for seven-to-eight hour patrols over the Pineapple Derby flight route which also had destroyers located along the route at 15-minute intervals. The early pioneer successes of the teams Maitland and Heggenberger and Smith and Bronte in crossing the Pacific inspired

sponsored by John Randolph Hearst, Jr., and a Buhl biplane named *Miss Doran* never arrived and were presumed lost at sea. Art Goebel's *Woolaroc* Travel Air monoplane was the winner of the race. Goebel arrived overdue at Wheeler Field on the 17th, followed a few hours later by the only other plane to complete the race, *Aloha*, a Breese monoplane piloted by Martin Jensen and Paul Schluter. The state of technology at that time proved unequal to the challenge. The total number killed in pre-race crashes, losses en route to Hawaii and deaths in the fruitless search for missing planes amounted to nine men and one woman.

21 Sep 1927: VP-14 was redesignated VP-1D14, the D14 representing the 14th Naval District, Pearl Harbor. The squadron was stationed at NAS Ford Island, Pearl Harbor, Hawaii, supported by the tender *Pelican* (AM 27).

A squadron F-5L in flight, circa 1924.



A squadron T2D-1 in flight.

7 Mar 1928: VP-1D14 participated in Fleet Problem VIII with Submarine Division Nine in preparation for battle practice. Flights included radio compass calibration hops and flights in cooperation with Army aircraft.

31 May 1928: Two Australians, Flight Lieutenant Charles T. P. Ulm and Squadron Leader Charles

Kingsford-Smith, departed Oakland, California, in a Fokker trimotor attempting to fly from California to Australia. VP-1D14 provided air patrols in the event that *Southern Cross* went down at sea. The aircraft, however, made a successful crossing and landed safely on 9 June at Brisbane after a flight of 83 hours and 15 minutes.

15 Aug 1928: VP-1D14 participated in the Captain Cook sesquicentennial celebration exercises with the Army, in honor of Cook's discovery of the Hawaiian Islands. Squadron aircraft operated for the first time from advanced bases at Nawiliwili, Kauai and Waimea, Kauai. Operations were successful, but many problems occurred with the Liberty engines in the H-16s. These aircraft were scheduled for replacement by the new T2D.

15 Nov 1928: VP-1D14 tested the first T2D aircraft, a replacement for the Navy's aging H-16s. Trials were conducted on air maneuverability, speed, and quick takeoff, rough water and high-altitude capabilities.

20 Feb 1929: VP-1D14 conducted the first aerial surveys for charts of the Hawaiian islands, basing detachments at outlying islands to secure the necessary photographs. The survey was completed a month later.

14 Sep 1930: VP-1D14, VP-4D14, and VJ-6D14 departed Pearl Harbor for Hilo in company with *Pelican* (AM 27) for tests of advanced base operations and extended operations from a patrol airplane tender, including servicing of the new T2D and PD-1 aircraft while afloat.

1 Jul 1931: Under a reorganization of the fleet, VP-1D14 was transferred from a Naval Air Station squadron to assignment under Commander Minecraft, Battle Force, Fleet Air Base Pearl Harbor.

15 Apr 1933: FAB Pearl Harbor was reorganized from Minecraft, Battle Force and placed under Base Force, along with the associated squadrons assigned to the base, including VP-1.

22 Apr 1933: VP-1F departed Pearl Harbor with VPs 4F and 6F for an extended training flight to French Frigate Shoals. This flight with a group of patrol squadrons was one of the longest conducted to date.

13 Jan 1934: The year 1934 marked the beginning of the annual patrol squadron exercises in the Hawaiian and Midway Island sectors. Approximately half of the ten patrol squadrons participated each year with their full complement of aircraft and support vessels.

22 Apr 1935: VP-1F participated in Fleet Problem XVI at Midway Island, with VPs 4F, 6F, 7F, 8F, 9F, 10F and several support vessels.

28 May 1935: CNO established administrative organizations designated Patrol Wings (PatWing) to each of the three Base Force Fleet Air Bases. FAB San Diego, Calif., supported PatWing-1; FAB Coco Solo, C.Z., supported PatWing-3; and FAB Pearl Harbor supported PatWing-2, the home base of VP-1F. Patrol squadrons at this time were frequently referred to as Patrons, an abbreviation that is still in used today.

25 Mar 1938: Aircraft of VPs 1F, 4F, 6F, 8F, 10F and 18F participated in Fleet Exercise XIX (Phase V) as part of Red Force. This exercise demonstrated the ex-

treme vulnerability of slow flying patrol bombers mounting attacks in the face of strong anti-aircraft fire. The majority of aircraft making runs were judged shot down.

17 Oct 1938: VP-1 pilots took delivery of PBV-4s at NAS San Diego, Calif., with additional aircraft being through 18 January 1939.



A squadron PBV-4 in flight, circa 1939 (Courtesy John M. Elliott Collection).

1 Jul 1939: VP-1 was redesignated Patrol Squadron 21 and assigned to the Asiatic Fleet, becoming the nucleus for the newly formed Patrol Wing 10 at Cavite Naval Base, Luzon, Philippines.

7 Dec 1941: VP-101 was placed on war alert upon receiving news of the attack on Pearl Harbor, Hawaii, and war patrols commenced.

14 Dec 1941: PatWing-10 was relocated from the devastated Cavite Naval Base at Luzon, to Balikpapan in an attempt to keep ahead of the advancing Japanese forces.

23 Dec 1941: VP-102 was merged with VP-101 to combine the squadrons' dwindling assets in aircraft, crews and material. On the 25th VP-101 was relocated to Ambon, N.E.I.

27 Dec 1941: Six of the squadron's PBV-4 Catalinas, led by Lieutenant Burden R. Hastings, conducted an early morning attack against Jolo, in the central Philippines. Enemy aircraft and AA fire broke up the formation before a bombing run could be made. Ensign Elwin L. Christman and his crew followed through alone and made a drop on an enemy vessel at 1,000 feet. The Catalina, heavily damaged by AA fire, caught fire. Three crewmen bailed out, but the others remained with the aircraft until Christman made a controlled water landing near shore. Three crewmen died; the others were eventually rescued. Aviation Machinist Mate's First Class Andrew K. Waterman was the plane captain and waist gunner on the aircraft. He shot down one enemy aircraft while defending the Catalina during the attack on shipping in the harbor, but in doing so received mortal wounds. For his courageous actions under fire Waterman was posthumously awarded the Navy Cross. Radioman First Class Robert

L. Pettit also stuck by his post even after the aircraft, flooded with aviation gas from perforated tanks, caught fire. For his devotion to duty Pettit was posthumously awarded the Navy Cross. Ensign Christman led the surviving members of his crew to safety on the shore of Jolo Island. Lieutenant Jack B. Dawley and the surviving members of his crew, who had also been shot down immediately after dropping their bombs, joined Christman's group on Jolo Island. The two officers led their crews inland away from the Japanese, eventually reaching U.S. Naval Headquarters at Surabaya, Java, N.E.I. Aircraft Chief Machinist's Mate Donald D. Lurvey was awarded the Navy Cross for assisting Ensign Cough, the second pilot of Dawley's aircraft, into a life vest and guiding him to shore. Aviation Machinist's Mate First Class Joseph Bangust received the Navy Cross posthumously for his action as waist gunner in Dawley's aircraft, shooting down one enemy aircraft before being mortally wounded by incoming fire. Aviation Machinist's Mate First Class Evren C. McLawhorn, the plane captain, took over the waist gun position after Bangust was mortally wounded. He received seven wounds during the fight, but survived and received the Navy Cross for his heroism. For their courage under fire and leadership in guiding their crews through enemy-occupied territory to safety, Ensign Christman and Lieutenant Dawley were awarded the Navy Cross. Lieutenant Hastings, as leader of the gallant but unsuccessful strike, was later awarded the Navy Cross for guiding the force into the target area in the face of overwhelming odds. Lieutenant Hastings' award was made posthumously, as he and his men were the only aircrew captured by the Japanese. They were interrogated by their captors and beheaded on the parade ground of the Jolo garrison. The fourth Catalina shot down during the strike was manned by Lieutenant Hazelton and his crew. Hazelton made a sea landing and the entire crew safely escaped the sinking aircraft into life rafts and were picked up two days later by a squadron aircraft.

16 Jan 1942: VP-101 was ordered to evacuate Ambon due to the presence of an approaching Japanese naval task force. Assets and personnel were moved to Surabaya.

1 Mar 1942: VP-22's assets were merged with VP-101, which was then ordered to evacuate Surabaya and withdraw to Perth, Australia, to reform and refit the devastated squadron.

7 Mar 1942: VPs 102, 21 and 22 were officially disestablished, with the remaining personnel and aircraft assets being combined to bring up to full strength the remaining squadron, VP-101.

26 Apr 1942: A desperate attempt was made to rescue personnel otherwise doomed to capture on the besieged island of Corregidor. Two Catalinas, formerly assigned to VP-102, flew a circuitous route back to the Philippines, arriving around midnight of the 29th. Over

30 nurses were flown out that night under cover of darkness.

1 May 1942: The reformed VP-101 recommenced combat patrols off the coast of Australia, operating from bases at Exmouth Gulf, Pelican Point, Geraldton and Albany. Tender support was provided by *Childs* (AVD 15), *Heron* (AVP 2) and *Preston* (DD 379).

9 Nov 1942–29 Jun 1943: Upon return to Perth, Australia, VP-101 was split into three units—HEDRON, SCORON and VP-101. Combat patrols were continued from Perth until VP-101 was relocated to Brisbane, Australia, on 29 June 1943, under operational control of FAW-17.

1 July 1943: The first element of VP-101 flew into Port Moresby, Papua, New Guinea. Its aircraft were in poor mechanical shape and the decision was made to use them to supply guerrilla fighters in the vicinity of Wewak. Landings were made on the Sepik River leading into Lake Yibiri. The flights continued through October 1943, but were discontinued due to increased Japanese opposition. The guerrilla fighters were rescued in December 1945 by aircraft from VP-11. The second element of VP-101 was moved to the eastern end of New Guinea to begin Black Cat operations from the seaplane tender *San Pablo* (AVP 30), anchored in Namoaia Bay. The squadron's Catalinas were fitted with ASV radar sets that allowed them to find targets on the darkest of nights. The highly touted Norden bombsights proved worthless, being unable to hit fast moving, dodging Japanese ships from any height. Instead, a low-level bombing tactic was worked out using one foot of altitude for each pound of bomb weight. Thus, a 500-pound bomb was released from a 500-foot altitude leading into a target, resulting in only a gentle updraft from the bomb blast. This technique was necessary due to the lack of a four-to-five second delay on the bomb fuses.

1–28 Dec 1943: VP-101 squadron headquarters were established at Palm Island, Australia, with advance bases at Samarai and Port Moresby, New Guinea. Combat patrols and crew training were conducted concurrently through the 28th, when the squadron returned to Perth, Australia. Upon return, the squadron again came under the operational control of FAW-10.

1 May 1944: VP-101 was relocated to Samarai, New Guinea. Dumbo missions were conducted in the area of the Green, Treasury and Manus islands, and Emirau, coming under the operational control of FAW-17.

1–16 Jul 1944: Five squadron aircraft were based at Manus, five at Green Island, two at Emirau, and one at Treasury Island. On the 16th, the detachments were relocated to the Admiralty Islands and later the Solomon Islands chain. Operations consisted primarily of Dumbo rescue missions to recover downed Army and Navy airmen.

19 Sep 1944: VP-101 was relieved by VP-52 in the Solomons and relocated to Morotai, north of New Guinea, aboard *Half Moon* (AVP 26). After settling in at Morotai, the squadron commenced combat operations as a Black Cat squadron on 21 September.

1 Oct 1944: VP-101 was redesignated VPB-29. The squadron continued to conduct Black Cat missions, antisubmarine patrols and night patrols around the area of Mindanao and Tawi Tawi.

10 Nov 1944: The squadron was relieved by VPB-20 for return to the continental U.S., arriving at NAS Alameda, Calif., on 30 November. The squadron commenced reforming and training following the return of personnel from leave and the arrival of new assignments.

20 Jun 1945: VP-101 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Ford Island, Pearl Harbor, Hawaii*	17 Jan 1923
NB Cavite, Luzon, Philippines	1 Jul 1939
Perth, Australia	1 Mar 1942
Brisbane, Australia	29 Jun 1943
Palm Island, Australia	1 Dec 1943
Perth, Australia	28 Dec 1943
Samarai, New Guinea	1 May 1944
Morotai	19 Sep 1944
NAS Alameda, Calif.	30 Nov 1944
NAS San Diego, Calif.	12 Dec 1944

* NAS Ford Island, Pearl Harbor was later redesignated Fleet Air Base Pearl Harbor.

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1923–1927
LT A. R. Buehler	Jul 1927
LT W. S. Cunningham	2 Jul 1928
LT G. H. Hasselman	Jul 1929
LT Earl R. DeLong	1931
LT George A. Ott	1933
LCDR F. L. Baker	1935
LCDR S. L. LaHache	1937
LCDR J. E. Dyer	Late 1939
LCDR J. V. Peterson	1941
Unknown	1942–1943
LCDR Lauren E. Johnson	Nov 1943
Unknown	Dec 1944–Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
F-5L	Jan 1923
DT	Jan 1923
H-16	Jan 1923
T2D-1	Oct 1928
PK-1	Nov 1931
P2Y-3	Sep 1938
PBY-4	Oct 1938
PBY-5	May 1942



A squadron T2D-1 at Pearl Harbor, circa 1927.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 May 1925	Jun 1925	BatFlt	Oahu	H-16	WestPac
13 Jan 1934	Feb 1934	BasFor	Midway	PK-1	WestPac
22 Apr 1935	May 1935	BasFor	Midway	PK-1	WestPac

*Squadron PK-1s lined up at Pearl Harbor, 1932.**A squadron PK-1 at Pearl Harbor, 1932.**Major Overseas Deployments—Continued*

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
14 Dec 1941	*	PatWing-10	Balikpapan	PBY-4	SoPac
25 Dec 1941	*	PatWing-10	Ambon	PBY-4	SoPac



A squadron PK-1 in the water at Pearl Harbor, 1932.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
16 Jan 1942	*	PatWing-10	Surabaya	PBY-4	SoPac
1 Mar 1942	*	PatWing-10	Perth	PBY-4	SoPac
			<i>Childs</i> (AVD 15)		
			<i>Heron</i> (AVP 2)		
			<i>Preston</i> (DD 379)		
29 Jun 1943	*	FAW-17	Brisbane	PBY-5	SoPac
Jul 1943	*	FAW-17	New Guinea	PBY-5	SoPac
			<i>San Pablo</i> (AVP 30)		
1 Dec 1943	*	FAW-17	Palm Island	PBY-5	SoPac
28 Dec 1943	*	FAW-10	Perth	PBY-5	SoPac
1 May 1944	*	FAW-17	Samarai	PBY-5	SoPac
1 Jul 1944	*	FAW-17	Manus	PBY-5	SoPac
19 Sep 1944	10 Nov 44	FAW-17	Morotai	PBY-5	SoPac
			<i>Half Moon</i> (AVP 26)		

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Aircraft Squadrons, Battle Fleet		17 Jan 1923
Naval Coast Defense Forces, Hawaii Region		29 May 1924
Aircraft Squadrons, Convoy & Patrol		29 May 1925
14th Naval District Minecraft, Battle Force, FAB Pearl Harbor		21 Sep 1927 1 Jul 1931
Base Force, Fleet Air Base Pearl Harbor		15 Apr 1933
Base Force, PatWing-2		28 May 1935
Base Force, PatWing-10/FAW-10*		1 Jul 1939

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-17		29 Jun 1943
FAW-10		28 Dec 1943
FAW-17		1 May 1944
FAW-8		30 Nov 1944
FAW-14		12 Dec 1944

* PatWing-10 was redesignated Fleet Air Wing-10 (FAW-10) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	8 Dec 1941	3 Mar 1942
NUC	2 Jun 1944	31 Dec 1944



Squadron PBY-4s, circa 1940.

VPB-33

Lineage

Established as Patrol Squadron THIRTY THREE (VP-33) on 1 April 1942.

Redesignated Patrol Bombing Squadron THIRTY THREE (VPB-33) on 1 October 1944.

Disestablished on 7 April 1945.

Squadron Insignia and Nickname

The first squadron insignia was a design originally approved for use by VP-5S. It consisted of a conventional pair of Naval Aviation wings superimposed on a silhouette of the Western Hemisphere and symmetrically contained in a compass rose. Colors: geographical areas, dark blue; wings, conventional gold; compass rose, red with blue inner ring and black line outer circle. The insignia was frequently referred to as "Wings Over Panama," in deference to the squadron's home base in the Panama Canal Zone during the first period of its existence. This design was not officially approved for VP-33 because it was still in use by the former VP-5S that had gone through numerous redesignations since 1931 and was known as VP-32 and VPB-32 during World War II. It is one of the few instances known where the same design was in use by two active squadrons at the same time.



The squadron's Black Cat insignia.

VP-33 was destined to become one of ten well-known Black Cat squadrons operating in the South Pacific during WWII. After reaching the combat zone and being assigned its unique mission, the squadron

submitted a new design to CNO. This insignia was approved on 17 April 1944. The black cat, the central character of the design, was shown armed with a telescope and depth charge and superimposed on an enlarged cat's eye. Colors: background, black; eye, orange and lemon yellow; cat, black with yellow outlines; eyeball, yellow; pupil, green; telescope, blue and white; depth charge, light blue with black markings. This insignia was used by the squadron until its disestablishment in 1945.

Nickname: Black Cats, 1943–1945.

Chronology of Significant Events

1 Apr–Jul 1942: VP-33 was established at NAS Norfolk, Va., under the operational control of FAW-5, as a seaplane squadron flying the PBY-5A Catalina. Squadron training was conducted at NAS Quonset Point, R.I., until mid-July.

9 Jul 1942: Patrol Squadron 52 was withdrawn from NAS Coco Solo, C.Z., and replaced by VP-33. During this period the squadron came under the operational control of FAW-3 and was assigned duties of patrolling convoy routes, ASW patrols and ferrying supplies to advanced bases in the Caribbean.

10 Jul 1943: VP-33 was relieved at NAS Coco Solo for return to NAS Corpus Christi, Texas, and 15 days home leave with orders to report to NAS San Diego, Calif.

15 Aug 1943: After a brief two-week period of refit with new aircraft and equipment, the squadron departed NAS San Diego, Calif., for transpac to NAS Kaneohe, Hawaii. Upon arrival the squadron came under the operational control of FAW-2 and quickly deployed to Canton Island. VP-33 conducted day searches toward the Gilberts covering the occupation of Baker Island.

26 Sep 1943: VP-33 was relocated to Funafuti, conducting day searches toward Tarawa.

26 Oct 1943: VP-33 moved to Perth, Australia, under the operational control of FAW-10. The squadron conducted day searches and night bombing missions to Koepang and Amboina, officially becoming a member of the Black Cat club.

15 Feb 1944: VP-33 was relocated to Samarai, New Guinea, under the operational control of FAW-17. The squadron was assigned night search patrols and attack missions against enemy shipping in the Bismarck Sea.

25 Mar 1944: VP-33 was relocated to Manus, in the Admiralty Island chain. There it conducted daylight searches toward Turk and Woleai; bombing missions against Woleai and Wakde; air-sea rescue missions around Truk, Woleai and Yap; and coverage for the invasion of Hollandia.

19 May 1944: After the occupation of Hollandia, the squadron moved aboard *Heron* (AVP 2) in Humboldt Bay. With VP-52, the squadron conducted



A PBV takes off from its base at Samarai Island, New Guinea, 80-G-K-1361.

air-sea rescue for Army strikes on Wewak, Wakde, Biak, Noemfoor, Manokwari, Babo, Jefman and Sagan.

17 Jul 1944: VP-33 was relocated to Manus to conduct daylight searches and air-sea rescue missions for downed aircrews.

1 Sep 1944: VP-33 moved to Middleburg Island to conduct night search and attack missions against enemy shipping in the Netherlands East Indies and southern Philippine islands area.

19 Sep 1944: The squadron was relocated to Morotai with no change in its assigned missions.

26 Sep 1944: Lieutenant James F. Merritt, Jr., led his Catalina in an attack against two enemy transports and their five armed escorts. The attack was conducted off the southwest coast of Mindanao, Philippines, in hazardous night conditions of bright moonlight and heavy concentrations of anti-aircraft fire from the armed escort ships. During his mast head bombing attack his bombs failed to release. He returned, despite the heavy AA fire, and made a successful attack resulting in probable damage to one large transport and the destruction of the other transport. For his actions he was awarded the Navy Cross.

3 Oct 1944: While patrolling the Toli Toli Bay, Northern Celebes, on a Black Cat mission the night of 3 October, Lieutenant (jg) William B. Sumpter led his PBV Catalina in an attack against a 6,000-ton *Katori*-class light cruiser. His attack was made during the hazardous conditions of bright moonlight and against constant and intense anti-aircraft fire from the cruiser. He scored eight bomb hits resulting in explosions and the burning of the cruiser and its sinking. For his actions he was awarded the Navy Cross.

23 Oct 1944: VPB-33 was relocated to Leyte to conduct daylight searches for the enemy in the Philippine Sea. The squadron at this time came under the operational control of FAW-10.

1 Dec 1944: A detachment of four aircraft remained under FAW-10 at Woendi Lagoon. The remainder of

the squadron relocated to Los Negros under FAW-17. This group with seven aircraft operated from Emirau and the Green and Treasury islands to conduct ASW patrols and air-sea rescue missions.

20 Dec 1944: The Woendi detachment returned to Leyte aboard the tender *San Carlos* (AVP 51). There they were reunited with the rest of the squadron on 10 January 1945, with additional support from *Tangier* (AV 8). Antishipping patrols and Dumbo missions were the order of the day.

4 Feb–Mar 1945: VPB-33 was relieved for return to the U.S. The squadron flew to Los Negros Island and boarded HMS *Tracker* on 27 February for return to San Diego, Calif. Upon arrival on 19 March the squadron was assigned temporary quarters and given leave on the 24th.

10 Apr 1945: VPB-33 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Quonset Point, R.I.	1 Apr 1942
NAS Coco Solo, C.Z.	9 Jul 1942
NAS San Diego, Calif.	Jul 1943
NAS Kaneohe, Hawaii	15 Aug 1943
NAS San Diego, Calif.	19 Mar 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR H. D. Hale	1 Apr 1942
LCDR R. C. Bengston	22 Dec 1942
LCDR F. P. Anderson	15 Aug 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	1 Apr 1942

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Jul 1942	10 Jul 1943	FAW-3	Coco Solo	PBY-5A	Carib
15 Aug 1943	*	FAW-2	Kaneohe	PBY-5A	WestPac
26 Sep 1943	*	FAW-2	Funafuti	PBY-5A	SoPac
26 Oct 1943	*	FAW-10	Perth	PBY-5A	SoPac
15 Feb 1944	*	FAW-17	Samarai	PBY-5A	SoPac
25 Mar 1944	*	FAW-17	Manus	PBY-5A	SoPac
19 May 1944	*	FAW-17	Humboldt Bay <i>Heron</i> (AVP 2)	PBY-5A	SoPac



A PBY-5 in flight off the coast of New Guinea.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
17 Jul 1944	*	FAW-17	Manus	PBY-5A	SoPac
1 Sep 1944	*	FAW-17	Middleburg Is.	PBY-5A	SoPac
19 Sep 1944	*	FAW-17	Morotai	PBY-5A	SoPac
23 Oct 1944	*	FAW-10	Leyte	PBY-5A	SoPac
1 Dec 1944	*	FAW-10	Woendi	PBY-5A	SoPac
1 Dec 1944	*	FAW-17	Los Negros	PBY-5A	SoPac
20 Dec 1944	19 Mar 1945	FAW-10	Leyte <i>San Carlos</i> (AVP 51) <i>Tangier</i> (AV 8)	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5		1 Apr 1942
PatWing-3/FAW-3*		9 Jul 1942
FAW-14		Jul 1943
FAW-2		15 Aug 1943
FAW-10		26 Oct 1943
FAW-17		15 Feb 1944
FAW-10		23 Oct 1944
FAW-17/10†		1 Dec 1944
FAW-14		27 Feb 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		* PatWing-3 was redesignated Fleet Air Wing-3 (FAW-3) on 1 November 1942.
		† A squadron detachment remained under FAW-10s operational control while the remainder of the squadron was assigned to FAW-17 on 1 December 1944. The detachment returned to the main squadron in late December 1944 and then came under FAW-17's control.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	1 Sep 1944	4 Oct 1944

A squadron PBY being hoisted aboard a tender (Courtesy Richard C. Knott Collection).



VPB-34

Lineage

Established as Patrol Squadron THIRTY-FOUR (VP-34) on 16 April 1942.

Redesignated Patrol Bombing Squadron THIRTY-FOUR (VPB-34) on 1 October 1944.

Disestablished on 7 April 1945.

Squadron Insignia and Nickname

The squadron's only insignia came into being during its first tour of duty in the South Pacific in early 1944. VP-34 was one of ten Navy patrol squadrons to be designated Black Cats during the war. The nickname came from the flat black paint applied to the

Catalinas and the nighttime strike missions assigned to these squadrons.

The VP-34 squadron insignia featured a cat's face with its jaws champing down on an enemy cargo vessel. On top of the cat's head was a set of radio headphones and a ball cap. Across the top of the insignia was the legend Black Cats,



The squadron's Black Cat insignia.

and at the bottom VPB-34, and Southwest Pacific. Colors: unknown, but believed to be in black and white.

Nickname: Black Cats, 1944–1945.

Chronology of Significant Events

16 Apr 1942: VP-34 was established at NAS Norfolk, Va., under the operational control of FAW-5, as a seaplane squadron flying the PBY-5 Catalina. A shortage of aircraft prevented the squadron from receiving its full complement of Catalinas until early June 1942. In the interim VP-81 loaned the squadron one PBY-5 with which to practice. Several aircrews were sent to Banana River, Fla., and Key West, Fla., for flight instruction with other squadrons.

25 Jul 1942: VP-34 was by this time fully equipped and manned. Orders were received for duty at NAS Coco Solo, C.Z., with detachments at Kingston, Jamaica, and Trujillo, Honduras. During this period the squadron conducted ASW training, and provided convoy coverage patrols under the operational control of FAW-3.

10 Oct 1942: The squadron was transferred to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Detachments were maintained at Great Exhuma Island, San Juan, Antigua, Trinidad, and Essequibo. Coverage for convoys and ASW patrols in the Caribbean were provided around the clock.

7 Jun 1943: VP-34 was relieved of duties in the Caribbean and relocated to NAS San Diego, Calif., under the operational control of FAW-14. Personnel were given home leave prior to the pending departure to the South Pacific. Upon return from leave, all hands began preparation for the transpac to NAS Kaneohe, Hawaii.

8–10 Jul 1943: VP-34 arrived at NAS Kaneohe, Hawaii, and came under the operational control of FAW-2. Squadron personnel were given a brief period of combat training in the vicinity of the Hawaiian Islands.

24 Jul 1943: The squadron was split into detachments with six aircraft at Midway Island, five at Canton Island, and one at Johnston Island. Search patrols in the vicinity of the islands were conducted during the daylight hours. The squadron detachments returned to Kaneohe on 11 August 1943.

18 Aug 1943: A detachment of six aircraft was sent to Funafuti Island.

23 Aug 1943: A detachment of three aircraft returned to Johnston Island, remaining until 12 September 1943, when they returned to NAS Kaneohe. Two days later this same detachment was sent to Canton Island to conduct daytime long range searches for enemy vessels.

21 Sep 1943: The Canton and Funafuti detachments were relocated to Perth, Australia, arriving on 29 September 1943. Training and long-range search patrols were conducted by the squadron through mid-December under the operational control of FAW-10.

18 Dec 1943: VP-34 was relocated to Palm Island, Queensland, Australia, under the operational control of FAW-17. By 26 December 1943, the squadron was located at Samarai, Papua New Guinea, where it began its first offensive combat operations against the enemy as a Black Cat squadron.

31 Dec 1943–22 Jan 1944: Lieutenant Commander Thomas A. Christopher, the squadron commanding officer, set the pace for VP-34 operations in the Bismarck Sea area of operations. On 31 December 1944 he attacked and damaged one enemy vessel during a night patrol. On 22 January 1944 he again attacked and damaged an enemy vessel at night, receiving damage from heavy AA fire resulting in injury to one crewmember. For his leadership in seeking out the enemy and pressing home the attack under heavy fire Lieutenant Commander Christopher was awarded the Navy Cross. On 15 January 1944 Christopher led a five-aircraft attack on a strongly escorted enemy convoy attempting to cross the straits. He made a mast-

Squadron personnel, Lt. E. J. Fisher, Ens. J. M. Habilas, Ens. L. D. Herman and Ens. J. D. Moore, standing on a squadron PBY, March 1944, 80-G-240048.



head attack at extremely close range and personally accounted for one 6,800-ton merchantman, while the remainder of the flight destroyed two more. For this action Lieutenant Commander Christopher was awarded a Gold Star in lieu of a second Navy Cross.

31 Dec 1943–15 Feb 1944: Lieutenant Ellis J. Fisher led his PBY-5 Catalina in numerous attacks on Japanese shipping in the Bismarck Sea. On the nights of 31 December 1943, 4 and 15 January 1944, and 15 February 1944 he participated in attacks on heavily escorted enemy convoys, sinking a large merchant ship, heavily damaging another and aiding in the destruction of a large tanker. On 18 January and 2 February 1944 he damaged a large merchant vessel and sank a medium sized tanker. On 13 February 1944 he successfully strafed and destroyed an armed enemy vessel, sank five motor launches and probably damaged a midget submarine. For his actions between 31 December 1943 and 15 February 1944 he was awarded the Navy Cross.

Jan–Feb 1944: During the nights of 16 and 22 January and 15 February, Lieutenant Harold L. Dennison led his PBY Catalina against enemy ships in the Bismarck Sea and within the vicinity of strong enemy bases. He bombed an enemy destroyer under intense anti-aircraft fire which caused severe damage to his aircraft. However, with his damaged aircraft, he returned to make repeated strafing attacks. Under hazardous weather conditions he carried out an attack

against a large merchant vessel in a strongly defended convoy. Receiving heavy and constant enemy fire, he caused heavy damage to the merchant vessel. In another action he forced an enemy tanker to run aground. For his actions in these engagements he was awarded the Navy Cross.

12 Feb 1944: Several VP-34 crews were relocated to Port Moresby, with the remaining crews and ground personnel remaining at Samarai, Papua New Guinea, to conduct maintenance, overhauls and a brief period of relief from combat operations. The detachment sent to Moresby boarded *Half Moon* (AVP 26) and *San Pablo* (AVP 30) for passage to Langemak Bay. On 19 February 1943, air-sea rescue and evacuation missions were conducted in support of TG 73.1.

15 Feb 1944: Lieutenant (jg) Nathan G. Gordon and his crew of the Samarai detachment were assigned to provide air-sea rescue support to the Army for an air attack on the enemy-held Kavieng Harbor, New Ireland. Lieutenant (jg) Gordon made four full stall landings in the rough waters of the harbor to collect survivors, coming under intense enemy fire. He and his crew located and picked up 15 Army fliers shot down during the attack. After rescuing the last man, Lieutenant (jg) Gordon was running out of fuel and was forced to land at Wewak, New Guinea. There he unloaded the Army fliers on the recently arrived tender *San Pablo* (AVP 30) before refueling and returning to Samarai. Lieutenant (jg) Gordon was later awarded

the Medal of Honor for his conduct, and each member of his crew received the Silver Star.

17 Feb 1944: Lieutenant Orazio Simonelli was awarded the Navy Cross for his action in rescuing five airmen who had been forced down by enemy gunfire on 15 February during the air attack against Kavieng Harbor, New Ireland. Although his PBY Catalina lost its fighter escort before reaching the downed airmen, Lieutenant Simonelli continued on to his object and the successful rescue, which included several severely injured men.

17 May 1944: The Langemak Bay detachment was relocated to Hollandia aboard *Half Moon* (AVP 26), where it continued air-sea rescue and evacuation missions through mid-July.

18 May 1944: The Samarai detachment was relocated to Manus Island supported by the tender *Tangier* (AV 8). Daytime scouting missions and long range scouting patrols were conducted through mid-July.

16 Jul 1944: VP-34 was relocated to Mios Woendi and Middleburg islands for a continuation of Black Cat operations.

31 Jul 1944: On the night of 31 July 1944 Lieutenant Norman L. Paxton led his PBY-5 Catalina in an attack against a large enemy freighter-transport protected by two escorts at anchor in a small harbor. He attacked in bright moonlight and against an intense barrage of antiaircraft fire. His low altitude attack succeeded in destroying the freighter-transport. He safely brought his plane and crew back to their home base despite the AA damage it had sustained during the attack. For his actions Lieutenant Paxton was awarded the Navy Cross.

1 Sep 1944: Operational control of the squadron was shifted from FAW-17 to FAW-10. A detachment was returned to Manus Island, leaving five aircraft at Mios Woendi to conduct day and night antishipping patrols.

7 Oct 1944: Five additional crews flew to supplement the detachment at Mios Woendi for patrol duties.

23 Oct 1944: VPB-34 was relocated to San Pedro Bay, Leyte Gulf, with tender support provided by *San Carlos* (AVP 51), *San Pablo* (AVP 30), *Orca* (AVP 49) and *Currituck* (AV 7). By 6 November 1944, the squadron once again commenced its hallmark Black Cat operations, alternating with daytime air-sea rescue and evacuation missions.

3 Dec 1944: At 0013 hours, *Cooper* (DD 695) was struck by a torpedo while engaging Japanese surface

craft and barges in the waters of Ormoc Bay, Leyte, Philippines. The ship broke in two and sank in less than a minute, resulting in the loss of 191 crew members and 168 survivors left struggling in the water. At 1400 Lieutenant Frederick J. Ball and his crew were returning from a long-range reconnaissance mission and spotted the survivors floating in the bay. Ball landed his Catalina in the bay and proceeded over the next hour to pick up survivors within range of enemy shore fire. He rescued 56 sailors from the bay, and when the aircraft could hold no more Lieutenant Ball began a takeoff run that took three miles before liftoff could be achieved. He safely returned to his base with his passengers, many of them wounded. The remaining 112 survivors were collected by another VPB-34 Catalina which taxied to safety outside the bay where they were offloaded onto another ship. For his bravery under fire Lieutenant Ball received the Navy Cross.

23 Dec 1944–16 Jan 1945: VPB-34 was relieved of combat operations and relocated to Manus Island in preparation for return to the U.S. Squadron personnel boarded *Hollandia* (CVE 97) at Kaneohe, Hawaii, on 10 January 1945, arriving at San Diego, Calif., on the 16th. Upon arrival all hands were given home leave and the squadron was reduced to caretaker status.

7 Apr 1945: VPB-34 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	16 Apr 1942
NAS Coco Solo, C.Z.	25 Jul 1942
NAS Guantanamo Bay, Cuba	10 Oct 1942
NAS San Diego, Calif.	7 Jun 1943
NAS Kaneohe, Hawaii	8 Jul 1943
NAS San Diego, Calif.	16 Jan 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Renwick S. Calderhead	16 Apr 1942
LCDR James G. Craig, Jr.	21 Aug 1942
LCDR Thomas A. Christopher	2 Nov 1943
LCDR Vadym V. Utgoff	12 May 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	Jun 1942

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Jul 1942	10 Oct 1942	FAW-3	Coco Solo	PBY-5	Carib
10 Oct 1942	7 Jun 1943	FAW-11	Guantanamo	PBY-5	Carib
8 Jul 1943	10 Jan 1945	FAW-2	Kaneohe	PBY-5	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
24 Jul 1943†	*	FAW-2	Midway	PBY-5	WestPac
24 Jul 1943†	*	FAW-2	Canton	PBY-5	WestPac
24 Jul 1943†	*	FAW-2	Johnston Is.	PBY-5	WestPac
18 Aug 1943†	*	FAW-2	Funafuti	PBY-5	SoPac
21 Sep 1943	*	FAW-10	Perth	PBY-5	SoPac
18 Dec 1943	*	FAW-17	Palm Island	PBY-5	SoPac
26 Dec 1943	*	FAW-17	Samarai	PBY-5	SoPac
12 Feb 1943	*	FAW-10	Port Moresby	PBY-5	SoPac
			<i>Half Moon</i> (AVP 26)		
			<i>San Pablo</i> (AVP 30)		
17 May 1944	*	FAW-17	Langemak	PBY-5	SoPac
			<i>Half Moon</i> (AVP 26)		
18 May 1944	*	FAW-17	Manus Isl.	PBY-5	SoPac
			<i>Tangier</i> (AV 8)		
16 Jul 1944	*	FAW-17	Mios Woendi	PBY-5	SoPac
1 Sep 1944	*	FAW-10	Manus Isl.	PBY-5	SoPac
23 Oct 1944	23 Dec 1944	FAW-10	San Pedro Bay	PBY-5	SoPac
			<i>San Carlos</i> (AVP 51)		
			<i>San Pablo</i> (AVP 30)		
			<i>Orca</i> (AVP 49)		
			<i>Currituck</i> (AV 7)		

* Continued combat deployment in the Pacific, moving from base to base.

† This deployment only involved a squadron detachment. The main body of the squadron remained at NAS Kaneohe, Hawaii.

Black Cat PBYS on a landing strip in the South Pacific.



Wing Assignments

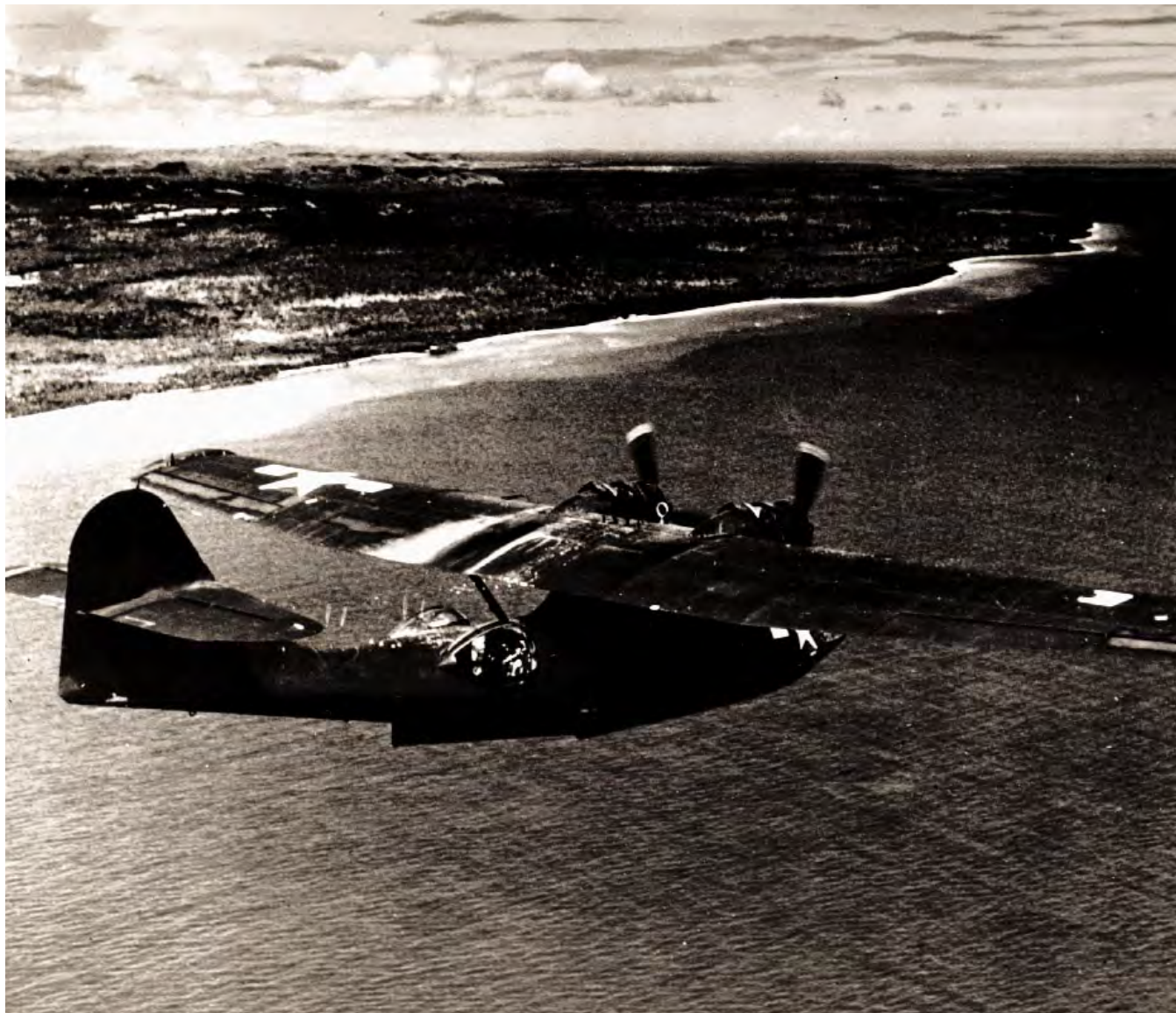
<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		16 Apr 1942
FAW-3		25 Jul 1942
FAW-11		10 Oct 1942
FAW-14		7 Jun 1943
FAW-2		10 Jul 1943
FAW-10		21 Sep 1943
FAW-17		18 Dec 1943
FAW-10		1 Sep 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		23 Dec 1944
FAW-14		16 Jan 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	15 Sep 1943	1 Feb 1944



Black Cat PB4Y in flight, (Courtesy Richard C. Knott Collection).

VPB-43

Lineage

Established as Patrol Squadron FORTY-THREE (VP-43) on 21 July 1941.

Redesignated Patrol Bombing Squadron FORTY-THREE (VPB-43) on 1 October 1944.

Disestablished on 15 September 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

21 Jul 1941: VP-43 was established at NAS San Diego, Calif., under the operational control of PatWing-1, as a seaplane squadron flying the PBY-5 Catalina. The squadron spent the next several months awaiting the delivery of new aircraft and training crews in the waters off southern California.

1 Apr 1942: A detachment of six aircraft departed San Diego, Calif., for duty with PatWing-4 and the 4th Bomber Command of the 4th Air Force at Kodiak, Alaska. VP-43 joined VP-41, on duty in the area since the outbreak of hostilities, and VP-42, which had arrived in February 1942. This detachment returned to San Diego in late May 1942.

3 Jun 1942: Admiral Kakuta led an Imperial Japanese Navy strike force with carriers *Ryujō* and *Junyo* toward Dutch Harbor, decimating the defenses with repeated air attacks as a prelude to landings on Kiska and Attu on 7 June 1942. VP-41 was the only patrol squadron at NAF Dutch Harbor, having arrived there on 27 May 1942 (VP-42 had been sent to NAAF Cold Bay at the same time). To avoid the destruction of aircraft ashore, as had happened at Pearl Harbor, the squadrons dispersed to fjords where tenders provided the necessary servicing of aircraft. VP-41 lost two of its aircraft in combat while tracking the enemy fleet, with the crews captured and surviving the war in POW camps.

6 Jun 1942: Urgent requests for assistance led Admiral Nimitz to order VP-43 and a detachment of VP-51 to proceed to the Aleutian Islands immediately. By 4 June four Catalinas had been shot down and six were unserviceable, leaving 14 available. Departing in groups of three aircraft each, all 18 aircraft arrived safely on 10 June 1942 at Chernofsky Harbor, a small port on the northern side of Unalaska, coming under the operational control of PatWing-4.

10–14 Jun 1942: Lieutenant (jg) Milton Dahl of VP-43 was selected to conduct the first reconnaissance of the Japanese forces occupying Kiska and Attu. He verified the presence of the enemy and obtained an

accurate count of vessels in both harbors. On 11 June 1942, Commander Patrol Wing 4 received a message from Commander in Chief Pacific which said, “bomb the enemy out of Kiska.” Following unsuccessful missions by USAAF B24s and B-17s, aircraft available from VPs 41, 42, 43 and 51 commenced continuous bombing missions against targets in Kiska harbor from 11 to 13 June. These missions became known as the “Kiska Blitz.” During these bombing strikes the aircraft were serviced by *Gillis* (AVD 12) at Nazan Bay, Atka Island. Efforts to use the PBYs as horizontal bombers dropping their bombs from above the clouds proved futile. Pilots began attacking singly, approaching from a direction that provided the best cloud cover. When they were over the harbor the Catalinas were put into a dive and bombs released at the appropriate time. The flak was intense. A pullout was initiated at between 500 and 1,500 feet, and the plane immediately again sought cover in the clouds. Two VP-43 aircraft were badly damaged during the raids and several crewmen killed. All of the crews were frustrated by the lack of adequate forward firepower (one 30-caliber machine gun) available for strafing. Lieutenant Commander Carroll B. Jones, commanding officer of VP-43, led his squadron on all the bombing and strafing attacks on shipping in Kiska Harbor. His aircraft was one of those damaged by the heavy AA fire during the attacks. For his courageous leadership and coolness under fire Lieutenant Commander Jones was subsequently awarded the Navy Cross. Ensign William T. Sorensen was also awarded the Navy Cross for his actions in the Kiska Harbor campaign. He flew his plane in repeated attacks on enemy ships in the harbor under extremely hazardous weather conditions and in the face of heavy antiaircraft fire from enemy ships and shore installations. On one of his dive bombing attacks he strafed enemy four-engine patrol planes on the water, destroying three of them. His aircraft returned from this attack riddled with over 100 bullet holes.

11 Jun 1942: Machinist Leland L. Davis, an enlisted pilot of a VP-43 Catalina, had made repeated bombing attacks on enemy ships in Kiska Harbor in the face of heavy antiaircraft fire from ships and shore batteries prior to 11 June. On 11 June, prior to his planned attack on Kiska Harbor, he spotted and reported sinking a Japanese submarine caught on the surface. Postwar examination of enemy records did not indicate any submarine losses on this date. However, for all his actions in the campaign against Kiska Harbor he was posthumously awarded the Navy Cross. Naval Aviation Pilot Davis and his crew failed to return from their final attack against Kiska Harbor on 14 June.

14 Jun 1942: Machinist Davis, while conducting a raid on Kiska, was shot down with the loss of all hands. During attacks on enemy ships in Kiska Harbor, Japanese reconnaissance aircraft spotted the tenders at Nazan Bay. Since both *Casco* and *Gillis* had

largely expended their stocks of ammunition, bombs and aviation fuel, the decision was made to withdraw them. VP-41 and 42 were flown to Dutch Harbor and Cold Harbor, respectively, to prepare for return to the U.S. VP-43 flew to Kodiak for refit in preparation for further operations.

Jul 1942: VP-43 returned to Nazan Bay, Atka Island, and continued bombing missions against Kiska and Attu whenever weather permitted. *Gillis* (AVD 12) and *Hulbert* (AVP 19) provided tender support.

20 Jul 1942: Lieutenant Green crashed into the side of a mountain on Atka Island with the loss of all hands.

23 Aug 1942: Lieutenant Raithel and crew were missing and presumed lost on a flight from Cold Bay.

30 Aug 1942: A task force commanded by Rear Admiral Robert A. Theobald occupied Adak Island. Tender *Casco* (AVP 12) was struck by a torpedo and beached at Nazan Bay. She was refloated and back in service on 12 September 1942.

20 Sep 1942: VP-43 was relieved for return to the U.S., arriving at NAS Alameda, Calif., on the 22nd, with all hands given home leave. The squadron returned to Dutch Harbor on 17 October 1942.

Jan 1943: VP-43 was relocated to Adak, Alaska, to provide reconnaissance on Japanese forces at Kiska and Attu during the landings on Amchitka. On 12 January 1943, a task force led by Rear Admiral Thomas C. Kinkaid occupied Amchitka Island.

1 Feb 1943: On 1 February the squadron returned to Dutch Harbor.

1 Jun 1943: VP-43 was relieved for return to NAS Seattle, Wash., leaving a two aircraft detachment at NAF Dutch Harbor, based aboard *Casco* (AVP 12). Personnel were given home leave and orders for reforming at NAS Tongue Point, Oregon.

1 Jul 1943: VP-43 was reformed with many new personnel and factory-fresh equipment at NAS Tongue Point, Oregon, under the operational control of FAW-6. The squadron's PBY-5 aircraft had been replaced by Land Cats, the amphibious PBY-5A. Training of personnel continued at Tongue Point and Whidbey Island, Wash., through the end of September.

15-16 Aug 1943: Kiska was occupied without opposition by U.S. forces. The Japanese had already abandoned the island a few days previously, taking advantage of bad weather to withdraw their troops without being observed by reconnaissance aircraft of VP-41, VP-42 or the two VP-43 detachment Catalinas.

31 Aug 1943: *RO-61*, Lieutenant Commander Toshisada Tokutomi commanding, entered the waters of Dutch Harbor on 30 August intent on sinking *Casco* (AVP 12), anchored in the bay guarded by *Reid* (DD 369). At mid-day on 31 August *Reid* was detached to transport a group of engineers to Adak Island leaving *Casco* unprotected. Lieutenant Commander Tokutomi made his attack on *Casco*, damaging the tender and

forcing it to beach to avoid sinking. Lieutenant S. Coleman of VP-42 spotted *RO-61* through the fog in the lee of Atka volcano. He attacked with machine guns and two depth charges, heavily damaging the submarine. Lieutenant Carl Amme of the VP-43 detachment next spotted the submarine and made a depth bomb attack. *RO-61* was further damaged by the attack, but managed to submerge leaving a large oil slick. Lieutenant Amme directed *Reid* to the site and marked the slick with smoke floats. *Reid* then dropped a pattern of depth charges that brought the submarine to the surface where it was sunk by gunfire. Five enlisted Japanese survivors were captured by *Reid*. Lieutenant Amme later found that *RO-61* had put one of its torpedoes directly through the space where his bunk was located aboard *Casco*.

4 Oct-12 Nov 1943: VP-43 departed the warmth of NAS Tongue Point, Oregon, for the frigid climes of Alaska. The weather during the flight north was so terrible that two of the squadron's new PBY-5As crashed en route. One was damaged during an attempted takeoff after a water landing with no injuries to personnel. The second aircraft struck a mountain near Pysht, Wash., leaving only two survivors. The remaining aircraft arrived safely at Kodiak, Alaska, coming under the operational control of FAW-4. By 11 October 1943, the squadron had arrived for duty at Attu, which had been occupied by U.S. forces on 11 May 1943. Upon arrival, VP-43 relieved VPs 45 and 61. Only two days after arrival, the squadron was forced to move due to air attacks by Japanese aircraft. Shemya Island (occupied on 30 May 1943) remained the temporary base for VP-43 until 12 November 1943, when it was judged safe to return to Attu.

20 Dec 1943: VP-43 remained based at Attu. On this date night bombing and reconnaissance missions were extended to the Northern Kuriles, the northernmost islands of the Japanese homelands. These were the first Navy photo reconnaissance and bombing missions over the Kuriles. On 5 February 1944, VB-139 took over these duties, as they were equipped with the faster PV-1 Ventura bomber.

23 Apr 1944: VP-43 was relieved by VP-61 for return to NAS Seattle, Wash. All hands were given home leave and orders for new squadrons on 18 May 1944.

6 Jun 1944: VP-43 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training of personnel and refit with new equipment and aircraft continued through the end of September.

6 Oct 1944: VPB-43 departed NAS Whidbey Island, Wash., for NAS Attu, Alaska, under the operational control of FAW-4, relieving VPB-61. The squadron was split into several detachments with the headquarters staff at Adak; Detachment 2, Amchitka; Detachment 3, Dutch Harbor; and Detachment 6, Kodiak. Routine duties involved escorting shipping in the North Pacific and convoy coverage in the Alaskan Sea Frontier.



A PB4Y coming in for a landing in the Aleutians, March 1944.



A PB4Y coming in for a landing in the Aleutians, March 1944.

21 Jul 1945: VPB-43 was relieved by VPB-62, returning to NAS Seattle, Wash. The last aircraft had arrived by 18 August 1945, and orders were received to disestablish the squadron.

15 Sep 1945: VPB-43 was disestablished at NAS Seattle, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	21 Jul 1941
NAS Alameda, Calif.	22 Sep 1942
NAS Tongue Point, Ore.	1 Jul 1943
NAS Seattle, Wash.	23 Apr 1944
NAS Whidbey Island, Wash.	6 Jun 1944
NAS Seattle, Wash.	18 Jul 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Apr 1942	May 1942	PatWing-4	Kodiak	PBY-5	NorPac
6 Jun 1942	20 Sep 1942	PatWing-4	Nazan Bay <i>Gillis</i> (AVD 12) <i>Casco</i> (AVP 12) <i>Hulbert</i> (AVP 19)	PBY-5	NorPac
17 Oct 1942	1 Feb 1943	PatWing-4	Adak	PBY-5	NorPac
1 Feb 1943	1 Jun 1943	FAW-4	Dutch Harbor	PBY-5	NorPac
4 Oct 1943	12 Nov 1943	FAW-4	Shemya Isl.	PBY-5A	NorPac
12 Nov 1943	23 Apr 1943	FAW-4	Attu	PBY-5	NorPac
6 Oct 1944	21 Jul 1945	FAW-4	Adak	PBY-5A	NorPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-1		21 Jul 1941
PatWing-4		6 Jun 1942
FAW-14		20 Sep 1942
PatWing-4/FAW-4*		17 Oct 1942
FAW-6		1 Jul 1943
FAW-4		11 Oct 1943
FAW-6		23 Apr 1944
FAW-4		6 Oct 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		21 Jul 1945

* Patrol Wing 4 (PatWing-4) was redesignated Fleet Air Wing 4 (FAW-4) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NUC	8 Jun 1942 – 1 Aug 1942

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Carroll B. Jones	1 Jul 1941
LCDR H. L. Ray	Apr 1942
LCDR Gerald E. Pierson	May 1943
LCDR John A. Horton	29 Aug 1943
LCDR Marshall C. Freerks	20 Feb 1944
LCDR Shelby O. Cole	6 Jun 1944
LCDR Robert E. Huddleston	Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	Jul 1941
PBY-5A	Jul 1943

VPB-44

Lineage

Established as Patrol Squadron FORTY FOUR (VP-44) on 3 June 1941.

Redesignated Patrol Bombing Squadron FORTY FOUR (VPB-44) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

VP-44 was one of the later Black Cat squadrons in WWII. The nickname came from the black paint scheme applied to the Catalinas for night operations.



The squadron's Black Cat insignia.

The Black Cat in the squadron's insignia depicted its stealth in the dark as well as surprise and viciousness in its attack. The outline of the yellow moon emphasized the night operations, suggesting that cats operate best when the moon is full. Colors: moon, yellow; cat, black and white; background, black.

Nickname: Black Cats, 1942–1945.

Chronology of Significant Events

3 Jun 1941: VP-44 was established at NAS San Diego, Calif., under the operational control of PatWing-1, as a seaplane squadron flying the PBY-5A Catalina. Ground and flight training was conducted at San Diego.

Dec 1941–Mar 1942: VP-44 received advanced operational training at NAS Alameda, Calif., from 14

December 1941 until the squadron began preparations for transpac to Hawaii at the end of March 1942. While at Alameda, the squadron came under the operational control of PatWing-6.

26 Mar 1942: VP-44 flew its transpac to NAS Pearl Harbor, Hawaii, coming under the operational control of PatWing-2. Operational and combat training was conducted in conjunction with patrols over the waters off Oahu.

22 May–Jun 1942: VP-44 transferred to Midway Island to provide combat patrols, joining Catalinas from VPs 14, 23, 24, 51, 72, 91 and 44. There were 32 PBY-5 and 5A aircraft at Midway awaiting the arrival of the Japanese due to decoded intercepts detailing their plans to attack Midway Island. The aircraft were split into two groups—one operating with 22 aircraft from Sand Island, the other with 10 aircraft operating from Eastern Island. Sector searches were flown out to 700 miles from Midway commencing at 0415 each morning. The squadrons were handicapped at this stage of the war by the lack of radar on the aircraft. All sightings had to be done by the “Mark I eyeball.” On 3 June, Ensign Jewell H. Reid and his crew were the first to spot the Japanese task force approaching Midway. On the night of 3–4 June, four squadron aircraft conducted an attack with obsolete Mark XIII torpedoes on a portion of the Japanese task force, causing damage to the Japanese tanker *Akebono Maru*. On 6 June, Lieutenant (jg) R. S. Whitman and his crew were attacked by three Japanese floatplanes and forced down. Whitman and ACRM C. Adams were killed in the attack. The aircraft was successfully ditched by the copilot, Ensign L. H. Camp, who then died of his wounds. AMM1c Virgil R. Marsh remained in the burning Catalina while his crew exited the sinking aircraft, holding off the attacking Japanese aircraft. The survivors were picked up later that day. The squadron returned to Pearl Harbor on 9 June. The other squadrons remained at Midway through the 25th conducting SAR missions for dive-bomber aircrews shot down during the Battle for Midway.

9 Jun–Sep 1942: VP-44 continued its patrols from NAS Pearl Harbor over the waters of Oahu, with a detachment at Johnston Island. On 26 September, the Pearl Harbor section of the squadron, including the headquarters staff, relocated to the recently completed NAS Kaneohe Bay facility. Two VP-44 aircraft were transferred to other squadrons reducing the complement to 10 aircraft.

21 Dec 1942: VP-44 turned in its 10 PBY-5A aircraft in return for 12 PBY-5 Catalinas. These aircraft were then equipped with twin 30-caliber guns and Mark IX gunsights.

22 Dec 1942–May 1943: The squadron received orders to deploy to the combat zone at Espiritu Santo Island, New Hebrides, under the operational control of FAW-1. A detachment of two aircraft was sent to

Halavo Beach, Florida Islands, for Dumbo searches only. Many of the missions flown from Halavo went deep into enemy territory. For those flights fighter escorts often accompanied the Catalinas. While based at Espiritu Santo during the months of February and March 1943 the squadron carried numerous Dumbo missions and transported equipment and personnel during the Solomons campaign. In May 1943, the squadron received two aircraft from VP-72, increasing the complement of Catalinas to 14 PBY-5s. Attacks on the Catalinas during this period were frequent. No less than 12 attacks by Mavis flying boats and Nell bombers were recorded on squadron aircraft, but with no losses.

26 Jun 1943: VP-44 was relieved for return to NAS Kaneohe, Hawaii, and then on to the U.S. By 20 July 1943 VP-44 had arrived at NAS San Diego, Calif., coming under the operational control of FAW-14. All hands were given orders and home leave.

29 Sep 1943–Feb 1944: VP-44 was reformed at NAS San Diego, Calif., and conducted training in preparation for its second tour in the combat zone. It is interesting to note that, unlike the other Black Cat squadrons in the South Pacific, VP-44 was designated as such from the start. Its aircraft came from the factory with a flat-black finish instead of Navy blue, as

was the normal practice. Training was completed in January 1944 and the squadron conducted its transpac to NAS Kaneohe, Hawaii. It was discovered that the new amphibious PBY-5A with wheels did not have the range of its predecessor the PBY-5, and could not fly all the way to Hawaii with its wheels attached. The squadron found some PV-1 drop tanks at San Diego that they were able to fit to the wings of the Catalinas that gave them the range needed to make it to Hawaii. This then became standard procedure for the squadrons that followed. From 18 January to 13 February, the squadron departed NAS San Diego in pairs bound for Kaneohe.

1 Feb 1944: The squadron remained at Kaneohe, under the operational control of FAW-2, for five weeks of intensive training with emphasis on ASW techniques.

11 Mar 1944: VP-44 was deployed to Luganville Airfield on Espiritu Santo, New Hebrides, under the operational control of FAW-1. A detachment of aircraft was maintained for convoy coverage at Nausori. ASW training resumed at Luganville Airfield, with the addition of two new technical aids: the sonobuoy and a searchlight with 80 million candlepower. Antishipping searches, ASW patrols and rescue missions were the primary missions at both locations.



Personnel checking a PB5A before it leaves the airstrip on Majuro Island, March 1944.

15 Jun 1944: VP-44 moved to Green Island, halfway between Bougainville and Rabaul, only 150 miles from the enemy stronghold. A PATSU was available for maintenance of squadron aircraft and the berthing and feeding of unit personnel. Patrol missions involved flying daily search sectors extending in a northerly direction to within 200 miles of Truk. ASW operations were discontinued. Patrol missions ceased after 18 August when the primary mission of the squadron was changed to keeping 17 nearby enemy airfields neutralized and to prevent shipping at night from getting to the bypassed Japanese garrisons. Nightly Black Cat raids were conducted and the squadron maintained standby aircraft for ASW and Dumbo missions during the day. Nightly hunts were usually coordinated with one of the PT boat squadrons stationed on Green Island. The Cats would spot the target at night with their radar, then illuminate the scene for the PT boats. Both would then join in on the kill. Attacks were usually made with 4 500-pound ANM-64 bombs and 40 20-pound fragmentation bombs. On one nighttime mission over Rabaul, an enemy floatplane fighter attacked Lieutenant Lloyd Garrison and his crew. In the ensuing combat they managed to shoot down the fighter. Upon return, the jubilant crew was informed that confirmation was needed before credit could be authorized. Undaunted, the crew returned early the next morning and took pictures in broad daylight of the smoking wreckage still floating in the bay at Rabaul. They were duly given credit for the deed.

4 Sep–Dec 1944: VP-44 operational control was changed from FAW-1 to FAW-2. By this stage of the war, Japanese resistance had been broken and Rabaul neutralized. It was the squadron's job to see that 17 enemy airfields were regularly bombed to prevent their use and to intercept resupply ships and barges attempting to reinforce Japanese troops on Bougainville and New Ireland. A detachment of three aircraft was maintained for a few months at Torokina airstrip on Bougainville for Dumbo work with Marine air units. This group was nearly overrun during a

Banzai attack by the last remaining Japanese troops on Bougainville in December 1944.

1 Dec 1944: VPB-44 operational control was shifted from FAW-2 to Commander Air Seventh Fleet (ComAir7thFlt). Six squadron aircraft were utilized for passenger and mail runs between Hollandia, New Guinea and Leyte, Philippines. The squadron also conducted resupply for the Australian coastwatchers, flying to such remote islands as Pinipel, Feni, Nuguria, Lehir and Ontong Java.

Jan–Feb 1945: The squadron remained based primarily on Green Island, with one aircraft at Hollandia and two at the Seaplane Base Repair Base #1 on Manus Island. Black Cat missions were officially terminated on 10 February with the complete neutralization of Rabaul and the primary mission of the squadron shifted to Dumbo work.

Mar 1945: A three-aircraft detachment was located at Manus and a two-aircraft detachment at Emirau Island for Dumbo work. The squadron at Green Island was primarily assigned air freight, ASW standby and Dumbo missions.

11 Apr 1945: VPB-44 was relieved by VPB-53 for return to the United States. The squadron arrived at NAS Kaneohe on 21 April and boarded *Cape Esperance* (CVE 88) for return to San Diego, Calif. Upon arrival on 1 May, the squadron was given orders reassigning all personnel.

20 Jun 1945: VPB-44 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	3 Jun 1941
NAS Alameda, Calif.	14 Dec 1941
NAS Pearl Harbor, Hawaii	26 Mar 1942
NAS Kaneohe, Hawaii	26 Sep 1942
NAS San Diego, Calif.	Jul 1943
NAS Kaneohe, Hawaii	18 Jan 1944
NAS San Diego, Calif.	1 May 1945

Squadron PBV-5A Black Cats on Fiji Islands (Courtesy Richard C. Knott Collection).



Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LCDR W. C. Holt	3 Jun 1941	PBY-5A	Jun 1941
LCDR R. C. Brixner	Oct 1941	PBY-5	Dec 1942
LCDR R. A. Rosasco	Dec 1942	PBY-5	Sep 1943
LCDR G. S. Bogart	29 Sep 1943	PBY-5A	

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
26 Mar 1942	22 May 1942	PatWing-2	Pearl Harbor	PBY-5A	WestPac
22 May 1942	22 Dec 1942	PatWing-2	Midway	PBY-5A	WestPac
22 Dec 1942	20 Jul 1943	FAW-1	Espiritu Santo	PBY-5	SoPac
18 Jan 1944	*	FAW-2	Kaneohe	PBY-5A	WestPac
11 Mar 1944	*	FAW-1	Espiritu Santo	PBY-5A	SoPac
15 Jun 1944	1 May 1945	FAW-1/2	Green Island	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from base to base.



A squadron PBY delivering supplies to a coast watcher on Lihir Island (Courtesy Richard C. Knott Collection).

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-1		3 Jun 1941
PatWing-6		14 Dec 1941
PatWing-2/FAW-2 [†]		26 Mar 1942
FAW-1		22 Dec 1942
FAW-14		Jul 1943
FAW-2		18 Jan 1944
FAW-1		11 Mar 1944
FAW-2		4 Sep 1944
ComAir7thFlt		1 Dec 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 May 1945

[†] Patrol Wing 2 (PatWing-2) was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Squadron personnel at a morning muster (Courtesy Richard C. Knott Collection).



VPB-45

Lineage

Established as Patrol Squadron FORTY FIVE (VP-45) on 10 March 1943.

Redesignated Patrol Bombing Squadron FORTY FIVE (VPB-45) on 1 October 1944.

Disestablished on 5 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

10 Mar–Apr 1943: VP-45 was established at NAS Seattle, Wash., as a seaplane squadron flying the PBY-5 Catalina. The actual training of the squadron took place at NAS Whidbey Island, Wash., through mid-April 1943. During this period VP-45 came under the operational control of FAW-6.

22 Apr–Jun 1943: With training completed, six of the squadron's aircraft were relocated to Alaska, arriving at Kodiak on 27 April and Adak on 1 May 1943. The squadron officially deployed to Kodiak, Alaska, in May and came under the operational control of FAW-4. The squadron arrived just in time for the occupation of Attu, in the Aleutian chain. Japanese forces had occupied this small island on 7 June 1942. On 28 May 1943, General Yamaziki of the Imperial Japanese Army received a surrender invitation via air drop by a VP-43 Catalina. He refused and the U.S. Army took Attu on 29 June. While the campaign for Attu was going on, tender *Casco* (AVP 12) provided support for VP-45 operations which consisted of antishipping strikes in the vicinity of Attu, Amchitka and Kiska.

4 May 1943: The first regular patrols by VP-45 began from NAF Amchitka and beyond Attu towards the Kuriles.

30 Jun 1943: With the capture of Attu, larger facilities for coping with the requirements of a seaplane squadron became available. The remaining six aircraft of the squadron, which had been waiting impatiently at Seattle, deployed to augment the *Casco* group. Until shore facilities were built, the squadron continued open sea operations from the tender *Casco* (AVP 12) at Attu.

10–19 Jul 1943: VP-45 made its first bombing run on Paramushiro, Kurile Islands. The bombs were released by radar at night in overcast with unknown results. This performance was repeated on 19 July 1943.

10 Aug–9 Oct 1943: VP-45 personnel were able to move ashore at Attu. Duties consisted primarily of sector searches for enemy activity, which by this time had

been largely eliminated. Casco Cove at Attu was too small to provide adequate protection for the entire squadron and facilities for use of beaching gear for the nonamphibious PBY-5s was nonexistent. On 9 October 1943, the squadron was relieved by VP-43 for return to Seattle, where the squadron could be refitted with new PBY-5A amphibious aircraft.

14 Jan 1944: VP-45 was reformed at Seattle, Wash., with amphibious PBY-5A aircraft and new personnel. Operational control was exercised by FAW-6. Training took place at NAS Whidbey Island, Wash., but instead of returning north upon completion of refitting and training, the squadron received orders in early March to proceed southeast to Norfolk, Va.

15 Mar 1944: VP-45 departed NAS Whidbey Island for NAS Norfolk, where it came under the operational control of FAW-5. Shortly after arrival the squadron was relocated to Boca Chica, Fla., where it was given training, as well as conducting operational ASW patrols.

29 Apr 1944: VP-45 deployed to NAF Belem, Brazil, with detachments maintained at NAF Amapa and NAF Sao Luiz, Brazil. Duties consisted of sweeps and anti-submarine patrols. Operational control over the squadron was exercised by FAW-16.

7 Jun 1944: A detachment was sent to NAF Fernando de Neronha Island to conduct daily sector sweeps and antisubmarine patrols. Facilities at this tiny base located 210 miles off the eastern coast of Brazil were cramped and primitive. VP-45 shared the base with PV-1 Ventura landplane detachments from VBs 125, 134 and 145 based out of NAF Pici Field, Forteleza, Brazil.

1 Oct 1944: VP-45 was redesignated VPB-45. During this period the squadron conducted routine patrols and was additionally tasked with training Brazilian aircrews at NAF Galeao Field, Rio de Janeiro.

Jan 1945: One aircraft was reported overdue from a patrol and presumed lost. Although weather may have been a factor, enemy action was more probable as German U-boats were increasingly heavily armed. In the previous year several Navy patrol aircraft had been shot down or damaged while attempting to complete a bombing run on surfaced submarines.

Feb 1945: Six of the squadron's aircraft were detached to Ascension Island for antisubmarine patrols and convoy coverage.

15 Mar–22 May 1945: VP-45 was relocated to NAF Ipitanga, Bahia, Brazil. Routine patrols were resumed until orders were received on 22 May 1945 for return to the continental United States.

27 May 1945: VP-45 reported aboard NAS Norfolk, Va., under the operational control of FAW-5.

5 Jun 1945: VP-45 was disestablished at NAS Norfolk.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	10 Mar 1943
NAS Norfolk, Va.	15 Mar 1944

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR C. Atkinson	14 Jan 1944
LCDR H. B. Scott	8 Jun 1944
LCDR L. E. Binion	7 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LT Guy Howard (actg)	10 Mar 1943
LT Carl H. Amme	1 May 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	Mar 1943
PBY-5A	Jan 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
22 Apr 1943	*	FAW-4	Kodiak <i>Casco</i> (AVP 12)	PBY-5	NorPac
30 Jun 1943	9 Oct 1943	FAW-4	Attu <i>Casco</i> (AVP 12)	PBY-5	NorPac
29 Apr 1944	†	FAW-16	Belem	PBY-5A	SoLant
15 Mar 1945	27 May 1945	FAW-16	Ipitanga	PBY-5A	SoLant

* Continued combat deployment in the Aleutians, moving from base to base.

† Continued combat deployment in South America, moving from base to base.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		10 Mar 1943
FAW-4		22 Apr 1943
FAW-6		Oct 1943
FAW-5		15 Mar 1944
FAW-16		29 Apr 1944

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		27 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-52

Lineage

Established as Torpedo Squadron THREE D FIFTEEN (VT-3D15) on 12 July 1928.

Redesignated Patrol Squadron THREE-S (VP-3S) on 21 January 1931.

Redesignated Patrol Squadron THREE Base Force (VP-3F) on 17 July 1933.

Redesignated Patrol Squadron THREE (VP-3) on 1 October 1937.

Redesignated Patrol Squadron THIRTY TWO (VP-32) on 1 July 1939.

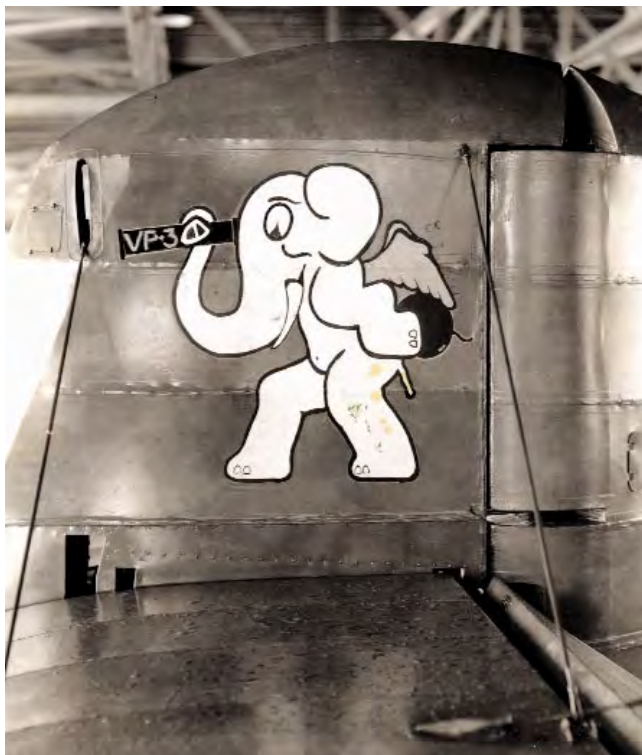
Redesignated Patrol Squadron FIFTY TWO (VP-52) on 1 July 1941.

Redesignated Patrol Bombing Squadron FIFTY TWO (VPB-52) on 1 October 1944.

Disestablished on 7 April 1945.

Squadron Insignia

The squadron's first insignia was created by VT-3D15 and approved by the Chief of the Bureau of Aeronautics on 11 July 1929. The somewhat amateurish appearance of the original design showed a gray elephant holding a black bomb behind his back, with a telescope held to his eye by his trunk. A set of wings adorned the back. Wings and telescope were



The squadron's first insignia as displayed on the tail of its aircraft.



The squadron's insignia approved by the Bureau of Aeronautics.

highlighted in yellow. Size of the insignia on the squadron aircraft was 21 inches overall. The significance of the design is unknown.

With the redesignation of VT-3D15 to VP-3S on 21 January 1931, the same insignia continued in use. On 1 April 1937, the squadron submitted a modified design for bureau approval. The appearance of the elephant was somewhat less cartoonish, and the entire design was centered on a red background. All other colors remained the same. BuAer approved the modified design on 20 April 1937, which continued in use through numerous redesignations from 1937 until the squadron's disestablishment in 1945.

Nickname: No nickname is on record for the squadron, although it has been suggested that the original design in 1929 contained a pink elephant that was soon changed to official Navy gray, lest a nickname be attached that would not reflect favorably on the Navy!

Chronology of Significant Events

12 Jul 1928: VT-3D15 established at NAS Coco Solo, C.Z., as a torpedo bomber squadron flying the T3M-2 twin floatplane. The squadron's primary mission was observation and protection of Coco Solo zone against hostile forces.

21 Jan 1931: VT-3D15 was redesignated Patrol Squadron 3 (VP-3S), Scouting Force, at NAS Coco Solo, C.Z., with 18 PM-1 aircraft. Training and patrol operations were the order of the day.

1 Jul 1931: NAS Coco Solo, home port for the squadron, was redesignated Fleet Air Base (FAB) Coco

Solo. The redesignation of both the squadron and its home port indicated a change in mission from coastal defense to fleet aircraft. VP-3S participated in operations with the fleet in concert with VP-8S, off the coast of Cuba, in a portion of Fleet Problem XII. *Wright* (AV 1) provided tender support. VP-3S returned to FAB Coco Solo on 30 July 1931.

17 Jul 1933: The squadron came under the control of the fleet Base Force Command and was redesignated Patrol Squadron Three Base Force (VP-3F) with

12 PM-1s supported by *Swan* (AM 34) and *Lapwing* (AM 1).

21 Apr 1934: VP-3F conducted massed flights in exercises with VPs 2F, 3F, 5F, 7F and 9F during Fleet Problem XV held off the coast of Panama. The squadron's participation in the problem lasted through 28 May 1934.

1 Jan 1935: VPs 3F and 5F conducted exercises with tenders *Wright* (AV 1), *Lapwing* (AM 1), *Teal* (AM 23) and *Gannet* (AM 41) to test the ability of sur-



A squadron P2D-1 in flight.

face vessels to support flying boat operations at remote locations.

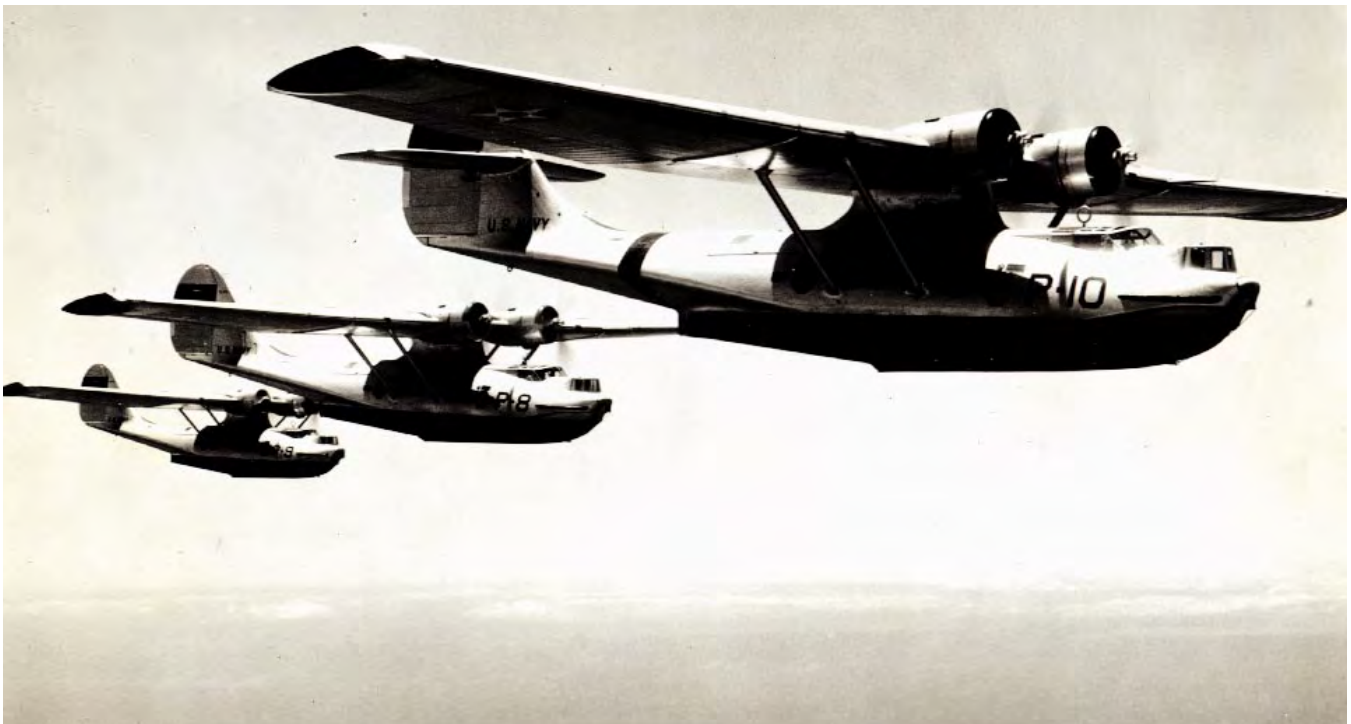
21–22 Jun 1937: Twelve PBY-1 Catalinas of VP-3F under the command of Lieutenant Robert W. Morse flew nonstop from NAS San Diego, Calif., to FAB Coco Solo, C.Z., completing the 3,292-mile flight in 27 hours and 58 minutes.

1 Oct 1937: The squadron was redesignated Patrol Squadron Three (VP-3) and became part of the new patrol wing organization under PatWing-3.

20 Feb 1939: VPs 3, 5 and 2 participated in Fleet Problem XX conducted in the Caribbean and coastal waters of South America. PatWing-3 aircraft were part of Black Force, taking part in bombing attacks against White Force vessels. The exercises clearly demonstrated the extreme vulnerability of the slow-moving patrol flying boats against organized antiaircraft fire of support vessels. An attack on a flying boat base also demonstrated the vulnerability of the aircraft when on the ground or in the water, as compared to dispersion with tenders at remote sites.

14 Apr 1939: Aircraft of VPs 3, 2 and 5 mapped 1,076 miles of South American coastline from Nicaragua to the Colombian border. The achievement was significant given the prevailing state of the weather during this period and the poor conditions for aerial photography.

Feb 1940: VP-32 relieved VP-33 of Neutrality Patrol duty, flying out of Guantanamo, Cuba. The Neutrality Patrol was created in response to the German invasion of Poland in August 1939. This invasion set the stage for global conflict with the potential for Axis surface merchant raiders and submarines to prey on British vessels in U.S. territorial waters. President Roosevelt issued his first proclamation of neutrality on 5 September 1939, declaring waters within the territorial jurisdiction of the U.S. off-limits to military operations of belligerent powers. The Neutrality Patrol would extend east of Boston and south of Trinidad in the Caribbean. VPs 51, 52, 53, 54 and 33 were the first squadrons to be assigned to the Neutrality Patrol, supported by four tenders.



A formation of squadron PB5Ys.

29 Jun 1940: VP-32 was relieved by VP-33 on Neutrality Patrol duty.

1 Jun 1941: After VP-32 was relocated to its home port at NAS Norfolk, Va., the squadron turned in its well-used PB5Y-2 and PB5Y-3 aircraft, obtaining six new PB5Y-5s at NAS San Diego, Calif. Six more aircraft were flown to NAS Norfolk on 7 July 1941.

17 Jul 1941: VP-52 personnel and material were loaded aboard *Curtiss* (AV 4) for transport to Guantanamo, Cuba, to relieve VP-81. Using Guantanamo as a base of operations, the squadron conducted an aerial survey of Bermuda, Cuba and Great Exuma Island. During these operations tender support was provided by *Albemarle* (AV 5) and *George E. Badger* (AVP 16). VP-52 returned to NAS Norfolk in August 1941 to prepare the squadron for redeployment to South America.

23 Aug 1941: A six-aircraft detachment was sent to San Juan, P.R., for Neutrality Patrol duties.

5 Nov 1941--Mar 1942: All of VP-52's well-worn PB5Y-5s were turned over to VP-51 in exchange for its new PB5Y-5 patrol planes. Commencing immediately after the exchange, the squadron deployed to Natal, Brazil. After five months of operations from Natal, VP-83 relieved VP-52 of patrol duties at Natal and returned to NAS Norfolk, Va. in March 1942.

23 Apr 1942: The VP-52 administrative staff remained at NAS Norfolk, while the aircrews and support staff deployed to Bermuda. Once on station, the squadron conducted convoy protection and ASW patrols in the central Atlantic.

May 1943: VP-52 turned over six crews and six PB5Y-5 aircraft to VP-31, NAS Pensacola, Fla., and the remaining members of the squadron were sent to NAS San Diego, Calif. Upon arrival, the crews and support personnel upon arrival at San Diego began preparations for a transpac, while the crews with VP-31 at Pensacola participated in ASW duties in Caribbean waters.



A squadron PB5Y undergoing a wash down.

31 May 1943: With the squadron reunited, the support staff, ground crews and material departed aboard *Long Island* (CVE 1) for NAS Pearl Harbor, Hawaii. Two days later the aircrews began the transpac from San Diego to Pearl Harbor.

9 Jun 1943: Five aircraft and six crews were deployed to Canton Island for training and patrol duty, with a three-aircraft detachment sent to Johnston Island.

2 Jul 1943: Seven aircraft and seven crews were deployed to Midway for training and patrol duty.

30 Jul 1943: The squadron was reunited at NAS Kaneohe, Hawaii, to prepare for deployment to Perth, Australia.

7 Aug 1943: VP-52 arrived at Perth, Australia, and commenced reconnaissance patrols and operations from advanced bases in the southwest Pacific. Detachments were located at Exmouth Gulf, Geraldton and Perth.

16 Oct 1943: VP-52 commenced Black Cat operations from Palm Island and New Guinea.

22 Nov 1943: The squadron was transferred to Namoai Bay, New Guinea, where it conducted Black Cat night antishipping patrols at masthead levels.

25 Nov–23 Dec 1943: Lieutenant Alex N. McInnis, Jr., led his PBY Catalina on night missions against enemy combatants and convoys in the Bismarck Archipelago during extremely adverse and hazardous weather conditions. During this period of operation

from 25 November to 23 December 1943 he successfully carried out a low-altitude attack on a large merchant vessel. He experienced heavy anti-aircraft fire from enemy combatants but was able to drop his thousand pound bomb on the merchant ship, leaving it in flames and still burning three hours after the attack. For his actions during the attacks between 25 November and 23 December 1943 he was awarded the Navy Cross.

26 Nov 1943: Lieutenant William J. Lahodney and his crew conducted a night attack on an enemy task force consisting of a cruiser and three destroyers in the waters off Rabaul. Lahodney's bombs heavily damaged the enemy cruiser, but his own aircraft sustained severe damage with over 100 holes in the wings and fuselage from the intense AA fire. Lahodney managed to fly the perforated Catalina over mountainous terrain and stormy seas for four hours to arrive safely at his home base. For his heroic actions and skillful flying he was awarded the Navy Cross.

10 Dec 1943: Lieutenant (jg) Rudolph Lloyd and his crew made an attack at night on a large enemy freighter in the Bismarck Archipelago under extremely adverse weather conditions. After dropping their bomb on the target, Lieutenant Lloyd returned and made strafing attacks on the ship until it sank.

14 Dec 1943: Lieutenant (jg) Lloyd and his crew conducted a night attack on ships in Kavieng



Squadron personnel on one of its PBY-5s nicknamed Pugnacious Puss, October 1943.

Harbor during adverse weather conditions. A bombing run was made on what appeared to be a small enemy cruiser or large destroyer and two hits were observed. Lloyd returned to make a strafing pass, but was forced to retreat by intense AA fire and the arrival of enemy fighter aircraft. For his courageous actions on the nights of 10 and 14 December, Lieutenant Lloyd was awarded the Navy Cross.

13 May 1944: VP-52 conducted missions from Humboldt Bay, Hollandia, in the area of New Guinea, New Britain and in the Bismarck Sea.

15 Jul 1944: The squadron was transferred to Woendi Lagoon where it conducted antisubmarine patrols and Dumbo air-sea rescue missions for downed flyers in support of the bombing of Woleai, Truk and Yap islands.

18 Sep 1944: VP-52 operated from NAF Manus Island, with rotation of detachments to Treasury, Green and Emirau islands.

9 Dec 1944: VPB-52 was reunited for transfer to the United States via NAS Kaneohe, Hawaii, arriving at NAS San Diego, Calif., aboard the *Breton* (CVE 23) on 31 December.

7 Apr 1945: VPB-52 was disestablished.



A squadron Black Cat in flight, February 1944.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Coco Solo, C.Z.	12 Jul 1928
FAB Coco Solo, C.Z.	1 Jul 1931
NAS Coco Solo, C.Z.	30 Sep 1939
San Juan, P.R.	27 Mar 1941
NAS Norfolk, Va.	1 Jun 1941
NAS San Diego, Calif.	11 Feb 1943
NAS Kaneohe, Hawaii	2 Jun 1943
NAS San Diego, Calif.	9 Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1928–1932
LCDR George L. Compo	14 Apr 1933
LCDR Fred C. Dickey	26 Jun 1935
LT Rorbert W. Morse	29 Mar 1937



A squadron PBY-5A taxiing, February 1944.

Commanding Officers—Continued

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LCDR William H. Hamilton	2 May 1939	PM-1	Jul 1928
LCDR Thomas A. Turner, Jr.	May 1940	P2D-1	1933
CDR F. M. Hammit	May 1942	PBY-1	Aug 1937
CDR Frank M. Nichols	Apr 1943	PBY-2	Feb 1940
CDR Harold A. Sommer	Sep 1943	PBY-2	Feb 1940
CDR Rennix N. Isner, Jr.	Aug 1944	PBY-5	Jun 1941

Aircraft Assignment

A squadron P2D-1 on the launching ramp.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Feb 1940	29 Jun 1940	PatWing-5	Guantanamo	PBY-2	Carib
17 Jul 1941	18 Aug 1941	PatWing-5	Guantanamo	PBY-5	Carib
			<i>Albamarle (AV 5)</i>		
			<i>George E. Badger (AVP 16)</i>		
23 Aug 1941	Nov 1941	PatWing-5	San Juan	PBY-5	Carib
5 Nov 1941	27 Mar 1942	FAW-3	Natal	PBY-5	SoLant
23 Apr 1942	11 Feb 1943	FAW-5	Bermuda	PBY-5	Lant
2 Jun 1943	9 Jun 1943	FAW-2	Kaneohe	PBY-5	WestPac
9 Jun 1943	30 Jul 1943	FAW-2	Canton & Johnson Is.	PBY-5	SoPac
2 Jul 1943	30 Jul 1943	FAW-2	Midway Is.	PBY-5	WestPac
7 Aug 1943	*	FAW-10	Perth	PBY-5	SoPac
22 Nov 1943	*	FAW-17	Namoai Bay	PBY-5	SoPac
23 Dec 1943	*	FAW-17	Port Moresby	PBY-5	SoPac
12 Feb 1944	*	FAW-17	Palm Is.	PBY-5	SoPac
26 Mar 1944	*	FAW-17	<i>Tangier (AV 8)</i>	PBY-5	SoPac
			<i>San Pablo (AVP 30)</i>		
13 May 1944	*	FAW-17	Humboldt Bay	PBY-5	SoPac
15 Jul 1944	*	FAW-17	Woendi	PBY-5	SoPac



A formation of squadron PBY-5As, December 1943.

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 Sep 1944	*	FAW-17	Manus	PBY-5	SoPac
9 Oct 1944	9 Dec 1944	FAW-17	Hollandia Woendi	PBY-5	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Naval District 15		12 Jul 1928
Scouting Force		21 Jan 1931
Base Force		17 Jul 1933
PatWing-3		1 Oct 1933
PatWing-5		Feb 1940
FAW-3		5 Nov 1941
FAW-5		Mar 1942
FAW-2		2 Jun 1943
FAW-10		31 Jul 1943
FAW-17		16 Oct 1943
FAW-14		31 Dec 1944

Unit Awards

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
PUC	15 Sep 1943 – 1 Feb 1944



Squadron personnel on one of its PBY-5s nicknamed Alley Cat, October 1943, 80-G-223051.



A formation of squadron Black Cats, December 1943.

VPB-54

Lineage

Established as Patrol Squadron FIFTY FOUR (VP-54) on 15 November 1942.

Redesignated Patrol Bombing Squadron FIFTY FOUR (VPB-54) on 1 October 1944.

Disestablished on 7 April 1945.

Squadron Insignia and Nickname

Although there is no record of any official insignia on file, a February 1943 photograph of the squadron commanding officer standing next to a VP-54 Catalina shows an insignia of a snarling black cat crouched on top of a bomb. Members of the squadron state that a full moon served as a background for the design. Colors: moon background, orange; cat and bomb, black with white outlining; cat's tongue, red; teeth and whiskers, white.

Nickname: Black Cats, 1942–1945.

Chronology of Significant Events

15 Nov 1942–12 Feb 1943: VP-54 was established at NAS Kaneohe, Hawaii, as a seaplane squadron flying the PBV-5A Catalina under the operational control of FAW-2. Formation and training of the squadron

continued through 11 February 1943. Although 12 aircraft was the normal complement for a squadron, 18 aircraft were on board by the end of the year. On 12 February 1943, VP-54 was ordered to convert to a night flying unit with two weeks training time prior to transfer to the combat zone.



The squadron's Black Cat insignia.

1 Mar 1943: The first element of aircraft departed NAS Kaneohe for NOB Espiritu Santo, with the last aircraft arriving in early April. During this period of operations the squadron came under the operational control of FAW-1. While en route, four aircraft were caught at NAF Canton Island in a surprise night raid by Japanese Mitsubishi G4M1 Navy Type 1 (Betty) attack bombers. All four Catalinas were destroyed.

11 Mar 1943: VP-54 began sending its aircraft to Henderson Field, Guadalcanal, relieving VP-12. Its duties were to conduct antishipping patrols in the Solomons area in support of the forces occupying the island and Dumbo missions in support of downed air-

crews. The initial landings on Guadalcanal had been made on 7 August 1942, encountering strong Japanese resistance. The island was not declared secure until 9 February 1943. Patrol tracks included Russell Island, the southwest coast of Santa Isobel and the northern tip of Malaita and Savo Island.

5 Aug 1943: During the Rendova and Munda Island campaigns in the Solomons, the Japanese attempted to remove as many of their ground forces as possible from isolated garrisons. VP-54 conducted numerous antishipping attacks on transports during this period.

7 Sep 1943: VP-54 was based at NAB Henderson Field, Guadalcanal, with seven aircraft, NOB Espiritu Santo with one aircraft and Noumea with three aircraft.

7 Oct 1943: VP-54 provided support for the forces attacking Vella Lavella, Solomons.

1 Nov 1943: VP-54 was tasked with providing anti-submarine coverage, search missions and air coverage at the beginning of the Bougainville campaign. By the end of the campaign the squadron's tour of duty drew to a close. Since arriving in the combat theater the squadron had recovered 52 personnel from the water, including downed pilots and survivors of ship sinkings.

20 Nov 1943: VP-54 was relieved and flew its aircraft to Sidney, Australia. The aircraft remained at Sidney while the squadron personnel were returned to the U.S. aboard ship. After a period of home leave, a cadre of personnel were given orders to report to NAS San Diego, Calif., for reforming the squadron.

6 Feb 1944: VP-54 was reformed at NAS San Diego, Calif., under the operational control of FAW-14, with new PBV-5A aircraft to replace the ones left in Australia. By May the squadron had fully integrated its new personnel and equipment and was ready for re-deployment.

20 May 1944: VP-54 departed NAS San Diego in elements of three aircraft, with the last arriving at NAS Kaneohe, Hawaii, on 21 May 1944. The remainder of the squadron and its assets were sent to Hawaii aboard *Breton* (CVE 10). Upon arrival at NAS Kaneohe the squadron came under the operational control of FAW-2.

28 May 1944: A detachment of six aircraft and nine crews was deployed to Midway Island until 2 July 1944, conducting routine operational patrols. The remaining squadron assets at NAS Kaneohe continued to perform routine patrols in Hawaiian waters.

8 Jul 1944: VP-54 deployed to Guadalcanal in three-plane sections, leaving NAS Kaneohe every other day. The first section arrived at Espiritu Santo on 12 July, continuing on to Carney Field, Guadalcanal, to relieve VP-81. During this period the squadron came under the operational control of FAW-1.

31 Jul 1944: VP-54 was relocated to Luganville Airfield, Espiritu Santo, relieving VP-12. A detachment



A formation of Black Cats, 80-G-301450.

of four PBY-5As was maintained at Henderson Field, Guadalcanal, for duty with the 2nd Marine Air Wing through 10 September 1944. The squadron aircraft at Luganville conducted routine ASW patrols and Dumbo searches.

13 Sep 1944: VP-54 deployed 13 aircraft and 15 crews to Emirau. Two aircraft were sent to Funafuti. Both detachments returned to Espiritu Santo on 21 September 1944.

22 Sep 1944: Long-range navigation over large areas of the ocean was difficult for large aircraft with a full time navigator and extremely difficult for single-seat fighters. The Navy was frequently called upon by the Army Air Forces to provide seaplane escorts for fighter groups making long transits between island bases. The presence of amphibious Navy aircraft also ensured a quick rescue in the event of ditching. VP-54 conducted such a mission on 22 September, escorting the Western Caroline Air Force from Emirau to Peleliu Island, staging through Hollandia and Owi.

24 Sep 1944: A three-aircraft element was sent on a night search for enemy shipping in the passage north of Peleliu.

1 Oct 1944: VP-54 was redesignated VPB-54. On this date, the squadron provided an escort for Marine squadrons being transferred from Emirau to Palau.

4 Nov 1944: A detachment of six aircraft and crews remained at Peleliu Island, Palau, for Dumbo missions. The other seven squadron aircraft remained at Espiritu Santo.

10 Nov 1944: VPB-54 was relieved by RNZAF Squadron No. 5, but lacking further orders remained at Espiritu Santo until mid-December.

12–23 Dec 1944: The seven aircraft of the Espiritu Santo detachment of VPB-54 were relocated to the island of Los Negros. On 23 December 1944, the detachment relieved VPB-34 for air-sea rescue and evac-

uation work. Tender support at Leyte Gulf was provided by *Orca* (AVP 49) under the operational control of FAW-10.

27 Dec 1944–10 Jan 1945: VPB-23 relieved the squadron's Peleliu detachment, but its aircraft were too worn out to be able to rejoin the squadron at Leyte Gulf. The six aircraft were first flown to Woendi for overhaul on 1 January 1945. The work was completed a week later and the detachment flew into Leyte on 10 January 1945. Upon arrival the detachment was put aboard *Tangier* (AV 8), while the remaining five aircraft and eight crews of the former Leyte detachment departed aboard *Orca* (AVP 49) for duty in Lingayen Gulf.

22 Jan 1945: The six aircraft and crews aboard *Tangier* (AV 8) were relocated to *San Carlos* (AVP 51) and continued operations in the Leyte Gulf.

14 Feb 1945: The Lingayen Gulf detachment was relieved by VPB-17 and then returned to Leyte Gulf to rejoin the rest of the squadron. *Currituck* (AV 7) provided this group tender support.

17 Feb 1945: VPB-54's tour of duty formally concluded with its relief at Leyte Gulf by VPB-17. Three of the squadron aircraft were flown to Manus Island for transportation to the U.S. The remaining crews departed from Samar Island via NATS, returning to the continental U.S. The support staff and ground crews boarded *Wharton* (AP 7) for return to the States.

24 Feb–13 Mar 1945: The commanding officer and aircrew personnel reported to COMFAIRALAMEDA and FAW-8 at NAS Alameda, Calif.. On 13 March 1945, prior to the arrival of the ground crews and support staff, all personnel were given reassignment orders sending them to other squadrons.

7 Apr 1945: VPB-54 was disestablished at NAS Alameda, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	15 Nov 1942
NAS San Diego, Calif.	Dec 1943
NAS Kaneohe, Hawaii	21 May 1944
NAS Alameda, Calif.	24 Feb 1945

Commanding Officers

	<i>Date Assumed Command</i>
LT Carl W. Schoenweiss	15 Nov 1942
LCDR Kenneth J. Sanger	6 Feb 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	15 Nov 1942



The squadron's commanding officer, Lcdr. Schoenweiss (right) gets a briefing from one of his pilots, note the squadron insignia in the background (Courtesy Richard C. Knott Collection).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Mar 1943	*	FAW-1	Espiritu Santo	PBY-5A	SoPac
11 Mar 1943	*	FAW-1	Guadalcanal	PBY-5A	SoPac
20 Nov 1943	Dec 1943	FAW-1	Sidney	PBY-5A	SoPac
20 May 1944	*	FAW-2	Kaneohe	PBY-5A	SoPac
28 May 1944	*	FAW-2	Midway	PBY-5A	SoPac
12 Jul 1944	*	FAW-1	Guadalcanal	PBY-5A	SoPac
31 Jul 1944	*	FAW-1	Espiritu Santo	PBY-5A	SoPac
13 Sep 1944	*	FAW-2	Emirau	PBY-5A	SoPac
4 Nov 1944	*	FAW-2	Peleliu	PBY-5A	SoPac
12 Dec 1944	*	FAW-10	Los Negros <i>Orca</i> (AVP 49)	PBY-5A	SoPac
10 Jan 1945	*	FAW-10	Leyte <i>Tangier</i> (AV 8) <i>San Carlos</i> (AVP 51)	PBY-5A	SoPac
10 Jan 1945	*	FAW-10	Lingayen <i>Orca</i> (AVP 49)	PBY-5A	SoPac
14 Feb 1945	17 Feb 1945	FAW-10	Leyte <i>Currituck</i> (AV 7)	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		15 Nov 1942
FAW-1		1 Mar 1943
FAW-14		Dec 1943
FAW-2		20 May 1944
FAW-1		8 Jul 1944
FAW-2		4 Sep 1944
FAW-10		12 Dec 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		24 Feb 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBY-5A being prepared for beaching (Courtesy Fred C. Dickey, Jr., Collection).



A squadron PBY-5A coming up the launching ramp (Courtesy Fred C. Dickey, Jr. Collection).

VPB-61

Lineage

Established as Patrol Squadron SIXTY ONE (VP-61) on 1 May 1942.

Redesignated Patrol Bombing Squadron SIXTY ONE (VPB-61) on 1 October 1944.

Disestablished on 15 September 1945.

Squadron Insignia and Nickname

The only official insignia used by VPB-61 was submitted for approval on 28 June 1945, and was approved by CNO on 6 July 1945. The insignia was comprised of a cat, representing the PBV-5A Land Cats, rolling a lucky seven with a pair of dice. The cat was



The squadron's cartoon cat insignia.

standing on a bomb with a pair of binoculars around its neck, signifying the squadron's primary function as a patrol bombing squadron. There were two color themes for the cat. When northern based, the squadron painted the cat white on a black bomb; if southern based, it became black on a gray bomb. Colors: field, aquamarine; dice, white and gray with black dots; bomb, black (or gray) with yellow highlights; cat, white (or black); cat jowls, gray; eyes, white

with lime green pupil; tongue, dull red; mouth, black; binoculars, black with yellow highlights; cap on cat, bright blue and yellow striped.

Nickname: None on record.

Chronology of Significant Events

1 May 1942: VP-61 was established at NAS Alameda, Calif., as a seaplane squadron flying both the PBV-5 Catalina and the amphibious PBV-5A version. During this period the squadron came under the operational control of PatWing-8. Training of squadron personnel continued through the end of July.

10 Jun 1942: Four of the squadron aircraft were ferried to Cold Bay, Alaska, for temporary duty.

15 Aug 1942: VP-61 departed NAS Alameda bound for Sitka, Alaska. Bad weather encountered en route kept the squadron grounded at NAS Seattle until 18 August. A break in the overcast allowed the squadron to make a quick dash to Sitka, then on the next day to NAS Kodiak, PatWing-4 headquarters where VP-61 reported for duty. The squadron was assigned duty at Section Base Sand Point, Popof Island. From this location three five-hour patrols were flown over search sectors each day.

23 Aug 1942: Four squadron aircraft were detached for duty at NAS Kodiak. All four returned to Sand Point, Popof Island, on 26 August 1942.

27-29 Aug 1942: Two aircraft were detached for operations from Nazan Bay, Atka Island, with tender support provided by *Casco* (AVP 12).

30 Aug 1942: Adak was occupied by Army forces and an advanced seaplane base was established there by the tender *Teal* (AVP 5), which put North Pacific forces within 250 miles of occupied Kiska and in a position to maintain a close watch over enemy shipping lanes to that island and to Attu. The tender *Casco* (AVP 12) was damaged by a torpedo from the Japanese submarine *RO-61*, Lieutenant Commander Toshisada Tokutomi commanding, and was beached while repairs were completed.

2 Sep 1942: The squadron headquarters was relocated to NAF Dutch Harbor. Two aircraft were sent to operate with tender *Casco* (AVP 12) at Nazan Bay, Atka Island; and three aircraft to operate with tender *Teal* (AVP 5) at Kuluk Bay, Adak Island. From these sites the squadron conducted routine sector patrols and attacks on Japanese shipping.

30 Nov 1942: In preparation for relief and return to the States, all of the squadron aircraft flew back to Dutch Harbor. Weather conditions were so bad at that base that none of the aircraft could be flown, even though they were kept on alert status through mid-December.

12 Dec 1942: A temporary break in the weather allowed the squadron to depart NAF Dutch Harbor, but it only got as far as Sitka, Alaska, when storms kept VP-61 grounded until 22 December 1942.

22 Dec 1942: VP-61 departed NAS Sitka for NAS Seattle, Wash. Upon arrival, crews were given home leave through 6 January 1943.

15 Jan 1943: After a week spent at NAS Seattle settling squadron affairs and administrative matters, the squadron again departed for the north, returning to NAS Sitka, Alaska, then on to Kodiak on 18 January 1943. After reporting to FAW-4 headquarters, the squadron was assigned to NAF Otter Point, Umnak Island.

19 Jan 1943: VP-61 relieved VP-42 at NAF Otter Point. After getting settled, detachments of aircraft were sent to NAF Dutch Harbor, Aleutians.

4 May 1943: Squadron headquarters were reestablished at NAF Adak, Alaska, with a detachment at Amchitka Island.

10 May–7 Jun 1943: Squadron headquarters were shifted to Amchitka Island in preparation for the invasion of Attu Island on 11 May. On 7 June 1943, the establishment of NAF Attu within one week of its cap-

ture from the Japanese brought FAW-4 bases to the tip of the Aleutian chain, nearly 1,000 miles from the Alaskan mainland and 750 miles from Japanese territory in the Kuriles.

7–16 Oct 1943: VP-61 was relieved by VB-61. Only half of the squadron was able to depart on the 8th when the weather shut down operations. The rest of the aircraft left the next day and rejoined the squadron at Kodiak. By 16 October 1943, all of the squadron aircraft arrived safely at NAS Seattle, completing the second tour of duty in the Aleutian Island chain. All hands were given 30 days home leave and told to report on expiration of leave to NAS Whidbey Island, Wash.

5 Jan 1944: VP-61 was reformed at NAS Whidbey Island under the operational control of FAW-6, spending the next three months training new crews and refurbishing equipment.

8 Apr 1944: The squadron departed NAS Whidbey Island for its third Aleutian tour, proceeding to

Yakutat, Alaska, then on to NAS Kodiak on 12 April. After reporting to FAW-4 headquarters, the squadron was given orders to report to Adak Island to attend the LORAN School and the Ordnance refresher course. LORAN, which stood for long-range aid to navigation, equipment had been tested for the first time at NAS Lakehurst, N.J., on 13 June 1942. Operators could home in on beacons during IFR flying conditions and find their home bases safely. In the inclement weather of the far northwest, this equipment proved to be a lifesaver.

22 Apr 1944: VP-61 departed Adak for NAS Attu, commencing daily patrols the next day. The patrol areas were divided into six pie-shaped segments extending 350 miles out to sea.

15 Sep 1944: VP-61 began flying inshore patrols along the shipping lanes, which extended the complete length of the Aleutian chain. To facilitate the coverage over these vast distances, the squadron was divided into detach-



A PBV taxiing past two PT boats in the Aleutians, September 1943.

ments: Headquarters moved to NS Adak, Detachment 1 went to NAF Amchitka, Detachment 2 to NAS Kodiak, and Detachment 3 went to NAF Dutch Harbor.

10 Dec 1944: VPB-61 was relieved from inshore patrols by VPB-43. The various detachments rejoined the headquarters staff at NAS Kodiak.

11–28 Dec 1944: VPB-61 departed Kodiak en route to NAS Seattle, Wash. The last aircraft arrived on 28 December 1944, and all hands were given home leave.

1 Feb 1945: VPB-61 began reforming at NAS Whidbey Island with new personnel and equipment. With the end of the war imminent, deployment plans were delayed until the end of August, when the decision was made to disestablish the squadron.

15 Sep 1945: VPB-61 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	1 May 1942
NAS Seattle, Wash.	22 Dec 1942
NAS Whidbey Island, Wash.	5 Jan 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Frank Bruner	1 May 1942
LCDR Charles J. Eastman	5 Jan 1944
LCDR W. J. Camp, Jr.	18 Feb 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5/5A	May 1942



A PBY on patrol in the Aleutians area, March 1943, 80-G-K-8145.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Jun 1942	*	PatWing-4	Cold Bay	PBY-5/5A	NorPac
15 Aug 1942	*	PatWing-4	Sitka	PBY-5/5A	NorPac
30 Aug 1942	*	PatWing-4	Adak	PBY-5/5A	NorPac
			<i>Teal</i> (AVP 5)		
2 Sep 1942	22 Dec 1942	PatWing-4	Dutch Harbor	PBY-5/5A	NorPac
			<i>Casco</i> (AVP 12)		
			<i>Teal</i> (AVP 5)		
15 Jan 1943	*	FAW-4	Umnak Is.	PBY-5A	NorPac
4 May 1943	*	FAW-4	Adak	PBY-5A	NorPac
11 May 1943	7 Oct 1943	FAW-4	Amchitka	PBY-5A	NorPac
12 Apr 1944	*	FAW-4	Kodiak/Adak	PBY-5A	NorPac
22 Apr 1944	11 Dec 1944	FAW-4	Attu	PBY-5A	NorPac

* Continued combat deployment in the North Pacific, moving from base to base.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-8		1 May 1942
PatWing-4/FAW-4†		15 Aug 1942
FAW-6		22 Dec 1942
FAW-4		15 Jan 1943
FAW-6		16 Oct 1943
FAW-4		12 Apr 1944
FAW-6		28 Dec 1944

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
† Patrol Wing 4 (PatWing-4) was redesignated Fleet Air Wing 4 (FAW-4) on 1 November 1942.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A PBY being serviced at an Aleutians airfield, July 1943, 80-G-K-8155.

VPB-63

Lineage

Established as Patrol Squadron SIXTY THREE (VP-63) on 19 September 1942.

Redesignated Patrol Bombing Squadron SIXTY THREE (VPB-63) on 1 October 1944.

Disestablished on 2 July 1945.

Squadron Insignia and Nickname

The squadron's only known insignia was approved by CNO on 3 November 1944, after it had been redesignated VPB-63. The design was inspired by the squadron's MAD gear. It featured the face of a "mad" cat wearing a sailor hat, holding a broken submarine in its paws.



The squadron's insignia.

Colors: field, yellow; border, dark blue; paws, jowls and hat, white; cat face blue; eyeball, yellow and green; pupil, dark blue with white iris; submarine, black; lettering, green with dark blue shadows.

Nickname: The Mad Cats, 1943–1945.

Chronology of Significant Events

19 Sep 1942: VP-63 was established at NAS Alameda, Calif., under the operational control of PatWing-8, as a seaplane squadron flying the PBV-5A

Catalina. The squadron was originally intended to be used in the South Pacific as a Black Cat squadron operating out of Guadalcanal, but shortly after its establishment a decision was made to use it as a test bed for two new technological innovations—Magnetic Anomaly Detection (MAD) equipment and retro-firing rockets. The MAD gear was designed to detect the presence of a submarine underwater, while the 12 (later 15) retro-firing rockets overcame the tendency of air-dropped depth charges to overshoot the target by canceling out the bomb's forward trajectory as soon as it was dropped. A third device was soon added to the squadron's arsenal, the passive-listening sonobuoy. This equipment was dropped over the suspected location of a submarine and allowed the aircraft PPC to determine with a high degree of accuracy the target's depth and position.

2 Nov 1942: VP-63 ferried nine PBV-5As to NAS Kaneohe, Hawaii. The flight provided valuable experience for the squadron's upcoming transpac.

5–7 Dec 1942: A full squadron alert took all available aircraft into the Pacific on long-range search patrols for Japanese carriers believed to be coming in under cover a weather front to make a sneak raid on the California coast. No enemy vessels were sighted, but the patrols gave the squadron valuable experience in rough weather operations.

31 Dec 1942: A VP-63 Catalina piloted by Lieutenant James E. Breeding made a night crash landing at sea five miles off the coast of Oregon. Although all eight of the crew were able to board life rafts before the plane sank, all but one drowned in the surf while coming ashore.

1 Jan 1943: The squadron's success in tactical exercises resulted in an increase in the complement from 12 to 18 aircraft and crews.

14 Feb 1944: Lieutenant (jg) Henry Kovacs made a crash landing in San Francisco Bay. Three crewmen were killed, including Lieutenant (jg) Kovacs.



A squadron PBV-5A, circa 1942.

15 Mar 1943: VP-63 departed NAS Alameda for San Diego, Calif. On the 16th, the squadron was officially detached from FAW-8 and assigned to FAW-5. On the 17th the squadron departed San Diego for NAS Elizabeth City, N.C., via Salton Sea, Calif.; Corpus Christi, Tex.; and Pensacola and Jacksonville, Fla. Upon arrival, the aircrews were given a brief course on use of searchlights in ASW operations.

30 Mar 1943: Lieutenant Frederick A. Brown and his entire crew were lost in a crash off Albemarle Sound, N.C., while on a searchlight training flight.

4–18 Apr 1943: A six-aircraft detachment was sent to NAS Key West for duty under the operational control of FAW-12. Two days later the rest of the squadron was transferred to NAS Quonset Point, R.I., for operations under FAW-9. The detachment rejoined the squadron there on 18 April 1943.

24 Apr 1943: A four-aircraft detachment was sent to NAS Jacksonville, Fla., returning to NAS Quonset Point on 6 June 1943.

2 May 1943: A two-aircraft detachment was sent to Bermuda for ASW operations, returning to NAS Quonset Point on 24 May 1943.

May 1943: In two separate incidents, squadron aircraft made emergency landings at sea with only minor injuries to personnel.

22–23 Jun 1943: VP-63 departed NAS Quonset Point for RAFB Pembroke Dock, South Wales, for op-

erations with the RAF 19 Group Coastal Command and assignment to the operational control of FAW-7. On 23 July 1943, VP-63 became the first U.S. patrol squadron to operate from the United Kingdom in the campaign against U-boats.

28 Jul 1943: Lieutenant (jg) Samuel R. Parker caught two U-boats on the surface while on patrol. Both remained on the surface putting up a fierce concentration of AA fire that prevented Lieutenant (jg) Parker from attacking. Two RAF flying boats soon arrived on the scene, forcing the U-boats to dive. Subsequent attacks by the combined aircraft were unsuccessful.

1 Aug 1943: On one of the squadron's patrols in the Bay of Biscay, a VP-63 aircraft piloted by Lieutenant William P. Tanner, was attacked by eight enemy Ju-88 fighter-bombers. In the ensuing combat, two of the enemy aircraft were claimed shot down and a one damaged. Lieutenant Tanner was also shot down, but survived with two members of his crew. This encounter marked the first aerial combat between U.S. Naval Aviation and the Luftwaffe. The Ju-88 encounters were not accidental; the aircraft were a special squadron of attack interceptors tasked with finding and shooting down Allied ASW aircraft searching for German U-boats. Postwar examination of German records indicate that only one enemy fighter was actually shot down, a Ju-88C-6 Werk No. 360118



A squadron PBY at Pembroke Dock, South Wales, England, with a British Sunderland in the foreground, 1943, 80-G-53246 (Courtesy Captain Jerry Mason, USN).

from 13/KG40. The German crew was rescued later by one of their seaplanes.

16–26 Dec 1943: U-boat hunting in the Bay of Biscay was no longer productive and was a waste of the squadron's MAD resources. VP-63 departed RAFB Pembroke Dock en route to NAF Port Lyautey, French Morocco, for better hunting grounds in the Mediterranean. Two aircraft remained at Pembroke Dock to continue operations with the RAF in experimental countermeasures being developed for use against the V-1 flying bomb. While en route to Port Lyautey on 25 December 1943, squadron commanding officer Lieutenant Commander Curtis Hutchings came under fire from a group of six enemy destroyers that had put to sea under cover of the bad weather. After Lieutenant Commander Hutchings relayed the position of the enemy vessels, the Royal Navy arrived and sank three of the destroyers. The remainder of the squadron arrived without incident at Port Lyautey on 26 December 1943, coming under the operational control of FAW-15. Squadron operations consisted almost solely of antisubmarine warfare patrols in the Straits of Gibraltar and the Mediterranean.

9 Jan 1944: Lieutenant Woodrow E. Sholes crashed during takeoff from the Oued Sebou River at Port Lyautey. Two crewmen survived the accident.

20 Jan 1944: The two aircraft remaining at RAFB Pembroke Dock rejoined the squadron at NAF Port Lyautey.

8 Feb 1944: A two-aircraft barrier patrol was established between the southern tip of Spain and the tip of Spanish Morocco. The aircraft flew at an altitude of only 55 feet from dawn to dusk, in all sorts of weather. Spanish antiaircraft batteries in Spanish Morocco frequently shot at the patrolling aircraft whenever they flew close to the three-mile limit.

24 Feb 1944: *U-761* was detected by PBV-5 Catalinas of VP-63 during an attempt to pass through the Straits of Gibraltar. The two VP-63 PBVs, piloted by Lieutenants Howard Baker and T. R. Woolley, used their MAD gear to detect, track and assist in the sink-



On 24 February 1944 *U-761* was detected by squadron PBVs which tracked and assisted in the sinking of the submarine. This photo shows the crew of *U-761* abandoning the submarine.

ing of *U-761*, Oberleutnant Horst Geider commanding. The U-boat was attacked by a British Catalina of RAF Squadron 202 and a PV-1 Ventura of VB-127. Lieutenant P. L. Holmes, pilot of the VB-127 Ventura, assisted in the kill by dropping depth charges on *U-761* when it surfaced. It was the first sinking of a submarine aided by MAD equipment. Following the attack by VB-127, the U-boat was scuttled near Tangier, in view of approaching British destroyers. The crew of 51 was picked up by HMS *Anthony* and *Wishart*.

16 Mar 1944: Squadron aircraft piloted by Lieutenant (jg) M. J. Vopatek, Lieutenant R. C. Spears, and Lieutenant (jg) V. A.T. Lingle detected *U-392*, Oberstleutnant Henning Schümann commanding, during an attempted passage of the Straits of Gibraltar. Lieutenant (jg) Vopatek guided HMS *Affleck* into position with his MAD gear. *Affleck* fired a pattern of depth charges that sent the U-boat to the bottom.

15 Apr 1944: Lieutenant (jg) Vopatek and Lieutenant H. L. Worrell repeated the performance of 16 March, when they detected *U-731*, Oberstleutnant Alexander Graf von Keller commanding, attempting to cross the straits. Subsequent attacks by the aircraft did not sink the U-boat but both aircraft continued to track the submarine, guiding HMS *Kilmarnock* into position for a successful Hedgehog attack that sent the submarine to the bottom. This sinking was to be the last in the Mediterranean theater, as the squadron had, in the words of British Admiral Sir Andrew Cunningham "... turned the Mediterranean into an Allied lake."

6 Dec 1944: The Mad Cats were reduced to 12 aircraft with three spares. The resulting surplus personnel were returned to the U.S. for reassignment to other patrol squadrons.

10 Jan 1945: A detachment of aircraft was sent to RNAS Dunkeswell, Devon, England, for operations with RAF Coastal Command, under the operational control of FAW-7.

30 Apr 1945: Lieutenant F. G. Lake, from the Dunkeswell Detachment, sighted *U-1107* while submerged with only its snorkle visible. The U-boat, commanded by Oberstleutnant Fritz Parduhn, was quickly sunk by a spread of 30 retro contact bombs fired by the MAD signature, rather than visual sighting.

11 May 1945: *U-541*, Kapitänleutnant Kurt Petersen commanding, surrendered to PPC Lieutenant W. D. Ray. The U-boat was fully surfaced and raised the black flag in accordance with surrender instructions. Lieutenant Ray circled the U-boat for two hours until surface units arrived on the scene. A guard crew was then put aboard and the submarine was escorted to Gibraltar.

4 Jun 1945: Orders were received to stand down for return to NAS Norfolk, Va., and disestablishment. The squadron departed Port Lyautey and Dunkeswell, with all personnel arriving at Norfolk by 21 June 1945.

2 Jul 1945: VPB-63 was disestablished at NAS Norfolk, Va..



On 11 May 1945 U-541 surrendered to a squadron PBY. This photo shows the U-541 surfaced with a British destroyer on the far left, 80-G-319661 (Courtesy Captain Jerry Mason, USN).



A close up of U-541 surrendering, 80-G-319659 (Courtesy Captain Jerry Mason, USN).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	19 Sep 1942
NAS Elizabeth City, N. C.	23 Mar 1943
NAS Quonset Point, R. I.	6 Apr 1943
RAFB Pembroke Dock, South Wales, England	22 Jun 1943
NAS Port Lyautey, F.M.	16 Dec 1943
NAS Norfolk, Va.	21 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Edward O. Wagner	19 Sep 1942
LCDR Curtis H. Hutchings	23 Sep 1943
LCDR Carl W. Brown	25 Jul 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	Sep 1942
PBY-5A MAD	Oct 1942



A close up showing the MAD gear on a squadron PBY.

A close up of a squadron PBY-5A showing the rails on the wing for retrorockets, 80-G-53255 (Courtesy Captain Jerry Mason, USN).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
22 Jun 1943	25 Dec 1943	FAW-7	Pembroke	PBY-5A	NorLant
26 Dec 1943	9 Jan 1945	FAW-15	Port Lyautey	PBY-5A	Med
10 Jan 1945	21 Jun 1945	FAW-7	Dunkeswell	PBY-5A	NorLant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-8/FAW-8*		19 Sep 1942
FAW-5		16 Mar 1943
FAW-9		6 Apr 1943
FAW-7		22 Jun 1943
FAW-15		26 Dec 1943
FAW-5		21 Jun 1945

* Patrol Wing 8 (PatWing-8) was redesignated Fleet Air Wing (FAW-8) on 1 November 1942.

A squadron PBY flies above a Navy blimp, 1945, 80-G-48763 (Courtesy Captain Jerry Mason, USN).



Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBY-5A, 80-G-53247 (Courtesy Captain Jerry Mason, USN).

VPB-84

Lineage

Established as Patrol Squadron EIGHTY FOUR (VP-84) on 1 October 1941.

Redesignated Patrol Bombing Squadron EIGHTY FOUR (VPB-84) on 1 October 1944.

Disestablished on 28 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Oct 1941–15 Apr 1942: VP-84 was established at NAS Norfolk, Va., under the operational control of PatWing-8. The squadron remained without aircraft during training. In December the squadron was transferred to NAS San Diego, Calif., for a month of ground and flight training. On 1 February 1942, it was transferred to NAS Alameda, Calif., for advanced flight training in the PBY-5A Catalina. The squadron then returned to NAS Norfolk in two detachments, departing the West Coast on 12 and 15 April 1942. Two aircraft of the first section of aircraft, led by the squadron commanding officer, crashed into a mountain top while flying in heavy fog near Livermore, Calif. Only one enlisted crew member survived.

1 Jun 1942: Nine VP-84 aircraft departed NAS Norfolk, Va., for NAS Argentia, Newfoundland, with a three-aircraft detachment remaining at Charleston, S.C. The detachment rejoined the squadron at the end of June.

25 Sep 1942: VP-84 departed NAS Argentia for FAB Reykjavik, Iceland, relieving VP-73 of convoy coverage, ASW patrols and special patrols in cooperation with RAF Coastal Command. Flying was generally conducted under 600-foot ceilings, with two-mile visibility at a maximum. Days were short during the winter months with only four hours of dim daylight available.

5 Nov 1942: *U-408*, commanded by Kapitänleutnant Reinhard von Hymmen, was sunk by Lieutenant R. C. Millard and his crew. The submarine, caught on the surface, was struck by four depth bombs aft of the conning tower while submerging.

27 Dec 1942: Lieutenant H. H. Luce and his crew were killed during extreme turbulence in a squall, crashing on the Keflavik Peninsula.

14 May 1943: *U-640*, commanded by Oberleutnant Karl-Heinz Nagel, was sunk by Lieutenant P. A. Bodinet and crew off Iceland using a Fido homing torpedo.

25 May 1943: *U-467*, commanded by Kapitänleutnant Heinz Kummer, was sunk by



A squadron depth bomb explodes to port as U-467 turns hard right. U-467 was sunk by a squadron aircraft on 25 May 1943 (Courtesy Captain Jerry Mason, USN).

Lieutenant R. C. Millard and crew off Iceland using bombs.

11 Jun 1943: Lieutenant Douglas S. Vieira and crew attempted a water landing to rescue the crew of a ditched RAF B-17 Flying Fortress. During the landing, the aircraft hit a large wave and sank, leaving the crew to join the RAF survivors floating in life rafts. Five days later one survivor was rescued; the others had died of exposure to the cold.

20 Jun 1943: *U-388*, commanded by Oberstleutnant Peter Sues, was sunk by Lieutenant E. W. Wood and crew.

24 Jun 1943: *U-194*, commanded by Kapitänleutnant Heerman Hesse, was sunk by Lieutenant J. W. Beach and crew.

7 Sep 1943: The squadron returned to the continental U.S., arriving at NAS Beaufort, S.C., on 25 September. During its one-year deployment, the squadron had experimented with several types of armament against the German U-boats. Twin fixed 50-caliber machine guns were found too difficult to operate. A fixed 20-mm cannon obtained from a P-38 squadron worked well, but the best results were obtained from a fixed 50-caliber gun with twin 30-caliber guns in the forward turret. These weapons were used with varying degrees of success in 31 attacks. The primitive ASV Mark II radar sets were less than useless on patrols, as German U-boats could detect the signals of the units and submerge before the aircraft could spot the targets. Upon return to NAS Beaufort, VP-84 came under the operational control of FAW-9.

28 Nov 1943: Lieutenant J. W. Beach and five members of his crew were killed in a crash two miles north

of NAS Beaufort. Four other members survived the crash. No cause for the accident was ever determined.

18 Dec 1943: The squadron proceeded on to NAS Quonset Point, R.I., where it commenced convoy patrols and coverage of sea lanes off the eastern seaboard out to the 500-mile mark. During this period new ASV Mark III radar and airborne LORAN gear were installed, greatly reducing the hazards of navigation in foul weather conditions.

11 May 1944: VP-84 was transferred to NAS Coco Solo, C.Z., under the operational control of FAW-3. A detachment was sent to Barranquilla, Colombia, to conduct ASW sweeps of the tanker lanes. The detachment rejoined the squadron at NAS Coco Solo on 4 November 1944. Since the Navy had no field for land-based aircraft, the squadron used the Army's New France Field next to the naval air station. A one-mile long taxi strip connected the two air bases.

11 Nov 1944–12 Jan 1945: VP-84 received orders to return to NAS Quonset Point, R.I. The squadron returned in two sections of three aircraft each, one arriving on 4 December 1944, the other arriving on 12 January 1945. A third four-aircraft detachment remained at NAS Coco Solo to continue convoy patrols. Five of the squadron aircraft of the NAS Quonset Point group received the L8C searchlight installation to assist in anti-

submarine sweeps along the Eastern Sea Frontier. At this time there was considerable concern over the ability of the Germans to launch submarine-borne V-1 buzz bombs in attacks on major coastal cities.

7 Apr 1945: VP-84 received orders to proceed to NAS Alameda, Calif. All aircraft and crews, including those of the Coco Solo detachment, arrived safely by 18 April 1945. The squadron came under the operational control of FAW-8 on 20 April, providing support for the United Nations Conference for International Organization being held in the San Francisco area. Patrols were conducted in cooperation with VPB-32. Each squadron flew four eight-hour ASW patrols in the Bay area each day.

4 May 1945: PPC Lieutenant (jg) Robert Moment, the squadron executive officer Lieutenant Commander Norman W. White and most of the crew of a squadron PBV-5A were killed in a crash shortly after takeoff. The aircraft encountered fog two miles north of the Golden Gate Bridge and crashed into a hilltop while attempting to get beneath the overcast. Two enlisted crewmen survived the crash.

28 Jun 1945: VPB-84 was disestablished at NAS Alameda, Calif. A large portion of the squadron pilots and crews were used for ferry duty on a temporary basis after disestablishment of the squadron.



Squadron personnel with a squadron PBV-5A in the background, 7 November 1944.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Oct 1941
NAS Argentia, Newfoundland	1 Jun 1942
FAB Reykjavik, Iceland	25 Sep 1942
NAS Beauford, S.C.	7 Sep 1943
NAS Quonset Point, R.I.	18 Dec 1943
NAS Coco Solo, C.Z.	11 May 1944
NAS Quonset Point, R.I.	11 Nov 1944
NAS Alameda, Calif.	7 Apr 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Loren A. Morris	1 Oct 1941
LCDR Jesse J. Underhill	12 Apr 1942
LT Brendan J. Moynahan	26 Feb 1943
LCDR Poyntell C. Staley, Jr.	18 Mar 1943
LCDR Douglas G. Parker	12 Dec 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	Dec 1941

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jun 1942	24 Sep 1942	FAW-7	Argentia	PBY-5A	NorLant
25 Sep 1942	18 Dec 1943	FAW-7	Reykjavik	PBY-5A	NorLant
11 May 1944	11 Nov 1944	FAW-3	Coco Solo	PBY-5A	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-8		1 Oct 1941
PatWing-7/FAW-7 [†]		1 Jun 1942
FAW-9		7 Sep 1943
FAW-3		11 May 1944
FAW-9		11 Nov 1944
FAW-8		20 Apr 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
† Patrol Wing 7 (PatWing-7) was redesignated Fleet Air Wing (FAW-7) on 1 November 1942.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-91

Lineage

Established as Patrol Squadron NINETY ONE (VP-91) on 1 December 1941.

Redesignated Patrol Bombing Squadron NINETY ONE (VPB-91) on 1 October 1944.

Disestablished on 2 April 1946.

Squadron Insignia and Nickname

A photograph on file for VP-91 in the Aviation History Branch squadron insignia archives showed what appeared to be a Disney-like Dumbo elephant, with outstretched ears, astride two bombs. The figure



The squadron's insignia.

was in a circular patch with the squadron designation VP below the right ear, and 91 above it. Above and outside the design was the logo UP-FLOATS. Colors: background, dark blue; outlines and letters, gold. The reputed insignia tied in with one of the squadron's primary missions in WWII, that of Dumbo missions to retrieve downed airmen. The squadron achieved a record on this score, retrieving 80 airmen from the water during two tours in the South Pacific. Unfortunately, no documentation survives to verify the authenticity of the insignia or its approval by CNO.

Nickname: None on record.

Chronology of Significant Events

1 Dec 1941: VP-91 was established at NAS Norfolk, Va., under the operational control of PatWing-8, as a seaplane squadron flying the PBV-5 Catalina. On 15 December 1941, the squadron was relocated to Alameda, Calif. Upon arrival preparations were made for the transpac to Pearl Harbor, Hawaii, where VP-91 would be located to reinforce the patrol squadrons depleted by the Japanese attack.

28 Feb 1942: VP-91 departed San Francisco, Calif., for Pearl Harbor, Hawaii, with the last aircraft arriving safely by 2 March 1942. Upon arrival the squadron came under the operational control of PatWing-1. VP-91 remained in the Hawaii area through early September flying local patrols under COMNAVAIR-BASEDEFENSE.

4 Sep 1942: VP-91 began relocating south into the active war zone, arriving at Espiritu Santo, New Hebrides Islands, on 13 September 1942. Operations from this area were conducted while based aboard *Mackinac* (AVP 13) in the Second Channel, under the operational control of FAW-1. On 2 November 1942, with the departure of *Mackinac*, the officers of the squadron were berthed aboard *Curtiss* (AV 4), while the enlisted personnel were berthed aboard *Tangier* (AV 8).

27 Oct 1942: Lieutenant Melvin K. Atwell and crew were flying a night reconnaissance mission in the vicinity of the Solomon Islands when they spotted a large vessel 30 miles away. They determined that the dark outline of a large ship was moving in an easterly direction at high speed. Flying closer to investigate, the ship was seen to enter a low overcast and stop. Two passes at low altitude failed to identify the ship. Atwell climbed back to 1,500 feet and when two miles from the ship was bracketed by two bursts of AA fire. He immediately put the aircraft into a dive, releasing his four 500-pound bombs over the ship at 650 to 600 feet. Two bombs were seen to explode aft of the forward smokestack of the ship, which appeared to be an Aoba class heavy cruiser. The concussion of the explosions damaged the aircraft, which barely pulled out of the dive at 20 feet above the surface of the sea. Atwell chose not to linger in the vicinity of the warship, as he had developed several fuel leaks. As they headed for home base a large orange flash was seen in the distance in the vicinity of the target, followed by a larger explosion 10 minutes later. For his courageous single-handed attack on the enemy warship Lieutenant Atwell was awarded the Navy Cross.

13 Nov 1942: Five of the squadron aircraft were flown to Vanikoro, supported by tender *Mackinac* (AVP 13) in Peon Bay. On 2 December 1942, *Mackinac* was relieved by *Ballard* (AVD 10), and returned to Espiritu Santo. The detachment of five aircraft and six crews remained with *Ballard*, flying sector searches from Vanikoro, while the seven aircraft

remaining at Espiritu Santo aboard *Mackinac* flew sectors from that location.

Mar 1943: VP-91 was relieved for return to the continental U.S. The squadron was reformed at NAS San Diego, Calif., under the operational control of FAW-14.

9 Aug 1943: VP-91 conducted its transpac to Hawaii, with the last aircraft arriving safely at NAS Kaneohe on 18 August 1943. Here the squadron remained until 1 October 1943, when a detachment of six aircraft was sent to Johnson Island for antishipping patrols in support of the Task Force 14 raid on Wake Island from 5 to 6 October.

29 Oct 1943: VP-91 began the deployment from NAS Kaneohe, Hawaii, in three-aircraft elements to Espiritu Santo. Upon arrival on 10 November 1943, the squadron came under the operational control of FAW-1, supported by tenders *Wright* (AV 1) and *Chandeleur* (AV 10). Three days later, a detachment of six aircraft was sent to Suva, Fiji. A second detachment of three aircraft was sent to Halavo Bay, leaving three aircraft and six crews to conduct sector patrols from Espiritu Santo. Crews and aircraft were rotated frequently between all three sites.

1 Jan 1944: The Halavo Bay detachment was relieved, and the aircraft and crews redistributed with six PBVs at Suva, aboard *Mackinac* (AVP 13), and seven PBVs at Espiritu Santo, aboard *Chandeleur* (AV 10). Duties consisted primarily of convoy escort and aircraft maintenance.

26 Mar 1944: VP-91 was relieved by VP-54, and dispatched to Tulagi Island, Halavo Bay Seaplane Base. Shortly after arrival, five aircraft were detached to Treasury Island, three aircraft were sent to Green Island, and two were sent to Emirau Island. Duties of the squadron at this time consisted primarily of air-sea rescue missions and miscellaneous utility work for Commander Air Northern Solomons. On 27 May 1944, the Treasury Island detachment of five aircraft was sent to Green Island to augment the three aircraft present, reverting to search sector and antishipping patrols. The augmented detachment was supported by tenders *Coos Bay* (AVP 25) and *Chincoteague* (AVP 24).

15 Jun 1944: VP-91 was relieved at Green Island by VP-44. The eight aircraft of the detachment were flown to Halavo Bay Seaplane Base, where the squadron was reunited to prepare for transfer back to the continental U.S. VP-91 departed the combat zone on 21 July 1944 in elements of three aircraft, bound for NAS San Diego, Calif., via NAS Kaneohe, Hawaii.

10 Sep 1944: VP-91 was reformed at NAS San Diego, Calif., under the operational control of FAW-14. While training of new personnel was underway, the squadron was redesignated VPB-91.

15 Oct 1944: VPB-91 was relocated to NAS Corpus Christi, Tex., to learn how to process Naval Aviators and combat air crews through an advanced training course for combat replacement crews flying the PBM Mariner. On completion of the course on 13 December 1944, the squadron was transferred to NAS Whidbey Island, Wash., under the operational control of FAW-6. Here the squadron remained until the end of the war, training replacement crews.

2 Apr 1946: VP-91 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

Location	Date of Assignment
NAS Norfolk, Va.	1 Dec 1941
NAS Alameda	15 Dec 1941
NAS Ford Island, Hawaii	2 Mar 1942
NAS San Diego, Calif.	Mar 1943
NAS Kaneohe, Hawaii	18 Aug 1943
NAS San Diego, Calif.	Jul 1944
NAS Corpus Christi, Tex.	15 Oct 1944
NAS Whidbey Island, Wash.	13 Dec 1944

Commanding Officers

	Date Assumed Command
LCDR T. U. Sisson	1 Dec 1941
LCDR Joe B. Paschal	Jan 1942
LCDR James O. Cobb	Nov 1942
LCDR E. L. Farrington	18 Apr 1943
LT Edwin M. Grant	14 Sep 1944
LT E. B. Thompson	13 Dec 1944
LCDR V. V. Utgoff	21 Mar 1945
LCDR Harold P. Gerdon	28 Jun 1945

Aircraft Assignment

Type of Aircraft	Date Type First Received
PBY-5	Dec 1942
PBY-5A	Dec 1944
PBM-3S	Oct 1944

Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
28 Feb 1942	*	FAW-2	Ford Island	PBY-5	EastPac
4 Sep 1942	*	FAW-1	Espiritu Santo <i>Mackinac</i> (AVP 13)	PBY-5	SoPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
2 Dec 1942	Mar 1943	FAW-1	Curtiss (AV 4) Tangier (AV 8) Vanikoro Mackinac (AVP 13) Ballard (AVD 10)	PBY-5	SoPac
9 Aug 1943	*	FAW-2	Kaneohe	PBY-5	EastPac
1 Oct 1943	*	FAW-2	Johnson Isl.	PBY-5	EastPac
10 Nov 1943	*	FAW-1	Espiritu Santo Wright (AV 1) Chandeleur (AV 10) Mackinac (AVP 13) Coos Bay (AVP 25) Chincoteague (AVP 24)	PBY-5	SoPac
26 Mar 1944	21 Jul 1944	FAW-1	Tulagi	PBY-5	SoPac
27 Mar 1944†	27 May 1944	FAW-1	Treasury Isl.	PBY-5	SoPac
27 Mar 1944†	15 Jun 1944	FAW-1	Emirau	PBY-5	SoPac
27 Mar 1944†	15 Jun 1944	FAW-1	Green Island Coos Bay (AVP 25) Chincoteague (AVP 24)	PBY-5	SoPac
15 Jun 1944	21 Jul 1944	FAW-1	Halavo Bay	PBY-5	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

† The squadron conducted split deployments to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-8		1 Dec 1941
PatWing-1/ FAW-1‡		2 Mar 1942
FAW-14		Mar 1943
FAW-2		9 Aug 1943
FAW-1		29 Oct 1943
FAW-14		21 Jul 1944
Naval Air Training Command		15 Oct 1944
FAW-6		13 Dec 1944

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		‡ Patrol Wings (PatWings) were redesignated Fleet Air Wings (FAWs) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NUC	15 Sep 1942 – 1 Mar 1943



A squadron PBY-5 refueling from a tender, October 1942 (Courtesy Richard C. Knott Collection via Dave Walkinshaw).

VPB-92

Lineage

Established as Patrol Squadron NINETY TWO (VP-92) on 26 December 1941.

Redesignated Patrol Bombing Squadron NINETY TWO (VPB-92) on 1 October 1944.

Disestablished on 28 May 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

26 Dec 1941–15 Jan 1942: VP-92 was established at NAS Alameda, Calif., as a seaplane squadron flying the PBY-5A Catalina under the operational control of PatWing-8. The squadron personnel began ground training at NAS Alameda, with flights commencing after the arrival of the first Catalinas from the factory on 15 January 1942.

5–15 Mar 1942: VP-92 began a transcontinental flight from NAS Alameda, Calif., to NS San Juan, P.R. The unassigned flight crews and ground support staff departed for Florida by train. On 15 March, these personnel boarded *Pastores* (AF 16) for transportation to San Juan. Upon arrival the squadron came under the operational control of PatWing-3. When the first aircraft of VP-92 landed at San Juan, the beaching party had never seen an amphibious Catalina. The aircraft landed in the bay and proceeded at taxi speed for the beaching apron while lowering their wheels into the water. The beaching crews panicked, thinking that the crews were going to run the aircraft into the concrete. They were amazed when the aircraft emerged from the water on dry land with wheels already attached.

12 Mar–May 1942: A detachment of five aircraft were assigned to NAS Guantanamo Bay, Cuba. On 13 March three of these aircraft were sent to Antigua. This detachment was increased to five aircraft on 25 March. The Guantanamo detachment mission was to protect convoy shipping throughout the Caribbean. The Antigua detachment was to prevent the Vichy French surface vessels from supplying German and French submarines operating in the Caribbean area. To further meet this goal, the Antigua detachment was moved on 5 May to St. Lucia, which put it closer to Martinique. Two attacks on U-boats were made during the month of May, but postwar examination of German records indicates no damage to any units during that time.

19 Jun 1942: The St. Lucia detachment was recalled to San Juan to rejoin the squadron. The Vichy French at Martinique capitulated on 14 May, releasing squadron assets previously engaged in monitoring that threat.

24 Jun–5 Jul 1942: A detachment of three aircraft was sent to Camaguay, Cuba. On 5 July, the entire squadron left San Juan for NAS Guantanamo Bay. Once arrived and operational, the primary mission assigned was air-sea rescue work and occasional ASW patrols.

15–27 Aug 1942: Operational control of the squadron was shifted from PatWing-3 to PatWing-11 on 15 August. On 27 August a squadron PBY-5A Catalina piloted by Lieutenant G. R. Fiss dropped depth charges on a U-boat. The Catalina's attack was followed-up by the Canadian corvette HMCS *Oakville* which rammed *U-94*. *U-94*, commanded by Oberstleutenant Otto Ites (Knights Cross), sank with a loss of 19 and 26 survivors.

19 Sep 1942: A two-aircraft detachment was sent to Great Exuma to patrol that area and the Bahamas. Two days later, another two-aircraft detachment was sent to Trinidad to conduct ASW and antishipping patrols. On 24 September one of the Exuma detachment aircraft crashed while attempting to land in the unlighted harbor at night. The aircraft was a total loss and several of the crew injured.

7–10 Oct 1942: All detachments rejoined the squadron at NAS Guantanamo, Cuba. VP-92 was then divided into two sections. The first division departed on 22 October for French Morocco under the operational control of FAW-15 (scheduled for establishment on 1 December 1942), followed by the second division on 25 October. Spare crews and ground support personnel departed Guantanamo aboard *Biscayne* (AVP 11) on 23 October.

13 Nov 1942: Two squadron aircraft caught a submarine on the surface 700 miles off Casablanca that refused to answer recognition signals. Lieutenant H. S. Blake made a run on the submarine and blew off the conning tower, sinking the sub immediately with no survivors sighted. Postwar records indicate that the submarine in question was the 1,570-ton Vichy French submarine *Le Conquerant*.

14 Nov 1942: VP-92 began operational flying from Cazes Field, Casablanca, F.M.

31 Dec 1942: The squadron received its first German bombing raid. No damage to aircraft or personnel resulted from the raid as there had been advance intelligence on the possibility of a raid. All aircraft had been dispersed to reduce damage. Patrols and convoy coverage flown from Cazes Field extended from the Mediterranean to the Azores and Canary Islands.

6 Apr–23 Jun 1943: VP-92 was relocated to Port Lyautey, F.M. Patrols of the Mediterranean, photographic missions and ferry trips to Gibraltar comprised most of the squadron's missions during this period. On 11 April, one aircraft crashed on takeoff, killing the pilot and three crew members. On 23 June, a four-aircraft detachment was sent to Agadir, F.M., to guard against German blockade-runners.

6 Jul 1943: Lieutenant (jg) G. R. Morris and crew attacked a surfaced U-boat five miles from a convoy they were covering. Accurate AA fire from the U-boat killed radioman ARM3c E. J. Gibson and wounded several others of the crew, including Morris himself. Depth charges and strafing from the Catalina apparently damaged the U-boat sufficiently to prevent its attacking the convoy. Despite their injuries, the aircrew remained on station for another two hours until relieved, protecting the convoy from further attack. For his valiant efforts in protecting the convoy Lieutenant (jg) Morris was awarded the Navy Cross.

15 Jul 1943: Lieutenant R. J. Finnie assisted in the sinking of *U-135*, Oberstleutenant Otto Luther commanding, off the coast of Morocco near the port of Agadir. Finnie's depth bombs damaged the submarine, allowing British destroyers HMS *Rochester*, *Mignonette* and *Balsam* to finish it off. Five of the crew perished; 41 survived and were picked up by the destroyers.

23 Nov 1943: A squadron aircraft crashed on the breakwater at Port Lyautey, F.M., during a practice depth charge run. The starboard wing tip touched the water in a steep turn, tearing off the wing. All hands were lost.

5 Dec 1943: The entire squadron was transferred to NAAF Agadir, F.M., to relieve VP-73. The base was still under construction and had few amenities.

29 February 1944: VPB-92 was transferred to the British West Indies under the control of FAW-11. One detachment of six aircraft was sent to Hato Field, Curacao, and another to Zandrey Field, Surinam. The detachments conducted daily sweeps and patrols of the convoy routes in the Caribbean. Heavy, torrential tropical rains frequently kept the detachment at Zandrey Field grounded for days at a time during this period, bringing criticism from FAW-11. The squadron had its revenge, however, when the commander of FAW-11 was grounded for two days due to weather during a visit to the squadron. The Curacao detachment had no problems with the weather and patrols were conducted on schedule.

14 May–Jul 1944: The squadron moved to NAS San Juan, P.R., for training, while one four-aircraft detachment remained at Curacao. On 9 July the squadron

had 12 aircraft at Curacao and three at San Juan for long-range patrol work and ASW standby.

29 Nov 1944: VPB-92 transferred to NAS Quonset Point, R.I., under FAW-9, with a detachment of two aircraft remaining at Curacao for long-range patrol work. The Quonset Point portion of the squadron was assigned convoy patrol coverage missions and ASW sweeps protecting the approaches to New York harbor. Weather was again a problem for operations, only this time it was snow and ice that held the squadron on the deck.

18–28 May 1945: VPB-92 received orders to disestablish. On 24 May all the squadron aircraft were flown to NAS Norfolk, Va., where the aircraft were turned over to HEDRON-5. The squadron was formally disestablished on 28 May 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	26 Dec 1941
NS San Juan, P.R.	5 Mar 1942
NAS Guantanamo Bay, Cuba	5 July 1942
NAAF Cazes Field, Casablanca, F.M.	14 Nov 1942
Port Lyautey, F.M.	6 Apr 1943
NAAF Agadir, F.M.	5 Dec 1943
British West Indies	29 Feb 1944
NAS Quonset Point, R.I.	29 Nov 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Charles Heberton	26 Dec 1941
LCDR J. A. Moreno	18 Aug 1942
LCDR J. F. Parker	13 Sep 1943
LCDR H. S. Blake	22 Feb 1944
LCDR R. A. Proctor	25 Sep 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	26 Dec 1941

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
5 Mar 1942	4 Jul 1942	PatWing-3	San Juan	PBY-5A	Carib
5 Jul 1942	21 Oct 1942	PatWing-3	Guantanamo	PBY-5A	Carib
22 Oct 1942	5 Apr 1943	FAW-15	Casablanca	PBY-5A	Med
6 Apr 1943	4 Dec 1943	FAW-15	Port Lyautey	PBY-5A	Med
5 Dec 1943	28 Feb 1944	FAW-15	Agadir	PBY-5A	Med
29 Feb 1944	13 May 1944	FAW-11	Curacao	PBY-5A	SoLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Feb 1944	13 May 1944	FAW-11	Surinam	PBY-5A	SoLant
14 May 1944	8 Jul 1944	FAW-11	San Juan	PBY-5A	Carib
9 Jul 1944	29 Nov 1944	FAW-11	Curacao	PBY-5A	SoLant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-8		26 Dec 41
PatWing-3		15 Mar 42
PatWing-11/FAW-11*		15 Aug 42
FAW-15		1 Dec 42
FAW-11		29 Feb 1944
FAW-9		29 Nov 1944
FAW-5		24 May 1945

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-11		1 Nov 1942

* PatWing-11 was redesignated FAW-11 on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBY-5A on patrol in the Caribbean, May 1942, 80-G-13377 (Courtesy Captain Jerry Mason, USN).

VPB-94

Lineage

Established as Patrol Squadron NINETY FOUR (VP-94) on 3 March 1942.

Redesignated Patrol Bombing Squadron NINETY FOUR (VPB-94) on 1 October 1944.

Disestablished on 22 December 1944.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

3 Mar 1942: VP-94 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBY-5A Catalina under the operational control of Eastern Sea Frontier, PatWing-9. The squadron conducted routine training while stationed at Norfolk.

18 May 1942–14 Jan 1943: The squadron remained at NAS Norfolk under training until 18 May when orders were received to transfer to NAS Quonset Point, R.I., for patrol duties and coastal convoy protection. Within two weeks the operational demands of the Eastern Sea Frontier resulted in the formation of a six-aircraft detachment being deployed to NAS Jacksonville, Fla. This detachment was split into two

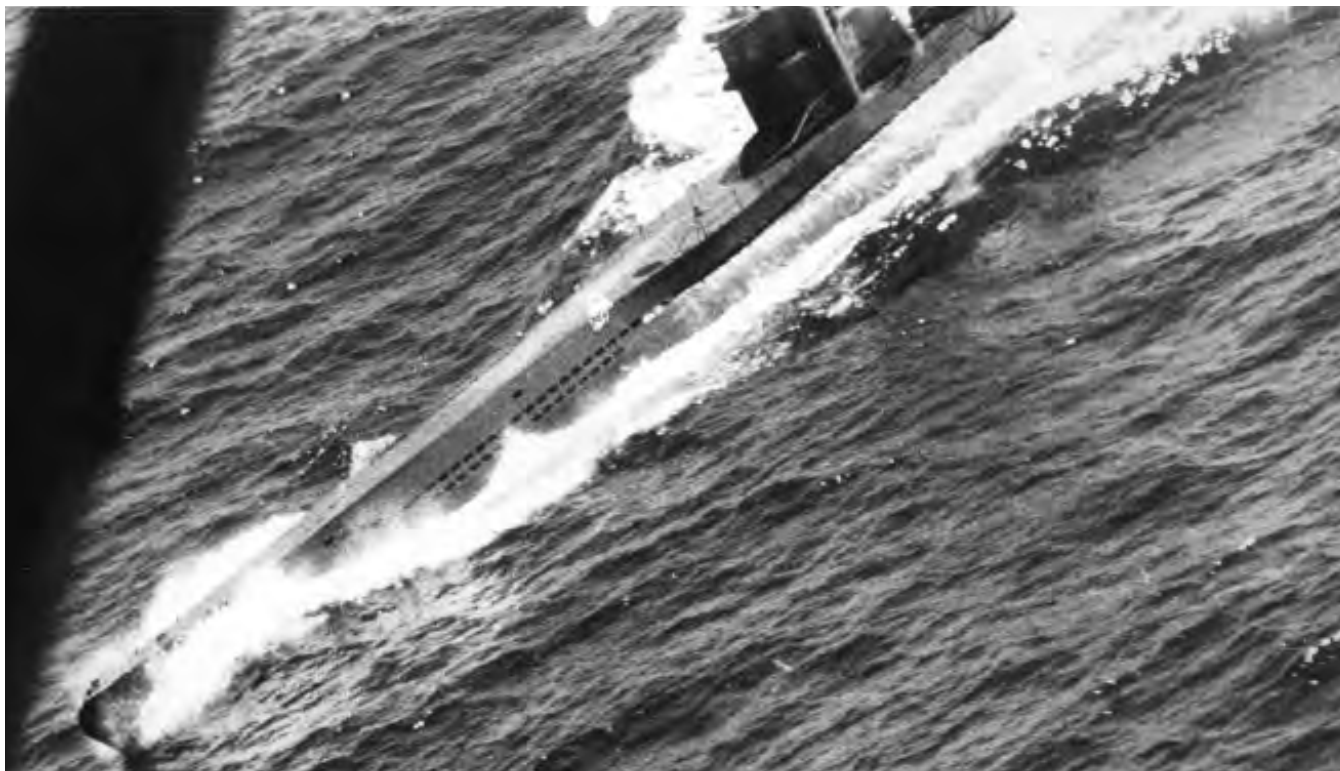
three-aircraft sections, one remaining at Jacksonville and the other deployed to Charleston, S.C. on 10 June 1942. A third detachment of two aircraft was formed and deployed to MCAS Cherry Point, N.C., on 1 September 1942. The squadron shifted aircraft and crews between the various detachment sites until 14 January 1943, when all of the personnel and aircraft were reunited at NAS Jacksonville in preparation for deployment to Brazil.

16 Jan 1943: VP-94 deployed to NAF Natal, Brazil. Administrative headquarters were established at that site on 20 January 1943, placing the squadron under the operational control of FAW-11. Convoy patrols and ASW searches were conducted along the coastal convoy routes.

18–24 Jun 1943: The squadron's reach was extended when a detachment of six aircraft was formed and deployed to NAF Belem, Brazil. A second detachment of three aircraft was sent to Rio de Janeiro, Brazil, on 24 June.

9 Jul 1943: Lieutenant S. Auslander, from the Belem detachment, attacked and sank *U-590*, commanded by Oberstleutenant Werner Krüer, in the Atlantic off Trinidad. On the same day, Lieutenant Frank Hare made an attack on another submarine caught on the surface. The U-boat immediately opened fire with its quad-mount AA guns, killing Lieutenant Hare and forcing the aircraft to break off the attack.

21 Jul 1943: Lieutenant R. H. Rowland from the Belem detachment attacked and sank *U-662*, com-



U-662 under attack by a squadron aircraft. The U-boat was sunk by the squadron on 21 July 1943, 80-G-85240 (Courtesy Captain Jerry Mason, USN).

manded by Oberstleutenant Heinz-Eberhard Müller, in the Atlantic off Dutch Guiana. Lieutenant Rowland's crew dropped life rafts for the survivors from the attack. The German submariners were later picked up by PC 494 from Task Force 2.

Jul 1943: The decision was made to relocate the headquarters of the squadron to Belem, where the majority of the squadron was now located. The move was made on 13 July 1943, leaving a five-aircraft detachment at NAF Natal and seven aircraft at NAF Belem. Over the next eight months, detachments were deployed at various times to Recife, Fernando de Noronha, Sao Luiz and Fortaleza, Brazil; Trinidad, B.W.I.; and Zandery Field, Dutch Guiana.

19 Jul 1943: A Brazilian PBV-5A Catalina flown by a trainee pilot, Cadet A. Torres, assigned to VP-94, sank *U-199* in the Atlantic off Cape Frio, Brazil. Out of the crew of 60 there were only 11 survivors. The survivors initially were under Brazilian captivity but were later transferred to the U.S.

29 April 1944: The headquarters for the squadron was moved for the third time to Maceio, Brazil, then on to Ipitanga, Brazil, on 15 May 1944, placing it under the operational control of FAW-16. Detachments operated from Maceio, Fernando de Noronha, Ipitanga, Caravellas and Santa Cruz until August 1944.

10 Aug 1944: A detachment of five aircraft was formed and transferred to Santa Cruz, Brazil, to initiate the US/Brazilian Aviation Training Unit. VP-94 had previously assisted in the training of Brazilian pilots while at Belem in April 1944. Part of a Brazilian squadron of PBV-5s was located at Belem at the time. VP-94 began a program of training, consisting of practical classes for radiomen and antisubmarine bombing practice for pilots. The training was apparently quite

effective. On 31 July 1943, one of the trainee pilots, Cadet A. Torres, sank *U-199*. The U-boat, commanded by Kapitänleutnant Hans-Werner Kraus (Knights Cross), went down in the Atlantic off Cape Frio, Brazil, with a loss of 49 crewmen and 11 survivors.

12 Dec 1944: The squadron's entire complement of aircraft and supplies was formally presented to the Forca Aerea Brasileira at Galeao, Rio de Janeiro, Brazil. Squadron personnel received orders for their return to NAS Norfolk on 15 December, and VPB-94 was officially disestablished on 22 December 1944.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	3 Mar 1942
NAS Quonset Point, R.I.	18 May 1942
NAF Natal, Brazil	20 Jan 1943
NAF Belem, Brazil	Jul 1943
NAF Maceio, Brazil	29 Apr 1944
Ipitanga, Brazil	15 May 1944
NAS Norfolk, Va.	15 Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR David W. Shafer	3 Mar 1942
LCDR Joseph B. Tibbets	26 Nov 1942
LCDR H. R. Swenson	12 Nov 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	Mar 1942

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
16 Jan 1943	12 Jul 1943	FAW-11	Natal	PBY-5A	SoLant
13 Jul 1943	14 May 1944	FAW-11	Belem	PBY-5A	SoLant
15 May 1944	9 Aug 1944	FAW-16	Ipitanga	PBY-5A	SoLant
10 Aug 1944	15 Dec 1944	FAW-16	Santa Cruz	PBY-5A	SoLant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-9/FAW-9*		3 Mar 1942
FAW-11		20 Jan 1943
FAW-16		10 Apr 1944
FAW-5		Dec 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

* Patrol Wing 9 (PatWing-9) was redesignated Fleet Air Wing 9 (FAW-9) on 1 November 1942.



A squadron PB4Y at Natal, Brazil, 1942, 80-G-10663 (Courtesy Captain Jerry Mason, USN).

VPB-98

Lineage

Established as Patrol Bombing Squadron NINETY EIGHT (VPB-98) on 1 October 1944.

Disestablished on 1 April 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Oct 1944: VPB-98 was established at NAS Corpus Christi, Texas, as a medium seaplane squadron flying the PBM Mariner. During this period the squadron came under the operational control of Fleet Air Detachment, West Coast. The primary mission of the squadron was to serve as a training unit for PBM replacement crews.

8 Nov 1944: VPB-98 was transferred to NAS San Diego, Calif., coming under the operational control of FAW-14. The squadron was fully operational and began training the first replacement crews by 8 December 1944. During its brief existence the squadron averaged 400 flights per month, training an average of 35 crews per month.

Sep 1945: With the cessation of hostilities in the Pacific on 10 August the need for more replacement

crews was greatly diminished. Accordingly, personnel were rapidly demobilized from the squadron and operations significantly slowed down.

1 Apr 1946: VPB-98 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Corpus Christi, Texas	1 Oct 1944
NAS San Diego, Calif.	8 Nov 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR David J. Perry	1 Oct 1944
LCDR William O. Powell	8 Nov 1944
LCDR Robert W. Leeman	24 Dec 1944
CDR E. F. Jacobs	11 Jul 1945
LCDR Robert M. Harper	14 Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Nov 1944
PBM-5 JATO	Jan 1945
PBM-5D	May 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
No overseas deployments.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Fleet Air Detachment, West Coast		1 Oct 1944
FAW-14		8 Nov 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-99

Lineage

Established as Patrol Bombing Squadron NINETY NINE (VPB-99) on 5 January 1945.

Disestablished on 15 January 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

5 Jan 1945: VPB-99 was established at NAS Alameda, Calif., as a PBM training squadron under the operational control of FAW-8. The mission of the squadron was to complete the training of PBM replacement crews that had finished the basic course at NAAS Banana River, Fla., or NAAS Corpus Christi, Tex. The sister squadron to this unit was VPB-98 at NAS San Diego, Calif.

1 May–31 Jul 1945: Between 19 and 30 crews per month were ferried to NAS Kaneohe, Hawaii, upon completion of the course syllabus. This ceased with

the end of combat patrols after 10 August and the Japanese surrender.

Sep 1945: Personnel were reorganized in the squadron to permit rapid demobilization of those who could be spared.

15 Jan 1946: VPB-99 was disestablished at NAS Alameda, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	5 Jan 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR James R. Jadrnicek	5 Jan 1945
LCDR William J. Scarpino	30 Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Jan 1945
PBM-5	Jan 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
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No overseas deployments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		5 Jan 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-100

Lineage

Established as Patrol Squadron ONE HUNDRED (VP-100) on 1 April 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED (VPB-100) on 1 October 1944.

Disestablished on 15 December 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Apr 1944: VP-100 was established at NAS Kaneohe, Hawaii, as a seaplane squadron flying the PB4Y-1 and PB4Y-2 Catalina. Personnel (seven officers and 15 enlisted) and equipment were drawn from the HEDRON Replacement Unit, FAW-2. The mission of the squadron was to train replacement crews, ferry aircraft to advance bases, and maintain two aircraft and one crew for around-the-clock standby and rescue work at NAS Kaneohe. Detachments of two crews and two aircraft each were also maintained at Johnston Island and Canton for rescue and ASW patrol duties.

15 Jul 1944: Lieutenant Cecil A. Roark and his PB4Y-2 crew landed in heavy seas to rescue two survivors of an SB2C crash. The PB4Y-2 was damaged on landing and sank after six hours but the crew was able to rescue survivors of the SB2C with their life rafts. All awaited rescue by *Crouter* (DE 11), which arrived a short time later.

Jul-Sep 1944: Training and operational flights were conducted for 17 PB4Y-2 crews and four PBM-5 crews during this period. Personnel undergoing training were replacement and rotational crews fresh from the States going into the combat zone with squadrons in the middle of their tours. Through the end of the war, the squadron continued this training function, as well as transporting the crews to their new squadrons and ferrying aircraft to squadrons in need of replacements due to combat losses, accidents, or overdue for maintenance. PB4Y-2 Catalina, PBM-5 Mariner and PB2Y-3 Coronado seaplanes were assigned the squadron for training purposes. In August 1944, Commander Air Force, Pacific Fleet advised that the rotation of squadrons in the forward area would be discontinued in the near future and that only the personnel in the squadrons would be rotated. Crews being trained at NAS Kaneohe would be sent to re-

placement pools in the forward areas for reassignment to squadrons as needed. As a result of these added responsibilities, the squadron's complement of personnel was doubled.

1 Feb 1945: Lieutenant Robert Erickson and his crew of 10 were killed in a crash at sea in a PB4Y-2 due to unknown causes during a night navigation training flight.

22 Mar 1945: Lieutenant Walter L. Hanson and his crew of 10 were killed in a crash at sea in a PBM-5. The aircraft was observed flying with one engine feathered immediately prior to the crash.

10 May 1945: Lieutenant (jg) Roland M. Cocker ditched at sea in a PBM-5 at night after a fire began inside the wing between the engine and fuselage. Nine crew members were killed in the crash. Three survivors were rescued the next day by the squadron commanding officer, Lieutenant Ewing E. Albertson.

24 Oct 1945: Personnel and assets of VPB-200 were consolidated with VPB-100. With this merger, the squadron was capable of training replacement crews in the PB4Y-1 Liberator, PB4Y-2 Privateer, PV-1 Ventura and PV-2 Harpoon. It also streamlined the rotation program and eliminated the personnel problem in the squadron created by demobilization.

15 Dec 1945: VPB-100 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	1 Apr 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT Ewing E. Albertson	1 Apr 1944
CDR J. E. Dougherty	17 Jul 1945
LCDR Jack R. Egan	7 Nov 1945
CDR C. L. Tetley	21 Nov 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-2/3	Apr 1944
PBM-5	Jul 1944
PB2Y-3	Jul 1944
PB2B-2	Jan 1945
PBM-5	Jan 1945
PB4Y-1	Oct 1945
PB4Y-2	Oct 1945
PV-1	Oct 1945
PV-2	Oct 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
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No overseas deployments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		1 Apr 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-103

Lineage

Established as Bombing Squadron ONE HUNDRED THREE (VB-103) on 15 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THREE (VPB-103) on 1 October 1944.

Disestablished on 31 August 1945.

Squadron Insignia and Nickname

The squadron's only official insignia was produced by a commercial artist, Leon Schlessenger, who released the copyright to the Navy. The design was approved by CNO on 3 February 1945. It featured the well-known cartoon character Bugs Bunny, reclining



The squadron's only insignia.

on a large bomb while eating a carrot. The bomb symbolized the heavy bombardment designation of the squadron, and the rabbit the speed of the planes. The rabbit's large tummy represented the bomb load capacity and the open eyes and confident grin showed alertness and confidence of success. The carrot symbolized the sharp eyesight of the crews, especially under night conditions. While approving the design, CNO was unamused by the strained symbolism, and stated that "the lazy attitude of the rabbit in the in-

signia does not portray the mission of the squadron as effectively as possible." Colors: field, tan; circle, white; rabbit, gray; helmet, dark brown; eyes, white with black pupils; teeth, white; tongue and nose, pink; gloves, yellow; carrot, orange with green top; bomb, brown with black eyebrow, eye and nose; bomb's tongue, red; and bomb's teeth, orange and yellow.

Nicknames: None on record.

Chronology of Significant Events

15 Mar–24 Apr 1943: VB-103 was established at NAAS Camp Kearney (later NAS Miramar), Calif., under the operational control of FAW-14. The squadron was designated as a heavy bombing squadron flying the PB4Y-1 Liberator. Most of the squadron's officers and enlisted personnel had been drawn from VP-23, a PB5Y-5 Catalina patrol squadron which had recently returned from the South Pacific. The squadron's ground school and basic flight training was conducted at NAAS Camp Kearney through the end of April and was rushed due to the critical nature of the submarine threat in the North Atlantic. On 24 April, three officers and 126 ground support personnel departed San Diego, Calif., by train for Norfolk, Va. The flight crews departed NAAS Camp Kearney on 29 April.

29 Apr–14 May 1943: Upon arrival at Norfolk, the squadron was told that a change had been made. The two weeks of ASW training planned there had been cancelled and VB-103 was to proceed to NAS Quonset Point, R.I. The ground staff boarded another train for New Jersey. Upon arrival of the first element on 30 April, the squadron was placed under the operational control of FAW-9. The last of the squadron's personnel did not arrive at NAS Quonset Point until 14 May 1943. Installation of secret new ASW gear began with the arrival of the first aircraft on 30 April. VB-103 was the first Navy patrol squadron to be equipped with APS-15 radar, LORAN, sonobuoys and provisions to carry the Mark 24 Homing Torpedo (nicknamed Fido and Zombie).

15 May 1943: When the last stragglers arrived at NAS Quonset Point, R.I., orders were received to proceed to NAF Argentia, Newfoundland. Ground staff boarded the tender *Barnegat* (AVP 10) and flight crews flew directly to Newfoundland. After only a day of orientation at NAF Argentia, flight crews were put on patrols over the North Atlantic convoy routes, under the operational control of FAW-7. By the time the squadron came into full operation, the U-boats had pulled out of the area.

24 Jun 1943: Lieutenant Reese and crew disappeared while on convoy patrol 700 miles northeast of Argentia. Reese had reported a radar blip and came through a very heavy overcast to investigate. No further messages were received. On the next day in clear

weather, three huge icebergs were seen in the area. The squadron learned from this incident that when investigating an isolated radar blip in bad weather, always allow a five-degree offset on the radar scope until a visual contact is obtained.

7 Aug 1943: Lieutenant (jg) Henry and crew crashed into the sea from unknown causes while on a training mission with a Canadian submarine in Placentia Bay. All hands perished.

12–15 Aug 1943: Squadron aircraft conducted an attack on a submarine on this date with negative results. This was the only attack on a submarine conducted by the squadron on the western periphery of the Atlantic. It was presumed the CVEs that were escorting convoys were having so much success against the U-boats that it may have caused them to change their hunting grounds. ASW searches and convoy patrols remained the primary missions until 15 August when the squadron received orders to proceed to St. Eval, England.

17 Aug 1943: VB-103 became operational at NAF St. Eval, England. Special training was given in ASW techniques for patrols over the Bay of Biscay. Upon completion of training at the end of the month the squadron was moved to RAFB Dunkeswell in Devonshire, England.

2 Sep 1943: Lieutenant Wickstrom and crew failed to return to base. It was believed the aircraft fell victim

to specially equipped Ju-88 aircraft. The German long-range fighter-bombers were assigned to a special German squadron looking for Allied patrol aircraft that had been hunting down the U-boats with such great success.

4–18 Sep 1943: Lieutenant (jg) Alexander and crew were conducting an antisubmarine patrol over the Bay of Biscay when they were forced to ditch their flaming PB4Y-1 after an attack by six Ju-88 interceptors. One enemy aircraft was shot down during the combat and another damaged. Alexander and his crew safely exited the sinking bomber and reached the English shore in a life raft 36 hours later. Lieutenant (jg) Alexander was later awarded the Navy Cross for his action. The enemy fighter shot down by Alexander's crew was a Ju-88C-6 Werk No. 360382 from 13/KG40 flown by Leutnant G. Blankenberg. Leutnant Blankenberg and his two crewmen were subsequently listed as missing by the Luftwaffe. Two other Allied aircraft, RAF bombers out of Dunkeswell, were also shot down that same day. Another VB-103 crew was attacked on 16 September without casualties, and a fourth on 18 September, also without any damage or loss of personnel.

24 Sep–6 Nov 1943: The 19th USAAF squadron departed Dunkeswell to join the 8th Air Force, followed by the 22nd USAAF on 28 September. Three Navy patrol squadrons (VBs 103, 110 and 105) took over the

A PB4Y-1 flies over the English countryside en route to a patrol mission over the Bay of Biscay, circa summer 1943, 80-G-K-13688.



ASW role previously assumed by the Army in England. The USAAF squadrons were phased out and their equipment, similar to that on the VB-103 aircraft, was turned over to the Navy. The USAAF flew its last ASW mission from Dunkeswell on 31 October 1943, and the 4th USAAF squadron departed on 6 November.

10 Nov 1943: VB-103 was a participant in one of the longest surface battles of aircraft against a U-boat in WWII. At 0800, a VB-105 aircraft piloted by Lieutenant L. E. Harmon, was alerted by an RAF aircraft of a radar contact near the coast of Spain. Harmon located the surfaced *U-966*, Oberstleutenant Eckehard Wolf commanding, and made two strafing attacks. Heavy AA fire damaged his aircraft and forced him to break off the attack. An RAF fighter then dove to attack the submarine. Harmon made a third strafing attack but had to break off afterwards due to a fuel shortage. Lieutenant K. L. Wright, of VB-103, located *U-966* near Ferrol at 1040, and delivered a strafing and depth charge attack. Intense AA fire drove him off and he too had to depart the target for lack of fuel. Lieutenant W. W. Parish and crew then arrived on the scene. A depth charge attack was conducted in cooperation with a rocket-firing RAF Liberator at 1230. The submarine was abandoned by its crew after running aground at Oritiguiera, Spain. The German crewmen were quickly picked up by nearby Spanish fishing vessels.

12 Nov 1943: Lieutenant (jg) Brownell made a night attack on a submarine. His aircraft was apparently heavily damaged by the U-boat's AA fire and crashed into the sea with the loss of all hands. The next day two oil slicks were spotted about five miles apart. Postwar examination of German records indicate that he sank *U-508*, Kapitänleutnant Georg Staats (Knights Cross) commanding.

3 Dec 1943: Worsening weather conditions made flying and patrol activities very dangerous. On this date, Lieutenant Lucas and his crew were killed when their aircraft crashed into a high ridge while flying on instruments on a training flight.

24 Dec 1943: A flotilla of German destroyers attempted to provide cover for a blockade runner, *Alstereufer*. Several missions were run against the enemy ships over a period of five days. The blockade runner was sunk on 27 December by a Czech squadron, leaving the destroyers fleeing for port. The enemy lost three destroyers to British surface units, but in the action shot up several squadron aircraft. Ensign Anderson and his crew were hit on a strafing run and had to bail out over Spain where they were interned for several months before returning to England.

1 Jan 1944: VB-103 came under the operational control of 19 Group Coastal Command of the RAF.

28 Jan 1944: Lieutenant Enloe and crew caught a U-boat on the surface, dropping six depth charges. The submarine quickly settled by the stern



A squadron attack on U-271 resulted in its sinking on 28 January 1944, 80-G-222832A (Courtesy Captain Jerry Mason, USN).

and slid beneath the surface. Postwar examination of records indicate that the submarine was *U-271*, Kapitänleutnant Curt Barleben commanding.

14 Feb 1944: Lieutenant (jg) Wright and crew were attacked while on patrol over the Bay of Biscay by two Ju-88 fighter-bombers. During the attack Wright's crew managed to shoot down one of their attackers, a Ju-88C-6 Werk No. 750967, flown by Oberleutnant K. Necesany of Stab 1/ZG1. Oberleutnant Necesany and his two crewmen were subsequently listed as missing by the Luftwaffe. Wright managed to escape into the cloud cover with one engine out. During the attempt to return to base another engine cut out and the crew was forced to ditch the aircraft. Only one crew member failed to exit the plane before it sank. One other crewman died in the life raft from internal injuries before the remaining eight crew members were picked up the next day.

20 Mar 1944: Lieutenant (jg) Kessel and crew crashed at sea from unknown causes while returning from an operational mission. All hands were lost.

23 Mar 1944: RAF Dunkeswell came under Navy control. The facilities under the RAF had been extremely spartan. With the change of Dunkeswell to a Naval Air Facility, conditions improved dramatically. A PATSU took over maintenance for the squadron.

6 Jun 1944: During the Normandy invasion the squadron provided patrols over the southern entrance to the English Channel to prevent U-boats from approaching the invasion fleet. Aircraft patrolled the area at 30-minute intervals. VB-103 conducted seven sorties a day during the operation. There were no encounters with enemy fighters but on 8 June Lieutenant Anderson exchanged gunfire with an FW-200 Condor.



A PB4Y-1 en route to a mission over the Bay of Biscay, circa summer 1943, 80-G-K-14055.

Jul-Dec 1944: The capture of French ports used for submarine bases greatly curtailed the activities of the German U-boat fleet. The use of the schnorkel by the German U-boats made intercepts more dependent on the use of radar. Although 16 sonobuoys were dropped on radar contacts in the months of October to December 1944, the results were negative.

11 Mar 1945: Lieutenant Field and his crew caught *U-681*, Oberstleutenant Werner Gebauer commanding, on the surface southwest of the Scilly Isles and straddled the vessel with a perfect salvo of depth charges. Forty survivors exited the U-boat before it sank. The survivors were picked up by British naval units.

25 Apr 1945: Lieutenant Nott and crew spotted a schnorkel on the surface southwest of the Brest peninsula and dropped a salvo of depth charges directly on top of the unsuspecting submarine. The schnorkel was blown into the air, a large oil slick appeared, and the body of one of the German submariners surfaced. Postwar examination of records indicate that the submarine was *U-326*, Kapitänleutnant Peter Matthes commanding.

28 May 1945: Operations were ceased on orders from 19 Group Coastal Command. A detachment of two aircraft was sent to the Azores for duty.

4-14 Jun 1945: VPB-103 departed England for Norfolk, Va. Ground staff proceeded by sea aboard the tender *Unimak* (AVP 31), arriving on 14 June 1944. All

hands were given rehabilitation leave upon arrival at Norfolk. Operational control over the squadron during this period was exercised by FAW-5.

24 Jun 1945: After return from leave the squadron was transferred to NAS Alameda, Calif. VPB-103 was operational at NAS Alameda by 30 September, coming under the operational control of FAW-8. Training was begun at both NAS Alameda and NAAS Crows Landing, Calif., but was discontinued with the cessation of hostilities in the Pacific on 10 August and the subsequent surrender of Japan.

31 Aug 1945: VPB-103 was disestablished at NAS Alameda, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	15 Mar 1943
NAS Norfolk, Va.	29 Apr 1943
NAS Quonset Point, R.I.	30 Apr 1943
NAF Argentia, Newfoundland	May 1943
NAF St. Eval, England	Aug 1943
RAFB/NAF Dunkeswell, England*	Sep 1943
NAS Norfolk, Va.	4 Jun 1945
NAS Alameda, Calif.	24 Jun 1945

* RAFB Dunkeswell came under U.S. Navy control and was redesignated NAF Dunkeswell on 23 March 1944.

Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LCDR William T. Easton	15 Mar 1943		
LCDR William G. von Bracht	20 Aug 1943	PB4Y-1	Mar 1943
CDR Warren J. Bettens	8 Jul 1944		
LCDR Lucius L. Reid	4 Aug 1945	PB4Y-2	Jun 1945

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1943	15 Aug 1943	FAW-7	Argentia	PB4Y-1	NorLant
15 Aug 1943	28 May 1945	FAW-7	St. Eval	PB4Y-1	NorLant
28 May 1945	4 Jun 1945	FAW-7	Azores	PB4Y-1	NorLant



A PB4Y-1 over water near the English coast, circa July-August 1943, 80-G-K-14059.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		15 Mar 1943
FAW-5		29 Apr 1943
FAW-9		30 Apr 1943
FAW-7		15 May 1943
19 Group Coastal Command, RAF		1 Jan 1944
FAW-5		4 Jun 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		24 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	Nov 1943	Jan 1944
	Mar 1945	Apr 1945



A PB4Y refueling in England prior to a Bay of Biscay patrol, November 1943, 80-G-407690 (Courtesy Captain Jerry Mason, USN).

VPB-105

Lineage

Established as Patrol Squadron TEN (VP-10) on 29 May 1924.

Redesignated Patrol Squadron TWO D-15 (VP-2D15) on 21 September 1927.

Redesignated Patrol Squadron TWO-S (VP-2S) on 1 July 1931.

Redesignated Patrol Squadron TWO-F (VP-2F) on 17 July 1933.

Redesignated Patrol Squadron TWO (VP-2) on 1 October 1937.

Redesignated Patrol Squadron THIRTY ONE (VP-31) on 1 July 1939.

Redesignated Bombing Squadron ONE HUNDRED FIVE (VB-105) on 15 May 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIVE (VPB-105) on 1 October 1944.

Disestablished on 27 June 1945.

Squadron Insignia and Nickname

The first squadron insignia appeared after its redesignation from VP-2D15 to a patrol squadron of the Scouting Fleet in 1931. It is possible the squadron may have used the insignia prior to 1931 and maybe even as far back as 1924. VP-2, in line with its function in the fleet, adopted the insignia of a patrolman chasing an unseen wrongdoer. Colors: hat, black with yellow badge and white band; face, shaded pink; eye, white



The squadron's well-known insignia.

outlined in black with a black pupil; hair, black; lips, red; hands, pink outlined in black; uniform, black with yellow stripes on sleeves, pants and buttons; white belt with yellow buckle; sleeves and pants outlined in white. The same insignia was used in successive changes of designation until the disestablishment of VPB-105 in 1945.

Nickname: Patrolmen, circa 1931–1945.

Chronology of Significant Events

29 May 1924: Station aircraft supporting the Naval Base at Coco Solo, Panama, C.Z., were designated by CNO as VP-10. The squadron consisted of six flying boats (F-5Ls and H-16s). The new designation placed the squadron under the Naval Coast Defense Forces, Panama Canal Zone Region.

20 May 1925: VP-10 received new HS-2L flying boats to replace the WWI vintage F-5L and H-16



An F-5L in flight.



An HS-2 in flight.

squadron aircraft. The new equipment was tested in formation bombing on targets off the entrance to Colon, Panama, achieving “excellent patterns.”

29 Sep 1925: VP-10 tested new radio equipment in areas of the Gulf of San Blas area considered transmission dead spots.

1 Feb 1926: Two aircraft from VP-10 participated with Army aircraft in the Joint Army/Navy Problem No. I.

21 Sep 1927: VP-10 was redesignated VP-2D15, the D15 represented the 15th Naval District, Panama Canal Zone.

8 Jan 1928: Two T3M-2s and one SC-2 of VP-2D15 were converted to land gear-capable aircraft to provide an escort for Colonel Lindberg from Chiriqui, Panama, to the Canal Zone during his visit to the area.

13 May 1928: Two new Corsair O2U-1 seaplanes arrived aboard SS *Cristobal* and were assembled on station. The aircraft were used to make several flights to Haiti to transport vaccine and medical supplies for the Public Health Service in connection with an outbreak of meningitis.

3 Jan 1931: VP-2D15 received the first PM-1. Night flight training was conducted with the plane and squadron crew members praised the handling and ease of night landings in the new aircraft.

3 Apr 1931: Elements of VP-2D15 completed participation in Fleet Problem XII with Carrier Division One, while VP-8S and VP-10S held off the coast of Guantanamo, Cuba. VP-2D15 aircraft operated from the naval base, while VP-8S was supported by *Wright* (AV 1) and VP-10S had support from *Swann* (AM 34) and *Whitney* (AD 4). The squadron’s 700-mile return flight to Coco Solo, C.Z., took 8 hours and 5 minutes.



A squadron PM-2 in flight, note the policeman insignia on the bow.

1 Jul 1931: VP-2D15 was redesignated VP-2S, with the S representing the Scouting Fleet.

13 Sep 1931: VP-2S completed transition to new PM-2s after receiving a consignment of 20 aircraft from NAS Hampton Roads. The new seaplanes were flown to Coco Solo, C.Z., by squadron personnel, rather than shipping them and reassembling on station, saving the government approximately \$250,000.

1 Feb 1932: VPs 2S and 5S were transferred temporarily from the Panama Canal Zone Region to Base Force command, with headquarters at NAS San Diego, Calif.

1 Apr 1933: VP-2S was redesignated VP-2F, with the F representing the Base Force. A detachment of nine aircraft operated with *Wright* (AV 1), with remainder of squadron based at NAS San Diego.



A formation of squadron PD-1s in flight, circa 1930.

7 Apr 1933: VPs 2F and 5F returned to the Panama Canal Zone Region and its former base at FAB Coco Solo, C.Z.

21 Apr–28 May 1934: VPs 2F, 3F, 5F, 7F and 9F assembled at FAB Coco Solo, C.Z., to conduct a test flight of massed squadrons in support of fleet movements. Exercises extended through 28 May 1934, terminating at NAS San Diego.

1 Jan–16 Feb 1935: VP-2F conducted exercises with VPs 3F and 5F in the Caribbean to evaluate support provided by tenders *Wright* (AV 1), *Lapwing* (AM 1), *Teal* (AM 23) and *Gannet* (AM 41). Upon completion of the exercises on 16 February 1935 the squadron had covered approximately 4,000 miles and crossed the Caribbean for the third time in one year.

1 Oct 1937: VP-2F was redesignated VP-2 when the fleet structure was reorganized and Patrol Wings were established. VPs 2, 3 and 5 at FAB Coco Solo, C.Z., came under the cognizance of PatWing-3.

20 Feb 1939: VPs 2, 3 and 5 participated in Fleet Problem XX, with PatWing-3 aircraft serving under Black Force. Exercises against ships and aircraft of White Force in the Caribbean pointed out the extreme vulnerability of patrol aircraft to attack while at land bases, as compared to relative safety in dispersion using tender support. Results also indicated unacceptable loss rates of the slow-moving patrol aircraft in operations against antiaircraft fire from ships.

14 Apr 1939: VPs 2, 3 and 5 conducted photographic mapping of 1,076 miles of South American

coastline from Nicaragua to the Colombian border. The aerial photography was greatly impeded by bad weather conditions.

9 Mar–1 Apr 1940: VP-31 was assigned to Neutrality Patrols, operating in conjunction with VP-53 out of NAS Key West, Fla. After the invasion of Poland on 3 September 1939, President Roosevelt declared the neutrality of the United States and directed the Navy to begin a Neutrality Patrol in the Atlantic. It extended



A squadron PBY-2 in flight.



A squadron PM-2 being refueled at Saint Thomas, Virgin Islands, 1937.

from the high latitudes of the North Atlantic to the northeast coast of South America to 300 miles out from the coastline. VP-31 returned to PatWing-3 operational control on 1 April 1940.

1 May 1940: A three-plane detachment from VP-31 was sent to Key West, Fla.; three aircraft were sent to San Juan, P.R.; and a four-plane detachment remained at Coco Solo, C.Z.

8 Jul 1941: VP-31 pilots flew all of the squadron aircraft to NAS San Diego, Calif., for refitting with the newer PBV-5.

1 Dec 1941: Detachments of aircraft were maintained at Guantanamo, Antigua, Grand Exuma, St. Lucia, British Guiana and Trinidad.

26 May 1942: Lieutenant Edward G. Binning, operating from NAS St. Lucia, B.W.I., located a submarine on the surface at 2357 hours and dropped three

depth charges on it in two diving attacks. The submarine appeared to settle slowly in the water in a sinking condition. *Tarbell* (DD 142) was called to the scene and was also of the opinion that the submarine had been sunk. This attack deserved special notice because it was the first night attack carried out successfully in that area. Lieutenant Binning was subsequently awarded the Navy Cross for this action. Postwar examination of German Navy records, however, did not record any loss of a U-boat on that date.

15 Aug 1942: VP-31 operated out of NAS San Juan, P.R., and changed administrative control from PatWing-3, Panama Canal Zone, to PatWing-11.

1 Oct 1942: A VP-31 detachment was sent to NAS Quonset Point, R.I., to serve with the Narraganset Air Patrol off the northeastern United States. The remain-



Squadron aviation machinist's mates work on the starboard engine of their PBY-5A, circa 1942, 80-G-K-15310.



Crew members in front of their PB4Y-1, Quonset Point, 17 June 1943, 80-G-383758 (Courtesy Captain Jerry Mason, USN).

der of the squadron arrived at NAS Elizabeth City, N.C., for training in operation of the new PB4Y-5A.

1 Jan 1943: A VP-31 detachment was sent to Argentia, Newfoundland, serving under FAW-7's operational control.

1 Feb 1943: VP-31 detachments were maintained at Argentia, Newfoundland, on ASW patrols; MCAS Cherry Point, N.C.; and NAS Jacksonville, Fla.

1 Apr 1943: VP-31 detachments rejoin the squadron

at NAS Norfolk, Va., for refitting and familiarization training on the new Liberator PB4Y-1 land-based long-range bombers.

15 May 1943: VP-31 was redesignated VB-105 in preparation for its transition from patrol flying boats (VP) to land-based bombers (VB). Fifty percent of the squadron's assets, flight crews and ground support staff were supplemented by VP-52. During the four months of training detachments were sent to Kindley



A squadron attack against a U-boat on 3 July 1943. The attack did not result in the sinking of the submarine, 80-G-451454a (Courtesy Captain Jerry Mason, USN).

Field, Bermuda, for operational long-range training flights.

1 Aug 1943: VB-105 aircraft were ferried by squadron aircrews to RAF St. Eval, Cornwall, England. The squadron, while nominally under the control of FAW-7, came under the operational control of 19 Group, RAF Coastal Command.

24 Sep 1943: The 19th USAAF squadron departed Dunkeswell, England, to join the 8th Air Force, followed by the 22nd USAAF on 28 September. Three Navy patrol squadrons (VBs 103, 110 and 105) took

over the ASW role previously assigned to the Army in England. The USAAF ASW squadrons were phased out and their equipment, similar to that on VB-105 aircraft, was turned over to the Navy. The USAAF flew its last ASW mission from Dunkeswell on 31 October 1943 and the 4th USAAF squadron departed on 6 November.

12 Oct 1943: VB-105 relocated to RAFB Dunkeswell, UK. Within a few months of the squadron's arrival, control of a portion of the airbase was turned over to the Navy and designated NAF Dunkeswell. Principal duties of the squadron were convoy escort and ASW patrols.

10 Nov 1943: VB-105 was a participant in one of the longest surface battles of aircraft against a U-boat in WWII. At 0800, a VB-105 aircraft piloted by Lieutenant L. E. Harmon, was alerted by an RAF aircraft of a radar contact near the coast of Spain. Harmon located the surfaced *U-966*, Oberleutenant Eckehard Wolf commanding and made two strafing attacks. Heavy AA fire damaged his aircraft and forced him to break off the attack. An RAF fighter then dove to attack the submarine. Harmon made a third strafing attack but had to break off afterwards due to a fuel shortage. Lieutenant K. L. Wright, of VB-103, located *U-966* near Ferrol at 1040 and delivered a strafing and depth charge attack. Intense AA fire drove him off and he had to depart the target due to lack of fuel. Lieutenant W. W. Parish and crew then arrived on the scene. A depth charge attack was conducted in cooperation with a rocket-firing RAF Liberator at 1230. The submarine was abandoned by its crew after running aground at Oritiguera, Spain, with eight of its crew of 49 killed in action. The German crewmen were quickly picked up by nearby Spanish fishing vessels and interned by the Spanish government.

A PB4Y-1 flying over the English countryside en route to a mission over the Bay of Biscay, circa 1943, 80-G-K-14056.



26 Feb 1944: One of the squadron aircraft was attacked by German Ju-88s and shot down, with the loss of all hands. A Ju-88C-6 Werk No. 750941 from 3/ZG1 piloted by Lieutenant H. Baldeweg was also shot down, with the loss of its crew.

1 Jun 1944: VB-105 participated in operations in support of the landings in France, maintaining 15 aircraft in an operational status for the duration of the landings.

10 Aug 1944: A squadron aircraft encountered a heavily armed twin-engine German DO-217. In the ensuing combat, the German aircraft was heavily damaged and turned for home.

30 Aug 1944: A squadron aircraft attacked a German U-boat in coastal waters off Brest. Sufficient evidence of the submarine's destruction was present to justify a claim of sunk by the squadron. Postwar German records indicate no U-boat losses on this date.

17 May 1945: Operational missions were reduced and sight-seeing tours for VIPs were conducted over the captured territories ranging from Normandy to Holland.

4 Jun 1945: VPB-105 was en route from England to continental United States to prepare for its disestablishment.

27 Jun 1945: VPB-105 was disestablished at NAS Norfolk, Va.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Coco Solo, C.Z.	29 May 1924
NAS San Diego, Calif.	1 Feb 1932
FAB Coco Solo, C.Z.	7 Apr 1933
NAS San Juan, P.R.	15 Aug 1941
NAS Elizabeth City, N.C.	1 Oct 1942
NAS Norfolk, Va.	1 Apr 1943
RAFB St. Eval, England	1 Aug 1943
RAFB/NAF Dunkeswell, England*	12 Oct 1943
NAS Norfolk, Va.	Jun 1945

* RAFB Dunkeswell came under U.S. Navy control and was redesignated NAF Dunkeswell on 23 March 1944.

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1924–1931
LT Harry F. Carlson	1 July 1931
LT Dolph C. Allen	1931
LCDR Ricco Botta	1932
LCDR D. P. Johnson	1935
LCDR B. E. Grow	1937
LCDR J. B. Dunn	1939
LCDR C. A. Bond	1940
LCDR A. Smith	Apr 1942

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR F. E. Nuessle	1 Nov 1942
CDR D. Gay, Jr.	Nov 1943
CDR J. K. Sloatman, Jr. (actg.)	Sep 1944
CDR L. E. Harmon	18 Oct 1944
CDR J. K. Sloatman, Jr.	May 1945



A squadron PBY being serviced by a tender.

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
F-5L	May 1924
H-16	May 1924
HS-2L	May 1925
T3M-2	1927
SC-2	1927
O2U-1	May 1928
PD-1	1930



A squadron PD-1 in flight with a formation of fighter aircraft in the upper part of the photo.

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PM-1	July 1931
PM-1/PM-2	Sep 1931
PBY-2	1939

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	July 1941
PBY-5A	Sep 1942
PB4Y-1	Apr 1943



A squadron PBY-2 with the policeman insignia on the bow (Courtesy John M. Elliott Collection).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jan 1935	16 Feb 1935	ScoFor	Key West	PM-2	Carib
9 Mar 1940	1 Apr 1940	PatWing-5	Key West	PBY-2	Carib
1 May 1940	8 Jul 1940	PatWing-5	Key West	PBY-2	Carib
1 May 1940	8 Jul 1940	PatWing-5	San Juan	PBY-2	Carib
1 Dec 1941	15 Aug 1941	PatWing-5	Multi. Islands	PBY-5	Carib
15 Aug 1942	1 Oct 1942	PatWing-11	San Juan	PBY-5	Carib
1 Jan 1943	1 Apr 1943	FAW-7	Argentia	PBY-5	NorLant
1 Aug 1943	12 Oct 1943	FAW-7	St. Eval	PB4Y-1	NorLant
12 Oct 1943	6 Jun 1945	FAW-7	Dunkeswell	PB4Y-1	NorLant



A squadron PM-2 being refueled at Saint Thomas, Virgin Islands, March 1937, note the policeman insignia on the bow.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Naval Coast Defense Forces, Panama Canal Zone Region		29 May 1924
Naval District, Panama Canal Zone		21 Sep 1927
Scouting Force, U.S. Fleet Air Base, Coco Solo		1 Jul 1931
Aircraft Squadrons, Base Force, U.S. Fleet		1 Apr 1933
PatWing-3		1 Oct 1937
Neutrality Patrol		9 Mar 1940
PatWing-3		1 Apr 1940
PatWing-11		15 Aug 1941

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5†		30 Sep 1942
Group 19, RAF Coastal Command/FAW-7		1 Aug 1943
FAW-5		Jun 1945

† Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

Unit Awards Received

None on record.

A PB4Y-1 heads out over the Bay of Biscay on an antisubmarine mission, circa 1943, 80-G-K-13687.



VPB-109

Lineage

Established as Bombing Squadron ONE HUNDRED NINE (VB-109) on 2 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINE (VPB-109) on 1 October 1944.

Disestablished on 12 October 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

2 Aug–30 Oct 1943: VB-109 was established at NAS San Diego, Calif., as a heavy bombing squadron flying the PB4Y-1 Liberator and under the operational control of FAW-14. Fifteen aircraft were assigned to the squadron with 18 flight crews. During this training period emphasis was upon familiarization with the Liberator, instruments, navigation and night flying, with some gunnery and bombing. Training was completed on 30 October and preparations were begun for the transpac to NAS Kaneohe, Hawaii.

4 Nov 1943: VB-109 completed the transpac to NAS Kaneohe, coming under the operational control of FAW-2. The advanced combat phase of training was begun in conjunction with operational patrols over the approaches to the Hawaiian Islands.

28 Dec 1943–13 Jan 1944: The squadron was transferred to Apamama, Gilbert Islands and conducted its first combat patrol on 31 December 1943. On 1 January 1944, Lieutenant John F. Bundy made the squadron's first kill, sinking a 2,000-ton cargo vessel near Mille. The squadron's arrival was greeted the next evening by an enemy air raid that destroyed one aircraft, damaged two others and wounded three personnel. Throughout the month of January the squadron continued attacks on enemy shipping with good results; dropped mines at Maloelap Atoll, Wotje and Kwajalein; and served as fighter escort for photographic planes from VD-3 on low-level missions. On 13 January 1944, Lieutenant Samuel E. Coleman and his crew failed to return from a patrol.

3–28 Feb 1944: Numerous photographic missions were flown over the islands of Eniwetok and Wotje, some in conjunction with VD-3. Bombing missions were conducted over Wotje, Kusaie and Wake Island. On 13 February 1944, Lieutenant (jg) John H. Herron and his crew failed to return from patrol.

7 Mar 1944: VB-109 was relocated to a newly established base on Kwajalein Atoll, Marshall Islands. From this location the squadron made attacks and photographic sorties on enemy installations at Ponape

and Pakin. Numerous successful masthead attacks were conducted on shipping throughout the patrol area.

5–29 Apr 1944: VB-109 was moved from Kwajalein to Eniwetok. From this location the squadron conducted several mining missions in the Truk Atoll. Attacks were conducted on enemy installations at Oroluk, Ponape and Puluwat.

1–16 May 1944: Attacks against surface shipping continued with good results, but after the middle of the month enemy shipping was no longer to be found. The emphasis was shifted to attacks on ground installations at Wake Island, Truk and Puluwat.

16 May 1944: On this date, Commander Norman M. Miller, the squadron's commanding officer and his crew took part in what must rank as one of the most successful and certainly most destructive single-plane raids in the squadron's history. During a long-range reconnaissance flight to Truk, Commander Miller spotted a 5,000-ton freighter anchored in the lagoon. He made a beam attack, releasing three bombs at masthead height, heavily damaging the vessel. Miller then spotted a 10,000-ton ship that immediately exploded after his bomb run, destroying a large portion of the vessel. He then proceeded on to Puluwat, arriving over the Japanese airfield at minimum altitude, surprised and strafed a formation of 30 enemy soldiers. In this attack he destroyed one truck, an aircraft revetment and dropped two bombs on a radio station. In his last bomb run on the radio station the Liberator was hit four times by AA fire, one exploding directly above the cockpit, wounding both Miller and his second pilot. Despite his wounds and damage to the aircraft, Commander Miller flew the Liberator 800 miles back to base for a safe landing. For his cool courage and flying skill, Commander Miller was awarded the Navy Cross.

Jun 1944: Most of the squadron's activities in June were spent flying patrols covering the task force moving to attack Saipan. Daily reconnaissance patrols were flown over Wake Island to ensure no enemy attacks would endanger the task force from that quarter. Low level photographic runs were made over Saipan and Tinian during the landings. Occasional bombing and strafing runs on Saipan were made in conjunction with naval vessels offshore.

17 Jun 1944: Lieutenant Bridgeman and crew sank the Japanese submarine *RO-117*, Lieutenant Commander Yasua Enomoto commanding, which had left Truk on 5 June bound for a position off Saipan. The sinking, originally claimed by the squadron as possible damaged, was confirmed as sunk by Japanese records after the war.

12 Jul–10 Aug 1944: An advanced echelon detachment was sent to operate from Isley Field, Saipan. A second detachment arrived on 29 July, remaining until 10 August.

14 Jul 1944: VB-109 made the first shore-based aircraft attack on Iwo Jima, damaging ships, airfields and parked aircraft. On 16 July the squadron's commanding officer flew Marine battalion commanders and intelligence officers over the proposed landing areas at Tinian, giving them an on-site view of the approaches and obstacles they would soon face on the ground.

19 Jul 1944: The squadron made the first land-based aircraft attacks on Chichi Jima and Haha Jima, destroying several ships, aircraft and damaging numerous shore installations.

5 Aug 1944: Lieutenant Elmer H. Kasperon and his crew failed to return from a night bombing mission over Chichi Jima.

14 Aug–12 Sep 1944: VB-109 departed Eniwetok and returned to NAS Kaneohe, Hawaii. On 23 August the squadron began the return to NAS San Diego, Calif., with the last crew arriving on 12 September 1944. All squadron aircraft were turned over to the HEDRON, FAW-14 and all personnel were given home leave.

5 Oct 1944–Feb 1945: VPB-109 was reformed at NAAS Camp Kearney, Calif., with 15 PB4Y-2 Privateer bombers and 18 crews. Training on the new aircraft was completed on 30 January 1945 and preparations

were begun for the transpac to NAS Kaneohe, Hawaii. The ground echelon departed on 30 January for Pearl Harbor aboard *Fanshaw Bay* (CVE 70). Aircrews began their departures in elements of three on 11 February 1945, with the last aircraft arriving at Kaneohe on 20 February.

11 Feb–18 Mar 1945: As crews continued to arrive, the squadron was put into the training syllabus for combat patrols, bombing, gunnery and ground school. On 18 March, an RY-2 (the cargo version of the PB4Y-1) was assigned to the squadron's complement by HEDRON, FAW-2.

1 Apr 1945: VPB-109 was selected to employ the SWOD Mark 9 (Bat) guided bomb. The Bat guided missile was in essence a bomb with wings and control surfaces guided to its target by a mother ship. The Germans had successfully employed similar ordnance in the Mediterranean with great effect. The Bat offered the advantage of being a standoff weapon that allowed the bomber crew to remain out of effective AA range of a surface target while launching the winged bomb at the vessel. The Bat could guide itself to its target by means of target echoes of pulsed microwave radiation emitted by the missile's built-in radar system.



A PB4Y-2 at NAAS Camp Kerney, December 1944, 80-G-K-2678.

It could see its target under any condition of visibility. The weapon presented such a small cross-section that it was nearly impossible for AA fire to destroy it before impact. Unfortunately, the Bat suffered from problems relating to the high humidity of the tropics and the poor characteristics of electronic devices of that period. Three squadrons were equipped to handle the new weapon. Testing and training on its use continued through the end of the month.

10–23 Apr 1945: VPB-109 deployed to Puerto Princessa, Palawan, coming under the operational control of FAW-10. On 23 April 1945, Lieutenant Commander Hicks and Lieutenant Kennedy dropped the first Bat weapons employed on a combat mission against shipping in Balikpapan harbor. Both devices were defective and did not strike any targets. Conventional bombing missions by the rest of the squadron were carried out with great success against targets on Soebi-Ketjil, Tambelan, South Natoena, Djemadja, Mukah, Pandanseri Refinery and Cape Bila harbor.

28 Apr 1945: Two of the Bat-equipped Privateers flown by Lieutenant Commander Hicks and Lieutenant Chay again attacked shipping in Balikpapan harbor. Three Bats were released in an attempt to sink a large transport. Two of the Bats went to either side of the vessel, sinking two smaller freighters, while the third executed a sharp right turn to strike a large oil storage tank a quarter of a mile away in the Pandanseri Refinery.

30 Apr 1945: Enemy aircraft attacked Westbrooke Field AAFB, Puerto Princessa, at night damaging three squadron aircraft and injuring one enlisted crewman.

1–6 May 1945: Attacks against enemy targets in the area of Borneo and Celebes continued unabated with great success, sinking 45 vessels of all types and destroying numerous ground installations in one week.

7–16 May 1945: It soon became obvious that large ship targets justifying the expenditure of Bats were no longer available in the operational area of the squadron outside of Singapore, which was too far for the Bat-equipped bombers to fly and return. A base closer to the Japanese homeland was required, so VPB-109 was relocated to West Field, Tinian, under the operational control of FAW-1. Three days later, on 10 May, the squadron moved to Yontan Field, Okinawa Shima. Four days later, VPB-109 found out how close they were to the enemy homeland when they were greeted by the Japanese with a night bombing attack that damaged one squadron aircraft. A similar attack on 18 May destroyed one aircraft and damaged two others. The frequent enemy night forays precluded night patrols by the squadron, as the bombers could not be serviced or landed during alerts. It was also too dangerous to fly at night, because the fleet shot at anything with wings. The first Bat attack by the squadron while based at Okinawa

took place on 13 May with negative results. Attacks on shipping on the 15th and 16th with three Bats was also unsuccessful. The sensitive equipment in the devices was too prone to corrosion and warping in the tropical environment. No test equipment for the Bats had been sent forward with the squadron to permit diagnostics before they were used in combat.

17 May 1945: In a demonstration of the Privateer's survivability and heavy fire-power, Lieutenant Fairbanks and Lieutenant Warren's aircraft were attacked on patrol by 12 enemy interceptors. Two of the Japanese fighters were shot down with only minor damage to Lieutenant Fairbank's aircraft and two wounded crewmen.

24 May 1945: The Japanese considered the activities of the squadrons based at Yontan Field to be important enough to merit the expenditure of a specialized suicide attack force. The commandos were flown in under cover of darkness aboard three Ki-21 Sally medium bombers. Two were shot down in flames, along with five of their fighter escorts. The remaining Sally landed wheels up on the airstrip. The attackers quickly dispersed throughout the area, throwing satchel charges and grenades into parked aircraft and engaging the Marine perimeter defense forces in firefights. One VPB-109 aircraft was destroyed and another damaged beyond repair before the commandos were eliminated. Three squadron enlisted personnel were wounded in the crossfire or by shrapnel from the explosions.

27 May 1945: Lieutenant Leo E. Kennedy and his crew obtained honors for the squadron with the sinking of a Japanese destroyer in the first successful Bat attack on the open sea, blowing the entire bow off the vessel. In the same attack, using conventional bombs, Kennedy sank a 2,000-ton freighter and four small freighters and damaged two smaller vessels. For this record-setting action Lieutenant Kennedy was awarded the Navy Cross. Three days later Kennedy was killed by AA fire during a conventional bombing attack on shipping off the mouth of the Yangtze River.

29 May 1945: Lieutenants Turner and Warren received reports of large shipping near Shanghai. They dropped two defective Bats with no results on a 6,000-ton and a 4,000-ton freighter located at the mouth of the Yangtze River.

31 May 1945: VPB-109 was relocated to West Field, Tinian, with a detachment remaining at Yontan Field, Okinawa. In early July all of the squadron's SWOD personnel were transferred to CASU-7, Yontan Field, Okinawa. The new unit combined the SWOD functions previously performed by VPBs 109, 123 and 124.

1–27 Jul 1945: The squadron established a three-aircraft detachment at Central Field, Iwo Jima, joined by the entire squadron on 8 July. Primary missions assigned during this period involved barrier patrols between the U.S. Third Fleet and the Japanese home is-

lands and air-sea rescue missions for USAAF B-29 crews returning from bombing missions over Japan.

28 Jul 1945: VPB-109 returned to Yontan Field, Okinawa. Missions were assigned to conduct barrier patrols off the Shantung Peninsula and air-sea rescue patrols for downed aircrews.

5 Aug 1945: Lieutenant Keeling and crew were shot down with the loss of all hands during a strafing attack on a tanker while on patrol east of Korea.

8 Aug 1945: Lieutenants Vadnais and Challis made negative Bat attacks on a large enemy tanker. This was probably the last such attack using this weapon in WWII. The last combat mission by the squadron occurred two days later when Lieutenant Chay and Lieutenant (jg) Moyer sank five small freighters with conventional weapons in the Tsushima Straits.

15-24 Aug 1945: Orders were received to cease attacks on the enemy. Armament was carried for defensive purposes only. On 24 August all patrol activity ceased, and the primary mission assigned to the squadron was that of weather reconnaissance for various elements of the fleet.

Sep 1945: VPB-109 returned to NAS San Diego, Calif., and was disestablished on 12 October 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	2 Aug 1943
NAS Kaneohe, Hawaii	4 Nov 1943
NAS San Diego, Calif.	Sep 1944
NAAS Camp Kearney, Calif.	5 Oct 1944
NAS Kaneohe, Hawaii	11 Feb 1945
NAS San Diego, Calif.	Sep 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR Norman M. Miller	2 Aug 1943
LT(jg) Leland P. Russell	16 Sep 1944
LCDR George L. Hicks	6 Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Aug 1943
PB4Y-2	Dec 1944
RY-2	Mar 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
4 Nov 1943	*	FAW-2	Kaneohe	PB4Y-1	EastPac
28 Dec 1943	*	FAW-1	Apamama	PB4Y-1	SoPac
7 Mar 1944	*	FAW-1	Kwajalein	PB4Y-1	SoPac
5 Apr 1944	*	FAW-1	Eniwetok	PB4Y-1	SoPac
12 Jul 1944	*	FAW-1	Saipan	PB4Y-1	SoPac
10 Aug 1944	14 Aug 1944	FAW-1	Eniwetok	PB4Y-1	SoPac
11 Feb 1945	*	FAW-2	Kaneohe	PB4Y-2	EastPac
10 Apr 1945	*	FAW-10	Palawan	PB4Y-2	SoPac
10 May 1945	*	FAW-1	Okinawa	PB4Y-2	WestPac
31 May 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
1 Jul 1945	*	FAW-1	Iwo Jima	PB4Y-2	WestPac
28 May 1945	Sep 1945	FAW-1	Okinawa	PB4Y-2	WestPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		2 Aug 1943
FAW-2		4 Nov 1943
FAW-1		28 Dec 1943
FAW-2		14 Aug 1944
FAW-14		12 Sep 1944
FAW-2		11 Feb 1945
FAW-10		10 Apr 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		10 May 1945
FAW-14		Sep 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
PUC	31 Dec 1943 - 14 Aug 1944



The squadron used Bat missiles in the Pacific during the latter part of the war. This photo shows a Bat missile being placed in position on a PB4Y.

VPB-110

Lineage

Established as Bombing Squadron ONE HUNDRED TEN (VB-110) on 18 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TEN (VPB-110) on 1 October 1944.

Disestablished on 1 September 1945.

Squadron Insignia and Nickname

The insignia for VPB-110 was approved by CNO on 3 February 1945. A fox holding a pair of binoculars in his left paw and a bomb in his right straddled a 50-cal-



The squadron's cartoon design insignia.

iber Browning machine gun. In the background was a winged V enclosed within a circle. The significance of the design was not stated in the records but since VPB-110 was a PB4Y-1 Liberator squadron stationed in England, it may be assumed that the V stood for Churchill's famous "V for Victory." The bomb and machine gun were the principal weapons of the PB4Y-1, while the binoculars were the primary device for spotting its prey, German U-boats. Colors: field, blue; circle, white; fox, rust with white ears and tail markings; wings, white; fox tongue, red; machine gun, black outlined in gray and white; bomb, green with yellow shading; binoculars, black with white lens.

Nicknames: None on record.

Chronology of Significant Events

18 Jul–9 Sep 1943: VB-110 was established at NAS Norfolk, Va., as a heavy bombing squadron flying the PB4Y-1 Liberator under the operational control of FAW-5. Most of the flight crews came from VP-203 and other PBM squadrons and required a thorough check-out in the Liberator aircraft. These check flights were completed at NAS Norfolk by 27 July. VB-110 moved from NAS Norfolk to NAAS Elizabeth City, N.C., on 1 August for its shakedown phase of training. On 4 August, the training was briefly interrupted while the squadron's aircraft were flown to NAS San Diego to have the new Erco nose turrets installed. At the end of the month, these aircraft were turned over to VB-105, because they were scheduled to depart for England on 1 September. VB-110's replacement aircraft were six Army B-24s with no radar or Erco nose turrets. Three of the modified PB4Y-1 aircraft were received on 9 September, equipped with APS-15 radar, LORAN, sonobuoys and provisions to carry the Mark 24 homing torpedo (nicknamed Fido and Zombie).

A PB4Y-1 en route to a mission over the Bay of Biscay, circa 1943, 80-G-K-14057.



15 Sep–20 Oct 1943: VB-110 departed for RAF St. Eval, Cornwall, England, becoming operational with 12 aircraft aboard on 15 October 1943. Ground personnel and support staff departed aboard the tender *Albemarle* (AV 5). The squadron joined VB-103 and 105 at this station, under the joint operational control of FAW-7 and 19 Group, RAF Coastal Command. The squadron flew its first mission in the Bay of Biscay on 20 October 1943. VB-110 was one of 20 squadrons, American and British, operating under the 19 Group, Coastal Command. Flights over the Bay of Biscay were called Barrier Patrols, running from Fastnet Rock in southern Ireland to Cape Finisterre, Spain, and back to Brest and Lands End. German FW-190 fighters from Brest or Bordeaux and Ju-88 interceptors from various French bases posed the greatest danger to the squadrons. These German aircraft were specifically assigned the mission of hunting for the Allied ASW aircraft that endangered the German U-boats.

30 Oct 1943: The 19th USAAF squadron departed Dunkeswell to join the 8th Air Force, followed by the 22nd USAAF on 28 September. Three Navy patrol squadrons (VBs 103, 110 and 105) were assigned the ASW role previously flown by the Army Air Force in England. The USAAF squadrons were phased out and their equipment, similar to that on the VB-110 aircraft, was turned over to the Navy. The USAAF flew its last ASW mission from Dunkeswell on 31 October 1943 and the 4th USAAF squadron departed on 6 November. VB-110 moved aboard RAF Dunkeswell, Devon, England, on 30 October 1943. The three squadrons at Dunkeswell came to be known by several names over the next year: Dunkeswell Air Group, Land Plane Air

Group and finally to Patrol Air Group One. Each squadron had the luxury of being assigned its own PATSU.

8 Nov 1943: Lieutenant W. E. Grumbles and crew failed to return from a mission over the Bay of Biscay. A message intercepted by another aircraft indicated that the crew was under attack, followed a while later by an SOS. Nothing further was ever learned about this crew and they were listed as missing in action. The next day, Lieutenant Joseph P. Kennedy and his crew were attacked by a pair of Me-210 aircraft but escaped into the clouds. The Germans were aware of the three Navy bombing squadrons and the threat they posed to the U-boats. When submarines were going out, special Me-210 and Ju-88 interceptor squadrons based in France would scour the skies ahead searching for the Navy patrol bombers.

10 Nov 1943: VB-110 was a participant in one of the longest surface battles of aircraft against a U-boat in WWII. At 0800, a VB-105 aircraft piloted by Lieutenant L. E. Harmon was alerted by an RAF aircraft of a radar contact near the coast of Spain. Harmon located the surfaced *U-966*, Oberleutenant Eckehard Wolf commanding, and made two strafing attacks. Heavy AA fire damaged his aircraft and forced him to break off the attack. An RAF fighter then dove to attack the submarine. Harmon made a third strafing attack but had to break off afterwards due to a fuel shortage. Lieutenant K. L. Wright, of VB-103, located *U-966* near Ferrol at 1040 and delivered a strafing and depth charge attack. Intense AA fire drove him off and he had to depart the target due to low fuel. Lieutenant W. W. Parish and crew from VB-110 then arrived on

A PB4Y-1 flying over England en route to a patrol over the Bay of Biscay, November 1943, 80-G-407694 (Courtesy Captain Jerry Mason, USN).



the scene. A depth charge attack was conducted in cooperation with a rocket-firing RAF Liberator at 1230. The submarine was abandoned by its crew after running aground at Oritiguiera, Spain. The German crewmen were quickly picked up by nearby Spanish fishing vessels.

24–28 Dec 1943: A flotilla of 12 German destroyers attempted to provide cover for a blockade runner, *Alstereufer*. Several missions were run against the enemy ships over a period of five days. The blockade runner was sunk on 27 December by a Czech squadron, leaving the destroyers fleeing for port. The enemy lost three destroyers to British surface units but in the action shot up several squadron aircraft. While returning to base on 28 December after looking for targets, Lieutenant Commander Reedy encountered four He-177 aircraft. In the resultant melee, Reedy's crew managed to damage one of the enemy, sending it back towards France trailing smoke from a fire in its starboard engine. Postwar examination of German records indicated that He-177A3 Werk No. 5557 from 11/KG40, flown by Hauptman B. Eidhoff, was unable to return to base and crashed into the sea. Eidhoff and his crew of 5 were subsequently reported missing by the Luftwaffe. On the same mission, Lieutenant Parrish and his crew were killed when their aircraft crashed into high ground near Okehampton, Devon.

26 Feb 1944: Lieutenant J. L. Williams crashed into Great Skellig Rock off the coast of Ireland and the aircraft fell into the sea. All hands were lost.

12 Mar 1944: Lieutenant (jg) W. H. Ryan and crew became lost during foul weather conditions and failed to establish a fix from the H/F and D/F stations. Subsequent searches found nothing and the crew was listed as missing in the line of duty.

23 Mar 1944: RAF Dunkeswell came under Navy control. The facilities under the RAF had been extremely spartan but with the change of Dunkeswell to a Naval Air Facility, conditions improved dramatically.

27 Mar 1944: In one of the squadron's all-time close calls, Lieutenant (jg) R. B. Meihaus was preparing to land in very poor visibility and with only three engines after completing a mission near the Spanish coast. He hit telephone wires and a house on his approach, knocking out two more engines. He continued his landing approach for another two and a half miles on one engine, making a successful crash landing on the field with no injuries to any of his crew.

31 Mar 1944: Two squadron aircraft were attacked by German fighter interceptors within 30 minutes of each other in the same position in the Bay of Biscay. Lieutenant H. Barton and crew and Lieutenant (jg) O. R. Moore and crew were all listed as missing in action. Within the first six months of their arrival in England, VB-110 had lost one-third of its flight crews and one-half of its aircraft complement to a combination of enemy action and weather.

6 Jun 1944: During the Normandy invasions the squadron provided patrols over the southern entrance to the channel to prevent U-boats from approaching the invasion fleet. Aircraft patrolled the area at 30-minute intervals. The squadron flew 420 operational sorties during the months of June through August 1944. During patrols several small surface vessels were sunk, with only minimal damage from return gunfire. Eight attacks were made on suspected submarine targets with negative results, including one of which a very clear picture was taken of a schnorkel and periscope. The effectiveness of Allied air cover during the invasion was worthy of note. It was anticipated that the three Navy patrol squadrons might have several losses from enemy fighter interceptors during the Normandy coverage, but in fact very few enemy aircraft were sighted during the three-month period.

12 Aug 1944: Lieutenant Joseph P. Kennedy volunteered to serve as pilot aboard a worn-out PB4Y-1 loaded with explosives and equipped with terminal radio control systems. The concept was that the pilot and copilot would take off in the aircraft and place it on the correct heading toward the target. Once locked under positive radio control by an accompanying mothership, the pilot and copilot would bail out of the aircraft. The explosive-laden bomber would then be guided into its target by the accompanying plane. The target for this mission was one of the V-1 missile launching sites on the mainland. Halfway to the target the aircraft exploded, killing both Kennedy and his copilot. For his bravery in volunteering for such a dangerous mission, Lieutenant Kennedy was posthumously awarded the Navy Cross.

24 Aug 1944: Lieutenant (jg) J. G. Byrnes and crew were killed while on a routine night familiarization training flight after crashing into high ground near Breckon, South Wales.



A PB4Y-1 being refueled for a mission, September 1944, 80-G-282241 (Courtesy Captain Jerry Mason, USN).

24 Dec 1944: Submarine activity since the invasion of Normandy and capture of the submarine pens at Brest had decreased significantly. It was extremely frustrating for Lieutenant F. M. Nunnally and his crew when they obtained a positive sonobouy contact near the harbor of Alderney Island and were driven off by the harbor AA defenses before being able to make an attack!

10 Jan 1945: VPB-110 initiated its first searchlight patrols. The searchlights, or Leigh lights, named after their British inventor, had been used with some success by the RAF. By March, one patrol with a searchlight-equipped aircraft was being made each night. Only six of the crews had received training with this equipment.

14 Jan 1945: Lieutenant Ralph D. Spalding, Jr., and crew were killed in a crash near Igoudar while en route to Dakar for detached duty.

9 May 1945: With the surrender of Germany the U-boats at sea also began to surrender. Lieutenant F. L. Schaum and crew sighted and accepted the surrender of the first enemy U-boat to give up to the Allies. A

second U-boat surrendered on 13 May. Both submarines were escorted to the nearest port in the United Kingdom.

1 Jun 1945: VPB-110 received orders to report to NAS Norfolk, Va. Squadron aircraft were turned over to HEDRON-7 at NAF Dunkeswell as the squadron departed for the U.S. aboard the tender *Albemarle* (AV 5) on 4 June and arrived at Norfolk on 14 June 1945.

25 Jun 1945: VPB-110 was detached from NAS Norfolk and FAW-5 and ordered to report to NAS Seattle, Wash., under the operational control of FAW-6, with a 30-day delay in reporting.

1 Sep 1945: The squadron had been scheduled for reforming at NAS Seattle, Wash., as a PB4Y-2 Privateer squadron on 15 September. The cessation of hostilities and subsequent surrender of Japan ended the necessity for the continued existence of large numbers of Navy patrol squadrons. VPB-110 personnel were given new orders for either demobilization or extension of duty, and on 1 September 1945 the squadron was disestablished at NAS Seattle, Wash.



A squadron PB4Y-1 on patrol, September 1944, 80-G-282243 (Courtesy Captain Jerry Mason, USN).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	18 Jul 1943
NAAS Elizabeth City, N.C.	1 Aug 1943
RAFB St. Eval, England	15 Sep 1943
RAFB/NAF Dunkeswell, England*	30 Oct 1943
NAS Norfolk, Va.	14 Jun 1945
NAS Seattle, Wash.	25 Jun 1945

* RAFB Dunkeswell came under the control of the U.S. Navy and was designated an NAF on 23 March 1944.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR J. R. Reedy	18 Jul 1943
CDR Page Knight	28 Apr 1944
LCDR Duncan A. Campbell	12 Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	18 Jul 1943



An overhead view of NAF Dunkeswell, England, showing the hangars and several PB4Y-1s, June 1944, NH-96258.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Sep 1943	30 Oct 1943	FAW-7	St. Eval	PB4Y-1	NorLant
30 Oct 1943	1 Jun 1945	FAW-7	Dunkeswell	PB4Y-1	NorLant



On 29 January 1944 Lt. N. H. Rudd and his PB4Y-1 crew attacked a U-boat in the Bay of Biscay. The attack was not successful, 80-G-286G (Courtesy Captain Jerry Mason, USN).

Wing Assignments

Wing	Tail Code	Assignment Date
FAW-5		18 Jul 1943
FAW-7/19 Group, RAF Coastal Command		15 Sep 1943
FAW-5		14 Jun 1945
FAW-6		25 Jun 1945

Unit Awards Received

Unit Award	Inclusive Date Covering Unit Award
None on record.	



A PB4Y-1 on patrol, 80-G-K-5175.

VPB-112

Lineage

Established as Bombing Squadron ONE HUNDRED TWELVE (VB-112) on 8 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWELVE (VPB-112) on 1 October 1944.

Disestablished on 1 September 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

8 Aug–2 Nov 1943: VB-112 was established at NAS Norfolk, Va., under the operational control of FAW-5, as a heavy bombing squadron flying the PB4Y-1 Liberator. Personnel were given ground and flight training at NAAS Oceana, Va., through the end of

September. The squadron's first PB4Y-1 arrived on 2 October, with nine more arriving by 7 October. On 10 October flight crews were sent to NAS Quonset Point, R.I., for advanced ASW training. The crews returned to NAS Norfolk on 2 November.

5 Nov 1943: Orders were received to proceed to NAF Port Lyautey, F.M., via Morrison Field, Fla.; Borinque, P.R.; Waller Field, Trinidad; Belem and Natal, Brazil; and Dakar. The squadron departed Norfolk and arrived by elements at Port Lyautey on 25 November, coming under the operational control of FAW-15. The squadron was based at the former French airfield, Craw Field, with VPB-111, which had arrived two weeks earlier. The two squadrons were replacing an Army unit, the 472nd Bombardment Group. Patrols commenced immediately. Armor was stripped from the aircraft since the threat from enemy aircraft in the assigned patrol zones was judged minimal. The lessening of weight also made full-combat load takeoffs less dangerous in the dry, thin air of the desert. The primary mission of the squadron was safeguarding the supply routes for the invasion forces going into Italy.



Crew members from VB-112 beside their PB4Y at Quonset Point, 20 October 1943, 80-G-383783 (Courtesy Captain Jerry Mason, USN).

To do this effectively, the antisubmarine screen had to be established out beyond the Straits of Gibraltar and approximately 700 miles west of Port Lyautey. Unfortunately, neither squadron at Port Lyautey was equipped for operations at night with the Leigh searchlight. U-boat captains during this phase of combat made few daylight runs, doing most of their travel at night.

30 Nov 1944: The squadron had its first operational losses when Lieutenant R. L. Trum crashed after becoming lost off Faro, Portugal, during an antisubmarine patrol. Five crew members were killed. The survivors returned to base on 10 December. A second aircraft, piloted by Lieutenant (jg) John M. Hill, crashed on the same day five miles northwest of Port Lyautey after running out of fuel while trying to land in heavy fog. Six crew members, including the pilot, were killed in the crash.

2 Mar 1944: Three crews and one aircraft were detached and sent to FAW-7 in England, reducing the squadron complement to 10 aircraft and 15 flight crews.

29 Apr 1944: A six-aircraft detachment was sent to RAF Gibraltar. From this location aircraft only had to patrol a zone approximately 100 miles in circumference to cover the area used by German U-boats attempting a surface transit of the straits. Two aircraft were constantly on station and in communication with surface units below. This effectively “put the cork in the bottle” and kept all U-boats out of the Mediterranean. The following months resulted in little or no activity for the squadron since the U-boat threat had been contained.

1 May 1944: Four more crews were detached to FAW-7 in England.

Oct 1944: For the first time in months, German U-boat activity in the Mediterranean began to pick up. Very few sightings were made because a new device was being employed by U-boats, the schnorkel. This invention allowed U-boats to run submerged using their air-breathing diesel engines. Tests with the squadron’s radar against a “tame” British submarine fitted with a dummy schnorkel showed that it presented an almost invisible radar target. The schnorkel threat was seen as a greater problem for the ASW efforts in the waters around Britain. Vast quantities of shipping were arriving daily in preparation for the coming invasion set for June.

9 Jan 1945: VPB-112 received orders to cease operations and prepare to transfer from Port Lyautey to Upottery, Devon, England. Operations began from this base on 15 February. Upottery was a satellite field of NAF Dunkeswell, where VBs 103, 105 and 110 were based. VPB-107 later joined VPB-112 at Upottery after being transferred from Natal, Brazil. The airfield had been unoccupied since June 1944, and a detachment of SeaBees quickly made it habitable.

27 Feb 1945: Lieutenant O. B. Denison and crew spotted an oil slick and directed destroyer escorts to the location. Subsequent attacks by the combined force resulted in a claim for a confirmed kill. Postwar examination of German records does not indicate any U-boat losses at that locale or date.

9–11 May 1945: With the surrender of Germany the U-boats still at sea began to surrender to the Allies. On 9 May *U-249*, Kapitänleutnant Uwe Kock commanding, surrendered to Lieutenant D. P. Housh and crew. On 10 May *U-825*, Oberleutenant Gerhard Stoelker commanding, surrendered to Lieutenant J. A. Murch and crew. On 11 May *U-516*, Oberleutenant Friedrich Petran commanding, surrendered to Lieutenant S. T. Gillmor and crew.

1 Jun 1945: VPB-112 received orders to depart England and return to the United States. Squadron assets and aircraft were turned over to HEDRON-7. On 5 June all personnel boarded the tender *Albemarle* (AV 5), arriving at Norfolk, Va., on 14 June. All personnel were given orders to report to NAS Seattle, Wash., to reform the squadron after 30 days of leave.

27 Jul 1945: Squadron personnel arrived at NAS Ault Field, Whidbey Island, Wash., and VPB-112 began reforming in August. Conversion training to the PB4Y-2 Privateer was conducted for all hands. On 13 August, Lieutenant R. H. Barden and one other officer, a flight surgeon, were killed while he was attempting to land his crippled aircraft. Fourteen other crew members had bailed out and one of those was killed when his chute failed to open. With the cessation of hostilities in the Pacific in August and the subsequent surrender of Japan, there was no longer a need for the squadron. Formal disestablishment of the squadron took place at NAS Whidbey Island, Wash., on 1 September 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	8 Aug 1943
NAF Port Lyautey, F.M.	Nov 1943
NAF Upottery, England	Jan 1945
NAS Whidbey Island, Wash.	Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Josef M. Gardiner	8 Aug 1943
LCDR A. Y. Parunak	17 Feb 1944
LCDR J. B. Wayne	4 Apr 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Oct 1942
PB4Y-2	Jul 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
5 Nov 1943	29 Apr 1944	FAW-15	Port Lyautey	PB4Y-1	Med
29 Apr 1944	9 Jan 1945	FAW-15	Gibraltar	PB4Y-1	Med
9 Jan 1945	1 Jun 1945	FAW-7	Devon	PB4Y-1	Lant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		8 Aug 1943
FAW-15		5 Nov 1943
FAW-7		9 Jan 1945
FAW-6		14 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-113

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTEEN (VB-113) on 18 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTEEN (VPB-113) on 1 October 1944.

Disestablished on 28 May 1945.

Squadron Insignia and Nickname

The insignia for the squadron was approved by CNO on 28 February 1944. The design featured a

frowning “flat hat” octopus with a depth charge under each tentacle. The depth charges represented the squadron’s ASW role, while the numerous tentacles typified its long reach. Colors: tentacles, blue with white and black highlights; hat and face, white; bombs, black; neckerchief, black.

Nickname: None on record.

Chronology of Significant Events

18 Aug–Dec 1943: VB-113 was established at NAAS Oceana, Va., under the operational control of FAW-5, as a heavy bombing squadron flying the PB4Y-1 Liberator. During the squadron’s first few months of existence its personnel received ground training using



The squadron's octopus insignia design.

the Link trainer, gunnery instruction and radio basics. Flight training commenced on 5 November with the arrival of the squadron's first PB4Y-1. After shakedown, 12 aircraft were ferried to FAW-7, Dunkeswell, England. On 28 December one of the ferry crews of 12 personnel aboard were killed in a crash at St. Mawgan, England. The war-weary Liberator that crashed was being brought back to the U.S. for disposal.

18 Jan 1944: VB-113 was relocated from NAAS Oceana, Va., to NAAS Elizabeth City, N.C., and a detachment was sent to NAAS Boca Chica, Fla., for advanced ASW training.

18 Mar 1944: The squadron crews ferrying aircraft to England rejoined the squadron at NAAS Elizabeth City, N.C., after an absence of four months. They had not been aboard long when orders came to relocate to NAS Norfolk. VB-113 pulled up stakes once more and returned to Virginia, arriving on 1 April 1944.

11 Apr 1944: The squadron was ordered to transfer 14 more replacement crews to FAW-7. On 18 April one of the crews crashed at Waller Field, Trinidad, with the loss of all hands.

8 May 1944: VB-113 was relocated to NAAS Boca Chica, Fla. After 30 May most squadron personnel had been sent as replacement crews to other squadrons. The squadron's primary mission was changed from

fleet operations to training and maintenance. From this time until its disestablishment, VB-113 trained 145 replacement crews in antisubmarine warfare using aircraft assigned to the squadron.

28 May 1945: VPB-113 transferred its aircraft to HEDRON-5 and was disestablished at NAAS Boca Chica, Fla.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Oceana, Va.	18 Aug 1943
NAAS Elizabeth City, N.C.	18 Jan 1944
NAS Norfolk, Va.	1 Apr 1944
NAAS Boca Chica, Fla.	8 May 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Louis W. Mang	18 Aug 1943
LCDR William R. Bailey	6 Jun 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Nov 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
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No overseas deployments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		18 Aug 1943
FAW-12		8 May 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-117

Lineage

Established as Bombing Squadron ONE HUNDRED SEVENTEEN (VB-117) on 1 February 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED SEVENTEEN (VPB-117) on 1 October 1944.

Disestablished on 15 November 1945.

Squadron Insignia and Nickname

The squadron utilized one of the Walt Disney designs for its insignia. After obtaining the copyright re-



The squadron's Disney designed insignia.

lease, the squadron forwarded the insignia to CNO, who approved the design on 14 August 1944. The insignia contained a caricature of a horse diving onto a ship. A silhouette of a tropical island appeared to the left of the horse and a huge bomb was in the background, in the shape of a triangle with rounded corners. Colors: background, light blue; bomb, yellow; horse and ship, black with white outlines; island, light green.

Nickname: Blue Raiders, 1943–1944.

Exterminators, 1945.

Chronology of Significant Events

1 Feb–Jul 1944: VB-117 was established at NAAS Camp Kearney, Calif., under the operational control of FAW-14, as a heavy bombing squadron flying the PB4Y-1 Liberator. These aircraft were equipped with the latest AN/APQ-5 low-altitude radar bombing gear. Ground school and flight training continued through the end of July 1944. In August the squadron began preparations for its transpac to NAS Kaneohe, Hawaii. The training period was marred by the crash of Lieutenant (jg) Golden and crew at NAAS Camp Kearney. The aircraft crashed into the supply hut of VB-102, resulting in the death of nine VB-117 personnel and nine VB-102 personnel and injuries to 11 others. The destruction of VB-102's supplies set back the squadron's planned transpac by one month.

11 Aug 1944: VB-117 flew the transpac to NAS Kaneohe, Hawaii, with the last aircraft arriving on 13 August. Upon arrival the squadron came under the operational control of FAW-2. After a period of six weeks training in ASW techniques and operational searches, the squadron received orders for deployment to the combat zone in the South Pacific.

Sep 1944: VB-117 transferred to North Field, Tinian, coming under the operational control of FAW-1. The squadron conducted operations from Tinian along with VBs 102, 116, 150 and 151. Operational patrol searches were flown southwest toward the Philippines, west toward the Nansei Shoto Islands and north along the Nanpo Shoto Islands, ranging out to 1,000 miles. Use of the night bombing low-altitude radar was discontinued due to the presence of friendly submarines in all search areas. Patrolling in the vicinity of Iwo Jima was done in two aircraft elements.

12 Nov 1944: The aircraft flown by Lieutenant Herbert G. Box and crew was severely damaged by AA fire from Muko Jima Retto. Lieutenant Box's crippled aircraft made it to within 30 miles of Tinian before being forced to ditch. Seven survivors were rescued the next morning.

1 Dec 1944: VPB-117 was transferred to Tacloban Air Strip, Leyte, Philippines, coming under the operational control of FAW-10. Unfortunately, most of the squadron's gear and personal effects were lost or damaged in the transfer from Tinian to Leyte. Search missions were conducted over Cebu, Negros Islands, French Indochina and Chinese ports. Considerable success was obtained during this one month. Claims were submitted for 22 enemy aircraft shot down and 14,750 tons of shipping sunk.

10 Dec 1944: Lieutenant Bradford M. Brooks and crew were attacked by four A6M Zeke fighters off Negros Island. During the ensuing engagement they shot down two Zekes but lost three of their engines and Brooks was forced to ditch. Although badly wounded, Brooks landed without flaps or right rudder

control. Seven of the crew of 12 were able to exit the aircraft and were later returned by guerilla forces operating in the area. For his courage under fire and superb skill in landing his badly damaged aircraft, Lieutenant Brooks was awarded the Navy Cross.

31 Dec 1944: Lieutenant Harold Stang ran out of gas while on his final approach to the runway. The aircraft crashed into the bay 300 yards from the strip and sank immediately. All of the crew except the copilot managed to exit the aircraft before it sank.

1-28 Jan 1945: During January search missions were deemed so crucial to fleet intelligence gathering that the squadron was not permitted to carry bombs in case any of its aircraft were lost in attacks on shipping or ground targets. On 28 January Lieutenant (jg) Robert E. White, Jr., and crew were shot down while on a patrol to Formosa and the China Coast. The copilot and five crew members survived the crash and remained prisoners-of-war until after V-J Day.

29 Jan 1945: Lieutenant Commander Harold M. McGaughey, squadron executive officer, conducted a successful raid along the coast of the Japanese mainland sinking five merchant ships and damaging five others. McGaughey and his crew were not content with only naval targets on their scorecard and proceeded inland to strafe and destroy numerous shore installations and supply dumps in the face of intense AA fire. For his courage under fire and aggressive pursuit of the enemy, Lieutenant Commander McGaughey was awarded the Navy Cross.

Feb 1945: The squadron was moved to McGuire Field, Mindoro, Philippines, under the operational control of FAW-17. From this location searches were conducted over the northwest coast of Borneo, the coastline of Indochina and the waters in between. The squadron was responsible for tracking enemy ships and task forces attempting to enter the search sectors. Close cooperation was maintained with the submarine forces during this period. Frequently, attacks by squadron aircraft would force enemy destroyers to break off depth charge attacks against U.S. submarines, permitting them to get on with their deadly work. On one occasion, an enemy battle group formed around the battleships *Ise* and *Hyugu* was tracked below the tip of Indochina and kept under surveillance both day and night until it reached a point north of Formosa. The enemy battle group had used a heavy weather front to cover its movements; however, this did not prevent the squadron from tracking the force using radar and the skill of its aircrews.

17 Feb 1945: Lieutenant Commander Harold W. McGaughey and crew were shot down over Puerto Princessa, Palawan Island, with the loss of all hands.

25 Mar 1945: Patrol restrictions the squadron had operated under were completely lifted during March and all patrols went forth fully armed. Shore installa-

tions, such as railroads, oil storage tanks, trains, vehicles and river shipping, were given special attention. Lieutenant Arthur J. Elder returned from one of these missions with his aircraft riddled, one crewman dead and five others injured. They had conducted an attack on shipping in Saigon Harbor, French Indochina, and sank three large merchant vessels. Two escort vessels and 20 small merchant vessels were also heavily strafed by intense AA fire thrown up by the escort vessels. Although Elder's aircraft was badly hit and several crewmen wounded, he managed to return to base, shooting down one enemy fighter on the way home. It was the third time this crew had returned with injuries, and it was decided to evacuate them back to the States. Lieutenant Elder was awarded the Navy Cross for his courage in pressing home the attack in the face of heavy enemy fire.

Jun 1945: Credible targets in the squadron's search sectors had dwindled to nothing. The squadron received its first PB4Y-2 Privateer during this period and gladly exchanged the beat-up PB4Y-1 Liberators for the more heavily armed bomber.

14 Jun 1945: Lieutenant (jg) J. P. Dougan and his crew of 11 failed to return from a mission. All 11 men were listed as missing in action.

22 Jun 1945: Lieutenant (jg) S. W. Sayre crashed into the sea shortly after takeoff for a patrol. All 12 crew members perished.

1 Jul 1945: Lieutenant (jg) Robert E. Hepting and crew were shot down while on a patrol. Three members of the crew survived the crash and remained prisoners of war until V-J Day.

30 Jul 1945: Aircraft Machinist's Mate Second Class (AMM2C) Frederick F. Thomas became the squadron's last combat casualty when he was killed by AA fire during a mission over French Indochina.

11 Aug 1945: VPB-117 aircraft flew their last combat mission of the war. Operations were suspended at McGuire Field, Mindoro, Philippines. Preparations were begun to ferry the squadron aircraft and personnel back to Tinian.

16 Aug 1945: VPB-117 was transferred to Tinian to provide weather flights for the fleet under the operational control of FAW-18. On 19 September a detachment of five crews and four aircraft was sent to Pelelieu, Palau Islands, for special weather flights. During its combat tour from September 1944 to August 1945 the squadron was credited with completing 1,617 combat missions, 58 enemy aircraft claimed (55 verified by postwar review of enemy records), 236 enemy ships of all sizes claimed sunk or damaged, and destruction of innumerable ground targets. VPB-117 had five of the eight U.S. Navy multiengine bomber crews that shot down five or more enemy aircraft from in the air: the crews for Lieutenant Commander Harold W. McGaughey, five; Lieutenant Dan Moore, five; Lieutenant Tom Hyland, six;

Lieutenant (jg) Jan Carter, six; and Lieutenant (jg) Sheldon Sutton, seven.

Sep 1945: VPB-117 was relieved at Tinian and returned to the United States.

Oct–Nov 1945: Squadron personnel were given orders for demobilization or extension of duty with other squadrons. On 15 November 1945 VPB-117 was officially disestablished.

Commanding Officers

	<i>Date Assumed Command</i>
CDR Everett O. Rigsbee, Jr.	1 Feb 1944
CDR Harold W. McDonald	25 Dec 1944
LCDR Thomas P. Mulvihill	25 Jan 1945
LCDR Roger J. Crowley, Jr.	8 Apr 1945
CDR Cole L. Windham	6 Sep 1945

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	1 Feb 1944
NAS Kaneohe, Hawaii	11 Aug 1944
NAS San Diego, Calif.	Sep 1945

Aircraft Assignment

<i>Location</i>	<i>Date of Assignment</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
NAAS Camp Kearney, Calif.	1 Feb 1944		
NAS Kaneohe, Hawaii	11 Aug 1944	PB4Y-1	Mar 1944
NAS San Diego, Calif.	Sep 1945	PB4Y-2	Jun 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Aug 1944	*	FAW-2	Kaneohe	PB4Y-1	WestPac
Sep 1944	*	FAW-1	Tinian	PB4Y-1	SoPac
1 Dec 1944	*	FAW-10	Tacloban	PB4Y-1	SoPac
Feb 1945	*	FAW-17	Mindoro	PB4Y-1/2	SoPac
16 Aug 1945	Sep 1945	FAW-18	Tinian	PB4Y-1/2	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Feb 1944
FAW-2		11 Aug 1944
FAW-1		Sep 1944
FAW-10		1 Dec 1944
FAW-17		Feb 1945
FAW-18		16 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		Sep 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
PUC	4 Oct 1944 11 Aug 1945

VPB-118

Lineage

Established as Bombing Squadron ONE HUNDRED EIGHTEEN (VB-118) on 1 July 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED EIGHTEEN (VPB-118) on 1 October 1944.

Disestablished on 11 December 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jul–15 Nov 1944: VB-118 was established at NAAS Camp Kearney, Calif., as a heavy bombing squadron flying the PB4Y-1 Liberator under the operational control of FAW-14. After completing a four-week ground school and limited flight training on three weary PB4Y-1 Liberators, the squadron was relocated to NAAS Crows Landing, Calif., for advanced flight training. On 20 August, VB-118 began receiving its first PB4Y-2 Privateers. The squadron stood down from the training syllabus in mid-November to prepare for the upcoming transpac to Hawaii. On 15 November the ground support personnel boarded SS *General Howze* for transportation to Hawaii.

20 Nov–Dec 1944: VPB-118's aircraft departed California for NAS Kaneohe, Hawaii, arriving by 21 November. During the next month the squadron came under FAW-2 while undergoing further training in preparation for combat. On 10 December a detachment of aircraft was sent to Midway Island to conduct operational patrols, returning on 22 December.

6 Jan–Apr 1945: VPB-118 departed NAS Kaneohe for the combat zone, arriving at Tinian, Marianas Islands, on 10 January. Operational control of the squadron passed to FAW-1. Routine operational patrols continued from Tinian through mid-April. Squadron targets attacked included Truk, Iwo Jima, Yawata Shima and Okinawa.

22 Apr 1945: VPB-118 was transferred to Yontan Airfield, Okinawa Shima. Administrative headquarters staff of the squadron remained on Tinian. Patrols and antishipping sweeps commenced upon the squadron's arrival. Positioning the squadron on Okinawa had become necessary due to the lack of sufficient targets in the patrol sectors around Tinian.

2 May 1945: The squadron was taken off patrols to conduct a special attack on the airfield at Kanoya, in southern Japan. Third Fleet intelligence had indications that a large attack force of G4M-1 Betty bombers was being formed to transport Baka bombs in an attempt to wipe out U.S. combat vessels located off

Okinawa. The six remaining Privateers of VPB-118 were the only aircraft available on short notice. The strike caught the enemy totally by surprise. The damage inflicted on the airfield and assembled aircraft prevented the enemy's intended operation from being carried out.

6 May 1945: Lieutenants Montgomery and J. A. Lasater were patrolling an area off the southern coast of Korea when they encountered a number of enemy destroyers and a small tanker. In the attack, the tanker exploded just as Montgomery's Privateer was entering its bomb run. Twenty feet of the ship's hawser and the king post strap were imbedded in the starboard wing. Montgomery managed to return to Okinawa on three engines but Lasater elected to continue the patrol alone. He and his crew never returned and were listed as missing in action.

7 May 1945: Five aircraft were sent on a patrol off the coast of Korea. After shooting down one Japanese observation plane, Lieutenant Farwell and his crew attacked a 2,000-ton tanker. While completing a bomb run that finally sank the ship, Farwell's Privateer was struck repeatedly by heavy AA fire. He ditched the aircraft with no casualties. As their squadron mates flew air cover above, a PBM landed within 30 minutes and retrieved the crew. One of the other Privateers flown by Lieutenant Norman M. Keiser sank a 4,000-ton freighter despite fire from its two destroyer escorts. In the same action Keiser and his crew strafed a second vessel, forcing it to beach ashore. Later on the same patrol, Keiser and his crew strafed and set on fire a third vessel. For his courage under fire and determination at pressing home the attack, Lieutenant Keiser was awarded the Navy Cross.

11 May 1945: The pace of combat left the squadron with only three serviceable aircraft which were in need of major repairs. It became necessary for the squadron to return to Tinian for refit and maintenance of the aircraft and crew rest. The squadron remained at Yontan Airfield until mid-May when it was relieved by VPB-109. Prior to the squadron's departure it provided support to VPB-109 to familiarize them with mission requirements. In the first two days of VPB-109's stay on Okinawa, a VPB-118 Privateer accompanied them on patrol to familiarize them with the territory. On one of these missions, Lieutenant Lloyd's aircraft had an engine shot out and was pocked with 180 bullet holes.

2 Jun 1945: The squadron was ready to return to Okinawa from Tinian when disaster struck. One aircraft caught fire while undergoing last-minute maintenance, and one more was destroyed and two others damaged when a crippled B-29 crashed into the parking area. All the squadron welfare and recreation gear plus most of the personal baggage was lost. The aircraft were quickly replaced and after only a few days' delay, VPB-118 was back on Okinawa by 7 June 1945

continuing its antishipping patrols, conducting strikes on land targets and dropping mines in harbors throughout the Korean coastline and Kamine Shima.

8 Aug 1945: Lieutenant (jg) J. R. Park and crew were killed during an attack on an enemy freighter in the Tsushima Straits. The vessel had been set on fire by strafing, and when Park made his final bombing pass the ship's cargo detonated when the aircraft was directly above it. The ship apparently was carrying munitions and nothing remained of the ship or aircraft after the explosion.

10 Aug 1945: Offensive patrols ceased. Regular patrols continued but the aircraft still carried defensive armament and instructions "not to attack, unless attacked."

1 Sep–Nov 1945: VPB-118 was relocated to Yonabaru, Okinawa. Several aircrews were sent to Tinian for R&R. The airfields at Yonabaru were in such bad shape that the squadron was not able to resume patrols until 24 September. A sudden typhoon on 9 October compounded the miserable conditions. It was with great relief that VPB-118 received orders to report to Tinian on 24 October for aircraft overhaul and maintenance. The work at Tinian was completed on 3 November, and the squadron returned to Yonabaru.

14 Nov–3 Dec 1945: The squadron received orders to begin packing for the return to the States. VPB-118 began its journey homeward with departure on 18

November from Yonabaru bound for NAS Kaneohe. On 27 November the squadron boarded *Prince William* (AVG 19) en route to NAS San Diego, Calif., arriving on 3 December.

11 Dec 1945: VPB-118 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	1 Jul 1944
NAAS Crows Landing, Calif.	Aug 1944
NAS Kaneohe, Hawaii	20 Nov 1944
NAS San Diego, Calif.	3 Dec 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR C. K. Harper	14 Jul 1944
LCDR Arthur F. Farwell, Jr.	11 May 1945
LCDR Carl W. Rinehart	25 Jul 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-2	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
20 Nov 1944	*	FAW-2	Kaneohe	PB4Y-2	WestPac
6 Jan 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
22 Apr 1945	*	FAW-1	Yontan	PB4Y-2	SoPac
11 May 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
7 Jun 1945	*	FAW-1	Yontan	PB4Y-2	SoPac
1 Sep 1945	14 Nov 1945	FAW-1	Yonabaru	PB4Y-2	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Jul 1944
FAW-2		20 Nov 1944
FAW-1		6 Jan 1945
FAW-14		3 Dec 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	26 Apr 1945	8 Aug 1945

VPB-121

Lineage

Established as Patrol Squadron NINETEEN (VP-19) on 1 October 1937.

Redesignated Patrol Squadron FORTY THREE (VP-43) on 1 July 1939.

Redesignated Patrol Squadron EIGHTY ONE (VP-81) on 1 July 1941.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY ONE (VPB-121) on 1 October 1944.

Disestablished on 1 June 1946.

Squadron Insignia and Nickname

The CNO-approved insignia for VP-81 was the Polar Bear, often known as the patrolman of the north. It is indigenous to the northern regions and was symbolic



The squadron's polar bear insignia.

of the offensive power of a patrol squadron. In the design, the bear stood on a pinnacle that represented Mt. Edgecombe, the volcanic cone just outside Sitka Harbor. Above the bear was the constellation of Ursa Major pointing to an accentuated Polaris. The squadron retained the insignia after its redesignation from VP-81 to VPB-121.

Nickname: None on record.

Chronology of Significant Events

1 Oct 1937: VP-19 was established at FAB Seattle, Wash., and assigned six P2Y-3 flying boats.



A P2Y taxiing.

17 Mar 1938: PatWing-4 squadrons VPs 16, 17 and 19 participated in Fleet Exercise XIX as part of White Force. The combined squadrons provided patrol sector searches out to 600 miles. Attacks against the Black Force were judged to have inflicted major damage to elements of the enemy fleet. The exercise featured the first operational use by the Navy of long-range radio bearings for aeronautical navigation.

1 Jun 1938: VP-19, refitted with six new P2Y-3s, deployed to FAB Japonski Island, a recently completed seaplane base in Alaskan waters. Detachments were rotated to Sitka, Alaska, during the eight-week tour of duty. The squadron returned to FAB Seattle on 1 August.

20 Mar 1941: VP-43 was directed to fly its aging P2Y-3s to NAS Pensacola, Fla., for PBY Catalina replacements. The replacements, however, were in San Diego, Calif., requiring the squadron to travel there by train to pick up the new aircraft, arriving on 3 May 1941. There was a delay in accepting the aircraft while the Consolidated Aircraft Company installed self-sealing fuel cells, armor and upgraded waist gun stations. The squadron flew the new Catalinas back to NAS Pensacola when the work was completed.

13 Jun 1941: VP-43 was relocated from NAS Pensacola to NAS Norfolk, Va. On 13 June the squadron turned over its new PBY-5s to VP-52 which had just arrived at NAS Norfolk from Argentia, Newfoundland. In the aircraft exchange the squadron received VP-52's well-used PBY-5s.

8 Jul 1941: The squadron, which had been depleted by transfers to other squadrons, was brought up to full strength. A flight training and ground school training syllabus on the PBY-5 aircraft was begun for new squadron personnel at NAS Norfolk, Va.

22 Oct 1941: VP-81 was assigned the additional mission of an Operational Training Unit (OTU) for patrol squadrons attached to the Atlantic Fleet. The

squadron was relocated from NAS Norfolk, Va., to NAS Key West, Fla. Operational patrols were conducted in conjunction with training flights off the East Coast.

21 Dec 1941: The squadron claimed a U-boat sunk off the coast of Key West, Fla. Postwar examination of enemy records does not indicate any losses in that locality on that date.

1 Sep 1942: VP-81 was transferred to NAS San Juan, P.R., under the operational control of PatWing-12. The squadron conducted ASW searches in the Caribbean area.

1 Jun 1943: The squadron was relocated to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. ASW patrols, night antishipping patrols and convoy coverage were the primary duties of VP-81.

1 Aug 1943: VP-81 was transferred to NAS San Diego, Calif., in preparation for the transpac to the South Pacific. New amphibious models of the Catalina, PB5Y-5As, were assigned as replacement aircraft while the squadron underwent additional training for its upcoming combat assignment.

1 Nov 1943: The squadron flew its transpac to NAS Kaneohe, Hawaii, where additional training was given before further reassignment to the combat zone.

25 Nov 1943: VP-81 was transferred to Henderson Field, Guadalcanal. The squadron relieved VP-54. Its duties consisted of search missions of the Saint George Channel, providing convoy coverage and nighttime Black Cat operations. The squadron came under the operational control of FAW-1.

3 Feb 1944: VP-81 was transferred to Munda, New Georgia Islands. Black Cat operations were conducted in conjunction with nearby PT-boat squadrons. Bombing strikes against land-based installations were carried out in the Choiseul Bay area.

7 May 1944: VP-81 was relocated to Piva Yoke, Bougainville, where Black Cat nighttime operations were conducted against enemy shipping.

1 Jul 1944: The squadron returned to NAS San Diego, Calif.

8 Sep 1944: Upon return from leave, squadron aircrews were reassigned PB4Y-1 Liberators in place of Catalinas. Ground school and flight training took place at NAAF Camp Kearney, Calif. The squadron came under the operational control of FAW-14. Training had progressed to the advanced syllabus at NAS Brown Field, Calif., in preparation for the upcoming second combat tour in the Pacific. While in training, the squadron was assigned the PB4Y-2 Privateer in place of the older Liberator aircraft.

6 Jan 1945: VPB-121 flew its transpac to NAS Kaneohe, Hawaii, where the squadron began intensive training in radar navigation. Operational search patrols in the vicinity of the Hawaiian Islands were also assigned as part of the training.

26 Jan–1 Feb 1945: The squadron was relocated to Midway Island and put on barrier patrols and daytime

ASW patrols, returning to NAS Kaneohe on 1 February 1945.

1 Mar–1 Apr 1945: VPB-121 was transferred to Eniwetok. On 7 March 1945, the squadron conducted its first strikes on land installations at Wake Island. The missions continued through 1 April, when Ponape was added to the target list.

3 Jul 1945: VPB-121 was transferred to the island of Tinian. On 8 July a detachment was assigned to Iwo Jima.

3 Aug 1945: Two Privateers from the Iwo Jima detachment spotted a downed P-51 pilot floating near the enemy-occupied island of Sagami Nada. While directing an American submarine to the location, the two aircraft sank one enemy ship that tried to interfere, and downed three Japanese fighters. Lieutenant Ralph D. Ettinger and his crew accounted for two of the eight fighters that attacked the Privateers. For his bravery in leading the defense against superior enemy forces for over 40 minutes of constant action, Ettinger was awarded the Navy Cross. Lieutenant Commander Raymond J. Pflum, commanding officer of VPB-121, was the pilot of the second aircraft. His crew shot down one of the enemy fighters and was responsible for sinking the Japanese cargo vessel. He was also awarded the Navy Cross.

7 Aug 1945: Two of the squadron's Privateers were caught by five enemy fighters in the area of Sagami Wan. One enemy aircraft was shot down and one of the squadron PB4Y-2 bombers was shot down in flames, with no survivors.

1 Sep 1945: VPB-121 was assigned weather flights out of Iwo Jima until the end of September when the squadron was relieved for return to NAS San Diego, Calif..

1 Jun 1946: VPB-121 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Oct 1937
NAS Pensacola, Fla.	20 Mar 1941
NAS Norfolk, Va.	13 Jun 1941
NAS Key West, Fla.	22 Oct 1941
NAS San Juan, P.R.	1 Sep 1942
NAS Guantanamo Bay, Cuba	1 Jun 1943
NAS San Diego, Calif.	1 Aug 1943
NAS Kaneohe, Hawaii	1 Nov 1943
NAS San Diego, Calif.	1 Jul 1944
NAAF Camp Kearney, Calif.	8 Sep 1944
NAS Brown Field, Calif.	Nov 1944
NAS Kaneohe, Hawaii	6 Jan 1945
NAS San Diego, Calif.	Sep 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Dolph C. Allen	1 Oct 1937
LCDR Harry F. Carlson	Jun 1939
LCDR Walter C. Holt	Jul 1940
LCDR Frank B. Schaeede	2 Jun 1941
CDR Benjamin E. Moore, Jr.	20 Jan 1942
CDR Thomas B. Haley	30 Jun 1942
CDR James R. Compton	Jan 1943
CDR Eugene P. Rankin	Sep 1943
CDR Raymond J. Pflum	8 Sep 1944

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Harold R. Swenson	19 Sep 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Oct 1937
PBY-5	May 1941
PBY-5A	Aug 1943
PB4Y-1	Sep 1944
PB4Y-2	Oct 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jun 1938	1 Aug 1938	PatWing-4	Japonski Is.	P2Y-3	NorPac
1 Sep 1942	1 Jun 1943	FAW-12	San Juan	PBY-5	Carib
1 Jun 1943	1 Aug 1943	FAW-11	Guantanamo	PBY-5	Carib
1 Nov 1943	*	FAW-2	Kaneohe	PBY-5	EastPac
25 Nov 1943	*	FAW-1	Guadalcanal	PBY-5A	SoPac
3 Feb 1944	*	FAW-1	Munda	PBY-5A	SoPac
7 May 1944	1 Jul 1944	FAW-1	Bougainville	PBY-5A	SoPac
6 Jan 1945	*	FAW-2	Kaneohe	PB4Y-2	EastPac
1 Mar 1945	*	FAW-2	Eniwetok	PB4Y-2	SoPac
3 Jul 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
1 Sep 1945	30 Sep 1945	FAW-1	Iwo Jima	PB4Y-2	WestPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-4		1 Oct 1937
PatWing-5		20 Mar 1941
PatWing-8		Jul 1941
PatWing-5		Dec 1941
PatWing-12/FAW-12†		1 Sep 1942
FAW-11		1 Jun 1943
FAW-14		1 Aug 1943
FAW-2		1 Nov 1943
FAW-1		25 Nov 1943
FAW-14		1 Jul 1944
FAW-2		6 Jan 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		3 Jul 1945
FAW-14		19 Sep 1945

† Patrol Wing 12 (PatWing-12) was redesignated Fleet Air Wing 12 (FAW-12) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-125

Lineage

Established as Patrol Squadron TWENTY (VP-20) on 1 September 1938.

Redesignated Patrol Squadron FORTY FOUR (VP-44) on 1 July 1940.

Redesignated Patrol Squadron SIXTY ONE (VP-61) on 6 January 1941.

Redesignated Patrol Squadron EIGHTY TWO (VP-82) on 1 July 1941.

Redesignated Bombing Squadron ONE HUNDRED TWENTY FIVE (VB-125) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY FIVE (VPB-125) on 1 October 1944.

Disestablished on 8 June 1945.

Squadron Insignia and Nickname

The first insignia for the squadron was submitted by VP-44 and approved by CNO on 20 April 1940. The design was in the form of a horseshoe with a buoy in the background. The squadron wished to use this insignia because the horseshoe, a typical good luck piece, had not been adopted by any other Navy or Marine Corps squadron. The buoy in the design was identified with seaplane operations of the period. Commander Patrol Wing 4, while forwarding the request, stated that “while the desire of the squadron to adopt a good luck sign is appreciated . . . the Wing Commander feels that the success of Patrol Squadron FORTY-FOUR has been due less to good luck than to good judgment and good piloting.” Colors: horseshoe, rust red; water, blue; buoy, yellow.



The squadron's second insignia was a Disney design.



The squadron's first insignia.

Commander Patrol Wing 4, while forwarding the request, stated that “while the desire of the squadron to adopt a good luck sign is appreciated . . . the Wing Commander feels that the success of Patrol Squadron FORTY-FOUR has been due less to good luck than to good judgment and good piloting.” Colors: horseshoe, rust red; water, blue; buoy, yellow.

The Walt Disney studios designed the second squadron insignia, a practice followed by many Navy and Army squadrons during WWII. The design, approved

by CNO on 20 January 1944, was a caricature of a goose walking on the clouds holding two bombs in its left arm and one in the right wing/hand. The goose was dressed in a jacket with high collar and bow tie, wearing a small hat on its head. Colors: background, light blue; tie and button, orange; hat, beak and feet, yellow; coat, green. The insignia was displayed on VPB-125 aircraft until its disestablishment.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1938: VP-20 was established at NAF Seattle, Wash., flying the Consolidated P2Y-3 seaplane, under operational control of PatWing-4.

Jan 1940: The squadron deployed a detachment to Sitka, Alaska, to test new wing deicers. During the testing, tender support was provided by *Teal* (AVP 5).

6 Jan 1941: The squadron was redesignated VP-61 and transferred to NAS Alameda, Calif., under operational control of PatWing-6.

1 Jun 1941: The squadron was transferred to NAS Norfolk, Va. The last plane arrived there on 11 June 1941.

15 Aug 1941: VP-82 was transferred to NAS Floyd Bennett Field, N.Y., under the operational control of PatWing-8. The squadron began a period of antisubmarine and search tactics training. Crews were alternated for four days of indoctrination training aboard tender *Pocomoke* (AV 9) at Gardner, Long Island.

15 Oct–Nov 1941: On 15 October the squadron was transferred to NAS Norfolk, Va., under PatWing-5. By 28 October 1941, the squadron had received its full allotment of 15 aircraft and was relocated again, this time to NAS Quonset Point, R.I. This squadron probably set a record for patrol squadrons during the war in the greatest number of aircraft exchanges in a six-month period. An article in the squadron newsletter dated 2 August 1941 read, “It is believed that this



A squadron PBY in flight, circa 1940.

squadron has the distinction of completing the greatest number of reassignments of aircraft in the shortest time. From the period 29 March to 26 July (less than four months) four complete new assignments of airplanes, including spare parts, have been accomplished. The models assigned included P2Y-3, PBX-3, PBX-4 and PBX-5. Up to date, no repeat on any one plane has resulted. It is felt that this record should stand for some time but any squadron desiring to become a competitor for the honor should do so with circumspect." Three months after the article was published the squadron transitioned to a fifth model, the PBO-1! From October through 11 November 1941, the squadron's 40 pilots accompanied Army crews in Lockheed Hudson bombers flying from the factory at Burbank, Calif., to Norfolk, Va. This training was for transition from the Navy's PBX Catalina flying boats to the Hudson bomber, designated by the Navy as PBO-1s. Assignment of these aircraft, originally destined for the British and painted with British markings, was the beginning of what became an extensive use of landplanes by patrol squadrons during the war and, although it was not yet apparent, was the first move toward the eventual elimination of the flying boat from patrol aviation.

1 Jan-May 1942: Twelve aircraft of VP-82 were transferred to Argentia, Newfoundland, to provide convoy coverage, harbor patrol and antisubmarine sweeps. The squadron came under the operational control of PatWing-7 while at Argentia and NAS Quonset Point, R.I. The crews were berthed during this period aboard *Pocomoke* (AV 9). From January through May, the crews began shifting to other ten-

ders, including *George E. Badger* (AVD 3) and *Barnegat* (AVP 10). The berthing situation stabilized on 22 May 1942, when the crews were berthed ashore at the air station barracks.

28 Jan 1942: The squadron claimed a U-boat sunk off Cape Race. Postwar examination of enemy records do not indicate any losses during that period.

1 Mar 1942: A second U-boat was claimed sunk by Ensign Tepuni flying a PBO-1 Hudson, also near Cape Race. German Navy records indicate that this was *U-656*, Kapitanleutnant Ernst Kroning commanding, with a crew of 45. *U-656* was the first German submarine sinking attributed to U.S. forces in WWII.

15 Mar 1942: VP-82 claimed a heavy damage assessment on a German submarine in the rich hunting grounds off Cape Race. Postwar examination of German records indicate that *U-503*, Kapitanleutnant Otto Gericke commanding, was actually sunk by the squadron.

28 May 1942: A three-aircraft detachment returned to NAS Quonset Point. On 30 May a second three-aircraft detachment from Argentia was sent to NAS Norfolk, Va. A few PBX-5A Catalinas were added to the squadron's complement at NAS Quonset Point for patrol duties.

8 Jun 1942: Three aircraft departed NAS Quonset Point for NAS Jacksonville, Fla..

9 Jun 1942: VP-82 was transferred from the operational control of PatWing-7 to PatWing-9. On the same day, the remaining aircraft at NAS Quonset Point were flown to NAS Jacksonville, Fla. Upon arrival on 11 June, the detachment began convoy coverage patrols with VP-94.



A squadron PBO-1 at Argentia, Newfoundland, early 1942, 80-G-14911 (Courtesy Captain Jerry Mason, USN).

10 Jun 1942: The Argentina detachment of six PBOs rejoined the squadron headquarters at NAS Quonset Point, R.I.

16 Jun 1942: The six-aircraft detachment at Jacksonville, Fla., completed its operations with VP-94. Three aircraft returned to NAS Norfolk for patrol duties, the other three returned to NAS Quonset Point.

23 Jul 1942: RAF Squadron 53 joined the Quonset Air Detachment. The British patrol squadron assisted VP-82 in convoy patrol, ASW sweeps and photo flights.

11 Aug 1942: A detachment of one officer and 76 enlisted personnel departed NAS Norfolk aboard SS *Mermah* for an advanced base at Trinidad. Five aircraft of RAF Squadron 53 departed from MCAS Cherry Point, N.C., to join the detachment at Trinidad, followed by nine VP-82 aircraft from NAS Norfolk on 13 and 15 August. At Trinidad, the detachment came under the operational control of PatWing-11.

29 Sep 1942: The NAS Quonset Point squadron headquarters detachment began to transition from the PBO to the PV-1 Ventura twin-engine medium bomber, an improved successor to the PBO Hudson, with upgraded avionics and more powerful engines.

15 Nov 1942: The NAS Quonset Point headquarters detachment of VP-82, 12 aircraft, and a few RAF air-

craft of Squadron 53 deployed to Argentina. ASW patrols and convoy coverage began on 17 November.

27 Apr 1943: A squadron aircraft attacked *U-174*, Oberleutenant Wolfgang Grandefeld commanding, on the surface near Cape Race. The U-boat heavily damaged the *Ventura* with its 20-mm AA guns before sinking.

17 Jun 1943: VB-125 returned to NAS Quonset Point, R.I., from its deployment to Argentina, Newfoundland. It is believed the Trinidad detachment rejoined the parent organization during this period and was included in the reforming and retraining taking place.

4 Jul 1943: VB-125 transferred to NAS Boca Chica, Fla. The squadron provided ASW coverage and convoy patrols from Tampa, Banana River and Miami, Fla.; Camaguey and Nassau.

1 Oct 1943: A three-aircraft detachment was sent to NAF San Julian, Cuba, for ASW patrols.

1 May 1944: VB-125 transferred from Boca Chica, Fla., to NAF San Julian, Cuba, joining the detachment sent there previously. The squadron continued under the operational control of FAW-12.

11 Feb–Mar 1945: The squadron was relieved by VPB-145 and received orders to deploy to Natal, Brazil, under the operational control of FAW-16. The



Squadron PV-1s at NAS Argentina, December 1942, 80-G-37868 (Courtesy Captain Jerry Mason, USN).



The squadron PV-1, number 125-B-6, that sank U-174 on 27 April 1943, 80-G-71986 (Courtesy Captain Jerry Mason, USN).



Crew members with their PV-1 that sank U-174, 80-G-71987 (Courtesy Captain Jerry Mason, USN).



Lt(jg) Thomas Kinaszczuk, pilot of the PV-1 that sank U-174, 80-G-71985 (Courtesy Captain Jerry Mason, USN).

squadron arrived at Natal on the 18th, and began barrier sweeps on the 28th. During March, the squadron maintained detachments at Forteleza, Fernando de Noronha and Ascension Island. The detachments rejoined the squadron at Natal at the end of March.

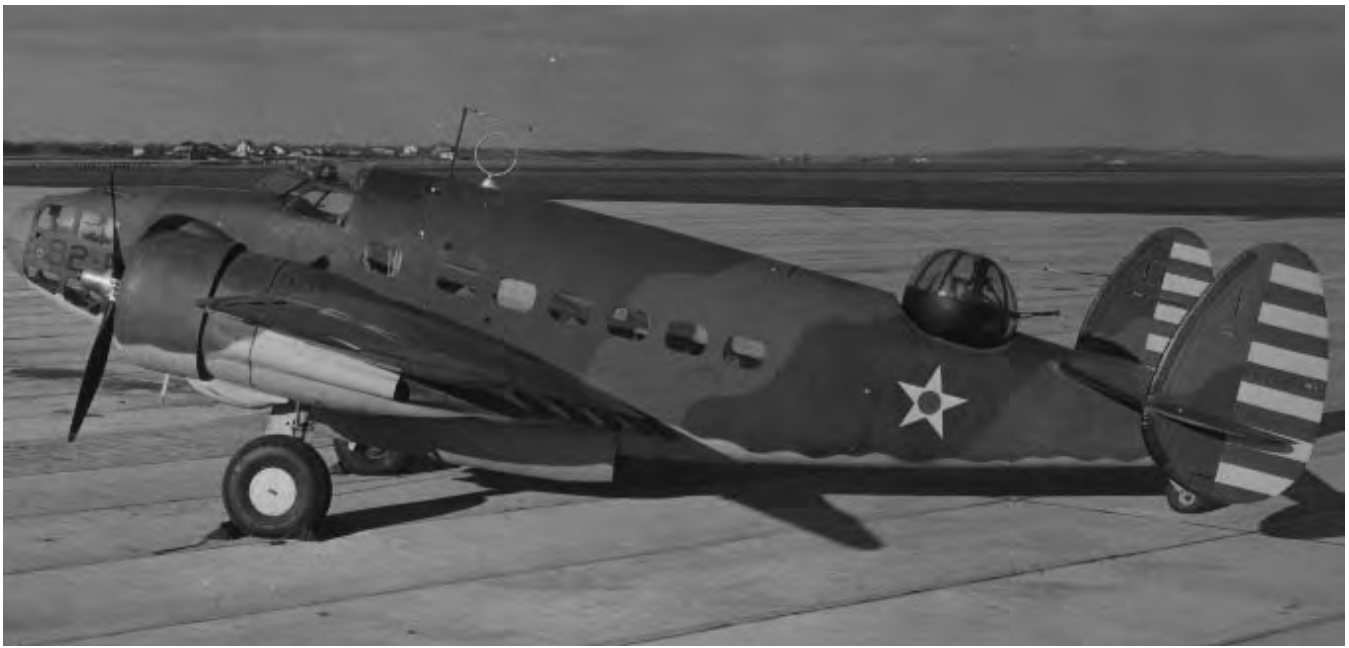
27 Apr–May 1945: VPB-125 began its relocation to Elizabeth City, N.C., arriving on 30 April. The squadron came under the operational control of FAW-9. During the month of May the squadron maintained a six-aircraft detachment at NAS Brunswick, Maine.

1 Jun 1945: The Brunswick detachment rejoined the squadron at NAS Elizabeth City in preparation for disestablishment.

8 Jun 1945: VPB-125 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Seattle, Wash.	1 Sep 1938
NAS Alameda, Calif.	6 Jan 1941
NAS Norfolk, Va.	1 Jun 1941
NAS Floyd Bennett Field, N.Y.	15 Aug 1941
NAS Norfolk, Va.	15 Oct 1941
NAS Quonset Point, R.I.	28 Oct 1941
NAS Boca Chica, Fla.	4 Jul 1943
NAF San Julian, Cuba	1 May 1944



A squadron PBO-1 at Argentia, Newfoundland, 80-G-14910 (Courtesy Captain Jerry Mason, USN).

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Natal, Brazil	11 Feb 1945
NAS Elizabeth City, N.C.	30 Apr 1945

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Robert J. Slagle	26 Aug 1944
LCDR Julius E. Gibbs	6 Feb 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William D. Johnson, Jr.	1 Sep 1938
LCDR William L. Erdmann	3 Jan 1940
LCDR J. D. Greer	19 Jun 1942
LCDR W. W. Hollister	26 Oct 1942
LCDR F. M. Slater	23 Mar 1943
LCDR W. A. Smyth	31 Aug 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Sep 1938
PBY-3	Mar 1941
PBY-4	Apr 1941
PBY-5	May 1941
PBO-1	Nov 1941
PBY-5A	May 1942
PV-1	Sep 1942



Squadron PBO-1s in flight, 80-G-14912 (Courtesy Captain Jerry Mason, USN).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1940	Feb 1940	PatWing-4	Sitka	P2Y-3	NorPac
1 Jan 1942	10 Jun 1942	PatWing-7	Teal (AVP 5) Argentina Pocomoke (AV 9) George E. Badger (AVD 3) Barnegat (AVP 10)	PBO-1	NorLant
11 Aug 1942*	17 Jun 1943	PatWing-11	Trinidad	PBO-1	Carib
15 Nov 1942	17 Jun 1943	PatWing-7	Argentina	PV-1	NorLant
1 Oct 1943	11 Feb 1945	FAW-12	San Julian	PV-1	Carib
11 Feb 1945	27 Apr 1945	FAW-16	Natal	PV-1	SoLant

* This deployment only involved a squadron detachment.



A squadron PV-1 at NAS Argentina, December 1942, 80-G-37867 (Courtesy Captain Jerry Mason, USN).

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-4		1 Sep 1938
PatWing-6		6 Jan 1941
PatWing-5		Jun 1941
PatWing-8		15 Aug 1941
PatWing-5		15 Oct 1941
PatWing-9		28 Oct 1941
PatWing-7		1 Jan 1942
PatWing-9/FAW-9*		9 Jun 1942

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-7		Nov 1942
FAW-9		Jun 1943
FAW-12		Jul 1943
FAW-16		11 Feb 1945
FAW-9		27 Apr 1945

* Patrol Wing 9 (PatWing-9) was redesignated Fleet Air Wing 9 (FAW-9) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	15 Jan 1942	10 Jun 1942

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Apr 1943	30 Apr 1943



A squadron PV-1 takes off from Natal, Brazil, 25 April 1945, 80-G-49001 (Courtesy Captain Jerry Mason, USN).

VPB-126

Lineage

Established as Patrol Squadron NINETY THREE (VP-93) on 5 January 1942.

Redesignated Bombing Squadron ONE HUNDRED TWENTY SIX (VB-126) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY SIX (VPB-126) on 1 October 1944.

Disestablished on 27 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

5 Jan 1942: On this date, the squadron was established at NAS Norfolk, Va., under the operational control of Patrol Wing 9. The men and material assigned to the squadron had been sent to NAS Banana River, Fla., for flight training in the PBM Mariner seaplane and would not have been present for any ceremony, even had one been planned. However, due to the shortage in Mariner aircraft, the squadron personnel were transferred to NAS Norfolk where most of the first month of training was conducted in PBY-5A Catalinas. Cross-country flying and navigation skills were improved when the squadron was assigned the mission to ferry PBY aircraft from the West Coast back east.

5 April 1942: The squadron received orders to transfer to NAS Quonset Point, R.I., in preparation for overseas deployment.

12 May 1942: VP-93 deployed to NAF Argentia, Newfoundland. The squadron was ready for combat operations on 20 May, under the tactical control of Patrol Wing 7 and administrative control of Patrol Wing 9. The squadron split into two detachments, with one remaining at Argentia and the other in Greenland. *Pocomoke* (AV-9), anchored in Placentia Harbor, Argentia, Newfoundland, provided the supply and maintenance facilities critical to the squadron's upkeep in the frigid conditions of the North Atlantic. Convoy coverage was extremely difficult due to constant heavy fog and frequent failures of the primitive radar sets in use by the squadron at the time. Weather was the direct cause of death for Lieutenant (jg) Wilson B. Rippey and his crew, who were forced to set down on the surface after losing their bearings. Rescue aircraft could not locate Rippey and his crew before heavy seas sank their aircraft.

1 Sep-Dec 1942: A detachment of squadron aircrews was sent to NAS Quonset Point, R.I., for check-out in the PBO aircraft. The decision had been made to replace the squadron's PBY-5A aircraft with the PV-1,

an improved version of the PBO, when sufficient numbers of the former became available. By the completion of training enough aircraft had been received to outfit the squadron. These were ferried back to NAF Argentia on 2 December 1942. Three of the PBY-5As were retained for utility work and the rest of the Catalinas were flown back to the U.S. With the conversion of the squadron from seaplanes to landplanes, the designation of the squadron was changed to VB-126.

17 Jun 1943: VB-126 returned to NAS Quonset Point, R.I., after a 13-month deployment at NAF Argentia, Newfoundland, coming under the operational control of FAW-9. By this date, the battle for the North Atlantic with the German wolf packs had been won and no replacement squadrons were sent to Argentia. The squadron spent the next year and a half divided into detachments at NAS Quonset Point, NAS New York and MCAS Cherry Point, N.C.

10 Jan-Jun 1945: VPB-126 departed NAS New York, N.Y., for deployment to NF Natal, Brazil. Soon after arrival, the squadron split into detachments with sections at various times at Fortaleza, Brazil, and Ascension Island. The routine of daily patrols was broken on 3 May 1945 by a two-week period of training for eight pilots in the use of wing-mounted HVAR rockets at Maceio, Brazil. The lack of enemy activity and the general winding down of the war effort resulted in the return of the squadron to the U.S. on 21 May 1945. Upon arrival at NAS Floyd Bennett Field, New York, N.Y., the squadron began preparations for disestablishment. The formal disestablishment took place at NAS Floyd Bennett Field, N.Y., on 27 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	5 Jan 1942
NAS Quonset Point, R.I.	5 Apr 1942
NAS New York, N.Y.	Dec 1943
NAF Natal, Brazil	Jan 1945
NAS Floyd Bennett Field, N.Y.	21 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Claude W. Haman	5 Jan 1942
LCDR William B. Short	22 Oct 1942
LCDR Bernard W. Dunlop	18 Sep 1943
LCDR William H. Munson	7 Aug 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	5 Jan 1942
PBO	1 Sep 1942
PV-1	1 Mar 1943



Squadron personnel with their PV-1 in the background at NAS Quonset Point, September 1943, 80-G-383780 (Courtesy Captain Jerry Mason, USN).

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 May 1942	17 Jun 1943	PatWing-7/9*	Argentina	PBY-5A PBO/PV-1	NorLant
10 Jan 1945	21 May 1945	FAW-17	Natal	PV-1	SoLant

* Tactical control was maintained by PatWing-7 and administrative control by PatWing-9.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-9		5 Jan 1942
PatWing-7/9/FAW-7/9*		12 May 1942
FAW-9		17 Jun 1943
FAW-16		10 Jan 1945
FAW-9		21 May 1945

* Tactical control was maintained by PatWing-7 and administrative control by PatWing-9. Patrol Wings (PatWings) were redesignated Fleet Air Wings (FAW) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-127

Lineage

Established as Bombing Squadron ONE HUNDRED TWENTY SEVEN (VB-127) on 1 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY SEVEN (VPB-127) on 1 October 1944.

Disestablished on 10 July 1945.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 2 April 1943. The central character of the design was known as Pee-Wee One. This cartoonish figure was riding a bomb downwards, holding binoculars to his eyes. His head was strangely shaped and somewhat



The squadron's cartoon insignia.

resembled the PV-1 Ventura that the squadron flew. Pee-Wee was the "symbol of the spirit that was built into the squadron airplanes, and his primary function was to guard and protect the aircraft and those who fly them." Colors: field, gray; bomb, blue with gray markings; figure, blue with black outlines; face and hands, pink; binoculars, black; shoes, reddish brown.

Nickname: None on record.

Chronology of Significant Events

1 Feb–19 Apr 1943: VB-127 was established on 1 February at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. The squadron remained at Deland for ground school and flight training in SNB-1 twin Beechcraft until the arrival of the squadron's Venturas on 19 March. Training continued at Deland until mid-April. On 19 April, the squadron was relocated to NAAF Boca Chica, Fla., for operational training. Although the squadron was not the first landplane patrol squadron in the Navy, it had the distinction of being the first to have the new VB designation that officially replaced the former VP prefix for all land-based patrol squadrons after 1 March 1943.

10 May 1943: The squadron began its flight south to Panamarin Field, NAF Natal, Brazil, coming under the operational control of FAW-16 after its arrival on 14 May. Repair and maintenance facilities were inadequate, forcing the squadron to cannibalize one of its own aircraft shortly after arrival to have a supply of parts for the others. The primary missions assigned were antishipping patrols, ASW coverage and convoy protection on an average of two or three times each week. Patrols usually lasted six and a half hours, the maximum endurance of the Ventura with a margin for safe return to base. Patrols were run in cooperation with VBs 129 and 107, also based at NAF Natal.

21 Jun 1943: An eight-aircraft detachment was sent to NAF Fortaleza, Brazil. This split arrangement remained in effect during the entire deployment. The same repair and maintenance problems existed as at Natal. One perfectly good aircraft was grounded and designated as spare parts.

30 Jul 1943: Lieutenant (jg) W. C. Young and crew attacked and sank *U-591*, Oberleutnant Raimar Ziesmer commanding, off Recife, Brazil. Twenty-eight survivors out of a crew of 49, including the commanding officer, were picked up by *Saucy* (PG 65).

1 Aug 1943: Lieutenant J. R. Marr lost power in his starboard engine on takeoff from NAF Natal and crashed into the water. The accident killed five personnel and injured five others, most of whom had been aboard as passengers en route to Natal on administrative matters.

2 Sep 1943: VB-127 was withdrawn from NAF Natal and assigned duty in the Mediterranean. On 6 September, the squadron reported to FAW-15 after arriving at NAF Port Lyautey, F.M. The mission at this location remained much the same as at Natal, antishipping and ASW patrols over the convoy lanes. On 30 November, a detachment was sent to Agadir, F.M., for ASW sweeps in the vicinity of the Canary Islands. The sweeps covered the principal islands of the group at a distance of six miles off shore.

29 Sep 1943: Lieutenant (jg) T. W. DuBose crashed into the top of a hill 15 miles northeast of Ben Ahmed, F.M. Cause of the accident was unknown and all hands were lost.

28 Oct 1943: Lieutenant A. C. Berg and Lieutenant (jg) W. C. Young were on ASW patrol in two squadron Venturas in the vicinity of the Canary Islands when attacked by two Spanish CR-42 fighters from Gando Field. The attackers were repulsed with no injuries to personnel or damage to either VB-127 aircraft. One of the CR-42s was hit and made a forced landing on the beach near Gando Field.

24 Feb 1944: *U-761* was detected by PBY-5 Catalinas of VP-63 during an attempt to pass through the Straits of Gibraltar. The two VP-63 PBYS, piloted by Lieutenants Howard Baker and T. R. Woolley, used their MAD gear to detect, track and assist in the sinking of *U-761*, Oberleutnant Horst Geider commanding. The U-boat was attacked by a British Catalina of RAF Squadron 202 and a PV-1 Ventura of VB-127. Lieutenant P. L. Holmes, pilot of the VB-127 Ventura, assisted in the kill by dropping depth charges on *U-761* when it surfaced. It was the first sinking of a submarine aided by MAD equipment. Following the attack by VB-127, the U-boat was scuttled near Tangier, in view of approaching British destroyers. The crew of 51 was picked up by HMS *Anthony* and *Wishart*.

4 Apr 1944: Lieutenant (jg) D. L. Schlater and crew were killed in a crash during a test hop eight miles from Port Lyautey. Cause of the crash was never determined.

24 Jun–27 Sep 1944: A four-aircraft detachment was sent to Algiers, Algeria, for temporary duty with the Commander, Eighth Fleet. On 28 June two more aircraft joined the detachment. Principal duties involved transportation of personnel, cargo and mail from Algiers to Naples, Italy, prior to the invasion of southern France. The detachment rejoined the squadron at NAF Port Lyautey on 27 September.

8 May 1945: Victory in Europe Day (VE Day) was proclaimed with the sounding of all the station air-raid sirens. Celebrations lasted through 9 May. Operational flights officially ended on 16 June.

21 Jun–10 Jul 1945: VPB-127 was relieved for return to the United States, arriving at NAS Quonset Point, R.I., on 23 June 1945. After issuing orders for demobilization or extension of duty to the personnel remaining, VPB-127 was formally disestablished at NAS Quonset Point, R.I., on 10 July 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	1 Feb 1943
NAAF Boca Chica, Fla.	19 Apr 1943
NAF Natal, Brazil	14 May 1943



A PV-1 receiving a wash down at NAS Port Lyautey following a routine mission, May 1945, 80-G-K-5245.

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Port Lyautey, F.M.	6 Sep 1943
NAS Quonset Point, R.I.	23 Jun 1945

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Alvin C. Berg	8 Sep 1944
LCDR Gordon L. Taylor	15 Apr 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William E. Gentner, Jr.	1 Feb 1943
LCDR Richard L. Friede	7 Jul 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 May 1943	*	FAW-16	Natal	PV-1	SoLant
21 Jun 1943 [†]	*	FAW-16	Fortaleza	PV-1	SoLant
2 Sep 1943	*	FAW-15	Port Lyautey	PV-1	Med
30 Nov 1943 [†]	*	FAW-15	Agadir	PV-1	Med
24 Jun 1944 [†]	21 Jun 1945	FAW-15	Algiers	PV-1	Med

* Continued combat deployments in South America and North Africa, moving from base to base.

[†] Deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		1 Feb 1943
FAW-16		14 May 1943
FAW-15		2 Sep 1943
FAW-5		21 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

A PV-1 taxiing at NAS Port Lyautey, May 1945. 80-G-K-5246.



VPB-129

Lineage

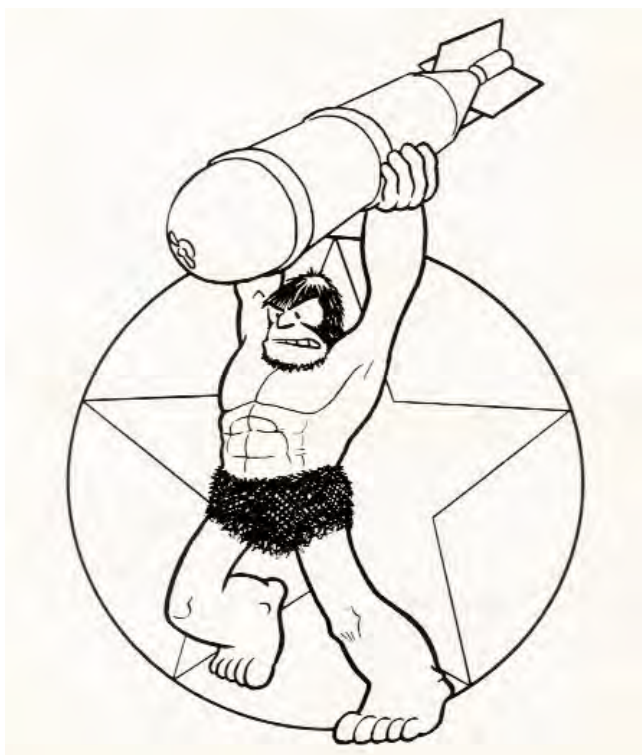
Established as Bombing Squadron ONE HUNDRED TWENTY NINE (VB-129) on 22 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY NINE (VPB-129) on 1 October 1944.

Disestablished on 4 June 1945.

Squadron Insignia and Nickname

The insignia for VPB-129 was approved by CNO on 30 June 1944. Centered in the design was the caveman cartoon character Alley Oop, poised to throw a large



The squadron's cartoon insignia.

bomb on an unseen enemy below. The white star on a blue circle used to identify U.S. military aircraft was a backdrop for Alley Oop. The use of the large bomb was symbolic of the squadron's role as a medium bombing squadron flying the PV-1 Ventura. Colors: field, royal blue; star, white; bomb, egg yolk yellow; Alley Oop, white skin wearing black trunks.

Nickname: None on record.

Chronology of Significant Events

22 Feb–May 1943: VB-129 was established at NAS Deland, Fla., under the operational control of FAW-12,

as a medium bombing squadron flying the PV-1 Ventura. The squadron started out with the handicap of having only one pilot who had qualified previously as a patrol plane commander. After completing the customary ground school training, the flight crews were introduced to twin-engine operation in the SNB-1 Kansan, before getting orientation to the more powerful Ventura. The squadron was relocated on 10 May to NAAF Boca Chica, Fla., for shakedown and advanced flight training. Maintenance problems were gradually worked out after the newly established HEDRON system was in place and functional. Shakedown training was cut short by operational demands.

30 May 1943: VB-129 was transferred to NAF Natal, Brazil, under the operational control of FAW-16. The squadron hastily departed NAAF Boca Chica in elements of three aircraft, the last arriving at Natal on 5 June. Conditions at NAF Natal were at that time very primitive. There was no Navy establishment and the small Army Post Exchange was the only place where basic amenities could be obtained. ASW patrols, convoy escort and barrier sweeps commenced upon arrival. The squadron's first operational casualty occurred when one of its aircrews failed to return from a routine familiarization flight. Extensive searches of the sector gave no clue to the crew's fate until a section of wingtip washed up on the beach days later.

15 Jun 1943: The squadron was relocated to NAF Recife, Brazil, to continue the ASW patrols, convoy escort and barrier sweeps as before. The base at Recife was still in the process of being set up. The HEDRON was not yet functional and had no shops or adequate berthing facilities. The nearby town of Pernambuco had more to offer on liberty than Natal, and a strong British presence made American visitors feel welcome.

24 Jul 1943: VB-129 was transferred to NAF Ipitanga, Bahia, Brazil. VPB-129 was the first Navy squadron to use the facility, which had been previously shared by the Army and Pan American Airways. The squadron shared the field with a Brazilian Air Force squadron flying Hudsons (three crews and three aircraft). This squadron and VP-74, a PBM squadron located at NAF Aratu, near the town of Bahia, came under the command of VB-129's skipper, who was the senior naval officer present. Sweeps were coordinated between the three squadrons. The field had only one airstrip bordered by high sand hills. The city of Bahia was located 30 miles away, but did have a naval presence in the form of a Navy base. Buildings that existed at Ipitanga Field were quickly converted to barracks, chow hall and recreational facilities. R&R was spent by squadron personnel on five-day leave periods to Rio de Janeiro, the Brazilian capital. It was on one of these trips that the squadron incurred its second major loss when the NATS transport aircraft crashed, killing three squadron officers and three enlisted personnel. The

squadron maintenance program at Ipitanga Field was hampered by the inadequacies of the understaffed and poorly equipped HEDRON. It was always necessary to lend HEDRON enlisted personnel to accomplish the maintenance required while at this field. During operations from Ipitanga the elimination of drop tanks and two depth bombs improved the safety record of the squadron and eased the load on the aircraft.

30 Jul 1943: Lieutenant Commander Thomas D. Davies and crew sighted a fully surfaced submarine during a coastal barrier sweep northeast of Bahia. The U-boat crew attempted to fight it out with their 20-mm AA fire, but the bow guns of the Ventura quickly cleared the decks of the submarine, allowing Davies to make a perfect drop with four Mark 47 depth charges athwart the still surfaced U-boat. The submarine *U-604*, Kapitänleutnant Horst Höltring commanding, submerged after the attack then surfaced again at a 60-degree angle with the screws out of the water. The U-boat again submerged. Later, German prisoners of war indicated that damage to the U-boat was so severe that it had to be scuttled on 11 August.

7 Feb 1944: VB-129 was relieved for return to NAS Quonset Point, R.I., under the operational control of FAW-9. All hands were given 15 days home leave with orders to return on 24 February for AsDevLant school

for HVAR rocket projectile training. Each student was required to fire at least 56 rockets before being qualified. During this interval, eight of the squadron aircraft were refitted with rocket rails.

27 Mar 1944: VB-129 was put back on operational patrols from NAS Quonset Point, R.I., under the operational control of FAW-9 and the Eastern Sea Frontier. Missions consisted of ASW sweeps, convoy coverage and sweeps of convoy tracks.

4 May 1944: The squadron was transferred to NAS Elizabeth City, N.C., with the same mission assignment as at Quonset Point.

4–11 Nov 1944: VPB-129 was temporarily detached for a week to conduct ASW sweeps and convoy patrols from NAS New York, N.Y.

3 Dec 1944–Mar 1945: A three-aircraft detachment was sent to NAS Brunswick, Maine, for ASW duty. The detachment was rotated among all the squadron aircrews through 13 March 1945 when the detachment rejoined the squadron at NAS Elizabeth City, N.C.

21 May 1945: Orders were received for disestablishment of the squadron. Aircraft were ferried to NAS Clinton, Okla., and personnel were given their orders for demobilization or extension of duty.

4 Jun 1945: VPB-129 was formally disestablished at NAS Quonset Point, R.I.



The squadron's attack on U-604 on 30 July 1943 resulted in so much damage to the submarine that the crew was forced to scuttle it on 11 August 1943.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	22 Feb 1943
NAAF Boca Chica, Fla.	10 May 1943
NAF Natal, Brazil	30 May 1943
NAF Recife, Brazil	15 Jun 1943
NAF Ipitanga, Brazil	24 Jul 1943
NAS Quonset Point, R.I.	7 Feb 1944
NAS Elizabeth City, N.C.	4 May 1944
NAS Quonset Point, R.I.	May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Jamie E. Jones	22 Feb 1943
LCDR Lester E. Geer	27 May 1944

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1	Apr 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
30 May 1943	*	FAW-16	Natal	PV-1	SoLant
15 Jun 1943	*	FAW-16	Recife	PV-1	SoLant
21 Jul 1943	7 Feb 1944	FAW-16	Bahia	PV-1	SoLant

* Continued combat deployments in South America, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		22 Feb 1943
FAW-16		30 May 1943
FAW-9		7 Feb 1944
FAW-5		4 May 1944
FAW-9		21 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-132

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY TWO (VB-132) on 15 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY TWO (VPB-132) on 1 October 1944.

Disestablished on 30 May 1945.

Squadron Insignia and Nickname

VB-132 had submitted a proposed insignia to BuAer on 2 June 1943, but BuAer replied, "The insigne forwarded ... is returned herewith, not approved, since the design submitted encroaches on the insigne of Bombing Squadron 103. ..." Apparently, the squadron did not submit another design due to the press of operational commitments.

Nickname: None on record.

Chronology of Significant Events

15 Mar 1943: VB-132 was established at NAAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. Ground school and orientation to the Ventura was completed on 14 June when the squadron was relocated to NAAS Boca Chica, Fla., for shakedown and advanced ASW training. On 5 July the squadron completed this phase of training and remained at Boca Chica for operational ASW patrols under Commander Gulf Sea Frontier.

14 May 1943: Lieutenant (jg) Robert L. Wist and three of his crew were killed in a crash during a night training flight.

22 Jun 1943: Lieutenant Lawrence J. Carl and his crew of four were killed in a crash during a search mission.

4 Aug 1943: A six-aircraft detachment was sent to NAF San Julian, Cuba, for ASW sweeps of convoy routes in the Caribbean. The detachment rejoined the squadron at Boca Chica on 13 October 1943.

18 Oct 1943: VB-132 was transferred to NAS Quonset Point, R.I., for training under AsDevLant in HVAR rocket-projectile training.

10 Dec 1943: VB-132 was deployed to Craw Field, NAF Port Lyautey, F.M., under the operational control of FAW-15, arriving for duty on 24 December 1943. Because there was not enough room on the aircraft for everyone in the squadron, 15 enlisted personnel travelled aboard the tender *Albemarle* (AV 5) to Port Lyautey, having left for that purpose on 19 November. The squadron flew a circuitous route through Florida; Puerto Rico; Belem, Brazil; Natal, Brazil; Ascension Island; Liberia, Africa; Mauritania, W. Africa; Tindouf,

Algeria; and Marrakech, F.M. Primary duties assigned were ASW patrols in cooperation with elements of the 8th Fleet in the Mediterranean.

10 Jan 1944: Lieutenant Edward P. Wood and his crew of five were killed in a crash at sea during an ASW patrol 30 miles west of Craw Field, Port Lyautey, F.M.

7 Feb 1944: VB-132 was relocated to Advance Base Unit Number One, NAF Agadir, F.M., becoming operational on 14 February. A six-aircraft detachment was returned to NAF Port Lyautey on the 14th to conduct ASW patrols in the waters around Gibraltar. The primary mission of the squadron at this location was to provide ASW coverage for the Canary Islands.

1 Jul 1944: Ensign Louie H. Hatchett and four of his crew were killed in a crash during a gunnery training flight 20 miles northwest of NAS Port Lyautey, F.M. On this date the squadron began receiving pilots and crews of Free French Patrol Squadron 1 (VFP-1) for training. The orientation course on the PV-1 Ventura was completed on 16 November 1944. When all squadron aircraft, supplies and equipment were turned over to VFP-1.

16 Oct 1944: Lieutenant (jg) Thomas J. Galvin and his crew of four were killed in a crash near Naples, Italy, while on temporary duty with the HEDRON, FAW-15.

19 Nov 1944: VPB-132 was relieved for return to the U.S., arriving at NAS Norfolk, Va., on 24 November. All hands were given home leave. The squadron was reformed at NAS Norfolk on 28 December 1944, under the operational control of FAW-5.

1 Feb 1945: VPB-132 was transferred to NAS New York, N.Y., with the Fleet Air Detachment under operational control of FAW-9 and CTG 02.7, ComEastSeaFron. The squadron conducted ASW sweeps and patrols over the convoy lanes leading into New York Harbor.

14 Mar 1945: Naval Aviation Mobile Training Unit #103 arrived at NAS New York to train VPB-132 personnel in the operation of PB4Y-2s. No Privateer aircraft were assigned to the squadron at this time. Training proceeded with the three aircraft that MTU-103 brought with them.

21-30 May 1945: VPB-132 received orders to disestablish. All aircraft were flown to NAS Clinton, Okla., on 23 May. All personnel were transferred to NAS Quonset Point, R.I. on 25 May. On 30 May 1945, VPB-132 was officially disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Mar 1943

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAAF Boca Chica, Fla.	14 Jun 1943
NAS Quonset Point, R.I.	18 Oct 1943
NAF Port Lyautey, F.M.	10 Dec 1943
NAAF Agadir, F.M.	7 Feb 1944
NAS Norfolk, Va.	19 Nov 1944
NAS New York, N.Y.	1 Feb 1945
NAS Quonset Point, R.I.	25 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Thomas H. Moorer	15 Mar 1943
LCDR Carl R. Doerflinger	1 Jan 1944
LCDR Peter Shumway	13 Sep 1944
LCDR Carl D. Bauer	1 Mar 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	15 Mar 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
4 Aug 1943	13 Oct 1943	FAW-12	San Julian	PV-1	Carib
10 Dec 1943	7 Feb 1944	FAW-15	Port Lyautey	PV-1	Med
7 Feb 1944	19 Nov 1944	FAW-15	Agadir	PV-1	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Mar 1943
FAW-9		18 Oct 1943
FAW-15		10 Dec 1943
FAW-5		19 Nov 1944
FAW-9		1 Feb 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

A squadron PV-1 in flight, circa 1943.



VPB-134

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY FOUR (VB-134) on 29 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY FOUR (VPB-134) on 1 October 1944.

Disestablished on 25 April 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

29 Mar 1943: VB-134 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. After a period of ground training and introduction to the PV-1 Ventura, the squadron was relocated to NAAF Boca Chica, Fla., for shakedown and advanced ASW training, which was completed by the end of July.

5 Jul 1943: Lieutenant Richard R. Barnes and his eight crew members were killed on takeoff from NAS Deland on the day the squadron began its transfer to NAAF Boca Chica, Fla. The Army had only recently turned over the Boca Chica facility to the Navy. Most members of the squadron wished they had kept it, as the basic amenities of life were absent or totally substandard and the clouds of mosquitoes at night were unbearable. The sand fleas took over in the daytime.

25 Jul–1 Sep 1943: VB-134 was transferred to MCAS Cherry Point, N.C., under the operational control of FAW-5, relieving VB-126. The squadron was assigned patrol sectors, providing four dawn-to-dusk escort cover patrols for convoys along that portion of the eastern seaboard. The PBM squadrons at NAS Norfolk, Va., VPs 201 and 203, conducted the daytime patrols over the same sectors. On 1 September administrative and operational control over the squadron was transferred to FAW-9.

21 Nov 1943: VB-134 was sent to the AsDevLant training course for rocket projectiles at NAS Quonset Point, R.I., returning back under the operational control of FAW-5.

5 Dec 1943: Lieutenant Walter Craig was caught by a gust of wind on landing and rolled inverted over the flight line. He applied full power to attempt to pull out, but struck the corner of a hangar before he could recover. The entire aircrew of four, plus five enlisted personnel working in the hangar, were killed in the crash and fire.

24 Jan 1944: The squadron received orders on 27 December 1943 to proceed to Ibura Field, NAF Recife,

Brazil, to relieve VB-143. VB-134 departed NAS Quonset Point on 24 January 1944, with the last Ventura arriving at Recife on 8 February. Upon arrival the squadron came under the operational control of FAW-16. From this base the squadron conducted dawn-to-dusk coverage of convoys between Rio de Janeiro, Brazil, and Trinidad.

16 Feb 1944: A three-aircraft detachment was sent to NAF Maceio, Brazil, 90 miles south of Recife.

5 Apr 1944: The entire squadron joined its detachment at Maceio. A three aircraft detachment was left at NAF Recife, to assist in training the First Brazilian Air Group, also stationed at Ibura Field, Recife. Two squadron members were among those who flew to NAS Quonset Point, R.I., to pick up new PV-1 Venturas for delivery to the Brazilian Air Group. This detachment remained at NAF Recife until 26 October 1944 when it rejoined the squadron at NAF Fortaleza.

28 Apr 1944: VB-134 was relocated to NAF Pici Field, Fortaleza, Brazil. A three-aircraft detachment was sent to NAF Tirirical Field, Sao Luiz, Brazil. The detachment remained at Sao Luiz until 6 February 1945, when it rejoined the squadron at Fortaleza. Pici Field was adequate for general purposes, maintenance was the only major shortcoming. The HEDRON assigned there could conduct routine 30 to 60 hour engine checks, but the more extensive 240 hour checks, engine changes and major repairs had to be done at Ibura Field, NAF Recife.

27 Nov 1944: Ensign Charles M. Rockwell struck the surface while conducting rocket-firing training at sea approximately 15 miles from NAF Maceio. All hands except one were able to exit the aircraft without serious injury before it sank. The cause of the accident was diving at too low an altitude while firing, and running into the water spray from the rockets, ripping off the port engine and starboard propeller. Rockwell was able to recover with the remaining momentum bringing the damaged aircraft back to 200 feet, then ditching it in a controlled crash. A Coast Guard cutter standing by picked up the men within six minutes of ditching.

18 Dec 1944: Lieutenant (jg) Wolfe and his crew, and four passengers were killed on takeoff from Pici Field, Fortaleza, when his port engine exploded and the aircraft spun into the ground inverted. The crash resulted in a general squadron standdown while all of the aircraft were inspected. Several were found to have major deficiencies requiring several months to make them airworthy.

11 Feb 1945: A detachment was sent to NAF Fernando de Noronha, returning to NAF Fortaleza on 21 February to rejoin the squadron in time to prepare for the return to NAS Norfolk, Va.

1 Mar–25 Apr 1945: VPB-134 was transferred to NAS Norfolk, Va., arriving 7 March 1945. Upon arrival the squadron came under the operational control of

FAW-5. All squadron aircraft were turned over to the HEDRON and its personnel given demobilization or extension orders. VPB-134 was disestablished at NAS Norfolk, Va., on 25 April 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	29 Mar 1943
NAAF Boca Chica, Fla.	5 Jul 1943
MCAS Cherry Point, N.C.	25 Jul 1943
NAS Quonset Point, R.I.	21 Nov 1943
NAF Recife, Brazil	24 Jan 1944
NAF Maceio, Brazil	5 Apr 1944
NAF Fortaleza, Brazil	28 Apr 1944

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Mar 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Frederic N. Howe	29 Mar 1943
LCDR John G. Waldmann	28 Oct 1943
LCDR Walter G. Barnes, Jr.	2 Feb 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
24 Jan 1944	*	FAW-16	Recife	PV-1	SoLant
16 Feb 1944	*	FAW-16	Maceio	PV-1	SoLant
28 Apr 1944	1 Mar 1945	FAW-16	Fortaleza	PV-1	SoLant
11 Feb 1945 [†]	1 Mar 1945	FAW-16	Fernando	PV-1	SoLant

* Continued combat deployments in South America, moving from base to base.

[†] Deployment dates are only for a squadron detachment.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		29 Mar 1943
FAW-5		25 Jul 1943
FAW-9		1 Sep 1943
FAW-5		21 Nov 1943
FAW-16		24 Jan 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Mar 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-137

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY SEVEN (VB-137) on 17 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY SEVEN (VPB-137) on 1 October 1944.

Disestablished on 20 July 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

17 Feb 1943: VB-137 was established at NAS Alameda, Calif., under the operational control of FAW-8, as a medium bombing squadron flying the PV-1 Ventura. Squadron personnel underwent intensive ground and flight training through early May when orders were received for the transpac to Hawaii.

9 May–30 Jun 1943: The squadron aircraft and personnel were loaded aboard ship for transport to NAS Kaneohe, Hawaii, arriving on 16 May 1943. Upon arrival, the squadron came under the operational control of FAW-2. On 18 May a detachment of six-aircraft was sent to Midway Island for operational patrols and advanced training. A second detachment of three-aircraft was sent to Wallis Island, NAAF Funafuti, in the Ellice Island group, on 30 June, making VPB-137 the first Ventura-equipped squadron to operate in the South Pacific.

2 Jul–Nov 1943: VB-137 was transferred to Wallis, joining the detachment already there. Through the middle of November, the squadron patrolled the areas around Wallis and Funafuti Islands. During the invasion of the Gilberts and Marshalls, the squadron provided low-altitude reconnaissance for the task force commanders. In mid-November the squadron was flown to a back area in western Samoa for two weeks of overhaul and change of aircraft engines.

Dec 1943: VB-137 was relocated to Betio, 710 miles from Funafuti, only a week after Tarawa fell. Living conditions were very primitive, with the crews sleeping on the ground the first three nights until tents could be erected. Sniper activity continued for weeks after the squadron arrived.

15 Jan 1944: VB-137 was relieved for return to NAS Kaneohe, Hawaii, and then on to the U.S. for home leave and reforming. During combat operations from 18 May 1943 to 13 January 1944, the squadron lost eight aircraft and three crews in combat and two others in accidents.

2 Mar 1944: VB-137 reformed at NAS Alameda, Calif., under the operational control of FAW-8. On 24 March, the squadron was moved to NAAS Crow's Landing, Calif., for advanced flight training, returning to Alameda on 1 August 1944.

9 Aug 1944: VB-137 aircraft, equipment and personnel were loaded aboard *Nassau* (CVE 16) for transportation to Hawaii, arriving at Ford Island on 15 August. After unloading, all personnel, aircraft and equipment was delivered to NAS Kaneohe under the operational control of FAW-2.

22 Aug 1944: A six-aircraft detachment was sent to Midway Island to conduct daily patrols. Three more aircraft augmented this detachment three days later. All nine aircraft returned to NAS Kaneohe on 4 September.

3 Sep 1944: A three-aircraft/four-crew detachment was sent to Johnston Island to conduct daily patrols. A second detachment of three-aircraft replaced the first detachment on 19 September.

15 Oct 1944: VPB-137 deployed south to Mokerang Field, Los Negros, Admiralty Island, under the operational control of FAW-17. The squadron arrived on 26 October and became operational on the 31st.

29 Nov 1944: VPB-137 moved by sections to Morotai, N.E.I., coming under the operational control of FAW-10. The squadron conducted daily patrols with occasional strikes on Japanese installations on Tobi Island.

1 Jan 1945: VPB-137 moved to Tacloban Field, Leyte, Philippines. On 3 January, a surprise air raid destroyed nine squadron aircraft and damaged two. Missions during this period included daily searches, with occasional taxi hops to Samar, Mindoro, Lingayen, Clark Field, Morotai and Owi.

17 Feb 1945: The squadron mounted a four-aircraft strike on Surigao Town, Luzon, Philippines.

11 Mar–May 1945: A detachment of six-airplanes was sent to Clark Field, Luzon, with another detachment of eight aircraft remaining at Tacloban. On 15 April, the Tacloban detachment relocated to Samar. On 27 May the Clark Field detachment joined the Samar detachment.

10–31 May 1945: VPB-137 aircraft attacked the butanol refineries at Mato and Shoka, Formosa; Japanese infantry units in upper Cagayan Valley, Luzon; and railroad facilities at Shoka, Shinei, Taito and other locations on Formosa.

8 Jun 1945: VPB-137 was relieved for return to the U.S., arriving at NAS Kaneohe, Hawaii, on 9 June. The squadron remained at Kaneohe until arrangements could be made to transport them back to the States. On 2 July the squadron boarded a ship bound for San Diego, Calif. Upon arrival on 9 July, all hands were given leave.

20 Jul 1945: VPB-137 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	17 Feb 1943
NAS Kaneohe, Hawaii	16 May 1943
NAS Alameda, Calif.	Jan 1944
NAAS Crows Landing, Calif.	24 Mar 1944
NAS Alameda, Calif.	1 Aug 1944
NAS Kaneohe, Hawaii	15 Aug 1944
NAS San Diego, Calif.	9 Jul 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Edward R. Sanders	16 Feb 1943
LCDR J. A. Porter	2 Mar 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 May 1943	*	FAW-2	Kaneohe	PV-1	EastPac
30 Jun 1943	*	FAW-1	Funafuti	PV-1	SoPac
Dec 1943	15 Jan 1944	FAW-1	Betio	PV-1	SoPac
15 Aug 1944	*	FAW-2	Kaneohe	PV-1	SoPac
15 Oct 1944	*	FAW-17	Los Negros	PV-1	SoPac
29 Nov 1944	*	FAW-10	Morotai	PV-1	SoPac
1 Jan 1945	*	FAW-10	Leyte	PV-1	SoPac
15 Apr 1945	8 Jun 1945	FAW-10	Samar	PV-1	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		17 Feb 1943
FAW-2		16 May 1943
FAW-1		30 Jun 1943
FAW-2		15 Jan 1944
FAW-8		2 Mar 1944
FAW-2		15 Aug 1944
FAW-17		15 Oct 1944
FAW-10		29 Nov 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		8 Jun 1945
FAW-14		9 Jul 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-139

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY NINE (VB-139) on 1 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY NINE (VPB-139) on 1 October 1944.

Disestablished on 13 September 1945.

Squadron Insignia and Nickname

The insignia submitted by VB-139 was accepted by CNO on 16 May 1944, with the reservation that "the color red is not used in the insignia, and the numeral designation is removed." The squadron's submission



The squadron's VeeBee insignia.

made a clever play on its designation as a V BEE, with the V standing for victory, and the BEE as the personification of the bombing squadron flying missions over the entire face of the globe. The BEE in the design holds a bomb in each foreleg and sports a cigar in his mouth. The BEE was superimposed over the letters VB and is looking downward on a hemisphere showing the Aleutians and northern Japan. Colors: field, deep purplish-blue; bee's body, striped rust and purplish-blue; face, rust; eyeballs, purplish-blue with white pinpoints; upper arm, rust; lower arm, purplish-blue; bombs and cigar, tan; mouth, white; continents, white with purplish-blue water.

Nickname: V-BEES, 1944–1945.

Chronology of Significant Events

1 Apr 1943: VB-139 was established at NAS Ault Field, Whidbey Island, Wash., under the operational control of FAW-6, as a medium bombing squadron flying the PV-1 Ventura. Ground school and familiarization flights in the Ventura continued at Whidbey Island until the end of July. During this period, commanding officer, Lieutenant Commander G. H. Hughes became ill and was relieved of command. On 22 July, the squadron was relocated to NAS Alameda, Calif., where new instrument panels were installed in all of the aircraft. Upon returning to Whidbey Island, the squadron flight crews began training with a new instrument flying syllabus.

1 Oct 1943: VB-139 departed NAS Whidbey Island for its first combat tour in three five-plane sections, arriving at NAF Amchitka, Aleutians, between 7 and 10 October. The squadron then came under the operational control of FAW-4 and was assigned routine search sectors. Missions were generally uneventful but weather always posed a serious hazard. Yet despite the poor weather conditions, the ground crews always managed to have the Venturas ready for the next mission.

1 Nov 1943: A three-aircraft detachment was sent to NAS Adak, Alaska, for patrol duties and special training. On 8 December, three other squadron aircraft relieved this detachment. The first detachment continued on to a new assignment at NAS Attu, Aleutians.

10 Dec 1943: The entire squadron relocated to Casco Field, NAS Attu, relieving VP-136. Routine searches out to 350–550 miles were conducted until 19 January 1944, when the squadron undertook several photographic reconnaissance and bombing missions over the northern Kurile Islands. Occasionally, attacks were made on picket boats as well. On one such attack an aircraft was badly shot up, and the copilot, Lieutenant (jg) Clifford Thumbs, was killed. Planned shipping attacks generally never came about due to the vagaries of the weather. Icing was always a problem and crews never knew after returning from a mission whether the home field would be socked in with heavy fog. On one mission during this period, Lieutenant W. S. Whitman and his crew of five never returned and were listed as missing in action.

19 Jan–Apr 1944: Lieutenant Mantius of VB-136 had earlier demonstrated that the PV-1 could fly operationally as far as the Kuriles. On 19 May, Lieutenants R. A. MacGregor, D. M. Birdsall and T. H. McKelvey made the first night flights over the same area in VB-139 Venturas. Until this flight, it had been assumed that only the B-24 and PBY aircraft had the range to make strikes on the Kuriles. For the next four months the squadron became a part of Empire Express missions over the Kuriles, making photographic runs and bombing through the clouds.

30 Jun 1944: VB-139 was relieved for return to NAS Whidbey Island, Wash. Upon arrival, personnel were given home leave.

1 Aug 1944–Feb 1945: VB-139 reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. The squadron received all new equipment and aircraft, the PV-2 Harpoon. During January, the crews spent a great deal of time in rocket-projectile firing. Much emphasis was placed on mastering the new GCA equipment. NAS Attu had recently installed this new form of landing control, and it greatly reduced the risks faced by the squadron when returning from long missions and had the field covered by fog. Training and flight familiarization was completed by the end of February 1945.

26 Feb 1945: VPB-139 deployed to Casco Field, NAS Attu, arriving on 16 March. It relieved VPB-136. Upon arrival the squadron came under the operational control of FAW-4 and was assigned routine searches and patrols in conjunction with VPB-131.

27 Mar 1945: One of the squadron aircraft crashed on Shemya and burned, but the crew was able to exit safely and without injury.

6 Apr–Jun 1945: Four VPB-139 Harpoons attacked Kokutan Zaki, Kuriles, with rockets and machine guns. On 6 May, attacks against ground targets were stopped on the order of BuAer. Problems with the strength of the wings and stabilizers on high-G pullouts over the targets confined Harpoon squadrons thereafter to patrols and occasional attacks on surface vessels until the HEDRONS and PATSUs made repairs. Throughout the month of May searches and photographic runs were made over Minami Zaki and the Okhotsk areas in the Kuriles. Little enemy fighter opposition was ever encountered on these missions. AA fire, however, was always present. On 10 May, a group of eight aircraft attacked radar installations at Minami Zaki, Shimushu, and five of the eight were hit by AA fire. All returned to base with no casualties. On 22 April Lieutenant William D. See and his crew of five failed to return from a patrol and were listed as missing in

action. In June, the squadron made several strikes on Shimushu and numerous ships in the harbors. Although fighter opposition was often present, few attacks were ever pressed home.

24 Jul 1945: A detachment of six VPB-139 aircraft was relocated to NAF Amchitka, Aleutians, with the rest remaining at NAS Attu. Duties consisted of routine patrols, searches and mail runs between the island outposts.

20 Aug–13 Sep 1945: VPB-139 was relieved by VPB-135 for return to NAS Seattle, Wash., arriving on 23 August less one aircraft with a breakdown at NAS Kodiak. All aircraft were turned over to HEDRON-6, and all personnel were given extension or demobilization orders on 31 August. Squadron files arrived from NAS Attu on 11 September, and the squadron was disestablished on 13 September 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Apr 1943
NAF Amchitka, Aleutians	7 Oct 1943
NAS Attu, Aleutians	10 Dec 1943
NAS Whidbey Island, Wash.	30 Jun 1944
NAS Attu, Aleutians	26 Feb 1945
NAS Seattle, Wash.	23 Aug 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George H. Hughes	1 Apr 1943
LCDR W. R. Stevens	8 Jul 1943
LCDR Glenn A. David	4 Aug 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	May 1943
PV-2	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Oct 1943	*	FAW-4	Amchitka	PV-1	NorPac
1 Nov 1943	*	FAW-4	Adak	PV-1	NorPac
10 Dec 1943	30 Jun 1944	FAW-4	Attu	PV-1	NorPac
26 Feb 1945	*	FAW-4	Attu	PV-1	NorPac
24 Jul 1945	20 Aug 1945	FAW-4	Amchitka	PV-1	NorPac

* Continued combat deployment in the Aleutians, moving from base to base.



Squadron PV-2s returning to Attu after a strike on the Kuriles in 1945.

Wing Assignments

Unit Awards Received

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
FAW-6		1 Apr 1943	None on record.	
FAW-4		1 Oct 1943		
FAW-6		30 Jun 1944		
FAW-4		26 Feb 1945		
FAW-6		20 Aug 1945		

Ordnance crew loads rockets on a squadron PV-2 at Attu.



VPB-141

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY ONE (VB-141) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY ONE (VPB-141) on 1 October 1944.

Disestablished on 16 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jun 1943: VB-141 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. Ground training and introduction to the flying characteristics of the Ventura continued through 19 July, when the squadron was sent to NAAF Boca Chica, Fla., for advanced ASW training and shakedown.

9 Aug 1943: VB-141 was deployed to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Assignments consisted of convoy coverage over the Caribbean routes and occasional ASW sweeps.

1 Oct 1943: The squadron was relocated to NAS San Juan, P.R. Assignments continued as before until 10 October when a detachment of six aircraft was sent to Atkinson Field, British Guiana. On the next day, a second detachment of six aircraft was sent to Edinburgh Field, Trinidad. Convoy coverage and ASW sweeps were continued from both locations. Most of the squadron patrols covered the inshore areas, while PBM and PBY squadrons assigned to those bases took the patrol sectors further out.

18 Oct 1943: Both VB-141 detachments were assigned to Trinidad, until 29 October when one of the detachments was sent to Curacao, N.W.I.

13 Nov 1943: Lieutenant (jg) Leck M. Evans and his crew of four failed to return from a patrol mission and were listed as missing.

15 Nov 1943: The Trinidad detachment joined the detachment at NAF Hato Field, Curacao, N.W.I.

19 Dec 1943: The squadron's only sighting of a U-boat was made on this date, a few days after a U.S. tanker, *SS McDowell*, had been sunk. VB-141 conducted continuous sweeps in the area until the U-boat surfaced at 1630 on 19 December. One attack was delivered with negative results before the U-boat submerged and made good its escape.

22 Dec 1943: Lieutenant (jg) William W. Lomas and his crew of five were killed in a crash while taking off on a routine night convoy coverage mission.

Jan 1944: Commander, Caribbean Sea Frontier called off the continuous convoy coverage patrols for Ventura squadrons. Instead, daily patrols of one to five missions per day were substituted, except when a positive U-boat sighting was made.

19 Mar 1944: A six-aircraft detachment was sent to NAS Coco Solo, Panama, C.Z.

7 Apr 1944: The nine aircraft remaining at Curacao returned to NAS San Juan, P.R. Over the next several months, a four-aircraft detachment rotated between Curacao and San Juan. Rocket launching rails were added to the aircraft at this time and 31 pilots were sent back to NAAS Boca Chica, Fla., for rocket-projectile firing training.

7–8 Jul 1944: All of the squadron aircraft returned to NAS Beaufort, S.C., under the operational control of FAW-9. Convoy coverage patrols and training were the primary activities of the squadron through February 1945. During its deployments the squadron experienced severe maintenance problems with the Ventura aircraft. When stationed in the Caribbean, one of the squadron aircraft was designated to be a parts plane, so that the others could be kept in the air. Upon return to the States, with a ready supply of parts at hand, maintenance problems seemed to get worse rather than better.

5 Oct 1944: Lieutenant Dean H. Ringgenberg and two of his crew were killed in a midair collision with another aircraft over Beaufort, S.C.

Feb 1945: A detachment was sent to NAS Brunswick, Maine, to protect the northern convoy routes.

Apr 1945: A detachment of five crews was sent to NAS Quonset Point, R.I., to pick up five new PV-2 Harpoons. Training was well underway and most of the pilots were qualified on the new aircraft when a dispatch was received from BuAer grounding all PV-2 aircraft until modifications could be made to wings and tail structures. The aircraft were repaired by the HEDRON at NAS Quonset Point, R.I., and flown to the squadron at NAS Beaufort.

24 Apr–Jun 1945: A three-aircraft detachment was sent to MCAS Cherry Point, N.C., returning to NAS Beaufort, S.C., on 7 May. At that time, all ASW missions were secured and primary tasking involved providing assistance to the new Air Sea Rescue units along the Atlantic coast. By the end of the month demobilization planning was underway, with many personnel being detached prior to disestablishment of the squadron. VPB-141 was officially disestablished at NAS Beaufort, S.C., on 16 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	1 Jun 1943

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAAF Boca Chica, Fla.	19 Jul 1943
NAS Guantanamo, Cuba	9 Aug 1943
NAS San Juan, P.R.	1 Oct 1943
NAAF Edinburgh Field, Trinidad, B.W.I.*	18 Oct 1943
NAF Hato Field, Curacao, N.W.I.*	15 Nov 1943
NAS Beaufort, S.C.	7 Jul 1944

* Squadron detachments were based at these sites during its Caribbean deployment.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Paul C. Griggs	1 Jun 1943
LCDR Thomas W. Hillis	26 Sep 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jul 1943
PV-2	Apr 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Aug 1943	*	FAW-11	Guantanamo	PV-1	Carib
1 Oct 1943	*	FAW-11	San Juan	PV-1	Carib
10 Oct 1943†	*	FAW-11	Br. Guiana	PV-1	Carib
11 Oct 1943†	*	FAW-11	Trinidad	PV-1	Carib
15 Nov 1943†	*	FAW-11	Curacao	PV-1	Carib
19 Mar 1944†	*	FAW-3	Panama	PV-1	Carib
7 Apr 1944	7 Jul 1944	FAW-11	San Juan	PV-1	Carib

† Continued combat deployment in the Caribbean, moving from base to base.

‡ These deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		1 Jun 1943
FAW-11		9 Aug 1943
FAW-9		7 Jul 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-145

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY FIVE (VB-145) on 15 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY FIVE (VPB-145) on 1 October 1944.

Disestablished on 18 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Jul–14 Aug 1943: VB-145 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. The majority of pilots assigned had never flown a twin-engine aircraft. Fortunately, nearly all of the enlisted personnel came from HEDRON-12 and were familiar with the idiosyncrasies of the Ventura airframe. On 29 July, Lieutenant (jg) J. L. Broady crashed on the runway at Deland during a training flight, killing himself, his copilot and one passenger. The crash served to emphasize the importance of wearing full flight clothing despite the heat. The pilot and passenger had been able to exit the burning aircraft, but had earlier stripped to the waist due to the heat in the cockpit. Both died from severe burns 12 hours after the crash. General ground training and familiarization flight training in the Venturas continued through 14 August when the squadron was sent to NAAF Boca Chica, Fla., for advanced ASW training and shakedown.

16 Sep 1943: VB-145 deployed to NAF Natal, Brazil, under the operational control of FAW-16. Routine patrols, convoy coverage and ASW missions were assigned to the squadron over the offshore waters of the Caribbean convoy lanes. Patrols were coordinated with VB-107, a Liberator squadron assigned to Natal. Shortly after arrival, the squadron sent its aircraft, two or three at a time, to Ibura Field, NAF Recife, Brazil, where the fleet air wing had its principal maintenance facilities. The aircraft were stripped of all unnecessary gear; armor plate was repositioned from the back to the bottom of the aircraft to protect against U-boat AA fire; bomb bays were equipped to carry six 350-pound bombs and dorsal turrets were locked in the forward-firing position to supplement the nose guns when attacking surfaced submarines.

1 Nov 1943: A detachment of aircraft was sent to NAF Fernando de Noronha Island, 209 miles northeast of Natal, Brazil, for barrier sweeps. Aircraft did not re-

main on the island throughout the deployment, only when intelligence indicated that a submarine might be making a transit homeward.

13 Nov 1943: Lieutenant E. M. Jones and his crew were forced to ditch at sea after their radio compass failed. Jones had taken the wrong bearing until too much fuel had been consumed to make landfall. After the squadron searched the area for six days, hope was given up of finding the crew. Finally, on the seventh day, the crew drifted ashore and was saved.

21 Jun 1944: VB-145 aircraft were sent to NAF Recife for retrofitting with rocket launching rails. Rocket training was then undertaken by all flight crews at NAF Maceio, Brazil, firing live projectiles at offshore targets.

27 Aug 1944: Lieutenant (jg) C. W. Bleicher and his crew were returning from a patrol and lost their bearings while en route to base due to radio compass failure. With only a few minutes of fuel left, the pilot set the Ventura down in shallow water off the beach approximately 70 miles south of Fortaleza, Brazil. Only one crew member was injured in the crash and all exited the aircraft safely. An Army B-25 spotted the wreckage 10 minutes later and the crew was eventually rescued.

5–14 Sep 1944: A four-aircraft detachment was sent to Ascension Island. The Venturas had been specially equipped with bomb bay tanks to extend their range on patrols.

5 Dec 1944: A three-aircraft detachment was sent to NAF Aratu, Bahia, Brazil. It returned to NAF Natal on 23 January 1945.

1 Feb 1945: VPB-145 was relieved at NAF Natal by VPB-126 and sent to NAF San Julian, Cuba. The squadron remained in Cuba through 28 February, conducting channel patrols and convoy coverage.

2 Mar 1945: VPB-145 was relieved and returned to NAS New York, N.Y., arriving there on 9 March 1945. The squadron had no sooner arrived than orders were received to proceed to NAS Brunswick, Maine, under the operational control of FAW-9. There the squadron was assigned patrols over the northern convoy lanes.

24 Mar 1945: Lieutenant Jack R. Kreigh and his crew made a crash landing at the end of the runway at NAS Brunswick, after completely running out of fuel after getting lost on their first operational patrol. The aircraft was demolished after hitting several tree stumps, but the crew survived with only minor injuries.

1–18 Jun 1945: All squadron operations were suspended upon receiving word that VPB-145 was to be disestablished. From 9 to 14 June, squadron aircrews ferried the squadron's aircraft to NAS Clinton, Okla., for storage. On 18 June, VPB-145 was disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Jul 1943
NAAF Boca Chica, Fla.	14 Aug 1943
NAF Natal, Brazil	16 Sep 1943
NAF San Julian, Cuba	1 Feb 1945
NAS Brunswick, Maine	9 Mar 1945
NAS Quonset Point, R.I.	1 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR James E. Owers	15 Jul 1943
LT Donald E. Smith	11 Apr 1944
LCDR Philip V. Aaronson	1 Mar 1945

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
16 Sep 1943	1 Feb 1945	FAW-16	Natal	PV-1	SoLant
1 Feb 1945	2 Mar 1945	FAW-12	San Julian	PV-1	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Jul 1943
FAW-16		16 Sep 1943
FAW-11		1 Feb 1945
FAW-9		2 Mar 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-147

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY SEVEN (VB-147) on 14 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY SEVEN (VPB-147) on 1 October 1944.

Disestablished on 2 July 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

14 Aug 1943: VB-147 was established at NAS Beaufort, S.C., under the operational control of FAW-5, as a medium bombing squadron flying the PV-1 Ventura. The squadron continued ground training and familiarization flights in the Ventura until 27 September, when it moved to NAS Quonset Point, R.I., for advanced ASW training.

23 Oct 1943: VB-147 was transferred to NAS New York, N.Y., under the operational control of FAW-9. The squadron remained at this location for three months flying operational patrols over the convoy approaches to New York Harbor. During this period, two entire combat crews were lost in accidents over the water near the field.

25 Jan 1944: The squadron returned to NAS Quonset Point, R.I., for training at the AsDevLant school for antisubmarine warfare. The squadron's PV-1 aircraft were fitted with rocket launcher rails and the crews flew 290 hours in firing trials with the new retrorockets.

24 Feb 1944: VB-147 finished its course in ASW and relocated to NAS Elizabeth City, N.C. From this location, the squadron continued its ASW patrols, search sweeps and convoy protection off the central portion of the East Coast.

4 May 1944: VB-147 departed the U.S. for NAAF Carlsen Field, Trinidad, arriving on 8 May, coming under the operational control of FAW-11. From 13 to 25 May and 1 to 30 June, a detachment of six aircraft was sent to NAAF Zandery Field, Surinam.

15 May 1944: One of the aircraft in the Zandery Field detachment became disoriented in a severe electrical storm at night. After fuel was exhausted the pilot had the crew parachute into the jungle below. The pilot followed after pointing the aircraft seaward and setting the autopilot. All landed safely, except for one member of the crew who had a broken rib. Ironically, the first aid kit caused the injury, when the crewman fell on it upon impact the ground. The crew was

picked up shortly after reaching the ground but the pilot wandered about in the jungle for seven days before being rescued.

3–13 Jun 1944: An eight-aircraft detachment was sent to NAS San Juan, P.R. The move was greeted with great cheer by all hands since none of the squadron assignments prior to that time had equaled San Juan in terms of habitability.

1 Dec 1944: VPB-147 was transferred to NAF Hato Field, Curacao, N.W.I.

Apr 1945: The squadron received its first PV-2 Harpoon aircraft. All of the squadron pilots were checked out in the aircraft before bring in PV-2s from the States to replace the worn-out Venturas. The old PV-1s were self-destructing as time went on. In May, one Ventura was written off when its landing gear collapsed on landing. A second Ventura lost power on takeoff, settling back onto the runway with its gear up.

15 May–Jun 1945: All operational flights ceased. On 22 May, orders were received to return to the U.S. The squadron departed on 1 June for NAS Quonset Point, R.I. Over the next month, squadron equipment was turned in to the HEDRON and personnel received orders for demobilization or transfer. Four squadron aircraft remained with HEDRON 9-1 and the squadron pilots flew remaining aircraft to NAS Clinton, Okla., for disposal.

2 Jul 1945: VPB-147 was disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Beaufort, S.C.	14 Aug 1943
NAS Quonset Point, R.I.	27 Sep 1943
NAS New York, N.Y.	23 Oct 1943
NAS Quonset Point, R.I.	25 Jan 1944
NAS Elizabeth City, N.C.	24 Feb 1944
NAAF Carlsen Field, Trinidad, B.W.I.	4 May 1944
NAF Hato Field, Curacao, N.W.I.	1 Dec 1944
NAS Quonset Point, R.I.	1 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Henry C. Delong	14 Aug 1943
LCDR Theodore H. Davis	17 Feb 1944
LCDR Paul B. Ellis	6 Jun 1944
LCDR Leo B. Riester	2 Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1943
PV-2	Apr 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
4 May 1944	1 Dec 1944	FAW-11	Trinidad	PV-1	Carib
1 Dec 1944	1 Jun 1945	FAW-11	Curacao	PV-1/2	Carib



PV-1 Venturas at a Caribbean air station, circa 1944-1945, 80-G-K-143308.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		14 Aug 1943
FAW-9		23 Oct 1943
FAW-5		24 Feb 1944
FAW-11		4 May 1944
FAW-9		1 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-149

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY NINE (VB-149) on 16 September 1943.

Redesignated Patrol Bombing Squadron Squadron ONE HUNDRED FORTY NINE (VPB-149) on 1 October 1944.

Disestablished on 6 September 1945.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 13 June 1945. It was one of many designed by the Disney studio for Navy patrol squadrons during WWII.



The squadron's Disney designed insignia.

The insignia featuring a "goose caricatured with a bomb as the body, wearing a battle cap, stepping jauntily from one cloud to another. Duffle bag containing varied bombs was thrown over his left shoulder." Colors: cap, deep blue with yellow visor; wings, light ocher; beak and feet, deep orange; eyebrows and pupils, black; eyeballs and collar, white; tie, yellow; bombs, black with yellow fuses; sack, dark tan; clouds, white with blue outlines.

Nickname: None on record.

Chronology of Significant Events

16 Sep–Dec 1943: VB-149 was established at NAS Beaufort, S.C., under the operational control of FAW-5, as a medium bombing squadron flying the PV-1 Ventura. Twelve aircraft were assigned as the squadron complement with three spares. The squadron remained at NAS Beaufort through the end of September getting organized and collecting supplies, equipment, personnel and aircraft. On 6 October, the flight crews flew to NAAS Boca Chica, Fla., for advanced ASW and shakedown training. The squadron was relocated to MCAS Cherry Point, N.C., on 21 November, for operations with the Eastern Sea Frontier in antisubmarine warfare. Concurrent with this reassignment was the transfer of administrative control over the squadron from FAW-5 to FAW-9. On 17 December 1943, the squadron returned to NAS Beaufort, having logged over 2,800 hours of flight time without having sighted an enemy submarine.

4 Aug 1944: VB-149 received orders transferring its operations to NAAF Otis Field, Mass., for training in ground school, rocket, fighter affiliation flights, formation flying, torpedo runs, bombing, strafing and use of LORAN and radar gear.

1 Oct 1944: VPB-149 was transferred to NAS Quonset Point, R.I., where the aircraft underwent necessary overhaul and all hands were given 10 days leave prior to assignment in the South Pacific theater of operations.

1 Nov–5 Dec 1944: The squadron departed NAS Quonset Point for NAS Alameda, Calif., with the last aircraft arriving on the 8th. The crews and ground staff began packing for the trip to NAS Kaneohe. On 29 November the entire squadron with its aircraft boarded *Wake Island* (CVE 65) bound for Hawaii. Upon arrival on 5 December the squadron came under the operational control of FAW-2 and commenced combat training at NAS Kaneohe.

14–31 Dec 1944: Six aircraft and nine crews were detached for duty and training at Midway. While the detachment was away, the remainder of the squadron continued its advanced training in all aspects of bombing, gunnery, jungle survival and navigation.

28 Feb 1945: VPB-149 was transferred to the island of Manus for duty with the Seventh Fleet.

1–27 Mar 1945: VPB-149 was relocated to Tacloban, Leyte, Philippines, as relief for VPB-137. Upon arrival on 10 March the squadron was placed under the operational control of FAW-10. Combat patrols extended to North Borneo, Palawan and eastern Luzon. From 20 to 27 March the squadron conducted daily strikes with 100-pound bombs, rockets and strafing against Japanese troop concentrations in the Negros area.

12 Mar 1945: Lieutenant E. A. Brigham and his crew became lost on patrol and ditched at sea off the west coast of Cebu. They were rescued by Philippine

guerrillas and returned to base two days later by a Dumbo PBV-5A. A second PV-1 flown by Lieutenant J. J. Boyd, lost in the same bad weather, went down at sea and all hands were lost.

22 Mar 1945: Lieutenant Commander Charles M. Wood, Jr., and crew failed to return after an attack on Pontevedra Village, Negros, Philippines.

29 Mar 1945: The squadron was transferred to NAB Samar, Philippines. Daily dawn-to-dusk antishipping patrols were conducted in the southern Visayan Islands area through mid-August. Aircraft maintenance and availability was a problem during this period because the CASU had little experience with PV-1 Venturas. The squadron's own ground staff and aircrew personnel did most of the work.

14 Aug 1945: VPB-149 was relieved for return to Pearl Harbor, Hawaii. Upon arrival, squadron personnel began preparations to depart for the U.S. aboard *Nassau* (CVE 16). The ship departed on 21 August and arrived on the 27th.

6 Sep 1945: VPB-149 was disestablished at NAS Alameda, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Beaufort, S.C.	16 Sep 1943
NAAS Boca Chica, Fla.	6 Oct 1943
MCAS Cherry Point, N.C.	21 Nov 1943
NAS Beaufort, S.C.	17 Dec 1943
NAAF Otis Field, Mass.	3 Aug 1944
NAS Quonset Point, R.I.	1 Oct 1944
NAS Alameda, Calif.	1 Nov 1944
NAS Kaneohe, Hawaii	5 Dec 1944
NAS Alameda, Calif.	27 Aug 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Milton W. Swan	21 Sep 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Nov 44	*	FAW-2	Kaneohe	PV-1	WestPac
28 Feb 45	*	FAW-1	Manus	PV-1	SoPac
1 Mar 45	*	FAW-10	Leyte	PV-1	SoPac
29 Mar 45	14 Aug 45	FAW-10	Samar	PV-1	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		16 Sep 1943
FAW-9		21 Nov 1943
FAW-5		14 Jul 1944
FAW-8		Nov 1944
FAW-2		5 Dec 1944
FAW-10		10 Mar 1945
FAW-2		14 Aug 1945
FAW-14		27 Aug 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Lt. D. H. Frissel receiving a citation from the squadron's commanding officer at NAS Beaufort, S.C., 19 July 1944, a squadron PV-1 in the background.



VPB-150

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY (VB-150) on 15 September 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY (VPB-150) on 1 October 1944.

Disestablished on 20 July 1945.

Squadron Insignia and Nickname

VB-150 submitted its request for an insignia twice before convincing CNO that it was truly appropriate. The design was finally approved by CNO on 21 August 1944. The squadron chose the devilfish (octo-



The squadron's cartoon insignia.

pus) as symbolizing the varied missions of which the PV-1 aircraft was capable. The devilfish was shown in a circular insignia riding a saddle on a rocket, carrying in its arms a camera, binoculars, bomb, machine gun and torpedo. Colors: background, light blue-gray; circle, white and orange; octopus, light green with white eyes and blue pupils; legs, green with yellow suckers; bomb, camera, binoculars, torpedo and machine gun, blue with white highlights; rocket, brownish orange with yellow, orange and brown exhaust; saddle, brown.

Nickname: Devilfish P-Viators, 1943–1945.

Chronology of Significant Events

15 Sep 1943–Mar 1944: VB-150 was established at NAS Alameda, Calif., under the operational control of

FAW-8, as a medium bombing squadron flying the PV-1 Ventura. On 1 December 1943, the squadron was relocated to NAAS Vernalis, Calif., where further training was conducted through 6 March 1944. On that date, the squadron was transferred back to Alameda to prepare for transport to Pearl Harbor.

18 Mar 1944: Squadron personnel, equipment, supplies and aircraft were loaded aboard *Nehenta Bay* (ACV 74) for transport to Hawaii. After arrival at NAS Ford Island, Pearl Harbor, Hawaii, on 23 March the squadron came under the operational control of FAW-2. By the 25th, the squadron and all of its assets had been relocated to NAS Kaneohe and combat training commenced. During this period squadron aircraft were fitted with rocket launching rails and chin packs containing 50-caliber machine guns.

10 Jul–Aug 1944: VB-150 was transferred to NAB Betio, Hawkins Field, Tarawa Atoll, under the operational control of FAW-1. On the 25th the squadron made its first operational attacks on radar and AA installations on the island of Nauru. Further strikes were made on Jaluit and Mille atolls through the end of August, with only one aircrew casualty and no aircraft losses.

28 Aug–Nov 1944: VB-150 was relocated to NAS North Field, Tinian. Operations continued from this site until 18 November when the squadron was moved to nearby West Field, Tinian, to make room for the growing numbers of Army B-29 Super Fortresses engaged in the bombing campaign against the Japanese home islands. Duties at Tinian consisted primarily of reconnaissance flights to Woleai Island, antisubmarine patrols and radar survey flights. On occasion, one aircraft would be detached for duty under Commander Air Defense Command at Kagman Field, Saipan. Attacks were frequently made on enemy bases on Pagan Island to prevent enemy attacks on the B-29 Superfortress bases on Saipan and Tinian.

26 Dec 1944: A solitary Japanese bomber dropped bombs at night on the CASU maintenance area on Tinian. The resulting explosions and fires destroyed a PB4Y-1 of another squadron, one of squadron's Venturas and damaged two other aircraft. This was the first operational loss experienced by the squadron.

5 Mar 1945: VPB-150 was detached for return to NAS Kaneohe, Hawaii, and the continental U.S. The squadron flew to Kaneohe, arriving on 10 March, and turned over its aircraft to the HEDRON. On the 16th squadron personnel boarded *Nassau* (CVE 16) for departure to San Francisco, Calif.

5 May 1945: The squadron began reforming at NAS Moffett Field, Calif., under the operational control of FAW-8, and familiarization training on the new PV-2 Harpoon was begun. Although 12 Harpoons had been assigned, maintenance problems resulted in no more than two aircraft available for training.

Jul 1945: On 19 July orders were received for a standdown and disestablishment. The squadron was formally disestablished at NAS Moffett Field on 20 July 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	15 Sep 1943
NAAS Vernalis, Calif.	1 Dec 1943
NAS Alameda, Calif.	6 Mar 1944

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	25 Mar 1944
NAS Moffett Field, Calif.	5 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR Robert S. Riddell	15 Sep 1943
LCDR James W. Lenney	5 May 1945



Squadron personnel in front of their PV.

A close up of crew members in front of a PV.



Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Nov 1943

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2	Jul 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
23 Mar 1943	*	FAW-2	Kaneohe	PV-1	EastPac
10 Jul 1944	*	FAW-1	Betio	PV-1	SoPac
28 Aug 1944	5 Mar 1945	FAW-1	Tinian	PV-1	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		15 Sep 1943
FAW-2		23 Mar 1944
FAW-1		10 Jul 1944
FAW-2		5 Mar 1945
FAW-8		16 Mar 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Squadron personnel in front of their PV.



VPB-151

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY ONE (VB-151) on 3 January 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY ONE (VPB-151) on 1 October 1944.

Disestablished on 30 June 1945.

Squadron Insignia and Nickname

There was no official correspondence in squadron insignia records regarding an approval date for their insignia. However, squadron history records identify



The squadron's bat insignia.

its insignia as a black bat armed with a large yellow bomb carried in his feet and two smaller bombs slung on each wing. He is ferociously firing the fixed forward guns across a great crimson "setting sun" of Japan.

Nickname: None on record.

Chronology of Significant Events

3 Jan 1944: VB-151 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6, as a medium bombing squadron flying the PV-1 Ventura. Training and shakedown was conducted at Whidbey Island through mid-April 1944.

15 Apr–Jul 1944: The squadron flew to NAS Alameda, Calif., to begin preparations for its trans-

portation to Pearl Harbor, Hawaii. The squadron departed from San Francisco, Calif., aboard *Sitkoh Bay* (CVE 86) on 30 April, arriving at Pearl Harbor on 6 May. The equipment and aircraft were unloaded and flown to NAS Kaneohe, Hawaii, on the 7th. Training at Kaneohe continued through the end of July.

5 Aug 1944: VB-151 was transferred to NAB Hawkins Field, Tarawa. Bombing missions were conducted against the Nauru and Jaluit islands.

29 Aug–18 Nov 1944: VB-151 was relocated to NAB North Field, Tinian, Marianas Islands. Daily search sectors of 400, 500 and 600 miles were flown. Frequent attacks were conducted against the Yap, Woleai, Rota and Pagan islands. One flight crew was shot down over Woleai by AA fire; all hands were lost. On 18 November, the squadron was relocated to more civilized conditions at West Field, Tinian.

1 Jan–18 Feb 1945: The squadron was engaged in air cover for Cruiser Division 5 en route to attack Iwo Jima. From 13 to 18 February 1945, VPB-151 engaged in advance air screen tasking against enemy ships, submarines and aircraft for the Fifth Fleet, preparatory to the attack on the Japanese home islands and Iwo Jima.

13–19 Mar 1945: Six squadron aircraft were sent to Iwo Jima to provide antipicket boat sweeps in advance of TF 58.

4–30 Jun 1945: VPB-151 was relieved by VPB-142 for return to NAS Kaneohe and the continental U.S. After arrival at Kaneohe, the squadron turned over its aircraft to the HEDRON and boarded *Breton* (CVE 23) bound for NAS San Diego, Calif. Upon arrival on the 21st, all hands were ordered to prepare for disestablishment. On 30 June 1945 VPB-151 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	3 Jan 1944
NAS Alameda, Calif.	15 Apr 1944
NAS Kaneohe, Hawaii	7 May 1944
NAS San Diego, Calif.	21 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR Paul Masterton	3 Jan 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jan 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 May 1944	*	FAW-2	Kaneohe	PV-1	WestPac
5 Aug 1944	*	FAW-1	Tarawa	PV-1	SoPac
29 Aug 1944	4 Jun 1945	FAW-1	Tinian	PV-1	SoPac

* Continued combat deployment in the Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		3 Jan 1944
FAW-2		6 May 1944
FAW-1		10 Sep 1944
FAW-2		4 Jun 1945
FAW-14		21 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-197

Lineage

Established as Patrol Squadron TWENTY ONE (VP-21) on 1 September 1938.

Redesignated Patrol Squadron FORTY FIVE (VP-45) on 1 July 1939.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 December 1939.

Redesignated Patrol Squadron TWENTY SIX (VP-26) on 15 April 1941.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 July 1941.

Redesignated Patrol Bombing Squadron FOURTEEN (VPB-14) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETY SEVEN (VPB-197) on 2 December 1944.

Disestablished on 1 April 1946.

Squadron Insignia and Nickname

The only insignia on record for this squadron was submitted for approval to BuAer shortly after its redesignation from VP-14 to VPB-14 in 1944. It consists of a



The squadron's pine tree insignia.

picture of a Sitka spruce tree enclosed within a circular border. The squadron's home port was Seattle, Wash., and its usual range of operations suggested an indigenous tree as an emblem. The Sitka was chosen as most typical of that region. Colors: circular border,

black; background, white; tree, green. The insignia was used by the squadron until its disestablishment in 1946.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1938: VP-21 was established at FAB Pearl Harbor, Hawaii, under the operational control of PatWing-2.

27 Jun 1939: VP-21 had been detailed in May 1939 to NAS San Diego, Calif., to pick up 15 new PBY-4s from the factory. The transpac back to Pearl Harbor was completed on this date without mishap.

1 Jul 1939: Due to the reorganization of patrol squadrons, VP-21 was redesignated VP-45 and assigned to PatWing-4 shortly after its return from the States with new aircraft.

1 Mar 1940: The expansion of patrol squadrons due to the threat of war resulted in the splitting of several existing squadrons to create the core of new squadrons. VP-14 was split to help form a new patrol squadron, VP-13, also stationed at Pearl Harbor. Both squadrons were then quickly brought up to full strength with the addition of new aircraft and personnel.

1 Dec 1940: VP-14 was transferred to NAS San Diego, Calif., under PatWing-1 operational control. Upon arrival a period of intense training was commenced, bringing all new aircrews in the squadron up to full readiness. The training continued through 1 March 1941 when the squadron was officially reassigned to NAS Kaneohe, Hawaii and PatWing-2's operational control.

14 Apr 1941: The squadron returned to Pearl Harbor, Hawaii, with new PBY-5s and combat-ready aircrews. Upon arrival, the squadron briefly shared facilities with VP-20. The recent expansion of patrol aviation assets had created the need for matching expansion of ground facilities at Pearl Harbor.

15 Apr-1 Jul 1941: VP-14 was redesignated VP-26 and relocated to the recently completed facilities at NAS Kaneohe, Hawaii. The squadron maintained the VP-26 designation for only a few months and on 1 July 1941 it was redesignated VP-14 again.

23 Nov 1941: VP-14 had flown to NAS San Diego, Calif., earlier in the month for replacement of its older aircraft. New PBY-5s were picked up at the factory for the transpac back to Hawaii. The squadron returned to NAS Kaneohe, Hawaii, on this date.

7 Dec 1941: Prior to the onset of the attack on Pearl Harbor the squadron had launched three aircraft for routine patrol. Squadron aircraft 14-P-1, flown by Ensign William P. Tanner, spotted a Japanese midget submarine at the entrance to the harbor and assisted *Ward* (DD 139) in sinking the intruder. The Japanese plan had been to drop off the midget submarines 5 to 10 miles from Pearl Harbor, passing through the en-

trance to the harbor 20 minutes before sunrise. They were to surface when the air attack began, shoot both torpedoes and then depart the harbor. Lieutenant Naoji Iwasa, whose midget submarine had been released by *I-22*, was sunk by *Ward* and Ensign Tanner. Iwasa had tried to follow the tug *Antares* through the harbor entrance while *Antares* had a barge in tow. During the attack on Pearl Harbor seven of the squadron's aircraft were destroyed on the ground and three were badly damaged. While surprised by the audacious attack, ground crews strove to save their aircraft, pulling them from burning hangars. Despite his wounds, Aviation Ordnance Chief John W. Finn was credited with shooting down an attacking Japanese aircraft, one of the three shot down at NAS Kaneohe that day. He was later awarded the Medal of Honor for his bravery under fire and for leading the efforts to save the remaining squadron aircraft.

17 Dec 1941: By this date the squadron was again operational with replacement aircraft flown in from the States.

7 Jan 1942: One aircraft was sent on detachment to Palmyra Island and a second was sent to Johnston Island to conduct sector searches of the approaches to the Hawaiian islands. On 12 January a third aircraft was detached to Hilo. At this point there was great concern that the Japanese would attempt to follow up on their successful attack with an invasion of the islands.

7 Feb 1942: As the Japanese continued their victorious advance to the South Pacific, the Allies consolidated as many assets as possible to meet the threat. VP-14 sent a detachment of six aircraft to bases at Suva and Noumea, while the remainder of the squadron continued sector searches from NAS Kaneohe, Hawaii. On 4 March 1942, two additional aircraft were sent to assist the detachment at Noumea.

19 Mar–1 Apr 1942: Two of the aircraft detached to Noumea returned to NAS Kaneohe for refit, followed on the 25th by four more. The squadron concentrated on maintenance and crew training during this period. On 1 April 1942, the 11 war-weary aircraft in the squadron's inventory were transferred to other squadrons, leaving the squadron with only two operational aircraft at NAS Kaneohe.

18 Apr 1942: The last two squadron aircraft from the Noumea detachment returned to NAS Kaneohe.

10 May 1942: A squadron detachment of six aircraft was sent to Noumea with one remaining at NAS Kaneohe. By 1 July 1942, the inventory of squadron aircraft had increased to 10, with 7 at Kaneohe and 3 at Noumea.

26 Aug 1942: Lieutenant Robert B. Clark was awarded the Navy Cross for his actions on 26 August 1942. While flying a patrol mission Lieutenant Clark reported the position of an enemy task force north of the Solomon Islands while his aircraft was engaging

an attack of eight enemy Zero fighters. By superb handling of his aircraft he was able to maneuver his plane in a position which enabled his waist gunners to shoot down two of the enemy planes and drive off the others. Despite serious damage to his plane and casualties among his crew, he made a difficult crash landing at Ontong, Java. He managed the meager resources available on the island and after seven days he and his crew were rescued.

15 Sep 1942: By this date VP-14 had 11 aircraft total, all at NAS Kaneohe, Hawaii. The squadron completed its refitting by 1 October 1942, replacing worn-out aircraft with new stateside replacements and completing overhauls on remaining equipment. The new squadron aircraft were the amphibious version of the Catalina, the PBY-5A.

30 Nov 1942: After completion of the shakedown period for the new aircraft, VP-14 sent a detachment of six aircraft to various advance bases around the Hawaiian islands, keeping the remainder at NAS Kaneohe. The detachments returned to NAS Kaneohe on 1 January 1943.

15 Feb 1943: Some of VP-14's personnel were reassigned to form the nucleus for a new land-bomber squadron. The remainder of VP-14 personnel reformed at NAS Kaneohe with new crews to replace those lost in the reassignment and establishment of a new squadron.

14 Jun 1943: After the new crews had been trained the squadron was brought up to operational status once more and detachments were deployed to advance bases on Midway. Those remaining at NAS Kaneohe participated in daily patrols and operational training. The detachments returned to Kaneohe on 3 July 1943.

9 Aug 1943: A detachment of five aircraft and six crews deployed to NAF Canton Island. The detachment returned to NAS Kaneohe at the end of the month.

1 Sep 1943: VP-14 deployed as a squadron to NOB Espiritu Santo, departing in increments of three aircraft. By 24 September 1943, nine aircraft had arrived on the island, coming under the operational control of FAW-1.

1 Oct–Dec 1943: The nine VP-14 aircraft and crews were detached to operate with the tender *Wright* (AV 1) in Segond Channel until the remainder of the squadron arrived. The last aircraft landed at Espiritu Santo on 8 October 1943 and the squadron then began daily searches, antishipping patrols and Dumbo missions in the vicinity of Espiritu Santo. These missions were continued through 9 December 1943.

10 Dec 1943: VP-14 relieved VP-23 aboard *Chandeleur* (AV 10) at Halavo Bay, Florida Islands.

28 Dec 1943: A detachment of four aircraft and five crews deployed to Coos Bay, Treasury Islands, as an advance echelon.

1 Jan 1944: The remainder of the squadron moved to the tender *Wright* (AV 1) at Rendova, Treasury Islands. Both squadron and detachment aircraft participated in Dumbo missions and snoopers patrols in the area surrounding the Treasury Islands.

17 Jan 1944: Squadron personnel aboard *Wright* (AV 1) were relocated to Hawthorn Sound, New Georgia. Their mission, and that of the detachment at Coos Bay, continued to consist of Dumbo missions and patrol searches.

1 Feb–Mar 1944: The Coos Bay detachment rejoined the squadron at Hawthorn Sound, and the squadron provided support to surface forces during the landing on Green and Emirau islands, which continued through 31 March 1944.

18 Apr 1944: *Wright* (AV 1), which had served as home for the squadron since January, was replaced by *Pocomoke* (AV 9). The shortage of accommodations resulted in three aircraft and four crews being detached to *Chincoteague* (AVP 24) at the Treasury Islands, with the balance of the squadron temporarily based ashore at Halavo Bay.

25 May 1944: The Treasury Island detachment rejoined the squadron at Hawthorn Bay. The entire squadron began aircraft overhaul and refits that lasted through 31 May 1944.

1 Jun 1944: Six aircraft and six crews were detached to Green Island for patrol duty in conjunction with VP-91, based aboard *Chincoteague* (AVP 24) and *Coos Bay* (AVP 25). On 5 June 1944, the detachment was enlarged with the addition of three more aircraft. All detachment aircraft returned to Halavo Bay to rejoin the rest of the squadron on 8 June 1944.

12 Jun 1944: VP-14 was relieved by VP-44 at Hawthorn Sound, New Georgia. The squadron began the long journey of island-hopping back to NAS Kaneohe.

15 Aug 1944: After shore leave, the squadron was reformed at NAS Kaneohe for training in preparation for another combat tour.

1 Oct 1944: VP-14 was redesignated VPB-14 and within a short period of time all personnel were shipped back to the continental U.S. for conversion training from seaplanes to landplanes.

2 Dec 1944: VPB-14 was redesignated VPB-197 and the squadron was transferred to NAAS Camp Kearney, Calif., under the operational control of FAW-14, for completion of training on the PB4Y-1 and a new mission assignment. The new mission was to train replacement crews on the PB4Y-1 Liberator before their assignment overseas. A collateral duty included regular flights to Oahu, Hawaii, for the transportation of high-priority cargo and VIPs.

1 Apr 1946: VPB-197 was disestablished at NAAS Camp Kearney, Calif..

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
FAB Pearl Harbor, Hawaii	1 Sep 1938
NAS San Diego, Calif.	1 Dec 1940
NAS Kaneohe, Hawaii	15 Apr 1941
NAS San Diego, Calif.	Oct 1944
NAAS Camp Kearney, Calif.	2 Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Frederick M. Trapnell	1 Sep 1938
LCDR William T. Rassieur	25 May 1940
LCDR Thurston B. Clark	25 Nov 1941
LCDR Bruce A. VanVoorhis	Dec 1942
LCDR Earnest L. Simpson, Jr.	12 May 1943
LCDR James D. Wright	15 Aug 1944
LCDR Joseph L. Hall	2 Dec 1944
CDR Carl H. Amme, Jr.	5 Mar 1945
LCDR Whitney Wright	23 Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Sep 1938
PBY-4	Jun 1939
PBY-5	Apr 1941
PBY-5A	Oct 1942
PB4Y-1	Oct 1944

A squadron PBY-5 taxiing near Noumea, New Caledonia, circa early 1942.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
7 Feb 1942	18 Apr 1942	FAW-2	Noumea	PBY-5	SoPac
10 May 1942	15 Sep 1942	FAW-2	Noumea	PBY-5	SoPac
9 Aug 1943	30 Aug 1943	FAW-2	Canton	PBY-5A	SoPac
1 Sep 1943	12 Jun 1944	FAW-1	Espiritu Santo <i>Wright</i> (AV 1)	PBY-5A	SoPac
10 Dec 1943	*	FAW-1	Halavo Bay <i>Chandeleur</i> (AV 10)	PBY-5A	SoPac
28 Dec 1943	*	FAW-1	Coos Bay	PBY-5A	SoPac
1 Jan 1944	*	FAW-1	Rendova <i>Wright</i> (AV 1)	PBY-5A	SoPac
17 Jan 1944	*	FAW-1	Hawthorn Sd. <i>Wright</i> (AV 1) <i>Pocomoke</i> (AV 9) <i>Chincoteague</i> (AVP 24)	PBY-5A	SoPac
1 Jun 1944	*	FAW-1	Green Island <i>Chincoteague</i> (AVP 24) <i>Coos Bay</i> (AVP 25)	PBY-5A	SoPac
8 Jun 1944	12 Jun 1944	FAW-1	Halavo Bay	PBY-5A	SoPac

* Continued combat deployment in the Pacific, moving from tender to tender.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-2		1 Sep 1938
PatWing-4		1 Jul 1939
PatWing-1		1 Dec 1940
PatWing-2/FAW-2 [†]		14 Apr 1941
FAW-1		1 Sep 1943
FAW-2		Jun 1944
FAW-14		Oct 1944

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
[†] Patrol Wings (PatWing) were redesignated Fleet Air Wings (FAW) on 1 November 1942.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBY-5 with the pine tree insignia on the fuselage just forward of the blister.

VPB-198

Lineage

Established as Bombing Squadron ONE HUNDRED NINETY-EIGHT (VB-198) on 12 September 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETY-EIGHT (VPB-198) on 1 October 1944.

Disestablished on 1 April 1946.

Squadron Insignia and Nickname

None found, but squadron records refer to a design showing "a wise old buzzard cracking the whip over its progeny and in unprintable language ordering them to fly."

Nickname: None on record.

Chronology of Significant Events

12 Sep 1944: VB-198 was established at NAS Moffett Field, Calif., under the operational control of FAW-8, as an Operational Training Unit flying the PV-1 Ventura. The mission of the squadron was to train and supply pilots and crews for all operational squadrons in the Pacific. Formerly, entire squadrons had been rotated back to the U.S. upon relief, but the new Integrated Aeronautics Program called for rotation of personnel

and aircraft only. The first four crews to complete the training program departed on 20 November to relieve combat zone personnel who had completed their tours. On the average, 26 flight crews were undergoing training in different phases of the syllabus.

Apr 1945: The original 20 war-weary PV-1 Venturas used by the squadron for training were replaced by new PV-2 Harpoons.

1 Apr 1946: VPB-198 was disestablished at NAS Moffett Field, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Moffett Field, Calif.	12 Sep 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT Marion D. Trewhitt	12 Sep 1944
LCDR Alexander B. Dusenberry	5 Jan 1945
LCDR Lloyd F. Jakeman	12 Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1944
PV-2	Apr 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		12 Sep 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-199

Lineage

Designated Patrol Bombing Squadron ONE HUNDRED NINETY-NINE (VPB-199) on 1 October 1944.

Disestablished on 2 November 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Oct 1944: VPB-199 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6, as an Operational Training Unit flying the PV-1 Ventura. The mission of the squadron was to train and supply pilots and crews for all operational squadrons in the Pacific. Formerly, entire squadrons had been rotated back to the U.S. upon relief; but the new Integrated Aeronautics Program called for rotation of personnel and aircraft only.

Aug 1945: PV-2 Harpoons were received as replacements for war-weary PV-1 Venturas.

2 Aug 1945: At 2330 hours, while engaged in a scheduled night flight, Lieutenant Jay R. Ellenberger and his crew of four were killed when their PV-2 Harpoon crashed and burned about 11 miles south of

Port Angeles, Wash. Although no cause could be determined for the accident, it was noted that all of the squadron crews were at that time in the process of transitioning from the older PV-1 Ventura to the more powerful PV-2 Harpoon. Lack of familiarity with the newer aircraft could have contributed to the crash, or wing spar problems found in the early PV-2 models could have been responsible.

2 Nov 1945: VPB-199 was disestablished at NAS Whidbey Island, Wash. During its one year of existence the squadron trained 204 combat aircrews.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Oct 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT L. S. Billmeyer, Jr.	1 Oct 1944
LCDR C. L. Tetley	14 Nov 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Oct 1944
PV-2	Aug 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		1 Oct 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Squadron personnel at an awards ceremony with their PVs in the background.



VPB-200

Lineage

Established as Bombing Squadron TWO HUNDRED (VB-200) on 1 April 1944.

Redesignated Patrol Bombing Squadron TWO HUNDRED (VPB-200) on 1 October 1944.

Disestablished on 24 October 1945.

Squadron Insignia and Nickname

The insignia in the squadron history file has no record of formal CNO approval and appears to date



The squadron's cartoon insignia.

from around the time the squadron was redesignated VPB-200 in October 1944. The circular design featured a head-on view of a generic cartoon patrol landplane with the cockpit as eyes, the nose turret as nostrils and wings as arms carrying a telescope and large bomb. A sailor's white hat was perched on top of the face and a set of earphones adorning the grimacing features. Lightning bolts emanated from the radome. Colors: unknown.

Nickname: None on record.

Chronology of Significant Events

1 Apr 1944: VB-200 was established at NAS Kaneohe, Hawaii, as a combat replacement unit pro-

viding instruction on multiengine patrol aircraft. The personnel and equipment for the new squadron were drawn from the HEDRON Multiengine Replacement Unit, FAW-2. The squadron's primary duties included training replacement crews, ferrying aircraft and stand-by offshore patrol for ASW and rescue work. Sections of the squadron operated on Johnston and Midway islands for rescue duties. Training squadrons like VB-200 (later VPB-200) and VP-200 (later VPB-100) trained fresh crews arriving from the U.S. in their final phases of combat training before being sent into the combat zone. VB-200 trained crews in land-based aircraft such as the PB4Y-1 Liberator, PB4Y-2 Privateer and PV-1 Ventura.

Oct 1944: The training squadrons at NAS Kaneohe, Hawaii, initially worked with intact squadrons destined for combat deployments. In October 1944 the policy was changed to keep squadrons in the operational areas while sending in new crews to replace combat losses and crews due for rotation based on time-in-theater points.

May 1945: VPB-200 conducted experiments for BuAer in picking up mail with hooks from surface vessels towing kites and balloons. Several successful trials were conducted but the method did not become a standard operating procedure throughout the fleet.

24 Oct 1945: VPB-200 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	1 Apr 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT Paul C. Lovelace	1 Apr 1944
LT Clifton E. Jackson	Jul 1944
LCDR Paul C. Lovelace	15 Jan 1945
LCDR Frank M. Hertel	5 Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 1944
PB4Y-1	Apr 1944
PB4Y-2	Aug 1944
PV-2	Jan 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		1 Apr 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



Squadron personnel at quarters at NAS Kaneohe Bay, Hawaii.

VPB-202

Lineage

Established as Patrol Squadron TWO HUNDRED TWO (VP-202) on 15 September 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED TWO (VPB-202) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

No insignia on record.

Nickname: Leeman's Demons, February 1943–October 1944.

Chronology of Significant Events

15 Sep 1942–Jan 1943: VP-202 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3 Mariner under the operational control of PatWing-5. The squadron remained at Norfolk in training and in November began receiving the newer PBM-3C with radar. Familiarization training, radar bombing, gunnery and navigation training continued through the end of January 1943.

8 Feb–Nov 1943: VP-202 relocated to NAS Key West, Fla., under the operational control of FAW-12. The aircraft were modified at this time to the "S" or "stripped" configuration. Armor plate, gun turrets and all excess gear was removed to lighten the aircraft and make room for more fuel storage to enable the aircraft to patrol further in the ASW role. A three-aircraft detachment was maintained at Grand Cayman, B.W.I., from 28 February through 18 November 1943. The squadron's principal duties were patrol and convoy coverage.

1–28 Dec 1943: VP-202 transferred to NAS Norfolk, Va., under FAW-5, for refitting with new PBM-3Ds. The shakedown and familiarization training continued through the 27th. On 28 December the squadron began ferrying its new aircraft to NAS San Diego, Calif., as a stopover en route to NAS Kaneohe, Hawaii.

7–22 Jan 1944: VP-202 deployed in elements of three aircraft to NAS Kaneohe, Hawaii. On 15 January the squadron began departing in elements to Tarawa, under the operational control of FAW-2. The squadron was the first combat squadron of Mariner seaplanes to operate in the Pacific theater. While on Tarawa the squadron patrolled the Japanese-held Marshall and Caroline islands. On 31 January Japanese airfields in the Taroa Island group were bombed and strafed in a night raid.

1 Feb 1944: VP-202 relocated to Majuro, in the Gilbert-Ellice Island area. From this base the squadron flew missions against Ponape. These raids were the

first ever made against the Japanese installations on Ponape.

6 Feb 1944: The squadron was sent to Kwajalein, still under combat by opposing American and Japanese ground forces. One aircraft crashed during an attempted night landing, killing five of the crew.

24 Feb–Jun 1944: VP-202 relocated to Eniwetok on the heels of the invasion forces. The condition of the squadron's aircraft by this date was so poor that it was forced to return to Hawaii for much needed repairs. The squadron was relieved on 1 March for return to NAS Kaneohe, with the last aircraft arriving on 15 March. Through mid-June VP-202 remained at Kaneohe with a detachment of three aircraft at Kwajalein. The squadron underwent maintenance and overhaul, with two 700-mile sector searches assigned daily from NAS Kaneohe.

15 Jun 1944: VP-202 deployed to NAB Ebeye, Kwajalein Atoll, with the last aircraft arriving on 25 June. The squadron remained under the operational control of FAW-2, CTG 49.3. Primary duties of the squadron were daily mail flights from Kwajalein to Saipan and Eniwetok. The Japanese shore batteries on Saipan at this time were still active. The squadron pilots would land 3,000 yards from shore and watch the splashes of shells as the enemy gunners opened fire on them.

17 Jul–Sep 1944: The squadron relocated from Kwajalein to Saipan, with tender support provided by *Chandeleur* (AV 10) and *Mackinac* (AVP 13). A detachment of three crews and aircraft operated off *Pocomoke* (AV 9) with VP-16. This detachment was moved to *Shelikof* (AVP 52) on 19 August to operate with VP-18. Constant patrols were flown over the islands of Guam, Rota, Pagan and the Bonin Islands, within 700 miles of Tokyo. The wear and tear on the aircraft and particularly the engines began to show. The entire squadron stood down on 1 through 11 September for maintenance and overhaul.

12–19 Sep 1944: Squadron tenders *Chandeleur* (AV 10) and *Pocomoke* (AV 9) departed Saipan for Kossel Passage, Palau. The squadron followed and arrived on the 17th, coming under the operational control of FAW-1. VP-202 was back in operation by the 19th, flying daylight patrols.

27 Sep 1944: VP-202 relocated to Ulithi, with tender services provided by *Onslow* (AVP 48). Duties at this location consisted of antishipping patrols and daylight searches.

18 Oct 1944: VPB-202 was relieved at Ulithi for return to Hawaii. Upon arrival on 30 October, squadron personnel enjoyed the rest facilities at the Royal Hawaiian Hotel while awaiting transportation back to the U.S. A CVE was loaded with squadron personnel and arrived at San Diego, Calif., on 21 November 1944. All personnel were given orders to new squadrons and home leave.

1 Jan–Jun 1945: VPB-202 reformed at NAS San Diego, Calif., under the operational control of FAW-14. It remained at San Diego in training until disestablished on 20 June 1945.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR C. C. McCauley	16 Nov 1942
LCDR Robert W. Leeman	18 Jul 1943

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Sep 1942
NAS Key West, Fla.	8 Feb 1943
NAS Norfolk, Va.	1 Dec 1943
NAS Kaneohe, Hawaii	Jan 1944
NAS San Diego, Calif.	21 Nov 1944

Aircraft Assignment

<i>Location</i>	<i>Date of Assignment</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
NAS Norfolk, Va.	15 Sep 1942	PBM-3	Sep 1942
NAS Key West, Fla.	8 Feb 1943	PBM-3C	Nov 1942
NAS Norfolk, Va.	1 Dec 1943	PBM-3S	Feb 1943
NAS Kaneohe, Hawaii	Jan 1944	PBM-3D	Dec 1943
NAS San Diego, Calif.	21 Nov 1944	PBM-3D	

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
23 Feb 1943 [†]	18 Nov 1943	FAW-12	G. Cayman	PBM-3S	Carib
7 Jan 1944	*	FAW-2	Kaneohe	PBM-3D	WestPac
15 Jan 1944	*	FAW-2	Tarawa	PBM-3D	SoPac
1 Feb 1944	*	FAW-2	Majuro	PBM-3D	SoPac
6 Feb 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
24 Feb 1944	*	FAW-2	Eniwetok	PBM-3D	SoPac
1 Mar 1944	*	FAW-2	Kaneohe	PBM-3D	SoPac
15 Jun 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
17 Jul 1944	*	FAW-2	Saipan	PBM-3D	SoPac
			<i>Chandeleur (AV 10)</i>		
			<i>Mackinac (AVP 13)</i>		
			<i>Pocomoke (AV 9)</i>		
			<i>Shelikof (AVP 52)</i>		
12 Sep 1944	*	FAW-1	Palau	PBM-3D	SoPac
			<i>Pocomoke (AV 9)</i>		
			<i>Chandeleur (AV 10)</i>		
27 Sep 1944	18 Oct 44	FAW-1	Ulithi	PBM-3D	SoPac
			<i>Onslow (AVP 48)</i>		

* Continued combat deployment in the Pacific, moving from base to base.

† This deployment was only for a detachment of the squadron.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5 [†]		15 Sep 1942
FAW-12		8 Feb 1943
FAW-5		1 Dec 1943
FAW-2		7 Jan 1944
FAW-1		12 Sep 1944
FAW-2		18 Oct 1944
FAW-14		21 Nov 1944

† Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBM.

VPB-203

Lineage

Established as Patrol Squadron TWO HUNDRED THREE (VP-203) on 1 October 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED THREE (VPB-203) on 1 October 1944.

Disestablished on 30 June 1945.

Squadron Insignia and Nickname

Although a design had been submitted by VP-203 in 1943 featuring the Disney character Pluto, it was never



The squadron's Disney insignia that was not approved for use.

approved by CNO. The squadron had failed to enclose a copyright waiver from Disney Studios and the squadron designation had not been removed from the drawing. The practice of using Disney-designed cartoon characters was quite common throughout the fleet, but the Navy was strict on adherence to the copyright provisions.

Nickname: Midnite Mariners, 1944–1945.

Chronology of Significant Events

1 Oct 1942: VP-203 was established at NAS Norfolk, Va., as a medium seaplane patrol squadron flying the PBM-3C Mariner. While in training the squadron came under the operational control of PatWing-5. The squadron complement was 15 aircraft, three of which were spares.

10 Dec 1942–Feb 1943: A six-aircraft detachment of the squadron flew to NS San Juan, P.R., for a period of shakedown and ASW training, coming under the operational control of FAW-11. The remainder of the squadron joined the detachment at intervals over the next two weeks. The squadron's first operational loss occurred on 31 December 1942 when Lieutenant (jg) E. M. Vogel crashed on takeoff in San Juan Bay, killing three of the crew. When aviation gasoline supplies ran short at San Juan, six aircraft were sent to Guantanamo Bay, Cuba, for training on 31 January 1943. In February the squadron was transferred back to NAS Norfolk, Va. All of the aircraft arrived at Norfolk by 1 March, ready for return to operational status.

1 Mar–Jun 1943: VP-203 commenced regular operational duties under the operational control of FAW-5, escorting convoys and conducting ASW patrols. The first attack on a U-boat took place on 10 June 1943, but with negative results due to a defective bomb-release mechanism.

17 Jun 1943: The squadron's PBM-3Cs underwent conversion to the "S" or "stripped" model. Turrets, armor plate and other extraneous gear were removed to make room for extra fuel and to lighten the aircraft to enable a greater range on patrols.

18 Jul 1943: Lieutenant Commander Morris D. Burns relieved Lieutenant Commander James R. Reedy as the squadron's commanding officer. Commander Reedy and approximately half of the squadron pilots and plane crews detached to form a new PB4Y Liberator squadron, VB-110. Four crews from VP-209 and five from VP-211 were transferred to VP-203 to bring it back up to full manning.



Squadron personnel with their PBM-3 in the background, 80-G-37118 (Courtesy Captain Jerry Mason, USN).



Squadron PBM-3Cs at NAS San Juan, 12 March 1943, 80-G-28394 (Courtesy Captain Jerry Mason, USN).

1–25 Sep 1943: Attacks were made on U-boats on 1 and 4 September. Both obtained negative results. On 25 September, the squadron moved to a new home port at NAS Floyd Bennett Field, N.Y., placing the squadron under the operational control of FAW-9. Its principal duties remained the same as before, ASW and convoy escort.

4 Oct 1943: VP-203 received orders to deploy to NAF Aratu, Bahia, Brazil, to relieve VP-74. The squadron was then placed under the operational control of FAW-16. The squadron's aircraft continued to arrive at Aratu through 23 November, a detachment of five aircraft was formed and sent to NAF Natal, Brazil, for advanced base operations. This group conducted sweeps out to 600 miles from shore.

5 Jan 1944: While on patrol Lieutenant S. V. Brown sighted a suspicious-looking merchant vessel. Subsequent investigation proved that the ship was actually the German blockade runner *Burgenland*. *Omaha* (CL 4) and *Jouett* (DD 396) were dispatched to the scene and sank the ship after a running gun battle.

16 Jan 1944: VP-203 relocated its administrative headquarters to NAF Galeao, Rio de Janeiro, Brazil, with one detachment. One squadron detachment remained at NAF Natal and another at NAF Aratu, Brazil. The Aratu detachment rejoined the squadron at Galeao on 23 January.

4 Apr 1944: A U-boat was spotted on the surface at night using the wing-mounted Leigh searchlight. The aircraft made a strafing run, forcing the submarine to crash dive, but with negative results.

21 Apr 1944: Lieutenant (jg) W. N. Britton and his crew spotted 20 British sailors adrift in a small life raft, survivors of a torpedoed merchantman. Ironically, none of the 20 sailors in the raft had been harmed during their ordeal until Britton's crew dropped supplies of food and water directly on the raft, knocking one man unconscious. The victims were safely picked up a short time later.

16 May 1944: The Natal detachment relocated to Aratu, then on to Florianopolis, Brazil, for advanced base operations. Tender support was provided by *Matagorda* (AVP 22). These operations were discontinued on 30 July, and they rejoined the Aratu detachment. On 14 August the remainder of the squadron, including the headquarters group, joined the detachment at Aratu. One detachment remained at Galeao until 5 November.

20 Jul 1944: The squadron's second operational loss occurred when Lieutenant Livio DeBonis and his crew failed to return from a routine patrol. A merchant ship later confirmed that an aircraft crashed, with no survivors, at coordinates matching DeBonis' patrol sector.

4 Oct 1944: Four VPB-203 crews were detached from the squadron and ordered to duty at NAS Corpus Christi, Texas. The losses were not filled, decreasing the squadron aircraft complement from 15 to a total of 9.

21 Nov 1944: One of the squadron aircraft was lost en route from Natal to Aratu during an intense tropical thunderstorm. Aircraft wreckage, an oil slick and empty life rafts were found at sea, but no survivors.

5 Jan 1945: A detachment of aircraft was sent to NAF Aratu, Bahia, Brazil, with tender services provided by *Rehoboth* (AVP 50) and later *Matagorda* (AVP 22). A second detachment was formed on the 21st at Bahia based on *Rockaway* (AVP 29) and a third detachment was sent to Natal, Brazil.

29 May 1945: VPB-203 was relieved for return to San Juan, P.R., where all of the squadron aircraft were turned over to HEDRON-11. Squadron personnel were transported aboard *U. S. Grant* (AP 29) to New Orleans, La., then by train to NAS Norfolk, Va., where the squadron was disestablished on 30 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Oct 1942

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NS San Juan, P.R.	Dec 1942
NAS Norfolk, Va.	1 Mar 1943
NAS Floyd Bennett Field, N.Y.	25 Sep 1943
NAF Aratu, Brazil	4 Oct 1943
NAF Galeo, Brazil	16 Jan 1944
NAF Aratu, Brazil	14 Aug 1944
NS San Juan, P.R.	29 May 1945
NAS Norfolk, Va.	Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John W. Gannon	1 Oct 1942
LCDR James R. Reedy	1 Apr 1943
LCDR M. D. Burns	18 Jul 1943
LCDR Robert W. Robbins	15 Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Oct 1942
PBM-3S	Jun 1943



A PBM at a Brazilian air station, circa 1945, 80-G-K-5330.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
10 Dec 1942	1 Mar 1942	FAW-11	San Juan	PBM-3C	Carib
4 Oct 1943	*	FAW-16	Aratu	PBM-3S	SoLant
16 Jan 1944	*	FAW-16	Galeao	PBM-3S	SoLant
16 Jan 1944	*	FAW-16	Natal	PBM-3S	SoLant
16 May 1944	*	FAW-16	Florianopolis <i>Matagorda</i> (AVP 22)	PBM-3S	SoLant
14 Aug 1944	*	FAW-16	Aratu	PBM-3S	SoLant
5 Jan 1945	*	FAW-16	Bahia <i>Rehoboth</i> (AVP 50) <i>Matagorda</i> (AVP 22)	PBM-3S	SoLant
5 Jan 1945	*	FAW-16	Bahia <i>Rockaway</i> (AVP 29)	PBM-3S	SoLant
5 Jan 1945	29 May 1945	FAW-16	Natal	PBM-3S	SoLant
29 May 1945	Jun 1945	FAW-11	San Juan	PBM-3S	Carib

* Continued combat deployment in South America, moving from base to base.



Humboldt (AVP 21) tending a PBM at Bahia, Brazil, April 1945, NH-78793.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5 [†]		1 Oct 1942
FAW-11		Dec 1942
FAW-5		1 Mar 1943
FAW-9		25 Sep 1943
FAW-16		4 Oct 1943
FAW-11		29 May 1945
FAW-5		15 Jun 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
[†] Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.		

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBM-3C in flight, 28 May 1943, 80-G-66473 (Courtesy Captain Jerry Mason, USN).

VPB-206

Lineage

Established as Patrol Squadron TWO HUNDRED SIX (VP-206) on 15 November 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED SIX (VPB-206) on 1 October 1944.

Disestablished on 4 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Nov 1942: VP-206 was established at NAS Norfolk, Va., under the operational control of FAW-5 as a medium seaplane squadron flying the PBM-3C Mariner. On 21 January 1943 the squadron was transferred to NAS Charleston, S.C., for advanced training in bombing, gunnery, navigation and ASW. The squadron then operated with its full complement of PBM-3C aircraft equipped with the ASV Mark II radar.

1 Apr 1943: VP-206 was transferred to NAS Coco Solo, C.Z., under the operational control of FAW-3. The squadron aircraft were loaded with as much of the squadron gear and personnel as possible. The remainder of the equipment, supplies and personnel were shipped aboard *Rockaway* (AVP 29), arriving on 8 April. Duties consisted of antishipping patrols, convoy coverage sweeps and shipping barrier patrols. On 1 June detachments were established at Salinas, Ecuador and Seymour Islands, Galapagos.

Jul-Aug 1943: The Galapagos detachment was relieved, and a detachment was sent to NAF Portland Bight, Jamaica, B.W.I.

7 Sep 1943: A detachment was sent to Corinto, Nicaragua. The rest of the squadron joined the detachment at Corinto on 5 February 1944.

24 Apr 1944: VP-206 was relieved at Corinto, Nicaragua, for return to Key West, Fla., coming under the operational control of FAW-5. Upon arrival, the squadron began an intensive ASW refresher course. The squadron's PBM-3C aircraft were retrofitted to the S or stripped, designation—removing armor plate, gun turrets and all extraneous gear to lighten the Mariners and increase range and speed.

7 May 1944: The squadron received orders to transfer to Quonset Point, R.I., under the operational control of FAW-9. VP-206 commenced convoy coverage and patrol sweeps over the Atlantic convoy approaches to the northeastern U.S. Five PB-5 Catalinas were added to the squadron's complement of aircraft during its stay at Quonset Point.

15 Jan 1945: VPB-206 was transferred to NAAS Elizabeth City, N.C., under the operational control of FAW-5. The Catalina aircraft were turned in before the transfer went into effect.

22 May 1945: After 30 months of operation without the loss of single aircraft, fate caught up with VPB-206. A severe hurricane struck North Carolina before any of the squadron aircraft could be flown out. Every one of the 12 aircraft at NAAS Elizabeth City were damaged, all but one severely, putting the squadron temporarily out of commission.

4 Jun 1945: VPB-206 was disestablished at NAAS Elizabeth City, N.C.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Nov 1942
NAS Charleston, S.C.	21 Jan 1943
NAS Coco Solo, C.Z.	1 Apr 1943
NAS Key West, Fla.	24 Apr 1944
NAS Quonset Point, R.I.	7 May 1944
NAAS Elizabeth City, N.C.	15 Jan 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Patrick Henry	15 Nov 1942
LT Harry E. Cook, Jr.	23 Jun 1943
LCDR Elwood N. Chase II	28 Oct 1943
LCDR William G. Logan, Jr.	31 May 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3	Nov 1942
PBM-3C	Jan 1943
PBY-5	Jul 1943 (temporary)
PBM-3S	Apr 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Apr 1943	5 Feb 1944	FAW-3	Coco Solo <i>Rockaway</i> (AVP 29)	PBM-3C	Carib
5 Feb 1944	24 Apr 1944	FAW-3	Corinto	PBM-3C	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Nov 1942
FAW-3		1 Apr 1943
FAW-5		24 Apr 1944
FAW-9		7 May 1944
FAW-5		15 Jan 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

A beaching crew prepared to haul a PBM-3S out of the water, circa 1944-1945, 80-G-K-14892.



VPB-207

Lineage

Established as Patrol Squadron TWO HUNDRED SEVEN (VP-207) on 1 December 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED SEVEN (VPB-207) on 1 October 1944.

Disestablished on 26 June 1945.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 16 December 1943, while it was still designated VP-207. The design featured an alligator holding a flaming bomb. No examples of the design exist in the records. Colors are unknown.

Nickname: None on record.

Chronology of Significant Events

1 Dec 1942: VP-207 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3C Mariner under the operational control of FAW-5. Training and aircraft familiarization was conducted through mid-January 1943.

22 Jan–Feb 1943: VP-207 was transferred to NS San Juan, P.R., under the operational control of FAW-11. After three weeks the squadron was transferred to NAAF Salinas, Ecuador. A detachment was sent to NAAF Galapagos, Seymour Island, Ecuador, arriving on 11 February 1943. The squadron flew patrol between Salinas, the Galapagos Islands and Corinto, Nicaragua. During the first month at Salinas, three crews and aircraft were on detached duty to NAS Jamaica, B.W.I., to assist in ASW “hot spot” searches.

13 May 1943: Lieutenant (jg) William Beyer and crew made a forced landing at sea two miles from San Juan, P.R. The aircraft sank, but no crewmen were injured.

15 Mar 1944: Crew P-42 with PPC Lieutenant Richard Boehme spotted a U-boat on the surface at 2319 hours and began circling for a favorable position preparatory to a bombing run. AA fire from the submarine damaged the aircraft before an attack could be made and wounded Ensign Douglas K. Kelsey. The aircraft returned safely to base. On 17 March what was suspected to be the same submarine was attacked at 0227 hours by crew P-50, flown by Lieutenant (jg) Bowen S. Larkins, with negative results. A third crew, P-44, spotted the same submarine on the same night at 0347 hours, but made no bombing run or exchange of gunfire. The pilot was later admonished by Commander Panama Sea Frontier for failure to engage the enemy.

16 Apr 1944: Lieutenant Wilson Van Alst, Jr., and crew made a forced night landing at sea after losing the port engine while on convoy escort duty. The aircraft was safely ditched 200 miles northeast of NAS Coco Solo, C.Z. The Mariner quickly sank, but all of the crew exited the aircraft without injury, spending 18 hours in life rafts before rescue the next day.

17 May 1944: VP-207 was relieved for return to NAS Key West, Fla. The squadron engaged in ASW training through 6 June 1944.

6 Jun 1944: Upon completion of the advanced ASW training syllabus, the squadron was transferred to NAS Bermuda, operating under the operational control of FAW-9, Bermuda Air Group. Duties consisted of training flights and convoy patrols.

20 Aug 1944: Lieutenant (jg) Stanley C. Smith and seven crewmen were killed in a crash approximately 25 miles north of Bermuda while on an ASW practice bombing hop. Cause of the crash was unknown.

16–26 Jun 1945: VPB-207 received orders to disestablish. The squadron assets were turned over to HEDRON-9 at NAS Bermuda, and the personnel boarded *Matagorda* (AVP 22) for return to NAS Norfolk, Va. On 26 June 1945 the squadron was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Dec 1942
NS San Juan, P.R.	22 Jan 1943
NAAF Salinas, Ecuador	14 Feb 1943
NAS Key West, Fla.	17 May 1944
NAS Bermuda, B.W.I.	6 Jun 1944
NAS Norfolk, Va.	16 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR F. G. Raysbrook	1 Dec 1942
LCDR Charles M. Brower	2 Aug 1943
LCDR R. G. Touart	6 Aug 1943
LCDR E. H. Seiler, Jr.	28 July 1944
LCDR Kenneth E. Wright	13 Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Jan 1943
PBM-3S	Aug 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
22 Jan 1943	11 Feb 1943	FAW-11	San Juan	PBM-3C	Carib
11 Feb 1943	17 May 1944	FAW-11	Salinas	PBM-3C/3S	Pac
6 Jun 1944	16 Jun 1945	FAW-9	Bermuda	PBM-3S	Lant

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Dec 1942
FAW-11		28 Jan 1943
FAW-3 & 6th U.S. Army Bomber Command		20 Jun 1943
FAW-5		17 May 1944
FAW-9		6 Jun 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-209

Lineage

Established as Patrol Squadron TWO HUNDRED NINE (VP-209) on 1 January 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED NINE (VPB-209) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 17 December 1943, while still designated VP-209. The central figure in the design was the comic character



The squadron's cartoon insignia.

Bugs Bunny. The men of the squadron had chosen this cartoon personality because they felt his philosophy "... suited the philosophy of the squadron. That is to say, they are a happy-go-lucky, carefree bunch of fun-loving young fliers who can become serious, businesslike implementers of war to bring swift, accurate death from the sky when the occasion arrives ... [the] rabbit flying down on a swift eagle releasing his depth charges portrays both sides of the character of the pilots of this squadron." Colors: bottom of circle, blue; eagle, blue with darker blue outlines; eagle head and wing tips, white; beak and claws, yellow; top of circle, red; rabbit, gray; rabbit hat, white; bombs, gray; star on eagle's head, white with blue outline.

Nickname: none on record.

Chronology of Significant Events

1 Jan–Aug 1943: VP-209 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3C Mariner under the operational control of FAW-5. Training and aircraft familiarization continued through mid-July 1943, when the squadron was relocated to NAAS Harvey Point, N.C., for shakedown training under Transitional Training Squadron Atlantic. On 9 August the squadron was transferred to NAS Quonset Point, R.I., training in advanced antisubmarine warfare tactics by Air Antisubmarine Development Detachment Atlantic.

23 Aug 1943: VP-209 was returned to Breezy Point, NAS Norfolk, Va., for commencement of convoy coverage patrols off the East Coast of the U.S. There were no enemy contacts during this period.

30 Dec 1943: The squadron complement of aircraft was increased from 12 to 15 PBM-3S aircraft.

2 Feb 1944: VP-209 was transferred to NAAF Salinas, Ecuador, where security patrols were flown in the Pacific sector of the Panama Sea Frontier. Three daily patrols were flown between Salinas, and Galapagos Islands, Ecuador and Corinto, Nicaragua.

14 Jul 1944: Lieutenant (jg) Robert C. Carlson and his crew made a forced landing at sea during a night mission due to fuel system failure. The aircraft was a total loss, but no serious injuries to the crew resulted from the ditching.

16 Jul 1944: Lieutenant Robert D. Spannuth and his crew crashed at sea during a night mission while investigating a possible surface target with their searchlight. The aircraft and crew were lost.

Oct 1944: VPB-209 was reduced from 12 to 9 aircraft, with three crews and aircraft being transferred to VPB-99.

28 Feb 1945: The squadron administrative headquarters were transferred from NAS Coco Solo, C.Z., to the Galapagos Islands, Ecuador, with tender support provided by *Albemarle* (AV 5). During the deployment the squadron anchored in Tagus Cove, Isabella Island, Galapagos Islands. The headquarters remained at this site until 30 May 1945. There were no enemy contacts during this period.

31 May 1945: Orders were received to turn all of the squadron's aircraft to HEDRON-3 at NAS Coco Solo, C.Z., and proceed aboard *Sangamon* (CVE 26) to NAS Norfolk, Va., for disestablishment.

20 Jun 1945: VPB-209 was disestablished at NAS Norfolk, Va.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Jan 1943
NAAS Harvey Point, N.C.	15 Jul 1943
NAS Quonset Point, R.I.	9 Aug 1943
NAS Norfolk, Va.	23 Aug 1943
NAAF Salinas, Ecuador	2 Feb 1944
NAS Coco Solo, C.Z.	Oct 1944
Galapagos Islands, Ecuador	28 Feb 1945
NAS Coco Solo, C.Z.	31 May 1945
NAS Norfolk, Va.	Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William E. Shafer	1 Jan 1943
CDR Raymond S. Thompson, Jr.	5 Apr 1944
LCDR Harold P. Gerdon	9 Oct 1944

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PBM-3C	Feb 1943
	PBM-3S	Sep 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
2 Feb 1944	28 Feb 1945	FAW-3	Salinas	PBM-3S	Pac
28 Feb 1945	30 May 1945	FAW-3	Galapagos Albemarle (AV 5)	PBM-3S	Pac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Jan 1943
FAW-9		1 Sep 1943
FAW-3		22 Jan 1944
FAW-5		Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-210

Lineage

Established as Patrol Squadron TWO HUNDRED TEN (VP-210) on 15 January 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED TEN (VPB-210) on 1 October 1944.

Disestablished on 10 July 1945.

Squadron Insignia and Nickname

The insignia for VP/VPB-210 was approved by CNO on 18 August 1944. The design was drawn up after the squadron had been in service for a year with 17 of its members killed in action. The symbolism was "... wings of the naval aviators to provide a dignified

Chronology of Significant Events

15 Jan 1943: VP-210 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3C Mariner under the operational control of FAW-5. Ground training for the squadron continued through April, with aircraft familiarization training given with crews alternating at Banana River, Fla. Ground and flight training was completed in August, and the squadron was transferred to NAS Quonset Point, R.I., on 9 August for advanced antisubmarine training. Training was completed with shakedown at NAAS Harvey Point, N.C., from 25 August through 10 September 1943.

11 Aug 1943: The first section of six VP-210 aircraft was transferred to NAS Guantanamo Bay, Cuba. Duties consisted of convoy coverage, antisubmarine sweeps and rescue missions. The squadron's first casualties occurred on the 18th, when Lieutenant (jg) Joseph P.



The squadron's insignia.

symbolic background. . . . Crossed behind the wings is the dreaded flatnose bomb, with which the anti-submarine patrols deliver their deadly blows. The two cards, in addition to representing the squadron numbers, are the best possible hand that can be held playing Casino. The black of the deuce of spades represents the night, in which most of our squadron operations have been carried out, and the red of the ten of diamonds represent the blood of our squadron members who have died for their country." Colors: bomb, gray with black outlines; wings, gold; two of spades, black and white; ten of diamonds, red and white.

Nickname: None on record.

Willetts and his crew crashed while training with a friendly submarine 12 miles south of Montauk Point, Long Island. All hands were lost.

12 Oct 1943: Lieutenant (jg) Daniel T. Felix, Jr., and the crew of P-9 made a radar contact at night with a surface target during coverage of the Guantanamo-Trinidad convoy. The U-boat submerged after flares were dropped, but reappeared a second time. Lieutenant Felix and his crew were opposed by intense AA fire from the submarine, which submerged again before a bombing attack could be made.

Oct-Dec 1943: A three-aircraft detachment of USAAF 23d Antisubmarine Squadron (Heavy) was attached to VP-210 for ASW operations in the Caribbean.

This detachment flew the B-25 Mitchell medium bomber equipped with 75-mm cannon. The PBM aircraft of VP-210 were to locate the U-boats and illuminate them with flares for the B-25s. Unfortunately, no enemy contacts developed to test the effectiveness of this unique tactic.

1 Nov 1943: A five-aircraft detachment was based at Great Exuma, B.W.I., remaining until relieved by VP-32 in December. The detachment relieved VP-32 again from 30 June through 23 August 1944.

26 May 1944: Lieutenant J. F. Slavic and his crew made a forced landing during patrol due to a loose engine cowling. After landing safely and securing the cowl, the aircraft lost one engine during the takeoff. In the subsequent crash, the crew safely exited the sinking aircraft. All hands were rescued after 11 hours.

1 Jul 1944: Lieutenant Francis Gerli collided with the crash boat during takeoff at Great Exuma, B.W.I., resulting in an explosion which destroyed the boat and the aircraft. Six personnel in the aircraft were killed in the accident, with five more seriously injured.

4 Oct 1944: The squadron was reduced from 12 aircraft to 9 aircraft, with 14 combat aircrews. Personnel and aircraft detached from the squadron were sent to VPB-99.

Nov 1944: Two VPB-210 Mariners were fitted with two L8 searchlights apiece. Four of the squadron's crews were given training in use of the lights.

17 Jun–10 Jul 1945: Operations were discontinued at NAS Guantanamo Bay, Cuba, and preparations

were begun for disestablishment of the squadron. Aircraft were flown to NAS San Juan, P.R., and turned over to HEDRON-11. On 2 July 1945, the entire squadron boarded *Rehoboth* (AVP 50) for transportation to NAS Norfolk, Va. On 10 July 1945, the squadron was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Jan 1943
NAS Guantanamo Bay, Cuba	11 Aug 1943
NAS Norfolk, Va.	2 Jul 1945

Commanding Officers

	<i>Date Assumed Command</i>
LT William J. Scarpino	15 Jan 1943
LCDR F. W. Sheppard	18 Jan 1943
LCDR Harry L. Harty, Jr.	1 Apr 1944
LCDR V. G. Holzapfel	25 Feb 1945
LCDR John S. Reef	10 Jun 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Feb 1943
PBM-3S	Aug 1943

Squadron PBM-3s in formation off the coast of Cuba.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Aug 43	17 Jun 45	FAW-11	Guantanamo	PBM-3S	Carib
1 Nov 43	23 Aug 44	FAW-11	Great Exuma	PBM-3S	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Jan 1943
FAW-11		11 Aug 1943
FAW-5		2 Jul 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBM-3 being prepared for hoisting aboard Albemarle (AV 5) at Guantanamo Bay, 5 January 1945, 80-G-304427 (Courtesy Captain Jerry Mason, USN).



A squadron PBM-3 being hoisted aboard Albemarle (AV 5) at Guantanamo Bay, 5 January 1945, 80-G-304428 (Courtesy Captain Jerry Mason, USN).

VPB-211

Lineage

Established as Patrol Squadron TWO HUNDRED ELEVEN (VP-211) on 15 February 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED ELEVEN (VP-211) on 1 October 1944.

Disestablished on 14 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Feb 1943: VP-211 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3C Mariner under the operational control of FAW-5. Training continued at Norfolk through May. Shakedown training was conducted at NAAS Elizabeth City, N.C., commencing on 21 May 1943.

7 Aug 1943: Lieutenant (jg) E. C. Scully and crew attacked and damaged a surfaced U-boat off the coast near Elizabeth City, N.C. On the first and second bomb run, the bomb release malfunctioned. By the third bombing run the submarine was below the surface.

The manual release was used and the U-boat was blown back to the surface. Lieutenant (jg) Scully made several strafing passes on the damaged submarine, but one after another of his aircraft's machine guns froze up until only the tail gun, firing single shots, remained. By this time the heavy AA fire from the U-boat had severely damaged the hull of the Mariner. Scully was forced to leave the area before leaking fuel tanks forced him down. He managed to land safely and beach the aircraft on a spit of sand before it sank.

25 Aug 1943: A detachment of eight crews was sent to NAS Quonset Point, R.I., for advanced ASW warfare training at AsDevLant, returning on 25 September.

27 Sep 1943: VP-211 received orders to deploy to NAF Aratu, Bahia, Brazil. The squadron's last section of four aircraft arrived at Aratu on 16 October and relieved VP-74, coming under the operational control of FAW-16. VP-211 became a part of Task Force 44, an integral part of the Fourth Fleet. A detachment of six aircraft was maintained at Governor's Island, NAF Galeao, Rio de Janeiro, Brazil, due to the distance of Aratu from the "slot" where U-boat hunting was so abundant. The slot was the area where the U-boats traversed the Atlantic from north to south via a regular route. On 12 November the squadron shifted its headquarters to Galeao for a three-month period, leaving a three-aircraft detachment at Aratu. NAF Galeao, while nearer to the hunting area, had primitive living condi-



A squadron PBM-3 being beached at Galeao, Brazil, 17 December 1943, 80-G-56943 (Courtesy Captain Jerry Mason, USN).

tions and frequently was shrouded in early morning fog. The squadron's first searchlight mission was conducted in February, and from that time on, nearly all of the squadron's patrols were conducted at night.

Jan 1944: The squadron's 14 to 16 hour patrols began to take their toll on the aircraft. Maintenance facilities in the area were very basic, so engine changes were made at sea off Florianapolis, Brazil. Engine changes were made in four sections of three aircraft each, with one Mariner undergoing the change, while the second stood by to assist in the maintenance, with the third hauling supplies, gasoline, personnel and food.

12 Jan 1944: The squadron suffered its first operational loss during a training exercise when Ensign Thomas E. Donahue and crew P-8 dropped a depth charge from too low an altitude. The munitions exploded near the tail, causing the plane to crash and burn. Crew P-4 landed immediately and rescued five critically injured survivors from the water.

10 Jun 1944: VP-211 was relocated to NAF Natal, Brazil, the equal of Galeao in terms of primitive living conditions. In addition, the operating area of the seaplane base at NAF Parnamirim Field was located on the Potengy River 18 miles down river from the crews' quarters. The primary duties while at this location consisted of barrier sweeps, which were plots predicated on the relative movement of German submarines conducted at distances approximately 800 miles from base.

28 Sep 1944: Crew P-4 located a surfaced U-boat by radar and was driven off by the heavy AA fire before an attack could be made. An accurate fix on the location of the submarine was made, and on 29 September two VB-107 aircraft flown by Lieutenants E. A. Krug and J. T. Burton made a coordinated attack on *U-863*, Kapitänleutnant Dietrich von der Esch commanding. The U-boat was found in the same vicinity as the sighting made by VP-211 on the previous day. The sinking was confirmed by postwar review of enemy records.

29 Sep 1944: VP-211 was reduced in size from 12 aircraft to 9; these aircraft and personnel were sent to join VPB-98 at NAS Corpus Christi, Texas.

21 Nov 1944: The squadron's second operational loss occurred when Lieutenant Robert H. Lind and crew P-2, while on patrol between Natal and Aratu, encountered a violent thunderstorm and crashed into the sea, losing all hands.

Jan 1945: VPB-211 was temporarily based aboard *Matagorda* (AVP 22) at Bahia Bay to assist in the training of the ship's crew in handling seaplanes at advanced bases.

Feb 1945: VPB-211 was temporarily based aboard *Rehoboth* (AVP 50) at Bahia Bay to assist in the training of the ship's crew in handling seaplanes at advanced bases.

1–31 Mar 1945: The squadron was temporarily based aboard *Rockaway* (AVP 29) for advanced base training.

Apr 1945: VPB-211 was based aboard *Humboldt* (AVP 21) at Bahia Bay to assist in the training of the ship's crew in handling seaplanes at advanced bases. The squadron personnel speculated that all this training might be in preparation for the imminent transfer of VPB-211 to the Pacific theater of operations.

16 May 1945: Convoy patrols were discontinued. On 24 May orders were received to turn over the squadron's aircraft to HEDRON-11 at NAS San Juan, P.R., and proceed to NAS Norfolk, Va., for disestablishment.

14 Jun 1945: VPB-211 was disestablished at NAS Norfolk, Va.

Home Port Assignments

Location	Date of Assignment
NAS Norfolk, Va.	15 Feb 1943
NAAS Elizabeth City, N.C.	21 May 1943
NAF Aratu, Bahia, Brazil	27 Sep 1943
NAF Galeao, Brazil	12 Nov 1943
NAF Aratu, Bahia, Brazil	Jan 1944
NAF Natal, Brazil	10 Jun 1944
Bahia Bay, Brazil	1 Jan 1945
NAS Norfolk, Va.	24 May 1945



Squadron PMB-3s in formation flight in Brazil, December 1943.

Commanding Officers

	Date Assumed Command
LCDR L. W. Mang	19 Feb 1943
LCDR C. Fink Fischer	18 Aug 1943

Commanding Officers—Continued

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LCDR D. C. Rumsey II	28 Aug 1944	PBM-3C PBM-3S	May 1943 Jun 1943

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 Sep 1943	*	FAW-16	Aratu	PBM-3S	SoLant
16 Oct 1943	*	FAW-16	Galeao	PBM-3S	SoLant
10 Jun 1944	*	FAW-16	Natal	PBM-3S	SoLant
Jan 1945	Apr 1945	FAW-16	Bahia Bay <i>Matagorda (AVP 22)</i> <i>Rehoboth (AVP 50)</i> <i>Rockaway (AVP 29)</i> <i>Humboldt (AVP 21)</i>	PBM-3S	SoLant

* Continued combat deployment in South Atlantic, moving from base to base.



Squadron PBM-3s in formation over the Brazilian naval dockyard at Rio de Janeiro, December 1943, NH-94610.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Feb 1943
FAW-16		27 Sep 1943
FAW-5		16 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBM-3 in flight in Brazil.

VPB-212

Lineage

Established as Patrol Squadron TWO HUNDRED TWELVE (VP-212) on 15 March 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED TWELVE (VPB-212) on 1 October 1944.

Disestablished on 15 May 1946.

Squadron Insignia and Nickname

The squadron's only official insignia was approved by CNO on 25 February 1946, while it was designated VPB-212. The original submission, forwarded to BuAer



The squadron's cartoon insignia.

in 1944, was disapproved by CNO as being too cartoonish and not in keeping with the dignity of the Navy. The later, almost identical design featured a fox in boots, standing on a cloud while holding a spy-glass in one paw and a depth charge in the other. Colors: background, yellow; fox, reddish brown with white jowls and chest; nose, black; eyes, white with black pupils; tongue, red; mouth, black; boots, black; bomb, marine green; spy glass, marine green with blue green lens.

Nickname: None on record.

Chronology of Significant Events

15 Mar–Sep 1943: VP-212, a medium seaplane squadron flying the PBM-3S Mariner, was established at NAS Norfolk, Va., under the operational control of

FAW-5. Ground school and flight training continued at Norfolk through September. Since 90 percent of the flight crews had no flying experience in the PBM aircraft, most of the officers in the unit were sent to NAS Banana River, Fla., for the three-month course, while 10 percent took the shorter three-week course. On 11 August the squadron was relocated to NAAS Harvey Point, N.C., for shakedown. On 25 August the squadron was sent to the AsDevLant at NAS Quonset Point, R.I., for advanced training in ASW and use of radar. The squadron returned to Harvey Point on 10 September for completion of flight training.

24 Sep 1943: The squadron suffered its first operational losses when Lieutenant William J. Walker, the squadron executive officer, and five members of his crew were killed in a crash while attempting a night landing at NAAS Harvey Point, N.C., in stormy weather.

30 Sep 1943: VP-212 was transferred to NAS San Juan, P.R., under the operational control of FAW-11. Duties at this location consisted of convoy coverage and ASW sweeps. A detachment was maintained at NAF Antigua, B.W.I. The primary function of the squadron was to block the entrances to the Caribbean used by the convoys and their predators, the U-boats. Sweeps were flown north and south of Mona Passage, and north and south of Anegada Passage.

17 Dec 1943: Lieutenant H. M. Whaling and crew were providing night convoy coverage for transports en route to Curacao, N.W.I., when they approached what they believed to be one of the escort vessels. As it turned out, they had approached a surfaced U-boat and were driven off by intense AA fire before an attack run could be made. Although not successful in sinking the submarine, the aircraft did interrupt the firing plot the U-boat commander was preparing to execute on the Spanish tanker *Campestra*.

1 Apr 1944: Lieutenant (jg) G. R. Gregory and crew attacked a surfaced U-boat northeast of Puerto Rico in broad daylight. Although a perfect straddle of depth charges was made, damage was assessed as minimal. The sonobuoys dropped on the second run had failed to work due to dead batteries, a recurrent problem in the tropics.

27 May 1944: The squadron was relocated to NAF Port of Spain, Trinidad, B.W.I., with a detachment maintained at NAF Esquibo, British Guyana. In August, continuous coverage of convoy traffic was discontinued. One unusual duty assigned the squadron during this period was searching for U.S. Navy mines that had broken loose from their moorings and drifted into the shipping lanes. *Pelican* (AVP 6) served as the advanced base at NAF Paramaribo and NAF Esquibo, British Guyana, until relieved by *Thrush* (AVP 3) in November 1944.

12 Jan 1945: VPB-212 was relocated back to NAS San Juan, P.R., with a detachment maintained at NAS Guantanamo Bay, Cuba.

4 Apr 1945: VPB-212 was transferred to NAS Quonset Point, R.I., under the operational control of FAW-9, relieving VPB-84. Duties at this location consisted of convoy coverage and ASW sweeps. These activities were discontinued with the receipt of a dispatch on 21 May and training flights only were scheduled.

30 May–Jun 1945: VPB-212 began transferring its aircraft in sections of four to Harvey Point, N.C., coming under the operational control of FAW-5. Upon arrival of the last crew on 4 June the entire squadron was given home leave through the 15th. Upon return, the squadron was issued new PBM-5E aircraft. A period of reforming and retraining in navigation, communications and recognition began. Day and night familiarization hops were flown, and target practice on gunnery sleeves was conducted.

19 Jul–13 Aug 1945: VPB-212 was transferred to NAS Norfolk, Va. When the last of the squadron's three sections arrived on 24 July, all of the squadron personnel were granted leave through 13 August.

25 Aug 1945–Mar 1946: VPB-212 was transferred to NAS Alameda, Calif., under the operational control of FAW-8. On 27 August the squadron was sent to NAS Whidbey Island, Wash., on temporary duty. The squadron had barely begun training when the war ended and orders were received to begin demobilizing officers immediately, leaving inexperienced personnel to carry on. New replacement crews were often demobilized before they reached operational capability. The situation did not improve until March 1946, when 10 crews were certified as ready for operations.

15 May 1946: VPB-212 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Mar 1943
NAAS Harvey Point, N.C.	11 Aug 1943
NAS San Juan, P.R.	30 Sep 1943
NAF Port of Spain, Trinidad, B.W.I.	27 May 1944
NAS San Juan, P.R.	12 Jan 1945
NAS Quonset Point, R.I.	4 Apr 1945
NAAS Harvey Point, N.C.	30 May 1945
NAS Norfolk, Va.	19 Jul 1945
NAS Alameda, Calif.	25 Aug 1945
NAS Whidbey Island, Wash.	27 Aug 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR C. E. Robertson	15 Mar 1943
LCDR J. M. Kipp	17 Sep 1943
LCDR N. R. Lincoln	5 Mar 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3S	Mar 1943
PBM-5E	May 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
30 Sep 1943	*	FAW-11	San Juan	PBM-3S	Carib
27 May 1944	*	FAW-11	Trinidad	PBM-3S	Carib
27 May 1944	*	FAW-11	Esquibo	PBM-3S	Carib
			<i>Pelican (AVP 6)</i>		
			<i>Thrush (AVP 3)</i>		
12 Jan 1945	4 Apr 1945	FAW-11	San Juan	PBM-3S	Carib

* Continued combat deployments in the Caribbean, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Mar 1943
FAW-11		30 Sep 1943
FAW-9		4 Apr 1945
FAW-5		30 May 1945
FAW-8		25 Aug 1945
FAW-6		27 Aug 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-213

Lineage

Established as Patrol Squadron TWO HUNDRED THIRTEEN (VP-213) on 1 October 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED THIRTEEN (VPB-213) on 1 October 1944.

Disestablished on 10 July 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Oct–Nov 1943: VP-213, a medium seaplane squadron flying the PBM-3S Mariner, was established at NAS Norfolk, Va., under the operational control of FAW-5. Training for squadron personnel commenced on 2 October 1944 at NAAS Harvey Point, N.C., and continued through the end of November. Twenty-eight of the assigned pilots were PBM qualified when reporting aboard. These officers assisted in training the remaining 15 new pilots by distributing them among the more experienced crews.

12 Dec 1943: The squadron's first operational loss occurred during a night training flight with a crew of 12 enlisted and four officers aboard. The aircraft, piloted by Lieutenant (jg) Lincoln G. Nordby, vanished without a trace, despite the efforts of 21 aircraft searching the sector over a two-day period. All hands were presumed lost.

18 Dec 1943: VPB-213 was transferred to NAS Key West, Fla., under the operational control of FAW-12 and brought to operational status with ASW patrols and coverage of the convoy lanes off the East Coast.

1 Jan 1944: The squadron was transferred to Nassau, Bahamas, for advanced base operations with tender support provided by *Christiana* (YAG 32). On 12 February a detachment was sent to NAAS Great Exuma, B.W.I., for night patrols due to inadequate lighting facilities at Nassau.

26 Jan 1944: The squadron suffered another night operational loss when aircraft P-3, flown by Lieutenant (jg) B. C. Herod, landed in an ammunition dump on Fleming Key, NAS Key West. The flight crew was using a flashlight to illuminate the instrument panel after the panel lights failed. The resulting glare blinded the pilots, who mistook the perimeter lights of the ammunition dump for the landing lights of the bay. Two officers and nine enlisted personnel were killed in the resulting explosion.

13 Mar 1944: The squadron came close to losing another aircraft while making an approach to NAS Key

West, Fla., in daylight. An Army antiaircraft battery was practicing with live ammunition at nearby Fort Taylor. One 37-mm shell penetrated aircraft P-11, flown by Ensign J. B. Clausen, removing the foot of AOM3c Morris. The Army officer in charge was subsequently tried by general court martial.

1 May 1944: VP-213 departed Nassau, Bahamas, for NAF Grand Cayman Island, B.W.I. A detachment was maintained at Royal Island, B.W.I., aboard *Christiana* (YAG 32).

13 Sep 1944: A VPB-213 aircraft was sent out to locate *Warrington* (DD 383) as a hurricane moved towards the Bahaman Islands. The destroyer was spotted on radar but could not be reached due to the intensity of the storm. Water had entered her vents during the night causing power loss and electrical failure. The crew abandoned ship at 1250 after fruitless attempts to save her and she went down almost immediately. Surface craft in the area were able to rescue only five officers and 68 enlisted personnel out of a complement of 321.

5 Oct 1944: The squadron complement of aircraft was reduced from 12 to 9. The extra aircraft and flight crews were transferred to VPB-99 at NAS Corpus Christi, Tex.

1–11 Nov 1944: The squadron was returned to NAS Key West, Fla., with eight aircraft and one on detached duty to Eleuthra Island, B.W.I. On 4 November, six aircraft were detached to NAS Quonset Point, R.I., for temporary duty with Naval Air Task Unit, Quonset, returning on the 11th.

20 Nov 1944: VPB-213 was deployed to NAS Trinidad, B.W.I., coming under the operational control of FAW-11. The squadron provided convoy coverage from Trinidad to Rio de Janeiro, Brazil, with a detachment of aircraft at NAF Paramaribo, Dutch Guyana. The detachment was provided tender support by *Thrush* (AVP 3), based on the Surinam River.

27 Jan–7 Feb 1945: Detachments of five aircraft each participated in advanced base training with tender *Albemarle* (AV 5).

2 Apr–Jun 1945: A three-aircraft, four-crew detachment was sent to NAS San Juan, P.R., to relieve VPB-212. After completing the deployment to San Juan, two of the aircraft returned to Trinidad, B.W.I., to rejoin the squadron and the other plane was turned over to HEDRON-11 at NAS San Juan. With the cessation of hostilities in Europe on 8 May, the duties of the squadron were reduced to training and ferrying of supplies and personnel between Trinidad and San Juan. On 27 June orders were received to turn in all aircraft to HEDRON-11 at NAS San Juan. This was accomplished and all squadron personnel were loaded aboard *Matagorda* (AVP 22) for transportation to NAS Norfolk, Va.

10 July 1945: VPB-213 was disestablished at NAS Norfolk, Va.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Oct 1944
NAAS Harvey Point, N.C.	2 Oct 1944
NAS Key West, Fla.	18 Dec 1943
Nassau, Bahamas	1 Jan 1944
NAF Grand Cay Island, B.W.I.	1 May 1944
NAS Key West, Fla.	1 Nov 1944
NAS Port of Spain, Trinidad, B.W.I.	20 Nov 1944
NAS Norfolk, Va.	Jun 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William A. Sullivan	1 Oct 1943
LCDR F. M. Beck	10 Jun 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3S	Oct 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Jan 1944	1 May 1944	FAW-12	Gr. Exuma <i>Christiana</i> (YAG 32)	PBM-3S	Carib
1 May 1944	1 Nov 1944	FAW-12	Gr. Cayman <i>Christiana</i> (YAG 32)	PBM-3S	Carib
20 Nov 1944	27 Jun 1944	FAW-11	Trinidad	PBM-3S	Carib
20 Nov 1944	27 Jan 1944*	FAW-11	Paramaribo <i>Thrush</i> (AVP 3)	PBM-3S	Carib

* Deployment dates are only for a squadron detachment, the main squadron remained at NAS Trinidad.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Oct 1943
FAW-12		18 Dec 1943
FAW-11		20 Nov 1944
FAW-5		27 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-214

Lineage

Established as Patrol Squadron TWO HUNDRED FOURTEEN (VP-214) on 18 October 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED FOURTEEN (VPB-214) on 1 October 1944.

Disestablished on 21 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

18 Oct 1943–8 Jan 1944: VP-214, a medium sea-plane squadron flying the PBM-3S Mariner, was established at NAAS Harvey Point, N.C., under the operational control of FAW-5. Training was conducted at Harvey Point through December 1943. On 8 January 1944, the squadron was transferred to NAS Key West, Fla., for shakedown and advanced training in ASW.

22 Jan 1944: The squadron's first loss in training occurred when Lieutenant Francis Mitchell and his crew crashed during a practice drop of live ordnance. The cluster of depth charges exploded upon impact with the water, removing the tail of the aircraft. Four crewmembers were killed.

23 Jan 1944: VP-214 became operational at NAS Norfolk, Va., while based ashore at Breezy Point. Duties included convoy escort and ASW sweeps of the offshore approaches.

12 Sep 1944: VP-214 was deployed to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Duties consisted of convoy escort and ASW sweeps of the approaches to the Caribbean basin.

1 Oct 1944: The squadron complement of aircraft was reduced from 12 to 9, with a corresponding reduction in personnel.

15 Jan–Apr 1945: VPB-214 was transferred to NAS Coco Solo, C.Z., under the operational control of FAW-3. On 18 February the squadron was based aboard the tender *Albemarle* (AV 5) at Almirante Bay, Panama, for advanced base operations. The squadron returned to NAS Coco Solo on 1 March. On 1 April the squadron began flying a series of ASW sectors on the Pacific side of the canal from Coco Solo to the Galapagos Islands to Corinto, Nicaragua and back to Coco Solo.

31 May 1945: Orders were received to turn in all of the squadron's aircraft and assets to HEDRON-3 at NAS Coco Solo, C.Z., and proceed to NAS Norfolk, Va., for disestablishment. The squadron personnel were put aboard *Sangamon* (CVE 26) for return to Norfolk. The squadron's aircraft were later towed out to sea and used as strafing targets by the Army Air Force fighters.

18 Jun 1945: VPB-214 was disestablished at NAS Norfolk, Va.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	18 Oct 1943
NAS Key West, Fla.	8 Jan 1944
NAS Norfolk, Va.	23 Jan 1944
NAS Guantanamo Bay, Cuba	12 Sep 1944
NAS Coco Solo, C.Z.	15 Jan 1945
NAS Norfolk, Va.	31 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Malcolm C. McGrath	18 Oct 1943
LCDR Leslie A. Pew	15 Aug 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3S	Nov 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 Sep 1944	15 Jan 1945	FAW-11	Guantanamo	PBM-3S	Carib
15 Jan 1945	18 Feb 1945	FAW-3	Coco Solo	PBM-3S	Carib/Pac
18 Feb 1945	1 Mar 1945	FAW-3	Almirante Bay	PBM-3S	Carib/Pac
1 Mar 1945	31 May 1945	FAW-3	Coco Solo	PBM-3S	Carib/Pac
			<i>Albemarle</i> (AV 5)		

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		18 Oct 1943
FAW-9		23 Jan 1944
FAW-11		12 Sep 1944
FAW-3		15 Jan 1945
FAW-5		31 May 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

A PBM-3S on the apron at NAS Norfolk, 80-G-K-2909.



VPB-215

Lineage

Established as Patrol Squadron TWO HUNDRED FIFTEEN (VP-215) on 1 November 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED FIFTEEN (VPB-215) on 1 October 1944.

Disestablished on 28 May 1945.

Squadron Insignia and Nickname

The VP-215 insignia was approved by CNO on 15 July 1944. The design consisted of a pair of Navy



The squadron's insignia.

binoculars fitted with gull wings superimposed on a background of ocean and sky. A depth charge was shown between the lenses. The gull wings and rubber eyepieces resembled the PBM aircraft, with the binoculars representing the mission of patrol and the depth bomb the mission of antisubmarine warfare. Colors: background, indigo; binoculars, ocher yellow; wings, ocher yellow; lenses, yellow with and black outlines; depth charge, ocher yellow with white and black outlines; sky, white; cloud, white with black outline.

Nickname: None on record.

Chronology of Significant Events

1 Nov 1943–Jan 1944: VP-215, a medium seaplane squadron flying the PBM-3S Mariner, was established at NAAS Harvey Point, N.C., under the operational control of FAW-5. Training at Harvey Point continued through January 1944, when the squadron was transferred to NAS Key West, Fla., for shakedown and advanced ASW training.

26 Feb–Mar 1944: VP-215 achieved operational status and was transferred to NAS Port of Spain, Trinidad, B.W.I., for convoy coverage and ASW sweeps of the Caribbean basin under the operational control of FAW-11. On 8 March, a six-aircraft detachment was sent to NAS Coco Solo, C.Z., for ASW sweeps under the operational control of FAW-3.

16 Apr 1944: VP-215 was transferred to NAS Bermuda, B.W.I., for daytime convoy coverage and ASW sweeps under the operational control of FAW-9.

4 Oct 1944: VPB-215 was reduced in personnel by 25 percent, with three aircraft being transferred permanently to NAS Corpus Christi, Texas.

17 Apr–May 1945: VPB-215 was transferred to NAS Norfolk, Va. Wartime operations of convoy patrols and ASW sweeps ceased on 18 May 1945. Orders were received to deliver all squadron aircraft to HEDRON 5-2 at NAAS Harvey Point, N.C., in preparation for disestablishment of the squadron.

28 May 1945: VPB-215 was disestablished at NAS Norfolk, Va.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	1 Nov 1943
NAS Key West, Fla.	Jan 1944
NAS Port of Spain, Trinidad, B.W.I.	26 Feb 1944
NAS Bermuda, B.W.I.	16 Apr 1944
NAS Norfolk, Va.	17 Apr 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William M. McCormick	1 Nov 1943
LCDR Charles L. Lambing	24 Jun 1944

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PBM-3S	Nov 1943

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
26 Feb 1944	16 Apr 1944	FAW-9	Trinidad	PBM-3S	Carib
8 Mar 1944*	16 Apr 1944	FAW-3	Coco Solo	PBM-3S	Carib
16 Apr 1944	17 Apr 1945	FAW-9	Bermuda	PBM-3S	Lant

* Deployment dates are only for a squadron detachment, the main squadron remained at NAS Trinidad.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Nov 1943
FAW-11		26 Feb 1944
FAW-9		16 Apr 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VPB-216

Lineage

Established as Patrol Squadron TWO HUNDRED SIXTEEN (VP-216) on 15 November 1943.

Redesignated Patrol Bombing Squadron TWO HUNDRED SIXTEEN (VPB-216) on 1 October 1944.

Disestablished on 7 April 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Nov 1943–26 Feb 1944: VP-216 was established at NAAS Harvey Point, N.C., as medium seaplane squadron flying the PBM-3S Mariner, under the operational control of FAW-5. From 5 December 1943 to 24 January 1944 intensive ground and flight training was conducted. Upon completion of the syllabus, the squadron was equipped with new PBM-3D Mariner aircraft. Almost immediately, problems began to appear with the valve inserts in the Wright R2600-22 engines of the Mariners, resulting in grounding of all squadron aircraft through 26 February 1944. These problems were not completely resolved until late May.

2–23 Mar 1944: Twelve squadron aircraft were transferred to NAS Key West, Fla., for intensive shake-down training in ASW, glide bombing and use of radar in bombing.

24 Mar 1944: VP-216 transferred aircraft and personnel in three-aircraft elements to NAS Alameda, Calif., via MCAS Eagle Mountain Lake, Texas, and NAS San Diego, Calif. “How goes it” curves were developed on each aircraft, enabling the crew to determine each individual aircraft’s capabilities for the forthcoming transpac to Hawaii. The curve was a plot of speed, distance, engine settings, remaining fuel, etc., that assisted the crew in assessing the crucial “point of no return” for the over-water transit to NAS Kaneohe, Hawaii.

29 Mar–1 Apr 1944: Ten of the squadron’s 15 aircraft were able to complete the 2,200-mile transpac from NAS Alameda, Calif., to NAS Kaneohe, Hawaii, coming under the operational control of FAW-2. Three required engine replacements at the MCAS Eagle Mountain Lake, Texas, refueling point and two needed major repairs upon arrival at NAS Alameda. These five aircraft rejoined the squadron at NAS Kaneohe on 30 April.

1 Apr–23 Jun 1944: The next three months were spent at NAS Kaneohe undergoing intensive combat training and repairs to the erratic engines. During this period the squadron conducted 700-mile sector patrols, made final equipment check runs and conducted bomb-dropping and gunnery exercises on a daily basis. Deficiencies in crew member training were eliminated by proficiency checks and refresher courses.

28 May 1944: 12 officers and 42 men departed aboard *Chandeleur* (AV 10) for Saipan, Marianas Island Group.

23 Jun 1944: VP-216 deployed to Saipan, anchoring in Tanapag Harbor, under the operational control of FAW-2. *Chandeleur* (AV 10) provided berthing and maintenance support for the squadron during this period. Primary duties involved day and night reconnaissance patrols for Fifth Fleet operations. During the period through 10 August the squadron attacked and damaged three Japanese cargo vessels. Although numerous enemy aircraft were spotted, none could be attacked successfully due to the slower speed of the Mariner.

31 Jul 1944: A VP-216 Mariner flown by Lieutenant Richard P. Gavin developed engine problems and landed at sea, damaging a wingtip float in the process. No injuries to the crew were incurred and 24 hours later ships of TF 51 rescued the crew. The aircraft,



A squadron PBM-3D beached on Saipan, 10 July 1944.

which could not be salvaged or towed due to the damage, provided useful target practice to the destroyers on the scene.

10 Jul–10 Sep 1944: By this date, enemy snipers and scavengers had been largely eliminated ashore on

Saipan. VP-216 began using the Japanese-constructed seaplane ramp at Tanapag Harbor to permit on-shore maintenance and crew rest on dry land. Armed guards were posted and assisted in the capture or killing of over 20 Japanese soldiers in their perimeter. Throughout August the tempo of operations decreased and the squadron was put on standby for redeployment to the Palau Island group.

10 Sep 1944: The first three-aircraft element of VP-216 was transferred to Kossol Passage, Palau Island group, under the operational command of FAW-1. At 0400 hours the next day, the squadron received a sharp lesson on watch tending when a group of Japanese boarded an adjacent PB2Y-3 Coronado in the anchorage, blowing up the aircraft and killing themselves in the process. The remainder of the squadron arrived at Kossol Passage by 17 September. *Chandeleur* (AV 10) and *Pocomoke* (AV 9) provided seaplane tender services at Kossol Passage. Operations at Kossol Passage were the same as at Saipan, providing coverage for the Third Fleet under Admiral Halsey.

6 Oct 1944: Lieutenant Arthur W. Doherty encountered typhoon weather while returning from a night patrol. With his radio direction-finder gear and radar inoperative, Lieutenant Doherty managed to establish his position and began a correct heading towards base. On the morning of 7 October, approximately 80 miles from base, the Mariner ran out of gas, forcing Lieutenant Doherty to attempt a stall landing. In the

process a wing was torn off and 9 crewmembers escaped the wreckage. One officer and two enlisted men were lost in the accident.

18 Nov 1944: The first three-aircraft element of VPB-216 left Kossol Passage, Palau Islands, for return to NAS Kaneohe, Hawaii, en route to NAS San Diego, Calif.

7 Apr 1945: VPB-216 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	15 Nov 1943
NAS Key West, Fla.	2 Mar 1944
NAS Alameda, Calif.	25 Mar 1944
NAS Kaneohe, Hawaii	1 Apr 1944
NAS San Diego, Calif.	21 Nov 1944

Commanding Officers

	<i>Date Assumed Command</i>
CDR Harry E. Cook, Jr.	15 Nov 1943
CDR R. D. Cox, Jr.	Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3S	Nov 1943
PBM-3D	Jan 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Mar 1944	18 Nov 1944	FAW-2	Kaneohe	PBM-3D	WestPac
23 Jun 1944	*	FAW-2	Saipan	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		
10 Sep 1944	18 Nov 1944	FAW-1	Palau	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		
			<i>Pocomoke</i> (AV 9)		

* The squadron was forward deployed, moving from base to base in the Pacific.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		15 Nov 1943
FAW-8		24 Mar 1944
FAW-2		29 Mar 1944
FAW-1		10 Sep 1944
FAW-2		18 Nov 1944

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		21 Nov 1944

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PBM-3D being hoisted aboard Chandeleur (AV 10) for repairs, 24 June 1944.

A squadron PBM-3D aboard Chandeleur (AV 10) for repairs, 24 June 1944.



Heavy Patrol Squadrons (Landplane) (VP-HL) Histories

VP-HL-1 to VP-HL-5

VP-HL-1

Lineage

Established as Bombing Squadron ONE HUNDRED SIXTEEN (VB-116) on 1 December 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED SIXTEEN (VPB-116) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED SIXTEEN (VP-116) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) ONE (VP-HL-1) on 15 November 1946.

Disestablished on 22 May 1947.

Squadron Insignia and Nickname

The insignia for this squadron was one of many designed for the Navy by Walt Disney studios. It was approved by CNO



The squadron's insignia.

on 4 March 1944. It was a caricature of Zeus leaning over a cloud holding a bomb in his upraised right hand, with a trident in his left hand. The design was enclosed in a square frame. The analogy is straightforward, with a nautical Zeus, king of the gods, wielding Father Neptune's

traditional weapon, the trident, against the foe. The primary allusion to the squadron's mission was the upraised bomb in Zeus' right hand. Colors: Zeus, tan body; hair and beard, yellow; trident, brown handle with yellow fork; bomb, steel gray and black; background, blue; cloud, light blue.

Nicknames: Blue Raiders, 1943–1946.

Chronology of Significant Events

1 Dec 1943–May 1944: VB-116 was established at NAAS Camp Kearney, Calif., under the operational control of FAW-14. No aircraft were assigned to the squadron until March 1944, when the first PB4Y-1 Liberator was received. Training consisted of ground school and flight training at Camp Kearney and advanced base operations training at Holtville, Calif. All training was completed by mid-May and preparations were begun for the transpac from NAS San Diego, Calif., to NAS Kaneohe, Hawaii.

24 May–Jun 1944: The squadron's advance echelon departed aboard *Breton Woods* (CVE 23) for Pearl Harbor, Hawaii. The squadron aircrews departed in three-aircraft elements beginning on 2 June 1944. Upon arrival at NAS Kaneohe, Hawaii, the squadron began the combat training syllabus for crews destined for the South Pacific combat zone. Training consisted of navigation, gunnery, bombing and aircraft recognition. Operational patrols of the approaches to Hawaii were conducted during the training phase.

7 Jul–24 Aug 1944: VB-116 was deployed to Eniwetok, commencing operational patrols and sector searches by the 12th. Truk and Ponape were the frequent targets of the squadron's missions. Occasional escorts were provided for VD-4 during low level photographic reconnaissance flights over Truk. During the first two weeks of August, VB-116 flew several missions with VB-109 against enemy positions on Truk, Wake Island and Ponape. From 17–24 August 1944, the squadron flew special search patrols with VB-102 operating from Isley and East Fields, Saipan.

27 Aug 1944: VB-116 was relocated to North Field, Tinian, coming under the operational control of FAW-1. The squadron conducted long-range sector searches and made frequent attacks on enemy shipping. During the Palau landings the squadron provided coverage for the task force.

12 Oct 1944: Lieutenant William M. Miller and his crew, in company with another VPB-116 aircraft flown by Lieutenant William B. Oliver, searched the waters off Iwo Jima for survivors of a squadron plane believed lost in that area. When enemy fighters rose to

intercept the pair they continued their sweep and withdrew in company together. In the ensuing air-to-air combat the two bombers downed six of the eight attacking fighters. Miller and Oliver were subsequently awarded the Navy Cross for their actions.

4 Mar 1945: VPB-116 began staging missions through Iwo Jima on its patrols. The outbound patrol leg consisted of 1,200 miles via Iwo Jima and the leg of the patrol to Tinian was 1,000 miles. On 1 April a detachment of three aircraft was deployed to the forward base at Iwo Jima.

5 Apr 1945: VPB-116 was relocated to Peleliu to fly three daytime search sectors and one night ASW patrol. The squadron returned to its previous sites at Tinian and Iwo Jima on 30 April. The Iwo Jima detachment was enlarged when the tempo of operations and available targets shifted closer to the Japanese home islands. On 1 May 1945, operational control of the squadron was shifted to FAW-18. Missions from May to the end of the war entailed sector searches, ASW patrols and weather flights for the fleet. The squadron ceased combat operations in September and assumed the primary mission of weather flights until rotated back to the U.S. in October 1945.

27 Aug 1945: In a little-known twist of history, VPB-116 stole the limelight from General Douglas MacArthur and his staff. It has been widely recorded in the history books that Colonel Charles Tench, a member of MacArthur's staff, was the first American to set foot on Japanese soil at the Atsugi naval air base on 28 August. In fact, Lieutenant Commander Walter C. Michaels, commanding officer of VPB-116, landed at

Atsugi in his PB4Y-2 Privateer on Monday, 27 August 1945. It was recorded in the war diary of the squadron that Michaels was experiencing "mechanical difficulties" which were repaired, and he returned to Iwo Jima completed the same day.

22 May 1947: VP-HL-1 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Camp Kearney, Calif.	1 Dec 1943
NAS Kaneohe, Hawaii	2 Jun 1944
NAS San Diego, Calif.	Oct 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Donald G. Gumz	1 Dec 1943
LCDR Allen R. Waggoner	3 Feb 1945
LCDR Walter C. Michaels	11 Jul 1945
LCDR Daniels	1945
CDR L. W. Mather	Dec 1945
LCDR B. F. Jones	Apr 1946
LCDR J. W. Newhall	Feb 1947

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Mar 1943
PB4Y-2	1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
2 Jun 1944	*	FAW-2	Kaneohe	PB4Y-1	EastPac
7 Jul 1944	*	FAW-2	Eniwetok	PB4Y-1	SoPac
27 Aug 1944	*	FAW-1	Tinian	PB4Y-1	SoPac
1 Apr 1945	*	FAW-1	Iwo Jima	PB4Y-1	WestPac
5 Apr 1945	*	FAW-1	Peleliu	PB4Y-1/2	SoPac
30 Apr 1945	Oct 1945	FAW-1	Tinian/Iwo	PB4Y-1/2	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Dec 1943
FAW-2		2 Jun 1944
FAW-1		27 Aug 1944
FAW-18		1 May 1945
FAW-14	WC†	Oct 1945

† The squadron remained a part of FAW-14, but was assigned the tail code WC on 12 December 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-HL-3

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY EIGHT (VB-138) on 15 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY EIGHT (VPB-138) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY FOUR (VPB-124) on 15 December 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY FOUR (VP-124) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) THREE (VP-HL-3) on 15 November 1946.

Disestablished on 22 May 1947.

Squadron Insignia and Nickname

The only known insignia for this squadron was submitted for approval after it had been designated VPB-



The squadron's insignia.

124. CNO approved the design on 26 March 1945. The outline of a sailing vessel described as a "Privateer on the prowl . . . with great thunderheads in the background" was enclosed within a circular background. The winged pirate vessel in the insignia alluded to the type

of aircraft flown by the squadron, the PB4Y-2 Privateer. Colors: circumference of design, yellow; background, black; cloud, white; ship, black; wings, yellow.

Nicknames: None on record.

Chronology of Significant Events

15 Mar 1943: VB-138 was established at NAS Whidbey Island, Wash., as a land-based bombing squadron flying the PV-1 Ventura twin-engine medium bomber. During training the squadron came under the operational control of FAW-6. Training continued through the end of June when the squadron received orders on the 28th to proceed to NAS Alameda, Calif., to await transportation to Pearl Harbor, Hawaii.

14 May 1943: Lieutenant (jg) B. L. Lough and his crew were killed during a training flight when their Ventura crashed into Mount Washington during zero visibility conditions.

5 Jul–27 Sep 1943: VPB-138 departed with all of its equipment from NAS Alameda aboard *Pybus* (ACV 34) bound for NAS Pearl Harbor, Hawaii, arriving on 12 July. After unloading, the aircraft were flown to NAS Kaneohe, Hawaii. Combat and operational training was begun immediately. On 27 July the squadron was divided into two echelons. A nine-aircraft detachment was sent to Canton Island to serve as air cover for a photographic squadron that was charting enemy-held Baker Island. The remaining six aircraft stayed at NAS Kaneohe to continue training. On 6 August 1943, Lieutenant Robert E. Slater and crew were killed in an accident during a torpedo run off Oahu. The five flight crews remaining at Kaneohe joined the rest of the squadron at Canton on 10 August 1943. VB-138 returned to NAS Kaneohe on 27 September 1943 and all aircraft were checked and given maintenance prior to deployment into the combat zone in the South Pacific.

15 October 1943: VB-138 was deployed to the Russell Islands under the operational control of FAW-1. For a three-month period the squadron conducted bombing missions and harassment raids on Japanese targets located on New Ireland and New Britain.

1 Feb 1944: VB-138 was transferred to the Sterling Islands. Bombing and harassment strikes were conducted as before, with several strikes on Rabaul. Antishipping sweeps and Dumbo missions were conducted as mission requirements allowed.

22 Feb 1944: Lieutenant (jg) Anthony J. Ditter and one enlisted crewman were killed when their aircraft was shot down by enemy AA fire over Cape St. George, New Ireland, while on a bombing mission. The remaining four crewmen were rescued at sea by a destroyer.

14–19 May 1944: The squadron was relieved at Sterling and flew back to NAS Kaneohe, Hawaii, for transportation back to the West Coast aboard *Atamaha* (CVE 18). After arrival at NAS Alameda, Calif., on 19 May 1944, squadron personnel were given home leave.

25 Jun–Nov 1944: VB-138 reformed at NAS Whidbey Island, Wash., flying the PV-1 Ventura as on the previous tour, but with transition to the newer model PV-2 Harpoon in the syllabus. During the training period the squadron came under the operational control of FAW-6. On 1 November 1944, the training syllabus on the PV-2 Harpoon was terminated due to production difficulties with the aircraft. All hands were transferred to NAS Hutchinson, Kans., for conversion training to the PB4Y-1 Liberator. Ground personnel were separated from the squadron at Hutchinson on 17 November 1944 and flown to NAAS Brown Field, Calif., where they established the squadron headquarters.

15 Dec 1944: Flight training was completed at Hutchinson by mid-December, and the squadron was redesignated VPB-124. The flight crews departed Hutchinson individually to report to NAAS Camp Kearney, Calif., where the squadron was reformed a second time and rejoined by its ground staff. VPB-124 came under the operational control of FAW-14 during this period. Seven PB4Y-2 Privateers and two PB4Y-1 Liberators were assigned to the squadron. Training over the next three months alternated between the airfield at Camp Kearney and NAAS San Nicholas Island off the coast of California.

3 Jan 1945: Lieutenant (jg) Thomas F. Pierce and his entire crew escaped serious injury after a forced landing during a night takeoff. The aircraft was declared a total loss.

6 Feb–May 1945: While the squadron was still undergoing training back in the U.S., CNO directed that VPB squadrons 109, 123 and 124 be sent to FAW-2 and be equipped to employ the SWOD Mark 9 (Bat) guided missile in combat. On 1 April the ground staff of the squadron detached and departed aboard *Bon Homme Richard* (CV 31) for NAS Pearl Harbor, Hawaii. The flight crews departed NAAS Camp Kearney, Calif., on 10 April for the transpac to NAS Kaneohe, Hawaii. Upon its arrival at NAS Kaneohe the squadron began training in use of the new weapon. The Bat guided missile was in essence a bomb with wings and control surfaces launched toward a target by a mother ship. Similar ordnance had been successfully employed by the Germans in the Mediterranean with great effect. It offered the advantage of being a stand-off weapon that allowed the bomber crew to remain out of effective AA range of a surface target while launching the winged bomb at the vessel. The Bat could guide itself to its target by means of target echoes of pulsed microwave radiation emitted by the missile's built-in radar system. It could see its target under any condition of visibility. The weapon presented such a small cross-section that it was nearly impossible for AA fire to destroy it before impact. Unfortunately, the Bat suffered from problems relating to the high humidity of the tropics and bugs characteristic of electronic devices of that period. Training in deployment of the Bat and advanced combat training continued at NAS Kaneohe through the end of May 1945.

30 May 1945: VPB-124 departed NAS Kaneohe for NAB Tinian, arriving on 2 June 1945, under the operational control of FAW-18. Long-range searches and reconnaissance flights were begun immediately. On 6 June 1945, Lieutenant (jg) E. W. Osborn was forced to ditch his aircraft off the coast of Saipan after experiencing difficulty in transferring fuel from the bomb bay tanks. The crash resulted in the loss of one crew-

man. The remaining ten crewmen were picked up by the air-sea rescue unit based at Saipan.

16 Jun 1945: The squadron completed its duty assignment with FAW-18 and detached for duty with FAW-1 at Yontan Field, Okinawa. Here the squadron joined a second Bat-equipped squadron, VPB-123. This location was much closer to the Japanese home islands and presented a greater opportunity for strikes against large ship targets using the Bat. Unfortunately, a limited number of Bat missiles were available and the word was going around to the effect that the Bat wasn't living up to its advance billing. After getting settled the squadron began flying antishipping strikes and attacks against ground targets along the China coast, the Tsushima Straits and coastal regions of Korea and Kyushu, Japan

26 Jun 1945: Both aircraft of a two-plane element, each carrying a crew of 12, failed to return from a long-range search mission along the China coast in the vicinity of Shanghai. The lead aircraft was flown by the commanding officer, Commander C. E. Houston, the second by Lieutenant (jg) J. R. Crist. All 24 personnel were listed as missing in action after negative searches for survivors (8 of the 12 crew in Commander Houston's aircraft survived the war as POWs, including Houston).

27 Jun 1945: Lieutenant J. E. Vincent and his crew were shot down by enemy AA fire over the southern coast of Korea with no survivors.

7 Jul 1945: Lieutenant R. J. Brower and crew were lost to enemy AA fire during an attack on an enemy sub chaser off the coast of Kyushu.

10 Jul 1945: Lieutenant G. E. Miller brought a badly damaged PB4Y-2 in for a wheels up crash landing at Yontan Field, Okinawa, after an attack on enemy ground installations. There were no injuries to the crew but the aircraft was surveyed.

24 Jul 1945: Both aircraft of a two-plane element, piloted by Lieutenants J. E. Ramsey and G. E. Miller, were lost during operations along the west coast of Korea. Searches for survivors were unsuccessful.

29 Jul 1945: The primitive living conditions at Yontan Field, Okinawa, and the high casualty rate began to wear down the flight crews. Bat operations had ceased the month before because the squadron was reluctant to use the missile except under almost ideal conditions. However, two planes were loaded with a missile each day to stand by in preparation for a strike in case a suitable target was sighted. One aircraft did make two drops, one landing inside the turning circle of the target vessel. The second drop was obscured at the last minute by a cloud so that no hit could be claimed, even though smoke was seen rising above the position of the target. Squadron flight personnel were ordered to Tinian for a period of rest

and rehabilitation, providing a break from combat operations.

10 Aug 1945: By 10 August 1945, the squadron was ordered to vacate the Yontan Field facilities to make way for the increase in USAAF personnel and material inbound for the anticipated occupation of Japan. VPB-124 headquarters and ground crew were moved to NAB Yonabaru, Okinawa, while the flight crews operated from the facilities at Tinian. From this location the squadron provided air cover for surrender of Truk and Marcus islands. With the cessation of hostilities on 15 August, the squadron began its demobilization with rotation of crews back to the West Coast. Remaining flight personnel engaged in routine patrols and weather flights in support of the fleet. On 8 September 1945, the flight crews detached from Tinian and FAW-18 to rejoin the headquarters stationed at Yonabaru. In two months of combat the squadron had flown 124 combat missions, sinking 29 enemy ships with the loss of 18 officers, 54 enlisted personnel, and 9 aircraft.

12 Dec 1945: VPB-124 transferred from Yonabaru, Okinawa, to NAS Barbers Point, Hawaii. When the movement was completed on 18 December, the squadron came under the operational control of FAW-2. By the end of the month the squadron was reduced from its complement of 12 aircraft to 9, and from 18 to 11 crews. Over the next several months the squadron was employed in ferrying overage Privateers from NAS Kaneohe, Hawaii, to the West Coast of the U.S. Several of the flight crews were demobilized when they ferried aircraft back to the States.

2 Jul 1946: The air-sea rescue activity in the Hawaiian area was disestablished in July and the rescue function was assumed by the operational patrol squadrons assigned to FAW-2. VPB-124 was assigned the Johnston Island station as its responsibility. One aircraft and crew were maintained on the island at all times, with duty being rotated among the crews each

week. Ferrying duties continued, with several new Privateers being flown to Okinawa in exchange for worn out aircraft. Several of the latter were subsequently flown to the West Coast.

22 May 1947: VP-HL-3 was disestablished at NAS Barbers Point, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	15 Mar 1943
NAS Alameda, Calif.	28 Jun 1943
NAS Kaneohe, Hawaii	12 Jul 1943
NAS Alameda, Calif.	19 May 1944
NAS Whidbey, Wash.	25 Jun 1944
NAS Hutchinson, Kans.	1 Nov 1944
NAAS Brown Field, Calif.	17 Nov 1944*
NAAS Camp Kearney, Calif.	15 Dec 1944
NAS Kaneohe, Hawaii	Apr 1945
NAS Barbers Point, Hawaii	12 Dec 1945

* Ground personnel and headquarters staff only.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Murray Hanson	15 Mar 1943
LCDR Charles E. Houston	26 Jun 1944
LCDR John M. Miller	26 Jun 1945
LCDR Delbert M. Minner	2 Nov 1945
LCDR John W. Roberts	21 Oct 1946
LCDR R. J. Sutherlin	21 Mar 1947

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943
PB4Y-1	Nov 1944
PB4Y-2	Dec 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
12 Jul 1943	†	FAW-2	Kaneohe	PV-1	EastPac
27 Jul 1943	†	FAW-2	Canton	PV-1	EastPac
15 Oct 1943	†	FAW-1	Russell Is.	PV-1	SoPac
1 Feb 1944	14 May 1944	FAW-1	Sterling Is.	PV-1	SoPac
10 Apr 1945	†	FAW-2	Kaneohe	PB4Y-2	EastPac
2 Jun 1945	†	FAW-18	Tinian	PB4Y-2	SoPac
16 Jun 1945	†	FAW-1	Yontan	PB4Y-2	WestPac
10 Aug 1945	†	FAW-1	Yonabaru	PB4Y-2	WestPac
12 Dec 1945	22 May 1947	FAW-2	Barbers Pt.	PB4Y-2	EastPac
2 Jul 1945	22 May 1947	FAW-2	Johnston Is.	PB4Y-2	EastPac

† Continued combat deployments in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		15 Mar 1943
FAW-2		12 Jul 1943
FAW-1		15 Oct 1943
FAW-14		19 May 1944
FAW-6		25 Jun 1944
FAW-14		15 Dec 1944
FAW-2		10 Apr 1945
FAW-18		2 Jun 1945
FAW-1		16 Jun 1945
FAW-18		10 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		8 Sep 1945
FAW-2	BC [§]	12 Dec 1945

[§] The squadron remained a part of FAW-2, but was assigned the tail code BC on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



A squadron PB4Y-2 in flight.

VP-HL-5

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY THREE (VB-143) on 15 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY THREE (VPB-143) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY THREE (VP-143) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FIVE (VP-HL-5) on 15 November 1946.

Disestablished on 27 May 1947.

Squadron Insignia and Nickname

The only known insignia for this squadron was approved by CNO on 12 April 1946, while it was still designated VPB-143. The insignia reflected the



The squadron's insignia.

squadron's past history by depicting a cartoon of a gooney bird, a symbol of the squadron's tour of duty on Midway Island. The gooney bird was well equipped, sporting a pilot's ball cap, binoculars around its neck, carrying a machine gun on one wing and a 500-pound bomb on the other. The

odd-looking bird had lightning-like flashes coming out of its two tail feathers while it stood on top of a hemisphere map. The machine gun and bomb were representative of the armament carried by the squadron's aircraft, the PB4Y-1 Liberator and PB4Y-2 Privateer. The electric impulses were representative of the radar used by the squadron to home in on its targets. The globe was indicative of the long range of the squadron aircraft on patrols. Colors: background, bright yellow with green outline; gooney bird, dark gray body, orange beak, green cap, orange talons; bomb, gun and binoculars, black; lightning and binocular straps, red; globe, blue oceans with green land masses; latitude/longitude lines, dark blue.

Nicknames: None on record.

Chronology of Significant Events

15 Jun–26 Jul 1943: VB-143 was established at NAS Deland, Fla., as a medium bombing squadron flying the

twin engine PV-1 Ventura. While at Deland, the squadron came under the operational control of FAW-12. On 26 July, the squadron was relocated to NAAS Boca Chica, Fla., for operational, shakedown and ASW training.

16 Aug 1943: VB-143 was given orders to depart Boca Chica for duty at NAF Recife, Brazil, under the operational control of FAW-16. The squadron was fully operational within a month and was able to claim that throughout the duration of its stay at Recife no ships were sunk in any of the convoys protected by the squadron.

28 Jan 1944: The squadron was relocated from Recife to Ipitanga Field, Brazil, located approximately 30 miles from Bahia. At this station the squadron was involved in cooperative efforts with ZP-42 (an LTA squadron), VP-204 and VP-211 (both PBM-3S Mariner squadrons). VB-143 was given the dawn and dusk sweeps, convoy coverage and any night missions that were required.

10 May 1944: VB-142 was ordered to Hato Field, Curacao, N.W.I., for work with VS-37 in patrolling the immediate area surrounding the islands. Operational control over the squadron was exercised by FAW-11. No contacts were made during this period, and no vessels or convoys were attacked.

24 Jun–Oct 1944: The squadron was relieved for return to NAAS Boca Chica, Fla., under the operational control of FAW-12. On 5 July 1944, the squadron was detached from FAW-12 to become a squadron in training under the operational control of FAW-5 at Boca Chica. The squadron began an intensive course on rocket firing and updated ASW techniques, expecting orders to duty as a PV squadron. On 24 October 1944 the squadron was informed that it was to become a patrol bombing squadron flying the PB4Y-1 Liberator.

5 Nov 1944–Mar 1945: The squadron commanding officer, Lieutenant Commander Edmonds David and six crews were flown to NAF Chincoteague, Va., for a conversion training course on the PB4Y-1. The remainder of the squadron was required to maintain 12 Ventura crews in readiness at NAAS Boca Chica, Fla., until relieved by another squadron. The last crews in training at NAF Chincoteague returned to Boca Chica in mid-March 1945, having completed the first part of their training in PB4Y-1 aircraft. They rejoined the squadron as it continued its training program in the use of radar bombing equipment.

28 Apr 1945: The commanding officer and nine crews with six aircraft departed NAAS Boca Chica, Fla., for NAS New York, N.Y., leaving nine crews and six aircraft at Boca Chica still in radar bombing training. On 19 May, the Boca Chica section completed training and reported for duty at NAS Quonset Point, R.I. Both squadron sections came under the command of FAW-9 during this tour of duty, completing 26 ASW and convoy patrol missions through 22 May.

13 Jun 1945: The squadron's 12 PB4Y-1 Liberators were turned over to HEDRON-9.

20 Jun–Jul 1945: VPB-143 reported for duty under training at NAAS Camp Kearney, Calif., under the operational control of FAW-14. Twelve new PB4Y-2 Privateer aircraft were assigned to the squadron. Training on bombing, radar attack, gunnery, fighter affiliation and long-range search problems continued through the end of July.

9 Aug 1945: The advance echelon of ground staff and six spare crews departed by ship for NAS Kaneohe, Hawaii. The 12 remaining crews flew the squadron's 12 PB4Y-2 Privateers from Camp Kearney, Calif., to NAS Kaneohe on 21 August, arriving on the 22nd. The combat training syllabus in gunnery, radar bombing and search was begun immediately.

Sep 1945–May 1947: Although training continued through the end of September 1945, the end of hostilities left the squadron with no further mission to perform. NAS Kaneohe became the squadron's home port and it remained there with a reduced aircraft complement of 9 PB4Y-2 Privateers until its disestablishment on 27 May 1947.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Jun 1943
NAAS Boca Chica, Fla.	26 Jul 1943

Home Port Assignments—Continued

NAF Recife, Brazil	16 Aug 1943
Ipitanaga Field, Brazil	28 Jan 1944
Hato Field, Curacao, N.W.I.	10 May 1944
NAAS Boca Chica, Fla.	24 Jun 1944
NAS New York, N.Y.	28 Apr 1945
NAS Quonset Point, R.I.*	19 May 1945
NAAS Camp Kearney, Calif.	20 Jun 1945
NAS Kaneohe, Hawaii	21 Aug 1945

* A squadron detachment was based at NAS Quonset Point while the main squadron was at NAS New York.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Charles D. Hoover	15 Jun 1943
LCDR Edmonds David	4 Jun 1944
LCDR J. W. Hough	1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jun 1943
PB4Y-1	Nov 1944
PB4Y-2	Jun 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
16 Aug 1943	*	FAW-16	Recife	PV-1	SoLant
28 Jan 1944	*	FAW-16	Ipitanga	PV-1	SoLant
10 May 1944	24 Jun 1944	FAW-11	Curacao	PV-1	SoLant
22 Aug 1945	27 May 1947	FAW-2	Kaneohe	PB4Y-2	EastPac

* Continued combat deployments in South America, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Jun 1943
FAW-16		16 Aug 1943
FAW-11		10 May 1944
FAW-12		24 Jun 1944
FAW-5		5 Jul 1944
FAW-9		28 Apr 1945
FAW-14		20 Jun 1945
FAW-2	BD [§]	22 Aug 1945

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
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[§] The squadron remained a part of FAW-2, but was assigned the tail code BD on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	



Amphibian Patrol Squadrons (VP-AM) Histories

VP-AM-1 to VP-AM-5

VP-AM-1

Lineage

Established as Patrol Squadron FIFTY THREE (VP-53) on 1 May 1942.

Redesignated Patrol Bombing Squadron FIFTY THREE (VPB-53) on 1 October 1944.

Redesignated Patrol Squadron FIFTY THREE (VP-53) on 15 May 1946.

Redesignated Amphibious Patrol Squadron ONE (VP-AM-1) on 15 November 1946.

Disestablished on 5 May 1948.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 May 1942: VP-53 was established at NAS Norfolk, Va., under the operational control of PatWing-5 and assigned a complement of 12 PBV-5 Catalinas. The squadron commenced training and equipping over the next two months, operating from a field at NAF Breezy Point, near Norfolk.

1-24 Jul 1942: VP-53 flew to NAS Banana River, Fla., to conduct night flight training and then to Quonset Point, R.I., for torpedo training.

25 Jul 1942: VP-53 returned to NAS Norfolk, departing the next day for NAS Key West, Fla. The squadron conducted operational combat patrols from this site off the coast of Florida, providing coverage for convoy routes.

24 Sep 1942: VP-53 departed Key West for its new base of operations via NAS Guantanamo Bay, Cuba, and NAS San Juan, P.R. Upon arrival in Cuba the squadron came under the operational control of PatWing-11. The squadron left Guantanamo Bay the next day for NAS San Juan, P.R., then on to NAS Trinidad, B.W.I., arriving on 1 October 1942.

1 Oct 1942: NAS Trinidad was the base of operations for the squadron over the next seven months. During this time VP-53 conducted routine antisubmarine searches and convoy protection patrols.

8 Mar 1943: Lieutenant J. E. Dryden attacked and sank *U-156* east of Barbados with the loss of the entire crew of 52 officers and enlisted ratings aboard. The submarine, commanded by Korvettenkapitän Werner Hartenstein, had been responsible for the sinking of the Allied liner *Laconia* west of Africa on 12 September 1942, in what became known as the *Laconia* incident. After sinking the ship, Hartenstein discovered that it had been transporting 1,800 Italian prisoners of war and a large contingent of British military personnel. He radioed for assistance, which soon arrived on the scene in the form of *U-506*, *U-507* and the Italian submarine *Cappellini*. The four vessels were able to take on board or under tow the majority of the survivors. On 16 September 1942 a U.S. Army B-24 operating from Ascension Island spotted the assembly with Red Cross flags flying. The pilot requested instructions from base and was told to attack. The submarines cut loose their tows and escaped without damage. The survivors on the surface were picked up a few hours later by neutral French warships from Dakar. As a result of that incident Admiral Dönitz ordered his U-boat captains to take no part in future rescue operations.

13 Jul 1943: VP-53 was relieved from duty in the Caribbean. Immediately after returning to NAS Norfolk, Va., the squadron was given a brief period of leave, then transferred to NAS San Diego, Calif., under the operational control of FAW-14.

30 Sep-Dec 1943: VP-53 began the transpac to NAS Kaneohe, Hawaii. The last aircraft arrived on 5 October and the squadron came under the operational control of FAW-2. A six-week period of training followed, including operational patrols off the coasts of the islands. By 1 December VP-53 was en route to Funafuti.

Jan-May 1944: During the squadron's deployment to Funafuti, Gilbert and Marshall islands it scheduled

a minimum of two patrols a day. Although these search patrols produced negative results they provided the fleet with the knowledge that its flank and rear sections were free of enemy forces. Besides the routine patrols the squadron also flew Dumbo missions. While deployed the squadron maintained detachments at Noumea, Apanama, Tarawa, Majuro and Makin.

May–Jun 1944: The squadron operated a six-plane detachment from Kwajalein and engaged in night harassment bombing of Wotje, Mille, Maloelap and Jaluit. The bombing was designed to annoy the Japanese garrisons and keep them from repairing the airstrips.

Jun–Jul 1944: VPB-53 was relieved and returned to NAS Kaneohe, Hawaii, for a short rest period prior to embarking on aboard *Barnes* (CVE 20) on 2 July for the trip back to the U.S. and a period of home leave.

15 Aug 1944: VPB-53 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training of new personnel and refitting with new equipment and aircraft continued through the end of the year.

27 Jan 1945: VPB-53 began preparations for the transpac to NAS Kaneohe, arriving there and reporting to FAW-2 in early February. The squadron was given the customary period of combat training through the end of March.

31 Mar 1945: VPB-53 deployed in three-aircraft elements to Palmyra Island for duty with the 7th Fleet at Manus Island. The last element arrived on 14 April and the squadron was given orders to proceed to Green Island.

Apr–Jun 1945: VPB-53 arrived at Green Island, coming under the operational control of FAW-10. Squadron operations were primarily air-sea rescue missions in connection with the daily strikes on Bougainville and Rabaul, New Britain. The squadron also conducted some night harassment attacks on Rabaul, Buka and Bougainville.

15 Jun–Sep 1945: VPB-53 maintained a six-plane detachment at Samar for Dumbo missions and routine patrols. On 22 June the rest of the squadron joined the detachment at Samar, operating there through September 1945. On 1 August the squadron's primary mission became antisubmarine patrols both day and night.

Oct 1945: VPB-53 was relocated to Tinian under the operational control of FAW-18 and received new PBY-6A Catalinas.

Feb 1946: VPB-53 maintained detachments at Guam, Marcus, Iwo Jima, Peleliu (one plane each); Yokosuka, Japan (four planes); Saipan (two planes). The squadron still operated under the control of FAW-18.

15 May 1946: VPB-53 was redesignated VP-53, and remained under the operational control of FAW-18. At this time the squadron was maintaining detachments at: Shanghai, Truk, Iwo Jima, Majuro (one aircraft each); Yokosuka, Japan (three aircraft); and Saipan (two aircraft).

6 Sep 1946: VP-53 was relieved of its duties in the Pacific and ordered to report to NAS Whidbey Island, Wash. Upon arrival it came under the operational control of FAW-4 with an aircraft allowance of 9 PBY-6A aircraft.

15 Nov 1946: VP-53 was redesignated VP-AM-1. The squadron's aircraft allowance was reduced to 7 PBY-6A aircraft. The complement continued to be reduced and by June 1947 there were only two PBY-5As on hand.

Nov 1947–Apr 1948: VP-AM-1 relieved VP-AM-2 at NS Adak, Alaska. The squadron conducted operations with only three aircraft on hand. VP-AM-1 returned to NAS Whidbey Island by 22 April 1948.

5 May 1948: VP-AM-1 was disestablished during the postwar push by Congress to cut back on the military establishment.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 May 1942
NAS Key West, Fla.	26 Jul 1942
NAS Trinidad, B.W.I.	1 Oct 1942
NAS San Diego, Calif.	Jul 1943
NAS Kaneohe, Hawaii	Oct 1943
NAS Whidbey Island, Wash.	Aug 1944
NAS Kaneohe, Hawaii	Feb 1945
NAS Whidbey Island, Wash.	Sep 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR F. M. Nichols	1 May 1942
LCDR David Perry, Jr.	Oct 1942
LCDR G. H. Duffy	15 Aug 1944
LCDR T. Shelly, Jr.	Jun 1946
LCDR J. W. Henderson	Mar 1947
LCDR M. R. Clard	19 Jun 1947
LT Charles R. Hines	29 Feb 1948

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	May 1942
PBY-6A	Oct 1945
PBY-5A	Jun 1947

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
24 Sep 1942	13 Jul 1943	PatWing-11/ FAW-11	Trinidad	PBY-5	Carib
30 Sep 1943	*	FAW-2	Kaneohe	PBY-5	EastPac
1 Dec 1943	*	FAW-1	Funafuti	PBY-5	SoPac
29 Feb 1944	†	FAW-1	Noumea	PBY-5	SoPac
29 Feb 1944	†	FAW-1	Tarawa	PBY-5	SoPac
29 Feb 1944	†	FAW-1	Apanama	PBY-5	SoPac
30 Apr 1944	†	FAW-1	Makin	PBY-5	SoPac
30 Apr 1944†	30 Jun 1944	FAW-1	Majuro	PBY-5	SoPac
Feb 1945	*	FAW-2	Kaneohe	PBY-5	EastPac
31 Mar 1945	*	FAW-1	Palmyra Is.	PBY-5	SoPac
14 Apr 1945	*	FAW-10	Green Is.	PBY-5	SoPac
15 Jun 1945	*	FAW-10	Samar	PBY-5	SoPac
Oct 1945	*	FAW-18	Tinian	PBY-6A	SoPac
Feb 1946	†	FAW-18	Guam	PBY-6A	SoPac
Feb 1946	†	FAW-18	Marcus	PBY-6A	SoPac
Feb 1946	†	FAW-18	Iwo Jima	PBY-6A	WestPac
Feb 1946	†	FAW-18	Peleliu	PBY-6A	SoPac
Feb 1946	†	FAW-18	Yokosuka	PBY-6A	WestPac
Feb 1946	†	FAW-18	Saipan	PBY-6A	SoPac
15 May 1946†	6 Sep 1946	FAW-18	Shanghai	PBY-6A	SoPac
15 May 1946†	6 Sep 1946	FAW-18	Truk	PBY-6A	SoPac
15 May 1946†	6 Sep 1946	FAW-18	Iwo Jima	PBY-6A	WestPac
15 May 1946†	6 Sep 1946	FAW-18	Majuro	PBY-6A	SoPac
15 May 1946†	6 Sep 1946	FAW-18	Yokosuka	PBY-6A	WestPac
15 May 1946†	6 Sep 1946	FAW-18	Saipan	PBY-6A	SoPac
Nov 1947	22 Apr 1948	FAW-4	Adak	PBY-5A/6A	NorPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5		1 May 1942
PatWing-11/FAW-11 [§]		24 Sep 1942
FAW-14		Jul 1943
FAW-2		5 Oct 1943
FAW-6		Aug 1944
FAW-2		Feb 1944
FAW-10		14 Apr 1945
FAW-18		Oct 1945
FAW-4	DA**	Sep 1946

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		[§] Patrol Wing 11 (PatWing-11) was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.
		^{**} The squadron remained a part of FAW-4, but was assigned the tail code DA on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-AM-5

Lineage

Established as Amphibious Patrol Squadron FIVE (VP-AM-5) on 21 November 1946.

Disestablished on 31 December 1947.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 2 July 1947. The mission of the squadron was to observe the weather and islands in the Aleutian chain. The design had a duck, wearing heavy winter clothing, flying in an "iced-up" condition over snow-covered volcanic mountains.



The squadron's cartoon insignia.



A full version of the squadron's

red; lettering, black; and Navy wings, gold.

Nicknames: None on record.

Colors: sky, light blue; water, green; clouds, white; mountains, black; duck with white icecaps; duck, white (iced); bill and feet, orange; goggles, black; cap, brown with red top; ear muffs, red with black headband; flight jacket, brown with tan collar and cuffs; scarf,

Chronology of Significant Events

21 Nov 1946: VP-AM-5 was established at NAS Whidbey Island, Wash., as a medium amphibious seaplane squadron equipped with the PBV-5A Catalina. During its brief existence, the squadron came under the operational control of FAW-4 with a mission of weather reconnaissance and surveillance.

31 Dec 1947: Due to the absence of any perceived threat from the northern Pacific (the Cold War had not yet "heated up") and congressional mandates to reduce force levels, the squadron was soon placed on the list of those scheduled for disestablishment. New, longer-range aircraft then coming into service, such as the P2V Neptune, negated the need for slower, more vulnerable seaplanes. VP-AM-5 was disestablished at NAS Whidbey Island, Wash., on 31 December 1947.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	21 Nov 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR A. J. Rush	25 Nov 1946
LCDR R. U. Nolen	26 Sep 1947

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	Nov 1946

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1947	1947	FAW-4	Adak	PBY-5A	NorPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	DF	21 Nov 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

Aircraft Data—Technical Information and Drawings

Compiled and written by

Mr. John M. Elliott

Retired Historian
Naval Aviation History Office

COMPILING A LISTING SUCH AS THIS was a difficult task due to so many variables and unknowns in researching aircraft technical data. Besides the loss of original records through house cleaning and mergers of companies, the problem was compounded by the fact that everyone does not record the data in the same format. Large variations can be found in such simple areas as aircraft dimensions. As an example, in some cases an aircraft was measured in the three-point position and the horizontal position to determine maximum height, thus creating two separate height measurements for the same plane. The two different means of measurement for this particular plane resulted in a discrepancy of approximately six feet for a comparatively small prewar aircraft. Performance figures for aircraft can be even more confusing. While the figures may have been exactly what the engineers recorded, in many cases there are no notes that give the conditions under which these figures were derived, such as: What was the loading of the aircraft, its altitude and speed when the technical specifications were recorded? At what period in the life cycle of the aircraft were these specifications taken and what, if any, were the modifications to the original aircraft? These are important considerations when trying to determine exactly what some of the older specifications really reveal about the plane. In compiling the following specifications, U.S. Navy specification charts and records were utilized as the primary source. Manufacturer's records, not press releases, were the

second choice if U.S. Navy specifications were not available. Lacking either of these, it was necessary in some cases to use recognized secondary sources, such as the *Aircraft Year Books*.

On 6 July 1962 the Department of Defense directed that all U.S. military aircraft be designated by a standard system. This required a complete change in naval aircraft designations. To help clarify the two different aircraft designation systems the old Navy aircraft designation system was used first followed by the DoD system in parentheses for those aircraft that were in service during the redesignation in 1962. Hence, the P2V-7 Neptune will be identified as P2V-7 (P-2H), first showing the old Navy designation and then followed by the new DoD designation in parentheses. Of course, those aircraft that entered service after July 1962 are identified by the new DoD system only.

Any discrepancies in these specifications are due to my misinterpretation or incorrect interpretation as to what was originally intended. Corrections are gratefully accepted so that the discrepancies will not be continued in future publications.

The aircraft data sections are done in alphanumeric order. Only the significant aircraft listed in the "Aircraft Assignment" section of the squadron histories are included in this appendix. The list of aircraft types in the data section are as follows: DT, F-5L, H-12, H-16, HS, NC-boats, P2D-1, P2V, P2Y, P-3, P3M-1/2, P4M-1, P5M, PB-1, PB2Y, PB4Y-1, PBM, PBO-1, PBY, PD-1, PH-1, PK-1, PM, PN-9, PN-12, PV-1 and PV-2.

DT

The Navy experience in World War I indicated a requirement for an air-launched torpedo. In 1921, a contract with the Douglas Company led to Douglas' first military aircraft. The company designed the DT-1 as a single-engine, twin float biplane torpedo bomber but delivered only one article under that designation. All others were delivered as DT-2s. Douglas was not the only company to manufacture the DT-2, other manufacturers included the LWF (Lowe, Willard and Fowler) Company, Naval Aircraft Factory and the Dayton-Wright Company. All DT designated aircraft were produced as both float planes and land planes. A total of 78 DTs were accepted: 41 from Douglas, 6 from the Naval Aircraft Factory, 20 from LWF and 11 from Dayton Wright. The first aircraft was accepted in December 1922 and the DT-2s remained in inventory until April 1928.

Models Accepted from the Manufacturer

DT-1

A prototype originally with one cockpit but modified to two at the Navy's request. It was designed with folding wings for shipboard storage. In the modified version the rear seat observer/gunner manned a flexible 30-caliber machine gun. The first flight is estimated to have occurred in November 1921.

DT-2

The DT-2 was a single engine, torpedo bomber, two-place biplane (pilot and observer) with tubular steel fuselage construction. The forward and center sections were metal covered while the rear third was fabric cov-

ered. Horizontal tail surfaces were also tubular steel with fabric covering. The vertical tail and wings were wooden with fabric covering. The aircraft could be used with either wheel undercarriage or twin floats.

Crew	2
Range	258 miles
Power Plant	One 400 hp Liberty
Weight:	
Empty	4,452 lbs
Gross	7,291 lbs
Dimensions:	
Wing area	706.9 sq ft
Wing span	50 ft (upper) 50 ft (lower)
Length	37 ft 8 in
Height	15 ft 1 in
Armament:	Maximum bomb capacity was one 1,835 lb torpedo

Modifications to Existing Airframes

DT-4

The DT-4 was a Naval Aircraft Factory modified DT-2 with a cone shaped engine cowling over a 650 hp direct-drive Wright T-2 twelve-cylinder liquid-cooled engine. It was intended primarily as a bomber rather than a torpedo dropper. External radiators were mounted on the bracing struts between the lower wings and the fuselage. Four examples, A6423, A6424, A6427 and A6428, were built by the Naval Aircraft Factory. A6424 was flown by the Marine Corps in the 1923 Merchants Exchange of St. Louis Trophy Race and distinguished itself by making the fastest lap in the load-carrying competition with a speed of 115 mph.



A DT-2.

DT-5

These two aircraft, A6427 and A6428, were further modifications of the DT-4 with a 650 hp geared Wright T-2B engine.

DT-6

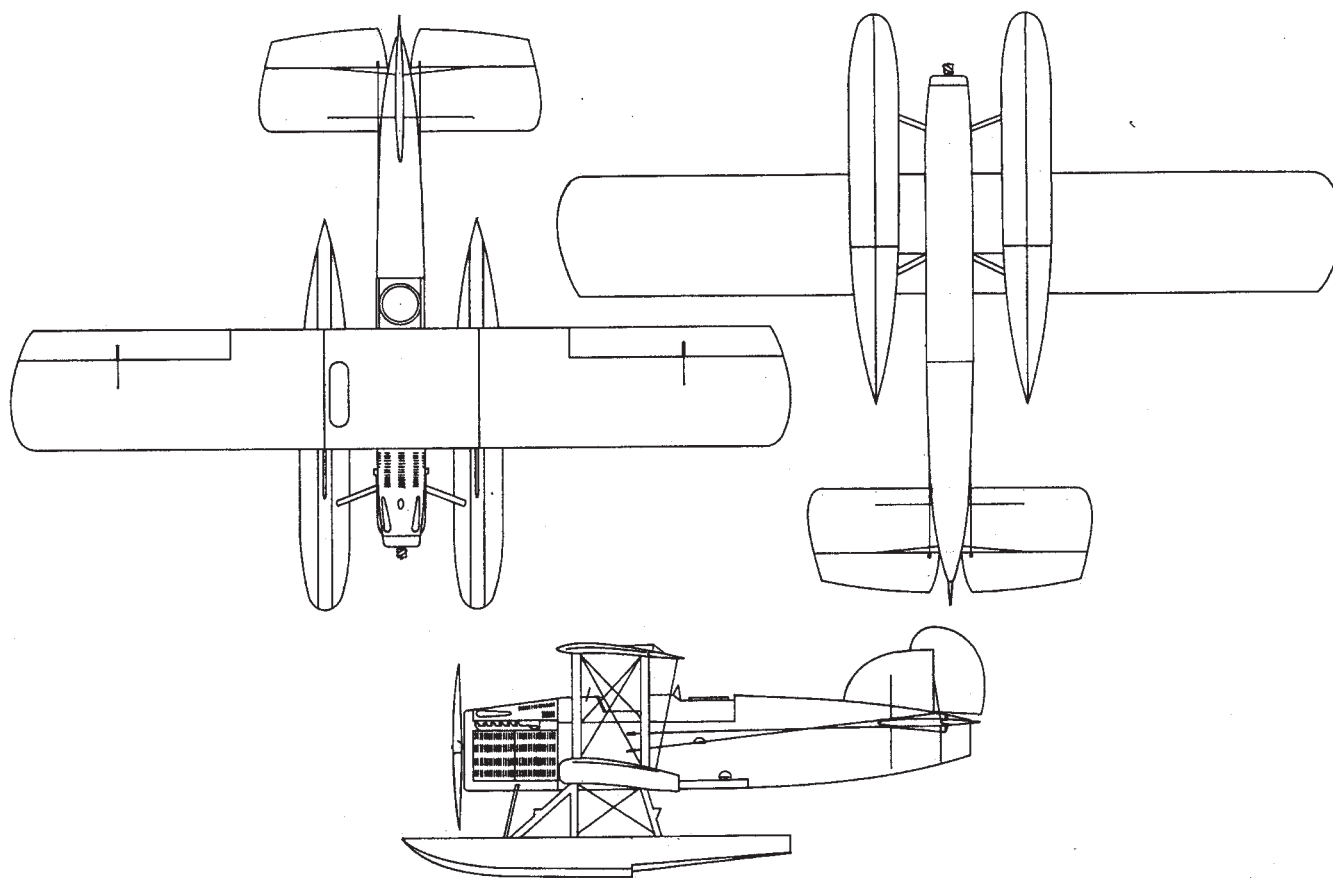
This aircraft, A-6581, was modified to experiment with a 450 hp Wright P-1 air-cooled radial engine in place of the 450 hp Liberty.

SDW-1

The Dayton-Wright Co. modified three LWF built DT-2s as long-range scout floatplanes. These aircraft had a deeper center fuselage and engine cowling that accommodated additional fuel tanks.

Bureau Numbers

DT-1	A6031
DT-2	A-6032-A6033.
DT-2	A6085-A6095 (Dayton Wright)
DT-2	A6405-A6422, A6563-A6582 (Douglas)
DT-2	A6583-A6602 (LWF)
DT-2	A6423-A6428 (Naval Aircraft Factory)
DT-4	A6424, A6427, A6428 (Naval Aircraft Factory)
DT-5	A6427, A6428 (Naval Aircraft Factory)
DT-6	A6581
SDW-1	A6594, A6596, A6597 (LWF)



Three view drawings for DT-2.

F-5L

The F-5L was designed by the Curtiss Company under a contract issued by the Navy in 1918. The aircraft was actually a derivative of the earlier Curtiss H-12 and H-16s that had been sold to England in 1915–1916. This design was modified in England using the wings and tail surfaces but with a new hull design that could operate better in the rough North Sea environment. These modified boats were called F-2, -3 and -5, the designations identifying its origins as the Royal Naval Air Station at Felixstowe. Although Curtiss was producing later versions of the H-16, roughly equivalent to the F-3, the Navy decided to adapt the F-5 to American standards and use the new Liberty engines. The F-5Ls were designed to meet a Navy requirement for a long-range antisubmarine plane that was heavily armed with machine guns and bombs. A total of 227 F-5 aircraft were accepted by the Navy: 60 from Curtiss, 30 from Canadian Aeroplanes and 137 from the Naval Aircraft Factory. The first F-5L was received from Canadian Aeroplanes, Ltd. on 30 July 1918. The F-5Ls remained in the inventory until January 1931.

The designation F-5L has long been a subject of speculation. There is general agreement that the F stood for

Felixstowe and the 5 was the model number, but the L is a different matter. The U.S. Navy's General Board meeting of 18 December 1919 records Captain N. E. Irwin explaining that the L indicated manufactured at League Island, the site of the Naval Aircraft Factory. Others claim the L stood for the Liberty engine that was placed in the American version of the aircraft.

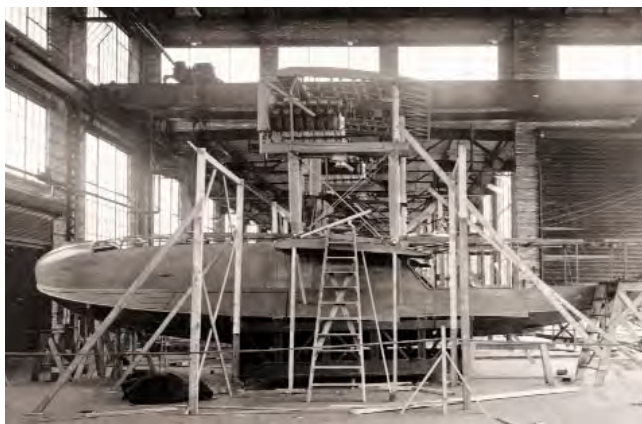
Models Accepted from the Manufacturer

F-5L

Crew	4
Range	765 miles.
Power Plant	Two 12 cylinder 330 hp Liberty
Weight:	
Empty	8,250 lbs
Gross	13,256 lbs
Dimensions:	
Wing area	1,397 sq. ft
Wing span	103 ft 9 in (upper) 74 ft 4 in (lower)
Length	49 ft 4 in
Height	18 ft 9 in
Armament:	Six to eight flexible 30-caliber machine guns Four 230 lb bombs under the lower wings



F-5Ls on the assembly line.



An F-5L under construction.

Modifications to Existing Airframes

F-6L

The last two F-5Ls built by the NAF were an improved version and designated F-6L. After the war the vertical tail surfaces were redesigned and all F-5Ls that were in service were retrofitted with this new style tail.

PN-5, PN-6 and PN-7

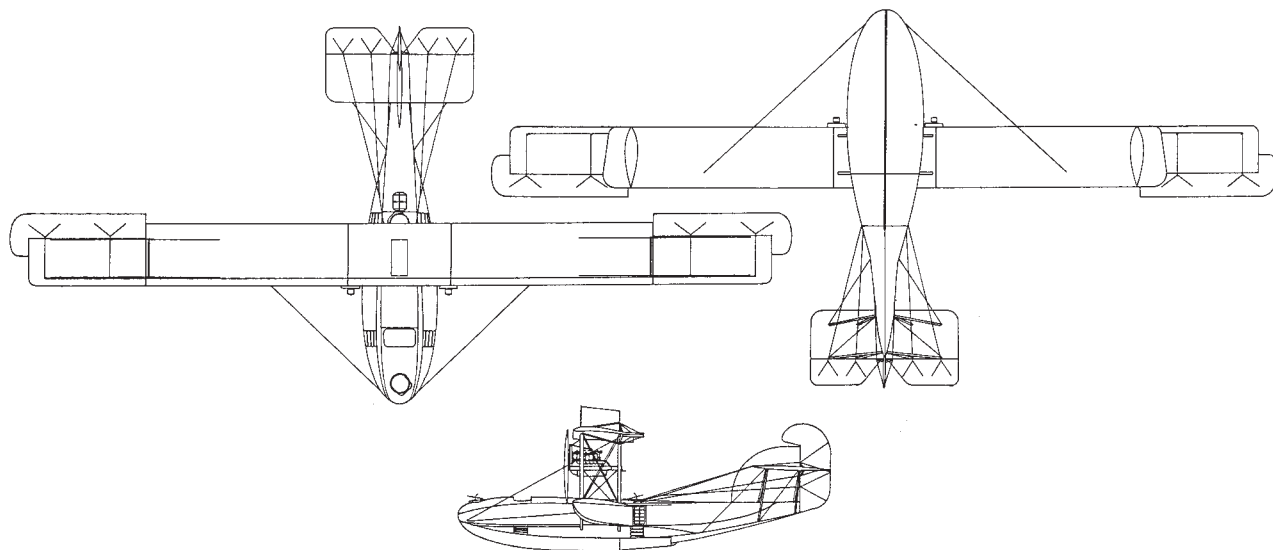
With the adoption of the new aircraft designation system in 1922, the F-5L was assigned the designation PN-5 (P for patrol, N for Navy, regardless of the actual manufacturer), while the F-6L became PN-6. In actual practice the new designations were not used for designs in production before adoption of the new system and they continued to be known as F-5Ls until retired by the Navy. However, an improved version using new wings and engines did use the new designation of PN-7.

Bureau Numbers

F-5L	A3333–A3382 Canadian Aeroplanes Ltd. (A3363–A3382 canceled)
F-5L	A3559–A4035 Naval Aircraft Factory (137 accepted, the following were canceled: 3616–3658, 3684–3782, 3801–3858, 3881, 3883–3935, 3941–4008 and 4014–4035)
F-5L	A4281–A4340 Curtiss.
F-5L	A4470–A4819 Curtiss (all canceled)
F-5L	A5259–A5458 NAF (all canceled)
F-5L	A6557–A6559 Built at NAS Hampton Roads from spares
F-5L	A6697 Built at NAS San Diego from spares
F-6L	A4036–A4037 Naval Aircraft Factory



An F-5L.



Three view drawings for F-5L.

H-12

In 1916, the Navy ordered an improved version of the "America" which was built by Curtiss for Mr. Rodman Wanamaker's attempt to fly the Atlantic. The H-12 was ordered from the Curtiss Company and was developed as a big biplane flying boat to meet Navy requirements for an antisubmarine and training aircraft. A total of 20 aircraft were accepted beginning in January 1917. They remained in inventory until July 1920.

Models Accepted from the Manufacturer

H-12

The H-12 retained the laminated wood veneer hull similar to the "America" but had longer wings and two 200 hp Curtiss V-X-X engines. It had a crew of four in open cockpits. A number of the H-12s were sent to England for the RNAS. Dissatisfied with the underpowered Curtiss engines they substituted 275 hp Rolls-Royce Eagle I engines.

Crew	4
Power Plant	Two 200 hp Curtiss V-2-3
Weight	
Empty	6,500 lbs
Gross	9,400 lbs
Dimensions:	
Wing area	1,164 sq ft
Wing span	96 ft
Length	46 ft 5.5 in
Height	16 ft 9 in
Armament:	Four flexible 30-caliber machine guns
	Four 100 lb or two 230 lb bombs under the lower wing

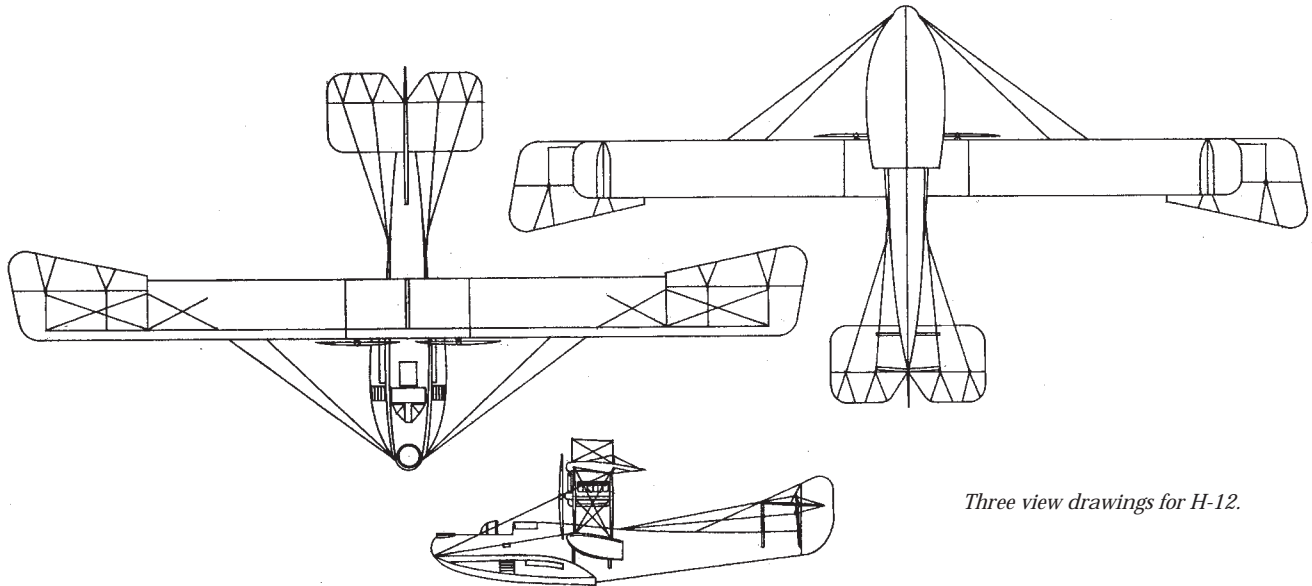
Modification to Existing Airframes

H-12L

Liberty engines of 330 hp in place of the original Curtiss engines.

Bureau Numbers

H-12 A152, A765–A783



Three view drawings for H-12.



An H-12 at NAS Pensacola.

H-16

The H-16 flying boat biplane was built by the Curtiss Company and was an improved version of the H-12. The Navy contract for the H-16 was awarded in 1918 with the primary mission being antisubmarine and patrol. Curtiss eventually produced 124 H-16s. Due to other wartime commitments, Curtiss could not meet the full Navy requirement for H-16s, so the Navy undertook the manufacture of them at the Naval Aircraft Factory. The Naval Aircraft Factory produced another 150. H-16s, which were the first aircraft built at the Naval Aircraft Factory, were delivered to the Navy on 1 February 1918 and remained in the inventory until May 1930.

Models Accepted from the Manufacturer

H-16

The H-16 was a patrol bomber flying boat with a crew of four and an enclosed pilot's cockpit. Many of these aircraft were sold to Britain and Commander Porte of the Royal Navy developed an improved hull design for the H-16. This British version was built at RNAS Felixstowe as F.2, F.3 and F.5.

H-16L

Crew	4
Range	452 miles
Power Plant	Two 330 hp Liberty
Weight:	
Empty	7,400 lbs
Gross	10,906 lbs
Dimensions:	
Wing area	1,164 sq ft
Wing span	95 ft 1 in (upper) 67 ft (lower)
Length	46 ft 2 in
Height	17 ft 9 in
Armament:	Five or six flexible 30-caliber machine guns Four 230 lb bombs

Modification to Existing Airframes

H-16-1

The engines were turned around to make it a pusher. Unfortunately, it proved to be excessively tail heavy and showed no advantage.



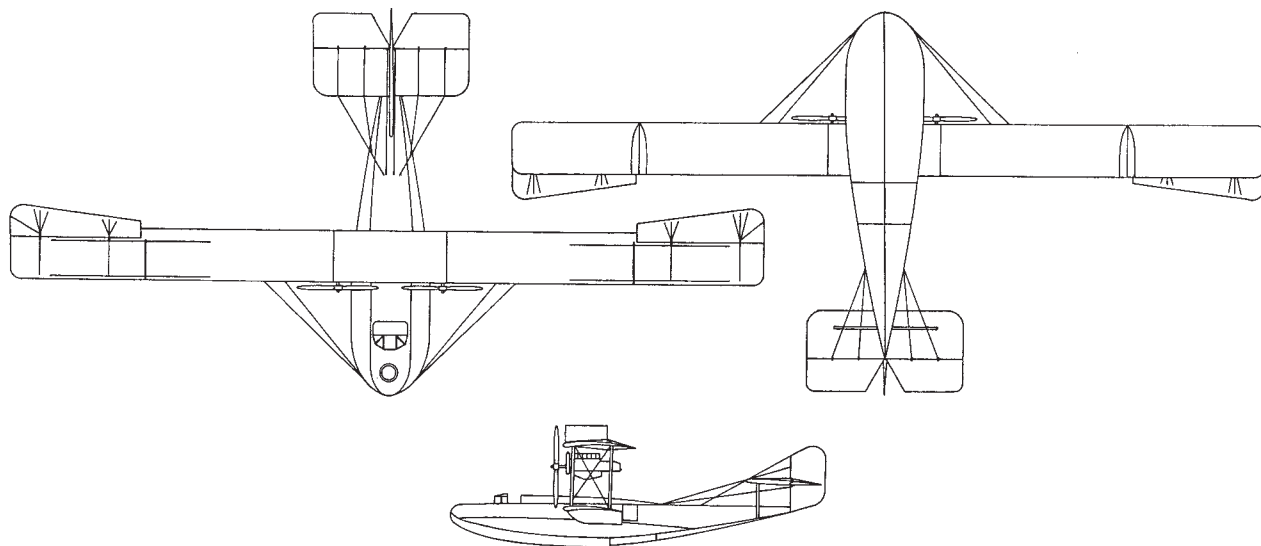
An H-16 under construction at Curtiss Aeroplane and Motor Corporation.

H-16-2

A pusher type with slightly longer wings that were swept back 5.5 degrees. The increased wing area required additional rudder area in the form of two auxiliary rudders mounted on the horizontal tail.

Bureau Numbers

H-16	A784–A799; A818–A867; A1031–A1048; A4039–A4078 (Curtiss)
H-16	A1049–A1098; A3459–A3558 (Naval Aircraft Factory)
H-16-2	A839 (Curtiss)



Three view drawings for H-16.



An H-16 at Killingholm, England.

HS

The HS series was designed by Curtiss to be an anti-submarine warfare flying boat and was built by the designer and other companies. It was the first aircraft built for the Navy by both Lockheed and Boeing and by far the largest production of any Navy aircraft up to that time. A total of 1,095 were eventually delivered by the following builders: Curtiss 678, LWF (Lowe, Willard and Fowler) 250, Standard 80, Gallaudet 60, Boeing 25, and Loughhead 2. Curtiss initiated delivery of the aircraft under a 1918 order. The aircraft was built from an earlier prototype with the first delivery in February 1918. The HS remained in the inventory until September 1928.

Models Accepted from the Manufacturer

HS-1

This design was derived from the unsuccessful H-14, but with a single pusher Curtiss V2 200 hp engine. The crew of two sat side by side. There were no armament capabilities. The first aircraft was received on 4 February 1918. No bureau numbers were

ever assigned to the HS-1 designation because the design was changed soon after the HS-1 production run began.

HS-1L

The production version of the HS-1, configured with a 375 hp Liberty engine. The engine was later upgraded to a 400 hp Liberty and it was the first aircraft to be flown with the new Liberty engine.

HS-2L

During World War I it was discovered that two 180 lb depth bombs were inadequate against submarines. In order for an HS to lift two 230 lb bombs in addition to a crew of three, it was necessary to increase the lift of the wings. This was accomplished by adding a new twelve-foot long upper wing center section and a six-foot panel between the hull and each lower wing outer panel.

By assembling an accumulation of spare parts from various naval air stations after the war, 24 more HS-2Ls were added to the inventory.

Crew	2 or 3
Range	517 miles
Power Plant	One 330 hp Liberty



HS-1s under construction.

Weight:

Empty 4,300 lbs
 Gross 6,432 lbs

Dimensions:

Wing area 803 sq ft
 Wing span 74 ft 5 in (upper)
 64 ft 2 in (lower)

Length 39 ft
 Height 14 ft 7.25 in

Armament: One flexible 30-caliber Lewis machine gun
 Two 230 lb bombs under the wings

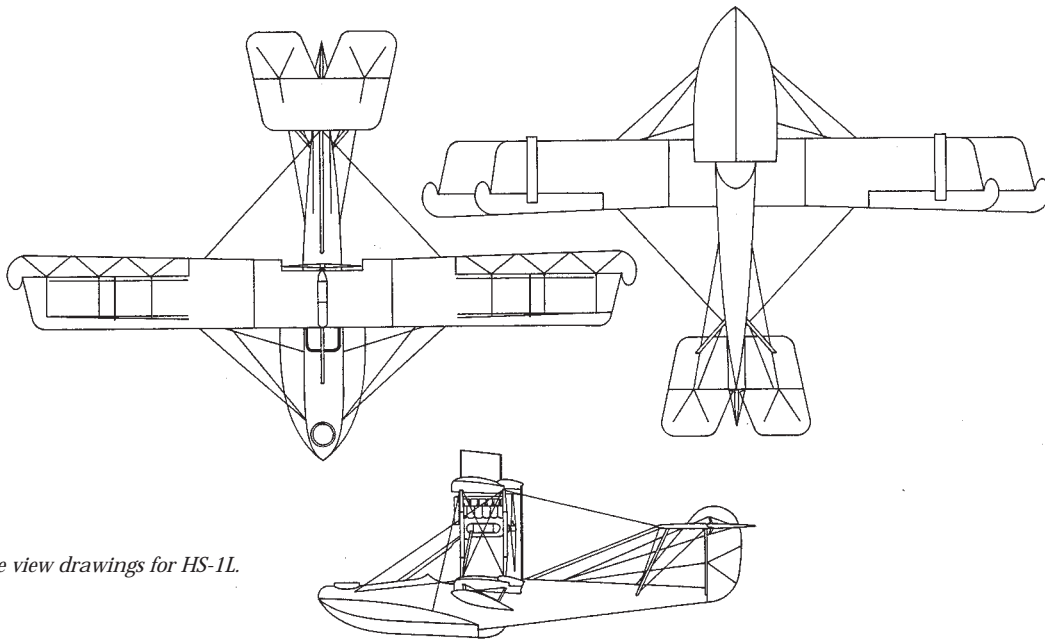
HS-3

An aerodynamically improved model with revised hull lines was under development at the end of the war. However, with the end of the war and the cancellation of many HS-2L contracts, the new development design for the HS-3 was dropped.

Bureau Numbers

HS-1L	A800–A815 (A815 cancelled), A1549–A1819 (Curtiss)
HS-2L	A1820–A2207 (Curtiss)
HS-1L	A1099–A1222 (LWF) ¹
HS-2L	A1223–A1398 (LWF) ¹
HS-2L	A1399–A1548 (Standard, A1478–A1548 canceled)
HS-2L	A2217–A2276 (Gallaudet)
HS-2L	A4231–A4255 (Boeing)
HS-2L	A4228–A4229 (Loughead)
HS-2L	Assembled from spare parts A5564–A5569; A5615–A5619 (A5619 canceled); A5787; A5808; A6506–A6513; A6553–A6556.

¹ A total of 50 aircraft from the LWF contract were canceled.



Three view drawings for HS-1L.



An HS-1L.

NC Boats

During World War I the need for flying boats for antisubmarine warfare and long distance patrols led to the development of the NC series by Curtiss. Curtiss built four NC boats, the NC-1 through NC-4. Six NC boats, the NC-5 through NC-10, were built at the Naval Aircraft Factory to Curtiss specifications. The first Navy order was in 1918; no NC was delivered prior to 1919, too late to see war service. The NC-1, NC-3 and NC-4 undertook the first transatlantic crossing in May 1919 with only the NC-4 successfully completing the flight. The last NC boat was lost on 22 January 1921 and stricken from the inventory in March 1921.

Models Accepted

NC-1 to NC-4

Long-range patrol flying boats built by Curtiss.

NC-5 and NC-6

Long-range patrol flying boats similar to the NC-1 through NC-4 of transatlantic fame, but in a trimotor configuration. The center engine was reversed to be a pusher. They were accepted by the Navy on 14 May 1920. The crew consisted of two pilots, a navigator/nose gunner, radio operator and two flight engineers.

NC-7 to NC-10

A four-engine configuration similar to original NC-1 to NC-4.

Crew	5
Range	1,470 miles
Power Plant	Four 400 hp Liberty engines
Weight:	
Empty	14,100 lbs
Gross	23,000 lbs

Dimensions:

Wing area	2,441 sq ft
Wing span	126 ft (upper)
	96 ft (lower)
Length	68 ft 3 in
Height	24 ft 5 in

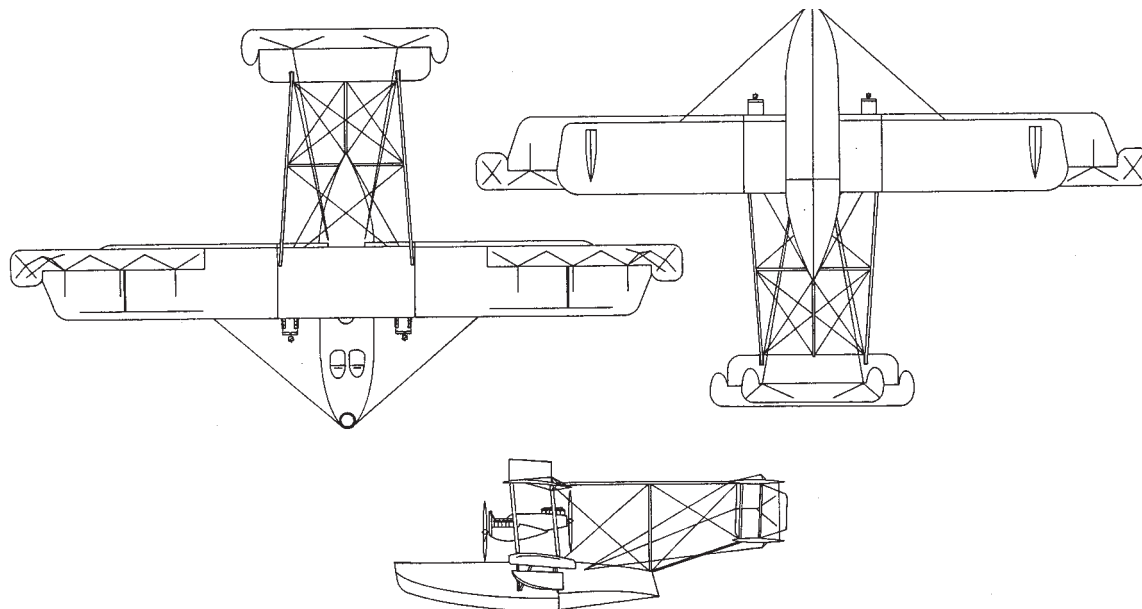
Armament: 30-caliber machine guns in the bow cockpit and the rear hull cockpits

Bureau Numbers

NC-5 and NC-8	A5632–A5636
NC-9 and NC-10	A5885–A5886



An NC-8.



Three view drawings for NC-8.

P2D-1

The P2D-1 began as Bureau of Aeronautics' design XTN-1. The Naval Aircraft Factory designed this twin-engine, duralumin and fabric, amphibian biplane to provide a platform that could launch torpedoes, a requirement that had emerged during World War I but remained unmet by the mid-1920s. The Factory produced a single experimental model and, in keeping with Bureau policy to avoid large production runs, turned the plans over to the aircraft industry. In July 1925, the Navy awarded a contract to the Douglas Company to produce the XTN-1 under the designation T2D-1. The aircraft could be operated from both land and water. However, to avoid a conflict with the Army regarding which service was to operate land-based tactical aircraft, the Navy confined this aircraft to the float plane role and changed the designation to P2D-1 to stress its patrol, or sea focused, mission. The aircraft was in inventory from May 1927 to February 1937 and a total of 30 articles were accepted.

TN-1

An experimental variant built by the Naval Aircraft Factory.

Models Accepted from the Manufacturer

T2D-1

Original designation of production aircraft built by Douglas. However, due to considerable conflict with the Army when used as shore-based bombers it was politic to redesignate the T2D-1 as the P2D-1 to more

nearly reflect the mission as patrol, rather than any sort of bombing operation from a shore-based installation.

P2D-1

The crew of four was carried in separate cockpits with a gunner in the bow cockpit and an observer/gunner in the rear cockpit. Like the T2D-1, these aircraft could be configured with either a wheel under carriage or twin pontoons. The first aircraft was received on 12 June 1930.

Crew	4
Range	1,140 miles
Power Plant	Two 525 hp Wright Cyclone R-1820-64

Weight:	
Empty	7,486 lbs
Gross	13,052 lbs

Dimensions:	
Wing area	909 sq ft
Wing span	57 ft (upper) 57 ft (lower)

Length	41 ft 11 in
Height	17 ft 6 in

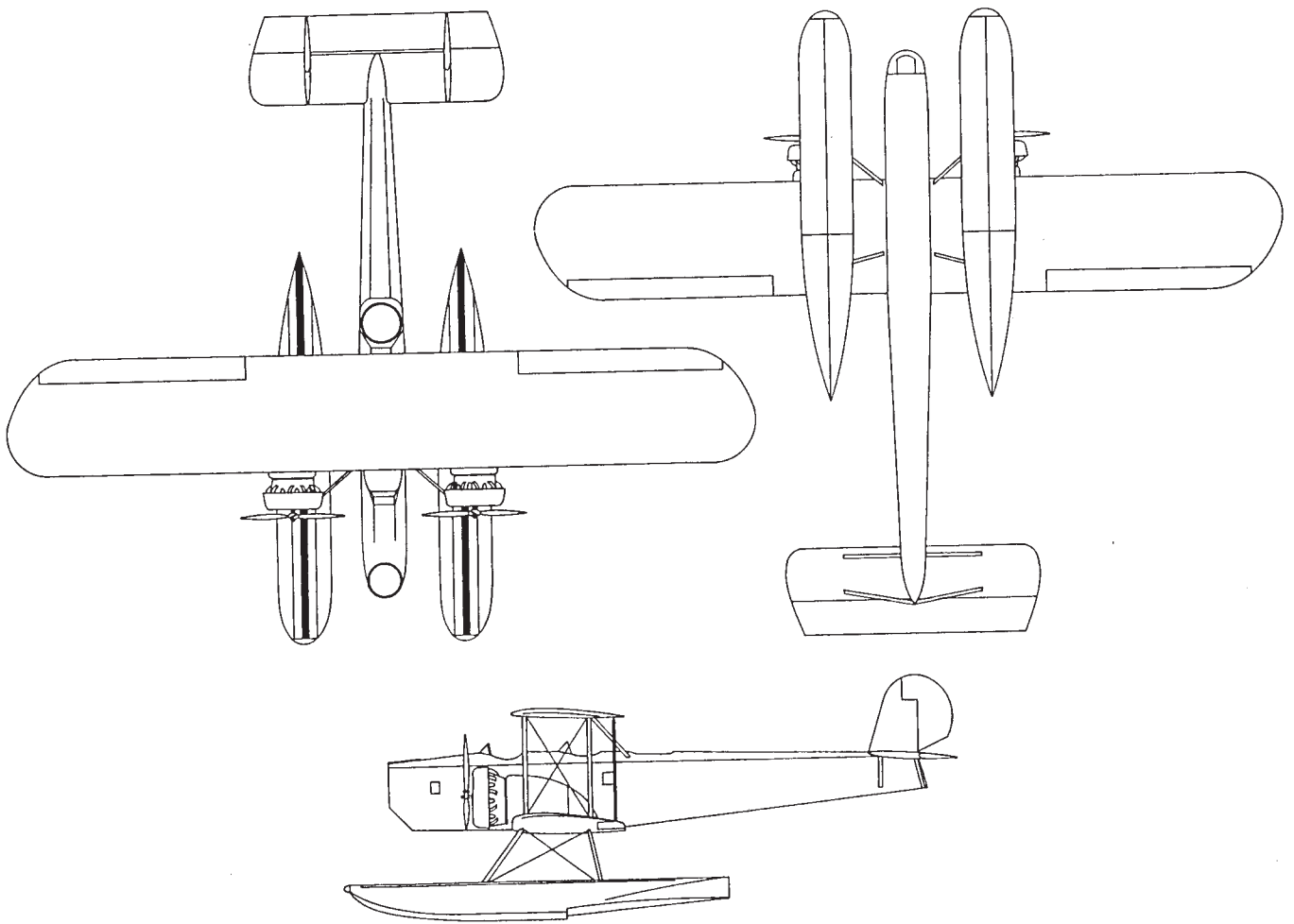
Armament: A single flexible 30-caliber machine gun in both the bow and rear cockpits
The maximum bomb/torpedo capacity was one 1,680 lb torpedo

Bureau Numbers

TN-1	A7027
T2D-1	A7051–A7053, A7587–A7595
P2D-1	A8644–A8661



A rear shot of a P2D-1



Three view drawings for P2D-1.

P2V (P-2) Neptune

The Bureau of Aeronautics issued a contract for the P2V to Lockheed on 19 February 1943. Lockheed delivered 1,036 Neptunes to the U.S. Navy and another 193 to other organizations or countries. In March 1947 VP-ML-2 became the first squadron to receive the P2V Neptune. The last Neptune, an SP-2H, reported in the Navy's inventory was in April 1982. The P2V designation was changed to P-2 in 1962.



An XP2V-1 being presented to the press, December 1945.

Models Accepted from the Manufacturer

XP2V-1

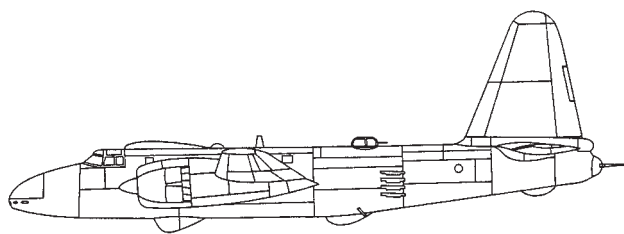
This aircraft was designed as a long-range land-based patrol bomber with greater range and load carrying capabilities than was available in the World War II designs. The final configuration provided a fuselage optimized for operational efficiency, carrying a crew of seven, a wide range of electronic equipment and a weapons bay large enough for two torpedoes or 12 depth charges. The first aircraft flew on 17 May 1945.

P2V-1

Powered by two 2,300 hp Wright R-3350-8A engines with a crew of eight. Armed with six 50-caliber machine guns and a maximum bomb load of 8,000 lbs with underwing provisions for two 11.75 inch Tiny Tim or sixteen 5.0 inch HVAR rockets.

P2V-2

The engines were upgraded to two 2,800 hp Wright R-3350-24Ws for takeoff with water-alcohol injection. The crew was reduced to seven. Provisions were made for the addition of four jet assisted take off (JATO) bottles on each side of the fuselage.



Side view drawing for P2V-2.

P2V-2N

Ski-equipped landing gear added for Arctic operations. All armament including dorsal turret were removed and an early Magnetic Anomaly Detection (MAD) probe was installed in the tail. The protective tail skid was removed.

P2V-2S

Equipped with APS-20 search radar in a ventral installation.

P2V-3

Aircraft engines were upgraded with the installation of 3,200 hp Wright Cyclone R-335-26Ws.

P2V-3C

Developed to provide a long-range patrol bomber capable of carrying an atomic bomb that could be launched from an aircraft carrier. The modifications included installation of additional fuel tanks and the removal of the astrodome, under belly radome, nose armament, dorsal turret, wing rocket attachment points and tail skid. The 20-mm tail turret was retained for defense.

P2V-3B

A modification of the P2V-3W equipped with the ASB-1 Low Level Radar Bombing System.

P2V-3W

Configured as an early warning aircraft with the addition of the APS-20 search radar in a large belly mounted radome.

P2V-3Z

A combat transport equipped with a special interior and heavy armor for flying VIP personnel into combat areas. The nose armament and dorsal turret were removed and four-blade propellers replaced the normal three-blade type.

P2V-4 (P-3D)

Powered by two Wright R-3350-30W Turbo-Compound engines with four blade propellers. The range was extended with the installation of jettisonable wing tip fuel tanks. The forward portion of the starboard tank housed a powerful searchlight. The APS-20 search radar used on the -3W was standard on the -4.

P2V-5

The nose armament was replaced with a power operated turret carrying two 20-mm cannon. These guns were synchronized with the searchlight in the starboard wing tip fuel tank. The port tank housed a APS-8 search radar in the forward portion. The tanks were enlarged with fins added and mounted to the outer edge of the wing tip rather than under as before. Other armament and weapons capabilities remained the same.

P2V-5F (P-2E)

Two Westinghouse J34-WE-34 turbo jet engines of 3,250 lbs thrust each were installed beneath the wings on pylons just outboard of the engine nacelles. This deleted four rocket launchers, however the overall ordnance capability was increased up to 10,000 lbs.

P2V-5FD (DP-2E)

All armament including the dorsal turret, rocket launchers, much of the avionics, and the astrodome as well as the wing tip tanks were deleted. Additional electronic equipment was added for the control of target drones that were carried on pylons outboard of the jet engines.

P2V-5FE (EP-2E)

This type had J-34 jet engines and increased electronic equipment.

P2V-5FS (SP-2E)

This version had J-34 jet engines and expanded ASW capability with the addition of Julie/Jezebel submarine detection system.

P2V-6 (P-2F)

The P2V-6 had a longer nose with the Emerson twin 20-mm cannon ball turrets. The aircraft had Wright Cyclone R-3350-36W engines but no additional jet engines. A small radome on the forward belly housed the APS-70 radar. Several hundred pounds of armor were installed for protection during low level attacks.

P2V-6B/P2V-6M (MP-2F)

Capable of carrying and launching the Fairchild Petrel AUM-N-2 air-to-underwater missiles. Originally designated P2V-6B, the designation was changed to P2V-6M to more correctly show its mission.

P2V-6F (P-2G)

This aircraft type was retrofitted with the Westinghouse J-34-WE jet engines on pylons outboard of the engine nacelles.

P2V-6T (TP-2F)

All armament including the dorsal turret was removed for use in a trainer role. In most of the training aircraft the wing tip tanks were also removed.

P2V-7 (P-2H)

The APS-20 radome was mounted further forward than on the -5. The wing tip fuel tanks were made

smaller. Early versions had both nose and tail 20-mm cannon turrets but these were replaced later with the observers nose and MAD tail configuration.

Crew	7-9
Range	4,350 miles
Power Plant	Two 3,700 hp Wright Cyclone R-3350-32W and two 3,400 lbs static thrust Westinghouse J-34-WE-36 turbojets

Weight:

Empty	49,548 lbs
Gross	79,778 lbs

Dimensions:

Wing area	1,000 sq ft
Wing span	101 ft 4 in
Length	91 ft 8 in
Height	29 ft 4 in

Armament: Two 20-mm cannon in the nose and tail turret.

Two 50-caliber machine guns in the dorsal turret

Ordnance load up to 10,000 lbs

P2V-7S (SP-2H)

Additional ASW/ECM equipment including Julie/Jezebel.

P2V-7L/7LP (LP-2J)

The APS-20 radar was removed. Retracting skis, large tip tanks with APS-31 radar, an auxiliary power unit, integral nacelle heaters, provisions for 16 JATO bottles, and other equipment for Antarctic research and exploration were fitted in this version. Three of the P2V-7L aircraft were converted to P2V-7LPs by the installation of tri-metrigon cameras.

AP-2H

The MAD boom was deleted and replaced by a twin 20-mm tail turret. The large APS-20 radome was replaced with the smaller APQ-292. Chin mounted infrared sensors and low light level TV were installed, while the dorsal turret was removed and faired over. Other armament consisted of a 7.62-mm minigun pod that was mounted at a 30 degree down angle and fuselage mounted 40-mm grenade launchers.

DP-2H

Modified for drone control work.

EP-2H

Modified as an airborne relay platform for drone telemetry.

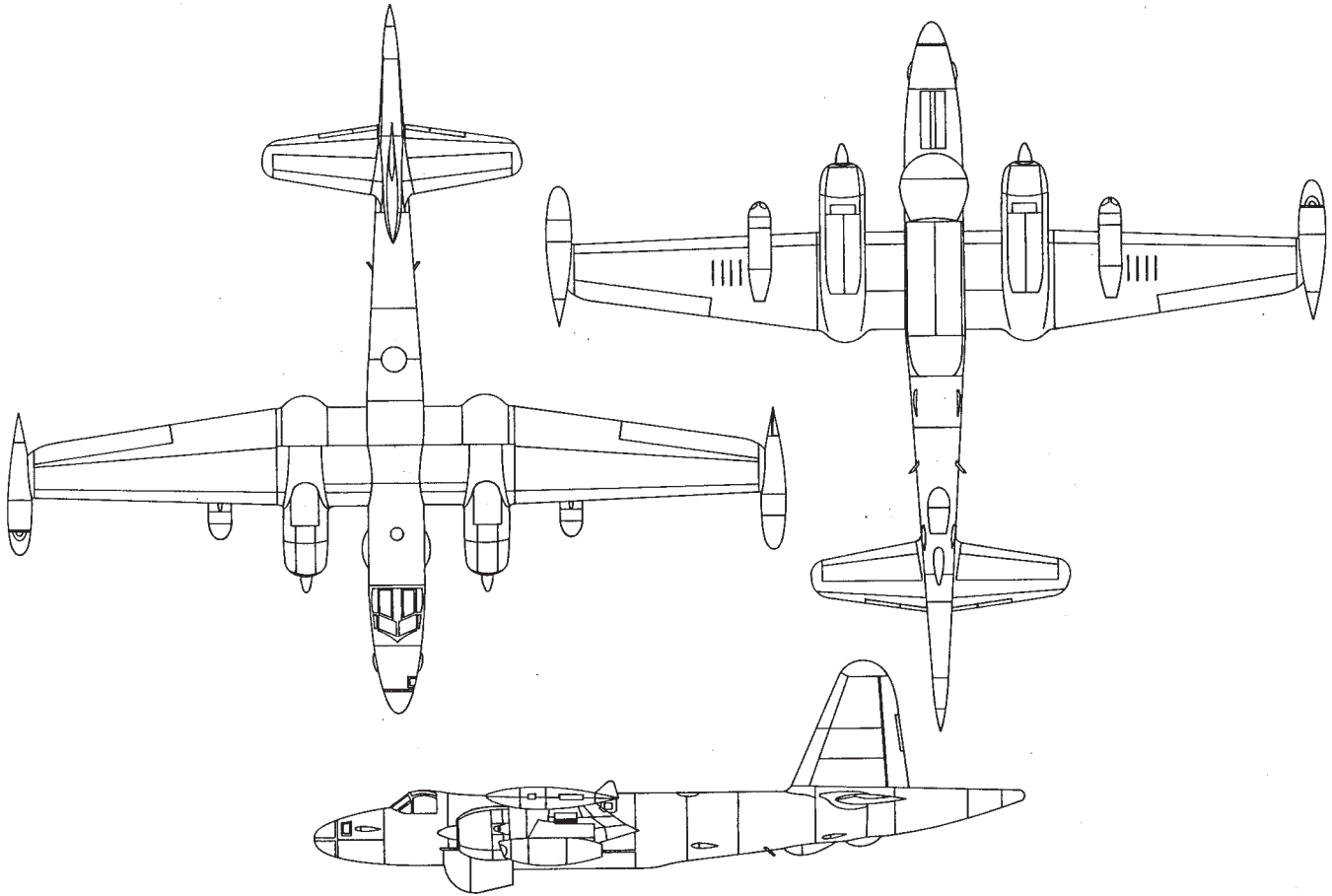
OP-2E

The large belly mounted APS-20 radar was replaced with a smaller radar unit installed on the chin turret. The MAD housing was removed, giving the aircraft a distinctive blunt tail. Much of the ASW equipment was removed, and provisions were made for window-mounted M60 7.62-mm machine guns. Additional gun

Pods were added that could be mounted on the in-board rocket launchers. A camera installation was provided in a bulge under the rear fuselage. These aircraft were used to drop movement sensors along the Ho Chi Minh Trail in Vietnam.

Bureau Numbers

XP2V-1	48237–48238	P2V-5	124865–124909; 127720–127782; 128327–128422; 131400–131543; 133640–133651; 134664–134676 (134664–134670 canceled); 134718–134723
P2V-1	89082–89085; 89087–89096	P2V-6	126514–126573 (126548–126573 canceled); 131544–131550; 134638–134663
XP2V-2	89086	P2V-6M	131551–131566
P2V-2	39318–39468 (39369–39468 canceled); 122438–122467	P2V-7	135544–135621; 140151–140160; 140430–140443; 140962–140986; 141231–141251; 142542–142545; 143172–143183; 144262–144267 (all canceled); 144675–144692; 144732–144734 (144733–144734 canceled); 145900–145923; 146431–146438; 147562–147571; 147946–147971; 148330–148336; 149070–149081; 149089–149130
P2V-3	122923–122951; 122964–122987	P2V-7S	148337–148362; 150279–150283
P2V-3W	124268–124291; 124360–124361 (canceled)	P-2H	153611–153616
P2V-4	124211–124267		



Three view drawings for P2V-7/P-2H.



The P2V-1 Truculent Turtle set a long distance record flight in October 1946.



A P2V-7 assigned to VC-8.



One of the last P2V-7s accepted by the Navy.

P2Y

The Bureau of Aeronautics issued its first contract for the P2Y to Consolidated Aircraft on 26 May 1931. Its first flight was on 26 March 1932 and the first squadron to receive the P2Y was VP-10S on 1 February 1933. The Navy accepted 47 articles, including XP2Y-1, P2Y-1s, XP2Y-2 and P2Y-3s. The last P2Y reported in squadron inventory was on 31 March 1941 with VP-43, operating the P2Y-3.

Models Accepted from the Manufacturer

XP2Y-1

Twin engine sesquiplane patrol flying boat with a crew of three in enclosed compartments. The two 575 hp Wright Cyclone R-1820E engines were mounted close beneath the top wing. It was originally tested with a third engine strut mounted on the centerline above the wing which was removed after one month of trials. The aircraft was first tested at NAS Anacostia in April 1932.

P2Y-1

All production models had only two engines.

XP2Y-2

In the last production P2Y-1, the engines were upgraded to Wright Cyclone R-1820-88 and raised to the wing's leading edge, thereby reducing drag.

P2Y-3

The engines were mounted on the leading edge of the wing and upgraded to Wright Cyclone R-1820-90s.

Crew	5
Range	1,780 miles
Power Plant	Two 700 hp Wright Cyclone R-1820-90

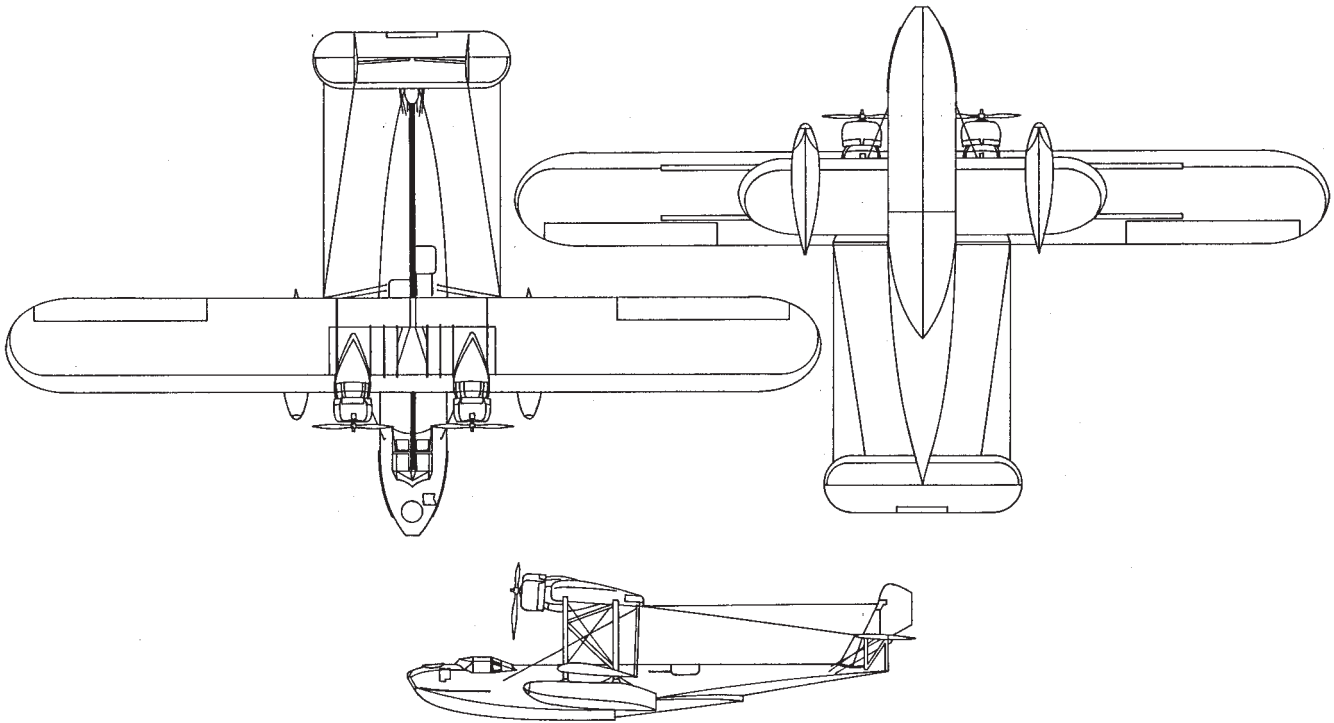
Weight:	
Empty	11,829 lbs
Gross	20,545 lbs

Dimensions:	
Wing area	1,514 sq ft
Wing span	100 ft
Length	61 ft 9 in
Height	17 ft 3 in

Armament: One flexible 30-caliber machine gun in the bow cockpit and two dorsal gun hatches behind the wings

Bureau Numbers

XP2Y-1	A8939
P2Y-1	A8986–A9007
XP2Y-2	A9008
P2Y-3	A9551–A9571, 9618–9619



Three view drawings for P2Y-2.



A P2Y-2.

P-3 Orion

The Bureau of Aeronautics issued a contract for the P3V (P-3) to the Lockheed Company on 2 February 1959. Lockheed delivered 610 aircraft to the U.S. Navy and an additional 36 for use by other organizations or countries. On 22 August 1962 VP-8 became the first squadron to receive the P-3 Orion. The P-3 continues to be an active aircraft in the Navy inventory.

Models Accepted from the Manufacturer

YP3V-1 (YP-3A)

The prototype P3V modified from an L188 Lockheed Electra airliner. This aircraft was later redesignated NP-3A.

P3V-1 (P-3A)

The aircraft was designed as an antisubmarine patrol bomber with a crew of 10 including 5 in the tactical compartment. The aircraft's first flight was on 30 March 1961. The designation P3V-1 was changed to P-3A in 1962 with the introduction of the DoD system of aircraft designations.



The P-3A and its armament, June 1964.

P-3B

The horsepower was increased with the introduction of Allison T56-A-14 turboprops of 4,910 ehp in place of the original 4,500 shp T56-A-10Ws. Many of these aircraft were equipped to carry the Bullpup missile and many were modified with the TAC/NAV MOD package.

YP-3C

A prototype from the P-3B production model later modified to RP-3D, then NP-3D.

P-3C

This aircraft was equipped with a new integrated ASW and navigation avionics AN/ASQ-114 computer system making it the world's first ASW aircraft with a centralized computer, and with the AN/AQA-7 acoustic processors and display system.

Crew	12
Range	3,420 miles
Power Plant	Four Allison T56-A-14 4365 eshp
Weight:	
Empty	66,900 lbs
Gross	135,000 lbs
Dimensions:	
Wing area	1,300 sq ft
Wing span	99 ft 8 in
Length	116 ft 10 in
Height	33 ft 8½ in

Armament: Internal stowage up to 7,225 lbs bombs, mines, nuclear depth bombs torpedoes, etc
Ten underwing pylons for bombs, mines, guided missiles, etc. up to 12,000 lbs

P-3C Update I

This update introduced a seven-fold increase in computer memory; an Omega navigation system; significant improvements in DIFAR; an additional tactical display at sensor stations 1 and 2; a new operational program providing computer aided acoustic analysis; and ESM signal sorting and refinement of the Omega navigation signals. Some were converted to P-3C Update III configuration.

P-3C Update II

Major improvements in this update included the installation of an infrared detection system; provisions for carrying and launching Harpoon antiship missiles; incorporation of a 28-track acoustic tape recording system; and the mounting of a sonobuoy reference system for continuous monitoring of sonobuoy positions.

P-3C Update II.5

In this update selected systems were replaced by more reliable and/or more easily maintained systems; IACS was added to provide a communication link with friendly submerged submarines; a MAD compensation group adapter was installed; wing pylons were stan-



A Lockheed P-3C in flight.

standardized; and improvements were made in fuel tank venting.

P-3C Update III

Included a completely new underwater monitoring system (UYS-1 Proteus) that was twice as effective as that in the Update II.5 aircraft.

UP-3C

Japanese Maritime Self Defense Force (JMSDF) electronic systems test bed.

RP-3D

Modified for use by VXN-8 in collecting worldwide magnetic data required for ASW and sundry scientific programs, later redesignated NP-3D.

UP-3D

JMSDF electronic threat simulation aggressor aircraft.

WP-3D

Built for the National Oceanic and Atmospheric Administration (NOAA), a civilian agency under the U.S. Department of Commerce, to undertake atmospheric research and weather modification experiments.

P-3F

Built for the Imperial Iranian Air Force. These aircraft had a P-3C airframe with a cabin layout that was a hybrid of the P-3B and P-3C.

P-3G

A temporary designation for the LRAACA (Long-Range, Air Antisubmarine Warfare-Capable-Aircraft)

program, later designated P-7A. The program was canceled in 1990.

P-3H

A proposed Orion II alternative to the cancelled P-7A.

Modifications to Existing Airframes

P-3A(CS)

This aircraft, modified for the U.S. Customs Service, was equipped with AN/APG-63 radar in the nose to improve its ability to intercept aircraft flying illegally into the United States. It also included other electronic equipment to work with the U.S. Customs ground stations, Coast Guard vessels and civilian law enforcement agencies.

P-3N

Two P-3Bs with most of the ASW equipment removed for use by the Norwegian Coast Guard.

P-3P

Six P-3Bs modernized for service with the Portuguese air force.

CP-3A

A proposed cargo/passenger modification of the P-3A.

EP-3AP-3

As modified as electronic research platforms. Many were redesignated RP-3A, then NP-3D.

EP-3A(EATS)

Further modified as Extended Area Tests System airborne instrumentation stations for use by the Pacific

Missile Test Center, NAS Point Mugu, Calif. Later redesignated RP-3A, then NP-3D.

EP-3A(SMILS)

The Sonoboy Missile Impact Locating System was developed to provide support for tests of Navy submarine-launched ballistic missiles by determining accurately the impact point of strategic re-entry bodies and rating the accuracy of missiles and trajectories. Later redesignated RP-3A, then NP-3D.

NP-3A

The P3V-1 prototype was modified extensively for use as an equipment testbed for National Aeronautics and Space Administration.

RP-3A

Modified for Oceanographic Development Squadron Eight (VXN-8) to study the acoustic and thermal characteristics of oceans and collect environmental and polar ice data. Designation also later applied to some EP-3A, EP-3A (EATS) and EP-3A (SMILS) aircraft.

TP-3A

P-3As equipped as cockpit crew trainers for P-3C crews. All delicate ASW electronic equipment was removed to eliminate damage to the equipment in the course of repeated touch-and-go landings during training flights.

UP-3A

All ASW equipment was removed and the aircraft was used as a utility transport. It has spartan personnel accommodations and extra cargo was carried in the weapons bay.

VP-3A

This version was modified as a flag officer/staff transport with airline-type seats and other VIP amenities.

WP-3A

This aircraft had most of the ASW gear removed for use in meteorological missions. The aircraft had weather reconnaissance radar added in a ventral radome; a shorter tail boom due to the removal of the MAD equipment; and the installation of meteorological systems. All were converted later to VP-3As or EP-3A.

EP-3B

P-3B modified as an electronic flying laboratory for the Naval Research Laboratory.

EP-3B (Batrack)

Most ASW equipment was removed and replaced with an assortment of electronic monitoring equipment for direction finding, radar signal analysis, communications intercept and recording, etc.

NP-3B

This aircraft was modified so extensively for use as a special testbed that it could not be brought back to operational standards.

UP-3B

All ASW equipment was removed and the aircraft was used as a utility transport. It has spartan personnel accommodations and extra cargo was carried in the weapons bay.

P-3C Update IV

Advanced systems were installed to enable the P-3C Orion to detect quieter submarines. One P-3C Update II was modified as the Update IV prototype. The program was cancelled.

P-3 AEW & C

P-3Bs modified for the U.S. Customs Service with E-2C rotodomes and radar systems for drug interdiction missions.

P-3K

Royal New Zealand Air Force P-3Bs with upgraded avionics.

P-3N

Norwegian Coast Guard P-3Bs with upgraded avionics.

P-3P

Portuguese Air Force P-3Bs with upgraded avionics.

P-3T

P-3A modified for use by the Royal Thai Navy.

P-3W

An unofficial designation used for some RAAF P-3Cs with upgraded systems.

AP-3C

Designation given to RAAF P-3Cs with upgraded systems.

EP-3C

Two Japanese P-3Cs modified by Kawasaki as electronic reconnaissance platforms for the JMSDF.

EP-3E (Aries I)

Former P-3As from which most ASW equipment was removed and replaced with an assortment of electronic monitoring equipment for direction finding, radar signal analyzing, communication interception and recording, etc.

EP-3E (Aries II)

Former P-3Cs from which most ASW equipment was removed and replaced with an assortment of electronic monitoring equipment for direction finding, radar signal analysis, communications intercept and recording, etc. These aircraft replaced the EP-3B (Batrack) and EP-3E (Aries I) aircraft.

EP-3J

P-3Bs modified as electronic threat-simulation aggressor aircraft.

NP-3C

This aircraft was modified so extensively for use as an equipment testbed that it could not be brought back to operational standards.

NP-3D

A designation given to former RP-3A, EP-3B and RP-3D aircraft used for a wide range of research and test missions, including oceanographic and magnetic survey. Some of these aircraft have been modified with rotating radomes for AEW development.

RP-3D

YP-3C, RP-3A and EP-3B modified for use in collecting worldwide environmental data required for ASW and sundry scientific programs. All ASW equipment was replaced by specialized gear for oceanographic research and magnetic surveying. RP-3Ds later redesignated NP-3D.

TAP-3

P-3Bs modified into RAAF cockpit crew trainers and logistics aircraft.

UP-3E

JMSDF P-3Cs modified for specialized reconnaissance.

UP-3T

P-3A modified for utility missions for the Royal Thai Navy.

Bureau Numbers

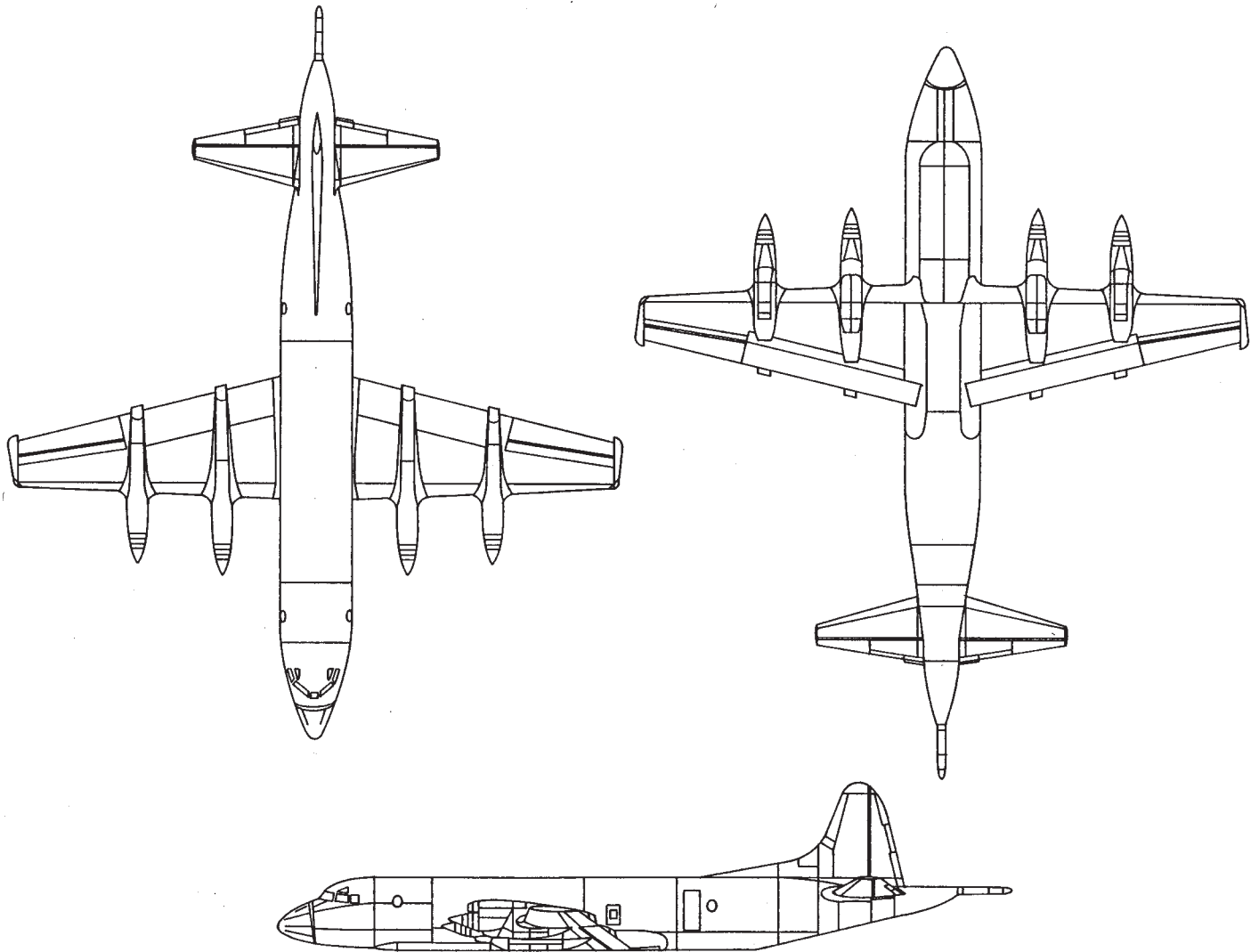
YP3V-1 (YP-3A)	148276
P3V-1	148883–148889; 149667–149678; 150494–150529; 150604–150609; 151349–151396

P-3A	152140–152187
P-3B	152718–152765; 152886–152890; 153414–153442; 153444–153458; 154574–154605; 155291–155300; 156599–156603.
YP-3C/RP-3C	153443
P-3C	156507–156546 (156531–156546 canceled); 157310–157341 (157333–157341 canceled); 157934 (canceled); 158204–158226; 158563–158574; 158912–158947 (158936–158947 canceled); 159318–159329; 159503–159514; 159883–159894; 160283–160294 ¹ ; 160610–160612; 160751–160770; 160999–161014; 161121–161132; 161267–161269; 161329–161340; 161368–161380; 161404–161415; 161585–161596; 161762–161773; 162314–162325 (162319–162325 canceled); 162656–162665; 162770–162781 (162779–162781 canceled); 162998–163009 (163007–163009 canceled); 163289–163297 (163296–163297 canceled); 163578–163590; 164467–164469; 165098–165105 158227
RP-3D	159773; 159875
WP-3D	159342–159347
P-3F	153611–153616 (canceled)
P-3H	

¹ Bureau number 160294 was originally assigned to the first RAAF airframe; the aircraft's number was changed to 160751 in keeping with the RAAF's desire to have all of its P-3C aircraft carry sequential numbers.



A Lockheed P-3C Update III in flight.



Three view drawings for P-3.

P3M-1/2

The XPY-1, prototype for the P3M-1/2, was produced by Consolidated. Martin won the contract to produce the P3M-1, the production version of the XPY-1. A total of 9 P3M-1/2 aircraft were delivered to the Navy by Martin. On 29 April 1931 VP-10S became the first squadron to receive the P3M-1. VP-15 was the last squadron to report the P3M-2 in its inventory on 31 May 1938.

Models Accepted from the Manufacturer

P3M-1

The P3M-1s were the first three aircraft produced by Martin after they won the contract to produce the production version of Consolidated's XPY-1. They were twin-engine parasol wing monoplane flying boats of metal and fabric covered metal construction with a crew of 5. The first flight of a P3M-1 was believed to be in December 1928.

P3M-2

The P3M-2 aircraft were equipped with larger engines. These engines were also retrofitted to the P3M-1s.

Crew 4-5
 Range 1,570 miles
 Power Plant Two 525 hp Pratt & Whitney Hornet R-1690-32

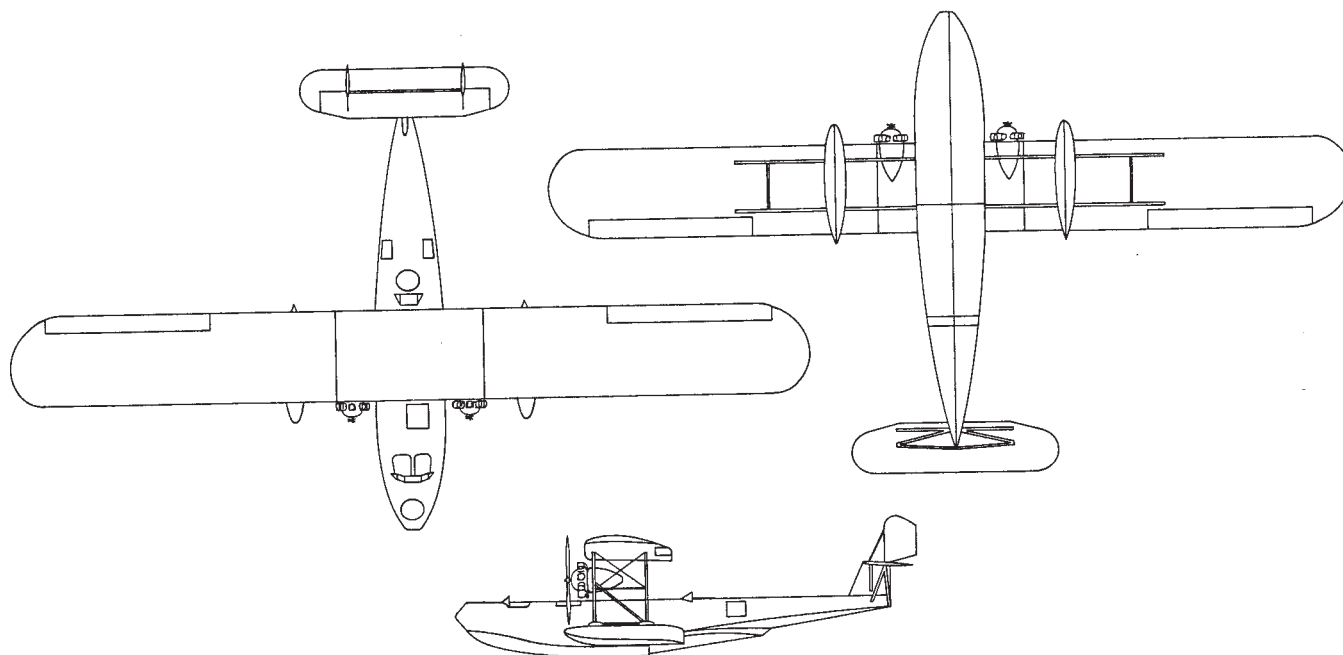
Weight:
 Empty 9,903 lbs
 Gross 15,559 lbs

Dimensions:
 Wing area 1,115 sq ft
 Wing span 100 ft
 Length 49 ft 2 in
 Height 16 ft 8 in

Armament: Two flexible 30-caliber machine guns in both the bow and dorsal positions

Bureau Numbers

P3M-1 A8412-A8414
 P3M-2 A8415-A8420



Three view drawings for P3M-1.



A P3M-1 at NAS Anacostia for testing, February 1931.



A P3M in flight.

P4M-1 Mercator

The Bureau of Aeronautics issued a contract for the P4M-1 to Martin Company on 6 July 1944. Martin delivered 21 aircraft to the U.S. Navy. On 28 June 1950 VP-21 became the first squadron to receive the P4M-1. VQ-1 was the last squadron to report the P4M-1 in its inventory on 31 May 1960.

Models Accepted from the Manufacturer

XP4M-1

A long range maritime patrol/reconnaissance land-based aircraft with a crew of 8. The aircraft's first flight was on 20 September 1946.

P4M-1

Production versions of the aircraft had higher powered engines and increased armament protection.

Crew	9
Range	2,840 miles
Power Plant	Two 3,250 hp Pratt & Whitney R-4360-20A and two Allison J33-A-23 with 3,825 lbs of thrust, each mounted in the same nacelle as the radial engines

Weight:

Empty	48,536 lbs
Gross	82,500 lbs

Dimensions:

Wing area	1,311 sq ft
Wing span	114 ft
Length	85 ft 3 in
Height	26 ft 1 in

Armament: Four 20-mm cannon in nose and tail turrets, two 50-caliber machine guns in dorsal turret
12,000 lbs of various bombs, mines or torpedoes

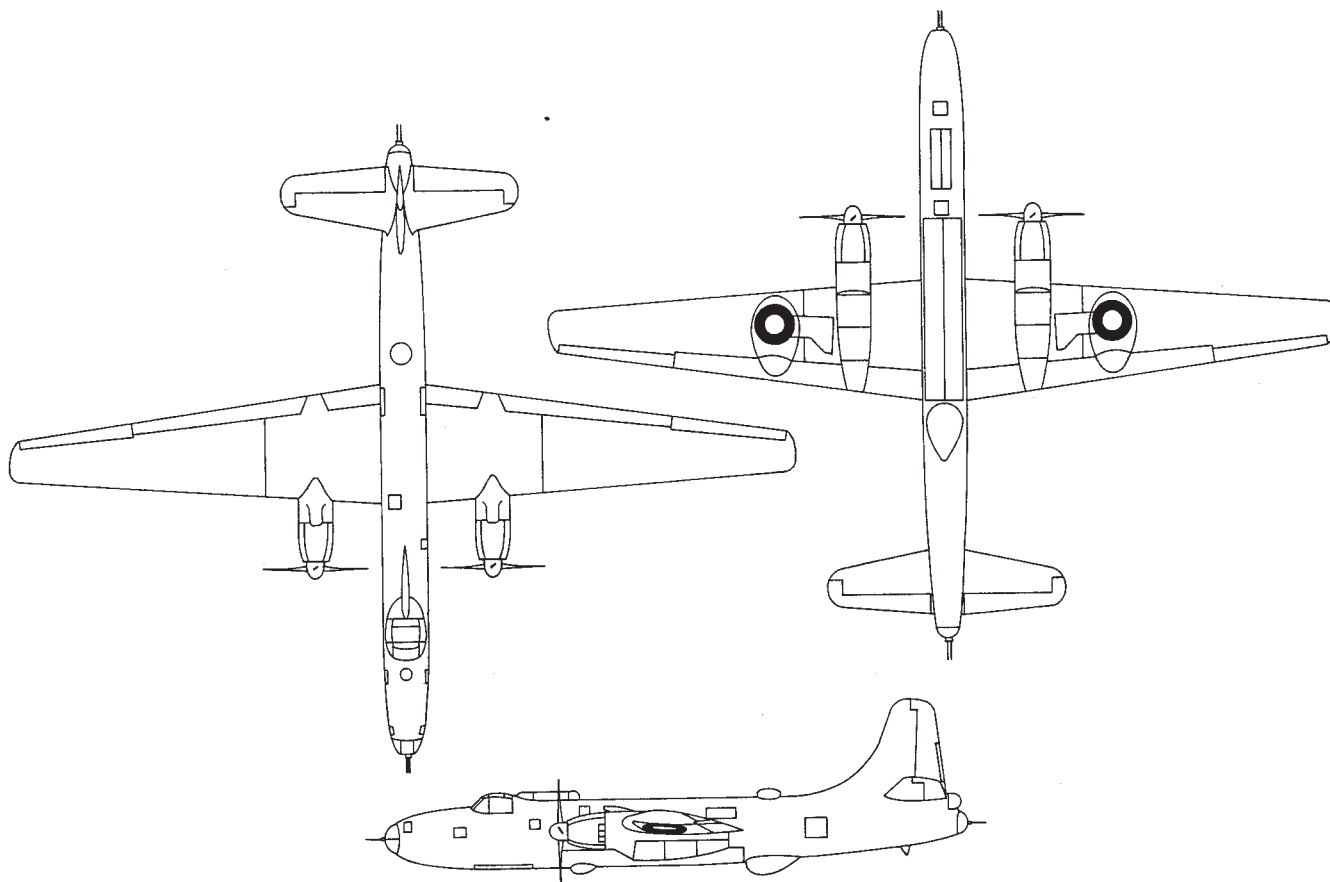
Modification to Existing Airframes

P4M-1Q

All but two of the production P4M-1s were modified for electronic reconnaissance missions. This version had a crew of 14 including all the electronic surveillance equipment operators.

Bureau Numbers

XP4M-1	02789-02790
P4M-1	121451-121454
P4M-1Q	122207-122209; 124362-124373



Three view drawings for P4M-1.



The XP4M-1.



A P4M-1 in flight.

P5M (P-5) Marlin

The Bureau of Aeronautics issued a contract for the P5M to the Martin Company on 26 June 1946. Martin delivered 239 aircraft to the U.S. Navy and an additional 21 for use by other organizations or countries. On 23 April 1952 VP-44 became the first squadron to receive the P5M Marlin. VP-40 was the last squadron to report the P5M (SP-5B) in its inventory on 31 October 1967. The P5M designation was changed to P-5 in 1962.

Models Accepted from the Manufacturer

XP5M-1

A twin-engine antisubmarine patrol bomber flying boat. It was originally powered by two 2,790 hp Wright Cyclone R-3350-30 engines and equipped with radar operated nose and tail turrets as well as a power operated dorsal turret. The first flight of this aircraft was 30 May 1948.

P5M-1

Modifications to the P5M-1 included replacing the nose turret with a large radome for the APS-80 search radar, removing the dorsal turret and raising the flight deck for better visibility. Up-rated engines, 3,250 hp Wright Cyclone R-3350-30WA, were mounted in lengthened nacelles which incorporated weapons bays.

Crew	7
Range	2,880 miles
Power Plant	Two Wright R-3350-26W
Weight:	
Empty	39,075 lbs
Gross	60,000 lbs
Dimensions:	
Wing area	1,407 sq ft
Wing span	118 ft 2 in

Length 94 ft 6 in

Height 38 ft 5 in

Armament: Two 20-mm radar-directed cannons in the tail turret

Bomb load of 8,000 lbs

P5M-2 (P-5B)

A major redesign with a T-tail, improved crew accommodations, lower bow chine line and 3,450 hp Wright R-3350-32WA engines.

Modification to Existing Airframes

P5M-1S (SP-5A)

Fitted with AN/ASQ-8 magnetic anomaly detection equipment, Julie active echo-sounding, Jezebel passive sonobuoy detection and other new equipment.

P5M-1G (TP-5A)

Transferred to the Coast Guard, but redesignated P5M-1T (TP-5A) when it was returned to the Navy.

P5M-2S (SP-5B)

Julie/Jezebel systems and other new equipment.

P5M-2G (PSP-5B)

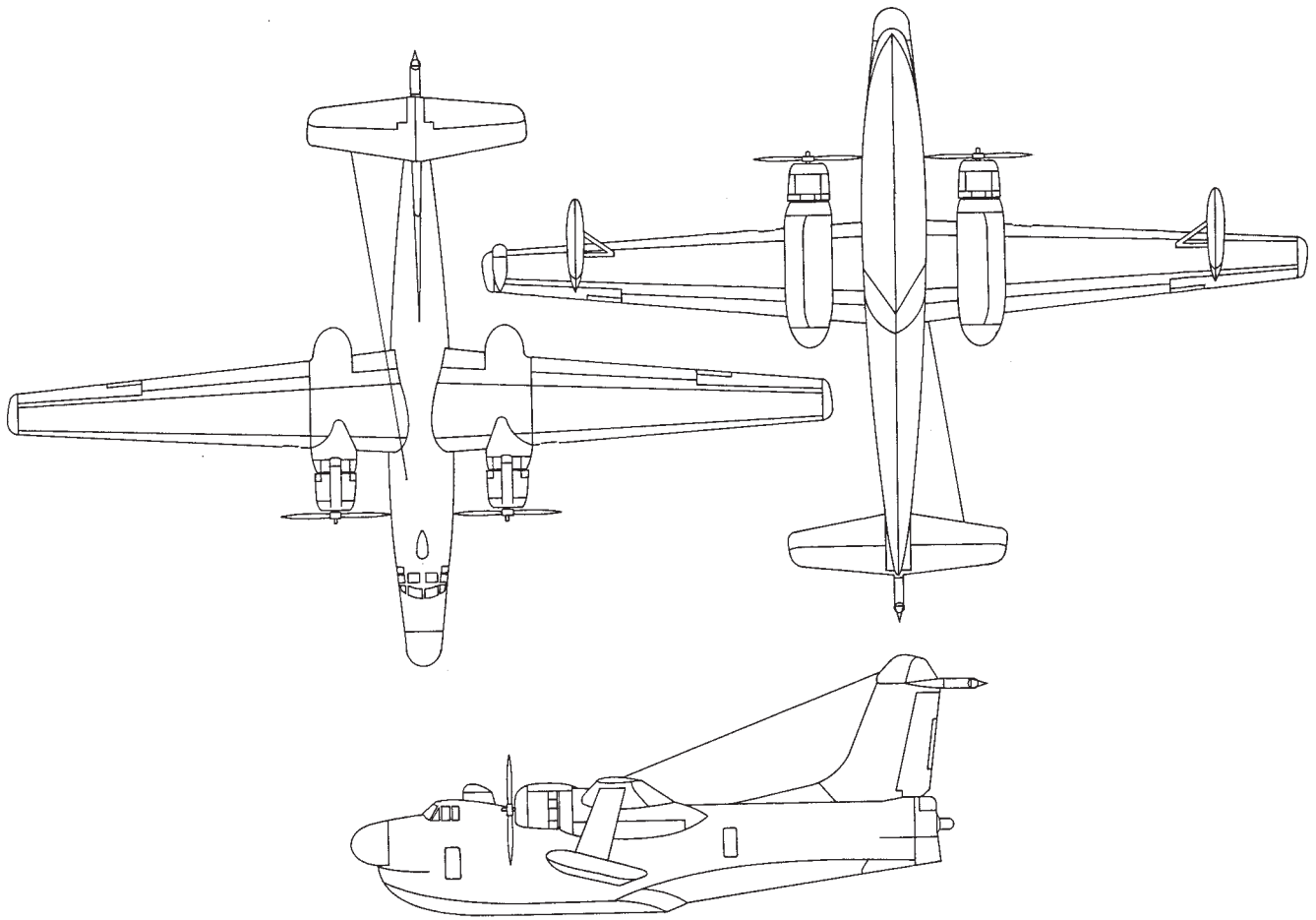
Transferred to the Coast Guard with the ASW equipment removed and equipped for air-sea rescue.

Bureau Numbers

XP5M-1	98616
P5M-1	124910-124914; 126490-126511; 127696-127719; 130265-130351; 135449-135476 (135449-135451 canceled)
P5M-2	135477-135543; 137846-137848; 140140-140150; 141252-141260 (141259-141260 canceled); 146440-146445; 147539-147542; 147926-147945 (147938-147945 canceled); 149825-149835



A P5M-2 taking off on its maiden flight.



Three view drawings for SP-5B (P5M-2).



A P5M-1 at NAS Patuxent River, February 1953.

PB-1 (B-17G) Flying Fortress

The Navy acquired a small number of surplus B-17 bombers from the USAAF and on 31 July 1945 designated the aircraft PB-1s.

Models Accepted from the Manufacturer

PB-1

The Boeing B-17Gs obtained by the Navy were designated PB-1. These aircraft provided a long range, fixed wing, land-based airplane which could be equipped with radar systems to operate an airborne early warning system. Some were retained in their original configuration, minus most of the armament, for use as flight trainers to prepare the pilots expected to fly the aircraft assigned to operational squadrons.

Crew	13
Range	2,500 miles
Power Plant	Four 1,200 hp Pratt & Whitney R-1820-97

Weight:

Empty	36,135 lbs
Gross	55,400 lbs

Dimensions:

Wing area	1,420 sq ft
Wing span	103 ft 9 in

Length	74 ft 4 in
Height	19 ft 1 in

Modification to Existing Airframes

PB-1W

Modifications included the removal of the armament and installation of the General Electric AN/APS-20 radar and its large bulbous radome under the old bomb bay position, advanced IFF, relay-radar transmitter, and advanced radio equipment so the aircraft could communicate with both the shipborne CICs and other aircraft. This was the beginning of the Airborne Warning and Command System (AWACS).

PB-1G

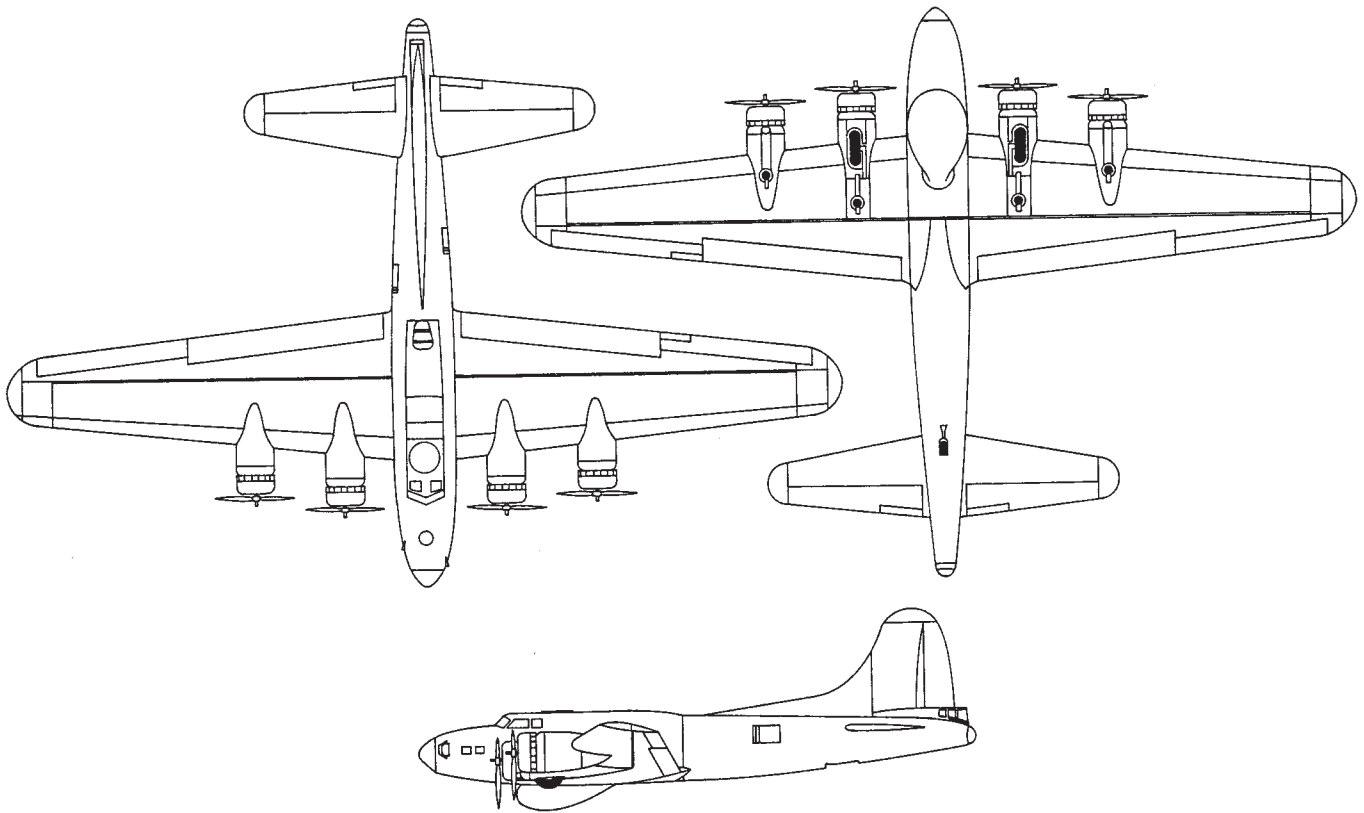
Obtained by the Coast Guard for use in Air-Sea Rescue missions, these aircraft had all armament, including power driven gun turrets, removed and accommodations made for the hanging of a Higgins A-1 lifeboat under the bomb bay. Search radar was installed in the position of the old chin gun turret.

Bureau Numbers

PB-1G	77245-77257; 82855-82857
PB-1W	34106; 34114; 77137-77138; 77225-77244; 77258; 83992-84027 (83999-84027 canceled)



A PB-1W, May 1949.



Three view drawings for PB-1W.

PB2Y Coronado

The Bureau of Aeronautics issued a contract for the PB2Y to the Consolidated Company on 23 July 1936. Consolidated delivered 176 PB2Ys to the U.S. Navy and an additional 33 for use by other organizations or countries. Besides the production from Consolidated, Rohr also manufactured 41 PB2Ys. On 31 December 1940 VP-13 became the first squadron to receive the PB2Y Coronado. The last PB2Ys were reported in the inventory on 30 November 1945.

Models Accepted from the Manufacturer

XPB2Y-1

A four engine flying boat patrol bomber with shoulder mounted wings carrying four 1,050 hp Pratt & Whitney Twin Wasp XR-1830-72 engines. It had retractable wing tip floats and a single tail. The armament consisted of two 50-caliber machine guns in the nose and tail and two 30-caliber guns in the waist with a third in the tunnel. The aircraft was first flown on 17 December 1937.

PB2Y-2

A redesigned deeper hull using R-1830-78 engines with two-stage superchargers. The armament was increased to two 50-caliber machine guns in the bow, tail and dorsal turrets.

PB2Y-3

In response to reports from the war in Europe, the armament and horsepower were increased and self-sealing fuel tanks installed.

Crew	9-10
Range	1,380 miles
Power Plant	Four 1,200 hp Pratt & Whitney R-1830-88

Weight:	
Empty	40,935 lbs
Gross	68,000 lbs

Dimensions:	
Wing area	1,780 sq ft
Wing span	115 ft
Length	79 ft 3 in
Height	27 ft 6 in

Armament: Eight 50-caliber flexible machine guns
Up to four 1,000 lb bombs external and eight 1,000 lb bombs internal

PB2Y-3R

The turrets were removed and faired over and other modifications were made to convert the aircraft to a transport configuration.

PB2Y-5

Installed low-altitude R-1830 engines and increased fuel capacity.

PB2Y-5R

Converted to transport configuration.

PB2Y-5H

The cabin was modified to accommodate 25 stretchers for casualty evacuation.

XPB2Y-4

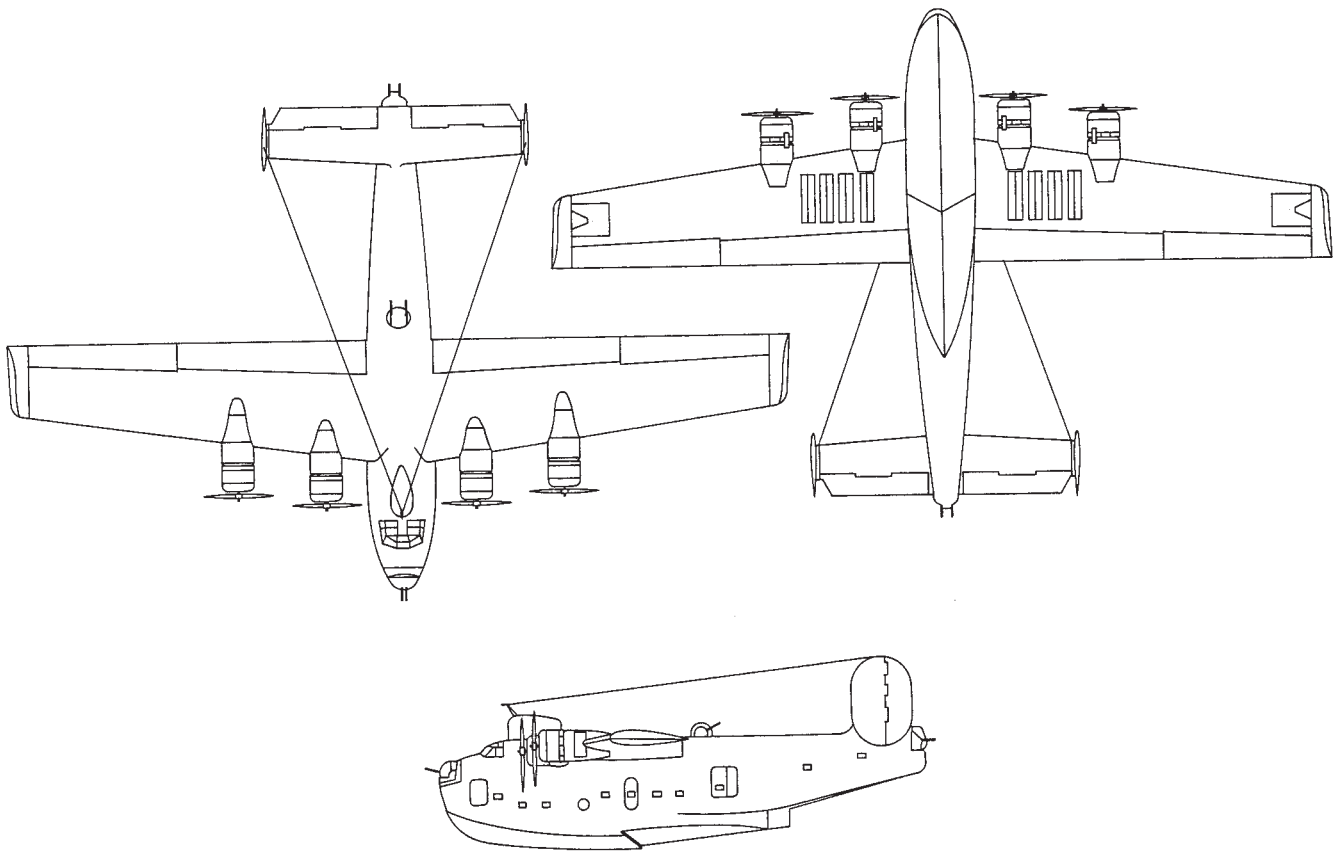
A single example equipped with Wright Cyclone R-2600 engines.

Bureau Numbers

XPB2Y-1	0453
PB2Y-2	1633-1635, 1637
XPB2Y-3	1638
PB2Y-3, -3R	7043-7242; 0273-02746
XPB2Y-4	1636



A PB2Y taking off.



Three view drawings for PB2Y.



A PB2Y-2 in flight.

PB4Y-1 (P4Y-1) Liberator/PB4Y-2 (P4Y-2) Privateer

The Royal Air Force's (RAF) successful use of Consolidated's land-based B-24 Liberator on long-range patrols against German submarines and surface vessels induced the U.S. Navy to acquire a quantity of these aircraft. The Bureau of Aeronautics issued a contract for the PB4Y-1, the U.S. Army Air Forces' B-24D, to Consolidated Aircraft Company on 7 July 1942. In October 1942 VP-51 became the first squadron to receive the PB4Y-1 Liberator. The Navy accepted a total of 977 PB4Y-1s for use as long-range patrol planes. This number did not include the RY-1 and RY-2 versions accepted as transport aircraft. The PB4Y-1 was redesignated P4Y-1 in 1951. VJ-62 was the last squadron to report the PB4Y-1 in its inventory on 31 May 1956.

The PB4Y-2 Privateer, redesignated P4Y-2 in 1951, was a Navy modified version of the PB4Y-1. The Navy accepted a total of 739 PB4Y-2s for use as long range patrol planes. This number did not include the RY-3 versions accepted as transport aircraft. In August 1944 VB-200 became the first squadron to receive the PB4Y-2 Privateer. VW-3 was the last squadron to report the P4Y-2 in its inventory on 30 June 1954. At the time of the redesignation in 1962, the only variant of the aircraft remaining in Navy use was the target drone P4Y-2K, which was redesignated QP-4B.

Models Accepted from the Manufacturer

PB4Y-1

The PB4Y-1 was the Navy version of the Army Air Forces B-24D bomber. It was a land-based long-range medium altitude patrol plane with a crew of nine or ten. Models were first received by the Navy in August 1942.



A PB4Y-2 in flight.

Crew	9-10
Range	2,800 miles
Power Plant	Four 1,200 hp Pratt & Whitney R-1830-43
Weight:	
Empty	36,950 lbs
Gross	60,000 lbs
Dimensions:	
Wing area	1,048 sq ft
Wing span	110 ft
Length	74 ft 9 in
Height	29 ft 2 in
Armament:	Eight flexible 50-caliber machine guns in the nose, dorsal and tail turrets and waist mounts
	Bomb load: 4 bombs at 2,000 lbs each, 8 bombs at 1,600 lbs each, 8 bombs 1,000 lbs each, 12 bombs at 500 lbs each, 12



A PB4Y-1 in flight.

bombs at 250 lbs each or 40 bombs at 100 lbs each

Depth Bombs: 8 depth bombs at 650 lbs each, or 8 depth bombs at 325 lbs each
Mines: 8 MK 13 mines

PB4Y-2

The Navy version of the PB4Y-1 was modified to a single tail and used as a long-range medium altitude patrol land-based plane. It was armed with twelve flexible 50-caliber machine guns in turrets and waist mounts and carried a bomb load similar to the PB4Y-1. The PB4Y-2 used a Mk 9 illuminated sight in the nose, tail and waist positions and the Mk 18 computing sight in the deck turrets.

Crew 11
Combat Range 1,920 miles
Power plant Four 1,350 hp Pratt & Whitney R-1830-94

Weight:

Maximum Takeoff 64,000 lbs
Empty 37,464 lbs

Dimensions:

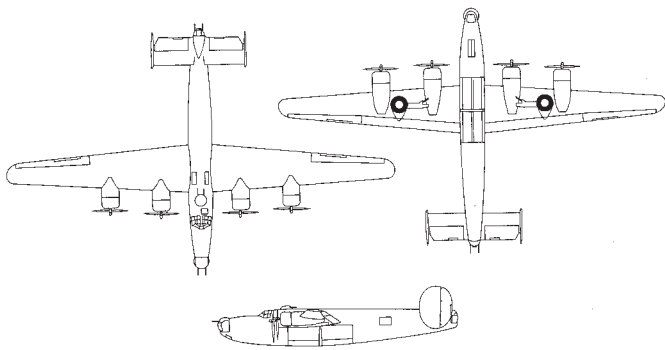
Wing Span 110 ft
Wing Area 1,048 sq ft
Length 74 ft 9 in
Height 29 ft 2 in

Armament: Twelve 50-caliber guns: 2 in the nose turret, 2 in the tail turret, 4 in the waist, 2 in the forward deck and 2 in the after deck
Provisions for four 2,000 pound or eight 1,000 pound or twelve 500 pound bombs; or twelve 324 pound depth charges; or four 2,000 pound or eight 1,000 pound mines

Modification to Existing Airframes

PB4Y-1P

The Navy photographic version was modified to serve as a long-range, high-altitude, day and night



Three view drawings for PB4Y-1.

photoreconnaissance and mapping aircraft. The armament was the same as the PB4Y-1 but with the following cameras in place of the bomb load: four vertical K-17 or F-56 or K-18, Trimetrogon K-17 and a Type A radar recording camera.

PB4Y-1Z

The PB4Y-1 converted for administrative purposes.

XPB4Y-2

The experimental version of the PB4Y-2.

PB4Y-2B

A PB4Y-2 modified to act as a parent aircraft for the guided missiles known as the Bat (ASM-N-2).

PB4Y-2C

The PB4Y-2 with an Emerson turret in lieu of the ERCO turret in the bow.

PB4Y-2M

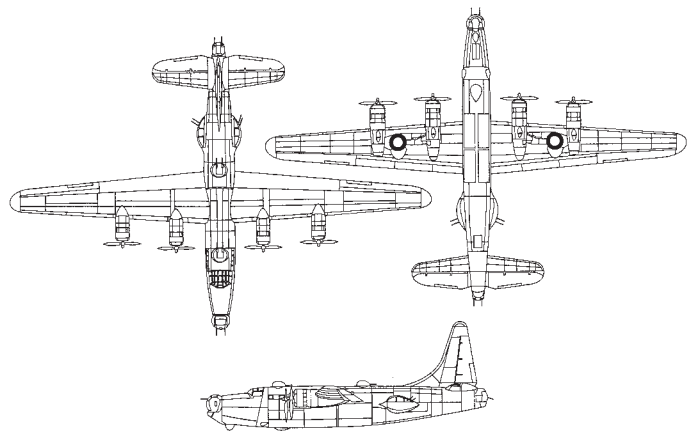
The demilitarized version of the PB4Y-2 used for weather reconnaissance.

PB4Y-2S

The PB4Y-2 modified for antisubmarine warfare.

Bureau Numbers

PB4Y-1 31936–32085; 32087–32094; 32097–32335; 46737; 63915–63991 (63960–63991 canceled); 65287–65396; 90132–90271; 90462–90483
XPB4Y-2 32086; 32095–32096
PB4Y-2 59350–59924 (59554 canceled); 59926; 59929–59937; 59939–59944; 59946–59948; 59950–59954; 59970–60009; 66245–66394 (66325 –66394 canceled); 66795–67054 (all canceled); 76839–77138 (all canceled)
PB4Y-2B 59925
PB4Y-2S 59927
PB4Y-2M 59928; 59938; 59945; 59949; 59955–59969



Three view drawings for PB4Y-2.

PBM Mariner

The Bureau of Aeronautics issued a contract for the PBM to the Martin Company on 30 June 1937. Martin delivered 1,366 PBM aircraft to the U.S. Navy. On 1 September 1940 VP-55 became the first squadron to receive the PBM Mariner. VP-50 was the last squadron to report the PBM in its inventory on 31 July 1956.

Models Accepted from the Manufacturer

XPBM-1

A flying boat gull-winged monoplane patrol bomber with provisions for nose and dorsal turrets plus additional gun positions at the waist and tail. The aircraft was powered by two 1,600 hp Wright Cyclone R-2600-6 engines and designed to carry 2,000 lbs of bombs or depth charges. It had retractable stabilizing floats under the wings and, as first flown, the horizontal tail surfaces carried the vertical tails on each end. This was changed when dihedral was added that canted the fins inward forming one of the aircraft's most recognizable characteristics. The aircraft's first flight was on 18 February 1939

PBM-1

The production version of the XPBM-1.



A PBM in pre-World War II colors.

XPBM-2

Added capabilities for this version included carrying large bomb loads up to 4,000 lbs, extra fuel tanks and a strengthened hull for launching from a giant barge-mounted catapult.

PBM-3

Fixed wing floats replaced folding wing floats, engine nacelles were lengthened to increase bomb bay capacity, and crew armor was added. The PBM-3 was powered by two 1,700 hp Wright R-2600-12 engines.

PBM-3C

This version had twin 50-caliber machine guns in three power operated turrets, plus two more flexible mounts in waist positions, an APS-15 radar in a dome behind the cockpit and two 1,700 hp Wright R-2600-12 engines.

PBM-3D

Changes included more powerful 1,900 hp Wright R-2600-22 Cyclone engines, a Norden bombsight, and additional armor and self-sealing fuel tanks for regular patrol bomber missions.

PBM-3R

The armament and armor were removed and the floors were strengthened for use as transports. The aircraft was powered by two 1,700 hp Wright R-2600-12 engines.

PBM-3S

This variant eliminated armor and power turrets for a 25 percent greater range than the -3C version for use in the ASW mission and was powered by two 1,700 hp Wright R-2600-12 engines.

XPBM-5

A prototype with increased horsepower engines.

PBM-5

A twin engine high-wing monoplane flying boat patrol bomber. Some were configured to mount up to eleven jet assisted take off (JATO) bottles.

Crew	7-9
Range	2,420 nautical miles as a patrol plane
Power Plant	Two 2,100 hp Pratt & Whitney Double Wasp R-2800-34
Weight:	
Empty	32,840 lbs
Gross	46,500 lbs
Dimensions:	
Wing area	1,408 sq ft
Wing span	118 ft
Length	79 ft 10 in
Height	24 ft 10 in (when on beaching gear)

Armament: Two 50-caliber machine guns each in nose, dorsal and tail turrets

Single flexible 50-caliber machine gun at waist positions

The following bombs, or combination, could be carried in the bomb bay:

8 bombs at 1,600 lbs each; 8 bombs at 1,000 lbs each; 12 bombs at 100 lbs each; 8 bombs at 325 lbs each; 8 MK 26-1 mines; 4 MK 13 or MK 13-5 mines

Under wing racks: 2 MK 13-3 torpedoes; 2 mines of 2,000 lbs; 2 mines of 1,600 lbs

PBM-5A

The amphibian version of the PBM-5.



A PBM-5A, January 1949.

PBM-5E

This design was for testing electronic equipment.

PBM-5G

A designation assigned for the Coast Guard version.

PBM-5M

Designed for monitoring missile tests.

PBM-5N

Designed for all-weather operations.

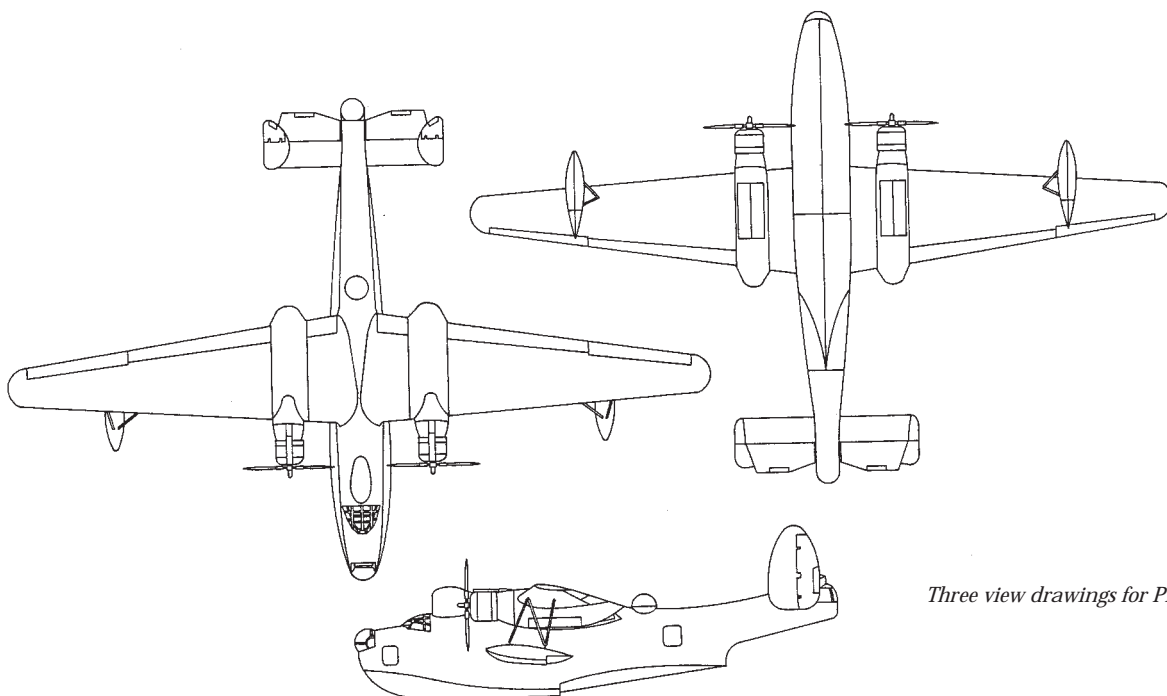
PBM-5S

An antisubmarine version with a 50 million candle-power searchlight.

XPBM-2	1247
PBM-3	6455; 6457-6458; 6471-6498
PBM-3C	6505-6655; 6656-6692; 6694-6754; 01650-01673
XPBM-3D	6656
PBM-3D	45205-45274; 45277-45404; 48124; 48164-48223
XPBM-3E	6456
PBM-3R	6459-6470; 6499-6504
XPBM-3S	6693
PBM-3S	01674-01728; 48125-48163
XPBM-5	45275-45276
PBM-5	45405-45444; 59000-59348; 84590-84789; 85136-85160; 98617-99073 (all canceled)
PBM-5E	98602-98605; 98607-98615
PBM-5N	98606
XPBM-5A	59349
PBM-5A	122067-122086; 122468-122471; 122602-122613

Bureau Numbers

XPBM-1	0796
PBM-1	1246; 1248-1266



Three view drawings for PBM-3D.

PBO-1 Hudson

The Bureau of Aeronautics issued a contract for the PBO to Lockheed in September 1941. Lockheed delivered 20 aircraft to the U.S. Navy. On 29 October 1941 VP-82 became the first squadron to receive the PBO-1 Hudson. VP-82 was also the last squadron to report the PBO-1 in its inventory on 31 October 1942.

Models Accepted from the Manufacturer

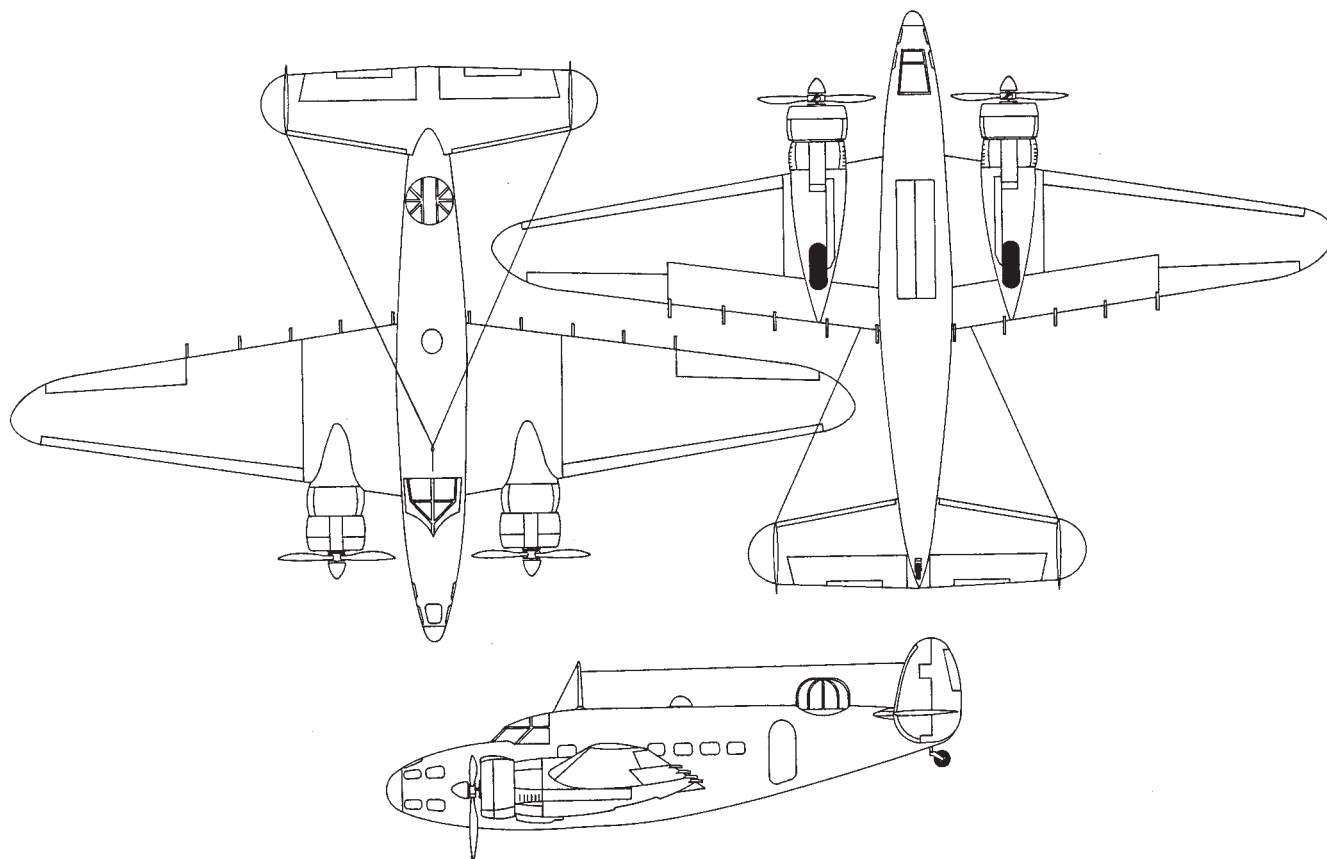
PBO-1

Based on the Lockheed model 14 transport, the PBO-1 was originally developed for use by the British Coastal Command. With the increased tension prior to WWII the Navy needed an aircraft to conduct patrol missions over the North Atlantic. Since these aircraft were already in production for the RAF, the Navy requisitioned 20 for its own use.

Crew	5
Range	1,750 miles with 4 depth bombs
Power Plant	Two 1,000 hp Wright R-1820-40 Cyclone
Weight:	
Empty	12,680 lbs
Gross	18,837 lbs
Dimensions:	
Wing area	556 sq ft
Wing span	65 ft 6 in
Length	44 ft 4 in
Height	16 ft 10 in
Armament:	Two fixed and three flexible 30-caliber machine guns
	Four 325 lb depth charges

Bureau Numbers

PBO-1 03842-03861



Three view drawings for PBO-1.

PBY Catalina

The Bureau of Aeronautics issued a contract for the prototype of the PBY, the XP3Y-1, to Consolidated on 28 October 1933. Consolidated produced 2,387 Catalinas for the U.S. Navy and 636 for other organizations and countries. These versions included XP3Y-1, XPBY-5A, PBY-1, PBY-2, PBY-3, PBY-4, PBY-5, PBY-5A, PBY-6A, and OA-10. Besides the production from Consolidated, three other companies produced the Catalina. Boeing produced 290 Catalinas for the Navy under the designation PB2B-1 or PB2B-2 and 270 for other organizations or countries. The Naval Aircraft Factory produced 155 Catalinas for the Navy under the designation PBN-1 and 137 for other organizations or countries. Vickers produced 230 Catalinas for the Navy under the designation PBV-1A or OA-10B (for USAAF) and 230 for other organizations or countries. The PBY Catalina had the largest production run for any Navy patrol aircraft.

On 5 October 1936 VP-11F became the first squadron to receive the PBY Catalina. VP-32 was the last squadron to report the PBY Catalina in its inventory on 1 June 1949.

Models Accepted from the Manufacturer

XP3Y-1 (XPBY-1)

A parasol mounted cantilever winged, twin-engine flying boat patrol plane. Stabilizing floats folded upward to become the wing tips in flight. The aircraft was powered by two 825 hp Pratt & Whitney R-1830-58 engines and accommodated a crew of seven to nine. Prior to production it was determined that the ability to carry a large bomb load moved it into the patrol bomber category. The aircraft's first flight was in March 1935.

PBY-1

Redesigned with a less angular fin and rudder and with more powerful Pratt and Whitney R-1830-64 engines.

PBY-2

Generally the same as the PBY-1 but with 900 hp R-1830-66 engines.

PBY-3

Generally the same as the PBY-1 but with 1,050 hp R-1830-72 engines.

Crew	5–8
Range	2,289 miles
Power Plant	Pratt & Whitney R-1830-66 900 hp
Weight:	
Empty	14,509 lbs
Gross	22,123 lbs
Dimensions:	
Wing area	1,400 sq ft

Wing span	104 ft
Length	65 ft 2 in
Height	18 ft 6 in

Armament: Two 30-caliber and two 50-caliber machine guns
Four 1,000 lb bombs

PBY-4

Generally similar to the PBY-3 but with 1,050 hp Pratt & Whitney R-1830-72 engines. The propeller hubs were covered with spinners which was a feature peculiar to the -4s only.

PBY-5

A modified fin design with 1,200 hp Pratt & Whitney R-1830-92 engines. The blister fairings over the waist gun positions could be opened for firing the guns.

XPBY-5A

The last production PBY-4 was converted to the first Navy PBY amphibian by adding a retractable tricycle landing gear. The nose wheel was fully retractable, while the main wheels retracted into recesses in the side of the hull between the wing struts.

PBY-5A

The nose wheel was fully retractable, while the main wheels retracted into recesses between the wing struts.

PBN-1

A Naval Aircraft Factory major redesign incorporating extensive hull, wing and tail changes to improve performance and handling both on the water and in the air.

PB2B-1

Built by the Boeing Canadian plant and similar to PBY-5s.

PB2B-2

Built by the Boeing Canadian plant, these aircraft incorporated the tall tail of the PBN into the PBY-5 and included most of the late production changes including the thermal wing, tail de-icing, eye ball bow turret and radome.

PBV-1A

Built by Canadian Vickers Ltd. and similar to the PBY-5A.

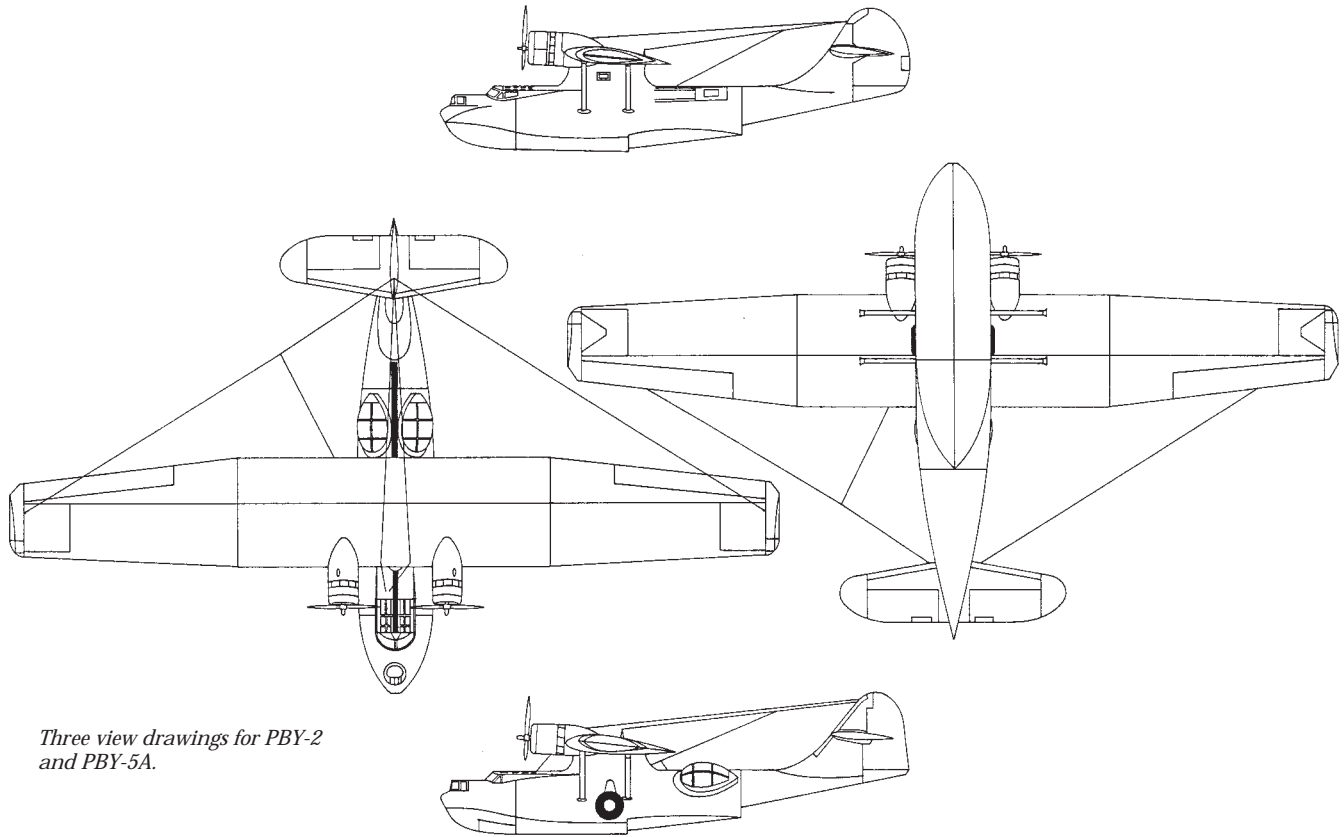
PBY-6A

Numerous design improvements such as those found in the PBN-1 were incorporated into the PBY-6A, plus additional armor, armament and radar.

Bureau Numbers

XP3Y-1 (PBY-1)	9459
PBY-1	0102–0161
PBY-2	0454–0503
PBY-3	0842–0907

PBY-4	1213-1244		46638; 48252-48451
PBY-5	2289-2455; 04425-04514; 08124-08549; 63992	PBY-6A	46639-46698; 46724; 63993-64441 (64100, 64108-64441 canceled)
XPBY-5A	1245	PBN-1	02791-02946
PBY-5A	2456-2488; 7243-7302; 02948-02977; 04339-04420; 04972-05045; 08030-08123; 21232; 33960-34059; 46450-	PB2B-1	44188-44227; 72992-73116
		PB2B-2R	44228-44312 (44295-44312 canceled)
		PBV-1A	67832-68061



An XPBY-5A in flight.

PD-1

The Bureau of Aeronautics' first contract for the PD-1 was issued to the Douglas Company on 29 December 1927. Douglas built 25 PD-1s and VP-7B received the first PD-1 on 10 July 1929. The aircraft was of aluminum alloy construction with fabric covered wings. It was last reported in squadron inventory on 31 October 1936, assigned to VP-6F.

Models Accepted from the Manufacturer

PD-1

The PD-1 was a Douglas built version of the Naval Aircraft Factory's PN-12 design. The unique design of the flattened engine nacelles at the rear for smooth air flow was its primary recognition feature. The PD-1's first flight was in the spring of 1929.

Crew 4
 Range 1,871 miles
 Power Plant Two 525 hp Wright Cyclone R-1820-64

Weight:

Empty 7,486 lbs
 Gross 14,415 lbs

Dimensions:

Wing area 1,191 sq ft
 Wing span 72 ft 10 in
 Length 49 ft 2 in
 Height 16 ft 8.5 in

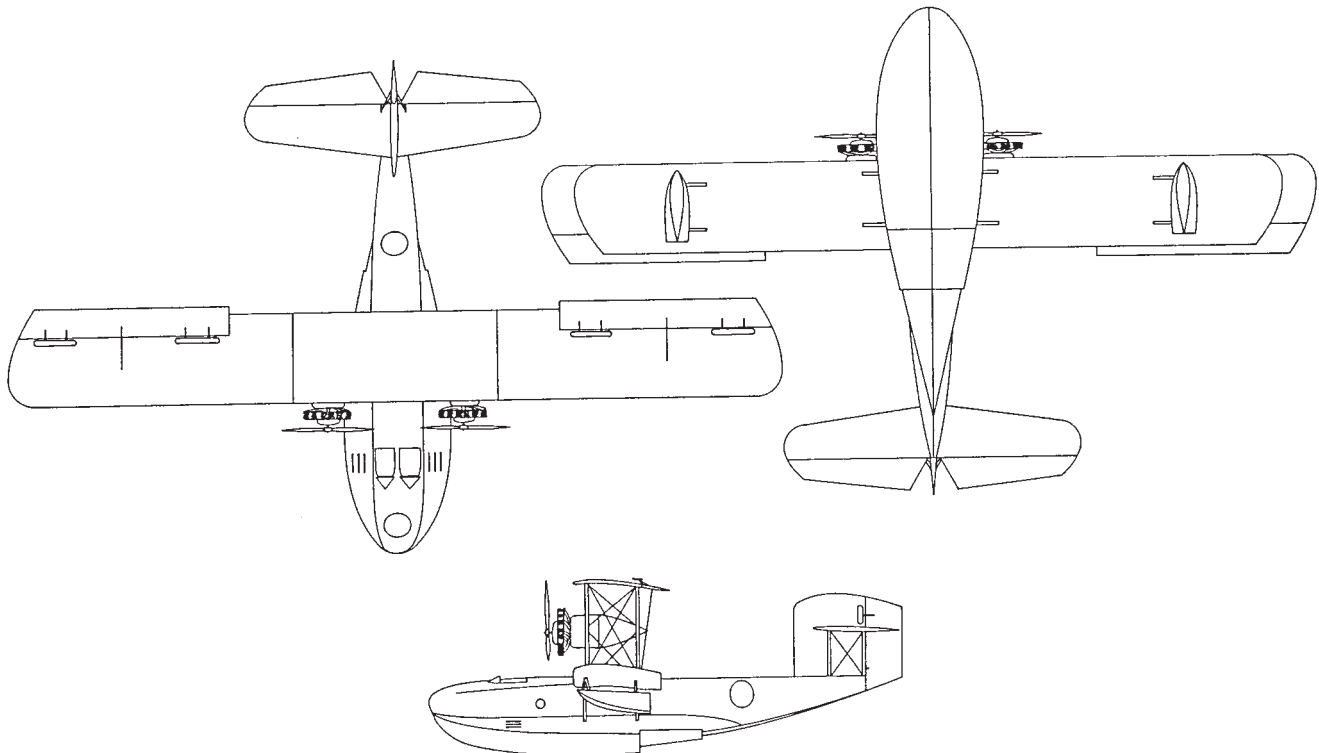
Armament: A single flexible 30-caliber machine gun in the open bow cockpit and one at the open midship position
 Up to 2,000 lbs of bombs or torpedoes on external racks under the lower wing

Bureau Numbers

PD-1 A7979–A8003



A head on view of a PD-1, January 1931.



Three view drawings for PN-12 (PD-1).

PH-1

In December 1927, the Navy awarded a contract to the Hall Aluminum Company to develop an amphibious biplane flying boat from the Naval Aircraft Factory's PN-11 design. The PH-1 had a lightweight metal structure with fabric covered wings. The Navy accepted ten of these articles and the aircraft remained in squadron use from June 1932 until May 1937.

Models Accepted from the Manufacturer

XPH-1

This design was closely related to the PN-11 but with a large fin and rudder and two 537 hp Wright GT-1750 engines with closed cowling. The open cockpit arrangement included two pilots side by side, a bow gunner and another gunner behind the wings.

PH-1

A rudimentary enclosure over the pilots and increased horsepower with installation of two 620 hp Wright R-1820-86 radials with short-chord cowlings. Its first flight was in October 1931.

Crew	5
Range	16.2 hours at 70 mph (1,866 miles)

Power Plant	Two 575 hp Wright Cyclone R-1820E
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Weight:	
Empty	7,963 lbs
Gross	15,249 lbs
Dimensions:	
Wing area	1,171 sq ft
Wing span	72 ft 10 in (upper) 67 ft 1 in (lower)
Length	51 ft 11 in
Height	17 ft 6 in

Armament: Four flexible 30-caliber machine guns

PH-2

Built for the Coast Guard but with 750 hp Wright Cyclone R-1820F-51 engines.

PH-3

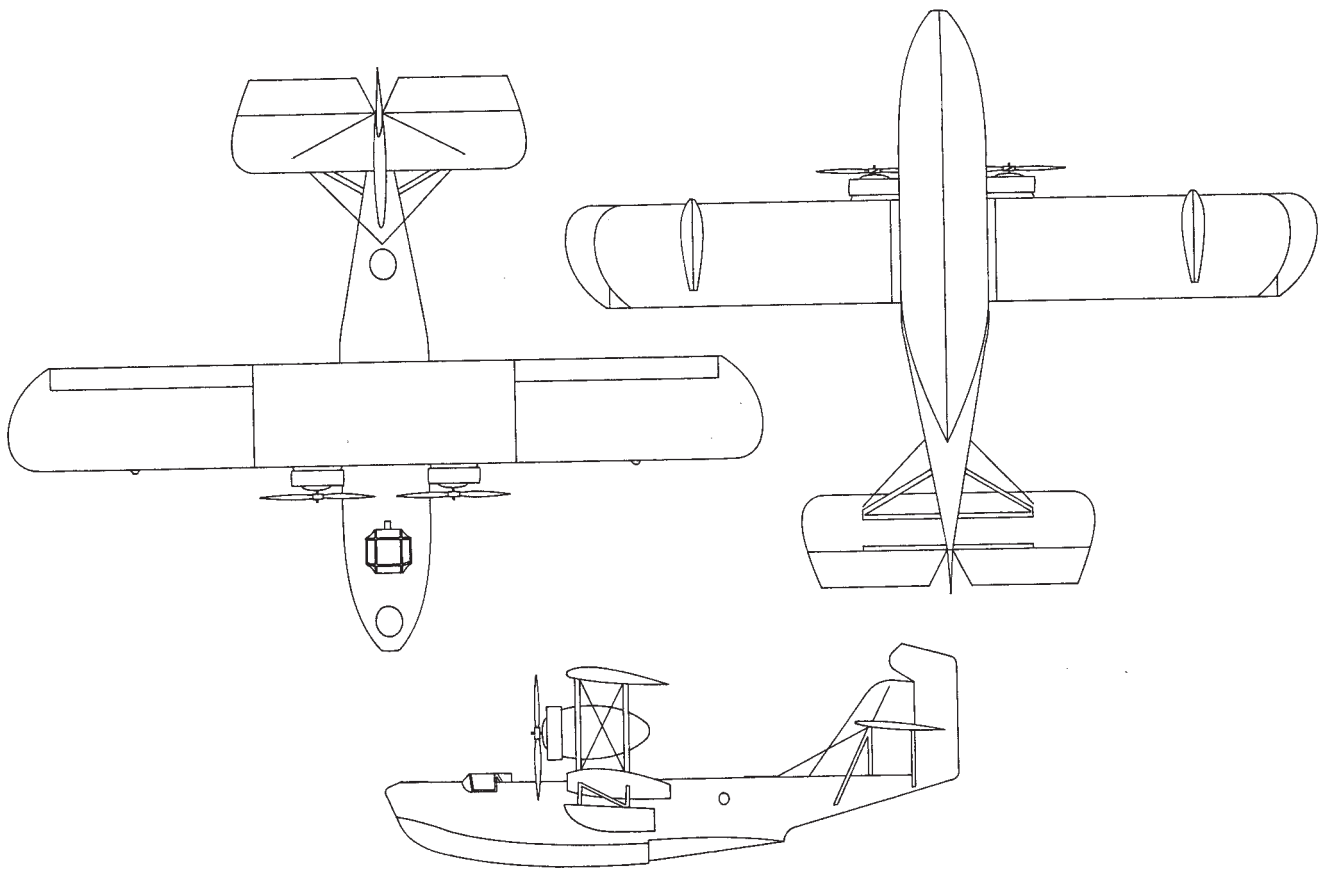
Ordered for the Coast Guard. It had a fully enclosed pilot cockpit and the same engines as the PH-2, but with long-chord cowls like the XPH-1. Those still in service after Pearl Harbor were inducted for service with the Navy.

Bureau Numbers

XPH-1	A8004
PH-1	A8687–A8695



A PH-1, November 1931.



Three view drawings for PH-1.



A PH-1 in flight.

PK-1

The PK-1 is another production aircraft by a private manufacturer based on a Naval Aircraft Factory design. The Keystone Company produced 18 articles from the Factory's PN-12 design for a biplane, twin tail flying boat for patrol. The PK-1 was in the Navy inventory from September 1931 to July 1938.

Models Accepted from the Manufacturer

PK-1

A contract was awarded to the Keystone Aircraft Corporation to build a version of the Naval Aircraft Factory PN-12. These aircraft were distinguished by their twin rudders and fully cowled 575 hp Wright Cyclone R-1820-64 engines mounted on struts between the wings. Just prior to starting construction on the PK-1, Keystone had merged with the Loening Aeronautical Engineering Company to become Keystone-Loening. The aircraft were always known as Keystone. The first flight was estimated to be in early 1931.

Crew 5
 Range 16.9 hours at 70 mph (1,309 miles)
 Power Plant Two 575 hp Wright Cyclone R-1820-64

Weight:

Empty 7,669 lbs
 Gross 14,122 lbs

Dimensions:

Wing area 1,266 sq ft

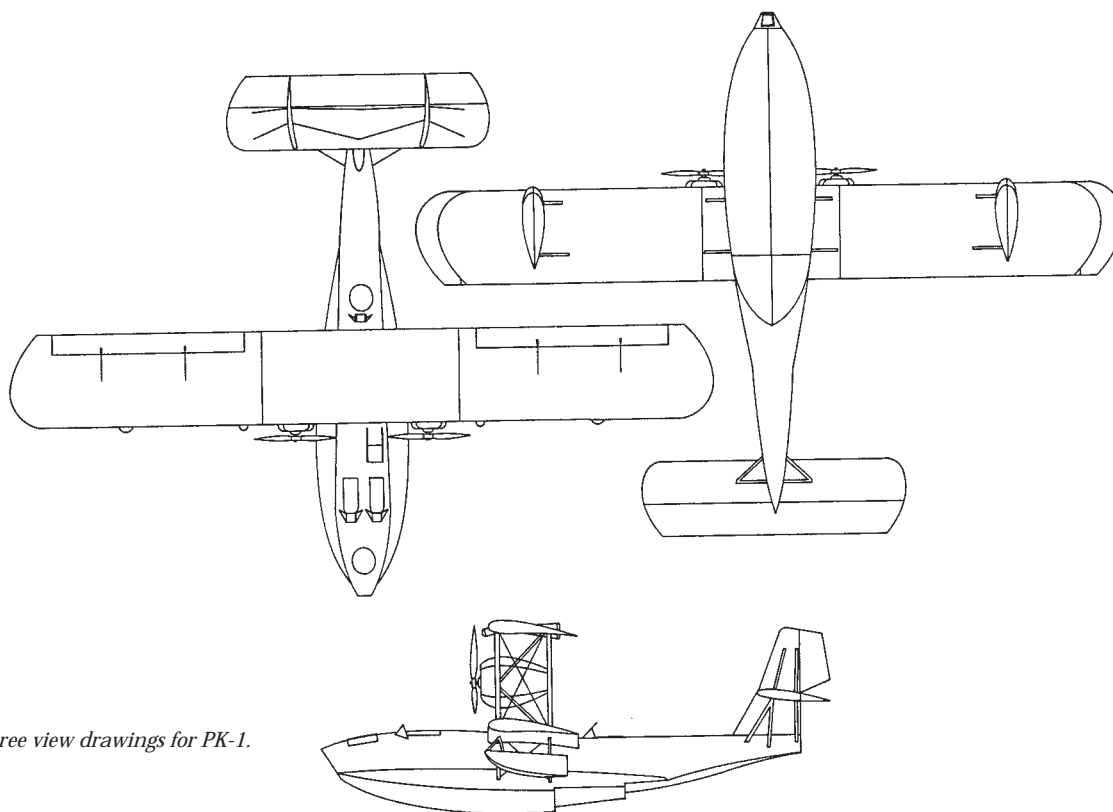
Wing span 72 ft (upper)
 67 ft 2 in (lower)
 Length 48 ft 11 in
 Height 16 ft 8.5 in
 Armament: A single 30-caliber machine gun in the bow cockpit
 Provisions for six bombs (553 lbs) under the wings

Bureau Numbers

PK-1 A8507–A8524



A PK-1 in flight.



Three view drawings for PK-1.

PM

The Bureau of Aeronautics issued a contract for the PM-1 to the Martin Company on 31 May 1929. Martin delivered 55 aircraft (PM-1s and PM-2s) to the Navy. On 21 August 1930 VP-8S was the first squadron to receive the PM-1. VP-16 was the last squadron to report the PM-1 in its inventory on 30 April 1938.

Models Accepted from the Manufacturer

PM-1

The PM-1 was the production version of the Naval Aircraft Factory PN-12 design. It was a twin engine bi-plane flying boat of metal and fabric covered metal construction with a crew of 5. Throughout the aircraft's service life it picked up minor modifications such as ring cowlings and enclosed pilot's cockpits. The first PM-1 was received on 31 May 1929.

Crew 5
Range 865 miles
Power Plant Two 525 hp Wright Cyclone R-1750D

Weight:

Empty 8,680 lbs
Gross 15,535 lbs

Dimensions:

Wing area 1,189 sq ft
Wing span 72 ft 10 in

Length 49 ft 2 in

Height 16 ft 4 in

Armament: Single 30-caliber machine guns in the bow and dorsal positions
Four 230 lb bombs under the wings

PM-2

It was an improved version with larger ring cowled 575 hp Wright Cyclone R-1820-64 engines. The aircraft was distinguished by twin vertical tail surfaces.

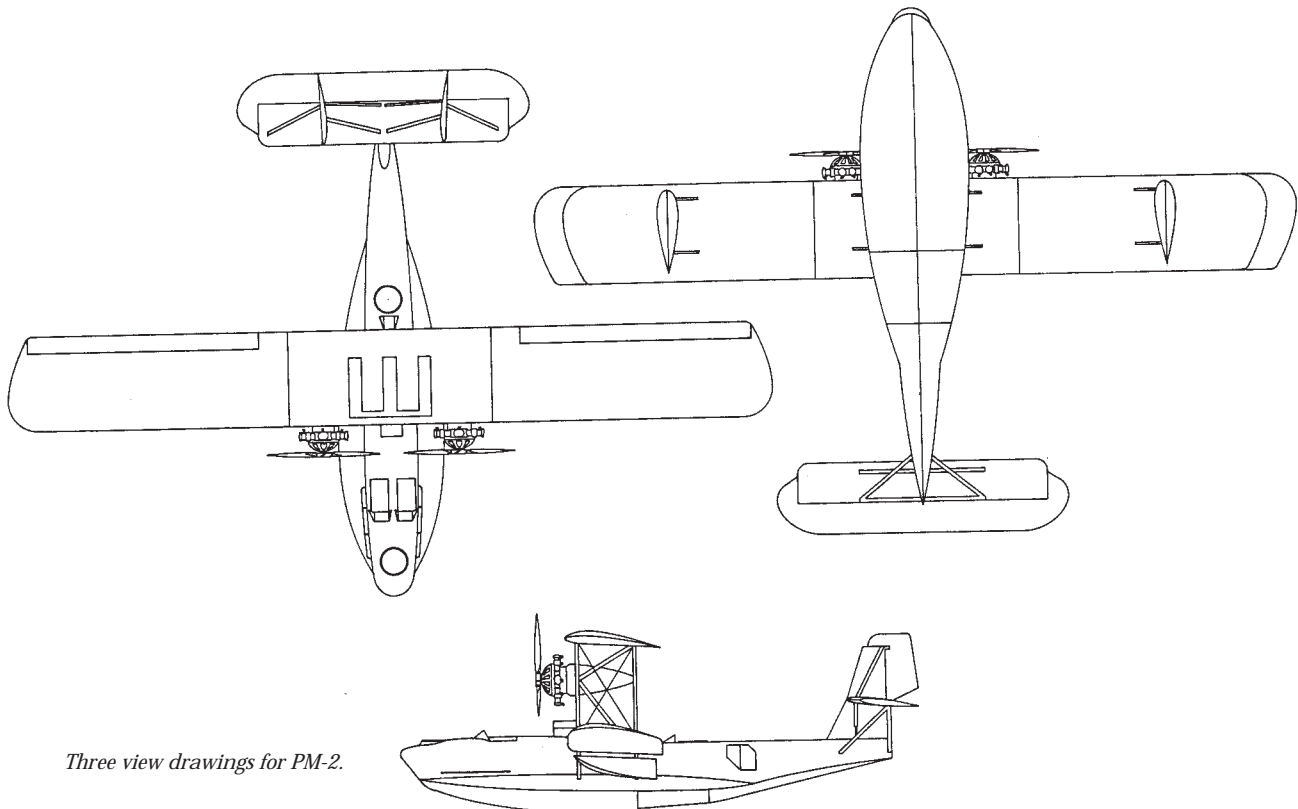
Bureau Numbers

PM-1 A8289–A8313, A8477–A8481

PM-2 A8662–A8686



A PM-2 at NAS Anacostia.



Three view drawings for PM-2.

PN-9

PN-9

The last PN-8 was converted by the Naval Aircraft Factory to the PN-9, a one-of-a-kind aircraft. It had re-designed tail surfaces and revised engine nacelles with large nose radiators. This aircraft set a world distance record for seaplanes in September 1925 when it flew from San Francisco to Hawaii under the command of Commander John Rogers. While it had to sail the last 559 miles after running out of fuel, the 1,841 miles covered by air was recognized as a new world seaplane distance record.

Crew 4
Range 2,550 miles

Power Plant Two geared 475 hp Packard 1A-2500

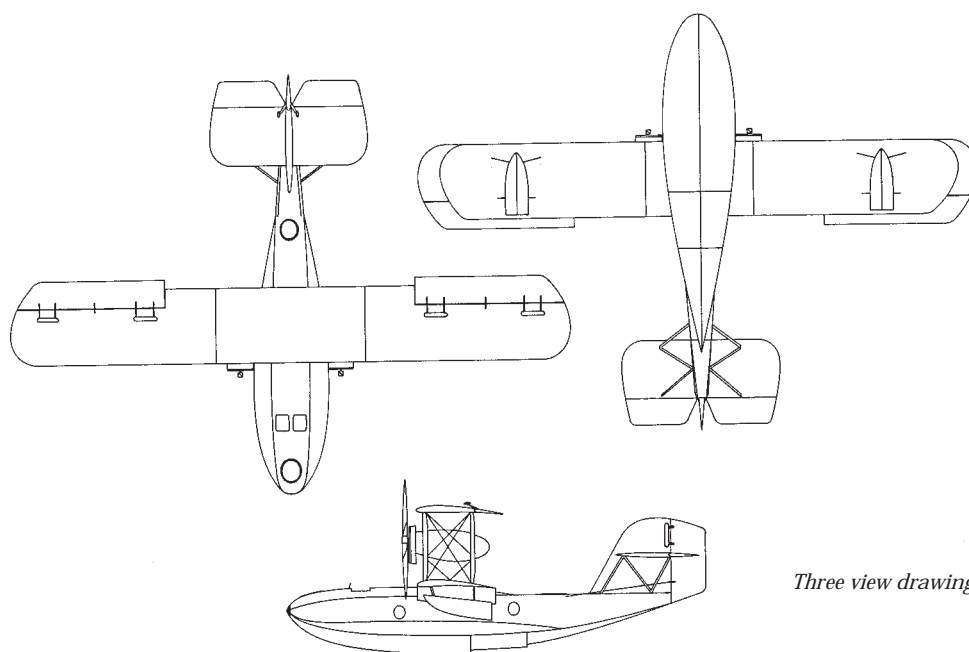
Weight:
Empty 8,995 lbs
Gross 18,125 lbs

Dimensions:
Wing area 1,217 sq ft
Wing span 72 ft 10 in
Length 49 ft 2 in
Height 16 ft 6 in

Armament: None was known to have been installed

Bureau Numbers

PN-9 A6878



Three view drawings for PN-9.



A PN-9 in flight.

PN-12

Models Accepted from the Manufacturer

PN-12

A twin-engine flying boat with an all metal hull construction built by the Naval Aircraft Factory to replace the aging F-5Ls. The normal crew was 5, but a relief crew could be carried for long patrols. Lacking the mass production capability, NAF contracted out the design to several aircraft companies. Douglas Aircraft Company built the PN-12 aircraft as the PD-1; Glenn L. Martin Company built it as the PM-1 and PM-2; and Keystone Aircraft Corporation built it as the PK-1. Each company introduced small modifications to the basic design. The first aircraft was received on 30 August 1928.

Crew	5
Range	1,309 miles
Power Plant	Two 525 hp Pratt & Whitney Hornet R-1750

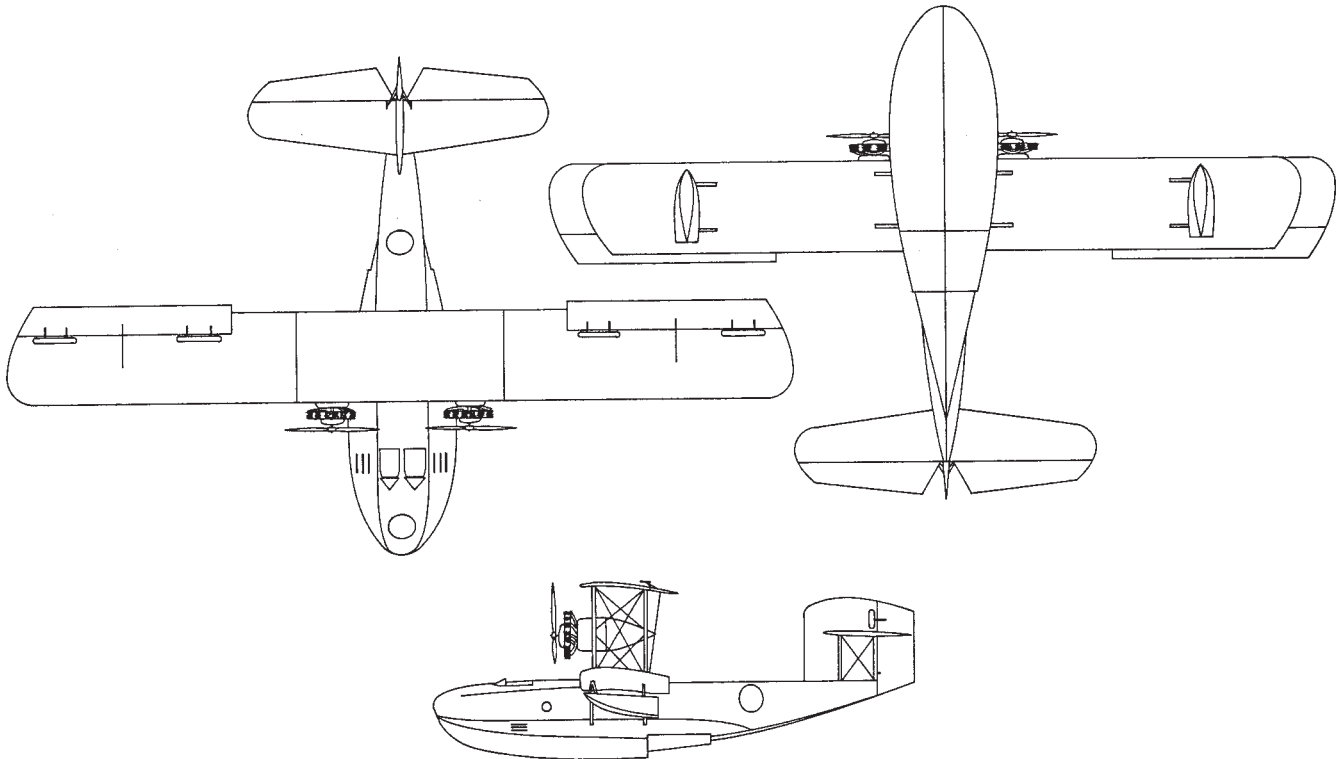
Weight:	
Empty	7,669 lbs
Gross	14,122 lbs

Dimensions:	
Wing area	1,166 sq ft
Wing span	72 ft 10 in
Length	49 ft 2 in
Height	16 ft 8.5 in

Armament: Single 30-caliber machine guns in the bow and amidships
Four 230 lb bombs externally under the lower wing

Bureau Numbers

PN-12	A7384
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Three view drawings for PN-12 (modified into the PM-1, PM-2, PD-1, and PK-1).

PV-1/3 Ventura

The Bureau of Aeronautics issued a contract for the PV to Lockheed on 7 July 1942. Lockheed delivered a total of 2,162 versions of the PV, including PV-1s, PV-2s, PV-2Cs, PV-2Ds and PV-3s. In October 1942 VP-82 became the first squadron to receive the PV-1 Ventura.

Models Accepted from the Manufacturer

PV-1

A twin engine monoplane patrol aircraft derived from Lockheed's commercial Model 18 and built to British specifications. The first Navy aircraft were acquired through an arrangement with the USAAF and designated PV-1. The first flight was made on 31 July 1941.

Crew	4
Range	1,660 miles
Power Plant	Two Pratt & Whitney R-2800-31
Weight:	
Empty	20,197 lbs

Gross	26,500 lbs
Dimensions:	
Wing area	551 sq ft
Wing span	65 ft 6 in
Length	51 ft 9 in
Height	17 ft 10.5 in
Armament:	Two 50-caliber machine guns in nose and dorsal positions, one 30-caliber machine gun in ventral position
	Six 500 lb bombs or one torpedo internal, up to two 1,000 lb bombs under wings

PV-3

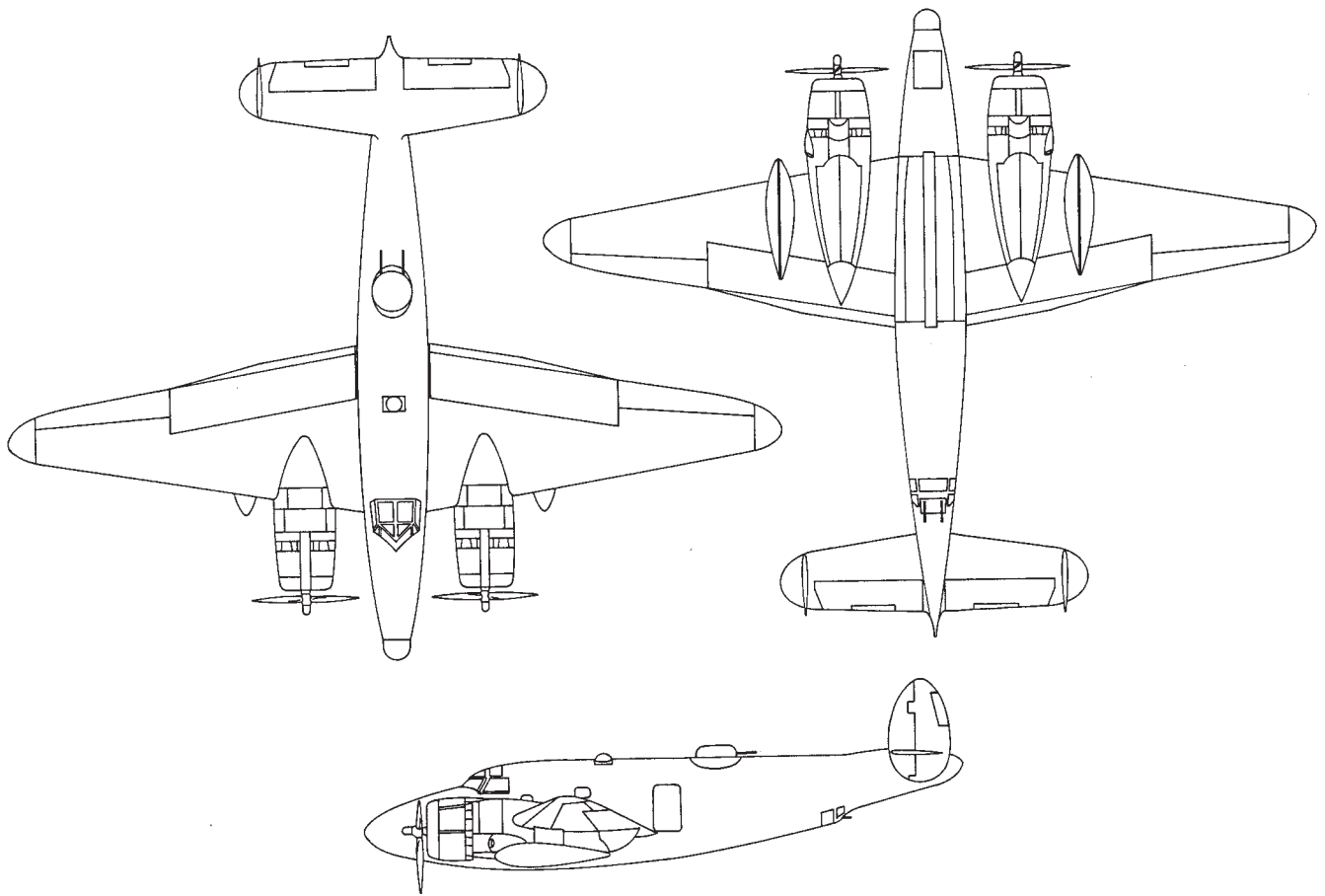
Twenty-seven Lockheed Model 37s were requisitioned by the Navy from a British lend-lease batch for training and familiarization and were designated PV-3.

Bureau Numbers

PV-1	29723–29922; 33067–33466; 34586–34997; 48652–48939; 49360–49659
PV-3	33925–33951



A PV-1.



Three view drawings for PV-1.

PV-2 Harpoon

The Bureau of Aeronautics issued a contract for the PV to Lockheed on 7 July 1942. Lockheed delivered a total of 2,162 versions of the PV, including PV-1s, PV-2s, PV-2Cs, PV-2Ds and PV-3s. VP-ML-3 was the last squadron to report the PV-2 Harpoon in its inventory on 1 August 1948.

Models Accepted from the Manufacturer

PV-2

The PV-1 Ventura was redesigned to provide additional payload and range. A completely redesigned tail assembly gave marked improvement in both ground handling and single-engine control. These aircraft were designated Harpoon.

Crew	4
Range	1,800 miles
Power Plant	Two Pratt & Whitney R-2800-31
Weight:	
Empty	21,370 lbs
Gross	30,700 lbs
Dimensions:	
Wing area	685 sq ft
Wing span	74 ft 11 in
Length	52 ft 1.5 in
Height	18 ft 3 in

Armament: Five fixed forward-firing 50-caliber machine guns in nose, two 50-caliber guns in the dorsal turret and two more in the tail tunnel.

Up to four 1,000 lb bombs internal and two 1,000 lb external.

When they became available, 5.0 inch HVAR launchers were mounted under the wings.

It was necessary to put a bulge in the bomb bay doors to accommodate the increased payload.

PV-2C

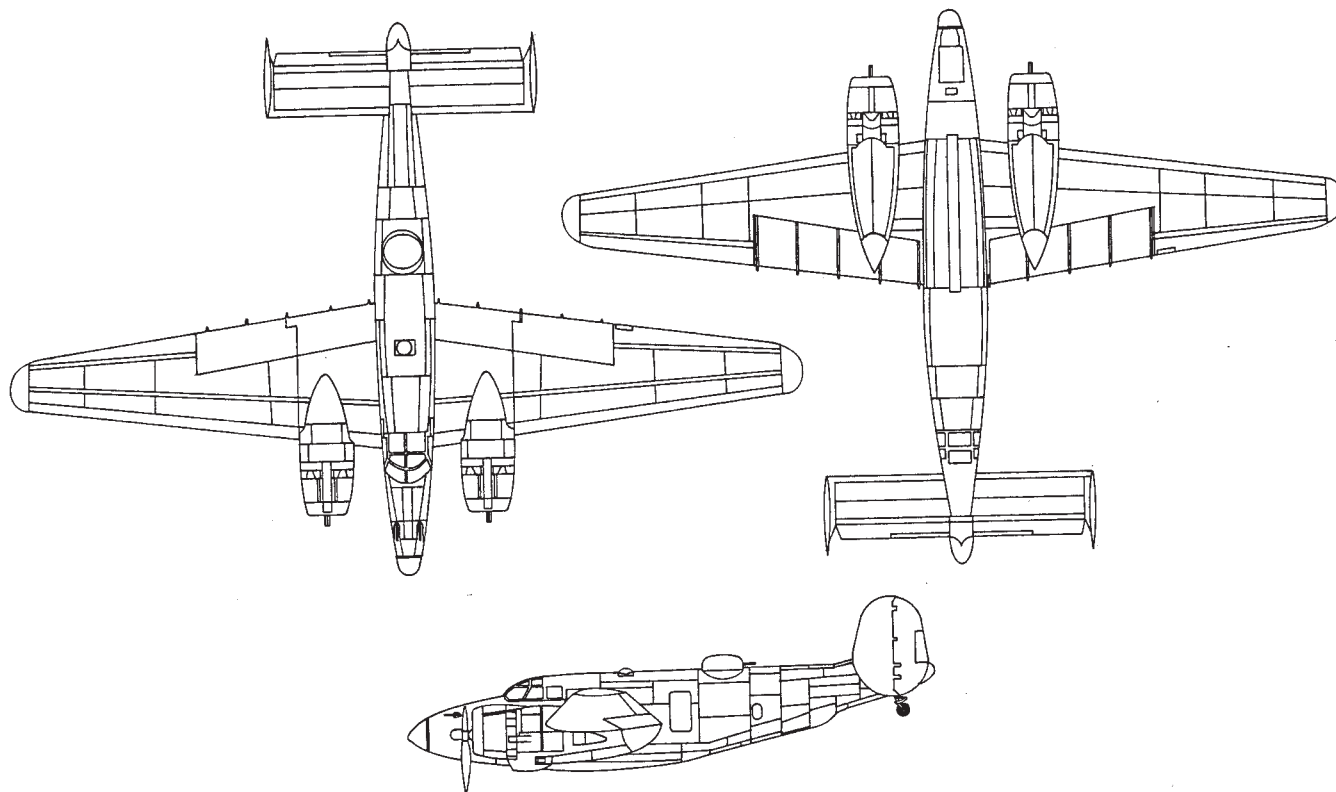
Due to problems in sealing the internal wing fuel tanks, the first 30 Harpoons had the outboard fuel tanks sealed off and were assigned to training squadrons.

PV-2D

The armament was increased to eight 50-caliber machine guns in the nose.

Bureau Numbers

PV-2	37065-37534
PV-2C	37035-37064
PV-2D	37535-37623 (37551-37623 canceled); 37624-37634; 84057-84589 (84065-84589 canceled)



Three view drawings for PV-2



A PV-1 in flight.

A Summary of Patrol Aircraft Ordnance Equipment

THE AIRPLANE, THE SUBMARINE and the aircraft carrier were new technologies developed primarily in the first half of the twentieth century that changed the face of naval warfare. No change of similar major proportions had been experienced since the middle of the previous century, when steam, armor plate, breech-loading guns and torpedoes overturned the centuries-long dominance of wooden sailing ships. The development of ordnance for aircraft was part of the process that led ultimately to the demise of the armored ship as the “Queen of Battle” and pitted patrol aviation against its principal adversary—the submarine.

This appendix was written to provide a brief overview of patrol aircraft ordnance equipment. It is by no means a definitive work on patrol aircraft ordnance equipment. This subject would require volumes to adequately chronicle the entire history and development of patrol aircraft ordnance equipment.

Pre-World War I

THE FIRST AIRCRAFT PURCHASED by the Navy from Glenn Curtiss and the Wright Brothers were far too frail to do much more than get airborne with one or two people aboard. Nonetheless, the first intrepid Navy pilots were determined to find useful tasks for the fledgling Naval Aviation. On 26 October 1912, Lieutenant John H. Towers began tests over Chesapeake Bay to determine the ability to spot submarines from the air. He concluded that they could be seen best from 800 feet only when the submarines were running a few feet below the surface. The waters of the bay were too muddy for a fair trial of the idea. A few months later, in January 1913 the test was repeated when the aviation section was on exercises with the fleet at Guantanamo Bay, Cuba. Lieutenant (jg) Patrick N.L. Bellinger reported that submarines could be seen clearly beneath the surface. The tests were largely ignored at that time, however, some of the senior officers admitted the value of aircraft as airborne observation posts when the pilots were able to help the battleships spot the fall of shot during gunnery exercises.

Naval Aviation’s first true test under fire came on 6 May 1914. Lieutenant (jg) Bellinger’s Curtiss AH-3 hydroaeroplane was hit by Mexican rifle fire while locating artillery targets during the operations at Veracruz, Mexico, the first marks of combat on a Navy plane. The AB-3 flying boat based on *Mississippi* (BB 23) was also used by the Aviation detachment during flight operations to spot mines around the fleet anchorage in Veracruz harbor. Once a mine was located, escort vessels fired upon the large horned mines until they detonated.

By 1916, improvements in the strength of airframes and development of more powerful engines enabled aircraft to finally hoist aloft a useful load. WWI at this point had been raging in Europe for nearly two years. By then, the Allied powers and Germany had both conducted bombing and strafing missions. On 28 July 1916, Lieutenant (jg) Victor D. Hersbster conducted the first Navy bombing tests at Indian Head Proving Grounds, Stumpneck, Md. This was the first time that bombs had been carried aboard U.S. Navy aircraft. In these early experiments, small bombs were carried in racks in the rear observer’s cockpit. Each was released separately by hand over the side of the aircraft. Needless to say, it was an extremely hazardous way of unloading live bombs. So dangerous in fact, that on 8 November 1916, Lieutenants Clarence K. Bronson and Luther Welsh, were killed at Indian Head by the premature explosion of a bomb in their plane. This accident served to accelerate the development of bomb racks placed under the wings.

The art of artillery spotting was further refined from previous tests with the fleet at Guantanamo Bay, Cuba, when, on 5 August 1916, Lieutenant Patrick N. L. Bellinger spotted mortar fire for Army shore batteries at Fort Monroe, Va. Bellinger, flying the AH-10, signaled his spots with Very pistol flares.

World War I

BOTH SIDES IN THE EUROPEAN conflict had used fixed and movable machine guns since the middle of

1915. However, there were no lightweight machine guns in the inventory of the U.S. Navy that could be carried by existing aircraft. This was particularly ironic since the Germans were using a machine gun invented by an American, Hiram Maxim, and the British were using a machine gun developed by another American, Lieutenant Colonel Isaac N. Lewis, U.S. Army Coast Artillery. Captain Charles DeForest Chandler, USA, commanding officer of the flying field at College Park, Md., fired a Lewis gun from a Wright Model B at an altitude of 250 feet on 7 June 1912. But it was not until 8 January 1917, that a French designed Benet-Mercie machine gun was fired from a Navy aircraft, the AH-10, while flying 200 feet over Pensacola, Fla.

As the inevitability of U.S. entry into the war became more apparent, the Navy received the authoriza-

tion needed to gear up for the conflict. War was declared on 6 April, but it wasn't until a month later on 5 May 1917, that a test was conducted with a Berthier machine gun synchronized to fire through the propeller of an aircraft. This test was conducted with a Curtiss R-3 while it was sitting on the beach and taxiing on the bay. At the start of U.S. involvement in WWI there were no standard machine guns in use by the U.S. Navy. An Aviation Ordnance Section was established in the Bureau of Ordnance as part of the Gun Mount Section. This section became a fully autonomous organization by March 1918.

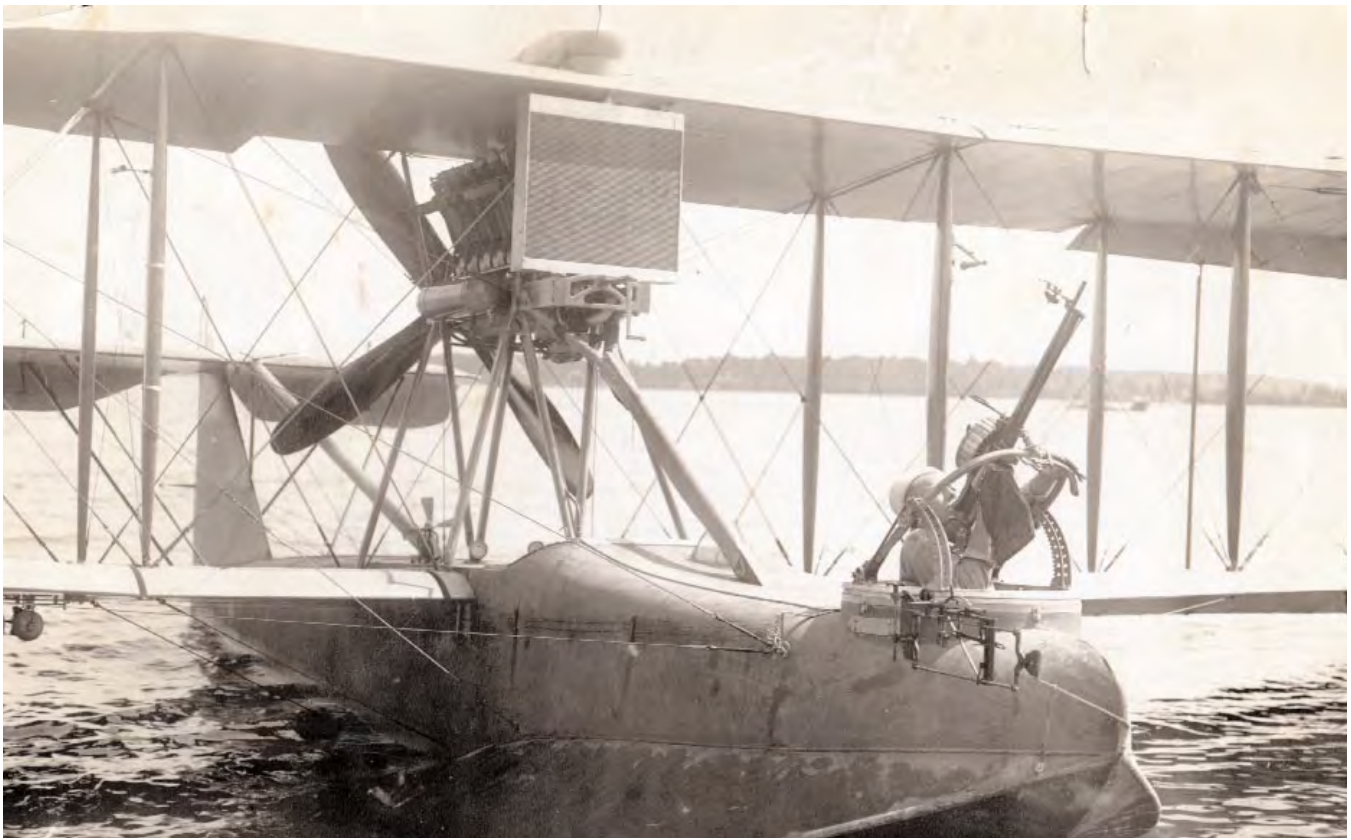
The British Lewis machine gun manufactured by Savage Arms, was the first to be selected as an aircraft gun. The first deliveries of the new weapons began to arrive in January 1918. They were a lightweight air-cooled machine gun having a 97-round pan magazine. During the same period, several other weapons were ordered for operational trials. One thousand Marlin aircraft guns were purchased but not delivered until July 1918. Upon receipt they were quickly put into service.

One of the oddest weapons ordered and actually used in operation by Navy patrol aircraft during the war was the Davis non-recoil gun. This strange looking tube-like weapon was open at both ends with the projectile recoil balanced by a rearward discharge of birdshot and vaseline. The weapon, an early version of the recoilless rifle, mounted a Lewis machine gun on top for aid in sighting. The device was designed specifically as an antisubmarine weapon with enough punch to penetrate the pressure hull of German U-boats. This weapon was designed for mounting in the bow of the flying boats. With all the struts and wires between the wings, the gunner, however, had to be very careful where the rear of the device was pointed before pulling the trigger.

Depth bombs were another antisubmarine weapon under development at the start of WWI. Effective antishipping demolition bombs were also under development. Three sizes became standard in the U.S. Navy: a 163-pound light case bomb, a 230 and a 270-pound bomb. The most common ordnance load for large patrol flying boats was two 230-pound bombs, one under each wing. U.S.



The Lewis gun on a patrol boat.



The Lewis gun on a patrol boat.

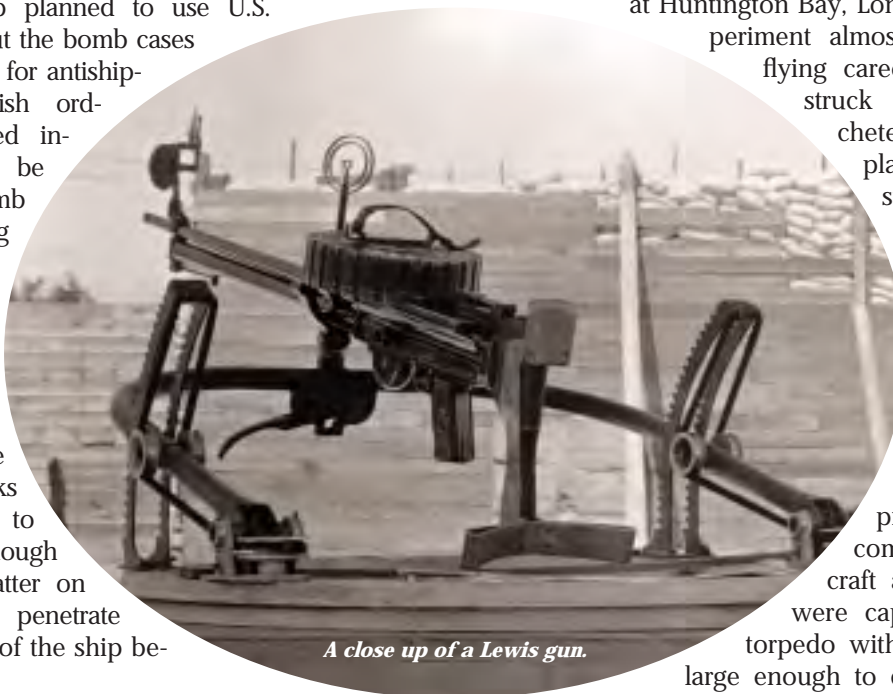
bombs were used by coastal patrol aircraft based in the continental United States, while units assigned abroad used English, French and Italian ordnance. Units assigned to British bases used 100, 230 and 520-pound bombs and units assigned to French bases used 52, 75 and 150-kilogram bombs. In March 1918 the Northern Bombing Group planned to use U.S.

Army bombs, but the bomb cases proved too light for antishipping and British ordnance was used instead. To be effective, a bomb needed to be big enough to rupture the hull of a vessel with a near miss. Smaller bombs could be used to penetrate the armored decks but they had to have a thick enough case to not shatter on impact and to penetrate into the bowels of the ship before exploding.

The U.S. Navy Bureau of Ordnance began experiments with torpedoes in 1914. While not a new weapon to the world's navies (it had been invented by Whitehead in 1880), it had not been carried aloft by aircraft. The first drop from an airplane took place on 14 August 1917, by Lieutenant Edward O. McDonnell at Huntington Bay, Long Island, N.Y. The experiment almost ended McDonnell's

flying career when the torpedo struck the water and ricocheted, nearly striking the plane. After this shaky start, additional tests were conducted by lowering the torpedoes by cable. After trying both methods, it was decided that dropping in free flight still gave the best results.

There were still other problems to be overcome. None of the aircraft available to the Navy were capable of delivering a torpedo with an explosive charge large enough to damage a modern ar-



A close up of a Lewis gun.

mored warship. This fact retarded development of the aerial torpedo carrier until after WWI when more powerful engines and larger aircraft became available to make this form of attack feasible.

Period Between the Wars, 1918–1941

TORPEDOES FINALLY CAME INTO their own during this period and were deemed by many the best anti-shiping weapon then available. One common refrain often heard during fleet exercises was “if you want to fill ‘em with air, bomb ‘em; if you want to fill ‘em with water, torpedo ‘em.” On 27 September 1922, 18 PT aircraft using Mark VII, Model 1 “A” torpedoes, with dummy warheads, attacked the target *Arkansas* (BB 33). Analysis of the exercise emphasized the artificial nature of the exercise and prevented the practice from demonstrating the combat capability of either the surface or air units. However, the outstanding fact demonstrated was that torpedoes could be successfully launched from aircraft and be made to run straight.

There were a variety of torpedo types in stock by 1937 and all were used in the first two years of WWII. Some were designed for use by submarines, while others were for use by surface vessels and still other models were for aircraft use. The training constraints during the depression prevented the use of live warheads and the correction of any defects. One of the greatest shortcomings of American naval ordnance during the first year of WWII was the unreliability of the torpedo. Confidence in this key weapon was lost when torpedoes fired against enemy ships either failed to explode or ran amok when released.

Effective armor-piercing (AP) bombs were not developed by the U.S. Navy between the wars because near misses did not produce pressure-wave damage to surface ships equal to similar weight light-case bombs. The Navy and Army bombing tests in July 1921 had established that no matter how well the warship was compartmentalized, aircraft armed with 1,000 to 2,000-pound general purpose bombs could sink it with a near miss, a fact that Brigadier General Billy Mitchell delighted in pointing out to the public and Congress over the next decade. What he failed to point out, and the Navy failed to emphasize, was that the tests were conducted on stationary ships with no personnel on board to render any defense or damage control.

Machine guns had been significantly improved in both size and weight since the end of WWI. Most forward firing guns were now mounted within the forward fuselage to improve streamlining. The 30-caliber M2 air-cooled Browning was the standard weapon for Navy aircraft, with a cyclical rate of 1,100 rounds per minute, and a muzzle velocity of 2,600 to 2,740 feet

per second. A heavier machine gun, the 50-caliber M2 air-cooled Browning had been developed for aircraft use. This weapon had a cyclical rate of 750 to 850 rounds per minute, and a muzzle velocity of 2,865 to 3,100 feet per second. The XPBM-1 Mariner seaplane in 1937 was the first Navy aircraft to mount single 50-caliber guns in turrets.

Depth bombs for antisubmarine operations were needed because ordinary bombs had little value for such operations since submarines could usually submerge in time to avoid being hit on the surface. The tactics required bombs with a high percentage of filler and hydrostatic fuzes that could be set to detonate the charge far enough below the surface to destroy a submerged submarine. The need for depth bombs was recognized by the Bureau of Ordnance, and designs were drawn up during the 1930s, but production of this new design weapon was not initiated. No such bombs existed when the United States first joined the war against the Axis. It was not until after the U.S. entered World War II that depth bombs were fully developed and produced.

Signaling and illumination devices had also been improved. Pilots no longer used the small Very pistol of WWI to signal. A larger pyrotechnic pistol with a much larger charge and multiple balls of various colors that provided a greater assortment of signals was used by pilots. Parachute flares, which could be launched by hand or dropped from bomb racks, produced 300,000 candle power that burned for approximately 3 minutes. As aircraft speeds increased, newer aircraft were equipped with flare chutes that were carried within the fuselage of the aircraft.

World War II

THE ULTIMATE ANTISUBMARINE weapon used by Navy patrol aircraft in WWII was undoubtedly the depth bomb. Aircraft-type depth bombs had not been manufactured at the start of the Neutrality Patrol in 1940. The first types to become available were based on a 1930 design, the Mark 17, weighing 325 pounds, filled with TNT and having a hydrostatic fuse that could be set for different depth. The weapon was intended for low-release, and was not ready in quantity until the early spring of 1942. A second design, the Mark 29, became available in the summer of 1942, weighing 650 pounds. It also was a low-release weapon. Many patrol plane crews were justifiably cautious with this bomb, as it reached depth quickly when the fuse was set for a shallow depth and exploded, sending powerful shock waves over the departing aircraft. Bomb “skip” was another problem encountered with the early round-nose models. If the bomb was released to low it would strike the water and rebound into the air, often striking the aircraft.



Aircraft depth bombs receive a fresh coat of paint from aviation ordnancemen, 80-G-K-15110.

This problem was lessened in later designs by producing bombs with a flat nose. The power of the weapon was improved in 1942, when stable TNT was replaced by more powerful, but more sensitive TORPEX. This in turn was replaced by the less sensitive HBX making the weapon safer to handle.

Retro-rockets were first successfully test fired on 3 July 1942. The retro-rocket was fired backward from a speeding airplane to counter its forward speed. The rockets proved particularly effective when used with Magnetic Anomaly Detection (MAD) gear, which detected the submarine when directly above. VP-63 received the first service installation of this weapon in February 1943. On 24 April 1944, the squadron scored its first kill with retro-rockets and MAD gear, sinking the *U-761* in the approaches to the Straits of Gibraltar.

Patrol aircraft used parachute stabilized acoustic homing torpedoes for the first time in the war when

VPB-103 and VPB-110 were equipped with the Mark 24 torpedo (FIDO) in April and July of 1943. On 25 April 1945, VPB-110 sank the *U-1107* in the Bay of Biscay using the new weapon.

Mines dropped by patrol aircraft were another effective weapon developed during WWII. Three types of mines were dropped from Navy patrol aircraft during the war. The magnetic influence mine, Mark 12 Mod 1, was detonated by the magnetic properties of a passing vessel's metal hull. It was a copy of a German device washed up on a beach in England and was quickly reproduced and put into production in 1940. The dip-needle type, Mark 10 Mod 6, was a derivative of the magnetic mine, but with greater reliability. The sub-sonic acoustic mine (Mark 25 and 26), was activated by underwater low frequency sound waves, and was generally considered unsweepable. The pressure mine (Mark 25 and 26 variant), activated by changes in

water pressure caused by a passing ship, was also considered unsweepable. All mines were equipped with a stepper switch which determined how many ships could pass before the mine would detonate.

Navy patrol aircraft carried the smaller Mark 10 and 12 mines on wing mounts. The larger Mark 25 (2,000 pound) and Mark 26 (1000 pound) mines were carried in internal bomb bays. During WWII U.S. Navy patrol aircraft in the Pacific dropped 3 percent of all the mines used against the Japanese. The USAAF dropped the remaining 97 percent. The following are statistics of the mining campaign: over 2,000,000 tons of shipping sunk or damaged (25 percent of the pre-war Japanese merchant marine); a total of 21,389 aircraft mines laid during 4,700 aerial mining sorties; only 65 aircraft lost due to operational causes; key enemy bases were abandoned due to mining at Palau and Penang; and ports closed include Shanghai, Hong Kong, Takao, Bangkok, Singapore, Balikpapan, Surawaya, Kure, Sasebo and Hiroshima.

Rockets used by the U.S. Navy during the war were developed from the British 3.5 inch rocket in late 1942, with a 20-pound solid head and a 3.5 inch motor. These rockets weighed 55 pounds and were propelled by a powerful motor that traveled at 1,175 feet per second. They were effective to 60 feet underwater. This type of ordnance proved particularly effective in piercing the tough pressure hull of enemy submarines that conventional 50-caliber projectiles could not always penetrate. An improved rocket carried a 5 inch high-explosive head. By early December 1943, the first Mark 4 rocket launchers were being fitted to Navy PV-1 Ventura aircraft for use on ASW patrols. The new rockets saw their first combat use by Marine squadron VMTB-134 flying TBFs from Green Island against the Japanese at Rabaul on 15 February 1944. The effective range and penetration of this weapon was further improved in the 5-inch HVAR (High Velocity Aircraft Rocket, or "Holy Moses") series.

Machine guns used during WWII were basically the same models developed between the wars, with minor improvements in performance. The smaller 30-caliber guns were being replaced in the second year of war by the M2 50-caliber model. Stellite barrel linings reduced wear and improved the service life of these weapons. The design was upgraded to 1,200 rounds per minute by 1943 and redesignated M3. The PB4Y-2 Privateer patrol bomber used the new M3 guns exclusively, making it the most defensively armed and armored aircraft in the world at that time. Experiments were begun to find replacements for the 50-caliber M2 early in the war. The 60-caliber machine gun was one of the designs considered to replace the 50-caliber M2. Design work was based on the German Mauser 20-mm machine gun Model 151 of 1939 but development was not completed before the end of the war. However, a 20-mm design based on the Type 404 Hispano-Suiza was developed and installed in combat aircraft before the end of the war.

The U.S. did not design new armor piercing bombs until after the start of the war. The weapons capable of being carried by a new generation of aircraft included 1,000-pound and 1,600-pound bombs capable



A close up of the port waist twin .50 caliber machine gun on a PB4Y, 80-G-K-14546.

of penetrating 8 inches of armor. High altitude attacks, for which AP bombs were designed, were seldom undertaken by Navy aircrews since practical experience with the much-touted Norden bombsight had shown that high altitude drops against moving surface targets resulted in few hits. Most Navy AP bomb drops were by dive bombing aircraft that were able to provide the velocity necessary to penetrate armor. Demolition and semi-armor piercing (SAP) bombs were favored by patrol bomber crews due to the better blast effect at masthead heights. These bombs were literally skipped into the side of the ship from extremely low altitude. The down side to this tactic was estimating correct altitude to compensate for the shock wave from the blast effect. This was made somewhat safer by 1944 when fuses developed for these tactics became available.

Some of the more interesting pieces of ordnance used in the war were the glide bombs. The Navy began its first project with a device called the Pelican, tested by VPs 152 and 153 using the PV-1 Ventura twin-engine patrol bomber. The Pelican used a standard 500-pound bomb casing for the body and had a 10-foot wing span. It depended on radar painting by the mother aircraft to guide it to the target. On 12 October 1943, the Bureau of Ordnance established a production program for 3,000 Pelican guided missiles at a delivery rate of 300 a month. Unfortunately, tests in mid-1944 were failures resulting in cancellation of the project on 18 September 1944. A second glide bomb, called the Bat, used a 1,000-pound bomb case for its body and was similar in size and appearance to the Pelican, but had its own internal radar to paint the target. Being considerably larger than the earlier Pelican, the Bat required the services of the four-engine PB4Y-2 Privateer patrol bomber as a mother ship. On 6 February 1945, CNO directed VPB squadrons 109, 123 and 124, of Fleet Air Wing 2, be equipped to employ the SWOD (Special Weapons Ordnance Device) Mark 9 (Bat) glide bomb in combat. By the time the squadrons arrived in the South Pacific it was too late in the war to find large ship targets. Nonetheless, the weapon proved somewhat effective and sank a destroyer escort, several transports and damaged land targets. The Bat missile was the first fully automatic target-seeking missile used by any of the combatants during the war.

In tests conducted off Cape May, N.J., on 8 March 1945, another innovative device, a rocket powered Gorgon air-to-air missile was launched from a PB4Y-5A. Tests of the weapon proved somewhat inconclusive, but improvements on the missile continued after the war as developments in electronics refined the accuracy of the homing system. The Germans faced the same problems with their surface-to-air and air-to-air missile programs and fortunately were not able to solve the problem before the end of the war.

Problems with guidance systems early in the war led to the development of a hybrid drone bomb in 1944 designed specifically to destroy U-boat pens and V-1 sites in France. On 3 September 1944, Lieutenant Ralph Spalding, USN, of the Special Air Unit, FAW-7, flew a TORPEX-laden PB4Y-1 Liberator from an airfield at Feresfield, England, set the radio control and parachuted to the ground. Ensign James M. Simpson, controlling the drone's flight from a PV-1 Ventura, sought to hit submarine pens on Helgoland Island. Unfortunately, he lost view of the plane in a rain shower during the final alignment, hitting a barracks and industrial area on Dune Island instead. A second attempt to use this manned/radio-controlled weapon resulted in the death of Lieutenant Joseph P. Kennedy, Jr., USN, when the explosives aboard detonated prematurely.

Post World War II to 1950

DESPITE NEW DEVELOPMENTS during WWII, the principal machine gun serving as the standard armament for all patrol aircraft at the end of the war was still the reliable, time-tested Browning 50-caliber. New weapons still under test during the war began to be issued for operational use in late 1945. The 20-mm gun developed from the Hispano-Suiza Model 404 in late 1941, designated AN-M2, had a cyclical rate of 750 rounds per minute and a muzzle velocity of 2,800 feet per second, providing much greater striking energy than the 50-caliber guns. All but the first few P2V-2 Neptunes in 1947 housed six of these guns in the nose with two more in the tail turret.

Navy progress in guided missiles benefited greatly from analysis of German projects at the end of the war. On 12 March 1946, CNO directed the continuance of Bat, Gorgon II-A and III-A testing programs begun in the final years of WWII. In May, VPs 104 and 115 were designated as the lead squadrons for the operational introduction of the Bat (SWOD 9). On 14 August 1946, CNO directed that the terminology SWOD and Pilotless Aircraft (P/A) be dropped in favor of the standardized term guided missiles. The first Naval Air Missile Test Center was established at Point Mugu, Calif., to conduct tests and evaluation of guided missiles and components. The proliferation of missile types under development by the services prompted the Army and Navy to adopt a standard system of designating guided missiles on 30 April 1947. The designations A (Air), S (Surface) and U (Underwater) were combined to indicate their function. Thus, a surface-to-air missile was designated SAM. Names assigned to the designations were as follows: ASMs would be named for birds of prey, AAMs for other winged creatures, SAMs for mythological terms and SSMs for astronomical terms or bodies.

On 8 May 1948, the Michelson Laboratory of the Naval Ordnance Test Station, China Lake, Calif., was established. The former testing facility became a research and development center for rocketry and guided missiles. A similar facility for rocketry was constructed on the East Coast with the establishment of the U.S. Naval Aeronautical Rocket Laboratory, Lake Denmark, N.J.

Development of conventional gravity bombs languished during the new atomic age. In September 1948, 12 P2V-3C Neptunes had most of their armament removed to enable the aircraft to carry a 9,700-pound 14-kiloton, Mark 1 atomic bomb. Some of these aircraft retained their tail turret. This model was designed for interim use onboard the Navy's Midway-class carriers. Subsequent models of the Neptune patrol aircraft, the primary patrol bomber in the Navy, lacked any defensive armament, retaining only the bomb bays and external wing mounts for offensive conventional armaments (GP bombs, rockets, etc.). Following the introduction of the early P2V-5s, the glazed nose fairing and MAD gear tail housing replaced the nose and tail gun positions on these aircraft.

Korea, 1951–1953

AT THE BEGINNING OF THE Korean War the U.S. entered combat with the weapons used at the end of WWII. New developments were slow to enter operational use for patrol aviation. Patrol squadrons directly involved in the conflict flew the same PBM and PB4Y-2 aircraft that had entered service in 1944. Radar had improved, but the ordnance was essentially the same. One improved device used to great effect by patrol squadrons was pyrotechnical (flare) equipment. The date 12 June 1951 marked the first use of flares by patrol squadrons for night operations since WWII. Two P4Y-2s (PB4Y-2) of VP-772 were transferred from NAS Atsugi, Japan, to Pusan K-1, South Korea, to fly flare-dropping missions for Marine Corps night attack aircraft. In October 1951 patrol squadron VP-871 flew similar missions over Korea, earning the squadron its nickname, "Big Red," for the red night illumination flares they dropped for allied air and ground units. These night missions by patrol squadrons prevented the North Koreans and Chinese from overrunning Marine Corps positions during the war.

One important development in ordnance during this period was the acoustic torpedo. Although not used during the Korean Conflict, the Mark 34 parachute stabilized acoustic torpedo came into the patrol community inventory in 1951 after it was first tested by VP-57. It was a design developed from the original mark 24 (FIDO) first brought into service in 1943.

Post Korean Period, 1954–1959

THE POST KOREAN WAR period can justifiably be called the real beginning of the guided missile age. As mentioned previously, the trend with patrol aircraft was to reduce or entirely eliminate the onboard defensive ordnance in exchange for offensive bomb or rocket payloads. On 3 April 1956, the Petrel, an air-to-surface guided missile designed for use against surface shipping, was put into its first operational use with on P2V-6Ms assigned to VP-24. On 22 November 1957, VP-834 from NAS Floyd Bennett Field, N.Y., fired the Petrel, becoming the first reserve patrol squadron to fire guided missiles as part of its regular training.

During the latter part of WWII operational use was made of acoustic torpedoes dropped from patrol aircraft in the war against the U-boats. The Korean War presented no enemy vessels against which to test the Mark 34 acoustic torpedo, since the primary antagonists, China and North Korea, were land powers with no significant naval forces. Development of torpedoes continued and in 1956 the Mark 44 Mod 1 torpedo was introduced for use by patrol aircraft. This lightweight, air-launched antisubmarine torpedo continued in service through the 1970s. Its range extended to 18,000 feet, with a depth limit of 985 feet.

On 1 December 1959 an era ended when the Bureau of Naval Weapons replaced the Bureau of Ordnance and Bureau of Aeronautics. The Bureau of Ordnance and Bureau of Aeronautics had been responsible for the development of aviation ordnance for almost four decades.

Vietnam Conflict, 1959–1973

UNLIKE THE PREVIOUS CONFLICT in Korea, the Vietnam confrontation offered numerous opportunities for the testing of a new generation of airborne weaponry over an extended period of time. In July 1962, the first P-3A Orion became operational with VP-8 at NAS Patuxent River, Md. This land-based patrol aircraft was to become the principal airborne ASW platform of the Navy through the end of the twentieth century. VP-50 was the first to deploy with a full complement of Orions to NAF Cam Ranh Bay, RVN, on 1 May 1968. The offensive load of the aircraft consisted of mines (Mark 52 and 36), conventional or nuclear depth bombs and rockets or torpedoes that were carried in the forward fuselage bay and on wing racks. Sonobuoys and markers were carried in the aft fuselage. The Mark 46 Mod 1 air-launched torpedo began to enter service in 1966 as a replacement for the earlier Mark 44 Mod 1. The newer Mark 46 had a range of 36,000 feet, to a depth of 1,500 feet. New mines were also deployed. The Mark 52 weighed 2,000-

pounds, and the Mark 36 weighed in at 500-pounds. On 11 April 1972, the first Harpoon antiship missile was launched from 20,000 feet by a P-3A Orion assigned to the Point Mugu Missile Test Center. The AGM-84 Harpoon was designed to be launched from aircraft or ships at a standoff range against enemy ship targets. Delivery to fleet units began in 1977. The introduction of the new P-3B Orion in 1965 included a provision for the Bullpup ASM-N-7 (B), air-to-surface missiles with a liquid fuel propellant, first tested by VP-6 on deployment in August 1967. VP-1 fired the last Bullpup missile in July 1978, the same month that it was removed from the inventory.

Post Vietnam, 1974–1990

THE POST VIETNAM PERIOD extending to the end of the Cold War saw continued development of the basic Orion airframe in use by all the Navy's patrol squadrons. In August 1977, the P-3C Update II was delivered to the Navy with the necessary control system for Harpoon missiles. On 7 June 1982, the Block 1B Harpoon missile with an improved radar-guidance system was delivered to the Navy. The Harpoon was programmed to be the Navy's basic antiship missile for the rest of the century. On 14 June 1988, VP-62 became the first reserve patrol squadron to fire the AGM-84 Harpoon missile. The missile was launched from one of the squadron's new P-3C UIII Orion aircraft. Mine warfare was upgraded in the Orion with the introduction of the new Mark 53 mine, capable of operation from greater depths with more sensitivity. VP-4 was tasked with the operational testing of the new Mark 50 parachute stabilized acoustical torpedo

in October 1988. This weapon has a range of 45,000 feet to a depth of 1,970 feet.

During the decade of the 1970s and 1980s the Rockeye cluster bombs and Zuni 5-inch rockets were added to the P-3's armament.

The Last Decade of the Twentieth Century

THE GULF WAR AND THE NEW AGE of littoral warfare defined the last decade of the twentieth century. The fate of Navy patrol aviation came into question on 17 April 1990 when Lockheed formally delivered the last P-3 Orion to the U.S. Navy in a ceremony at Palmdale, Calif. The P-3 was scheduled to be replaced by the P-7A, LRAACA (Long-Range Air Antisubmarine Warfare Capable Aircraft), under a contract awarded by the Navy to Lockheed on 14 October 1988. On 20 July 1990, the Navy terminated the P-7A maritime patrol aircraft program with Lockheed for default. No replacement aircraft is planned for the foreseeable future. While electronic warfare updates have continued apace with the currently existing airframes still in service, only the Mark 50 Barracuda air-launched torpedo, which entered U.S. Service in 1990, has been added to the maritime patrol inventory. The Maverick missile was tested by VP-11 in 1993 as a replacement or potential alternative for the Harpoon at the end of the decade.

In 1998, the AGM-84E SLAM (Standoff land-attack missile) capability was installed in the AIP (Antisurface Improvement Program) version of the P-3C Update III and gave patrol crews a substantial littoral strike capability.

Submarines Sunk by Patrol Squadrons During World War II

IN MANY RESPECTS THE BATTLE AGAINST Axis submarines proved to be one of the most pivotal conflicts of WWII. The U.S. Navy was largely unprepared for the Axis submarine threat, despite participating in the Neutrality Patrols from September 1939 to December 1941. The ferocity of the conflict can be judged by large number of Allied merchant vessels that were sunk with the loss of a large number of personnel.

Against such a threat, U.S. and Allied merchantmen required protection over the lifelines to England, the Mediterranean and the South Pacific. The use of long-range Navy patrol aircraft flying cover over the convoys in late 1942, the addition in 1943 of sufficient Allied long-range patrol aircraft to cover the mid-ocean air gap and escort carriers accompanying the convoys over their entire routes in 1943 turned the tide against the Axis powers, ending the Battle for the Atlantic in May 1943. In the Pacific, the combination of long-range, land-based patrol bombers; carrier battle air groups; the mining campaign; and the U.S. submarine forces virtually swept the seas of Japanese vessels by the end of the war.

The risks in combat with the Axis submarine forces were not totally in favor of the Allies. As the war progressed, German submarines in particular became more heavily armed with anti-aircraft defenses. At least 57 U.S. aircraft were shot down by U-boats compared to only 12 U-boats lost in these attacks. The RAF Coastal Command alone lost 700 aircraft that were badly damaged, shot down or written off after encounters with U-boats.

Technology used by both sides in the conflict improved dramatically as the war progressed. On the Allied side the advantages of ASDIC, aircraft-borne radar, MAD gear, rockets and homing torpedoes temporarily offset wolfpack tactics and improved AA weapons. New German developments such as the schnorkel and the fast Type XXI, XXIII and Walter Electric Boats were introduced to late in the war to have any impact. The Japanese navy built some of the largest submarines in WWII, which were used for transporting vital supplies and reinforcements to out-

posts located in Allied controlled waters unreachable by surface vessels. Some, like *I-400*, were designed to carry up to three aircraft and could range as far as 37,000 miles cruising on the surface at 14 knots.

The following section lists the details regarding submarines sunk by patrol squadron aircraft. The squadron designations are shown as they were at the time of the attack and the designation in parentheses is the squadron's final designation. Headings for the listing are as follows: the **squadron designation**, followed by a listing of the submarines it sunk. The listing of submarines sunk includes the **number** and the **date it was sunk**, as well as data on the submarine that includes **type, date laid down, date commissioned, commanding officers, career, successes** and its final **fate**. The squadron listing is in alphanumeric order beginning with VBs, VPs and finally VPBs.

VB-103 (VPB-103)

U-966, 10 November 1943 (shared)

Type: VIIC **Laid Down:** 1 May 1942, Blohm & Voss, Hamburg

Commissioned: 4 March 1943, Oblt. Eckehard Wolf

Commander: Oblt. Eckehard Wolf

Career: Assigned: March 1943–July 1943, 5th Flotilla (Kiel) training; August 1943 – November 1943 9th Flotilla (Brest)

Successes: None

Fate: Sunk 10 November 1943 in the Bay Biscay near Cape Ortegal, Spain, by American and Czech aircraft bombs in one of the longest surface battles of aircraft against a U-boat in WWII. At 0800, a VB-105 PB4Y-1 Liberator piloted by Lieutenant L. E. Harmon was alerted by an RAF aircraft of a radar contact near the coast of Spain. Harmon located the surfaced U-boat and made two strafing attacks. Heavy AA fire damaged his aircraft and forced him to break off the attack. An RAF fighter then dove

to attack the submarine. Harmon made a third strafing attack, but had to break off afterwards due to a fuel shortage. Lieutenant K. L. Wright of VB-103 located *U-966* near Ferrol at 1040 and delivered a strafing and depth charge attack. Intense AA fire drove him off and he, too, had to depart the target for lack of fuel. Lieutenant W. W. Parish and crew then arrived on the scene. A depth charge attack was conducted in cooperation with a rocket-firing RAF Liberator at 1230. The submarine was abandoned by its crew after running aground at Oritiguiera, Spain. The German crewmen were quickly picked up by nearby Spanish fishing vessels and interned in Spain.

U-508, 12 November 1943

Type: IXC **Laid Down:** 24 September 1940, Deutsche Werft, Hamburg

Commissioned: 20 October 1941, Oblt. Georg Staats

Commander: October 1941–November 1943, Kptlt. Georg Staats (Knights Cross)

Career: Six Patrols; assigned: October 1941–June 1942, 4th Flotilla (Stettin); July 1942–November 1943 10th Flotilla (Lorient)

Successes: 14 ships sunk for a total of 74,087 tons

Fate: Sunk 12 November 1943, north of Cape Ortegual, Spain, in position 46°00'N, 07°30'W, by U.S. bombs (VB-103). 57 dead (entire crew lost). Lieutenant (jg) Brownell made a night attack on a submarine. His PB4Y-1 Liberator was apparently heavily damaged by the U-boat's AA fire and crashed into the sea with no survivors. The next day, two oil slicks were spotted, about five miles apart. Postwar examination of German records indicates that he sank *U-508*.

U-271, 28 January 1944

Type: VIIC **Laid Down:** 21 October 1941, Vegesacker Werft, Bremen-Vegesack

Commissioned: 23 September 1942, Kptlt. Curt Barleben

Commander: September 1942–January 1944, Kptlt. Curt Barleben

Career: Assigned: September 1942–May 1943, 8th Flotilla (Danzig) training; June 1943–January 1944, 1st Flotilla (Brest) front. *U-271* was one of seven U-boats converted into "U-flak" boats to serve as surface escorts for the incoming/outgoing attack U-boats operating from the French Atlantic bases. They had greatly increased anti-aircraft firepower and

were intended as aircraft traps by luring Allied aircraft to attack these heavily armed U-boats. The converted boats proved effective for little more than two months before the Allies developed countermeasures. *U-271* operated briefly as a U-flak during October 1943, providing AA cover in the refueling area north of the Azores. All U-flaks were converted back to attack boat configuration in November 1943. It should be noted that by late 1943 the U-flaks had become redundant due to improvements in the standard AA armament for U-boats.

Successes: None

Fate: Sunk 28 January 1944, west of Limerick, in position 53°15'N, 15°52'W, by a PB4Y-1 Liberator of VB-103. 51 dead (entire crew lost). Lieutenant George C. Enloe and crew caught the U-boat on the surface and dropped six depth charges. The submarine quickly settled by the stern and slid beneath the surface.

VB-107 (2nd VP-27)

U-598, 23 July 1943

Type: VIIC **Laid Down** 11 January 1941, Blohm & Voss, Hamburg

Commissioned: 27 November 1941, Oblt. Gottfried Holtorf

Commander: November 1941–July 1943, Kptlt. Gottfried Holtorf

Career: Assigned: November 1941–July 1942, 8th Flotilla (Danzig); July 1942–July 1943, 6th Flotilla (St. Nazaire)

Successes: Two ships sunk for a total of 9,295 tons; one ship of 6,197 tons damaged

Fate: Sunk 23 July 1943, in the South Atlantic near Natal, in position 04°05'S, 33°23'W, by U.S. bombs (VB-107). 44 dead, one survivor. Lieutenant (jg) Waugh, flying PB4Y-1 Liberator aircraft 107-B-6, attacked the surfaced U-boat in conjunction with a second squadron aircraft flown by Lieutenant William R. Ford, sinking the submarine. Waugh's aircraft apparently sustained damage during the attack, plunging into the sea after his bombing pass with the loss of all hands. The submarine's identity was confirmed by the sole survivor as *U-598*.

U-848, 5 November 1943

Type: IX D2 **Laid Down:** 6 January 1942, AG Weser, Bremen

Commissioned: 20 February 1943, Korvkpt. Wilhelm Rollmann (Knights Cross)

Commander: February 1943–November 1943, Korvkpt. Wilhelm Rollmann

Career: One patrol; assigned: February 1943–July 1943, 4th Flotilla (Stettin); August 1943–November 1943, 12th Flotilla (Bordeaux)

Successes: One ship of 4,573 tons sunk

Fate: Sunk 5 November 1943, southwest of Ascension Island, in approximate position 10°09'S, 18°00'W, by U.S. bombs (VB-107). 63 dead (entire crew lost). A VB-107 PB4Y-1 Liberator aircraft from the Ascension Island detachment, piloted by Lieutenant Baldwin, attacked *U-848* in conjunction with two other squadron aircraft. Lieutenant Baldwin damaged the submarine sufficiently to prevent it from submerging. Lieutenant S. K. Taylor's aircraft administered the coup de grace, hitting the target on two bomb runs, causing it to blow up and sink within five minutes.

U-849, 25 November 1943

Type: IX D2 **Laid Down:** 20 January 1942, AG Weser, Bremen

Commissioned: 11 March 1943, Kptlt. Heinz-Otto Schultze (Knights Cross)

Commander: March 1943–November 1943, Kptlt. Heinz-Otto Schultze

Career: One patrol; assigned: March 1943–September 1943, 4th Flotilla (Stettin); October 1943–November 1943, 12th Flotilla (Bordeaux)

Successes: None.

Fate: Sunk 25 November 1943, in the South Atlantic west of the Congo estuary, in position 06°30'S, 05°40'W, by U.S. bombs from a PB4Y-1 Liberator aircraft (VB-107). 63 dead (entire crew lost).

U-177, 6 February 1944

Type: IXD **Laid Down:** 25 November 1940, AG Weser, Bremen

Commissioned: 14 March 1942, Kptlt. Wilhelm Schulze

Commander: March 1942, Kptlt. Wilhelm Schulze; October 1943, Korvkpt. Robert Gysae (Oak Leaves); October 1943–February 1944, Korvkpt. Heinz Buchholz

Career: Three patrols; assigned: March 1942–September 1942, 4th Flotilla (Stettin); October 1942–November 1942, 10th Flotilla (Lorient); December 1942–February 1944, 12th Flotilla (Bordeaux)

Successes: 14 ships sunk for a total of 87,388 tons

Fate: Sunk 6 February 1944, west of Ascension Island, in position 10°35'S, 23°15'W, by U.S. bombs (VB-107). 50 dead. A PB4Y-1 Liberator piloted by Lieutenant (jg) C. I. Purnell made

two successful bomb runs on *U-177*, straddling the submarine.

U-863, 29 September 1944

Type: IX D2 **Laid Down:** 15 September 1942, AG Weser, Bremen

Commissioned: 3 November 1943, Kptlt. Dietrich von der Esch

Commander: November 1943–September 1944, Kptlt. Dietrich von der Esch

Career: Assigned: November 1943–June 1944, 4th Flotilla (Stettin); July 1944–September 1944 12th Flotilla (Bordeaux)

Successes: None

Fate: Sunk 29 September 1944, east-southeast of Recife, in position 10°45'S, 25°30'W, by U.S. bombs from two PB4Y-1 Liberators (VB-107) flown by Lieutenants E. A. Krug and J. T. Burton. 69 dead (entire crew lost).

VB-108 (2nd VP-28)

I-174, 12 April 1944

Type: 1st Class Fleet Submarine, Improved Kaidai Type 6B **Laid Down:** 1934

Commissioned: 28 March 1937, Sasebo.

Commander: 1940–1942, LCDR Toshi Kusaka; 1942–1944, LCDR Nobukiyo Nambu; 1944, LCDR Katsuto Suzuki

Career: Originally designated *I-74*, redesignated *I-174* 20 May 1942. Assigned: SubRon3, Kure Naval Base. Modified to transport configuration in early 1943 to accommodate 46-foot Daihatsu landing craft or other equipment.

Successes: Served as refueling vessel for first Operation K mission (overflight of Oahu by Emily long-range seaplanes), sank one 7,000 ton merchantman in April 1942. Later in the war *I-174* sank three merchant ships of 11,568 tons and damaged an LST and two other merchant ships 7,713 tons. On 24 November 1943, *I-174* sank the American escort carrier *Liscome Bay* (CVE 56).

Fate: Departed Kure, Inland Sea of Japan, on 3 April 1944 for Marshall Islands. Failed to answer when called on 11 April, listed by the Japanese navy as lost with all hands (crew of 107). VB-108 had just been relocated to Eniwetok on 11 April 1944. In the early morning on the next day a squadron PB4Y-1 Liberator flown by Lieutenant J. E. Muldrow attacked an enemy submarine while on patrol, claiming a sinking at 10°45'N, 152°29'E. *MacDonough* (DD 351) and *Stephen Potter*

(DD 538) were credited with sinking this submarine on 29 April 1944, but postwar examination of records indicated that the submarine sunk on 29 April by the two destroyers was actually *RO-45* and VB-108 is credited with sinking *I-174* on 12 April 1944.

VB-109 (VPB-109)

RO-117, 17 June 1944

Type: Small, short-range, Class B Submarine, Type KS
Laid Down: 1941, Kawasaki, Kobe

Commissioned: 1943

Commander: LCDR Yasuo Enomoto

Career: Assigned: SubRon 7

Successes: None

Fate: Sunk by a VB-109 PB4Y-1 Liberator at 0338, between Guam and Truk, position 11°05'N, 150°31'E. Lost with all hands. Lieutenant William B. Bridgeman and crew sank *RO-117*, which had left Truk on 5 June bound for a position off Saipan. Originally claimed by the squadron as possibly damaged, the submarine was confirmed as sunk by Japanese records after the war. (entire crew of 55 were lost).

VB-125 (VPB-125)

U-174, 27 April 1943

Type: IXC **Laid Down:** 2 January 1941, AG Weser, Bremen

Commissioned: 26 November 1941, Fregkpt. Ulrich Thilo

Commander: November 1941–March 1943, Fregkpt. Ulrich Thilo; March 1943–April 1943, Oblt. Wolfgang Grandefeld

Career: Assigned: November 1941–July 1942, 4th Flotilla (Stettin); July 1942–April 1943, 10th Flotilla (Lorient)

Successes: Five ships sunk for a total of 30,813 tons

Fate: Sunk 27 April 1943, south of Newfoundland, in position 43°35'N, 56°18'W, by U.S. bombs. 53 dead (entire crew lost). A VP-125 aircraft attacked *U-174* on the surface near Cape Race. The U-boat heavily damaged the PV-1 Ventura with its 20-mm AA guns before sinking.

VB-127 (VPB-127)

U-591, 30 July 1943

Type: VIIC **Laid Down:** 30 October 1940, Blohm & Voss, Hamburg

Commissioned: 9 October 1941, Oblt. Hans-Jürgen Zetsche

Commander: October 1941–September 1942, Kptlt. Hans-Jürgen Zetsche; September 1942–November 1942, Oblt. Peter Schrewe; November 1942–May 1943, Kptlt. Hans-Jürgen Zetsche; June 1943–July 1943, Oblt. Raimar Ziesmer

Career: Assigned: October 1941–January 1942, 6th Flotilla (Danzig); January 1942–June 1942, 6th Flotilla (St. Nazaire); July 1942–May 1943, 11th Flotilla (Bergen); June 1943–July 1943, 9th Flotilla (Brest)

Successes: Five ships sunk for a total of 23,960 tons; one ship of 5,701 tons damaged

Fate: Sunk 30 July 1943, in position 08°36'S, 34°34'W, by bombs from a VB-127 PV-1 Ventura. Lieutenant (jg) W. C. Young and crew attacked and sank *U-591* off Recife, Brazil. Twenty-eight survivors out of a crew of 49, including the commanding officer, were picked up by *Saucy* (PG 65).

U-761, 24 February 1944 (shared)

Type: VIIC **Laid Down:** 16 December 1940, Kriegsmarinewerft, Wilhelmshaven

Commissioned: 3 December 1942, Oblt. Horst Geider

Commander: December 1942–February 1944, Oblt. Horst Geider

Career: Assigned: December 1942–July 1943, 8th Flotilla (Danzig); August 1943–February 1944, 9th Flotilla (Brest)

Successes: None

Fate: *U-761* was detected by PBY-5 Catalinas from VP-63 during an attempt to pass through the Straits of Gibraltar. The two VP-63 aircraft, piloted by Lieutenants Howard Baker and T. R. Woolley, used their MAD gear to detect, track, and assist in the sinking of *U-761*, the first sinking of a submarine aided by MAD equipment. The U-boat was attacked by a British Catalina of RAF Squadron 202 and a PV-1 Ventura of VB-127. Lieutenant P. L. Holmes, pilot of the VB-127 Ventura, assisted in the kill by dropping depth charges on *U-761* when it surfaced. Following the attack by VB-127, the U-boat was scuttled 24 February 1944 in the mid-Atlantic near Tangier, in position 35°55'N, 05°45'W, in view of approaching British destroyers. Nine dead. The 51 members of the crew of the U-boat and its commanding officer were picked up by HMS *Anthony* and *Wishart* after scuttling their badly damaged submarine.

VB-128 (5th VP-1)

U-279, 4 October 1943

Type: VIIC **Laid Down:** 31 March 1942, Bremen-Vegesack

Commissioned: 3 February 1943, Oblt. Otto Finke

Commander: February 1943–October 1943, Kptlt. Otto Finke

Career: Assigned: February 1943–July 1943, 8th Flotilla (Danzig); August 1943–October 1943, 9th Flotilla (Brest)

Successes: None

Fate: Sunk 4 October 1943, southwest of Iceland, in position 60°40'N, 26°30'W, by U.S. bombs from a PV-1 Ventura of VB-128 flown by Lieutenant Charles L. Westhofen. Although the crew abandoned the sinking submarine and floated four or five life rafts, none were ever located. 48 dead (entire crew lost).

VB-129 (VPB-129)

U-604, 30 July 1943

Type: VIIC **Laid Down:** 27 February 1941, Blohm & Voss, Hamburg

Commissioned: 8 January 1942, Kptlt. Horst Höltring

Commander: January 1942–August 1943, Kptlt. Horst Höltring

Career: Six patrols; assigned: January 1942–July 1942, 5th Flotilla (Kiel); August 1942–August 1943, 9th Flotilla (Brest)

Successes: 6 ships sunk for a total of 39,891 tons

Fate: Lieutenant Commander Thomas D. Davies and crew spotted a fully surfaced submarine during a coastal barrier sweep northeast of Bahia. The U-boat crew attempted to fight it out with 20-mm AA fire, but the bow guns of the Ventura quickly cleared the decks of the submarine, allowing Davies to make a perfect drop with four Mark 47 depth charges athwart the still surfaced U-boat. The submarine, *U-601*, submerged after the attack then surfaced again at a 60-degree angle with the screws out of the water. The U-boat then submerged again. Later, German prisoners of war indicated that the damage to the U-boat was so severe that it had to be scuttled on 11 August 1943. The *U-604* crew was taken aboard *U-185* and *U-172* (during the sinking of *U-185* 14 men from *U-604* died).

VB-130 (2nd VP-2)

U-615, 6 August 1943 (shared, see VP-204)

VP-11 (VPB-11)

I-172, 29 October 1942

Type: 1st Class, Class A Fleet Submarine, Kaidai Type 6A **Laid Down:** 1931, Mitsubishi, Kobe

Commissioned: 6 April 1935

Commander: 1942, LCDR Takeshi Ota

Career: Assign: SubRon 3, originally designated *I-72*, redesignated *I-172* on 20 May 1942. Modified as a transport in early 1942, accommodating a 46-foot Daihatsu landing craft, amphibious tank, or other external equipment.

Successes: None

Fate: *I-172* was listed as missing by the Japanese navy after 28 October 1942, in the vicinity of the Solomons, the operational area of VP-11's PBV-5 Catalinas at the time of the claimed sinking. Official credit for *I-172* was given by the U.S. Navy to *Southard* (DMS 10), for a sinking on 10 November 1942, at the south end of Indispensable Strait, position 10°13'S, 161°09'E. Japanese records indicate that the submarine claimed by *Southard* was actually *I-15*. On 29 October 1942, Lieutenant F. Joe Hill sighted a submarine while on search at 13°15'S, 162°45'E about three miles on the starboard beam. The sub crash-dived and was below the surface when Hill dropped his two 650-lb depth charges. A large quantity of oil appeared and remained on the surface during the next day. The submarine was lost with all 91 hands aboard, including Rear Admiral Yoshisuke Okamoto, Commander of the 12th Squadron of the Kure Submarine Flotilla. *I-172* was the fourteenth Japanese submarine lost during the war.

VP-14 (VPB-197)

Midget, 7 December 1941 (shared)

Type: Type A (Midget) Koryu

Laid Down: 1940, Ourazaki, Kure

Commissioned: 1941

Commander: Lieutenant Naoji Iwasa

Career: Assigned to tender *Chiyoda*, at Base P on the island of Ourazaki, spring 1941; SubRon 1, Kure Naval Arsenal, late summer 1941; *I-22*, 21 October 1941.

Successes: None

Fate: Prior to the attack on Pearl Harbor VP-14 had launched three PBY-5 Catalinas for routine patrol. Aircraft 14-P-1, flown by Ensign William P. Tanner, spotted a Japanese midget submarine at the entrance to the harbor and assisted *Ward* (DD 139) in sinking the intruder. Lieutenant Naoji Iwasa and Petty Officer Naoharu Sasaki had been launched from *I-22* half an hour before sunrise 5–10 miles from the entrance to the harbor as part of a contingent of five midget subs launched from fleet submarines. Iwasa's orders were to enter the harbor and rise to the surface to attack once the air attack had begun, then circle Ford Island, exit the harbor and proceed to the rendezvous with *I-22*. Iwasa was attempting to follow the tug *Antares* through the harbor entrance while *Antares* had a barge in tow. Ensign Tanner saw the wake of the periscope and alerted *Ward*, which dropped one depth charge.

VP-23 (VPB-23)

RO-101, 15 September 1943 (shared)

Type: Small, short-range submarine, Class B, RO-100 series, Type KS

Laid Down: 1941, Kawasaki, Kobe

Commissioned: December 1942, LCDR Zenji Orita

Commander: December 1942–August 1943, LCDR Zenji Orita; August 1943, LCDR Masataka Fujisawa

Career: Assign: SubRon 7, carried supplies for garrisons

Successes: None

Fate: *RO-101* departed Rabaul for a patrol area south of San Cristobal. It was spotted by a PBY-5 Catalina of VP-23 piloted by Lieutenant W. J. Geritz. *Saufley* (DD 465) assisted in the kill southeast of San Cristobal, at position 10°57'S, 163°56'E. The submarine was listed by the Japanese as lost with all hands (crew of 50).

VP-32 (VP-46)

U-159, 15 July 1943

Type: IXC **Laid Down:** 11 November 1940, AG Weser, Bremen

Commissioned: 4 October 1941, Kptlt. Helmut Witte (Knights Cross)

Commander: October 1941–June 1943, Kptlt. Helmut Witte; June 1943–July 1943, Oblt. Heinz Beckmann

Career: Five patrols, assigned: October 1941–April 1942, 4th Flotilla (Stettin); April 1942–July 1943, 10th Flotilla (Lorient)

Successes: 22 ships sunk for a total of 119,533 tons; one ship of 265 tons damaged

Fate: Sunk 15 July 1943 south of Haiti, in position 15°58'N, 73°44'W, by bombs from a PBM-3C Mariner from VP-32. 53 dead (entire crew lost). The claim was judged probable sunk by FAW-11's intelligence officer, and was not confirmed until examination of German navy records after the war.

U-759, 26 July 1943

Type: VIIC **Laid Down:** 15 November 1940, Kriegsmarinewerft, Wilhelmshaven

Commissioned: 15 August 1942, Oblt. Rudolf Friedrich

Commander: August 1942–July 1943, Kptlt. Rudolf Friedrich

Career: Assigned: August 1942–January 1943, 5th Flotilla (Kiel); February 1943–July 1943, 9th Flotilla (Brest)

Successes: Two ships sunk for a total of 12,764 tons

Fate: Sunk 26 July 1943, east of Jamaica, in approximate position 18°06'N, 75°00'W, by bombs from a U.S. Mariner PBM-3C of VP-32. 47 dead (entire crew lost). The claim was judged probable sunk by FAW-11's intelligence officer, and was not confirmed until examination of German Navy records after the war.

U-359, 28 July 1943

Type: VIIC **Laid Down:** 9 June 1941, Flensburger Schiffsbau, Flensburg

Commissioned: 5 October 1942, Ltnt. Heinz Förster

Commander: October 1942–July 1943, Oblt. Heinz Förster

Career: Assigned: October 1942–February 1943, 8th Flotilla (Danzig); March 1943–July 1943, 7th Flotilla (St. Nazaire)

Successes: None

Fate: Sunk 28 July 1943 in the Caribbean south of Santo Domingo, in position 15°57'N, 68°30'W, by U.S. bombs from a PBM-3C Mariner. 47 dead (entire crew lost). *U-359* was sunk by the San Juan Detachment of VP-32. The claim was judged probable sunk by FAW-11's intelligence officer, and was not confirmed until examination of German Navy records after the war.

VP-42 (2nd VP-5)

RO-61, 31 August 1942 (shared)

Type: Small, short-range submarine, Class B, Type L4
Laid Down: 1922, Mitsubishi, Kobe

Commissioned: 1923

Commander: LCDR Toshisada Tokutomi

Career: Originally designated *No. 72*, redesignated *RO-61* on 20 May 1942. Assigned: SubRon 7

Successes: Sank U.S. seaplane tender *Casco* (AVP 12) on 31 August 1942 (which was beached and later repaired).

Fate: Sunk in joint effort on 31 August 1942 by PBY-5A Catalinas from VP-42 and VP-43 and *Reid* (DD 369) off Atka, Aleutian Islands, position 52°36'N, 173°57'W. *RO-61* was caught on the surface five miles north of Cape Shaw, Atka Island. Lieutenant S. Coleman of VP-42 heavily damaged the submarine in a bombing attack. *RO-61* was located later on the same day at 1915 hours by *Reid* (DD 369) and sunk with the loss of 59 crewmen, including the commanding officer. Several survivors were rescued from the frigid waters.

VP-53 (VP-AM-1)

U-156, 8 March 1943

Type: IXC **Laid Down:** 11 Oct 1940, AG Weser, Bremen

Commissioned: 4 September 1941, Kptlt. Werner Hartenstein (Knights Cross)

Commander: September 1941–March 1943, Korvkpt. Werner Hartenstein

Career: Five patrols, assigned: September 1941–December 1941, 4th Flotilla (Stettin); January 1942–March 1943, 2nd Flotilla (Lorient)

Successes: 18 ships sunk for a total of 92,889 tons; 4 ships damaged for a total of 20,001 tons

Fate: Sunk at 1315 on 8 March 1943, east of Barbados, in position 12°38'N, 54°39'W, by U.S. bombs (Catalina from VP-53). 52 dead (entire crew lost).

VP-63 (VPB-63)

U-761, 24 February 1944 (shared, see entry for VB-127, U-761)

U-392, 16 March 1944 (shared)

Type: VIIC **Laid Down:** 10 January 1942, Howaldtswerke, Kiel

Commissioned: 29 May 1943, Oblt. Henning Schümann

Commander: May 1943–March 1944, Oblt. Henning Schümann

Career: Assigned: May 1943–November 1943, 5th Flotilla (Kiel); November 1943–March 1944, 1st Flotilla (Brest)

Successes: None

Fate: Sunk 16 March 1944 in the Straits of Gibraltar in position 35°55'N, 05°41'W, by depth charges from British frigate HMS *Affleck*, the destroyer HMS *Vanoc* and bombs from three U.S. PBY-5A Catalinas. 52 dead (entire crew lost). Three VP-63 aircraft piloted by Lieutenant (jg) M. J. Vopatek, Lieutenant R. C. Spears and Lieutenant (jg) V. A.T. Lingle detected *U-392* during its attempted passage of the Gibraltar Straits. Lieutenant (jg) Vopatek guided HMS *Affleck* into position with his MAD gear. *Affleck* fired a pattern of depth charges that sent the U-boat to the bottom.

U-731, 15 April 1944 (shared)

Type: VIIC **Laid Down:** 1 October 1941, Schichau, Danzig

Commissioned: 3 October 1942, Oblt. Werner Techand

Commander: October 1942–November 1943, Oblt. Werner Techand; December 1943–May 1944, Oblt. Alexander Graf von Keller

Career: Assigned: October 1942–April 1943, 8th Flotilla (Danzig); May 1943–May 1944, 1st Flotilla (Brest)

Successes: None

Fate: Sunk 15 May 1944 near Gibraltar, in position 35°54'N, 05°45'W, by depth charges from the British patrol vessel HMS *Kilmarnock* and the antisubmarine trawler HMS *Blackfly* and bombs from VP-63 PBY-5A Catalinas. 54 dead (entire crew lost). Lieutenant (jg) Vopatek and Lieutenant H. L. Worrell detected *U-731* with their MAD gear while it was attempting to cross the Straits of Gibraltar. Subsequent attacks by the aircraft did not sink the U-boat, but both continued to track the submarine, guiding HMS *Kilmarnock* into position for a successful Hedgehog attack that sent the submarine to the bottom. This sinking was to be the last in the Mediterranean theater, since the squadron had, in the words of British Admiral Sir Andrew Cunningham “turned the Mediterranean into an Allied lake.”

VP-73 (2nd VP-34)

U-464, 20 August 1942

Type: XIV **Laid Down:** 18 March 1941, DeutscheWerke AG, Kiel

Commissioned: 30 April 1942, Kptlt. Otto Harms

Commander: April 1942–August 1942, Kptlt. Otto Harms

Career: One patrol, assigned: 10th Flotilla (Lorient). *U-464* was a Milkcow support vessel. The role of the ten type XIV boats was to support the operating type VII and IX attack boats by delivering their supplies and ammunition.

Successes: None, sunk on first deployment

Fate: Set out on first patrol 4 August 1942. Sunk on 20 August 1942, southeast of Iceland at 61°25'N, 14°40'W by a VP-73 PBV-5 Catalina. Lieutenant (jg) Robert B. Hopgood and crew attacked and sank *U-464* while on convoy escort in Skerja Fjord, near Reykjavik, Iceland. HMS *Castleton* rescued 53 survivors (2 dead). While en route back to base Hopgood sent the following message: "Sank Sub Open Club."

U-582, 5 October 1942

Type: VIIC **Laid Down:** 25 September 1940, Blohm & Voss, Hamburg

Commissioned: 7 August 1941, Kptlt. Werner Schulte

Commander: August 1941–October 1942, Kptlt. Werner Schulte

Career: Assigned: August 1941–December 1941, 5th Flotilla (Kiel); December 1941–October 1942, 1st Flotilla (Brest)

Successes: Six ships sunk for a total of 38,826 tons

Fate: Sunk 5 October 1942, southwest of Iceland, in position 58°41'N, 22°58'W, by a VP-73 PBV-5 Catalina. 46 dead (entire crew lost). Aircraft 73-P-12 of VP-73 attacked and sank *U-582* while on convoy escort near Reykjavik, Iceland.

VP-74 (1st VP-40)

U-158, 30 June 1942

Type: IXC **Laid Down:** 1 November 1940, AG Weser, Bremen

Commissioned: 25 September 1941, Kptlt. Erwin Rostin (Knights Cross)

Commander: September 1941–June 1942, Kptlt. Erwin Rostin

Career: Two patrols, assigned: September 1941–February 1942, 4th Flotilla (Stettin); February 1942–June 1942, 10th Flotilla (Lorient)

Successes: 16 ships sunk for a total of 91,770 tons; two ships damaged for a total of 15,264 tons

Fate: Sunk 30 June 1942, west of the Bermudas, in position 32°50'N, 67°28'W, by U.S. bombs from a PBM-3C Mariner from VP-74. 54 dead (entire crew lost). Aircraft 74-P-1, flown by Lieutenant Richard E. Schreder, was credited with the sinking of *U-158*. The submarine was spotted by the crew during a routine ferry flight.

U-128, 17 May 1943 (shared)

Type: IXC **Laid Down:** 10 July 1940, AG Weser, Bremen

Commissioned: 12 May 1941, Kptlt. Ullrich Heyse (Knights Cross)

Commander: May 1941–February 1943, Kptlt. Ullrich Heyse; March 1943–May 1943, Kptlt. Hermann Steinert

Career: Assigned: May 1941–November 1941, 2nd Flotilla (Wilhelmshaven) training; December 1941–May 1943, 2nd Flotilla (Lorient)

Successes: 12 ships sunk for a total of 83,639 tons; one ship of 5,687 tons damaged

Fate: Sunk 17 May 1943, south of Pernambuco, in approximate position 10°00'N, 35°35'W, by gunfire from destroyers *Moffett* (DD 362) and *Jouett* (DD 396), and by bombs from two VP-74 PBM-3C Mariners flown by Lieutenant Howland Davis and Lieutenant Carey. Seven dead.

U-513, 19 July 1943

Type: IXC **Laid Down:** 26 April 1941, Deutsche Werft, Hamburg

Commissioned: 10 January 1942, Korvkpt. Rolf Rüggeberg

Commander: January 1942–May 1943, Korvkpt. Rolf Rüggeberg; May 1943–July 1943, Kptlt. Friedrich Guggenberger

Career: Assigned: January 1943–August 1942, 4th Flotilla (Stettin); September 1942–July 1943, 10th Flotilla (Lorient)

Successes: Six ships sunk for a total of 29,940 tons; two ships damaged for a total of 13,177 tons

Fate: Sunk 19 July 1943, southeast of Sao Francisco do Sol, in position 27°17'S, 47°32'W, by U.S. PBM-3S Mariner patrol bomber of VP-74. 46 dead, seven survivors. Aircraft 74-P-5, piloted by Lieutenant (jg) Roy S. Whitcomb was credited with sinking *U-513*. The U-boat

had elected to remain on the surface and fight it out with its AA batteries. Six depth bombs settled the issue quickly. Kapitanleutnant Guggenberger, commanding officer of *U-513*, had previously been credited with sinking the British aircraft carrier *Ark Royal* while commanding officer of *U-81*.

U-199, 31 July 1943 (shared)

Type: IXD **Laid Down:** 10 October 1941, AG Weser, Bremen

Commissioned: 28 November 1942, Kptlt. Hans-Werner Kraus (Knights Cross)

Commander: November 1942–July 1943, Kptlt. Hans-Werner Kraus

Career: One patrol, assigned: November 1942–May 1943, 4th Flotilla (Stettin); May 1943–July 1943, 12th Flotilla (Bordeaux)

Successes: One ship sunk for a total of 4,161 tons

Fate: Sunk 31 July 1943, east of Rio de Janeiro, in position 23°45'S, 42°54'W, by bombs from one U.S. PBM-3S Mariner of VP-74, piloted by Lieutenant W. F. Smith, and two Brazilian aircraft. 49 dead, 11 survivors. The survivors ended up in Brazil and then in U.S. captivity.

U-161, 27 September 1943

Type: IXC **Laid Down:** 23 March 1940, Seebeck, Bremen

Commissioned: 8 July 1941, Kptlt. Hans-Ludwig Witt (Knights Cross)

Commander: July 1941–December 1941, Kptlt. Hans-Ludwig Witt (in deputize); January 1942–September 1943, Kptlt. Albrecht Achilles (Knights Cross).

Career: Six patrols, assigned: July 1941–December 1941, 4th Flotilla (Stettin); December 1941–September 1943, 2nd Flotilla (Lorient)

Successes: 19 ships sunk for a total of 100,054 tons, three ships damaged for a total of 13,916 tons

Fate: Sunk 27 September 1943, near Bahia, in position 12°30'S, 35°35'W, by PBM-3S Mariner from VP-74. 53 dead (entire crew lost). Plane #74-P-2, piloted by Lieutenant (jg) Harry B. Patterson, was credited with sinking *U-161*. Two crew members were wounded in the attack by return fire from the U-boat.

VP-82 (VPB-125)

U-656, 1 March 1942

Type: VIIC **Laid Down:** 4 September 1940, Howaldtswerke, Hamburg

Commissioned: 17 September 1941, Kptlt. Ernst Kröning

Commander: September 1941–March 1942, Kptlt. Ernst Kröning

Career: Assigned: September 1941–December 1941, 5th Flotilla (Kiel); January 1942–March 1942, 1st Flotilla (Brest)

Successes: None

Fate: Sunk 1 March 1942, south of Cape Race, in position 46°15'N, 53°15'W, by a PBO-1 Hudson assigned to VP-82 flown by Ensign Tepuni. 45 dead (entire crew lost). *U-656* was the first German submarine sinking attributed to United States forces in WWII.

U-503, 15 March 1942

Type: IXC **Laid Down:** 29 April 1940, Deutsche Werft, Hamburg

Commissioned: 10 July 1941, Kptlt. Otto Gericke

Commander: July 1941–March 1942, Kptlt. Otto Gericke

Career: Assigned: July 1941–February 1942, 2nd Flotilla (Wilhelmshaven); February 1942–March 1942, 2nd Flotilla (Lorient)

Successes: None

Fate: Sunk 15 March 1942, in the North Atlantic southeast of Newfoundland, in position 45°50'N, 48°50'W, by a PBY-5 Catalina assigned to VP-82. 51 dead (entire crew lost). VP-82 claimed a “heavy damage” assessment on a German submarine off Cape Race. It was not until after the war that examination of German records indicated that *U-503* was actually sunk.

VP-83 (2nd VP-27)

U-164, 6 January 1943

Type: IXC **Laid Down:** 20 June 1940, Seebeck, Bremen

Commissioned: 28 November 1941, Korvkpt. Otto Fechner

Commander: November 1941–January 1943, Korvkpt. Otto Fechner

Career: Assigned: November 1941–July 1942, 4th Flotilla (Stettin); July 1942–January 1943, 10th Flotilla (Lorient)

Successes: Three ships sunk for a total of 8,133 tons

Fate: Sunk 6 January 1943, northwest of Pernambuco, in position 01°58'S, 39°22'W, by U.S. bombs from a PBY-5A Catalina of VP-83. 54 dead (entire crew lost). Lieutenant W. Ford

attacked the surfaced U-boat 80 miles north-east of Fortaleza, Brazil. The submarine's identity was confirmed by rescued survivors as *U-164*.

U-507, 13 January 1943

Type: IXC **Laid Down:** 11 September 1940, Deutsche Werft, Hamburg
Commissioned: 8 October 1941, Korvkpt. Harro Schacht (Knights Cross)
Commander: October 1941–January 1943, Korvkpt. Harro Schacht
Career: Assigned: October 1941–February 1942, 4th Flotilla (Stettin); March 1942–January 1943, 2nd Flotilla (Lorient)
Successes: 19 ships sunk for a total of 77,144 tons.
Fate: Sunk 13 January 1943, northwest of Natal, in position 01°38'S, 39°52'W, by a PBY-5A Catalina of VP-83. 54 dead (entire crew lost). Lieutenant L. Ludwig attacked the surfaced U-boat off the coast of Brazil. This submarine's large number of sinkings in 1942 was responsible for Brazil entering the war on the side of the Allies.

Archimede (Italy), 15 April 1943

Type: Archimede Class **Laid Down:** Cant. Nav. F. Tosi, Taranto, December 1937
Commissioned: 18 April 1939
Commander: February 1943–April 1943, Tenente di Vascello Guido Saccardo
Career: Assigned: April 1939–April 1943, La Verdun Flotilla
Successes: 3 Allied vessels sunk, tonnage not listed
Fate: Ensign T. E. Robertson and Lieutenant G. Bradford, Jr., flying VP-83 PBY-5A Catalinas, attacked a surfaced submarine off the coast of Brazil, position 03°23'S, 30°28'W. Ensign Robertson made the first bomb run, dropping four depth charges that damaged the boat. Lieutenant Bradford attacked minutes later, dropping four more depth charges from an altitude of 50 feet. The submarine sank six minutes later. Thirty survivors exited the boat and boarded three rafts. One raft was found 27 days later by Brazilian fishermen. It contained two bodies and one survivor who later confirmed the sinking of *Archimede*, a 913-ton Italian submarine.

VP-84 (VPB-84)

U-408, 5 November 1942

Type: VIIC **Laid Down:** 30 September 1940, Danziger Werft, Danzig
Commissioned: 19 November 1941, Kptlt. Reinhard von Hymmen
Commander: November 1941–November 1942, Kptlt. Reinhard von Hymmen
Career: Assigned: November 1941–April 1942, 5th Flotilla (Kiel) training; May 1942–June 1942, 9th Flotilla (Brest) front boat; July 1942–November 1942, 11th Flotilla (Bergen)
Successes: One ship with 5,464 tons sunk, shared with *U-589*
Fate: Sunk 5 November 1942, north of Iceland, in position 67°40'N, 18°32'W. 45 dead (entire crew lost). *U-408* was sunk by a VP-84 PBY-5A piloted by Lieutenant R. C. Millard. The submarine, caught on the surface, was struck by four depth bombs aft of the conning tower while submerging.

U-640, 14 May 1943

Type: VIIC **Laid Down:** 30 October 1941, Blohm & Voss, Hamburg
Commissioned: 17 September 1942, Oblt. Karl-Heinz Nagel
Commander: September 1942–May 1943, Oblt. Karl-Heinz Nagel
Career: Assigned: September 1942–April 1943, 5th Flotilla (Keil); May 1943, 6th Flotilla (St. Nazaire)
Successes: None
Fate: Sunk 14 May 1943, off Iceland in position 60°10'N, 31°05'W, by a Fido homing torpedo from a VP-84 PBY-5A Catalina flown by Lieutenant P. A. Bodinet. 49 dead (entire crew lost). This is believed to be the first sinking by the new weapon against a U-boat.

U-467, 25 May 1943

Type: VIIC **Laid Down:** 22 June 1941, Deutsche Werke AG, Kiel
Commissioned: 15 July 1942, Oblt. Heinz Kummer
Commander: July 1942–May 1943, Kptlt. Heinz Kummer
Career: Assigned: July 1942–March 1943, 5th Flotilla (Kiel); April 1943–May 1943, 11th Flotilla (Bergen).
Successes: None
Fate: Sunk 25 May 1943, southeast of Iceland, in position 62°25'N, 14°52'W, by bombs from a

PBY-5A Catalina of VP 84 piloted by Lieutenant R. C. Millard. 46 dead (entire crew lost).

U-388, 20 June 1943

Type: VIIC **Laid Down:** 12 September 1941, Howaldtswerke, Kiel

Commissioned: 31 December 1942, Ltnt. Peter Sues

Commander: December 1942–June 1943, Oblt. Peter Sues

Career: One patrol; assigned: December 1942–June 1943, 5th Flotilla (Kiel); June 1943, 9th Flotilla (Brest)

Successes: None

Fate: Left Kiel on 8 June 1943. Sunk 20 June 1943, in the North Atlantic southeast of Cape Farewell, Greenland, in position 57°36'N, 31°20'W, by bombs from a PBY-5A Catalina of VP 84 piloted by Lieutenant E. W. Wood. 47 dead (entire crew lost).

U-194, 24 June 1943

Type: IXC/40 **Laid Down:** 7 January 1942, AG Weser, Bremen

Commissioned: 8 January 1943, Kptlt. Herman Hess

Commander: January 1943–June 1943, Kptlt. Herman Hess

Career: One patrol, assigned: January 1943–May 1943, 4th Flotilla (Stettin); May 1943–June 1943, 10th Flotilla (Lorient).

Successes: None

Fate: Sunk 24 June 1943, southwest of Iceland, in position 59°00'N, 26°18'W, by a PBY-5A Catalina of VP-84. 54 dead (entire crew lost). *U-194* was sunk by Lieutenant J. W. Beach and crew.

VP-92 (VPB-92)

U-94, 27 August 1942 (shared)

Type: VIIC **Laid Down:** 9 September 1939, Germaniawerft, Kiel

Commissioned: 10 August 1940, Kptlt. Herbert Kuppisch (Knights Cross)

Commander: August 1940–August 1941, Kptlt. Herbert Kuppisch; August 1941–August 1942, Oblt. Otto Ites (Knights Cross)

Career: 10 patrols, assigned: August 1940–October 1940, 7th Flotilla (Kiel) training; November 1940–August 1942, 7th Flotilla (St. Nazaire)

Successes: 26 ships sunk for a total of 138,467 tons; two ships damaged for a total of 12,480 tons

Fate: Sunk on 27 August 1942, in Caribbean waters, in position 17°40'N, 74°30'W by depth charges from a VP-92 PBY-5A Catalina piloted by Lieutenant G. R. Fiss, and ramming by the Canadian corvette HMCS *Oakville*. 19 dead, 26 survivors.

Le Conquerant, 13 November 1942

Type: 1st class, Redoubtable series **Laid Down:** 16 August 1930, A. C. Loire

Commissioned: 7 September 1935

Commander: CDR Delort-Laval, 4 Aug 1941–22 Sep 1942; LCDR Lefevre, 22 Sep–13 Nov 1942.

Career: Re-activated April 1941. Patrols in Tropical Atlantic from Dakar, returning to Casablanca in 1942.

Successes: None

Fate: Sunk on 13 November 1942, approximately 700 miles southwest of Casablanca, F. M., by a VP-92 PBY-5A Catalina flown by Lieutenant H. S. Blake. The submarine was spotted on the surface by two squadron aircraft, 92-P-5 and 92-P-4. Both aircraft circled the submarine and attempts were made to establish the identity of the vessel. No personnel were on deck and there was no response to signals from the aircraft. Lieutenant Blake, flying 92-P-4, made a bombing run and dropped his depth charges perfectly straddling the submarine. His attack was followed by the second squadron plane, 92-P-5. Crewmen on both aircraft reported the conning tower was blown off and the submarine sank immediately. No survivors were sighted.

U-135, 15 July 1943 (shared)

Type: VIIC **Laid Down:** 16 September 1940, Vegesacker-Werft, Vegesack-Bremen

Commissioned: 16 August 1941, Oblt. Friedrich-Hermann Praetorius

Commander: August 1941–November 1942, Kptlt. Friedrich-Hermann Praetorius; November 1942–June 1943, Oblt. Heinz Schütt; June 1943–July 1943, Oblt. Otto Luther

Career: Assigned: August 1941–December 1941, 5th Flotilla (Kiel); December 1941–July 1943, 7th Flotilla (St. Nazaire)

Successes: Three ships sunk for a total of 21,302 tons, 1 ship of 4,762 tons damaged

Fate: Sunk 15 July 1943, in the Atlantic, in position 28°20'N, 13°17'W by a VP-92 PBY-5A Catalina piloted by Lieutenant R. J. Finnie, and British destroyers HMS *Rochester*, *Mignonette* and *Balsam*. 5 dead, 41 survivors.

VP-94 (VPB-94)

U-590, 9 July 1943

Type: VIIC **Laid Down:** 31 October 1940, Blohm & Voss, Hamburg

Commissioned: 2 October 1941, Kptlt. Heinrich Müller-Edzards

Commander: October 1941–June 1943, Kptlt. Heinrich Müller-Edzards; June 1943–July 1943, Oblt. Werner Krüer

Career: Assigned: October 1941–April 1942, 6th Flotilla (Danzig); April 1942–July 1943, 6th Flotilla (St. Nazaire)

Successes: One ship of 5,228 tons sunk

Fate: Sunk on 9 July 1943, in the mid-Atlantic near the Amazon estuary, in position 03°22'N, 48°38'W, by bombs from a PB5Y-5A Catalina of VP-94. 45 dead (entire crew lost). Lieutenant S. Auslander, from the Belem detachment of VP-94, attacked and sank *U-590*.

U-662, 21 July 1943

Type: VIIC **Laid Down:** 7 May 1941, Howaldtswerke, Hamburg

Commissioned: 9 April 1942, Kptlt. Wolfgang Hermann

Commander: April 1942–February 1943, Korvkpt. Wolfgang Hermann; March 1943–July 1943, Oblt. Heinz-Eberhard Müller

Career: Assigned: April 1942–September 1942, 5th Flotilla (Kiel); October 1942, 7th Flotilla (St. Nazaire)

Successes: Three ships sunk for a total of 18,094 tons; one ship of 7,174 tons damaged

Fate: Sunk 21 July 1943, in the Atlantic off Dutch Guiana, in position 03°56'N, 48°46'W, by bombs from a VP-94 PB5Y-5A Catalina. 44 dead. Lieutenant R. H. Rowland, from the Belem detachment of VP-94, attacked and sank *U-662*. Lieutenant Rowland's crew dropped life rafts for the survivors. The U-boat captain, Oblt. Heinz-Eberhard Müller, and three other crewmembers were fished out of the sea after 17 days by *PC 494*, Task Force 2.

U-199, 31 July 1943

Type: IXD **Laid Down:** 10 October 1941, AG Weser, Bremen

Commissioned: 28 November 1942, Kptlt. Hans-Werner Kraus (Knights Cross)

Commander: November 1942–July 1943, Kptlt. Hans-Werner Kraus

Career: One patrol; assigned: November 1942–May 1943, 4th Flotilla (Stettin); May 1943–July 1943, 12th Flotilla (Bordeaux)

Successes: One ship sunk for a total of 4,161 tons

Fate: Sunk 31 July 1943, east of Rio de Janeiro, in position 23°45'S, 42°54'W, by a Brazilian PB5Y-5A Catalina flown by a trainee pilot, Cadet A. Torres, assigned to VP-94. The U-boat went down in the Atlantic off Cape Frio, Brazil. 49 dead, 11 survivors. The survivors ended up in Brazilian and then U.S. captivity.

VP-204 (3rd VP-44)

U-615, 7 August 1943 (shared with VB-130)

Type: VIIC **Laid Down:** 20 May 1941, Blohm & Voss, Hamburg

Commissioned: 26 March 1942, Oblt. Ralph Kapitzky

Commander: March 1942–August 1943, Kptlt. Ralph Kapitzky

Career: Assigned: March 1942–August 1942, 8th Flotilla (Danzig); September 1942–August 1943, 3rd Flotilla (La Pallice)

Successes: Four ships sunk for a total of 27,231 tons

Fate: Sunk 7 August 1943, in the Caribbean south-east of Curacao, in position 12°38'N, 64°15'W. Lieutenant (jg) John M. Erskine, pilot of a PBM-3S Mariner of VP-204, attacked the surfaced *U-615* on 6 August, causing moderate damage. The squadron aircraft maintained contact with the submerged submarine and kept it down over night. On the morning of the 7th, Lieutenant Anthony R. Matuski spotted the U-boat when it surfaced and made an attack run. His aircraft was damaged by return fire and crashed with the loss of all hands. Lieutenant Lewis D. Crockett, flying a VP-204 Mariner, located the U-boat and conducted a bomb run that further damaged the vessel, but resulted in severe damage to his aircraft from AA fire. He remained on the scene until Lieutenant Holmes, pilot of a PV-1 Ventura of VB-130, arrived to assist him. The two aircraft conducted a coordinated bombing and strafing attack. Lieutenant (jg) John W. Dresbach, in a VP-204 Mariner, arrived and made a bombing and strafing attack on the U-boat. This attack resulted in mortal wounds to the pilot, Lieutenant Dresbach, and the final blow for the submarine. A U.S. Navy destroyer from Trinidad reached the area the next morning and rescued forty-five of the U-boat's crew of 49.

VP-205 (3rd VP-45)

U-572, 3 August 1943

Type: VIIC **Laid Down:** 15 June 1940, Blohm & Voss, Hamburg

Commissioned: 29 May 1941, Kptlt. Heinz Hirsacker

Commander: May 1941–December 1942, Kptlt. Heinz Hirsacker; December 1942–August 1943, Oblt. Heinz Kumentat

Career: Assigned: May 1941–August 1941, 3rd Flotilla (Kiel); August 1941–August 1943, 3rd Flotilla (La Pallice)

Successes: Six ships sunk for a total of 19,323 tons, one ship of 6,207 tons damaged

Fate: Sunk 3 August 1943, northeast of Trinidad, in position 11°35'N, 54°05'W, by bombs from a PBM-3S Mariner of VP-205. 47 dead (entire crew lost). Lieutenant (jg) C. C. Cox attacked *U-572* on the surface and was shot down during the bomb run with the loss of all hands.

VPB-16

I-177, 2 October 1944 (shared)

Type: *I-176* Class (Type KD7) **Laid Down:** 1940, Kure Naval Yard

Commissioned: 1942

Commander: LCDR Masaki Watanabe

Career: Designed as a short-range cruising submarine with a radius of action of 8,000 miles, modified after 1942 to act as a transport submarine. *I-176*, *I-177* and *I-181* had their 4.7-inch deck guns and spare torpedoes removed to make room for a 46-foot Daihatsu landing craft and other equipment to be used in supplying cut off island garrisons.

Successes: None

Fate: On the evening of 1 October 1944 a VPB-16 PBM-3D Mariner flown by Lieutenant Floyd H. Wardlow, Jr., made radar contact on a submarine near Palau Island. When approached the submarine crash-dived, but not before a positive identification was made as an enemy submarine. A Mark 24 mine was dropped, severely damaging *I-177*. Location of the target was relayed to a nearby hunter-killer group which destroyed the submarine the next day at 07°48'N, 133°28'E, approximately 12 miles from the first attack. *Samuel B. Miles* (DE 183) received credit for the kill. There were 101 men aboard when the submarine was sunk, including the commanding officer of Submarine Division 34, Captain Kanji Matsumura.

VPB-20

Yu-2, 27 November 1944 (shared)

Type: Yu-1 Class **Laid Down:** July 1943, Kasado Iron Works, Kudamatsu

Commissioned: 1943

Commander: Unknown

Career: The Yu-1 class submarines were built by the Army without any assistance from Naval constructors. They were an attempt to build inexpensive, quickly manufactured, short-range (1,500 miles) transport submarines that could be used to resupply beleaguered Imperial Japanese Army garrisons cut off by rapidly advancing U.S. forces.

Fate: A PBM-3D Mariner from VPB-20 flown by Lieutenant (jg) John B. Muoio was providing air coverage for Destroyer Division 43 while it was engaged in bombarding positions at Ormoc Bay. Lieutenant (jg) Muoio and his crew made radar contact on a surface target, and when checking it out, spotted a submarine moving into Ormoc Bay. The sighting was reported to the destroyer flotilla and it was quickly sunk by gunfire from *Waller* (DD 446), *Pringle* (DD 477), *Saufley* (DD 465) and *Renshaw* (DD 499).

I-48, 21 January 1945 (shared)

Type: *I-46* class (Type C2) **Laid Down:** 1944, Sasebo Naval Yard

Commissioned: 1944

Commander: 1944–January 1945, CDR Zenshin Toyama

Career: At the end of 1944, *I-48* was modified by the removal of the 5.5-inch gun to enable it to carry 4 Kaiten midget submarines. In March 1945 it underwent a further refit to enable it to carry 6 Kaiten s. Boats of this class were found to be too large and vulnerable to detection by radar and sonar, resulting in cancellation of further construction of the series.

Successes: None

Fate: On the night of 21 January 1945, a VPB-20 PBM Mariner flown by Lieutenant Frank A. Yourek and crew sighted submarine *I-48* west of Ulithi and attacked it with 2 depth charges and a Mark 24 mine. *I-48* escaped with heavy damage. Destroyers *Conklin* (DE 439), *Corbesier* (DE 438) and *Raby* (DE 698) observed the attack and sank the submarine the next day at 09°45'N, 138°20'E. *I-48*'s entire crew of 122 were lost. Commander Toyama and his crew had been on a Kaiten mission against shipping in Ulithi lagoon, but appar-

ently none of the Kaiten midget submarines were launched before the VPB-20 attack.

VPB-21 (2nd VP-41)

Midget, 21 January 1945

Type: Kaiten **Laid Down:** Unknown

Commissioned: Unknown

Commander: Unknown

Career: Unknown

Successes: None

Fate: Sunk 21 January 1945, in Ulithi lagoon by a VPB-21 PBM Mariner flown by Lieutenant (jg) Richard L. Simms. The Kaiten was released earlier by the mothership, *I-36*, for an attack on shipping in Ulithi lagoon. Simms and his crew spotted the midget submarine in the lagoon and dropped 4 depth charges on it. Four midgets had been launched, but only one scored a hit on ammunition ship *Mazama* (AE 9). None of the Kaitens returned to *I-36* after the attack.

VPB-63

U-1107, 30 April 1945

Type: VIIC/41 **Laid Down:** 20 August 1943, Nordseewerke, Emden

Commissioned: 8 August 1944, Oblt. Fritz Parduhn

Commander: August 1944–April 1945, Oblt. Fritz Parduhn

Career: Assigned: August 1944–February 1945, 8th Flotilla (Danzig); February 1945–April 1945, 11th Flotilla (Bergen)

Successes: Two ships sunk for a total of 15,209 tons

Fate: Sunk on 25 April 1945, in the Bay of Biscay west of Brest, France in position 48°00'N, 06°30'W, by retro bombs from a MAD-equipped PB5Y-5A Catalina of VPB-63 flown by Lieutenant Frederick G. Lake. At least 37 dead, now known survivors.

VPB-103

U-681, 11 March 1945

Type: VIIC **Laid Down:** 21 October 1942, Howaldtswerke, Hamburg

Commissioned: 3 February 1944, Oblt. Helmut Bach

Commander: February 1944–August 1944, Oblt. Helmut Bach; August 1944–March 1945, Oblt. Werner Gebauer

Career: Assigned: February 1944–October 1944, 31st Flotilla (Hamburg); October 1944–March 1945, 11th Flotilla (Bergen)

Successes: None

Fate: Sunk at 0930 hours on 10 March 1945, position 49°53'N, 06°31'W, by bombs from a PB4Y-1 Liberator of VPB-103. Lieutenant Field and his crew caught *U-681* on the surface southwest of the Scilly Isles and straddled the vessel with a perfect salvo of depth charges. Forty survivors exited the U-boat before it sank and were picked up by British naval units. 11 dead.

U-326, 25 April 1945

Type: VIIC/41 **Laid Down:** 26 April 1943, Flender-Werke, Lubeck

Commissioned: 6 June 1944, Oblt. Peter Matthes

Commander: June 1944–April 1945, Kptlt. Peter Matthes

Career: Assigned: June 1944–February 1945, 4th Flotilla (Stettin); March 1945–April 1945, 11th Flotilla (Bergen)

Successes: None

Fate: Sunk 25 April 1945, in the Bay of Biscay west of Brest, in position 48°12'N, 05°42'W, by a PB4Y-1 Liberator of VPB-103 equipped with air-dropped acoustic homing torpedoes (Fido). Lieutenant Nott and crew spotted a snorkel on the surface southwest of the Brest peninsula and dropped a salvo of torpedoes directly on top of the unsuspecting submarine. The snorkel was blown into the air, a large oil slick appeared, and the body of one of the German submariners surfaced. 43 dead (entire crew lost).

VPB-111 (5th VP-21)

Midget, 5 January 1945

Type: Unknown **Laid Down:** Unknown

Commissioned: Unknown

Commander: Unknown

Career: Unknown

Successes: Unknown

Fate: Two PB4Y-1 aircraft flown by Lieutenant Howard E. Sires and Lieutenant Franklin B. Emerson spotted and attacked a midget submarine two miles southwest of Chichi Jima. It was sunk using three 250-lb G.P. bombs and strafed with 700 rounds from 50-cal guns.

VPB-128 (5th VP-1)

Midget, 18 March 1945

Type: Unknown **Laid Down:** Unknown

Commissioned: Unknown

Commander: Unknown

Career: Unknown

Successes: Unknown

Fate: Two PV-1 Venturas flown by Lieutenants Dorrington and Snyder sank one midget and claimed a probable in Davao Gulf, Philippines.

Midget, 22 March 1945

Type: Unknown **Laid Down:** Unknown

Commissioned: Unknown

Commander: Unknown

Career: Unknown

Successes: Unknown

Fate: Two PV-1 Venturas flown by Lieutenants George Hall and Tepuni attacked a midget submarine at Cebu, Philippines. The submarine was sunk, but Lieutenant Tepuni and his crew were killed when their aircraft crashed immediately following the attack.

VPB-142 (VP-142)

I-165, 27 June 1945

Type: 1st Class Fleet Class Submarine, Kaidai Type 5, Class A **Laid Down:** 1929

Commissioned: 2 June 1931

Commander: April 1944–June 1945, LT Yasushi Ono

Career: Originally designated *I-65*, redesignated *I-165* on 20 May 1942. Assigned: SubRon 8 Indian Ocean, SubDiv 30, 1 March 1943–31 August 1944. *I-165* was removed from active service and assigned as a training ship to the Kure Naval District on 15 December 1944. The submarine was converted to a Kaiten (suicide torpedo) carrier on 1 April 1945 and reinstated into active service with the Combined Fleet. The captain and crew assigned to *I-165* during her service with SubRon 8 in 1943 to 1944 were accused of atrocities after the war, for machine-gunning survivors of sinkings in the Indian Ocean.

Successes: Numerous small cargo vessels, Indian Ocean

Fate: *I-165* departed the Inland Sea of Japan on 15 June 1945, for a Kaiten attack on the U.S. fleet east of the Marianas Islands. A VPB-142 PV-1 Ventura spotted the submarine at 0232 hours, 480 miles east of Saipan, position 15°28'N, 153°39'E. Lieutenant (jg) R. C. Janes and crew made an attack on the surfaced submarine, which appeared to be carrying the Kaiten miniature submersibles on its deck. *I-165* was straddled by the depth charges. Debris, two of the Kaitens and oil were seen on the surface after the attack. 95 crewmen were lost, including the commanding officer.

Air-to-Air Claims and Credits for Navy and Marine Corps Patrol Type Aircraft During World War II

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THIS APPENDIX PRESENTS information on air-to-air combat between enemy aircraft and, the often overlooked, patrol planes utilized by the Navy and Marine Corps. Included are shootdowns accumulated by the Marines using PV-1 Venturas as night-fighters. The listing does not include the downing of a friendly Australian Beaufort by a PB4Y which mistook it as a Japanese Betty. The main sources for this data were the WWII Aircraft Combat Action (ACA) reports, aviation unit histories and war diaries. Other sources used to identify obscure encounters included personal and foreign records, particularly those from the Japanese Maritime Self-Defense Force archives.

As has been the case in past historical documentation, unit records improved over time as squadron administrative staffs increased in size. Combat actions through 1943 are not as well documented as those for 1944 and 1945. However, some documentation problems arise even in the later periods. It is worth noting that the *Naval Aviation Combat Statistics—World War II* study done in 1946 by Office of Naval Intelligence (ONI), and published in 1947 but never distributed, was collated using an early IBM punch card computer. It was a powerful tool for its day, but it was also easy to introduce keypunch and end-of-program summation errors during the input process. There is no doubt statistical discrepancies were introduced in this manner. Claims from this study regarding “probables,” “damaged” and/or “smoking” actions are not included in this listing, with the exception of the Rufe claims covering August 1942 which are accepted by the 1946 statistical study as “definites” and German aircraft claims that were verified as lost by Luftwaffe records. The data compiled in Tables 1, 2 and 3 is more comprehensive and will differ from the ONI study due to

the availability of more information and a better means of processing the data.

Data in **Table 1** is arranged by date of action; time of action (if known); squadron; Patrol Plane Commander (PPC) rank, first name, middle initial and last name; enemy aircraft type claimed as shot down; and location of the action. In the enemy aircraft type column, an aircraft listed in parenthesis is the type originally reported, while the follow-on type is the actual type shot down based on photographs or assessments done later. While the list is fairly extensive, it is not 100 percent complete. Missing information related to VB-101 has not been located. The VPB-18 squadron history files claim 12 air-to-air victories, but does not identify them. The record for VB-106 was clarified with information provided by Vice Admiral John T. Hayward, USN (Ret.), who was the wartime commanding officer of the squadron. VB-106 records covering their forward deployment are limited, but Admiral Hayward kept a personal diary that he tried to update every few days. The diary identified most of the dates when air-to-air engagements and claims were made, although sometimes the dates are shifted by a day as a result of the international date line. This information, combined with the few remaining official documents available, helps establish the local dates of the actions.

Table 2 is a compilation of the air-to-air victories by the specific types of aircraft and the squadrons flying these aircraft when they were credited with the shoot-down. Hence, the list for the PBY Catalina identifies the squadron designation and the number of shoot-downs they are credited while flying the PBY. The aircraft types included in this list are the PBY, PV, PBM, PB4Y and PB2Y.

Table 3 lists the PB4Y crews that qualified as aces (five or more aerial victories). This list identifies the squadron and PPC of the aircraft during the action. It also lists the date of the action, time of action, enemy aircraft types and location of the action. Amplifying information regarding specific crews is also included.

As a historical note, the very first air-to-air claims made by the U.S. Navy were from patrol aircraft crews during World War I. Ensigns Stephen Potter and Nugent Fallon received $\frac{1}{4}$ credit each for downing German seaplanes while flying F. 2A flying boats with the British from RNAS Felixstowe, England. The remaining credits apparently went to the British and

Canadian crew members. The first U.S. Navy air-to-air victory scored by one individual was credited to Lieutenant (jg) David S. Ingalls on 20 September 1918, while flying with No. 213 RAF Squadron. He downed a Fokker while flying a Sopwith Camel. Under the World War I system, he also became the first Navy ace with a score of six.

The compiler accepts full responsibility for any mistakes or errors of fact or misinterpretations that may have occurred during preparation of the air-to-air shootdowns and its related tables and welcomes any corrections or additions so that discrepancies will not be continued in future publications.



Secretary of the Navy, Frank Knox, looks at a gun blister on a PBY-5A Catalina, January 1943, 80-G-34614.

Table 1

Air-to-Air Shoot Downs by Navy and Marine Corps Patrol Type Aircraft During World War II

<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
41/12/10	1255LCT	VP101	LT	Harmon	T.	Utter	Zero	Cavite, Philippines
41/12/27	0700LCT	VP101	ENS	Elwyn	L.	Christman	Zero	Jolo, Sulu
41/12/27	0700LCT	VP101	ENS	Elwyn	L.	Christman	Zero	Jolo, Sulu
42/01/11		VP101	ENS	Jack	L.	Grayson	Pete	Near Kema, Celebes
42/01/17		VP22	ENS	Jack	F.	Davis	Zero	00-15S 124-00E
42/02/03	1145LCT	VP101	LTJG	Leroy	C.	Deede	Babs	Ruyter, Soerabaja
42/02/24	0716LCT	VP101	LTJG	John	M.	Robertson	Zero	Makassar Harbor
42/06/04	1745LCT	VP-42	ENS	Albert	E.	Mitchell	Zero	East of Unalga Island, Alaska
42/08/08	1115(+10)	VP43	LCDR	Carrol	B.	Jones	Rufe	51-51N 177-38E
42/08/08	1115(+10)	VP43	LTJG	Emil	B.	Hanson	Rufe	51-51N 177-38E
42/08/26	2245GCT	VP14	LTJG	Robert	B.	Clark	Zero	03-00S 158-00E
42/08/26	2245GCT	VP14	LTJG	Robert	B.	Clark	Zero	03-00S 158-00E
42/09/05	1215LCT	VP23	LTJG	Francis	C.	Riley	Mavis	05-31S 163-10E
42/10/25	0912LCT	VP24	LTJG	Warren	'B'	Matthew	Pete	09-00S 164-20E
42/10/26	1100LCT	VP24	LTJG	Norman	S.	Haber	Zero	07-20S 166-50E
42/11/12	1024LCT	VP24	LTJG	David		Silver	Jake	04-00S 165-10E
42/12/29	1130LCT	VMD154	2 nd LT	Gordon	E.	Gray	Zero	Over New Georgia
42/12/29	1130LCT	VMD154	2 nd LT	Gordon	E.	Gray	Zero	Over New Georgia
43/02/06	1030LWT	VB101	ENS	Leonard	H.	Wagoner	Nell	North end of Choiseul Island
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Rufe	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Rufe	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/02/14	1148LCT	VB101		Entire Flight of 9 PB4Ys			Zeke	BuinShortlands Area
43/07/06	0940(L)	VB102	LT	Howard	A.	Nopper	Zeke	07-35S 156-40E
43/07/06	0940(L)	VB102	LT	Howard	A.	Nopper	Zeke	07-35S 156-40E
43/07/06		VB102	LCDR	Bruce	A.	Van Voorhis	Pete	Kapingamarangi Atoll
43/07/24	2245(11)	VD1	LCDR	Howell	J.	Dyson	Zeke	08-08S 152-12E
43/07/26	1750(L)	VB102	LTJG	Robert	E.	Nadeau	Zeke	05-10S 154-45E
43/07/26	1750(L)	VB102	LTJG	Robert	E.	Nadeau	Zeke	05-10S 154-45E

Air-to-Air Shoot Downs by Navy and Marine Corps Patrol Type Aircraft During World War II—continued

<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
43/08/01	1600GCT	VP63	LT	William	P.	Tanner, Jr.	Ju 88C6	48-10N 120-0W
43/08/28	1235(L)	VB104	LT	Charles	J.	Alley	Mavis	00-20N 152-15E
43/09/04	1703GCT	VB103	LTJG	James	H.	Alexander, Jr.	Ju 88C6	Bay of Biscay
43/09/09	1120(L)	VB104	CDR	Harry	E.	Sears	Nell	00-45N 153-08E
43/09/27	1110(L)	VB102	LCDR	Gordon		Fowler	Zeke	00-30S 167-05E
43/09/28	1305(L)	VB-102	LTJG	Burton F.	J.	Albrecht	Hap	04-00S 154-30E
43/09/28	1305(L)	VB-102	LTJG	Burton F.	J.	Albrecht	Hap	04-00S 154-30E
43/09/28	1305(L)	VB-102	LTJG	Burton F.	J.	Albrecht	Zeke	04-00S 154-30E
43/09/29	0849(L)	VB-104	LT	John	F.	Humphrey	Betty	06-30S 156-55E
43/09/30	1130(L)	VB-104	LT	Page	B.	Clagett	Zeke	15 mi ENE of Nauru Island
43/10/04	2130(11)	VD-1	LCDR	Jack	A.	Eady	Zeke	07-00S 156-45E
43/10/05	1336(L)	VB-102	LCDR	Gordon		Fowler	Betty	05-15S 162-20E
43/10/06	1455(L)	VB-102	LTJG	Burton F.	J.	Albrecht	Betty	05-40S 158-00E
43/10/07	0840(L)	VB-104	LTJG	Anton	E.	Anderson	Betty	06-00S 158-40E
43/10/08	1355(L)	VB-104	LT	Herbert	L.	Donald Jr.	Betty	05-10S 160-20E
43/11/04		VB-102	LT	Herbert	S.	Thompson	Rufe	01-40N 154-30E
43/11/09	1121(L)	VB-104	LTJG	Wayman	D.	Searls	Pete	Solomons
43/11/13	0420LCT	VMF(N)531	CAPT	Duane	R.	Jenkins	Betty	50 mi SW of Torokina Point
43/11/20	0615GCT	VB-108	LT	John	H.	Stickell	Betty	05-00N 171-53E
43/12/01	0355GCT	VB-108	LT	John	H.	Stickell	Zeke	06-00N 173-00E
43/12/01	0355GCT	VB-108	LT	John	H.	Stickell	Zeke	06-00N 173-00E
43/12/02	0308GCT	VB-108	LT	William	J.	Graham	Emily	02-05N 168-53E
43/12/03	1043GCT	VB-108	LT	Frank	W.	Ackermann	Zeke	Mille Atoll
43/12/03	1043GCT	VB-108	LT	Frank	W.	Ackermann	Zeke	Mille Atoll
43/12/03	2211LCT	VMF(N)531	CAPT	Duane	R.	Jenkins	U/I aircraft	06-58S 154-13E
43/12/04	0400GCT	VB-108	LT	Robert	B.	Martin	Zeke	10 mi W of NW Mille Atoll
43/12/04	0400GCT	VB-108	LT	Robert	B.	Martin	Zeke	10 mi W of NW Mille Atoll
43/12/06	0400LCT	VMF(N)531	MAJ	John	D.	Harshberger	Jake	5 mi W of Mutupina Point
43/12/12		VB-104	LT	Robert	S.	Van Benschoten	Zeke	Solomons
43/12/28	1725GCT	VB-110	LCDR	James	R.	Reedy	He 177 A3	46-43N 1150W
43/12/29	0040GCT	VB-108	LT	Vernon E.	H.	Niebruegge	Zeke	Kwajalein Atoll
43/12/29	0040GCT	VB-108	LT	Vernon E.	H.	Niebruegge	Zeke	Kwajalein Atoll
43/12/29	0100GCT	VD-3	LCDR	Neil	C.	Porter	Zeke	Kwajalien Atoll
44/01/03		VB-106	LT	Douglas	C.	Davis	Jake	Near Kavieng, New Ireland
44/01/11	1305(L)	VB-104	LTJG	Anton	E.	Anderson	Betty	Over Mussau Island
44/01/12	2205LCT	VMF(N)531	COL	Frank	H.	Schwable	Kate	35 mi brg 225 from Torokina Point

44/01/17	0021GCT	VB-108	LT	Harvey	N.	Hop	Zeke	08-50N 167-55E
44/01/25	0358GCT	VB-108	LT	Irwin	T.	Wengierski	Zeke	07-19N 168-30E
44/01/25	0358GCT	VB-108	LT	Irwin	T.	Wengierski	Zeke	07-19N 168-30E
44/01/25	0358GCT	VB-108	LT	Irwin	T.	Wengierski	Zeke	07-19N 168-30E
44/01/29	0230GCT	VD-3	LCDR	Neil	C.	Porter	1/2 Hamp	Maloelap Atoll
44/01/29	0230GCT	VD-3	LTJG	Henry	L.	Hetherwick	1/2 Hamp	Maloelap Atoll
44/01/29	0230GCT	VD-3	LCDR	Neil	C.	Porter	1/2 Zeke	Maloelap Atoll
44/01/29	0230GCT	VD-3	LTJG	Henry	L.	Hetherwick	1/2 Zeke	Maloelap Atoll
44/02/05	2108LCT	VMF(N)531	COL	Frank	H.	Schwable	Betty	64 mi brg 180 from Torokina Point
44/02/09	1250(L)	VB104	LT	Robert	S.	Van Benschoten	Betty	00-25N 160-40E
44/02/10	0354LCT	VMF(N)531	LTCOL	John	D.	Harshberger	Betty	45 mi brg 180 from Torokina Point
44/02/10	1046LCT	VB138	LTJG	Gilbert	E.	Miller	Hamp	10 mi brg 200 from Cape St. George
44/02/14	0930(L)	VB104	LT	John	F.	Humphrey	Betty	00-42S 156-40E
44/02/14	1634GCT	VB103	LTJG	Kenneth	L.	Wright	Ju 88C-6	4800N 093-6W
44/02/15	0505LCT	VMF(N)531	COL	Frank	H.	Schwable	Jake	10 mi W of Green Islands
44/02/17	0210LCT	VMF(N)531	COL	Frank	H.	Schwable	Jake	Off tip of Pinapel Island
44/02/17	0330LCT	VMF(N)531	1 st LT	Jack	M.	Plunkett	Jake	10 mi W of Nissan Island
44/02/17	1448(L)	VB104	LTJG	Wayman	D.	Searls	Betty	01-43S 15516E
44/02/19	2145LCT	VMF(N)531	LTCOL	John	D.	Harshberger	Jake	25 mi SW of Nissan Island
44/02/26	1053GCT	VB105	LT	Raymond	L.	North	Ju 88C6	49-48N 103-4W
44/03/07	0415GCT	VP13	LT	Roger	A.	Wolf	Betty	10-02N 159-20E
44/03/13	0319GCT	VP13	LTJG	Robert	D.	Cullinane	Betty	11-30N 154-25E
44/03/14	0214LCT	VMF(N)531	LTCOL	John	D.	Harshberger	No.14 TWIN F/P	5 mi. S of Torokina
44/03/22	1120(L)	VB104	LT	Herbert	L.	Donald, Jr.	Betty	03-50N 157-00E
44/03/23	1140(L)	VB104	LT	Frederic	L.	Feind, Jr.	Betty	01-30N 153-40E
44/04/04		VB106	LT	Henry	E.	Surface	Dinah	During patrol from Nadzab
44/04/13		VB106	LT	Frederick	J.	Tuck	Betty	During patrol from Los Negros
44/04/17		VB106	LT	Everett	B.	Mitchell	Mavis	During patrol from Los Negros
44/04/18	0055GCT	VD3	LT	Loys	M.	Satterfield	Zeke	25-100 mi. E of Tinian
44/04/20		VB106	LT	Edward	T.	Morrison	Betty	S of Woleai Atoll
44/04/21		VB106	LT	Everett	B.	Mitchell	Betty	During patrol from Los Negros
44/04/23	0244GCT	VB115	LT	Paul	J.	Bruneau	Betty	04-45N 150-15E
44/04/24		VB106	LT	Everett	B.	Mitchell	Emily	Between Palau and Hollandia
44/04/25		VB106	LT	Thomas	L.	Birch	Betty	During patrol from Los Negros
44/04/28	2210GCT	VB108	LT	Robert	B.	Martin	Kate	08-52N 154-35E
44/05/01		VB106	LT	Allan	L.	Seaman	Tojo	Off Biak Island
44/05/01		VB106	LT	Allan	L.	Seaman	Tojo	Off Biak Island
44/05/07	0115GCT	VD3	LCDR	Neil	C.	Porter	Zeke	SE of Guam
44/05/07	0115GCT	VD3	LCDR	Neil	C.	Porter	Zeke	SE of Guam

Air-to-Air Shoot Downs by Navy and Marine Corps Patrol Type Aircraft During World War II—continued

<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/05/07	0115GCT	VD3	LCDR	Neil	C.	Porter	Zeke	SE of Guam
44/05/07	0115GCT	VD3	LT	Henry	L.	Hetherwick	Zeke	SE of Guam
44/05/07	0115GCT	VD3	LT	Henry		Blunt	Zeke	SE of Guam
44/05/07	0535GCT	VB109	LT	John	D.	Keeling	Mavis	10-05N 149-40E
44/05/08	2228GCT	VB108	LT	Harvey	N.	Hop	Betty	07-00N 153-00E
44/05/09		VB106	LT	Lewis	R.	Hardy, Jr.	Betty	During patrol from Los Negros
44/05/11	0437LCT	VMF(N)531	1 st LT	Marvin	E.	Notestine	Jake	W side of Matupi Island
44/05/12	0112GCT	VP13	LT	John	P.	Wheatley	Betty	13-03N 154-37E
44/05/15		VB106	LT	John	E.	Porter, Jr.	Betty	During patrol from Los Negros
44/05/18	0215GCT	VP13	LTJG	Robert	E.	Peach	Betty	13-45N 155-25E
44/05/18		VB106	CDR	John	T.	Hayward	Jake	Near Manokwari, New Guinea
44/05/19	0015GCT	VB115	LT	Paul	J.	Bruneau	Zeke	Satawan Island
44/05/20		VB106	CDR	John	T.	Hayward	Betty	During patrol from Los Negros
44/05/20		VB106	LTJG	Walter	G.	Vogelsang	Betty	During patrol from Los Negros
44/05/28	2230GCT	VB115	LT	Monte		Wenner	Betty	00-40S 134-00E
44/05/30	2235GCT	VB148	LT	Harry	D.	Metke	Betty	05-00N 152-00E
44/06/03	0255GCT	VB108	LT	Max	A.	Piper	Irving	11-25N 155-15E
44/06/04	0312GCT	VB115	LT	Hamilton	M.	Dawes, Jr.	Emily	06-20N 130-10E
44/06/05	0200GCT	VB115	ENS	John	D.	Gregory	Tess	04-50N 130-50E
44/06/06	0405GCT	VB109	LCDR	William	J.	Janeshak	Kate	07-31N 151-12E
44/06/07	2240GCT	VB148	LT	Harry	F.	Stanford	Betty	02-32N 151-25E
44/06/08	1404(K)	VB115	LT	Verne	E.	Geissinger	Betty	01-58N 133-43E
44/06/09	1315(K)	VB115	LT	Paul	J.	Bruneau	Tess	04-50N 130-28E
44/06/09	1315(K)	VB115	LT	Paul	J.	Bruneau	Tess	04-50N 130-28E
44/06/10	0128GCT	VB109	LT	George	A.	Mellard	Betty	14-00N 153-10E
44/06/10	0225GCT	VP13	LT	John	P.	Wheatley	Betty	16-42N 156-30E
44/06/10	2214GCT	VB108	LCDR	John	E.	Muldrow	Irving	14-20N 148-40E
44/06/11	0145GCT	VB101	LT	John	O.	Adams	Betty	04-15N 133-50E
44/06/11	1415(K)	VB115	LT	Stoughton		Atwood	Tess	04-26N 130-42E
44/06/12	1145(K)	VB115	LT	Paul	J.	Bruneau	Tess	03-08N 129-28E
44/06/13	0055GCT	VB101	LT	Albert	Y.	Bellsey	Betty	08-13N 138-16E
44/06/13	1130(K)	VB115	LT	E. F. Kahle		Jennings	Betty	04-22N 130-04E
44/06/14	1102(K)	VB115	LTJG	Gerald	N.	Monroe	Tess	04-52N 131-00E
44/06/17	1130(K)	VB115	ENS	Paul	R.	Barker	Betty	02-00N 128-35E
44/06/19	0025GCT	VB101	LTJG	George		Winter	Emily	09-58N 136-38E
44/06/23	2133GCT	VB108	LT	Irwin	T.	Wengierski	Kate	11-35N 1543-4E

44/06/26	0040GCT	VD4	LT	Harry	E.	Butterfield, Jr.	Helen	10mi S of Hall Islands
44/07/02		VB115	LT	Stoughton		Atwood	Emily	SW of Palau
44/07/14		VB101	LT	Albert	R.	Sieber	Dinah	Near the Palau Islands
44/07/18	2330(K)	VB109	CDR	Norman	M.	Miller	Rufe	Chichi Jima
44/07/21		VB115	LT	Wiljo		Lindgren	Betty	E shore of Philippines
44/07/27		VB148	LT	George	S.	Von Weller	Tony	Satawan Lagoon
44/08/06	1300(L)	VB116	LT	Harry	S.	Graves	Zeke	Tuol Island
44/08/10	1835(B)	VB105	LT	John	T.	Hitchcock	Do 217	4522N 0135W
44/08/20	1122(W)	VB135	LTJG	Alfred	C.	Mobus	Oscar	E of Asashigawa
44/08/28	1050GCT	VP44	LTJG	Lloyd	W.	Garrison	Jake	04-50S 152-45E
44/09/05	0925(K)	VB116	LT	Howard	T.	Klovstad	Tess	25-15N 141-12E
44/09/10	1101(W)	VB135	LT	William	L.	Sparks	Kate	Shimushu, Paramushiro
44/09/15	1330(I)	VB116	LTJG	Howard		Mott	Zeke	25-10N 140-25E
44/09/16	1210(I)	VB116	LT	Leonard	D.	Sullivan	Betty	20-04N 129-10E
44/09/17	0926(W)	VB136	LT	Francis	R.	Littleton	(Oscar) Tojo	Asashigawa
44/09/19		VB101	LTJG	Neal	A.	Tyler	Kate	06-00N 122-20E
44/09/22	1045(I)	VB116	LT	Leonard	D.	Sullivan	Frances	21-23N 129-55E
44/09/22	1310(I)	VB102	LTJG	Payton	W.	Gudka	Betty	24-18N 141-08E
44/09/28	1215(I)	VB116	LT	Leonard	D.	Sullivan	Betty	20-20N 130-05E
44/10/09	0935(I)	VPB102	LTJG	Philip	W.	Knights	Betty	23-45N 137-30E
44/10/11	1120(I)	VPB116	LT	John	A.	Miller	Betty	26-26N 138-21E
44/10/11	1159(I)	VPB116	LT	William	R.	Beckham	Betty	100 mi NE Chichi Jima
44/10/11		VPB101	LT	Fred	H.	Morris	Pete	Lalos, Celebes
44/10/12	0900(I)	VPB116	LT	William	B.	Oliver	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	M.	Miller	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	B.	Oliver	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	M.	Miller	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	B.	Oliver	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	M.	Miller	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	B.	Oliver	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	M.	Miller	1/2 Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	B.	Oliver	Zeke	S of Iwo Jima
44/10/12	0900(I)	VPB116	LT	William	M.	Miller	Zeke	S of Iwo Jima
44/10/13	1145(I)	VPB102	LTJG	Edmond	N.	Elliott	Jake	28-20N 142-50E
44/10/14	1330(I)	VPB117	LCDR	Thomas	P.	Mulvihill	(Kate) Jill	26-00N 141-40E
44/10/20	1100(I)	VPB101	LT	Albert	Y.	Bellsey	Betty	13-36N 124-15E
44/10/20	1435(I)	VPB115	LT	Hamilton	M.	Dawes, Jr.	Betty	10-00N 118-30E
44/10/22	1300(I)	VPB101	LTJG	Kenneth	H.	Dunn	Tess	30 mi W of Puerta Princesa
44/10/23	1430(I)	VPB101	ENS	John	B.	Copeland	Betty	11-10N 114-50E
44/10/26	1130(I)	VPB115	LT	E. F. Kahle		Jennings	Jake	11-00N 128-00E
44/10/31	1345(I)	VPB117	LT	Herbert	G.	Box	Emily	25-20N 135-30E

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<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/11/01	1130(I)	VPB116	LT	Guy	M.	Thompson, Jr.	Emily	23-40N 136-35E
44/11/02	1110(I)	VPB115	ENS	Paul	R.	Barker	Jake	08-00N 119-00E
44/11/07	1230GCT	VD-4	LT	Earl	F.	Wright, Jr.	Oscar	Near Iwo Jima
44/11/07	1230GCT	VD4	LCDR	Charles	H.	Clark	Zeke	Near Iwo Jima
44/11/07	1230GCT	VD-4	LT	Eugene	P.	O'Brien	Zeke	Near Iwo Jima
44/11/11	1120(I)	VPB104	LT	Maurice	K.	Hill	1/2 Tony	10-46N 124-20E
44/11/11	1120(I)	VPB104	LTJG	Gerald	L.	Didier	1/2 Tony	10-46N 124-20E
44/11/21	1100(I)	VPB101	LT	Thad	'R'	Williams	Oscar	Puerta Princesa
44/11/22	1500(Z)	VPB101	LT	Albert	Y.	Bellsey	Mavis	Tolitoli, Celebes
44/11/24	1130(I)	VPB104	LTJG	Jeff	D.	Hemphill	Pete	09-20N 118-00E
44/11/29	1545(I)	VPB104	LT	George		Waldeck	Tess	09-50N 121-00E
44/12/02	0930(I)	VPB117	LT	Daniel	E.	Moore	Zeke	13-52N 120-05E
44/12/02		VPB101	LT	Albert	C.	Lubberts	Jack	Balikpapan, Borneo
44/12/02		VPB101	LT	Albert	C.	Lubberts	Zeke	Balikpapan, Borneo
44/12/02		VPB101	LT	Albert	C.	Lubberts	Zeke	Balikpapan, Borneo
44/12/02		VPB101	LT	Albert	C.	Lubberts	Zeke	Balikpapan, Borneo
44/12/03	1025(I)	VPB117	LTJG	Warner	P.	Rhodes	Jake	13-25N 120-05E
44/12/04	0910(I)	VPB101	LT	Robert	L.	Hershberger	Betty	06-35N 125-55E
44/12/06	0912(I)	VPB117	LT	Daniel	E.	Moore	Jake	11-40N 123-40E
44/12/07	1215(I)	VPB117	LCDR	Harold	M.	McGaughey	Jake	13-29N 120-07E
44/12/09	1245(I)	VPB117	LT	Robert	G.	Garlick	Jake	11-20N 119-40E
44/12/10	1100(I)	VPB117	LT	Bradford	M.	Brooks	Topsy	11-20N 115-40E
44/12/10	1230(I)	VPB104	LT	Henry	S.	Noon	Zeke	Balikpapan Harbor, Borneo
44/12/10	1515(I)	VPB117	LT	Bradford	M.	Brooks	Dinah	1115N 12255E
44/12/10	1515(I)	VPB117	LTJG	Jan	B.	Carter	Judy	Over Capiz, Panay Island, P.I.
44/12/11	1213(K)	VPB111	LCDR	Sylvan	R.	Bland	1/2 Betty	27-10N 141-30E
44/12/11	1213(K)	VPB111	LT	William	E.	Bartlett	1/2 Betty	27-10N 141-30E
44/12/11	1415(I)	VPB117	LTJG	Homer	B.	Heard	Topsy	14-00N 120-18E
44/12/12	1400(I)	VPB117	LTJG	Sheldon	L.	Sutton	Tony	12-23N 120-59E
44/12/12	1755(I)	VPB117	LCDR	Harold	M.	McGaughey	Tess	11-03N 124-20E
44/12/14	0700(I)	VPB137	LT	Irving	A.	Enevold	Pete	SW tip Tawi Tawi Island
44/12/15	1100(I)	VPB104	LT	John	H.	Burton	Sally	09-20N 117-50E
44/12/17	1800(I)	VPB117	LT	Daniel	E.	Moore	Tess	11-38N 123-25E
44/12/17	1800(I)	VPB117	LT	Daniel	E.	Moore	Tess	11-38N 123-25E
44/12/22	1715(I)	VPB104	LT	Walter	H.	Heider	Zeke	12-03N 123-40E
44/12/24	1200(I)	VPB117	LTJG	Sheldon	L.	Sutton	Jake	21-30N 122-40E

44/12/24	1303(I)	VPB104	LT	William	E. Goodman	Jake	12-18N 109-18E
44/12/24	1355(I)	VPB117	LTJG	Sheldon	L. Sutton	Pete	21-30N 121-03E
44/12/25	1600(I)	VPB104	LT	John	H. Burton	Tabby	16-55N 118-54E
44/12/26	1800(I)	VPB117	LT	Ralph	H. Castleton	Betty	13-40N 119-50E
44/12/27	1200(I)	VPB102	LT	Francis	O. Burton	Betty	Iwo Jima
44/12/28	1045(I)	VPB117	LTJG	Jan	B. Carter	Topsy	21-52N 120-12E
44/12/28	1145(I)	VPB104	LTJG	Edward	M. Hagen	Mavis	14-01N 112-02E
44/12/30	1040(I)	VPB117	LT	Graham	B. Squires	Emily	21-57N 118-50E
44/12/30	1050(I)	VPB117	LTJG	Jan	B. Carter	Jake	20-40N 121-47E
44/12/30	1116(I)	VPB117	LTJG	Jan	B. Carter	Val	20-47N 121-42E
44/12/31	1159(I)	VPB117	LT	William	J. Quinn	Biplane	20-45N 121-18E
44/12/31	1215(I)	VPB117	LT	William	J. Quinn	Jake	21-00N 121-05E
44/12/31	1245(I)	VPB104	LT	Paul	F. Stevens	(Val) Nate	24-30N 123-30E
44/12/31	1800(I)	VPB117	LT	Robert	G. Garlick	Tabby	15-20N 119-45E
45/01/03	1310(I)	VPB117	LCDR	Harold	M. McGaughey	Nell	10-48N 108-08E
45/01/04		VPB104	LTJG	Edward	M. Hagen	Biplane W/W	Philippine Islands
45/01/05	1850(I)	VPB117	LTJG	Sheldon	L. Sutton	Jake	15-55N 119-35E
45/01/05	1915(I)	VPB117	LTJG	Sheldon	L. Sutton	Jake	15-30N 119-35E
45/01/07	1235(I)	VPB117	LT	Daniel	E. Moore	Pete	22-20N 120-00E
45/01/08	1300(I)	VPB117	LTJG	Sheldon	L. Sutton	Jake	11-30N 109-15E
45/01/13		VPB101	LCDR	Marvin	T. Smith	(Hamp) Jack	Limbang, N. Borneo
45/01/21	0730(I)	VPB117	LTJG	Sheldon	L. Sutton	(Kate) Jill	26-55N 128-00E
45/01/23	1043(I)	VPB117	ENS	Harold	A. Willyard	Nell	25-29N 122-08E
45/01/24	0945(I)	VPB116	LT	Donald	V. Kirchberg	Zeke	20 mi SE of Iwo Jima
45/01/26	1157(I)	VPB104	LT	William	E. Goodman	Jake	22-22N 120-18E
45/01/28	1220(I)	VPB111	LTJG	Wilbur	L. Paris	Topsy	20-30N 115-30E
45/01/30	1200(I)	VPB104	LTJG	Gerald	L. Didier	Val	24-17N 123-40E
45/01/31	0922(I)	VPB117	LT	Robert	E. Empey	Zeke	04-23N 113-53E
45/02/01	1245(I)	VPB104	LTJG	Richard	S. Jameson	Jake	22-10N 114-20E
45/02/03	1023(I)	VPB104	LT	William	E. Goodman	Jake	23-27N 117-28E
45/02/05	1210(I)	VPB104	LT	Paul	F. Stevens	Val	03-11N 113-03E
45/02/06	1153(I)	VPB104	LT	William	E. Goodman	Betty	26-52N 128-38E
45/02/07	1400(I)	VPB117	LCDR	Harold	M. McGaughey	Paul	11-45N 109-15E
45/02/07	1408(I)	VPB117	LT	William	J. Quinn	Jake	12-02N 109-18E
45/02/07	1445(I)	VPB117	LCDR	Thomas	P. Mulvihill	Zeke	05-19N 115-15E
45/02/07	1445(I)	VPB117	LCDR	Thomas	P. Mulvihill	Zeke	05-19N 115-15E
45/02/10	1305(I)	VPB111	LCDR	Richard	P. Field	Tony	22-28N 119-55E
45/02/10	1410(I)	VPB117	LCDR	Harold	M. McGaughey	Jake	12-45N 109-30E
45/02/11	1315(I)	VPB117	LTJG	Jan	B. Carter	Jake	11-30N 108-55E
45/02/12	1308(I)	VPB111	LCDR	Albert	M. Ellingson	Nell	13-50N 109-20E
45/02/13	0954(I)	VPB104	LTJG	Edward	M. Hagen	Nell	22-48N 119-02E
45/02/13	0954(I)	VPB104	LTJG	Edward	M. Hagen	Nell	22-48N 119-02E

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<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
45/02/15	0910(I)	VPB117	ENS	John	R.	Bourchier	Kate	24-14N 118-25E
45/02/16	1205(I)	VPB104	LCDR	Whitney		Wright	Jake	28-27N 121-45E
45/02/18	1200(I)	VPB104	LT	Stanley	A.	Wood	Topsy	26-30N 127-40E
45/02/20	1300(I)	VPB104	LT	Raymond	L.	Ettinger	Kate	Naha Harbor, Okinawa
45/02/20	1301(I)	VPB104	LT	Raymond	L.	Ettinger	Zeke	Naha Harbor, Okinawa
45/02/20	1303(I)	VPB117	LT	Thomas	J.	Hyland	Jake	11-48N 109-15E
45/02/20	1315(I)	VPB117	LT	Thomas	J.	Hyland	Jake	11-50N 109-10E
45/02/21	1340(I)	VPB111	LCDR	Albert	M.	Ellingson	Jill	15-41N 108-36E
45/02/22	1146(I)	VPB111	LT	Harold	H.	Ashton	Topsy	25-43N 124-10E
45/02/22	1231(I)	VPB111	LTJG	Francis	W.	Kieper	Val	25-15N 121-40E
45/02/23	0945(I)	VPB117	LCDR	Thomas	P.	Mulvihill	Jake	11-20N 109-10E
45/02/27	1010(I)	VPB104	LTJG	Earl		Bittenbender	Topsy	21-45N 113-00E
45/02/27	1010(I)	VPB104	LTJG	Earl		Bittenbender	Topsy	21-45N 113-00E
45/02/27	1020(I)	VPB104	LTJG	Earl		Bittenbender	Val	21-45N 113-00E
45/02/27	1845(I)	VPB117	LT	Thomas	J.	Hyland	Jake	10-35N 107-40E
45/03/03	0730(I)	VPB104	LT	Stanley	A.	Wood	(Jake) Kate	22-10N 120-30E
45/03/03	0915(I)	VPB117	LT	William	J.	Quinn	(Rufe) Rex	12-40N 109-25E
45/03/04	1035(I)	VPB104	LT	Paul	F.	Stevens	Paul	28-12N 129-30E
45/03/04	1130(I)	VPB117	LT	Thomas	J.	Hyland	Nell	12-15N 109-13E
45/03/04	1130(I)	VPB117	LT	Thomas	J.	Hyland	Nell	12-15N 109-13E
45/03/05	1000(I)	VPB104	LT	George		Waldeck	Topsy	27-05N 125-20E
45/03/05	1209(I)	VPB104	LT	George		Waldeck	Topsy	25-00N 122-45E
45/03/07	1510(I)	VPB104	LTJG	Richard	S.	Jameson	Frank	23-35N 117-20E
45/03/10	1040(I)	VPB104	LT	Paul	F.	Stevens	Val	20-30N 110-50E
45/03/10	1120(I)	VPB119	LTJG	Virgil	J.	Evans	Oscar	22-10N 113-50E
45/03/10	1445(I)	VPB111	LT	Kenneth	D.	Johnson	Betty	14-20N 110-52E
45/03/11	1123(K)	VPB118	LT	Norman	M.	Keiser	Emily	28-36N 130-20E
45/03/12	1115(I)	VPB119	LTJG	Aubrey	L.	Althans	Jill	28-22N 121-50E
45/03/13	1030(I)	VPB119	LT	Frank	D.	Murphy	Oscar	23-50N 116-65E
45/03/15	0830(I)	VPB104	LT	Stanley	A.	Wood	Jill	22-50N 120-12E
45/03/17	1342(I)	VPB117	ENS	John	R.	Bourchier	Oscar	Cape St. Jacques, Indochina
45/03/17	1614(I)	VPB104	LT	Paul	F.	Stevens	Jake	29-20N 122-20E
45/03/17	1650(I)	VPB104	LT	Paul	F.	Stevens	Emily	27-40N 121-00E
45/03/22	1155(I)	VPB117	LT	Arthur	G.	Elder	(Kate) Ann	04-25N 114-00E
45/03/23	1155(I)	VPB119	LT	William		Lyle	Oscar	24-50N 120-50E
45/03/23	1155(I)	VPB119	LT	William		Lyle	Oscar	24-50N 120-50E

45/03/24	0955(I)	VPB119	LTJG	Aubrey	L.	Althans	Jake	25-10N 121-20E
45/03/25	1500(I)	VPB117	LT	Arthur	G.	Elder	Jake	Saigon, Indochina
45/03/31	1330(I)	VPB117	LTJG	Edward	O.	Jensen	Tabby	Cape St. Jacques, Indochina
45/03/31	1330(I)	VPB117	LTJG	Edward	O.	Jensen	Tabby	Cape St. Jacques, Indochina
45/04/01	0946(I)	VPB119	LTJG	Walter	G.	Vogelsang	Val	24-35N 120-42E
45/04/06	1225(I)	VPB137	LTJG	Joe	B.	Locker	Oscar	10 mi SE of Amoy
45/04/06	1400(I)	VPB18	LT	Jorden	B.	Collins	Kate	31-00N 130-00E
45/04/06	1505(I)	VPB18	LT	Gerald		Hooker	Val	29-00N 127-30E
45/04/08	1300(I)	VPB117	LT	Robert	G.	Garlick	Sonia	04-40N 114-35E
45/04/16	1125(I)	VPB18	LT	Jorden	B.	Collins	1/2 Jake	33-38N 128-21E
45/04/16	1125(I)	VPB18	LT	Paul	D.	Fitzgerald	1/2 Jake	33-38N 128-21E
45/04/18	0805(I)	VPB117	LT	Robert	E.	Empey	Topsy	10-28N 107-07E
45/04/22	0717(I)	VPB104	LT	George		Waldeck	Sally	26-30N 122-00E
45/04/26	1840(I)	VPB104	LT	Raymond	L.	Ettinger	Topsy	26-12N 121-40E
45/04/27	1030(I)	VPB118	LT	Phillip	E.	Pettes	1/2 Val	34-05N 129-50E
45/04/27	1030(I)	VPB118	LT	Leland	P.	McCutcheon	1/2 Val	34-05N 129-50E
45/04/28	0740(I)	VPB104	LT	Vance	W.	Alder	Betty	26-10N 121-20E
45/05/02	1350(I)	VPB109	LTJG	George		Serbin	Dinah	05-42N 102-58E
45/05/02	1350(I)	VPB109	LTJG	George		Serbin	Jake	05-42N 102-58E
45/05/03	1215(I)	VPB111	LT	Vincent	P.	McClintock	Jake	08-35N 104-50E
45/05/04	0820(I)	VPB208	LT	William	H.	Dolley, Jr.	Jill	27-53N 127-28E
45/05/04	0858(I)	VPB18	LT	Paul	D.	Fitzgerald	Nate	28-50N 128-50E
45/05/04	0905(I)	VPB18	LTJG	John	D.	Martin	Kate	28-40N 128-40E
45/05/05	1138(I)	VPB118	LT	August	M.	Lodato	(Obs. Pl.) Stella	33-50N 130-10E
45/05/05	1230(I)	VPB118	LCDR	Arthur	F.	Farwell, Jr.	(Nick) Lorna	Kunsan Fu Airfield, Korea
45/05/05	1250(I)	VPB118	LCDR	Arthur	F.	Farwell, Jr.	1/2 Tess	Kunsan Fu Airfield, Korea
45/05/05	1250(I)	VPB118	LT	Norman	M.	Keiser	1/2 Tess	Kunsan Fu Airfield, Korea
45/05/06	1339(K)	VPB116	LTJG	Frank	R.	Garland	(U/I S/E) K11W	34-14N 136-30E
45/05/07	1230(I)	VPB118	LCDR	Arthur	F.	Farwell Jr.	Val	35-56N 126-30E
45/05/09	1000(I)	VPB119	LT	Frank	F.	Matthewson	Val	Near Swatow, China
45/05/09	1130(K)	VPB116	LCDR	Allen	R.	Waggoner	Mavis	34-15N 138-48E
45/05/10	1345(I)	VPB13	LT	William	L.	Kitchen	1/2 Mavis	32-38N 128-50E
45/05/10	1345(I)	VPB13	LTJG	John	A.	Hoppe	1/2 Mavis	32-38N 128-50E
45/05/11	0840(I)	VPB208	LT	Quentin	'F'	Baker	Jill	26-55N 126-56E
45/05/11	1116(K)	VPB116	LT	'W'	'J'	Redwine	Nell	33-50N 136-00E
45/05/11	1420(I)	VPB21	LT	Richard	L.	Simms	(Tojo) George	32-58N 129-15E
45/05/12	1325(I)	VPB111	LCDR	Albert	M.	Ellingson	Topsy	04-11N 103-23E
45/05/13	0835(I)	VPB111	LT	William	C.	Bender	1/2 Sonia	Near Pontianak, Borneo
45/05/13	0835(I)	VPB111	LT	Wilbur	L.	Paris	1/2 Sonia	Near Pontianak, Borneo
45/05/13	1215(I)	VPB111	LCDR	Richard	P.	Field	Pete	05-25S 119-25E

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<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
45/05/13	1830(I)	VPB208	LT	Gaylord	B.	Lyon	Dave	26-00N 126-00E
45/05/13	1830(I)	VPB208	LT	Gaylord	B.	Lyon	Dave	26-00N 126-00E
45/05/15	1145(I)	VPB18	LT	Marvin	E.	Hart	(Tojo) George	34-00N 129-00E
45/05/15	1145(I)	VPB18	LT	Marvin	E.	Hart	(Tony) George	34-00N 129-00E
45/05/15	1145(I)	VPB18	LT	Marvin	E.	Hart	(Zeke) George	34-00N 126-00E
45/05/15	1145(I)	VPB18	LTJG	Irving	E.	Marr	(Zeke) George	34-00N 129-00E
45/05/16	0900(I)	VPB118	LCDR	Arthur	F.	Farwell, Jr.	(Jack) George	33-50N 129-00E
45/05/16	0900(I)	VPB118	LT	Robert	M.	Finley	(Jack) George	33-50N 129-00E
45/05/16	1445(I)	VPB111	LT	Frank	M.	Gibson	Tabby	08-30N 105-00E
45/05/17	1530(I)	VPB109	LT	William	A.	Warren	(Jack) George	32-31N 128-30E
45/05/17	1530(I)	VPB109	LT	William	A.	Warren	1/2 (Jack) George	32-31N 128-30E
45/05/17	1530(I)	VPB109	LT	George	D.	Fairbanks	1/2 (Jack) George	32-31N 128-30E
45/05/21	1245(K)	VPB102	LT	Otis	G.	Andrews	Glider	34-50N 138-30E
45/05/23	1315(K)	VPB102	LTJG	Stanley		Oset	Nick	34-39N 137-40E
45/05/24	1205(I)	VPB109	LT	Donald	S.	Chay	Rufe	34-40N 128-30E
45/05/24	1205(I)	VPB109	LT	Floyd		Hewitt	Tony	34-40N 128-30E
45/05/24	1230(K)	VPB102	LTJG	Allen	C.	Morgan	Nick	35-10N 140-20E
45/05/24	1350(I)	VPB13	LT	Donald	C.	Frentz	1/2 Jake	32-35N 126-00E
45/05/24	1350(I)	VPB13	LT	Herschel	M.	Cummins, Jr.	1/2 Jake	32-35N 126-00E
45/05/28	0745(I)	VPB18	LT	John	T.	Moore	Nate	28-20N 128-45E
45/05/30	1245(K)	VPB102	LCDR	Louis	P.	Pressler	Tabby	33-31N 135-30E
45/05/30	1250(I)	VPB106	LTJG	Vernon	J.	Smith	Jake	03-25N 103-30E
45/05/30	1300(I)	VPB106	LTJG	Vernon	J.	Smith	Oscar	03-24N 103-34E
45/05/31	1230(K)	VPB102	LTJG	Allen	C.	Morgan	Pete	36-05N 140-35E
45/05/31	1230(K)	VPB102	LTJG	Allen	C.	Morgan	Pete	36-05N 140-35E
45/05/31	1310(I)	VPB123	LT	George	W.	McDonald	1/2 (Tojo) Frank	34-10N 126-35E
45/05/31	1310(I)	VPB123	LT	Robert	J.	Monahan	1/2 (Tojo) Frank	34-10N 126-35E
45/06/01	1030(I)	VPB111	LTJG	Romayn	F.	Heyler	Oscar	Singapore
45/06/03	1030(I)	VPB123	LT	George	W.	McDonald	1/2 Pete	34-10N 127-40E

45/06/03	1030(I)	VPB123	LT	Robert	J. Monahan	1/2 Pete	34-10N 127-40E
45/06/03	1415(I)	VH3	LT	Edgar	P. Palm	Val	26-30N 128-05E
45/06/04	1530(K)	VPB102	LT	Elwood	C. Mildahn	1/2 Jack	35-39N 140-41E
45/06/04	1530(K)	VPB102	LTJG	Jack	L. Scott	1/2 Jack	35-39N 140-41E
45/06/06	1412(I)	VPB123	LTJG	Erwin	L. Klein	1/2 Tony	30-32N 129-33E
45/06/06	1412(I)	VPB123	LTJG	Harold	M. Sanderson	1/2 Tony	30-32N 129-33E
45/06/08	1025(I)	VPB123	LCDR	Samuel	G. Shilling	Rex	33-00N 129-20E
45/06/08	1055(I)	VPB123	LT	Alfred	'G' McCuaig	Tojo	33-08N 129-20E
45/06/16	1314(K)	VPB108	LT	Charles	T. Idle	Zeke	35-26N 140-40E
45/06/16	1314(K)	VPB108	LT	Charles	T. Idle	Zeke	35-26N 140-40E
45/06/17	1023(K)	VPB102	LT	Thomas	F. Copeland	1/2 Tojo	35-45N 140-57E
45/06/17	1023(K)	VPB102	LT	Robert	M. Barnes	1/2 Tojo	35-45N 140-57E
45/06/17	1023(K)	VPB102	LT	Thomas	F. Copeland	Oscar	35-45N 140-57E
45/06/17	1023(K)	VPB102	LT	Robert	M. Barnes	Oscar	35-45N 140-57E
45/06/18	1205(I)	VPB117	LT	Robert	E. Empey	1/3 Oscar	Ha Tien, Indochina
45/06/18	1205(I)	VPB117	LTJG	Joseph	W. Hellrung	1/3 Oscar	Ha Tien, Indochina
45/06/18	1205(I)	VPB117	LTJG	William	D. Crawford	1/3 Oscar	Ha Tien, Indochina
45/06/18	1205(I)	VPB117	LTJG	Joseph	W. Hellrung	Oscar	Ha Tien, Indochina
45/06/18	1205(I)	VPB117	LTJG	William	D. Crawford	Oscar	Ha Tien, Indochina
45/06/19	1200(K)	VPB102	LT	Erwin	R. Copeland	Oscar	33-52N 135-08E
45/06/20	1200(K)	VPB108	LT	Charles	R. Baumgartner	1/2 Oscar	34-35N 137-20E
45/06/20	1200(K)	VPB108	LT	William	R. Hazlett	1/2 Oscar	34-35N 137-20E
45/06/25	1200(I)	VPB26	LCDR	Donald	C. Coy	Oscar	35-50N 126-41E
45/06/26	1330(I)	VPB111	LT	William	C. Bender	Tojo	03-48N 103-10E
45/07/03	1200(I)	VPB123	LT	Alfred	'G' McCuaig	Tojo	32-40N 129-35E
45/07/06	1047(I)	VPB124	LT	John	E. Ramsey	Val	33-32N 126-25E
45/07/07	0810(I)	VPB124	LTJG	Everett	W. Osborn, Jr.	Rex	34-45N 129-00E
45/07/07	0810(I)	VPB-124	LTJG	Everett	W. Osborn, Jr.	(Rex, dam.) Rex	34-45N 129-00E
45/07/19	1400(I)	VPB111	LT	Burges	Smith	Jake	09-41N 118-45E
45/07/22	1410(I)	VPB111	LT	Floyd	L. Misner	Dinah	5 mi N of Kota Baru, Malaya
45/07/23	0850(I)	VPB118	LT	Robert	M. De Golia	1/2 Topsy	34-20N 129-50E
45/07/23	0850(I)	VPB118	LT	George	H. Shortlidge	1/2 Topsy	34-20N 129-50E
45/07/23	0945(I)	VPB123	LTJG	Richard	L. Treat	Tojo	36-00N 126-10E
45/07/24		VPB-124	LT	John	E. Ramsey	1/2 Oscar	2 km north of Cheju Do
45/07/24		VPB-124	LT	Gilbert	E. Miller	1/2 Oscar	2 km north of Cheju Do
45/07/26	0945(I)	VPB123	LTJG	Terence	P. Cassidy	Tojo	34-20N 129-33E
45/07/26	0945(I)	VPB123	LTJG	Terence	P. Cassidy	Tojo	34-20N 129-33E
45/07/31	1310(K)	VPB121	LT	Albert	H. Magie, Jr.	1/2 Zeke	35-34N 140-38E
45/07/31	1310(K)	VPB121	LT	Richard	V. Donahue	1/2 Zeke	35-34N 140-38E
45/08/03	1426(K)	VPB121	LCDR	Raymond	J. Pflum	1/2 Pete	Sagami Nada
45/08/03	1426(K)	VPB121	LT	Ralph	E. Ettinger	1/2 Pete	Sagami Nada

Air-to-Air Shoot Downs by Navy and Marine Corps Patrol Type Aircraft During World War II—continued

<i>Date of Action</i>	<i>Time of Action</i>	<i>Squadron</i>	<i>Rank</i>	<i>First Name</i>	<i>M. I.</i>	<i>Last Name of PPC</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
45/08/03	1428(K)	VPB121	LCDR	Raymond	D.	Pflum	1/2 Pete	Sagami Nada
45/08/03	1428(K)	VPB121	LT	Ralph	E.	Ettinger	1/2 Pete	Sagami Nada
45/08/08	1445(I)	VPB117	LT	Raymond	L.	Klassy	Nell	Bein Hoa A/D, Saigon Area
45/08/11	1350(K)	VPB121	LT	Thomas	G.	Allen	Zeke	3514N 13929E

Notes:

1. Japanese aircraft designations for Allied Code Names for Japanese aircraft:

Ann: Mitsubishi Ki-30, Army Type 97 Light Bomber

Babs: Mitsubishi C5M, Navy Type 98 Reconnaissance or Ki-15, Army Type 97

Betty: There were 4 Japanese designations for the Betty:

Mitsubishi G4M1/G4M3, Navy Type 1 Attack Bomber

Mitsubishi G6M1, Navy Type 1 Wingtip Convoy Fighter

Mitsubishi G6M1-K, Navy Type 1 Large Land Trainer

Mitsubishi G6M1-L2, Navy Type 1 Transport

Dave: Nakajima E8N, Navy Type 95 Reconnaissance Seaplane

Dinah: Mitsubishi Ki-46, Army Type 100 Command Reconnaissance Plane

Emily: Kawanishi H8K, Navy Type 2 Flying Boat

Frances: There were 3 Japanese designations for the Frances:

Yokosuka P1Y, Navy Bomber Ginga

Yokosuka P1Y1-S, Navy Night Fighter Byakko

Yokosuka P1Y2-S, Navy Night Fighter Kyokko

Frank: Mitsubishi TK-4, Army Type 0 Special Twin-engine Fighter or Nakajima Ki-84, Army Type 0 Special Twin-engine Fighter

George: Kawanishi N1K1-J/N1K5-J, Navy Interceptor Fighter Shiden and Shiden Kai

Hamp: Mitsubishi A6M3, Navy Type 0 Carrier Fighter Model 32 *

Hap: Mitsubishi A6M3, Navy Type 0 Carrier Fighter Model 32 *

Helen: Nakajima Ki-49, Army Type 100 Heavy Bomber Donryu

Irving: Nakajima J1N1-C and R, Navy Type 2 Reconnaissance or J1N1-S, Navy Fighter Gekko

Jack: Mitsubishi J2M, Navy Interceptor Fighter Raiden

Jake: Aichi E13A, Navy Type 0 Reconnaissance Seaplane

Jill: Nakajima B6N, Navy Carrier Attack Bomber Tenzan

Judy: Yokosuka D4Y1-C/D4Y2-Ca, Navy Type 2 Carrier reconnaissance or D4Y, Navy Carrier Bomber Suisei

Kate: Nakajima B5N, Navy Type 97 Carrier Attack Bomber

K11W: Kyushu K11W Shiragiku Single Engine Trainer

Lorna: Kyushu Q1W, Navy Patrol Plane Tokai

Mavis: Kawanishi H6K, Navy Type 97 Flying Boat

Nate: Nakajima Ki-27, Army Type 97 Fighter

Nell: Mitsubishi G3M, Navy Type 96 Attack Bomber or Yokosuka L3Y, Navy Type 96 Transport

Nick: Kawasaki Ki-45 KAI, Army Type 2 Two-seat Fighter Toryu

Oscar: Nakajima Ki-43, Army Type 1 Fighter Hayabusa†

Paul: Aichi E16A, Navy Reconnaissance Seaplane Zuiun

Pete: Mitsubishi F1M, Navy Type 0 Observation Seaplane
Rex: Kawanishi N1K, Navy Fighter Seaplane Kyofu
Rufe: Nakajima A6M2-N, Navy Type 2 Fighter Seaplane
Sally: Mitsubishi Ki-21, Army Type 97 Heavy Bomber †
Sonia: Mitsubishi Ki-51, Army Type 99 Assault Plane
Stella: Kokusai Ki-76, Army Type 3 Command Liaison Plane
Tabby: Douglas L2D, Navy Type 0 Transport
Tess: Douglas DC-2
Tojo: Nakajima Ki-44, Army Type 2 Single-seat Fighter Shoki
Tony: Kawasaki Ki-61, Army Type 3 Fighter Hien
Topsy: Mitsubishi Ki-57, Army Type 100 Transport or L4M, Navy Type 0 Transport
Val: Aichi D3A, Navy Type 99 Carrier Bomber
Zeke: Mitsubishi A6M, Navy Type 0 Carrier Fighter Reisen (Zero Fighter)
Zero: The Mitsubishi A6M was known as the Zero Fighter. However, Zero was not an Allied Code name, see Zeke.

* The Mitsubishi A6M3 was first identified with the Allied Code Hap. It was later changed to Hamp and finally coded Zeke 32.

† Also have been known as Jim in one theater of the war.

‡ Had been known as Jane before Sally.

2. German aircraft designations

Ju 88C-6
He 177 A3

3. The time zone symbols show the time zone being used by the reporting authority. In some cases, due to the International dateline, this can cause the action to be reported as a different day when comparing Japanese records with American records.

Time zone designations:

LCT: Local Civil Time

GCT: Greenwich Civil Time

GMT: Greenwich Mean Time

The use of a letter, such as L, K, I, W, and Z, represents the number of hours offset from the Greenwich time reference and is indicative of how the time is recorded on the original report.

4. Miscellaneous acronyms:

mi: mile or miles

brg: bearing

PPC: Patrol Plane Commander

5. Squadron designations:

VP: patrol squadron

VPB: patrol bombing squadron

VD: photographic squadron

VMD: Marine Corps photographic squadron

VB: bombing squadron

VMF(N): Marine Corps night fighter squadron

VH: rescue squadron

6. M. I. (Middle Initial) Column: In some cases the Middle Initial will be shown with quotation marks and without a period, such as "B". This means the individual had only been given an initial for their middle name and did not have an actual middle name.

Table 2

Air-to-Air Shoot Downs by Aircraft Type and Squadrons

PBY Catalinas		PB4Y Liberator/Privateer	
<i>Squadron</i>	<i>Number of Shoot Downs</i>	<i>Squadron</i>	<i>Number of Shoot Downs</i>
VP-14	2	VMD-154	2
VP-22	1	VP-51/VB-101/VPB-101*	27
VP-23	1	VB-102/VPB-102†	27
VP-24	3	VB-103	2
VP-42	1	VB-104/VPB-104†	52
VP-43	2	VB-105	2
VP-44	1	VB-106/VBP-106†	17
VP-63	1	VB-108/VPB-108†	22
VP-101	6	VB-109/VPB-109†	10
		VB-110	1
		VPB-11	17
		VB-115/VPB-115†	18
		VB-116/VPB-116†	19
		VPB-117	58
		VPB-118	9
		VPB-119	8
		VPB-121	4
		VPB-123	9
		VPB-124	4
		VD-1	2
		VD-3	9
		VD-4	4
PV Ventura/Harpoon		PB2Y Coronados	
<i>Squadron</i>	<i>Number of Shoot Downs</i>	<i>Squadron</i>	<i>Number of Shoot Downs</i>
VMF(N)-531	12	VP-13/VPB-13‡	7
VB-135	2		
VB-136	1		
VPB-137	2		
VB-138	1		
VB-148	3		
PBM Mariners			
<i>Squadron</i>	<i>Number of Shoot Downs</i>		
VPB-18	10		
VPB-21	1		
VPB-26	1		
VPB-208	4		
VH-3	1		

Notes:

* VP-51 was redesignated VB-101 on 1 March 1943. VB-101 was then redesignated VPB-101 on 1 October 1944.

† All Bombing Squadrons (VB designations with three digit numbers) were redesignated Patrol Bombing Squadrons (VPB) on 1 October 1944.

‡ VP-13 was redesignated VPB-13 on 1 October 1944.

Table 3

PB4Y Crews with Five or More Shoot Downs**Squadron:** VD3**PPC:** LCDR Neil C. Porter (1)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
43/12/29	0100GCT	Zeke	Kwajalein Atoll
44/01/29	0230GCT	1/2 Hamp	Maloelap Atoll
44/01/29	0230GCT	1/2 Zeke	Maloelap Atoll
44/05/07	0115GCT	3 Zeke	SE of Guam

Squadron: VB-115**PPC:** LT Paul J. Bruneau (2)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/04/23	0244GCT	Betty	0445N 15015E
44/05/19	0015GCT	Zeke	Satawan Island
44/06/09	1315(K)	Tess	0450N 13028E
44/06/09	1315(K)	Tess	0450N 13028E
44/06/12	1145(K)	Tess	0308N 12928E

Squadron: VPB-117**PPC:** LTJG Sheldon L. Sutton (3)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/12/12	1400(I)	Tony	1223N 12059E
44/12/24	1200(I)	Jake	2130N 12240E
44/12/24	1355(I)	Pete	2130N 12103E
45/01/05	1850(I)	Jake	15SSN 11935E
45/01/05	1915(I)	Jake	1530N 11935E
45/01/08	1300(I)	Jake	1130N 10915E
45/01/21	0730(I)	(Kate) Jill	2655N 12800E

Squadron: VPB-117**PPC:** LT Daniel E. Moore (4)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/12/02	0930(I)	Zeke	1352N 12005E
44/12/06	0912(I)	Jake	1140N 12340E
44/12/17	1800(I)	2 Tess	1138N 12325E
45/01/07	1235(I)	Pete	2220N 12000E

Squadron: VPB-117**PPC:** LCDR Harold M. McGaughey (5)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/12/07	1215(I)	Jake	1329N 12007E
44/12/12	1755(I)	Tess	1103N 12420E
45/01/03	1310(I)	Nell	1048N 10808E
45/02/07	1400(I)	Paul	1145N 10915E
45/02/10	1410(I)	Jake	1245N 10930E

PB4Y Crews with Five or More Shoot Downs—Continued

Squadron: VPB-117**PPC:** LTJG Jan B. Carter (6)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/12/10 Island, P.I.	1515(I)	Judy	Over Capiz, Panay
44/12/28	1045(I)	Topsy	2152N 12012E
44/12/30	1050(I)	Jake	2040N 12147E
44/12/30	1116(I)	Val	2047N 12142E
45/02/11	1315(I)	Jake	1130N 10855E

Squadron: VPB-117**PPC:** LT Thomas J. Hyland (7)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
45/02/20	1303(I)	Jake	1148N 10915E
45/02/20	1315(I)	Jake	1150N 10910E
45/02/27	1845(I)	Jake	1035N 10740E
45/03/04	1130(I)	2 Nell	1215N 10913E

Squadron: VPB-104**PPC:** LT Paul F. Stevens (8)

<i>Date of Action</i>	<i>Time of Action</i>	<i>Enemy Aircraft Type</i>	<i>Location of Action</i>
44/12/31	1245(I)	(Val) Nate	2430N 12330E
45/02/05	1210(I)	Val	0311N 11303E
45/03/04	1035(I)	Paul	2812N 12930E
45/03/10	1040(I)	Val	2030N 11050E
45/03/17	1614(I)	Jake	2920N 12220E
45/03/17	1650(I)	Emily	2740N 12100E

Notes:

- (1) It appears the top turret gunner in LCDR Porter's crew, ARM2 Paul A. Ganshirt, was involved in all five shoot downs. The same aircraft PB4Y-1, Bureau Number 32007, was flown during all the air-to-air engagements.
- (2) The squadron's commanding officer was aboard LT Bruneau's aircraft during the crew's first shoot down.
- (3) The fourth claim for LTJG Sutton and his crew involved an aircraft that crashed due to being trapped against a mountain wall during the encounter.
- (4) The bow turret gunner in LT Moore's crew, Seaman First Class Richard H. Thomas, was involved in all five shoot downs.
- (5) LCDR McGaughey and his crew were shot down and killed on 17 February 1945 due to antiaircraft fire. LCDR McGaughey had different crew members aboard the aircraft during the five separate air-to-air encounters. Five of the eight gunners with credits for those shoot downs were lost on 17 February.
- (6) LTJG Carter's crew for the first shoot down was completely different from his crew during his follow-on engagements.
- (7) All of LT Hyland's shoot downs were supported by photographs. For the first two shoot downs he and his crew flew PB4Y-1, Bureau Number 38963. On the third shoot down he flew PB4Y-1, Bureau Number 38757 and for the last two shoot downs it was a PB4Y-1, Bureau Number 38861.
- (8) For LT Stevens and his crew, the final shoot down was against an H8K (Emily) that was carrying Vice Admiral Yamagata, IJN, and his staff. VADM Yamagata and most of his staff were lost in this shoot down.

Seaplane Tender Listings

Seaplane Tenders (AV)

Classes:

Five single ships	AV 1, 2, 3, 6 and 8.
<i>Curtiss</i> Class	2 ships, AV 4 and 5.
<i>Currituck</i> Class	4 ships, AV 7, 11-13.
<i>Pocomoke</i> Class	2 ships, AV 9 and 10.
<i>Kenneth Whiting</i> Class	4 ships, AV 14 to 17.

Hull Number	Name	Date of Commission and Decommission	New Designation or Change of Designation	Date of Designation Change	Disposition & Status
1	<i>Wright*</i> <i>San Clemente*</i>	16 Dec 1921 21 Jun 1946	AZ 1	17 Jul 1920	Stricken 1 Jul 1946.
			AV 1	1 Nov 1923	
			AG 79	1 Oct 1944	
			AG 79	1 Feb 1945	
2	<i>Jason</i>	23 Jun 1913 30 Jun 1932	AC 12	21 Jan 1930	Stricken 19 May 1936.
			AV 2		
3	<i>Langley**</i>	7 Apr 1913	AC 3	7 Apr 1913	Lost to enemy action 27 Feb 1942.
			CV 1	20 Mar 1922	
			AV 3	21 Apr 1937	
4	<i>Curtiss</i>	15 Nov 1940 24 Sep 1957			Stricken 1 Jul 1963.
5	<i>Albemarle***</i>	20 Dec 1940 21 Oct 1960	T-ARVH 1	11 Jan 1966	Stricken 31 Dec 1974.
6	<i>Patoka</i>	13 Oct 1919 1 Jul 1946	AO 9	13 Oct 1919	Stricken 31 Jul 1946.
			AV 6****	11 Oct 1939	
			AO 9	19 Jun 1940	
			AG 125	15 Aug 1945	
7	<i>Currituck</i>	26 Jun 1944 31 Oct 1967			Stricken 1 Apr 1971.
8	<i>Tangier</i>	8 Jul 1940			Decommissioned sometime between May 1946 and Jan 1947. Stricken 1 Jun 1961.
9	<i>Pocomoke</i>	18 Jul 1941 10 Jul 1946			Stricken 1 Jun 1961.
10	<i>Chandeleur</i>	19 Nov 1942			Placed in reserve 12 Feb 1947. Stricken 1 Apr 1971.
11	<i>Norton Sound</i>	8 Jan 1945 11 Dec 1986	AVM 1	8 Aug 1951	
12	<i>Pine Island</i>	26 Apr 1945 16 Jun 1967			Stricken 1 Feb 1971.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
13	<i>Salisbury Sound</i>	26 Nov 1945 31 Mar 1967			Stricken 1 Feb 1971.
14	<i>Kenneth Whiting</i>	8 May 1944 30 Sep 1958			Stricken 1 Jul 1961.
15	<i>Hamlin</i>	26 Jun 1944 15 Jan 1947			Stricken 1 Jul 1963.
16	<i>St. George</i>	24 Jul 1944 1 Aug 1946			Stricken 1 Jul 1963.
17	<i>Cumberland Sound</i>	21 Aug 1944 27 May 1947			Stricken 1 Jul 1961.

* *Wright* was renamed *San Clemente* on 1 Feb 1945 to permit the use of the name *Wright* for a carrier under construction.

** *Jupiter* was commissioned as a collier on 7 Apr 1913 and decommissioned on 24 Mar 1920 for conversion to an aircraft carrier. She was re-named *Langley* on 21 Apr 1920 and recommissioned as *Langley* (CV 1) on 20 Mar 1922.

*** *Albemarle* was decommissioned on 21 Oct 1960 and stricken from the Naval Vessel Register on 1 Sep 1962 and placed in the custody of the Maritime Administration James River Fleet. However, she was transferred back to the Navy on 7 Aug 1964 for conversion to a floating aeronautical maintenance facility for helicopters. On 27 March 1965 *Albemarle* was renamed *Corpus Christi Bay* and redesignated T-ARVH 1. On 11 Jan 1966 she was transferred to the Military Sealift Command (MSC). She was eventually taken out of service by MSC and stricken.

**** *Patoka* was authorized for conversion to AV on 25 Feb 1924 and operated as such, but was not reclassified an AV until 11 Oct 1939.

NOTE ON DECOMMISSIONING DATES: There were a number of ships that were decommissioned and then recommissioned for further service. Only the final decommissioning date is listed for these ships. Many ships were also placed out of commission during major renovations or yard periods. In some cases the records regarding decommissioning dates were not complete. Consequently, the decommissioning date was left blank if it was unknown.

Small Seaplane Tenders (AVP)

Classes:

<i>Lapwing</i> Class	Converted minesweepers assigned to aviation duty in the 1920s; first given aviation designation 22 Jan 1936; 9 ships, AVP 1 to 9.
<i>Barnegat</i> Class	32 ships, AVP 10 to 13, 21-26, 28-41 and 48-55.
<i>Childs</i> Class	7 ships, AVP 14 to 20.

Hull numbers omitted may be accounted for as follows: 27, 56, and 57 were commissioned as AGPs; 42-47 and 58-67 were cancelled.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
1	<i>Lapwing</i>	12 Jun 1918	AM 1		Transferred to Maritime Commission 19 Aug 1946.
		29 Nov 1945	AVP 1	22 Jan 1936	
2	<i>Heron</i>	30 Oct 1918	AM 10		Transferred to Force Logistics Command 25 Jul 1947.
		12 Feb 1946	AVP 2	22 Jan 1936	
3	<i>Thrush</i>	25 Apr 1919	AM 18	17 Jul 1920	Stricken 8 Jan 1946
		13 Dec 1945	AVP 3	22 Jan 1936	Transferred to Maritime Commission 19 Aug 1946.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
4	<i>Avocet</i>	17 Sep 1918 10 Dec 1945	AM 19 AVP 4	22 Jan 1936	Stricken 3 Jan 1946.
5	<i>Teal</i>	20 Aug 1918 23 Nov 1945	AM 23 AVP 5	30 Apr 1931 22 Jan 1936	Stricken 5 Dec 1945. Transferred to Maritime Commission 19 Jan 1948.
6	<i>Pelican</i>	10 Oct 1918 30 Nov 1945	AM 27 AVP 6	22 Jan 1936	Stricken 19 Dec 1945. Transferred to Maritime Commission 22 Nov 1946.
7	<i>Swan</i>	31 Jan 1919 13 Dec 1945	AM 34 AVP 7	30 Apr 1931 22 Jan 1936	Stricken 8 Jan 1946. Transferred to Maritime Commission 12 Oct 1946.
8	<i>Gannet</i>	10 Jul 1919	AM 41 AVP 8	22 Jan 1936	Lost to enemy action 7 Jun 1942.
9	<i>Sandpiper</i>	9 Oct 1919 10 Dec 1945	AM 51 AVP 9	Jul 1920 22 Jan 1936	Stricken 17 Apr 1946. Transferred to Maritime Commission 12 Oct 1946.
10	<i>Barnegat</i>	3 Jul 1941 17 May 1946			Stricken 23 May 1958.
11	<i>Biscayne</i>	3 Jul 1941 29 Jun 1946	AGC 18	10 Oct 1944	Transferred to USCG 19 Jul 1946; returned to USN as target, 9 Jul 1968.
12	<i>Casco</i>	27 Dec 1941 10 Apr 1947			Transferred to USCG 19 Apr 1949.
13	<i>Mackinac</i>	24 Jan 1942 Jan 1947			Transferred to USCG 19 Apr 1949; returned 15 Apr 1968, expended as target.
14	<i>Childs</i>	22 Oct 1920 10 Dec 1945	DD 241 AVP 14 AVD 1	1 Jul 1938 1 Oct 1940	Stricken 8 Jan 1946.
15	<i>Williamson</i>	29 Oct 1920 8 Nov 1945	DD 244 AVP 15 AVD 2 DD 244	1 Jul 1938 2 Aug 1940 1 Dec 1943	Stricken 19 Dec 1945.
16	<i>George E. Badger</i>	28 Jul 1920 3 Oct 1945	DD 196 AVP 16 AVD 3 APD 33 DD 196	1 Oct 1939 2 Aug 1940 19 May 1944 20 Jul 1945	Transferred to Treasury Dept. in 1930 and returned 1934. Stricken 25 Oct 1945.
17	<i>Clemson</i>	29 Dec 1919 12 Oct 1945	DD 186 AVP 17 AVD 4 DD 186 APD 31 DD 186	15 Nov 1939 6 Aug 1940 1 Dec 1943 7 Mar 1944 17 Jul 1945	Stricken 24 Oct 1945.
18	<i>Goldsborough</i>	26 Jan 1920 11 Oct 1945	DD 188 AVP 18 AVD 3 DD 188 APD 32 DD 188	15 Nov 1939 2 Aug 1940 1 Dec 1943 7 Mar 1944 10 Jul 1945	Stricken 24 Oct 1945.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
19	<i>Hulbert</i>	27 Oct 1920 2 Nov 1945	DD 342 AVP 6 DD 342	2 Aug 1940 1 Dec 1943	Stricken 28 Nov 1945.
20	<i>William B. Preston</i>	23 Aug 1920 6 Dec 1945	DD 344 AVP 20 AVD 7	18 Nov 1939 2 Aug 1940	Stricken 3 Jan 1946.
21	<i>Humboldt</i>	7 Oct 1941 19 Mar 1947	AG 121 AVP 21	30 Jul 1945 10 Sep 1945	Transferred to USCG 24 Jan 1949.
22	<i>Matagorda</i>	16 Dec 1941 20 Feb 1946	AG 122 AVP 22	30 Jul 1945 10 Sep 1945	Transferred to USCG 7 Mar 1949; returned to USN in 1968 used as target in 1969.
23	<i>Absecon</i>	28 Jan 1943 19 Mar 1947			Transferred to USCG 5 Jan 1949 and then to South Vietnamese Navy on 15 Jul 1972.
24	<i>Chincoteague</i>	12 Apr 1943 12 Dec 1946			Transferred to USCG 7 Mar 1949.
25	<i>Coos Bay</i>	15 May 1943 30 Apr 1946			Transferred to USCG 5 Jan 1949; returned 16 Aug 1967 expended as target.
26	<i>Half Moon</i>	15 Jun 1943 4 Sep 1946			Transferred to USCG 14 Sep 1948.
28	<i>Oyster Bay</i>	17 Nov 1943 26 Mar 1946	AVP 28 AGP 6 AVP 28	1 May 1943 16 Mar 1949	The ship never operated as an AVP for the U.S. Navy. Transferred to Italy 23 Oct 1957.
29	<i>Rockaway</i>	6 Jan 1943 21 Mar 1946	AG 123 AVP 29	30 Jul 1945 26 Oct 1945	Transferred to USCG 24 Dec 1948. Stricken Sep 1966.
30	<i>San Pablo</i>	15 Mar 1943 29 May 1969	AGS 30	25 Aug 1949	Decommissioned as AVP 30 on 13 Jan 1947. Stricken 1 Jun 1969.
31	<i>Unimak</i>	31 Dec 1943 26 Jul 1946			Transferred to USCG 14 Sep 1948.
32	<i>Yakutat</i>	31 Mar 1944 29 Jul 1946			Transferred to USCG 31 Aug 1948, returned to USN 1970. Transferred to Navy of South Vietnam on 10 Jan 1971 until its fall in 1975, then transferred to Philippine government on 5 Apr 1976.
33	<i>Barataria</i>	13 Aug 1944 24 Jul 1946			Transferred to USCG 17 Sep 1948.
34	<i>Bering Strait</i>	19 Jul 1944 21 Jun 1946			Transferred to USCG 14 Sep 1948.
35	<i>Castle Rock</i>	8 Oct 1944 6 Aug 1946			Transferred to USCG 16 Sep 1948.
36	<i>Cook Inlet</i>	5 Nov 1944 31 Mar 1946			Transferred to USCG 20 Sep 1948. Transferred to South Vietnam as HQ-05, 21 Dec 1971.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
37	<i>Corson</i>	3 Dec 1944 9 Mar 1956			Stricken 1 Apr 1966.
38	<i>Duxbury Bay</i>	31 Dec 1944 29 Apr 1966			Stricken 1 May 1966.
39	<i>Gardiners Bay</i>	11 Feb 1945 1 Feb 1958			Transferred to Norway under Military Assistance Program. Stricken 1 Jul 1966. Stricken 1 Mar 1960.
40	<i>Floyds Bay</i>	25 Mar 1945 26 Feb 1960			Stricken 1 Jul 1966.
41	<i>Greenwich Bay</i>	20 May 1945			Stricken 1 Jun 1960.
48	<i>Onslow</i>	22 Dec 1943 22 Apr 1960			Transferred to Ethiopia 31 Jan 1962.
49	<i>Orca</i>	23 Jan 1944 Mar 1960			Decommissioned as AVP 50 on 30 Jun 1947. Stricken 15 Apr 1970.
50	<i>Rehoboth</i>	23 Feb 1944 15 Apr 1970	AGS 50	2 Sep 1948	Transferred to MSTs 11 Jul 1958, renamed <i>Josiah Willard Gibbs</i> on 15 Dec 1958. Transferred to Greece 15 Dec 1971.
51	<i>San Carlos</i>	21 Mar 1944 30 Jun 1947	AGOR 1	15 Dec 1958	Stricken 1 May 1960.
52	<i>Shelikof</i>	17 Sep 1944 30 Jun 1947			Stricken 1 Apr 1966.
53	<i>Suisun</i>	13 Sep 1944 5 Aug 1955			Stricken 1 May 1960.
54	<i>Timbalier</i>	24 May 1946 15 Nov 1954			Stricken 15 Jan 1973.
55	<i>Valcour</i>	5 Jul 1946 15 Jan 1973	AGF 1	15 Dec 1965	

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Destroyer Seaplane Tenders (AVD)

Class: *Clemson* Class DD 14 ships, ex flush deck 1190 ton DDs converted for seaplane tending duties from 1938 to 1940.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
1	<i>Childs</i>	22 Oct 1920 10 Dec 1945	DD 241 AVP 14 AVD 1	1 Jul 1938 1 Oct 1940	Stricken 8 Jan 1946.
2	<i>Williamson</i>	29 Oct 1920 8 Nov 1945	DD 244 AVP 15 AVD 2 DD 244	1 Jul 1938 2 Aug 1940 1 Dec 1943	Stricken 19 Dec 1945.

<i>Hull Number</i>	<i>Name</i>	<i>Date of Commission and Decommission</i>	<i>New Designation or Change of Designation</i>	<i>Date of Designation Change</i>	<i>Disposition & Status</i>
3	<i>George E. Badger</i>	28 Jul 1920 3 Oct 1945	DD 196 AVP 16 AVD 3 APD 33 DD 196	1 Oct 1939 2 Aug 1940 19 May 1944 20 Jul 1945	Transferred to Treasury Dept. in 1930 and returned 1934. Stricken 25 Oct 1945.
4	<i>Clemson</i>	29 Dec 1919 12 Oct 1945	DD 186 AVP 17 AVD 4 DD 186 APD 31 DD 186	15 Nov 1939 6 Aug 1940 1 Dec 1943 7 Mar 1944 17 Jul 1945	Stricken 24 Oct 1945.
5	<i>Goldsborough</i>	26 Jan 1920 11 Oct 1945	DD 188 AVP 18 AVD 3 DD 188 APD 32 DD 188	15 Nov 1939 2 Aug 1940 1 Dec 1943 7 Mar 1944 10 Jul 1945	Stricken 24 Oct 1945.
6	<i>Hulbert</i>	27 Oct 1920 2 Nov 1945	DD 342 AVP 6 DD 342	2 Aug 1940 1 Dec 1943	Stricken 28 Nov 1945.
7	<i>William B. Preston</i>	23 Aug 1920 6 Dec 1945	DD 344 AVP 20 AVD 7	18 Nov 1939 2 Aug 1940	Stricken 3 Jan 1946.
8	<i>Belknap</i>	28 Apr 1919 4 Aug 1945	DD 251 AVD 8 DD 251 APD 38	2 Aug 1940 14 Nov 1943 22 Jun 1944	Sold for scrap 30 Nov 1945.
9	<i>Osmond Ingram</i>	28 Jun 1919 8 Jan 1946	DD 255 AVD 9 DD 255 APD 35	2 Aug 1940 4 Nov 1943 22 Jun 1944	Stricken 21 Jan 1946.
10	<i>Ballard</i>	5 Jun 1919 5 Dec 1945	DD 267 AVD 10	2 Aug 1940	Stricken 3 Jan 1946.
11	<i>Thornton</i>	15 Jul 1919 2 May 1945	DD 270 AVD 11	2 Aug 1940	Stricken 13 Aug 1945.
12	<i>Gillis</i>	3 Sep 1919 15 Oct 1945	DD 260 AVD 12	2 Aug 1940	Stricken 1 Nov 1945.
13	<i>Greene</i>	9 May 1919 23 Nov 1945	DD 266 AVD 13 APD 36	6 Apr 1941 1 Feb 1944	Stricken 5 Dec 1945.
14	<i>McFarland</i>	30 Sep 1920 8 Nov 1945	DD 237 AVD 14 DD 237	2 Aug 1940 1 Dec 1943	Stricken 19 Dec 1945.

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Patrol Squadron Shore Establishments

THIS IS NOT AN INCLUSIVE LIST of all naval aviation shore establishments. The list was compiled to provide background information on shore establishments used by patrol squadrons. Naval shore establishments that are not normally used by patrol squadrons are not included in this list.

Shore Establishments in the United States

NAF/NAS/NS Adak, Alaska—NAF Adak was established on 21 November 1942 and redesignated NAS on 1 April 1943, with an auxiliary airfield on Kiska, Aleutians, after the island had been retaken from the Japanese on 11 September 1943. The airstrip was named Mitchell Field on 2 February 1944 in honor of Ensign Albert E. Mitchell, who lost his life in the Aleutians earlier in the war. One of several islands in the Aleutian chain that extends across the Bering Sea, Adak's suitable deep-water bay was the primary reason for its development as a major base during WWII. An advance seaplane base was established there by the tender *Teal* (AVP 5), which put North Pacific forces within 250 miles of occupied Kiska and in a position to maintain a close watch over enemy shipping lanes to that island and to Attu. The tender *Casco* (AVP 12) was damaged at Nazan Bay by a torpedo from *RO-61* and was beached while repairs were completed. The air station was placed in inactive status on 15 February 1947. NAS Adak was redesignated an NAF on 16 June 1948 and then redesignated an NS on 1 July 1950. NS Adak was redesignated NAF on 1 July 1994 and finally disestablished on 18 February 1998.

NAS Alameda, California—The Naval air station at Alameda was located on the east side of the San Francisco Bay, south of Oakland. The site, already developed as a Pan American and community airport, was turned over to the Navy in 1938 for one dollar. Although still unfinished, the station was established on 1 November 1940. Work on the airfield facilities was still not complete at the outbreak of WWII, but

the base was made operational in December 1941 to house personnel from NAS Moffett Field, which was not put into operation until 16 April 1942. In the spring of 1942 three auxiliary fields were built to support NAS Alameda: NAAF Cotati, NAAF Concord and NAAF Hollister. Later, fields were built at Crows Land, Santa Rosa, Vernalis and South San Francisco. VP-44 was the first patrol squadron to use NAS Alameda, coming aboard on 7 December 1941. PatWing-8 headquarters moved to Alameda that same month. The primary mission of the base during the war was maintenance of fleet air units. The role of the base as a major repair facility was emphasized in 1967 when it became one of six Naval Air Rework Facilities in the U.S. The airfield was named Nimitz Field on 26 January 1967, in honor of Fleet Admiral Chester W. Nimitz, Commander-in-Chief, Pacific during WWII and later CNO. NAS Alameda was disestablished on 30 September 1997.

NAF Amchitka, Alaska—The island of Amchitka was occupied by U.S. forces in January 1943. On 24 February 1943 NAF Amchitka was established to support the requirements for one Navy patrol squadron at the U.S. Army field on that site. Amchitka served as the headquarters for FAW-4 and detachments of VP-61 during the invasion of Attu in May 1943. After the occupation of Attu, the role of Amchitka was downgraded to that of aerology reporting. The facility was disestablished on 11 January 1946. During the 1960s, Amchitka was used as a testing site for nuclear devices. Several West Coast patrol squadrons participated in these tests, flying patrols over the testing area to monitor Soviet naval vessels and to gather airborne particulate samples after the detonations.

NAS/NS Anacostia, District of Columbia—Anacostia was established as a naval air station on 18 December 1918 on a portion of the Army field. It was one of the air bases recommended under the Helms Board plan to be used by naval aviation as an experimental station. During the period between the wars NAS Anacostia served as home to the Navy Pigeon Training School, the first Aerology School for weather

forecasting and as a flight test and evaluation center. A naval reserve air base was established to coexist on the site. On 26 September 1935, the Army turned over the entire establishment of the adjacent Bolling Field to the Navy, creating more runway space for land-based naval aircraft. During WWII the Navy's testing and evaluation center was moved from NAS Anacostia to NAS Patuxent River, Md. On 1 July 1946 a Naval Air Reserve Training Unit was activated at Anacostia. VP-900 was the first reserve patrol squadron (PV-2 Harpoons and PBY-5A/6A Catalinas) to make Anacostia its home port. The reserve components on the base were relocated to NAF Andrews, Md. NAS Anacostia was officially disestablished as an active air station on 1 January 1962. NS Anacostia currently serves as the home for a detachment from HMX-1 that provides helicopter transportation for the president.

NAF Andrews, Andrews AFB, Maryland—(See NAF Washington)

NAF Annapolis, Maryland—Annapolis became the earliest site for Naval Aviation when Captain Washington I. Chambers was detailed on 6 July 1911 to the Naval Academy for the purpose of establishing a flying camp. The site he chose was at Greenbury Point, across the Severn River from the Academy. Flying operations began in September and ended in December with the onset of poor flying weather. The pilots assigned to the U.S. Naval Aviation Camp at Greenbury Point were then transferred to San Diego, Calif., to establish another camp at the Glenn Curtiss facility on North Island. Flying operations resumed at Greenbury Point in the spring of 1912. In the spring of 1913, the facility had its first fatality when Ensign W. G. Billingsley was thrown from his aircraft, a B-2 Wright hydroaeroplane. The accident led to the development of the seatbelt, which became mandatory for all naval aircraft. Operations ceased at Greenbury Point on 4 January 1914 when all naval personnel were relocated to NS Pensacola, Fla., to establish a new flying school for the Navy. A naval air activity was reestablished at Annapolis in 1926 as a seaplane base to provide aviation training to Naval Academy cadets. The activity was greatly expanded during WWII and on 20 March 1950 was redesignated a naval air facility. Seaplane training was then relocated to NAS Norfolk, Va. On 1 January 1962, the NAF was disestablished and its assets were relocated to Andrews Air Force Base, Md., as part of NAF Andrews, which had been officially established on 1 January 1962.

NAAF/NAF Annette Island, Aleutian Islands, Alaska—One of three auxiliary airfields supporting NAS Sitka, Alaska, Annette Island was established on 1 March 1943 as an auxiliary airfield and redesignated NAF on 17 March 1943. NAF Annette Island was disestablished on 16 December 1944.

NAAS/NAS Astoria, Oregon—Established on 15 December 1940 as NAAS Tongue Point, this facility was capable of supporting up to 36 patrol seaplanes. The auxiliary field at Clatsop County Airport supported Navy landplanes, including PV-1 Venturas. On 31 May 1944, Tongue Point, Clatsop Airport and Moon Island Airport were redesignated NAS Astoria. The facility was disestablished on 1 August 1946.

NAF/NAAF Atka, Aleutians, Alaska—Atka is the largest of the Andreanof Islands and was established as a naval air facility in November 1942. It was redesignated a naval auxiliary air field in February 1943, serving as a refueling site for patrol planes during the campaign in the Aleutians. The occupation of Kiska soon made the base superfluous, and it was disestablished on 1 September 1945.

NRAB/NAS Atlanta, Marietta, Georgia—Established as a Naval Reserve Air Base in March 1941, on the site of an Army base (Camp Gordon) unused since WWI. The facility, located near Marietta, was redesignated NAS on 1 January 1943. It became a reserve naval air station in 1946, with nine reserve squadrons operating from there and two at satellite fields at Birmingham, Ala., and Charleston, S.C. Reserve patrol squadron VP-901 with PBY-5A Catalinas, was established at NAS Atlanta in May 1946. NAS Atlanta was relocated to newly built facilities adjacent to Dobbins AFB, Marietta, Georgia, in April 1959.

NAS Atlantic City, New Jersey—The naval air station at Atlantic City was established at the municipal airport in July 1942 and served as a patrol base for 24 land planes protecting the convoy approaches to the East Coast. Several patrol squadrons rotated through this facility during the war. Construction of a permanent facility at nearby Egg Harbor was begun in October 1942. The new facility was established on 24 April 1943, and the old municipal airport, now named Bader Field, was turned over to the Army Air Corps. The principal wartime role of the air station was training fighter squadrons for the fleet. After the war activity decreased only slightly. By 1950 the facility was designated an all-weather station. The first Navy Air Reserve squadrons reported aboard on 6 July 1950. Over the next eight years, several reserve patrol squadrons flew to NAS Atlantic City to perform ACDU-TRA training flights. The air station was disestablished on 1 July 1958 due to increasing civilian air traffic and suburban buildup around the base.

NAF/NAS Attu, Alaska—Attu, the largest of the Near Islands chain in the Aleutians, was occupied by the Japanese on 7 June 1942. On 28 May 1943, General Yamaziki was invited to surrender via an air drop from a VP-43 Catalina. He refused and the U.S. Army recaptured Attu on the 29th. NAF Attu was es-

tablished on 8 June 1943 with an auxiliary airfield on the island of Shemya. When Attu was taken back from the Japanese it provided better facilities for seaplane operations. VP-45 was the first seaplane squadron to receive support from NAF Attu via the service provided offshore by the tender *Casco* (AVP 12). During WWII operations from Attu included night bombing and reconnaissance missions to the northern Kuriles, the northernmost of the Japanese home islands. The airfield was redesignated a naval air station on 17 September 1943. It was disestablished on 1 January 1949.

NAS Banana River, Florida—This facility was established as a secondary seaplane base for NAS Jacksonville, Fla., on 1 October 1940. The base served as a PBM Mariner training and ASW patrol site during WWII and was inactivated on 1 August 1947 and disestablished on 1 October 1947. On 1 July 1951, the site was turned over to the U.S. Air Force for use as the USAF Eastern Space and Missile Center.

NAAF/NAAS Bar Harbor, Maine—(see NAS Brunswick, Maine) This base was originally established on 1 September 1943 as an NAAF secondary field to NAS Brunswick, Maine. It was redesignated an NAAS on 22 August 1945 and was disestablished on 15 November 1945.

NAS Barbers Point, Oahu, Hawaii—Barbers Point was first surveyed by the Navy in July 1940 and established as a naval air station on 15 April 1942. NAS Barbers Point was utilized for advanced combat training for fighter and bomber crews prior to assignment to forward areas. The base was home to CASU-2, which overhauled engines and aircraft for the fleet. By the end of WWII the facility had grown to a force of over 4,000 officers and men. Postwar budget cuts reduced the on-board complement to 378 officers and men, and the future of the base seemed uncertain. In 1949 the naval air activities in Hawaii were consolidated at Barbers Point. The first half of 1950 saw the arrival of the first patrol squadron, VP-6, from NAS Whidbey Island, Wash. During the Korean conflict, NAS Barbers Point once again assumed a wartime role training aircrews for combat. It also served as a base for supplying UN forces with cargo and replacement personnel. The post-Korean War period saw a continued increase in the scope of activities and construction of facilities at NAS Barbers Point. When Commander Fleet Air Hawaii moved its headquarters to Barbers Point in 1959, Fleet Air Wing 2 came aboard as well. This provided the air station with a new role of supporting operational and training missions in the VP community. In June 1973, Commander Fleet Air Hawaii was disestablished and the air station began reporting to Commander Naval Air Pacific. The airstrip was named John Rodgers Field on 10 September 1974,

in honor of Commander John Rodgers for his exploits in early Naval Aviation. NAS Barbers Point was disestablished on 1 July 1999.

NAAS Barin Field, Florida—One of six auxiliary air stations serving NAS Pensacola, NAAS Barin Field was established for intermediate training on 5 December 1942 and disestablished on 15 March 1947. The facility was reestablished as NAAS Barin Field on 15 January 1952 for basic and advanced training. It was placed in an inactive status on 31 October 1958 and is currently used as an OLF for Whiting Field.

NAS/MCAAS/MCAS Beaufort, North Carolina—The last of 23 naval air stations begun during the naval construction program of 1942. Facilities included barracks for 2,800 men, four nose hangars, one full hangar, storehouses and fuel storage for 350,000 gallons of aviation gas, and four 6,000-foot asphalt runways. Established as a NAS on 15 June 1943, redesignated MCAAS on 26 June 1956 and then redesignated MCAS on 1 March 1960.

NAS/NARF Birmingham, Alabama—(see NAS Atlanta, Ga.) This airfield was built as an adjunct to the civilian airport at Birmingham, Ala., and was established as a naval air station on 15 September 1948 and served as a secondary reserve training base for NAS Atlanta. It was redesignated a naval air rework facility on 25 June 1956. The NARF was in turn disestablished on 1 October 1957 when the facilities were sold to a civilian firm that continued running the air rework facility under government contract.

NAAF/NAAS/NAS Boca Chica, Florida—Boca Chica was established as an NAAF on 1 April 1943. It was redesignated an NAAS on 23 October 1943 and became an NAS on 8 February 1945. During the war the base was used by patrol squadrons for advanced training in ASW off the coast of Florida. With the end of WWII, vast cutbacks in military spending ensued and many bases, including Boca Chica, were closed. NAS Boca Chica was officially disestablished on 31 March 1945.

NAAS Bronson Field, Florida—One of six auxiliary air stations serving NAS Pensacola, Fla., NAAS Bronson Field was established for training on 18 November 1942 and disestablished on 15 March 1947. After disestablishment it became an OLF for NAS Pensacola.

NAAS Brown Field, Otay Mesa, California—Brown Field was established as a naval auxiliary air station on 17 March 1943 for NAS Camp Kearney (later renamed NAS Miramar). It was named in honor of Commander Melvin S. Brown, who was killed in a plane crash in 1936. Commander Brown participated in the first trans-Atlantic flight of the NC flying boats in

1919. During WWII the field was used to train air units and patrol squadrons preparing for duty in the Pacific. On 1 June 1946 the field was put in a caretaker status. With the increase in Naval Aviation activity brought about by the Korean War, Brown Field was restored to life once again as an ALF for NAS San Diego, Calif., on 1 November 1951. The ALF was redesignated NAAS Brown Field on 1 July 1954. On 2 November 1954, the Convair XFY-1 Pogo made its first historic vertical takeoff and landing at NAAS Brown Field. During this period the field was home to one utility squadron, a Regulus air missile detachment, two antisubmarine squadrons and one fleet aircraft service squadron detachment. On 1 July 1961, the field reverted to an ALF, with minimal staff on board. On 1 September 1962 the field was disestablished and custody given to the City of San Diego.

NAS Brunswick, Georgia—This base was one of the sites recommended under the Helms Board plan to be used by Naval Aviation as a patrol air station. By 13 November 1918 the construction was complete and personnel assigned, but with no assigned seaplanes. By 20 May 1919 the base was listed as being in a non-operating status. It was officially disestablished 12 October 1920. (see NAS Glynco, Georgia for WWII period)

NAS/NAF Brunswick, Maine—This base was established as a naval air station on 15 April 1943 to train Royal Canadian Air Force pilots and was disestablished on 15 December 1946. Five auxiliary landing fields in Maine had been attached to NAS Brunswick: Bar Harbor, Lewiston, Sanford, Rockland and Casco Bay. Brunswick was reactivated as an NAF on 15 March 1951 to serve as the home for Fleet Air Wing 3. Records indicate it was scheduled for redesignation to an NAS on 15 September 1951. Brunswick has remained an active naval air station since 1951.

NAAS Camp Kearny, California—During WWI the U.S. government purchased the Kearny Ranch located 13 miles north of San Diego, Calif. The Army established Camp Kearny as a military training base for lighter-than-air craft and also as an aircraft target bombing range. With the outbreak of WWII, the southern portion of the base was given to the Navy for use as an auxiliary airfield for NAS San Diego, Calif. Officially established as an NAAS on 20 February 1943, this facility served as a major training and staging area for patrol squadrons preparing for the transpac to WestPac and the South Pacific combat zone. The Army relinquished its control of the northern portion of Camp Kearny, and both sections of the base were consolidated on 1 May 1946 and redesignated Marine Corps Air Station Miramar. It reverted to Navy control on 30 June 1947 and was redesignated NAAF. On 1 April 1952 the facility was redesignated

NAS Miramar. On 14 June 1955, the airfield was named Mitscher Field in honor of Admiral Marc A. Mitscher, Naval Aviator No. 33, leader of fast carrier task forces in WWII and Deputy CNO (Air). The air station reverted for a second time to Marine Corps control and was redesignated MCAS Miramar on 1 October 1997.

NAS Cape May, New Jersey—This facility was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol air station. It was established as an NAS on 6 October 1917, but not turned over to the Navy until 4 December 1917. During WWI 12 seaplanes and 1 dirigible were assigned to the station. The Cape May station remained Navy property after the war until 1926 when the seaplane hangar and several of the buildings were transferred to the Coast Guard. On 16 September 1940 the base was reestablished as a naval air station to support two carrier squadrons. The old WWI dirigible hangar was torn down and an eight-spoke airfield with taxiways was built. On 1 May 1946 the airfield was reduced to caretaker status. The facility was disestablished on 1 June 1946 and turned over for the second time to the Coast Guard, which has continued to use it through the 1990s.

NAAF/NAAS Casco Bay, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF secondary seaplane base for NAS Brunswick on 14 May 1943. It was designated an NAAS on 22 August 1945, put in caretaker status on 15 May 1946, and officially disestablished on 15 December 1946.

NAAS/NAS Cecil Field, Florida—(see NAS Jacksonville, Fla.) Cecil Field was established as an NAAS for NAS Jacksonville on 20 February 1943. It was named for Commander Henry B. Cecil, Naval Aviator No. 42, lost in the crash of the dirigible *Akron* (ZRS-4) on 4 April 1933. NAAS Cecil Field was disestablished on 1 March 1948 and reactivated on 1 November 1948. It was redesignated an NAS on 30 June 1952. Due to budget cutbacks and base closures, NAS Cecil Field was closed in 1999.

NAS Charleston, South Carolina—(see NAS Atlanta, Ga.) This was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a kite balloon station. It was under construction during WWI but not completed before the war came to an end. During WWII the base was established as an NAS secondary to NAS Atlanta, Ga., on 15 June 1942. It was disestablished on 1 August 1946.

NAS Chatham, Chatham Port, Massachusetts—This was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a

patrol station. The contract for construction of the base was let on 8 September 1917, but NAS Chatham was not completed until late March 1918. Twelve seaplanes and one dirigible conducted patrols over the sea lanes from this base. By 20 May 1919, the base was listed as being in a nonoperational status.

NRAB/NAS Chicago, Illinois—(see NAS Glenview, Ill.)

NAAS/NAS Chincoteague, Virginia—NAAS Chincoteague was established on 5 March 1942 at Chincoteague Island, Va., to serve as an outlying field for the housing, maintenance and training of carrier fighter squadrons assigned to NAS Hampton Roads, Va. By 1944 the facility was used to provide operational training to PB4Y-2 Privateer crews. It was redesignated an NAS on 1 January 1950 and used as a naval aviation ordnance test station. On 1 July 1951 the base was redesignated an NAAS and on 1 January 1955 redesignated an NAS. VP-8 was based there from April 1958 until the station was closed in 1959. The facility was disestablished on 30 June 1959 and transferred to NASA to supplement their operations at nearby Wallops Island.

NAS Clinton, Oklahoma—This facility was established under the Special Task Air Group training command as an NAS on 1 June 1943. The flat, open spaces surrounding the base made secrecy of special test projects easier to maintain. VBs 152 and 153 were established in August 1943 and April 1944, respectively, and located at NAS Clinton, to test the target seeking glide bomb known as Pelican. The Pelican was equipped with a beam-rider radar homing device developed by the Bureau of Ordnance Special Design Section in April 1942. After a number of tests in early 1944, with only limited success, the project was cancelled in late July 1944. Numerous other special projects were also tested there during the war. With the end of hostilities the base was placed in caretaker status by December 1945 and formally disestablished on 1 June 1946.

NAAF Cold Bay, Alaska—(see NAS Kodiak, Alaska) This small facility, located on Shumagin Island, served as a refueling stop and temporary base for seaplanes operating as detachments from Dutch Harbor. The bay on Shumagin Island had been in use by the Navy as an anchorage since 1929. After the Japanese invaded the Aleutians in June 1942, the Cold Bay site was established as a naval section base in July 1942. It was redesignated an NAAF on 5 September 1942, and was disestablished on 7 November 1944, after the withdrawal of Japanese forces from the Aleutians.

NAAS Corry Field, Florida—One of six auxiliary air stations serving NAS Pensacola, Fla., Corry Field was established as an NAAS on 15 January 1943 for use in

primary training and disestablished on 20 March 1946. The station was reestablished as an NAAS for basic training on 11 August 1948 and disestablished on 30 June 1958.

NAAS/NAAF Crows Landing, California—This site was established on 25 May 1943 to serve as an auxiliary airfield for PB4Y-1 and 2 squadrons operating out of NAS Alameda, Calif. It was also used by bomber crews as a glide bombing and air-to-ground gunnery range. The station was inactivated on 1 July 1946, but continued to serve as an auxiliary and emergency landing field for NAS Moffett Field, Calif., until closure of that facility in 1994.

NAS Deland, Florida—NAS Deland was established as a primary training base on 17 November 1942. It also served as an advanced training site for patrol bombers conducting operational ASW patrols off the coast of Florida. The facility reverted to caretaker status on 15 April 1946 and was disestablished on 15 June 1946.

NAF Detroit, Michigan—NAF Detroit was established on 8 November 1969 following the closure of NAS Grosse Ile, Mich. The latter facility was too small for the reserve's transition to jet aircraft and larger patrol planes. The new base became a tenant command at Selfridge Air National Guard Base, Mount Clemens, Mich. The relocation of reserve patrol squadrons to NAF Detroit, Selfridge Field, marked a return of naval reserve aviation, originally based there from 1927 to 1929. NAF Detroit became home to the VP-93 Executioners on 1 July 1976. Facilities were shared with Army, Air Force, Coast Guard and Marine Corps reserve units. Patrol squadron operations ceased at NAF Detroit with the disestablishment of VP-93 on 30 September 1994.

NAS/NAF Dutch Harbor, Aleutians—Situated on Unalaska, an island in the Aleutians purchased from Russia in 1867, Dutch Harbor was the second location in the Aleutians the U.S. had once started to fortify. The first fortifications began on Kiska in 1916 but was abandoned shortly thereafter and never completed due to the Washington Conference of 1921–1922, in which the U.S. agreed not to fortify the Aleutians. Construction of air facilities at Dutch Harbor was commenced in 1940, not as a bastion against Japanese aggression, but against potential Russian incursions. The base was established as an NAS on 24 June 1941. On 4 June 1942, the Japanese forces made their move on the island chain, landing first on Kiska, 700 miles from NAS Dutch Harbor. Attu, at the tail end of the Aleutian chain, was also occupied at that time. Dutch Harbor served briefly as FAW-4 headquarters from July to August 1942. On 1 July 1944, the air station was redesignated an NAF, and serviced nearly all of the patrol

squadrons operating in the theater until the conclusion of WWII. The facility was officially disestablished on 1 November 1947.

NAS/MCAS Eagle Mountain Lake, Texas—The Marine Corps established an air station at Eagle Mountain Lake on 13 July 1942 as a training facility for Marine Corps aviators. On 1 July 1943, the Navy redesignated the facility an NAS under the Training Task Force Command. The station was used as a training facility and to provide support for seaplane squadrons conducting transcontinental flights. Nearby NAAF Rhome Field, Rhome, Texas, served as the auxiliary airfield for NAS Eagle Mountain Lake. The bases supported one combat wing and station personnel, totaling 141 officers, 1,003 enlisted personnel and 75 aircraft. The air station was a convenient halfway stopping point for Navy seaplanes, affording refueling and maintenance facilities for transiting aircraft. On 31 March 1944, the station was returned to the Marine Corps along with Rhome Field, and redesignated an MCAS. The station supported 54 fighter and dive bombing aircraft and Rhome Field supported an additional 18 aircraft. On 1 April 1946 MCAS Eagle Mountain Lake was reduced to caretaker status and disestablished on 15 December 1946.

NAS/MCAS/NAAS Edenton, North Carolina—SecNav established NAS Edenton on 13 July 1942 as a training facility under the Commandant, Naval Air Operational Training Command. It was transferred to the Marine Corps on 9 July 1943 and redesignated MCAS Edenton. The base served as a glider training center and later as a two-engine landplane training site with 36 PV-1 Venturas and 18 SNB-1 Kansans. On 1 March 1945 the station was returned to the Navy and redesignated NAS Edenton. With the end of WWII and subsequent base closures, the station was inactivated on 1 August 1946. It was reactivated as an ALF for MCAS Cherry Point, N.C., on 14 January 1952. On 2 August 1955 it returned to Navy control as an NAAS, remaining under the military command of MCAS Cherry Point. The facility was officially disestablished on 31 December 1958. On 9 January 1959, the field was redesignated an OLF for MCAS Cherry Point.

NAS Elizabeth City, North Carolina—Originally constructed as a Coast Guard air station at a site selected in 1938 on the banks of Davis Bay off the Pasquotank River, the station was taken over by the Navy and established as an NAS on 6 March 1943. The north end of the station was enlarged by the addition of over 100 buildings needed for crew training on the PV-1 Ventura, PBY Catalina, PBM Mariner and Free French SBD dive-bomber squadrons. The facility served as the central base for the Eastern Sea Frontier Command. It operated the largest search and rescue

unit on the East Coast with 55 aircraft available for duty in a special rescue squadron. The station returned to Coast Guard control on 15 March 1946 and was officially disestablished as an NAS on 15 June 1946.

NAAS/NAS Ellyson Field, Florida—Ellyson Field was one of six auxiliary air stations serving NAS Pensacola, Fla. It was established on 1 October 1941 as an ALF and operated as such until 20 January 1943 when it was redesignated an NAAS and used for primary training. The station went into caretaker status on 15 January 1946 and was inactivated on 15 March 1947. It was reactivated as an ALF on 3 December 1950 to serve as a helicopter training facility. ALF Ellyson Field was redesignated an NAAS on 1 November 1967 and then became an NAS on 31 July 1968. NAS Ellyson Field was disestablished on 31 December 1973.

NAAF Fleming Field, Minnesota—(see NAS Minneapolis, Minn.) Fleming Field was established as an NAAF for NAS Minneapolis on 20 July 1943. The NAAF was named in honor of Captain Richard E. Fleming, USMC, killed while leading an attack on an enemy cruiser in the Battle of Midway. Disestablishment date is uncertain, but it is believed to be in the 1946 time frame.

NRAB Floyd Bennett Field, New York—When the decision was made in 1928 to develop a municipal airport for New York City, Barren Island, located in Jamaica Bay on the southern tip of Brooklyn, was selected for the site. The new field was named for its native son Warrant Officer Floyd Bennett, Medal of Honor recipient and companion of Lieutenant Commander Richard E. Byrd (later Admiral) during his flight over the North Pole in 1926. The field was dedicated by the city on 23 May 1931, with facilities for both landplanes and seaplanes. From 1931 to 1941 the field served as the takeoff point for many record-breaking flight attempts, including flights by Wiley Post, Howard Hughes, Amelia Earhart, Roscoe Turner, Laura Ingalls, Jimmy Doolittle, Jacqueline Cochran and Douglas "Wrongway" Corrigan. A portion of the new facility was established as an NRAB on 11 June 1931. On 23 April 1938 Floyd Bennett Field also became the site of a Coast Guard air station. It was redesignated NAS New York on 2 June 1941, retaining the original name Floyd Bennett Field for the name of the runway. (See NAS New York)

NAS Ford Island, Pearl Harbor, Hawaii—The Sixth Aero Squadron, U.S. Army, became the first tenant of a new airfield on a cane-covered island ten miles west of Barbers Point, Hawaii, in late 1917. The Navy's Pacific Air Detachment, with its four seaplanes, did not arrive at Pearl Harbor until early 1920 and moved to

Ford Island a year later. The Army continued to occupy the west end of the field, while the Navy utilized and expanded the east side of the island. Commander John Rodgers, Naval Aviator No. 2, officially established the new naval base as NAS Pearl Harbor on 17 January 1923. In the years that followed, Ford Island played a significant role in civil aviation as well as in naval aviation. On 20 March 1936, Amelia Earhart Putnam crashed at NAS Pearl Harbor on the beginning of the second leg of her attempted around-the-world flight. Between 1936 and 1940, the facility provided services for the Pan American Airways Clipper aircraft that were beginning to pioneer a Pacific air route to Manila, Philippines, and the Far East. On 26 September 1935, an agreement was reached with the Army whereby the Navy took over Luke Field on Ford Island and the Army moved to Hickam Air Field five miles to the east. When the Japanese attack on Pearl Harbor took place on 7 December 1941, the aircraft based at Ford Island were neatly lined up outside their hangars for an inspection that had taken place the day before. All but two of the station's aircraft, which were airborne at the time, were disabled or destroyed in the attack. In the months that followed the base on the small island expanded to its fullest capacity to accommodate the flood of personnel and aircraft arriving from the mainland. With the conclusion of the war, operations on Ford Island declined. The inability of the base to handle large jet aircraft and the demise of Navy seaplane squadrons spelled the end for the historic facility. On March 1962, NAS Ford Island was officially disestablished after more than 40 years of service.

NRAB/NAS Glenview, Illinois—Originally established as NRAB Chicago, Ill., on 28 August 1937, the base was moved that same year to the Curtiss-Reynolds Airport at Glenview when it became apparent that the former facility was too small for the larger, higher speed aircraft coming off the assembly lines. By 1942, wartime demands for training centers resulted in the conversion of reserve bases to primary training commands. NRAB Chicago was accordingly established as NAS Chicago on 1 January 1943. On 5 May 1944, the station was renamed NAS Glenview. Carrier qualification training was conducted from the station in coordination with two carriers operating on Lake Michigan. These two carriers, *Wolverine* (IX 64, former *Seandbee*) and *Sable* (IX 81, former *Greater Buffalo*), were converted vessels that had once plied their trade on the Great Lakes. In July 1946, NAS Glenview ceased to function as a primary training command and became the home of the Naval Air Reserve Training Command headquarters. VP-904 was the first reserve patrol squadron to fly from NAS Glenview after its establishment as the headquarters for the Naval Air Reserve Training Command on 1 July 1946. In the

years that followed, two reserve patrol squadrons, VP-60 and VP-90, flew from the field until their disestablishment in 1994. The facility was disestablished on 30 September 1995.

NAS Glynco, Georgia—The base, on the site of the former NAS Brunswick, was reopened and expanded in January 1943 and renamed NAS Glynco. During WWII it served as an NAS for the Navy's lighter-than-air patrol squadrons. NAS Glynco was disestablished during the 1974 round of base closures. (See NAS Brunswick, Ga., for the early history of the base.)

Naval Aviation Camp Greenbury Point, Maryland—(see NAF Annapolis, Md.)

NAAS Green Cove Springs, Florida—NAAS Green Cove Springs was established on 11 September 1940. It was named NAAS Lee Field on 12 March 1941 in honor of Ensign Benjamin Lee, who lost his life in a crash at Killingholme, England, during WWI. It served as an auxiliary air station for nearby NAS Jacksonville, Fla. Lee Field was renamed NAAS Green Cove Springs on 9 August 1943 and was disestablished on 15 December 1945.

NAS Grosse Ile, Michigan—NRAB Detroit was established in 1928 on Grosse Ile Island in the Detroit River. The facility, redesignated an NAS on 1 January 1943, was renamed NAS Grosse Ile in late 1943 or early 1944. The station served as a flight training center for American and British pilots into the early 1960s. VP-905, established on 1 July 1946, was the first reserve patrol squadron assigned to the base. With the advent of jet aircraft and the subsequent requirement for longer runways and larger maintenance facilities, NAS Grosse Ile's small station was no longer suitable, and it was disestablished on 8 November 1969. The activities at Grosse Ile were relocated to NAF Detroit, Selfridge Air National Guard Base, Mount Clemens, Mich. (see NAF Detroit).

NAS Hampton Roads, Virginia—(see NAS Norfolk, Va.)

NAAS Harvey Point, North Carolina—Harvey Point was established as an NAAS on 15 June 1943 and was capable of servicing up to 48 patrol aircraft (four squadrons) at a time. It was used during WWII primarily as a training base for establishing new seaplane squadrons. During the period 7 October 1943 to late 1945, NAAS Harvey Point also served as the headquarters for FAW-5 and HEDRON 5-2. The NAAS portion of the base was disestablished on 1 September 1945 and the site served as a storage area for the Navy's surplus PBM Mariners. The base was reactivated in 1958 to support sea trials for the P6M Seamaster seaplanes. The demise of the Navy seaplane program resulted in the closure of the base once again in 1963.

NAS Hatboro, Pennsylvania—(see NAS Willow Grove, Pa.)

NAS Jacksonville, Florida—The citizens of Duval County, Fla., took the unusual step in 1939 of purchasing 3,260 acres of land near Mayport, Fla., and giving clear deed and title to the Navy for its use as an air station and carrier base. NAS Jacksonville was established on 15 October 1940, fourteen months before U.S. entry in WWII. During the war years NAS Jacksonville served as one of the major naval air training centers, producing more than 11,000 pilots and 10,000 aircrewmembers who had undergone primary and operational training at the air station. To support NAS Jacksonville, auxiliary airfields were opened during the war at Cecil Field and Lee Field near Green Cove Springs, Fla. In 1945 the headquarters for FAW-11 was established at NAS Jacksonville. ComNavAirLant replaced this command on 1 July 1973, when fleet air wings were redesignated patrol wings and NAS Jacksonville became headquarters for PatWing-11. In 1946, VP-906 (later redesignated VP-741), a reserve patrol squadron, began operations at NAS Jacksonville. By 1949, two active duty patrol squadrons, VPs 3 and 5 and two reserve patrol squadrons, VPs 861 and 741, were home ported at NAS Jacksonville. On 14 October 1960, the runway at NAS Jacksonville was named Towers Field in honor of Admiral John H. Towers, Naval Aviator No. 3, a leader in Naval Aviation from 1911 to his retirement in 1947. NAS Jacksonville continues to have patrol squadrons based at the station.

NAS/MCAS Kaneohe Bay, Oahu, Hawaii—Construction of Kaneohe as a seaplane base began in 1939 and the airfield for landbased aircraft was added in 1940. NAS Kaneohe Bay was formally established on 15 February 1941 for use as a seaplane base for Navy patrol squadrons. The Kaneohe installation served as an important staging point for carrier and patrol squadrons deployed for combat in the Pacific. The base was inactivated on 30 June 1949 and redesignated an MCAS on 15 January 1952. MCAS Kaneohe Bay is scheduled to be redesignated an NAS sometime in 1999 or 2000.

NAS Key West, Florida—Key West is an island at the end of a chain running from the southern tip of Florida. In 1823 Commodore David Porter established a naval depot at Key West, which later became a major coaling station for the fleet. It played a major role in the Civil War because it was the only southern port in Union hands at the start of the war. The base lay dormant until the 1890s when Spanish activities in Cuba elevated its importance as a major forward area base. After the Spanish-American War, another period of inactivity ensued until the U.S. entered WWI. Favorable flying weather and a strategic location in the Caribbean made this a prime location for an air sta-

tion. NAS Key West was established on 17 December 1917 and was tasked with providing the fleet with oil during WWI. Eighteen seaplanes assigned to the Seventh Naval District were based at NAS Key West and patrolled the sea lanes off the east coast of Florida to protect cargo vessels from German submarines. The air base also served as a major training site for Naval Aviators, with over 500 pilots completing the flight training syllabus at NAS Key West by the end of WWI. The base was disestablished 15 June 1920 and was reestablished as a seaplane station on 15 December 1940. NAS Key West served as one of the Neutrality Patrol bases and had a squadron of destroyers and a PBV Catalina squadron assigned to the station. After the attack on Pearl Harbor, the Seventh Naval District was based at NAS Key West. After WWII NAS Key West was used for training and experimental purposes. It was a major player in the Cuban Missile Crisis, supporting several patrol squadrons which maintained surveillance over the approaches to Cuba from 22 October through 20 November 1962. During the next three decades NAS Key West provided valuable training for East Coast squadrons with its Tactical Aircrew Combat Training System and real-world, computer controlled combat simulation training. NAS Key West also serves as a base for air-sea rescue operations.

NAS Kodiak, Alaska—The first base on Kodiak, located on the southwest gulf of Alaska on the Shelikof Strait, was a Navy radio station constructed in 1911. The site was further extended in 1939 to serve as a naval section base. The naval air station was established on 15 June 1941, with auxiliary airfields at Cold Bay, Shumagin Islands (1 August 1942) and Sand Point Island, Alaska (April 1943). After the war, the base continued to serve as a weather reporting station and monitoring site for the approaches to the U.S. The NAS portion of the base was disestablished on 1 October 1950, and the remaining facilities were turned over to the Coast Guard in June 1972.

NAAS Lee Field, Florida—(see NAAS Green Cove Springs, Fla.)

NAAF/NAAS Lewiston, Maine—(see NAS Brunswick, Maine) The air facility at Lewiston was established as an NAAF in April 1943, to provide support for NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 1 December 1945 during the first round of postwar base closings.

NRAB/NAS Long Beach, Los Angeles, California—The City of Long Beach deeded the land needed to establish an airfield to the Navy in 1928. The facility was established as an NRAB on 10 May 1928 and served in that capacity until the outbreak of WWII. On 31 May 1942, NRAB Long Beach was redesignated an NAS. It was officially disestablished on 31

May 1942 and by 1 August 1942, all its assets were relocated to Los Alamitos, Calif.

NRAB/NAS/NAAS Los Alamitos, California—

NRAB Los Alamitos was formally established on 31 May 1942, after the relocation of assets from NAS Long Beach. It was redesignated an NAS to provide support for carrier-based aviation in January 1943. The station was redesignated an NAAS in December 1943 and returned to its NAS designation in September 1945. It became the home port for Navy reserve squadron VP-908 on 1 July 1946. In 1946 the administration of reserve squadrons at NAF Litchfield Park, Ariz., came under NAS Los Alamitos. VP-772 was called to active duty from Los Alamitos in September 1950 to serve in the Korean War. The facility was disestablished in 1972 and turned over to the California Air National Guard.

NRAB/NAS Memphis (Millington), Tennessee—

The history of NAS Memphis began in WWI when the Army Signal Corps leased the area near Millington, Tenn., for a flying school. The school, located on a pasture called Park Field, taught students the basics of flying in the JN-4 Jenny biplane. After the Armistice, the War Department purchased the field, closing the deal on 23 March 1920. In 1923 many of the WWI structures were torn down and the site lay fallow, serving as a transient Army camp until the outbreak of WWII, when the decision was made to make the facility an airfield again. NRAB Memphis was established on 15 September 1942 to provide primary flight training for cadets. On 1 January 1943, the base was redesignated an NAS. In the postwar period NAS Memphis serviced as a reserve air station. VP-67 was established at NAS Memphis on 1 November 1970. NAS Memphis was redesignated Naval Support Activity Memphis on 30 September 1995, after 25 years of service in the reserve patrol community. In addition to supporting the reserve community, NAS Memphis had been a host to a total of 24 other commands.

NAS/NRAB/NARTU Miami, Florida—NAS Miami began supporting a squadron of 12 seaplanes for coastal ASW patrols even before the construction of the air station was completed. The CNO (Aviation) Weekly Bulletin of 15 December 1917 references NAS Miami. However, the official establishment date is unknown. NAS Miami was disestablished on 20 May 1920. On 15 November 1932, NRAB Miami was established at Opa Locka airport, northwest of Miami. The facility was redesignated an NAS on 15 August 1940 and served as an intermediate flight training center for the dive bomber community. Crews from PB4Y-1 Liberators were trained at Master Field, purchased by the Navy in 1942 along with Miami Municipal Airfield. In 1946 Master Field was designated an NARTU. VP-910, flying PB5A Catalinas, was the first reserve pa-

trol squadron to be home ported at NARTU Miami. NARTU Miami was disestablished on 30 June 1959.

NAS/NAF Midway Island—Midway Island, located 3,200 miles due west of San Francisco, Calif., is part of the Hawaiian chain of islands. It came under U.S. Navy Department administration on 20 January 1903 but was not incorporated in either the Territory of Hawaii or the State of Hawaii. It was first utilized by Naval Aviation when *Pelican* (AVP 6) anchored there and its two aircraft conducted flight operations around the island in 1924. It became a site for commercial aviation on 12 April 1935 when Pan American Airways' ship *North Haven* arrived at Midway to set up a seaplane base. Weekly Clipper seaplane service followed soon after, connecting the continental U.S. to Hawaii and the Asian mainland. Construction on an airfield began in March 1940 with the establishment of NAS Midway on 1 August 1941. In addition to the runways for land-based aircraft, NAS Midway Island serviced patrol seaplanes needed for long-range surveillance around the approaches to the island. It was from NAS Midway on 3 June 1942 that Lieutenant Howard P. Ady, Jr., executive officer of VP-23, spotted strike force vessels of the Japanese Fleet approaching the island for what would become the epochal Battle of Midway. On 19 August 1942 the land-based airstrip was named Henderson Field in honor of Major Loftin R. Henderson, USMC, lost in action during the Battle of Midway (an airfield on Guadalcanal was also named in his honor). In the postwar years the Midway facilities continued to serve as a convenient halfway stop for Naval Aviation and NATS aircraft. During the Cold War period several AEW squadrons and patrol squadron detachments utilized the air station facilities. In October 1978 the naval air station was redesignated NAF Midway Island. NAF Midway Island was disestablished on 30 September 1993.

NRAB/NAS Minneapolis, Minnesota—The Navy began construction of a new naval reserve air station at Wold-Chamberlain Airport, Minneapolis, in 1928. It was established as NRAB Minneapolis on 1 October 1928 and redesignated NAS Minneapolis on 1 January 1943. During WWII it served as a training facility for aviation cadets. NAAF Fleming Field was established on 20 July 1943 to provide support for NAS Minneapolis. After the war NAS Minneapolis was placed in a maintenance status from 1 October 1945 through mid-1946. It was placed back in operational status for the reserves on 19 June 1946 and became the home port for reserve patrol squadron VP-911 on 6 July 1946. On 1 July 1963, the name of the station was changed to NAS Twin Cities. In 1970, NAS Twin Cities was disestablished and redesignated Naval Air Reserve Detachment (Glenview). In 1979, the facility was redesignated again, as NARC Twin Cities.

NAS Miramar, California—(see NAAS Camp Kearney, Calif.)

NAS Moffett Field, California—In 1930 the citizens of Santa Clara County, in competition with other West Coast counties, raised sufficient funds to purchase 1,000 acres of land near Sunnyvale, Calif. The property was conveyed to the Navy for the sum of one dollar. Construction commenced immediately, and on 12 April 1933 NAS Sunnyvale was established. The base was to become the new home for the dirigible *Macon* (ZRS-5). Eight days before the establishment of NAS Sunnyvale, *Macon's* sister ship *Akron* (ZRS-4) crashed with the loss of all hands, including the Chief of BuAer, Admiral William A. Moffett. On 17 May 1933, the facility was renamed NAS Moffett Field in honor of the admiral. On 12 February 1935, one year, nine months and 50 flights later, *Macon* shared *Akron's* fate, crashing in the waters off Point Sur, Calif. The loss of the two airships ended the need for the new base and its huge hangar. In 1935 the facility was turned over to the Army for use as a primary training center. It remained under Army control until August 1941. The Navy reestablished NAS Moffett Field on 16 April 1942. Although intended primarily as a lighter-than-air training base, NAS Moffett Field provided training to transport and patrol squadrons prior to combat deployment in the Pacific. During the postwar years the base became a major NATS center. It supported a variety of fighter and transport squadrons until January 1963 when VP-31 arrived. VP-31 was a fleet readiness patrol squadron responsible for training crews transitioning to the P-3 Orion. VP-91, a reserve squadron, was established at Moffett on 1 November 1970 and continued operations there after the Navy officially closed NAS Moffett Field on 1 July 1994. Active duty patrol squadrons were subsequently transferred to NAS Barbers Point, Hawaii, or NAS Whidbey Island, Wash. Moffett Field continued operations under the control of NASA.

NAS Montauk, Long Island, New York—NAS Montauk was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol station. The base was built on the northeastern tip of Long Island on a 33-acre site. NAS Montauk was officially established in early August 1917. Lieutenant (later Vice Admiral) Marc A. Mitscher was the first commanding officer. Twelve seaplanes and two dirigibles conducted patrols from this base during WWI. By 20 May 1919, the base was listed as being in a nonoperating status and was officially disestablished on 4 August 1919.

NAS/CGAS Moorehead City, Cape Lookout, North Carolina—Construction of this patrol base was begun in 1918. It was one of the air bases recommended under the Helms Board plan to be used by

Naval Aviation as a patrol station. From 17 September 1918, it served as a refueling station for aircraft flying from NAS Hampton Roads, Va. A squadron of six aircraft was regularly maintained there during WWI. On 1 February 1919, the station was officially detached from NAS Hampton Roads and began operations as an established NAS. By 20 May 1919 the base was listed as being in a nonoperating status. On 24 March 1920 the base was put back into operation as a Coast Guard air station.

NAF/NRAB/NAAS Mustin Field, Philadelphia, Pennsylvania—(See NAS Willow Grove, Pa.) Mustin Field was established at the Philadelphia Navy Yard in 1926, after the training school in Rockaway, New York, was closed. It was established as NAF Mustin Field on 17 September 1926, in honor of Captain Henry C. Mustin, Naval Aviator No. 11. The station consisted of 53 enlisted, 16 officers, four seaplanes and seven landplanes. In 1939 the base was redesignated NRAB Mustin Field and became a primary flight training unit. Satellite fields were added in 1942 after the pace of instruction picked up. One such field, Pitcairn Airfield, was to become the replacement for NRAB Mustin on 1 January 1943, when it was redesignated NAS Hatboro, Pa. The NRAB was moved to the new air station at Hatboro, but was soon renamed again when its mailing address was moved to a new post office at Willow Grove, Pa. Mustin Field was redesignated an NAAS for flight testing with the Philadelphia Naval Aircraft Factory on 20 July 1943 and was formally disestablished on 7 October 1958.

NRAB/NAS New Orleans, Louisiana—The first base at New Orleans was established on 16 July 1941, as a naval reserve air base, situated along the banks of Lake Pontchartrain on the northern edge of the city limits. With the outbreak of WWII, the base was quickly enlarged and converted into a primary training center for aviation cadets, one of 16 such sites throughout the U.S. The facility was redesignated an NAS on 1 January 1943. In the postwar period NAS New Orleans continued in the training role, this time for Navy and Marine Corps air reservists. The introduction of jet aircraft and the need for larger shops, hangar and administrative areas led to a search for a new base of operations. The site chosen was 15 miles south of the city on marshy land. Construction began in 1954 and the new NAS New Orleans was established on 13 December 1957. The runway was named Alvin Callender Field in honor of Captain Alvin A. Callender, RFC, on 26 April 1958. Callender, a native of New Orleans, was killed in aerial combat during WWI while flying with the Royal Flying Corps of Canada (he was not a U.S. Naval Aviator). The new base was large enough to accommodate Navy, Marine Corps, Air Force, Louisiana Air National Guard and

Coast Guard reserve units. VP-94, a reserve patrol squadron, was established at NAS New Orleans in November 1970.

NAS New York, New York—NRAB Floyd Bennett Field was redesignated NAS New York on 2 June 1941 and was the home port for numerous patrol squadrons. On 1 January 1946 the station was placed in a reduced operational status. On 1 July 1946, the base came under the Naval Air Reserve Training Command and home port for reserve VP-913. The base was officially disestablished in 1971.

NAS Norfolk, Virginia—Although not one of the sites originally selected by the Helms Board plan for Naval Aviation, the Hampton Roads, Va., facility had been used by the Navy for seaplanes since 1915. It was formally included in the Navy Yard Development Plan of 21 June 1916 and was used extensively for both seaplane and balloon training until May 1918, when all training ceased and combat ASW patrols commenced. The base was officially established as NAS Hampton Roads on 27 August 1918. Twenty-four seaplanes conducted patrols from the station during WWI. With the conclusion of the war the facilities at Hampton Roads were used once again for training and experimentation work, as well as regular squadron operations. In August 1932 the air station was redesignated NAS Norfolk. The naval air detachment, with several seaplanes and landplanes, was responsible for training student officers and conducting operational patrol flights along the Atlantic seaboard. During the 1930s NAS Norfolk functioned as a support unit for carrier aircraft and patrol planes assigned to PatWing-5. The airstrip was named Chambers Field on 27 April 1938, in honor of Captain Washington I. Chambers, first officer-in-charge of aviation and director of early efforts to find a place for aviation in the fleet. Prior to 1941, several large carrier air groups and three to four patrol squadrons were permanently or temporarily located at the air station. The advent of WWII caused significant expansion of the base facilities to include new runways for land-based aircraft and permanent hangars. One of the worst Navy noncombat disasters during WWII occurred in September 1943 when 24 depth charges exploded while being transported at the air station. The explosion caused more than 400 injuries and 20 deaths, as well as the destruction of numerous buildings. By mid-1944 NAS Norfolk was serving as the home port for 36 Navy patrol aircraft (three squadrons) and two carrier air groups. After WWII NAS Norfolk also became a naval reserve air station in July 1946 and also hosted reserve patrol squadrons. NAS Norfolk was disestablished on 24 November 1998. However, the runway is still used and falls under Naval Station Norfolk.

NAS North Island, San Diego, California—San Diego may be recognized as one of the birthplaces of Naval Aviation, the site where Lieutenant T. G. Ellyson began his training to become Naval Aviator No. 1. During the winter of 1911 he underwent training with Glenn Curtiss at his camp on North Island. By the time America entered WWI, the Navy had recognized the need for aviation bases to conduct training and anti-submarine patrols. San Diego, already a major naval base, was selected as a site for a new air station on 27 July 1917 and Lieutenant E. Winfield Spencer was detailed there to officially establish NAS San Diego as a permanent air station on 8 November 1917. The location chosen was on a sandy spit of land in the middle of the bay called North Island, where Ellyson and Curtiss had previously set up an aviation camp for instructing pilots. Construction of permanent buildings was begun in early 1918, and expansion of the facilities continued even after the war since the base had become a major site for the repair and servicing of fleet seaplane squadrons. In late 1921 the Navy's first officially designated patrol squadron, VP-1, was established at NAS San Diego with six aging WWI-vintage F-5L seaplanes. In April 1926, the Secretary of the Navy directed that flight schools be established at Hampton Roads, Va., and San Diego, Calif. On 26 September 1935, the Army began turning over Rockwell Field on North Island to the Navy, a process that extended into 1939. Throughout WWII NAS San Diego fulfilled many roles: the jumping off point for patrol squadrons starting their transpac for Hawaii and then on to the combat zones in the Pacific; a major training center; and a servicing and repair center for the carrier squadrons. In 1949 Commander Naval Air Force, Pacific Fleet was headquartered at NAS San Diego. In early 1955 NAS San Diego was officially redesignated NAS North Island. The runway was named Admiral Halsey Field on 20 August 1961 in honor of Fleet Admiral William F. Halsey, Commander Third Fleet during WWII.

NRAB/NAS/NAAS Oakland, California—Located at the Oakland Municipal Airport on the east bank of San Francisco Bay, NARB Oakland was established 1 August 1928 to provide facilities for Naval Air Reserve training. Primary flight training moved to Livermore, Calif., and NRAB Oakland became a NATS terminal. It was redesignated NAS Oakland in January 1943 and then became NAAS Oakland in May 1943. In May 1945 it was redesignated an NAS. After WWII it had reserve squadrons assigned until they were transferred to NAS Alameda. VP-907 (PV-2 Harpoons and PBY-5A Catalinas) was established there on 1 July 1946. The Navy turned the land over to the city of Oakland to for the expansion of the municipal airport and disestablished NAS Oakland on 30 June 1961. Navy activities at NAS Oakland were transferred to NAS Alameda, Calif.

NAAF/NAAS/NAS Oceana, Virginia—On 25 November 1940, the Navy purchased 328.9 acres of swampland in eastern Virginia and constructed a small airfield with 32 officers and 172 enlisted assigned. The new field served as an NAAF for NAS Norfolk, Va. In 1943 the staff was expanded and the runways lengthened. On 17 August 1943, the facility was redesignated NAAS Oceana, Va. The station continued to grow and was officially redesignated an NAS on 16 February 1954, as an all-weather center for jet traffic in the Tidewater area of Virginia. On 4 June 1957, the runway was renamed Soucek Field in honor of Vice Admiral Apollo Soucek, chief of BuAer from 1953 until his death in 1955. In 1997 the base occupied 5,916 acres.

NAS Olathe, Kansas—This facility was one of many air stations built during WWII as a primary training site for aviation cadets. It was established as an NAS on 1 October 1942 and designated as a primary training site on 9 August 1943. It went into reduced operational status on 1 June 1946 and returned to full operations when redesignated a reserve training site on 7 June 1948. VP-915 (PV-2 Harpoons and PBY-5A Catalinas) was the first reserve patrol squadron established at NAS Olathe on 1 July 1946. The facility was disestablished on 28 May 1970.

NAAF/NAAS Otis Field, Massachusetts—This airfield was named in honor of WWI Naval Aviator Lieutenant J. S. Otis. It was established on 10 May 1944 as an NAAF and redesignated an NAAS on 22 August 1945. The facility serviced up to 25 aircraft and was a support station for NAS South Weymouth and NAS Squantum, Mass. It was disestablished on 15 December 1946.

NAF Otter Point, Umnak, Alaska—This seaplane base was established on 22 October 1942 on Umnak Island, the third-largest island in the Aleutian chain. The new naval air facility was located approximately 50 miles west of Dutch Harbor. Chernofski Harbor, across from Umnak Pass on Unalaska Island, was used as an auxiliary base for NAF Otter Point. Navy landplanes used the adjacent Army airfield at Fort Glenn. After the occupation of Attu and Kiska the need for these bases diminished and NAF Otter Point was disestablished on 31 December 1944, followed by Chernofski Harbor in May 1945.

NAS Palmyra Island, Hawaii—Palmyra Island is an atoll in the Hawaiian island group located approximately 960 miles south of Honolulu. In the mid-1930s the island came to the attention of the Navy as a potential advanced base site for tender-supported patrol seaplane squadrons. Construction at the site began in January 1940 and the facility was officially designated a naval air station on 17 August 1941. During the war

the station served as a waystation and refueling stop for aircraft in transit between the combat zone to the south and the Hawaiian Islands. With the end of the war and the improved range of aircraft the usefulness of the facility came to an end and it was disestablished on 15 February 1947.

NAS Patuxent River, Maryland—The development of a naval air testing station at Patuxent River was the outgrowth of a need to consolidate the testing of naval aircraft being done in the 1930s at NAS Anacostia, D.C.; NAS Philadelphia, Pa.; NAS Norfolk, Va.; and NAF Dalhgren, Va., into one single location. Construction was completed and the air station was officially established on 1 April 1943. The runway was named Frederick M. Trapnell Field on 1 April 1976, in honor of Vice Admiral Frederick M. Trapnell. On 1 April 1985, VP-68 was relocated from NAS Patuxent River, Md., to NAF Washington, Andrews AFB, Md., to provide room for the V-22 Osprey test program.

NAS Pensacola, Florida—The Pensacola site was selected as a naval aeronautic station and located on a 1,434-acre plot of land that had been in use by the Navy as a navy yard since 1825. The navy yard was closed in 1911 as an economy move and then reopened in January 1914, when Lieutenant John H. Towers was given orders to develop the site for a naval aeronautic station. The new air base, officially established on 16 November 1914, was supported by *Mississippi* (BB 23), which operated as station ship for the facility. Although originally intended primarily for aviation training, during WWI the base supported a patrol squadron of 12 seaplanes, conducting ASW patrols off the coast of Florida. In 1922 the lighter-than-air base at Station Field (renamed Chevalier Field in 1936) was used to extend the existing runways for land-based training aircraft. In 1935, the Naval Aviation Cadet program came into being, with the first class receiving training at NAS Pensacola in August 1935. Eventually six auxiliary airfields named after pioneer naval aviators were established: Corry, Saufley, Ellyson, Bronson, Barin and Whiting. During the course of WWII over 21,000 cadets received training at Pensacola, in addition to several thousand foreign flight trainees and enlisted pilots. After the war, the role of Pensacola as the preeminent training site for Navy aviators was consolidated with the Naval Air Training Command in 1948.

NAF/NAS/NAWC-WD Point Mugu, California—NAF Point Mugu was established on 29 November 1945, 55 miles northeast of Los Angeles, Calif. It became the focus of the Navy's missile efforts during WWII when the Pilotless Aircraft Unit at MCAS Mojave, Calif., was relocated in December 1945 to the newly established NAF Point Mugu. The base was briefly disestablished on 1 October 1946 and then reestablished

as an NAS and Support Missile Test Center on 1 August 1949. The station became the home port of VP-65 on 6 January 1971. In April 1974, the first launch of the Navy's Harpoon missile by a reserve patrol squadron occurred at Point Mugu when a VP-65 P-3A Orion fired the missile at a target on the sea test range. The NAS became part of the Naval Air Warfare Center Weapons Division on 21 January 1992. On 2 December 1998 it reverted back to an NAS.

NAAF Port Althorp, Aleutian Islands, Alaska—One of three NAAFs serving NAS Sitka, Alaska. NAAF Port Althorp was established on 17 March 1943 and disestablished on 1 June 1944.

NAS/NARF Quonset Point, Rhode Island—In 1892 the state of Rhode Island purchased a parcel of land that it donated six years later to the federal government at the start of the Spanish-American War. The point of land was called Quonset, a shortened version of the Indian word Seconiqueonset. This parcel, designated Camp Green, was jokingly referred to as the "Camp Ground." It continued to be used through the following decades for training the Rhode Island National Guard. One of its earliest introductions to aviation came when Lindbergh landed there during a barnstorming tour in 1927. In 1939 the Navy selected the site for aviation operations in the northeastern U.S. because it was relatively free of fog and had a deep channel to the sea. The first patrol aircraft began operations there on 17 December 1940, providing coverage for the first Neutrality Patrol operations. The station was established as NAS Quonset Point on 1 July 1941 and construction was completed by October 1941. It was here that the world-famous Quonset huts were designed and fabricated, with over 32,000 units being shipped all over the world. During WWII the base served as a training center for "90-day wonders" (officer candidates put through an abbreviated 90-day training course), such as Henry Fonda and Dana Andrews. ASW patrols were flown from Quonset Point over the convoy lanes approaching the eastern U.S. coastline. The base also served as headquarters for Commander Fleet Air, whose territory extended from Argentia, Newfoundland, to Cape May, N.J. At one time or another during its 33-year history, seven patrol squadrons called NAS Quonset Point home. After WWII, commands at the base were reorganized as overhaul and repair departments. In 1967, Quonset Point was designated a naval air rework facility, and in June 1974, the base was officially deactivated and placed in caretaker status.

MCAAF/MCAS/NAAS Rhome Field, Texas—(see NAS Eagle Mountain Lake, Texas) Rhome Field was established as an MCAAF for nearby MCAS Eagle Mountain Lake on 1 December 1942. It was originally intended for use as a glider training site. It was reded-

icated an NAAS in July 1943, serving as a training field and mid-way stopping point for land-based aircraft crossing the continent (seaplanes used NAS Eagle Mountain Lake). The facility reverted to an MCAAF in March 1944 and was disestablished on 28 July 1945.

NAS/NRAB Rockaway, Rockaway Beach, New York—This base was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol station. It was built on a 94-acre plot that provided the location necessary for covering the main approaches to New York City. Established as an NAS on 15 October 1917, it provided support for operational patrols and served as a kite balloon training site. Twenty-four seaplanes and one dirigible conducted patrols from the station during the war. The station was redesignated an NRAB in 1926 and disestablished in May 1930.

NAAF/NAAS Rockland, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF on 15 April 1943 and provided support to NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 15 March 1946.

NRAB/NAS St. Louis, Missouri—The first aviation organization established at Saint Louis was formed by a group of naval reserve officers intent on organizing an aviation unit. The unit was activated in 1925 and by 1928 was redesignated the Naval Aviation Reserve Division. For the first three years of its existence, the unit rented its aircraft until a wealthy industrialist donated an airplane for the division's use in late 1928. In 1930 the unit was redesignated an NRAB and trained with Navy aircraft, and two years later was given hangar space at nearby Lambert Field. The inception of the Naval Aviation Cadet program in 1935 brought about expansion of the program and the facilities at Lambert Field. On 1 January 1943 the facility was redesignated NAS St. Louis. Following the war a reserve air training program began at NAS St. Louis on 1 December 1945, and reserve patrol squadron VP-918 (PV-2 Harpoons and PBY-5A/6A Catalinas) was established there in May 1946. Encroachment of suburbs around the base in the late 1950s and the crash of a Navy F3H Demon in a local neighborhood led to demands for removal of the base. NAS St. Louis was disestablished on 1 February 1958.

NAS San Diego, California—(see NAS North Island, Calif.)

NAAS San Nicolas Island, California—A small airstrip on this barren site was established as NAAS San Nicolas Island on 26 September 1944 for use by patrol bombers operating out of NAS San Diego, NAAS Camp Kearney and NAAS Crows Landing, Calif. San Nicolas Island is one of the Channel Islands, located

approximately 75 statute miles from Los Angeles, Calif. It was disestablished on 15 December 1946.

NAAF Sand Point Island, Alaska—(see NAS Kodiak, Alaska) NAAF Sand Point Island was established in April 1943 to provide support for NAS Kodiak. It was disestablished on 6 November 1944 after the withdrawal of the Japanese from the Aleutians.

NRAB Sand Point, Seattle, Washington—(see NAS Seattle, Wash.)

NAAF/NAAS Sanford, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF on 15 April 1943 and provided support to NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 1 February 1946.

NAAS/NAS Saufley Field, Florida—NAAS Saufley Field was one of six auxiliary air stations established to serve NAS Pensacola, Fla. It was established as an NAAS for primary training on 1 March 1943. On 31 July 1968 it was redesignated NAS Saufley Field, and was disestablished on 1 December 1976.

NRAB/NAS Seattle, Washington—King County, Wash., deeded a plot of land on the shore of Lake Washington to the U.S. government in October 1925. The land included the hillside and an adjoining county-run airstrip that the Navy soon built into a naval reserve air base for seaplane training. The facility was officially established as NRAB Sand Point on 3 November 1925. NRAB Sand Point was redesignated NAS Seattle on 22 November 1928 and was used by active duty naval aviation forces. At its height during WWII, it housed more than 900 military personnel and 1,300 civilian workers on 600 acres jutting into Lake Washington. In 1949 NAS Seattle became a base for primary reserve training, capable of handling only a limited amount of aircraft traffic. In February 1954 Commander Fleet Air Seattle was redesignated Commander Fleet Air Whidbey, with a corresponding transfer of the headquarters to NAS Whidbey Island. The Navy ceased air operations at NAS Seattle in 1970 and ceded several hundred acres to the city. The remaining 151-acre portion of the base was closed in 1995.

NAAF Shemya, Alaska—Shemaya Island is part of the Semichi group in the Aleutian chain. NAAF Shemya was established on the island on 29 June 1943 to serve as a refueling base for Catalina patrol aircraft of FAW-4. The airfield was occasionally used as a stopover point for aircraft en route to Russia as part of the Lend-Lease Agreement. The facility was officially disestablished on 4 January 1946.

FAB/NAS Sitka, Alaska—Officially established as an FAB on 1 June 1938. The small naval air base was located on Japonski Island, a 200-acre piece of land situated across the channel from the town of Sitka, Alaska. The facility had begun life in 1902 as a Navy coaling station. Oil soon supplanted coal and a new radio station was added to the assets on board, but as radio ranges increased the station fell into disuse. The Bureau of Aeronautics took an interest in the facility in the mid-1930s as a potential advanced base for seaplane operations. It was subsequently reactivated as NAS Sitka in September 1938. The station was disestablished on 24 January 1941 and then reestablished in March 1943 to serve as a base of operations against the incursions of the Japanese in the Aleutians. Three auxiliary airfields were established in 1943 to support Sitka: Yakutat, Annette Island and Port Althorp. NAS Sitka was disestablished for the last time on 15 August 1944, after the Japanese threat to the Aleutians had been countered.

NRAB/NAS Squantum, Massachusetts—This historic air station was situated on a plateau named "Squantum," by Captain Myles Standish in 1621 after his Indian guide. In 1910 the Harvard Aeronautical Association first brought aviation to the site with a series of international air meets. After WWI, interest in aviation among veterans helped convince BuAer of the need for a naval reserve air base at Squantum and on 13 August 1923 NRAB Squantum was officially established, making the base the birthplace of naval reserve aviation. In 1927, Lieutenant Noel Davis, commanding officer of NRAB Squantum, was killed while preparing for a New York to Paris flight. His memory is perpetuated today by the Noel Davis Trophy presented annually to Naval Air Reserve squadrons scoring the highest in their category. During WWII Squantum served as a primary training site for aviation cadets flying the N3N Yellow Perils. The base was officially redesignated a naval air station on 5 March 1941. After the war the base reverted to the training of reserves. VP-919 (PBY-5A) was the first reserve patrol squadron to be established at Squantum in May 1946. As was the case with many of the early air stations, the advent of jet propulsion spelled the doom of small field operations. NAS Squantum was disestablished on 1 January 1954 and all of its operations were relocated to NAS South Weymouth, Mass.

NAS South Weymouth, Massachusetts—NAS South Weymouth was established on 5 March 1942 as a lighter-than-air station. The runway was named Shea Field on 15 March 1946, in honor of Lieutenant Commander John J. Shea, killed in action while serving aboard *Wasp* (CV 7) in 1942. NAS South Weymouth was disestablished on 30 June 1949 and reestablished as a reserve NAS on 4 December 1953 when the naval reserve base at NAS Squantum, lo-

cated two miles away, was disestablished. VP-92, the last reserve patrol squadron to operate from NAS South Weymouth, was relocated on 8 June 1996 to NAS Brunswick, Maine. NAS South Weymouth was officially disestablished on 30 September 1997.

NAAS Tongue Point, Oregon—(see NAAS/NAS Astoria, Oregon)

NAS/NARC Twin Cities, Minnesota—(see NAS Minneapolis, Minn.)

NAAS Vernalis, California—NAAS Vernalis was one of seven auxiliary air stations built to provide support for NAS Alameda, Calif. It was established on 8 June 1943 and disestablished on 15 May 1946.

NAF Washington, Andrews AFB, Maryland—NAF Andrews, Andrews AFB, Md., was established on 1 January 1961 and replaced NAS Anacostia, D.C., which was closed on the same day. NAF Andrews was established because NAS Anacostia was unable to handle the new advance jet aircraft and many of the reserve aviation units moved from NAS Anacostia to NAF Andrews. NAF Andrews was redesignated NAF Washington sometime in 1965. Reserve patrol squadrons from NAS Patuxent River eventually transferred to NAF Washington.

NAS Whidbey Island, Oak Harbor, Washington—NAS Whidbey Island was established on 21 September 1942 as a torpedo-rearming and seaplane station on the western coast of Whidbey Island. The seaplane base was located at the edge of Oak Harbor, Wash., approximately five miles from the air station. The runway at the air station was named Ault Field and dedicated on 25 February 1943, in honor of the late Commander William B. Ault, a squadron commander who was killed in May 1942 during the Battle of Coral Sea. During WWII the fitting of rocket launchers and rocket firing training became a specialty at NAS Whidbey Island. After the war the station was placed in a caretaker status until December 1949 when operations were resumed as a multi-aircraft, all-weather air station. NAS Whidbey is the largest naval aviation activity in the northwest.

NAAS/NAS Whiting Field, Milton, Florida—NAAS Whiting Field was established on 16 July 1943 as one of six auxiliary air stations established to support NAS Pensacola, Fla. NAAS Whiting Field was redesignated an NAS on 31 December 1946 and back to an NAAS on 11 August 1948. In the latter part of 1968 it was again redesignated NAS Whiting Field.

NAS Willow Grove, Pennsylvania—Located approximately 20 miles north of Philadelphia, NAS Willow Grove is the reserve training center for the six-state area of Pennsylvania, New Jersey, New York,

Connecticut, Delaware and West Virginia. The air station was once Pitcairn Airfield, named after the developer of the famed autogiro. The facility was originally based at NAS Mustin Field at the Philadelphia Navy Yard but was relocated to Pitcairn Airfield on 1 January 1943 when the shortage of space at Mustin Field became acute. The new air station was first established as NAS Hatboro, Pa. The name was selected because it was the closest post office to the site. The post office address was soon relocated to the Willow Grove community and the base was subsequently renamed NAS Willow Grove. In October 1943, the new base was assigned the task of modifying PV-1 Venturas with new radar equipment for patrol squadrons. NATS also used the new facilities through the end of 1946. After the war NAS Willow Grove was redesignated a reserve training station on 1 December 1945. Reserve squadrons from Willow Grove were called to active duty for the Korean War, the Berlin Blockade, Vietnam and the Persian Gulf. Today two reserve patrol squadrons call Willow Grove their home port, VP-64 Condors (arrived 1 November 1970) and VP-66 Liberty Bells (arrived 1 November 1970). Today, the air station is the reserve training center for the six-state area of Connecticut, Delaware, New Jersey, New York, Pennsylvania and West Virginia.

NAAF Yakutat, Alaska—NAAF Yakutat was one of three NAAFs established to support NAS Sitka, Alaska. It was established as an NAAF on 21 December 1941 and disestablished on 31 May 1944.

U.S. Naval Aviation Shore Establishments outside the United States

NAAF Agadir, French Morocco—The airstrip at Agadir served as an auxiliary field for NAS Port Lyautey, F.M. FAW-16 established NAAF Agadir in March 1943 to service detachments of patrol squadrons assigned to Port Lyautey (PBY-5A and PV-1 aircraft). Both British and USAAF squadrons utilized the base during the war. The facility was disestablished on 11 June 1945.

NAB/NAS Agana, Guam—Acquired from Spain as a result of the Spanish-American War in 1898, Guam was originally developed as a coaling station for the Asiatic Fleet. In January 1921, USMC Flight L was sent to Guam to establish an air facility, although no station had been authorized yet. By the time the Washington Naval Treaty of 1922 was signed, all of the construction on the facility had been completed except for the dredging of the deep water channel. A token military force was maintained on the island until 31 December 1936, when efforts were made to renovate and extend

the existing facilities. Guam fell to the Japanese on 10 December 1941, and construction of new facilities commenced immediately. The Japanese airfield on Orote Peninsula was captured by U.S. Marines on 2 August 1944, with reconstruction work commencing immediately. The first U.S. aircraft landed on the newly rebuilt field on 29 August 1944. The facility was established as an NAB on 21 October 1944. Having survived Congressional base closures after WWII, NAB Guam was redesignated NAS on 1 January 1947. FAW-1 maintained its headquarters at Agana until it was relocated to San Diego, Calif., in 1954. VP-HL-1 and VP-HL-2 were the first patrol squadrons to be based there in 1946. On 15 February 1973, the airstrip was named Brewer Field in honor of Commander Charles Brewer, Jr., commanding officer of VF-15 during WWII. NAS Agana was disestablished on 31 March 1995.

NAF Amapa, Brazil—This base was established in early 1943 by the U.S. Army and was the most northern of the Brazilian airfields. NAF Amapa was established at this site on 26 November 1943. It shared a portion of the field with the USAAF and provided support for landplanes, generally the PB4Y-1 Liberator. VP-83 aircraft provided ASW coverage from this base for convoy routes between Trinidad, B.W.I., and Bahia, Brazil. NATS occasionally used the airfield as a refueling stop. NAF Amapa was disestablished on 30 June 1945 and returned to the Army.

NAF/NAAF Antigua, British West Indies—(see NAS San Juan, Puerto Rico) NAF Antigua was one of two NAFs established to support NAS San Juan, P.R. It was established on 1 February 1942. NAF Antigua was redesignated an NAAF on 20 January 1944 and then redesignated an NAF on 1 July 1946. It was disestablished on 15 July 1947.

NAB Apamma Atoll, Gilbert Islands—This small island in the Gilberts chain was occupied by the Japanese in December 1941 and retaken by U.S. Forces on 19 November 1943. On 17 December 1943, the runway, which had been under construction by the Japanese, opened as O'Hare Field, named after Lieutenant Edward H. O'Hare, a Navy ace who was awarded the Medal of Honor for his action in defense of carriers off Rabaul. The Seabees completed the construction and the facility was officially designated NAB Apamma on 15 April 1944. NAB Apamma remained on active duty for only a short period due to the fast moving pace of the war and was disestablished on 16 October 1944.

NAF Aratu, Bahia, Brazil—The seaplane base at Aratu, near Bahia, Brazil, was built by the Army in early 1943. The Navy established NAF Aratu there on 26 November 1943 to service PBM Mariner and later, PB5A Catalina patrol aircraft. VP-203 and



The seaplane base at NAS Aratu, Brazil, with PBMs on the ramp, 13 September 1943, 80-G-361038 (Courtesy Captain Jerry Mason, USN)

VP-211 aircraft patrolling from this base provided part of the coverage needed by convoys proceeding along the Brazilian coastline. The facility was returned to the Army on 30 June 1945 when the NAF was disestablished.

NAS Arcachon, France—This WWI base was completed barely in time to see actual service before the Armistice on 11 November 1918. It was located on a sandy site on the eastern side of Cape Ferret in the Bordeaux area. French labor strikes delayed the completion of the base and American workers were brought in to finish the work. The station was established on 8 June 1918, but the first patrols did not begin until 4 October due to a lack of aircraft. The station was disestablished by 7 January 1919.

NAS/NAF/NS Argentia, Newfoundland—Argentia is located in southeast Newfoundland on Placentia Bay. The naval air station was established there on 15 July 1941 because Placentia Bay was the only harbor in Newfoundland free of ice year-around. The bay was an excellent landing area for seaplanes and the adjacent village was connected to St. Johns by rail. The station was expanded and a runway for land-based aircraft, hangars, shops and barracks were also built. Port facilities to support escort destroyers and patrol craft were developed and a British naval air station was also constructed. On 1 June 1943 the U.S. Navy portion of the airstrip was named Bristol Field for Rear Admiral Arthur L. Bristol, USN, who was largely responsible for the planning and construction of the facility. Twenty-four patrol aircraft were operating from the Navy field at the height of its activity in mid-1944. On 1 November 1944 it was redesignated NAF Argentia. In the postwar years the facility supported SAR missions and ice patrols. On 27 February 1947 the



PBVs in Little Placencia Harbor, Argentina, Newfoundland, 1942, 80-G-7446 (Courtesy Captain Jerry Mason, USN).

facility was again redesignated a naval air station. In May 1949 the Coast Guard took over the responsibility for SAR and ice patrols. NAS Argentia was subsequently disestablished on 1 July 1950 and the air station assets became part of NS Argentia. The introduction of AEW brought Naval Aviation back to Argentia in 1955, taking over part of the former McAndrew Air Force Base. However, Argentia did not receive a new aviation designation but continued to operate as a naval station. Navy patrol squadrons operated out of Argentia with decreasing frequency as the years went by. In 1968 VPs 10 and 11 were the last squadrons deploying to Argentia. Along with several other Navy commands, the P-3 patrol squadrons moved their operations to NAS Keflavik, Iceland, during the mid-1960s, severing their connection to NS Argentia.

NAAF Atkinson Field, Essequibo, British Guiana—This Latin American base was established as NAAF Atkinson Field on 1 February 1942. Located at Essequibo, its mission was to support operations in the Caribbean for patrol aircraft, usually the shorter-range PV-1 Venturas. VBs 131 and 141 and VP-92 operated from the facility at various times. The naval facility was shared with the Army at Essequibo. Operations were discontinued at the facility in late 1945.

NAF/NAS Atsugi, Japan—In 1938 the Japanese Imperial Naval Air Force began construction of an airfield at Atsugi, 25 miles southwest of Tokyo, for testing of large experimental aircraft. With the outbreak of the war the facilities were expanded to include an engineering and mechanics school. As the war progressed, many of the facilities were moved underground into a mammoth 12-mile complex that housed barracks, galleys and airplane hangars. On 30 August 1945, General Douglas MacArthur landed at Atsugi air base en route to Tokyo to receive the surrender of Japanese forces. Until the outbreak of the Korean War, the base at Atsugi was abandoned and used only as storage for equipment from nearby Camp Zama, a U.S. Army base. U.S. Navy Seabees arrived at Atsugi in October 1950 and set about restoring the runways and above-ground hangar facilities. The base was officially established as NAS Atsugi on 1 December 1950. VP-6 was the first operating unit to be based at NAS Atsugi in a rotational status in January 1951. The first dependents arrived at Atsugi in November 1951 along with the staffs for Commander Fleet Air Japan and Commander Fleet Air Wing Six. Commander Fleet Air Western Pacific moved his headquarters to NAS Atsugi in 1954. During the Korean

War several Navy patrol squadrons operated from NAS Atsugi, including VPs 6, 772, 871 and 22 in 1951; VPs 22 and 29 in 1952; and VP-57 in 1953. With the draw down of military forces at the end of the Vietnam conflict, operations at NAS Atsugi were reduced and several commands relocated. In July 1971 NAS Atsugi was redesignated NAF Atsugi. With the change air operations control was turned over to the Japanese Maritime Self Defense Force. NAF Atsugi is the home port for squadrons assigned to Carrier Air Wing 5.

NAF Baranquilla, Colombia—In the spring of 1943 the U.S. Navy established a refueling depot and air station at the Pan American airfield at Soledad Airport, six miles south of the city of Baranquilla. A seaplane base, NAF Baranquilla, was established on 1 May 1943 on the Magdalena River. The new NAF provided coverage of the shipping lanes out of the oil ports of Colombia and the approaches to the Panama Canal. On 11 May 1944, VP-84 (flying PBY-5A Catalinas) was transferred to NAS Coco Solo, C.Z. A detachment from the squadron was sent to Barranquilla to conduct ASW sweeps of the tanker lanes. This detachment was the last to deploy there during the war because the German submarine threat had been largely eliminated by late 1944. The facility was disestablished on 15 April 1946.

NAF Belem, Brazil—By the summer of 1942 the U.S. Army was already hard at work converting the existing Pam American and Brazilian airlines facilities at Belem for military use. Belem is located on the south bank of the Rio de Para in the state of Para in northeastern Brazil. Two existing 5,000 foot paved runways at Val de Caens and a seaplane ramp in Belem harbor, as well as housing and fueling installations at both sites, provided a basis for a U.S. Navy development. Naval construction began on 22 September 1942 and included a seaplane ramp, additional hangars and other support structures. NAF Belem was established on 26 November 1943 as a support facility aboard the existing U.S. Army field at Belem. The base was located on the south bank of the Amazon River. The seaplane tender *Humboldt* (AVP 21), followed by *Barnegat* (AVP 10), provided support for VP-94 until shore-based facilities were completed. The facility later supported up to 24 patrol aircraft at a time, or two full squadrons, when VP-45 arrived in May 1944. NAF Belem was disestablished on 15 June 1945 and the facility was turned over to the U.S. Army.

NAS/NAF/NS Bermuda—Patrol aviation history on the island of Bermuda began with the declaration of neutrality by President Roosevelt in 1940. Three PBY Catalinas of VP-53 arrived in November of that year to extend the Neutrality Patrols further eastward from the Atlantic coast. Naval Operating Base Bermuda and

NAS Bermuda were established on 1 July 1941 and for the duration of the conflict served as a base for destroyers and seaplanes covering the convoy routes of the middle Atlantic. Patrol squadrons were withdrawn from Bermuda after WWII and the air station was redesignated an NAF on 1 July 1945. The NAF was redesignated an NAS again on 27 February 1947 and then disestablished on 1 July 1950. The air station assets were transferred to the control of NS Bermuda. Patrol squadrons returned again when the Korean War brought home the necessity of advanced ASW patrols to counter the increasing Soviet submarine threat. VP-49, flying PBM Mariners, was the first to return and make NS Bermuda its homeport, followed by VP-45 in 1956. Both squadrons were withdrawn in August 1963 when the era of the seaplane was coming to an end. The seaplane squadrons were replaced by land-based patrol squadrons flying the new P-3 Orions operating from Kindley Air Force Base, Bermuda. Thereafter, East Coast patrol squadrons rotated to Bermuda every six months. Kindley Field, the new home for the Navy patrol squadrons, had its start as Fort Bell. The facility was renamed Kindley Air Force Base after the U.S. Army Air Corps was redesignated the U.S. Air Force in 1947. With the advent of the Cold War and the increasing threat of Soviet ballistic missile submarines, the importance of the ASW role for the patrol squadrons led to the transfer of the Air Force assets at Bermuda to Navy control on 1 July 1970 and its establishment as NAS Bermuda. The station was disestablished during the FY 1995 round of base closures on 1 September 1995.

NAB/MCAB Betio, Tarawa Atoll, Gilbert Islands—Betio, the principal island of the Tarawa Atoll, was taken from the Japanese after an amphibious assault on 20 November 1943. Hawkins Field was in operation by 18 December 1943, with construction continuing over the next several months on runway expansion. NAB and MCAB Betio were established on 1 April 1944 and served as the principal base for bombing and harassment raids on Japanese bases in the Marshall Islands and Nauru Island. The NAB and MCAB portion of the airfield was disestablished on 9 December 1944, as the progress of the war moved the advanced bases further afield from Betio.

NAF Biak Atoll, Schouten Islands, Dutch New Guinea—Naval Seaplane Base 2, located on Mios Woendi a few miles south of Biak, was established as NAF Biak on 20 July 1944. It was established to serve as a base for FAW-17 operations in the southwest Pacific. Catalina squadrons VPs 11, 34 and 52 flew patrols out of Woendi from July 1944 through May 1945. The facility was disestablished on 19 January 1946.

NAF Cam Ranh Bay, Republic of Vietnam—Facilities at Cam Ranh Bay were first developed by the

Japanese during their occupation of French Indochina during WWII. The facilities were destroyed by Task Force 38 in 1944. The U.S. Navy returned to the area in 1964 when the decision was made to support the beleaguered South Vietnamese government. The site was developed as the headquarters for coastal interdiction of supplies for the Viet Cong, known as Operation Market Time. The naval air facility was completed in April 1967, supporting detachments of Neptune and Orion squadrons during their WestPac deployments to Japan and the Philippines. The facility was disestablished in April 1972 during the U.S. withdrawal of forces and turnover of installations to the Vietnamese navy.

NAF Canton Island, Phoenix Group, Central Pacific—This small island was first developed by Pan American Airways for use by its fleet of aircraft flying between Hawaii and the southwest Pacific. Canton Island came under the joint control of Britain and the U.S. under the terms of a 1939 agreement. It was established as a naval air facility on 13 September 1943 to service seaplane squadrons operating out of NAS Kaneohe, Hawaii. Operations from Canton during the war gave the crews combat experience before they were sent to the hot spots in the Pacific. It was disestablished on 14 October 1946.

NAF Caravelas, Brazil—Construction of a base for airships and aircraft was begun in October 1943 at Caravelas, located in the state of Bahia in eastern Brazil. The site was chosen because it provided good access to an extensive ASW patrol zone in the South Atlantic. The existing Air France and Brazilian air force facilities included turf runways and a corrugated metal hangar. The naval LTA facilities were completed in five months and work on the aircraft base, designed for operation of six patrol bombers, began in January 1944. NAF Caravelas was completed in 10 months and maintained an operational average of 6 patrol aircraft during the war. However, as the war progressed the need for ASW patrols moved elsewhere and NAF Caravelas was used primarily for emergency landings. NATS aircraft landed at the facility on a daily basis for topping off, as well as for cargo and passenger discharge. NAF Caravelas was disestablished on 1 August 1945 and returned to the custody of the Brazilian Air Force.

NAAF Carlsen Field, Trinidad, British West Indies—(see NAS Port of Spain, Trinidad)

NAB Chimu Wan, Ryukyu Islands, Okinawa, Japan—The seaplane base at Chimu Wan was established in July 1945 during the buildup of forces on Okinawa for the invasion of the Japanese home islands. On 14 July 1945, VPB-208 (PBM-5 Mariners) departed Kerama Rhetto for Chimu Wan, supported by

Hamlin (AV 15). They were followed by VPB-26 (PBM-5 Mariners) on 15 July, VPB-22 (PBM-3D Mariners) on 16 August and VPB-205 (PBM-5 Mariners) 25 on August. *St. George* (AV 16) provided additional tender support. The last wartime operational flights for these squadrons were made from this location by VPB-208 and VPB-16 on 11 August 1945. The base was disestablished after it was destroyed by typhoons in September and October 1945.

NAS/FAB Coco Solo, Panama, Canal Zone—Coco Solo, meaning “lone coconut” in Spanish, was established on the shore of Limon Bay, in close proximity to the Caribbean entrance to the Panama Canal on 6 May 1917. A submarine base had been established at Coco Solo several weeks earlier. Twelve seaplanes were assigned for ASW patrols from the station. Later several small Navy blimps and a Kite Balloon station were added to the base. The station remained active after World War I and VP-10 was home ported there in May 1924, flying six F-5L seaplanes. By July 1928 NAS Coco Solo was still growing with the addition of two more runways and permanent support facilities. In 1930 two seaplane ramps were installed. The air station was redesignated a FAB on 1 July 1931 and returned to its NAS designation on 30 September 1939. The development plan for 1940 included expansion to serve seven seaplane patrol squadrons. During WWII NAS Coco Solo was home port for Fleet Air Wing 3 and the station also hosted a major Assemble and Repair Department. The Army’s France Field runway was located one-half mile from the air station and was connected to NAS Coco Solo by a taxiway. Landplanes based at Coco Solo used the France Field runway. During World War II the air station served as a major hub for antisubmarine air operations covering both the Caribbean and Pacific approaches to the Panama Canal, as well as naval forces deploying to the South Pacific. In 1947 the naval operating base was formed combining the naval air station, naval station, naval hospital and another base called Coco Solito. NAS Coco Solo was disestablished and placed in a partial maintenance status on 1 July 1950. It was reactivated on 15 February 1951 as a BuAer funded naval station and was home port for VP-45 and later VP-34. The last aircraft from VP-45 departed the naval station in September 1956 and it was again placed in a caretaker status. In the fall of 1961 NS Coco Solo was officially disestablished.

NAAF Corinto, Nicaragua—During WWII, Corinto was the northern terminus for patrol missions flown by VPs 206 and 207 operating from the Galapagos Islands to safeguard the Pacific approaches to the Panama Canal. It was officially designated NAAF Corinto on 20 January 1943. The base at Corinto was established on a strategic landlocked harbor formed

by the junction of six rivers and Carden Island, lying at the entrance to the harbor on the east. NAAF Corinto, adjacent to the town of Corinto, is approximately 65 miles from Managua, the capital city. During the war the facility supported 100 officers and 700 enlisted personnel. It was disestablished on 6 June 1946.

NAS Cubi Point, Philippines—The development of an airfield at Cubi Point arose from the impossibility of expanding the existing limited facilities at NS Sangley Point in 1949. Civilian contractors refused to submit bids due to the difficulties involved in building such a facility out of a tropical jungle. Seabee Construction Unit Battalion 1 was assigned the task of constructing the new airfield in 1950. The base took five years to complete and NAS Cubi Point was officially established on 25 July 1956. By the mid-1960s, the involvement of the U.S. in the Vietnam conflict made Subic Bay and Cubi Point a major hub in carrier and patrol squadron operations. Patrols for operation Market Time, the maritime interdiction effort to stop North Vietnamese resupply in the coastal waters off Vietnam, were run from Cubi. On 21 December 1972, the runway was named Admiral A. W. Radford Field in honor of Naval Aviator and former Chairman of the Joint Chiefs of Staff Admiral Arthur W. Radford. The cessation of U.S. involvement in Vietnam in 1973 did not bring an end to patrol operations from Cubi Point. During the 1980s patrol squadrons were kept on the alert searching for Vietnamese boat people fleeing the country in search of freedom. During this same period, the increasing Soviet naval presence in the South China Sea required constant surveillance. The final event for the station came on 12 June 1991 when nearby Mount Pinatubo erupted, burying the area in up to ten inches of ash. At the time, the U.S. and Philippine governments were at loggerheads over renewal of the base leasing agreements. The destruction of so much of the facility by the volcano was the final act for the Americans and Cubi Point was officially disestablished on 30 October 1992, followed by the removal of the last American military personnel on 24 November 1992.

FASU/NSA DaNang, Republic of Vietnam—During the Vietnam War the DaNang facility was one of the largest Navy support bases in the country. Marine Corps forces landed at DaNang in 1965 and port facilities were rapidly developed thereafter. A U.S. Marine Corps facility and a U.S. Air Force facility were constructed side by side. On 15 October 1965 Naval Support Activity DaNang was officially established. VP-2 (SP-2H Neptunes) and VP-40 (SP-5B Marlins) were the first patrol squadrons deployed to DaNang, arriving in mid-1965. Fleet Air Support Unit DaNang was officially activated on 1 April 1968 at NSA DaNang. The mission of FASU was to provide services,

material and ordnance to support the operations of Naval Aviation units operating in Vietnam. FASU DaNang was disestablished on 4 March 1973 and NSA DaNang was officially disestablished on 29 March 1973.

NAF/NSA Diego Garcia Island, British Indian Ocean Territories, Indian Ocean—The island of Diego Garcia, situated in the middle of the Indian Ocean, was acquired by the British in the early 19th century. A small British garrison remained there until the U.S. became involved in the Vietnam War. In early 1970 the British and American governments, in cooperative agreement, began to build up the island's facilities to create a large, modern naval base and ship repair facility and an enlarged airfield, primarily as a counter to a growing Soviet presence in the Indian Ocean. NAF Diego Garcia was established on 26 February 1981. The use of the island as a military base and its strategic importance has aided naval operations during the fall of the Shah of Iran in 1979, the Gulf Crisis of 1987, the Gulf War of 1991 and the buildup of a Chinese naval presence in the 1990s. The loss of extensive USAF and Navy facilities in the Philippines in 1992 further solidified the need for the facility as one of the few remaining deployment sites under exclusive U.S. and British control, without concerns about host-nation agreements. The naval air facility was disestablished in the late 1980s and the base operations as naval support activity. It still remains a frequent deployment site for detachments of Pacific Fleet patrol squadrons and other aviation units.

NAF Dunkeswell, Devonshire, England—The U.S. Army Air Force had begun working with the RAF Coastal Command at RAF Dunkeswell early in 1943, conducting ASW sweeps over the English Channel and the Bay of Biscay. On 24 September 1943, the 19th USAAF squadron departed Dunkeswell to join the 8th Air Force, followed by the 22nd USAAF on 28 September. Three Navy squadrons, VBs 103, 105 and 110, undertook the ASW role previously flown by the USAAF in England. The USAAF squadrons were phased out and their equipment, similar to that on the PB4Y-1 aircraft, was turned over to the Navy. The USAAF flew its last ASW mission from Dunkeswell on 31 October 1943, and the 4th USAAF squadron departed on 6 November. VPB-105 moved aboard RAF Dunkeswell on 12 October 1943 and VB-110 on 30 October 1943. VPB-103 had been based there since 30 August 1943, sharing the field with the USAAF. FAW-7 established its headquarters there at roughly the same time. The three squadrons at RAF Dunkeswell came to be known by several names over the next year: Dunkeswell Air Group, Land Plane Air Group, and finally Patrol Air Group One. Each squadron had the luxury of being assigned its own PATSU. On 4 January

1944 RAF Dunkeswell came under U.S. Navy control and was redesignated an NAF. The facilities under the Royal Air Force had been extremely spartan. With the change of Dunkeswell to an NAF conditions improved dramatically. On 9 January 1945, VPB-112 received orders to cease operations and prepare for transfer from NAF Port Lyautey, F.M., to Upottery, Devon, England. Operations began from this base on 15 February. Upottery was a satellite field to NAF Dunkeswell, where VBs 103, 105 and 110 were based. VPB-107 later joined VPB-112 at Upottery after being transferred from Natal, Brazil. Both NAF Dunkeswell and its satellite field at Upottery were returned to RAF control on 31 July 1945.

NAF Dunkirk-Calais, France—This base, headquartered at Autingues, a few miles south of Ardres, had the singular distinction of being home to the first squadron of land-based Navy aircraft. The Northern Bombing Group, conceived by Lieutenant Commander Kenneth Whiting in 1917, was assigned the mission to bomb the German submarine pens in the Low Countries (Ostend, Zeebrugge and Bruges). The plan called for the establishment of a base at Dunkirk, with work beginning on 30 April 1917. An assembly and repair base to support the bombing group was established at Eastleigh, England. The Dunkirk base was established on 13 June 1917 and began limited operations in October 1917. However, the lack of adequate aircraft kept the unit from becoming fully operational. U.S. Navy pilots comprised the Night Wing, Northern Bombing Group and U.S. Marine Corps pilots the Day Wing, Northern Bombing Group. The 30 Italian Caproni bombers originally intended for use by the Night Wing, Northern Bombing Group proved to be virtually unusable due to engine problems, forcing the Americans to train on the few Handley-Page bombers that the RAF could spare. The USMC pilots of the Day Wing, Northern Bombing Group were more fortunate in having the more reliable DH-4 aircraft. All of the bases associated with the Northern Bombing Group were disestablished by 15 February 1919.

NAF Eastleigh, Southampton, England—This facility was established in 1917 by Lieutenant Commander Kenneth Whiting, Naval Aviator Number 16, with the primary mission of providing support for the Northern Bombing Group at Dunkirk. It was officially established as an NAF on 20 July 1918. Eastleigh served as an assembly center for aircraft received from the U.S. and repaired other base aircraft with combat or operational damage. Eastleigh was formally disestablished on 10 April 1919.

NAB/NAF Ebeye Island, Marshall Islands—(see NAB Kwajalein) This small air base in the Marshall Island group was established on 14 May 1944 with the

mission of servicing patrol seaplanes and tenders. It lies three miles north of Kwajalein Island. The Japanese seaplane facilities escaped destruction during the invasion and once the base was secured from the Japanese, Seabees completed upgrading the facilities, adding repair shops, barracks, a small clinic and storage buildings. The base was redesignated an NAF on 27 February 1947 and disestablished on 15 June 1947.

NAAF Edinburgh Field, Trinidad, British West Indies—(see NAAF Port of Spain)

NAF/MCAF Emirau, New Ireland, Bismarck Archipelago—This small island in the St. Matthias Islands group was established as a naval air facility and Marine Corps air facility on 28 February 1944. Emirau was captured from the Japanese in early 1944 and was used to counter Japanese air bases on the nearby island of Kavieng. Several patrol squadrons operated briefly from the two landing strips built on the island during the war. The facility was disestablished on 1 March 1945.

NAB Eniwetok Atoll, Marshall Islands—The island of Eniwetok was occupied by the Japanese in November 1942. They were fully aware of the strategic value of the island's position in the Marshall chain. U.S. Marines captured the island on 23 February 1944 after stiff enemy resistance. With the assistance of the Army engineers and Navy Seabees, the base was developed as a springboard for the occupation of the remaining Marshall Islands. NAB Eniwetok was established on 10 May 1944 and the runway was named Stickell Field in honor of Lieutenant John H. Stickell, who died from wounds received in action during a low-level attack on Jaluit. Parry Island, where the Japanese had already built a seaplane base, was further developed to support U.S. Navy patrol seaplane squadrons. Several squadrons staged through Eniwetok during the Marshall Islands campaign. The naval air base was disestablished on 23 June 1947.

NOB Espiritu Santo, New Hebrides Islands—Espiritu Santo is the largest of the New Hebrides Islands. Its importance during WWII lay in its strategic position in relation to the Solomon Islands. The island was occupied in June 1942 and construction of base facilities began immediately. An airfield for Army bombers was built at Turtle Bay to support the landings at Guadalcanal and Tulagi. The site served throughout the war as a major rework and repair center for aircraft squadrons. VP-44 was the first patrol squadron to arrive at Espiritu Santo in December 1942. The Naval Air Center Command, controlling eight Navy and Marine Corps fields on the island, became fully operational on 1 July 1943. The base was officially disestablished on 12 June 1946.

NAF Esquibo, British Guiana—The naval air facility was developed to service seaplanes operating from the Esquibo River. It was established as an NAF on 8 July 1946 and disestablished on 1 April 1947.

NAF Fernando de Noronha, Brazil—This facility, located on a small volcanic island 210 miles off the eastern coast of Brazil, was established by the Army in an agreement with the Brazilian government in early 1943. It was established as a naval air facility on 26 November 1943. The U.S. Navy utilized the field to support patrol squadron detachments of up to six aircraft, usually the shorter range PV-1 Ventura landplanes of VPBs 125, 134 and 145, operating out of Fortaleza, Brazil. VPBs 45 and 94 also deployed detachments to this facility. The NAF portion of the base was disestablished on 30 June 1945.

NAF Fonseca, Nicaragua—At the onset of WWII, the vulnerability of the Panama Canal from the Pacific Ocean approaches led to a search for suitable base sites on the Pacific side of the continent. The closest suitable base was found at Money Penny Anchorage at Fonseca Bay, Nicaragua, in the spring of 1942. It was intended that Fonseca would be the northwestern apex of the air search triangle that guarded the western approaches to the canal. Unfortunately, the shallow depth of the bay made deliveries of supplies difficult, necessitating the use of lighters. The seadrome approaches were unsheltered from foul weather blowing in from the west, making seaplane operations hazardous. Patrol squadrons were moved to Corinto, Nicaragua, in late 1943 and NAF Fonseca was disestablished on 25 October 1943.

NAF Fortaleza, Brazil—The northern coast of Brazil provided ideal locations for the development of ASW facilities during WWII to cover the vital South Atlantic shipping routes. Initial naval air patrols at the existing Army installations at Pici Field, Fortaleza, in the state of Ceara in northeastern Brazil, began in March 1943. However, operational experience quickly indicated the need for additional expansion. Consequently, further work began on 14 April 1943 Pici Field. Both Army and Navy flight operations continued throughout the construction. VB-130 arrived at the facility in August 1943. NAF Fortaleza was officially established on 26 November 1943 operating in conjunction with seaplane patrols from Port of Spain, Trinidad and ASW patrols from NAF Fortaleza to cover the vital shipping routes off northern South America. NAF Fortaleza was disestablished on 30 June 1945.

NAF French Frigate Shoals, Tern Island, Hawaiian Islands—A small naval air facility was established on Tern Island on 17 March 1943 to provide support for various seaplane patrol squadrons operating in the area. The island was occupied by a small

detachment of U.S. Marines after it was discovered that the Japanese had used the island as a staging area for a two-seaplane (Emily) raid on Pearl Harbor in March 1942. The decision to build an NAF to serve as a forward outpost for Pearl Harbor was made after the Battle of Midway. It was disestablished on 9 June 1946.

NAS Fromentine, France—This base was one of the few constructed in France during WWI solely with American labor and materials. It was located below the Loire estuary on the southern end of the island of Noirmoutier. Construction began on 4 February 1918 and NAF Fromentine became fully operational on 17 August 1918. Over 200 patrols were conducted from this site before the Armistice. It was disestablished on 28 January 1919.

NAAF Funafuti Island—This small island base was established as a naval air facility on 15 November 1943 to support seaplane squadrons in the Ellice Islands chain. It was closed on 1 March 1946 and officially disestablished on 11 November 1947.

NAF/NAAF Galapagos, Seymour Island, Ecuador—The Galapagos Islands group are among the most desolate and barren places on earth. There are ten principal islands and many smaller ones, all of volcanic origin. A detachment of VP-207, based at Salinas, Ecuador, was ordered to Seymour Island in June 1943 to provide support for the seaplane squadrons flying ASW patrols from that location. The site was officially designated NAF South Seymour Island on 1 August 1942. VP-206, based at Corinto, Nicaragua, also flew patrol missions between that base and Galapagos. Seaplane operations were conducted from Aeolian Bay, on the northwestern side of Seymour Island. Eight to twelve aircraft could be parked on the apron for maintenance or during rough weather. The island was shared with the USAAF, whose airfield was on the south side. The NAF was redesignated NAAF Galapagos Island on 14 July 1944 and redesignated an NAF on 13 September 1945. NAF Galapagos was disestablished on 16 May 1946.

NAF Galeao, Rio de Janeiro, Brazil—NAF Galeao was established on 2 December 1942 and shared a portion of the field with the Brazilian Army. It provided support for up to 12 PBV-5A Catalina patrol aircraft. The facility was a favorite of Navy patrol squadrons due to its proximity to Rio de Janeiro. The NAF facilities were disestablished and turned over to the Brazilian Army on 15 November 1944.

NAAF Goat Island, Jamaica—On 2 September 1940 the U.S. and Britain signed the "Destroyers for Bases" agreement which provided the U.S. with access to bases in Antigua, the Bahamas, Bermuda, British

Guinea, Jamaica, Newfoundland, St. Lucia and Trinidad in return for 50 American destroyers. In order to patrol the approaches to the Caribbean via the Windward Passage the U.S. Navy established NAAF Goat Island on 4 April 1941. It was located in Portland Bight, 30 miles southwest of Kingston. Construction of the facility was completed in the summer of 1942 and the facility became operational on 15 August 1942. NAAF Goat Island was reduced to caretaker status in September 1944 and inactivated on 25 November 1946. It was disestablished on 1 December 1946.

NAS/NAF/NAAF Great Exuma, Great Exuma Island, Bahamas—This small station situated in the lush tropical paradise of the Bahamas was established as a naval air station on 5 January 1942. It served as a refueling base and forward area patrol site for detachments of up to six patrol aircraft at a time. It was redesignated an NAF on 13 May 1944 and then an NAAF on 28 September 1944. On 1 July 1946 it was redesignated an NAF and disestablished on 1 July 1947.

NAAF Green Island—Green Island is an atoll in the Solomon Islands, situated between Buka and New Ireland islands. On 15 February 1944 the island was occupied by troops of the Third New Zealand Division. The atoll was quickly developed into a base from which bombers could strike enemy positions on New Britain, New Ireland, Rabaul, Kavieng and Truk. In less than 3 weeks after Green Island was occupied by Allied forces fighter aircraft were flying from the new runway. The seaplane ramp was completed on and the facility was designated an NAAF on 15 June 1944. VP-44 moved to Green Island on the day it was established as an NAF. It was the only patrol squadron assigned to the island. Most of the aircraft on Green Island were nonpatrol types from Marine Corps squadrons. A PATSU was available for maintenance of squadron aircraft and personnel. Patrol missions involved flying daily search sectors extending in a northerly direction to within 200 miles of Truk. VP-44's patrol missions ended after 18 August and the primary mission of the squadron was changed to neutralizing 17 nearby enemy airfields. Night Black Cat raids were flown to prevent shipping from resupplying the bypassed Japanese garrisons. Nightly hunts were usually coordinated with one of the PT boat squadrons stationed on Green Island. The Cats would spot the target in the dark with their radar and then illuminate the scene for the PT boats. Both would then join in on the kill. Black Cat missions were officially terminated on 10 February 1945 due to the complete neutralization of Rabaul and the primary mission of the squadron having shifted to Dumbo work. NAAF Green Island was disestablished in March 1945.

NAS/NS Guantanamo Bay, Cuba—Lieutenant John H. Towers first brought Naval Aviation to Guantanamo

Bay when he established the Aviation Instruction Camp there during the annual fleet exercises of 1912. The floatplanes proved useful to the battleships by spotting their shell impacts in the target zones. They also found that submarines running at shallow depths could easily be seen from above. During WWI a small detachment of naval patrol aircraft was maintained and supported in the bay area by tenders *Shawmut* (CM 4) and *Sandpiper* (AVP 9). By 1921 a permanent presence ashore was established at Hicacal Beach and the bluffs of Leeward Point. The facilities built at the site included a seaplane ramp, pier, shops and living quarters. From 1922 through 1934 the base was used for training with the dirigibles *Shenandoah* (ZR-1), *Macon* (ZRS-5), *Los Angeles* (ZR-3) and *Akron* (ZRS-4). The runway was named McCalla Field in honor of Captain Bowman H. McCalla, skipper of the armored cruiser *Marblehead* (C 11), who participated in the capture of Guantanamo Bay and commanded a base established there during the Spanish American War. In 1939 the mooring masts and tracks for the dirigibles were removed and replaced with a landing field large enough for multiengine aircraft. From 1939 through 1941, expansion of the facilities continued, with NAS Guantanamo Bay officially established on 1 February 1941. Construction on the air station was not complete until after the U.S. entry in WWII and it was not until October 1942 that PBM Mariner seaplanes began running ASW patrol tracks between Banana River, Florida, and Guantanamo. The base was at its wartime peak of activity by the summer of 1943, with support provided by NAAF Little Goat Island, Jamaica. Activity declined after the war but was revived with the beginning of the Korean conflict. In January 1953 the runway at Leeward Point was expanded to accommodate jet aircraft. McCalla Field was relegated to handling propeller aircraft and line maintenance. The importance of the base was reemphasized in January 1961, when President Eisenhower severed diplomatic relations with Cuba after Castro nationalized U.S. assets. In October 1962, elements of the fleet and several of the patrol squadrons stationed on the East Coast utilized NAS Guantanamo as a forward support base while enforcing the Cuban quarantine. NAS Guantanamo Bay was disestablished on 16 February 1993. However, the runways continue in operation and come under the control of Naval Station Guantanamo Bay.

NAF Hato Field, Curacao, Netherlands West Indies—The island of Curacao, with an area of 173 square miles, lies 46 miles north of Venezuela. The naval air facility was completed by the Army in October 1943 and was established as NAF Hato Field in October 1943. Navy patrol bomber squadrons used the base throughout the remainder of WWII as an advanced base for ASW patrols and convoy protection. NAF Hato Field and nearby Camp Parera were disestablished in October 1945.

NAB Henderson/Carney Field, Guadalcanal—The island of Guadalcanal was the centerpiece of the first U.S. counteroffensive of the war in the South Pacific. A Japanese construction battalion of 2,600 men and an Imperial Army detachment of 400 infantry began construction on an airfield in June 1942. On 7 August 1942, the First Marine Division occupied the site of the airfield on Lunga Point, pushing the Japanese defenders back into the jungle. Seabees worked around the clock to get the airfield into shape, using abandoned Japanese construction equipment and materials. It became operational on 20 August 1942 and was named after Major Loften R. Henderson, USMC, who was lost in action during the Battle of Midway (an airfield at Midway Island was also named Henderson Field). The Navy called its portion of the airstrip Carney Field in honor of Captain James V. Carney, USN, killed early in WWII. VP-12, a PBY-5A squadron, arrived there in December 1943 to conduct nighttime operations against Japanese shipping. Squadrons continued to operate from the strip until the end of the war and the airfield was disestablished on 12 June 1946.

NAS Ile Tudy, France—This was one of the bases obtained intact from the French during WWI, including the seaplanes and mechanics to go along with them! The station, located to the south of Brest, was turned over to the U.S. Navy and was in full operation by 28 February 1918. It was officially established on 14 March 1918. Aircraft from this base were credited with the sinking of a German U-boat in the Raz de Sien. The base was disestablished by 25 January 1919.

NAF Ipitanga, Brazil—This facility was established by the U.S. Army in early 1943. The Navy established NAF Ipitanga on 26 November 1943 to provide support for up to six land-based aircraft. The NAF portion of the field was disestablished on 1 July 1945.

NAS Isley Field, Saipan, Marianas Island—Originally named Aslito Field by the Japanese until its capture by U.S. forces on 18 June 1944, the Navy used this small airfield on Saipan as one of many refueling and repair sites for patrol squadrons in the Marianas Islands. The airfield was named Isley Field on 30 June 1944, for Commander Robert H. Isely, who lost his life leading his squadron in an attack on Aslito Field while it was held by the Japanese. It was established as an NAS on 15 July 1947 and then disestablished on 15 October 1947.

NAF/NAS/MCAF/MCAS Iwakuni, Japan—This base was formerly a Japanese naval air station established on 8 July 1940. Although home to 96 trainer aircraft and 150 fighters, the air station managed to escape damage during the B-29 raids of 1945. The field came under Royal Australian Air Force (RAAF) control in March 1948 and became heavily engaged in support-

ing patrol seaplane operations during the Korean War. The RAAF turned the base over to the USAF in April 1952. The Navy established NAF Iwakuni on a section of the station on 15 May 1952. The facility was greatly expanded and by 1 October 1954 the U.S. Air Force turned it over to the Navy. The naval air facility was replaced by the establishment of NAS Iwakuni on 1 October 1954. On 1 January 1958 NAS Iwakuni was redesignated MCAF Iwakuni. Since 20 July 1962 it has operated as a Marine Corps air station.

NAB Jamaica, British West Indies—(see NAS Guantanamo Bay, Cuba)

NAS/NAF Johnston Island—This island facility was established as a naval air station on 15 August 1941 and used as a refueling station for seaplane patrol squadrons operating out of Kaneohe, Hawaii. The base was located 720 miles northeast of Hawaii. The U.S. had originally claimed the site in 1936, and patrol aircraft first used it during Fleet Exercise XVIII in 1937. With the outbreak of WWII, runways were constructed on the island to support land-based aircraft. As the combat zone moved further south, the role of Johnston Island was relegated a support base for NATS aircraft en route to the South Pacific. It was redesignated NAF Johnston Island in February 1947 and inactivated on 13 June 1947 and then turned over to USAF control on 1 July 1948.

NAF Kadena, Okinawa, Japan—(see NAF Naha)

NAF/NS/NAS Keflavik, Iceland—Discovered by Viking Leif Ericsson in the 10th century, this ice-bound island in the far north remained under Norwegian and Dutch rule until WWII. Great Britain was the first nation to send troops to Iceland to preempt occupation by the Germans. Iceland, proclaimed neutral, was forced to accept the British presence when a base was established in May 1940. U.S. Marines replaced the British troops at the request of the Icelandic government on 7 July 1941, followed shortly thereafter by U.S. Army and Navy personnel. A naval station at Keflavik was soon established and quickly expanded after U.S. entry in WWII. The original agreement between Iceland, the U.S. and Great Britain required the withdrawal of all military forces after the conclusion of the war in Europe. The military forces were withdrawn in September 1946, only to return in 1949 when Iceland became a member of NATO. Further agreements with the U.S. in 1951 obligated the U.S. to provide for the national defense of Iceland, with the U.S. Navy handling maritime patrol. NAF Keflavik was established on 1 July 1960. In 1961, Commander Barrier Force, Atlantic, moved its headquarters to Keflavik and NAF Keflavik was redesignated Naval Station Keflavik on 1 June 1961. Commander Barrier Force, Atlantic was replaced in 1965 by Fleet Air, Keflavik. On 1

November 1985 NS Keflavik was redesignated NAS Keflavik. With the heightening of the Cold War, NAS Keflavik soon became the “ASW Capital of the World.” Since the end of WWII, the Navy has deployed patrol squadrons to Keflavik for six-month deployments to guard against the submarine threat in the North Atlantic.

NAF Kenitra—(see NAS Port Lyautey)

NAS Killinghome, Humber Estuary, England—Lieutenant Commander Kenneth Whiting took formal command of this base from the British on 30 May 1918. American naval aviators flew British Short seaplanes from this base over the North Sea, protecting convoys and preventing German sweepers from disturbing the Allied mine fields. At the height of the war, 46 seaplanes operated from Killinghome. It was officially disestablished on 6 January 1919.

NAB Kwajalein, Marshall Islands—This large atoll situated in the middle of the Marshall Islands group was occupied by the Japanese prior to WWII. Three facilities had been constructed on the islands: Ebeye, a seaplane base and repair facility (see Ebeye entry); Roi-Namur, an airbase; and Kwajalein, a major naval installation for servicing fleet surface units. After the successful U.S. invasion and occupation of the islands, the Seabee units began the reconstruction of the aircraft landing fields at Roi and Ebeye. The airstrip at Roi was named Dyess Field on 16 April 1944, in honor of Lieutenant Colonel Aquilla J. Dyess, USMCR, killed leading the assault on Roi-Namur. The first Army fighter strikes from Roi against Maleolop took place on 13 February 1944. Ebeye was a fully functional bomber and fighter base for the Navy by December 1944, although patrol seaplane squadrons were operating from the site much earlier. The Army turned over control of Kwajalein to the Navy on 1 July 1945. The base continued its existence after the war, serving as a staging point for trans-Pacific flights. Longer range aircraft negated the need for the facility and it was deactivated in 1959. On 1 July 1964, the Navy transferred all of its facilities on Kwajalein to the Army. The U.S. Air Force maintains a small portion of the facility for observation of missile launches from Vandenberg Air Force Base, Calif.

NAS L'Aber Vrach, Brest, France—This air station was one of the few built by the Americans on French soil and placed in operation before the end of WWI. It was established on 4 June 1918. The first operations commenced on 2 September 1918, with ten American-made HS-1 flying boats providing convoy protection in the waters off the Brest Peninsula. The air station was disestablished on 22 January 1919.

NAF Lajes, Portugal—The Azores Islands group, consisting of nine volcanic islands located 800 miles

west of Portugal, were discovered by explorers led by Portugal's Prince Henry the Navigator in 1427. After a long existence as a backwater of civilization, the strategic importance of the islands in the protection of convoys in the Atlantic was recognized at the start of WWI. With America's entry into the war the 1st Marine Aeronautic Company was sent to the island of Sao Miguel on 19 January 1918 to establish a base of operations for its 12 floatplanes near the town of Ponta Delgada. This base was disestablished on 1 September 1919. The British acquired Lajes Field, on the island of Terceira, in a behind-the-scenes agreement with neutral Portugal in the early months of WWII. U.S. forces were not permitted to establish an independent base but were allowed to operate under the control of the British on Terceira. On 6 January 1944, the U.S. Navy established its headquarters at a site then named Lagens Airfield. On 29 July 1944 the first aircraft of VB-114 arrived to begin ASW operations in the Atlantic. Throughout the war, patrol squadrons operated under the terms of the original British agreement with Portugal and all aircraft wore the dual insignia of British roundels and U.S. stars. NAF Lajes was established on 18 January 1957 as a tenant command of the U.S. Air Force 1605th Air Base Wing on Terceira. Lajes subsequently served as a deployment site for Navy patrol squadrons conducting split deployments. NAF Lajes was disestablished on 30 September 1993.

NAS Le Crossic, France—Le Crossic was one of the French bases turned over to the U.S. Navy, with its Tellier seaplanes, in June 1917, and was fully operational by 18 November 1917. It was established as a naval air station on 27 November 1918. It was located on two small islands 18 miles from St. Nazarine. The base provided cover for convoys approaching the Loire River. NAS Le Crossic was disestablished on 28 January 1919.

NAS Lough Foyle, Ireland—The base at Lough Foyle was one of four built in Ireland to guard the entrances to the Irish Sea. It was located 18 miles in from the sea on the northwest shore of the loch by that name, nine miles from Londonderry. The station did not become operational until 7 June 1918 and was established on 1 July 1918. Poor weather conditions and difficulties in supply caused problems, but regular patrols were carried out from 3 September 1918 until the end of WWI. NAS Lough Foyle was disestablished on 22 February 1919, reverting to British control as an RNAS seaplane base.

NAF Maceio, Brazil—NAF Maceio was established on 14 December 1943 on an air base constructed by the U.S. Army. Located approximately 200 miles south of Recife, Brazil, it allowed the Navy to fill the patrol gap between Recife and Bahia. The facility was capable of servicing a full squadron of land-based aircraft

and another of seaplanes. The seaplanes used Lagoa de Norte (North Lake) for takeoff and landings. The NAF portion of the base was disestablished on 11 October 1945.

NAF Majuro, Marshall Islands—NAF Majuro was established on 4 May 1944 to support both seaplanes and land-based aircraft operating in the Marshalls, Marianas and Caroline Island groups. It was reduced to an inactive status on 1 January 1947 and disestablished on 1 June 1947.

NAF Manus, Admiralty Islands—Manus, the largest of the Admiralty Islands, was established as a naval base, naval air transport center, and an NAF on 18 May 1944. Lombrum Point was the main seaplane repair base for the vicinity while the base at Pityilu serviced land-based aircraft. The facilities on the island were disestablished on 1 September 1947.

NAB Marcus Island—Marcus Island was still under Japanese control as late as November 1944. After its capture efforts were made to construct a minor air facility as a refueling site and emergency landing strip. It was designated an NAF on 1 November 1945. The facility was disestablished on 12 May 1946.

NAF Misawa, Japan—Misawa, located 300 miles north of Tokyo in northern Honshu, was not established as a naval air facility until 1975. The site had originally been an air base built by the Imperial Army in 1938. It was taken over by the Imperial Navy in 1942 and used as a research and development center for new fighter variants. Kamikaze special attack forces took over the facility in 1944 through the end of the war. Most of the base was destroyed by B-29 attacks in 1945. The base was occupied by the U.S. Army in September 1945 and greatly expanded by the U.S. Air Force to support jet fighter squadrons during the Korean War. Commander, Fleet Air Western Pacific established its headquarters detachment there in 1970. In 1975 the Fleet Air Western Pacific detachment was disestablished and NAF Misawa was established on 1 October 1975. Patrol squadrons and a detachment of Patrol Wing 1 were relocated to NAF Misawa on 30 June 1976.

NAB Morotai, Netherlands East Indies—Morotai is an island of the Molucca group situated between the western tip of Mindanao in the Philippines and the eastern tip of New Guinea. On 15 September 1944 Allied troops captured the island from its Japanese defenders. The enemy airfields and port facilities were greatly expanded by the Eighty-fourth Naval Construction Battalion to provide support for the invasion of Luzon and Borneo in early 1945. The combined Army and Navy air facility utilized tents for living quarters for 1,800 officers and men and quonset

huts for the radio station and ships' service. Frame structures were eventually erected for other facilities, such as shops, sick bay and galleys. VPB-104 was the first patrol squadron to arrive on 3 November 1944. During the first month after its arrival the squadron experienced 46 enemy air raids. The Navy portion of the airfield was designated NAB Morotai on 20 November 1944. The facility was disestablished on 21 January 1946 and turned over to the Royal Australian Navy.

NAF Naha, Okinawa—NAF Naha was established on 1 October 1947, placed in inactive status on 30 June 1949 and disestablished on 20 April 1950. The 162-acre base was reactivated as an NAF on 15 February 1951. NAF Naha supported tender-based seaplane operations and served as a center for NATS operations throughout the Korean conflict. After the Korean War NAF Naha continued operations as a facility for patrol squadrons. In 1960 the U.S. and Japanese governments signed the Japan Facilities Adjustment Program agreement that returned Okinawa to Japanese administration effective 15 May 1972. Under the agreement Japan funded the construction of facilities for the displaced command at Kadena Air Force Base, Okinawa, the largest base in the 5th Air Force, covering more than 5,700 acres of land. The relocation program was completed in two phases. In the first phase, VP-17 became the last patrol squadron to deploy to NAF Naha on 10 December 1974. By 7 May 1975, the establishment date for NAF Kadena, all aircraft facilities at NAF Naha and most tenant commands had relocated to NAF Kadena, Koza, Okinawa. The relocation to the new base took less than two weeks without disruption to the operational missions. The second phase, begun in May 1976, saw the relocation of the last administrative support activity from Naha to Kadena, completed in September 1976, the effective date NAF Naha was disestablished and returned to the Japanese government.

NAF Naples, Italy—The port of Naples was taken during the invasion of Italy on D-plus-22, 1 October 1943. With the creation of NATO the city became the headquarters of Allied Forces South in June 1951. The facilities established at Naples by FASRON-77 served to support aviation in the U.S. Sixth Fleet and the Mediterranean. It was redesignated an NAF on 27 February 1956, serving as a site for patrol squadrons deploying to the Mediterranean for operations with the Sixth Fleet. NAF Naples was disestablished in 1976 and Naval Support Activity Naples took over the job of providing limited air support for naval aviation units.

NAF Narsarssuak, Greenland—On 9 April 1941, by agreement with the Danish government, the U.S. accepted the responsibility for the defense of Greenland. Patrol squadron VP-6 (CG) was established as a Coast Guard squadron under Navy control at NAF

Argentia, Newfoundland, on 5 October 1943 and departed immediately for its new home at Narsarsuak, Greenland. The squadron operated from a small field with the code name *Blue West-One* (BW-1), under the operational control of FAW-9. The 10 (later 12) PB-5A Catalinas conducted SAR missions from the base, with two aircraft detachments frequently assigned to Reykjavik, Iceland, and Argentia, Newfoundland. Operational conditions from the field were primitive, with 4,000-foot mountains on either side of the runway and the Narasarsuak Fjord at the far end. Flying conditions were frequently IFR, with the installation of radar sets on the aircraft in 1943 a welcome addition. SAR operations continued from the field after the conclusion of the war until August 1945 when VPB-6 (CG) returned to NAF Argentia, Newfoundland, and reverted back to Coast Guard control. The NAF was disestablished on 5 February 1951.

NAF Natal, Brazil—Pan American Airways had begun development of this site in November 1940. The advent of WWII interrupted the use of the facilities for commercial purposes and by October 1941 a

detachment of VP-83 began operations from the field. The naval air facility was officially established on 25 September 1943, utilizing a portion of the Army field to service patrol aircraft. The HEDRON for FAW-16 was based at NAF Natal from April through July 1943. The NAF portion of the field was disestablished on 24 June 1945.

NAS Paimboeuf, France—Paimboeuf was another of the French bases turned over to the U.S. Navy in June 1917, including its operational aircraft. It was established as a naval air station on 1 March 1918. It was disestablished on 26 January 1919 and returned to French navy control.

NAF Paramaribo, Surinam, Dutch Guiana—NAF Paramaribo was established on 1 February 1942 to provide support for small detachments of patrol seaplanes operating away from their primary support base. The base grew in February 1943 when the U.S. Army constructed facilities for an LTA detachment and a NATS center at the Army's Zandery Field. VP-204, flying PBM-3C Mariners, was relocated to San Juan,



Presidents Roosevelt and Vargas and Admiral J. H. Ingram inspect NAS Natal, Brazil, 28 January 1943, 80-G-35144 (Courtesy Captain Jerry Mason, USN)

P.R., on 27 December 1942 and was the first patrol squadron to maintain a detachment at Paramaribo. VPBs 212 and 213, both Mariner squadrons, provided detachments later in the war. Tender support for most of the detachment operations was provided by *Pelican* (AVP 6) until relieved by *Thrush* (AVP 3) in November 1944. On 1 October 1943, VB-131, flying PV-1 Venturas, arrived at Zandery Field for ASW and convoy patrol duty. The field was shared with an Army detachment flying B-25s armed with 75-mm cannon in the nose. Since the B-25s did not have radar they flew only in daylight. The VPB-131 crews took the "night shift." The NAF portion of the base was disestablished on 14 August 1944 and the remainder of the facility was disestablished on 22 October 1945.

NAF Pici Field, Fortaleza, Brazil—The USAAF had established an agreement with the Brazilian government that allowed them access to Pici Field at Fortaleza in early 1943. In August 1943 the U.S. Navy ordered VB-130 (a landplane squadron flying the PV-1 Ventura) to Pici Field where they shared the facilities with the Army. NAF Fortaleza was officially established on 26 November 1943. It supported ASW patrols in offshore waters in conjunction with the seaplane squadrons based at nearby NAS Port-of-Spain, Trinidad. Several other squadrons were eventually rotated through Pici Field before being assigned further south to NAF Recife, Brazil. The NAF portion of the facility was disestablished on 30 June 1945.

NAF/NAS Port Lyautey, French Morocco—The naval air facility at Port Lyautey was established on 12 January 1944, only a short distance from the port. Craw Field, the original name of the airstrip, included two 6,000-foot runways in the valley of the Wadi Sebou. The field had been occupied by the U.S. Army after the capitulation of the Vichy French. During the course of the war, several PB4Y-1 and PBY-5 squadrons were based at Port Lyautey to conduct ASW operations against German and Italian submarines operating in the Mediterranean. The Navy retained the facilities at Port Lyautey after the war because the site was strategically located as a focal point for incoming air traffic from the U.S. The increasing responsibilities of the Sixth Fleet in the Mediterranean meant a corresponding increase in the need for aircraft, personnel and major maintenance, all available through Port Lyautey. After a brief period of disestablishment from 1 January 1948, the NAF was reestablished on 1 July 1950 and on 4 April 1956 was redesignated NAS Port Lyautey. On 6 December 1963 the facility was redesignated NAF Kenitra and on 16 December 1963 it was turned over to the Moroccan government.

NAAF/NAF Port of Spain, Trinidad, British West Indies—The seaplane base at Port of Spain was established on 1 August 1941. After the U.S. entry in WWII

the base was used to combat the U-boat threat off the coast of Brazil. ASW operations were conducted by Catalinas of VP-53 beginning in September 1943, in cooperation with the landplane base at Pici Field, Fortaleza, Brazil, where Navy PV-1 Venturas and Army bombers operated. The Pici Field units generally patrolled the close inshore waters off the coasts of Brazil, due to their shorter range, while the seaplane squadrons from Port of Spain flew the longer-range patrol sectors in the mid-Atlantic. A squadron of PV-1 Venturas from VB-130 relieved VP-53 in June 1943 and began operations from the U.S. Army's Carlsen Airfield. The Navy portion of Carlsen Airfield was established as NAAF Edinburgh Field on 27 May 1943, redesignated NAAF Carlsen Field on 6 March 1944. On 20 July 1944 the base was designated as a blimp base, NAF (LTA) Carlsen Field, then disestablished on 10 January 1950. The naval operating base continued for some years after WWII, turning over control of the facilities to the newly formed independent nation of Trinidad in 1967. The seadrome was last used by VP-34 in June 1955.

NAS Porto Corsini, Italy—Established as NAS Porto Corsini on 25 July 1918, the facility was initiated the same night by a bombing raid from Austrian seaplanes operating from Pola, 86 miles across the Adriatic. Throughout WWI U.S. Naval Aviators assigned to this air station used Italian Macchi seaplanes in their combat tours on the southern front. Although routine patrols comprised the primary duties of the 21 aircraft operating from this base, the bombing of the Austrian base at Pola was the chief enterprise. Porto Corsini was one of the few Italian bases to be completed and manned by Americans before the Armistice and to see actual combat. The air station was disestablished on 31 December 1918.

NAAF Puerto Castilla, Honduras—The facility was located on a man-made island on the leeward side of Punta Cazines, which partially enclosed the natural harbor of Trujillo Bay. The site was leased to the U.S. without cost by the Honduran government with the proviso that control would revert to Honduras upon cessation of hostilities. The naval fuel depot Puerto Castilla was established on 10 November 1942 and redesignated NAAF Puerto Castilla on 16 May 1944. It was disestablished on 15 July 1944 and turned over to Honduras in February 1946.

NAB Puerto Princessa, Palawan, Philippine Islands—Facilities for a major naval air base were established at Palawan on 5 May 1945. The base served as an administrative center for FAW-17, three patrol bomber squadrons and two patrol seaplane squadrons. It remained in service until after the war when the Navy turned it over to the Army in December 1946. The base was formally disestablished on 8 February 1947.

NAF Recife, Brazil—The airfield at Recife was established by the U.S. Army through agreements with the Brazilian government in 1943. The U.S. Navy established an NAF on the Army base on 1 October 1943. The NAF serviced land-based patrol planes, primarily PV-1 Venturas from VBs 129, 134 and 143. NAF Recife was the home base for FAW-16's HEDRON from August 1943 through the end of the war. The NAF portion of the field was disestablished on 17 July 1945.

FAB/NOB/NAF Reykjavik, Iceland—Established as FAB Reykjavik on 21 January 1942, this base supported one squadron of patrol seaplanes near the capital city of Iceland. It was expanded to a two-squadron operation and redesignated NOB Reykjavik on 7 July 1942, then redesignated NAF Reykjavik on 6 August 1942. On 20 December 1943 NAF Reykjavik was disestablished and turned over to the British. On 1 November 1945 the British returned the air facility, the fuel depot and ammunition depot to the U.S. Navy. NAF Reykjavik was disestablished on 21 January 1947.

NAB Roi-Namur, Marshall Islands, South Pacific—(See NAB Kwajalein) Established as an air base on Kwajalein atoll on 15 May 1944, NAB Roi-Namur was disestablished on 1 July 1964 when the Navy transferred all of its assets on Kwajalein to the U.S. Army.

NAAF/NAF/NAS/NS Roosevelt Roads, Puerto Rico—NAAF Roosevelt Road was established on 1 August 1943 to provide support for NAS San Juan. It was redesignated an NAF on 15 February 1946 and an NAS on 1 June 1947. The air station was placed in a partial maintenance status from 30 April 1950 until 1 July 1950 when it was officially disestablished. The runway continued to remain in service and came under NS Roosevelt Roads and provides support to various naval aviation units.

NAS/NS Rota, Spain—This base is located north of the Bay of Cadiz, near the town of Jerez, approximately 60 miles northwest of Gibraltar. NAS Rota had its origin in the 1953 agreements between Spain and the U.S. establishing a joint Spanish-American base. The port and naval air station were part of the integrated base system in Spain that included three major Air Force fighter-bomber bases at Torrejon, Zaragoza and Moron. NAS Rota was established 1 October 1957 and the first patrol squadron, VP-5, arrived in September 1958. On 8 May 1959 NAS Rota was redesignated a naval station. The base, with its central location to the Mediterranean, has served as a major deployment site for patrol squadrons since its activation.

NAF St. Eval, England—On 17 August 1943, VB-103 became first operational squadron at NAF St. Eval,



The U.S. Navy turns over five PV-1s to the Brazilian Navy at Ibura Field, Recife, Brazil, 30 March 1944, 80-G-45325 (Courtesy Captain Jerry Mason, USN).

England. Special training in ASW techniques was given to Navy aircrews by the RAF at St. Eval for patrols over the Bay of Biscay. Upon completion of training at the end of August, VB-103 moved to RAF Dunkeswell in Devonshire, England. NAF St. Eval served as a training site throughout WWII and at the end of the war it became the aircraft storage site for FAW-7 squadrons departing the area for return to the U.S. The facility reverted to RAF control by the end of 1946.

NAS St. Trojan, France—This base was built by French labor under U.S. contract for the Navy during WWI. It was located on the Straits of La Maumusson to protect steamers entering the Gironde River. Operations began on 29 June 1918 with the arrival of two French seaplanes equipped with new 280-hp Renault engines. The NAS was established on 14 July 1918 and regular convoy patrols began five days later. NAS St. Trojan was disestablished on 19 February 1919.

NAAF Salinas, Ecuador—The seaplane base, located at the edge of Santa Elena Bay two miles from the town of Salinas, was capable of supporting up to 12 aircraft. The airfield, situated near the town of Salinas on the northwestern edge of Ecuador, two miles south of the seaplane base, was capable of supporting up to 24 patrol aircraft. It was established as an NAAF on 1 August 1942. On 3 August 1942, VP-32, flying PBV-5 Catalinas, was the first patrol squadron to deploy a detachment to Salinas. While based there the detachment operated under the Sixth Bomber Command, USAAF. The NAAF served as part of the patrol triangle comprised of the Galapagos Islands; Fonseca, Nicaragua (moved to Corinto in 1943) and Salinas. Patrol squadrons flew security patrols in the Pacific sector of the Panama Sea Frontier. Three daily patrols were flown between Salinas, Ecuador; Galapagos Islands, Ecuador; and Corinto, Nicaragua. NAAF Salinas was disestablished on 1 February 1946 and the facility was returned to the government of Ecuador.

NAB Samar, Philippines—This small air base was established on 23 December 1944 to serve as a base for transients, supply depot and patrol base. The air base was disestablished on 3 June 1947.

NAB/NAS/NS Sangley Point, Philippines—Sangley Point is located eight miles west of Manila. The Spanish first occupied the site in the 17th century, founded along with the adjoining city of Cavite in 1614. The Spanish navy built a shipyard at Sangley Point in 1884. After the Americans took possession of the Philippines in 1898 the facilities were greatly expanded for use by the Asiatic Fleet. Aviation first came to the Philippines in civilian guise in the 1930s, when Pan American Airways built its seaplane station at

Cavite for the China run. By the outbreak of WWII the base had become a major port facility for the U.S. Navy. Patrol Wing 10, with four tenders and patrol squadrons 101 and 102, were stationed at Cavite, but withdrew on 14 December 1941 in the face of overwhelming Japanese attacks. Following the liberation of the port in February 1945 the reconstruction of the site began. The base was officially designated NAB Sangley Point on 4 October 1945. On 27 February 1947 it was redesignated NAS Sangley Point. On 1 June 1950 it was redesignated NS Sangley Point. Generally, three patrol squadrons at a time operated from NS Sangley Point from 1950 until its disestablishment on 1 July 1971.

NAS/NAF San Juan, Puerto Rico—Established on 1 May 1940, NAS San Juan was capable of accommodating up to 24 patrol aircraft. Auxiliary fields at NAAF Antigua, B.W.I., and NAAF Roosevelt Roads, P.R., were established on 1 February 1942 and 1 August 1943, respectively. On 1 June 1947 the station was downgraded to an NAF. On 30 June 1950 it was placed in an inactive status with a portion of the facility used by the Coast Guard.

NAAS/NAF San Julian, Cuba—Recognizing the need to augment antisubmarine patrols in the Yucatan Channel, NAAS San Julian was established on the western tip of Cuba at Pan American's Isabel Rubio Airport on 26 June 1942. The area was considered ideally situated for further development and the Army began construction of an airfield on 1 November 1942. When construction was completed on 1 July 1943 the new facility was redesignated NAF San Julian. Although the facility was under Army administration and operational control all air activities and operations were Navy. On 1 April 1944 the Army transferred control of NAF San Julian to the Navy. NAF San Julian was disestablished on 20 May 1946.

NAF Santa Cruz, Brazil—Santa Cruz is located just north of Vitoria, in the state of Espirito Santo in southeastern Brazil. NAF Santa Cruz was established on 15 December 1943 and used extensively by NATS as well as by various patrol squadrons. It was disestablished on 3 September 1945 and transferred to the custody of the Brazilian air force.

NAF Sao Luiz, Brazil—The U.S. Army built this airfield in early 1943. Established on 3 December 1943, NAF Sao Luiz was one of the smaller bases used in the ASW campaign against the German U-boats off the coast of Brazil. It shared a portion of the Army airfield and provided ground support facilities for up to six landplanes and a detachment from a blimp squadron. The NAF portion of the field was disestablished on 5 July 1945, and both the Army and Navy sections were returned to Brazilian control in late 1945.

NAF/NAS Sigonella, Catania, Sicily—Located on the plain to the south of Mount Etna, the air facility was one of several in the Mediterranean developed as part of the NATO compact. The air facility was begun in 1957 and officially established as NAF Sigonella on 1 June 1959. NAF Sigonella was redesignated NAS Sigonella on 1 July 1981 and is a tenant command, sharing the facility with the Italian air force. East Coast patrol squadrons have conducted deployments to the site since its establishment.

NAF South Seymour Island, Ecuador—(see NAF/NAAF Galapagos)

NAS Tanapag Harbor, Saipan, Marianas Islands—Saipan is the second largest island of the Marianas group, situated north of Tinian and Guam. The Marianas (not including Guam) were ceded to Japan after WWI and were colonized. Guam was taken by the Japanese in December 1941 and U.S. forces invaded the island in June 1944 and it was secured by 9 July. Tanapag Harbor had been developed as a seaplane base for the long-range Japanese four-engine Emily Kawanishi H8K, Navy Type 2 flying boats. The base was reconditioned by Seabees and ready for use on 25 July 1944. It was designated NAS Tanapag on 1 October 1944. Several of the VPB seaplane patrol squadrons were stationed at Tanapag during WWII. VPBs 13 and 15 flew PB2Y-5 Coronados from the harbor. After the war the decision was made to concentrate all naval facilities at Guam. NAS Tanapag was disestablished on 15 March 1948.

NAB Tinian, Mariana Islands—The extensive Japanese airstrips on Tinian were quickly put in order after its occupation by U.S. forces in July 1944. On 20 November 1944 the West Field facility was designated an NAB and used by Navy PB4Y patrol squadrons flying long-range bombing strikes against Japanese shipping. By December 1944 the first USAAF B-29 bombers were landing on the expanded runways of North Field, despite more than 20 air raids by the Japanese during that period. On 5 August 1945 a

USAAF B-29 named Enola Gay departed the Army side of the Tinian airfield to drop the first atomic bomb on Japan. The Navy disestablished the NAB side of the base on 1 December 1946.

NAS Treguier, France—This base was located on a narrow river of the Breton shore 12 miles from the English Channel. It was built and equipped by the French, and turned over to the U.S. Navy on 15 August 1918. NAS Treguier was established on 1 November 1918 and served as a base for patrols over the Channel. The base reverted to French navy control on 19 January 1919.

NAF Upottery, England—(see NAF Dunkeswell, England)

NAS Wexford, Ireland—This air station was built during WWI at a site formerly used by the RNAS to protect the southern entrance to the Irish Sea. It was located at Ferrybank, on sheltered Wexford harbor. All the construction was done by American labor and finished on 18 September 1918. Operations began in October 1918 and the station was closed on 15 February 1919.

NAS Whiddy Island, Ireland—Local contractors completed NAS Whiddy Island located two miles from the town of Bantry Bay. The base was also known as Bantry Bay Station. The first U.S. naval personnel arrived on 12 March 1918 and flight operations began on 25 September 1918. The base operated only seven weeks under wartime conditions and was closed on 15 February 1919.

NAAF Zandery Field, Surinam (Dutch Guiana)—The airfield was built by the U.S. Army in 1943 for emergency lighter-than-air craft landings. The Navy side of the airstrip was expanded and designated NAAF Zandery Field on 21 March 1944. Several squadrons of Navy landplanes used the Army facilities at Zandery Field during 1943 and 1944. The NAAF was disestablished on 16 August 1944.

APPENDIX 7

Lineage Listing for VP, VB, VPB, VP(HL), VP(ML), VP(MS) and VP(AM) Squadrons

Patrol Squadrons (VP)

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
(1 st) VP-1	Established as Seaplane Patrol Squadron 1 Disestablished	circa late 1921 circa Jul 1922
(2 nd) VP-1	Established as Patrol Squadron 1 Disestablished	29 May 1924 3 May 1926
(3 rd) VP-1	(see VPB-29)	
(4 th) VP-1	(see VPB-1)	
(5 th) VP-1	Established as VB-128 VB-128 Redesignated VPB-128 VPB-128 Redesignated VP-128 VP-128 Redesignated VP-ML-1 VP-ML-1 Redesignated VP-1	15 Feb 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948
VP-1D14	(see VPB-29)	
VP-1B	(see VPB-29)	
VP-1F	(see VPB-29)	
(1 st) VP-2	(see VPB-105)	
(2 nd) VP-2	Established as VB-130 VB-130 Redesignated VPB-130 VPB-130 Redesignated VP-130 VP-130 Redesignated VP-ML-2 VP-ML-2 Redesignated VP-2 VP-2 Disestablished	1 Mar 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 30 Sep 1969
VP-2D15	(see VPB-105)	
VP-2F	(see VPB-105)	
VP-2S	(see VPB-105)	
(1 st) VP-3	(see VPB-52)	
(2 nd) VP-3	Established as VP-16F VP-16F Redesignated VP-16 VP-16 Redesignated VP-41 VP-41 Redesignated VB-136 VB-136 Redesignated VPB-136 VPB-136 Redesignated VP-136 VP-136 Redesignated VP-ML-3	2 Jan 1937 1 Oct 1937 1 Jul 1939 1 Mar 1943 1 Oct 1944 15 May 1946 15 Nov 1946

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-ML-3	Redesignated VP-3	1 Sep 1948
VP-3	Disestablished	1 Nov 1955
VP-3F	(see VPB-52)	
VP-3S	(see VPB-52)	
(1 st) VP-4	(see 1 st VP-22)	
(2 nd) VP-4	Established as VB-144 VB-144 Redesignated VPB-144 VPB-144 Redesignated VP-144 VP-144 Redesignated VP-ML-4 VP-ML-4 Redesignated VP-4	1 Jul 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948
VP-4B	(see 1 st VP-22)	
VP-4D14	(see 1 st VP-22)	
VP-4F	(see 1 st VP-22)	
(1 st) VP-5	(see VP-46)	
(2 nd) VP-5	Established as VP-17F VP-17F redesignated VP-17 VP-17 redesignated VP-42 VP-42 redesignated VB-135 VB-135 redesignated VPB-135 VPB-135 redesignated VP-135 VP-135 redesignated VP-ML-5 VP-ML-5 redesignated VP-5	2 Jan 1937 1 Oct 1937 1 Jul 1939 15 Feb 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948
VP-5F	(see VP-46)	
VP-5S	(see VP-46)	
(1 st) VP-6	Established as VP-6 at NAS Hampton Roads Disestablished	29 May 1924 3 May 1926
(2 nd) VP-6	(see VPB-11)	
(3 rd) VP-6	Established as VB-146 VB-146 Redesignated VPB-146 VPB-146 Redesignated VP-146 VP-146 Redesignated VP-ML-6 VP-ML-6 Redesignated VP-6 VP-6 Disestablished	15 Jul 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 31 May 1993

Patrol Squadrons (VP)—continued

Squadron Designation	Lineage	Action Date
VP-6B	(see VPB-11)	
VP-6 (CG)	(see VPB-6 (CG))	
VP-6F	(see VPB-11)	
(1 st) VP-7	(see 3 rd VP-21)	
(2 nd) VP-7	Established as VB-119 VB-119 Redesignated VPB-119 VPB-119 Redesignated VP-119 VP-119 Redesignated VP-HL-9 VP-HL-9 Redesignated VP-ML-7 VP-ML-7 Redesignated VP-7 VP-7 Disestablished	15 Aug 1944 1 Oct 1944 15 May 1946 15 Nov 1946 25 Jun 1947 1 Sep 1948 8 Oct 1969
VP-7B	(see 3 rd VP-21)	
VP-7F	(see 3 rd VP-21)	
(1 st) VP-8	(see 3 rd VP-20)	
(2 nd) VP-8	Established as VP-201 VP-201 Redesignated VPB-201 VPB-201 Redesignated VP-201 VP-201 Redesignated VP-MS-1 VP-MS-1 Redesignated VP-ML-8 VP-ML-8 Redesignated VP-8	1 Sep 1942 1 Oct 1944 15 May 1946 15 Nov 1946 5 Jun 1947 1 Sep 1948
VP-8F	(see 3 rd VP-20)	
VP-8S	(see 3 rd VP-20)	
(1 st) VP-9	(see VPB-24)	
(2 nd) VP-9	Established as VP-9	15 Mar 1951
VP-9B	(see VPB-24)	
VP-9F	(see VPB-24)	
VP-9S	(see VPB-24)	
(1 st) VP-10	(see VPB-105)	
(2 nd) VP-10	(see VPB-23)	
(3 rd) VP-10	Established as VP-10	19 Mar 1951
VP-10F	(see VPB-23)	
VP-10S	(see VPB-23)	
(1 st) VP-11	(see history files for VW-2 and lineage for VPB-101)	
(2 nd) VP-11	(see 3 rd VP-21)	
(3 rd) VP-11	(see VPB-11)	
(4 th) VP-11	Established as VP-11 Disestablished	15 May 1952 15 Jan 1997
(1 st) VP-12	(see 3 rd VP-33)	

Patrol Squadrons (VP)—continued

Squadron Designation	Lineage	Action Date
(2 nd) VP-12	(see VPB-24)	
(3 rd) VP-12	(see 3 rd VP-20)	
(1 st) VP-13	(see 1 st VP-102)	
(2 nd) VP-13	(see VPB-13)	
(1 st) VP-14	(see VPB-29)	
(2 nd) VP-14	(see 1 st VP-29)	
(3 rd) VP-14	(see VPB-197)	
VP-14F	(see 1 st VP-29)	
(1 st) VP-15	(see 2 nd VP-34)	
(2 nd) VP-15	(see VPB-15)	
VP-15F	(see 2 nd VP-34)	
(1 st) VP-16	(see 2 nd VP-3)	
(2 nd) VP-16	(see VPB-16)	
(3 rd) VP-16	Established as VP-906 VP-906 Redesignated VP-ML-56 VP-ML-56 Redesignated VP-741 VP-741 USNR squadron to ACDCU VP-741 Redesignated VP-16	May 1946 15 Nov 1946 Feb 1950 1 May 1951 4 Feb 1953
VP-16F	(see 2 nd VP-3)	
(1 st) VP-17	(see 2 nd VP-5)	
(2 nd) VP-17	(see VPB-17)	
(3 rd) VP-17	Established as VP-916 VP-916 Redesignated VP-ML-66 VP-ML-66 Redesignated VP-772 VP-772 USNR squadron to ACDCU VP-772 Redesignated VP-17 VP-17 Redesignated VA(HM)-10 VA(HM)-10 Redesignated VP-17 Disestablished	1 Jul 1946 15 Nov 1946 Feb 1950 1 Sep 1950 4 Feb 1953 1 Jul 1956 1 Jul 1959 31 Mar 1995
VP-17F	(see 2 nd VP-5)	
(1 st) VP-18	(see 1 st VP-102)	
(2 nd) VP-18	(see VPB-18)	
(3 rd) VP-18	Established as VP-914 VP-914 Redesignated VP-ML-64 VP-ML-64 Redesignated VP-861 VP-861 Redesignated VP-18 VP-18 Disestablished	May 1946 15 Nov 1946 Feb 1950 4 Feb 1953 10 Oct 1968
(1 st) VP-19	(see VPB-121)	
(2 nd) VP-19	(see VP-49)	

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
(3 rd) VP-19	Established as VP-907 VP-907 Redesignated VP-ML-57 VP-ML-57 Redesignated VP-871 VP-871 USNR squadron to ACDCU VP-871 Redesignated VP-19 VP-19 Disestablished	4 Jul 1946 15 Nov 1946 Feb 1950 17 Apr 1951 4 Feb 1953 31 Aug 1991
(1 st) VP-20	(see VPB-125)	
(2 nd) VP-20	(see VPB-20)	
(3 rd) VP-20	Established as VP-8S (from elements of VT-9S) VP-8S Redesignated VP-8F VP-8F Redesignated VP-8 VP-8 Redesignated VP-24 VP-24 Redesignated VP-12 VP-12 Redesignated VPB-120 VPB-120 Redesignated VP-120 VP-120 Redesignated VP-HL-10 VP-HL-10 Redesignated VP-20 VP-20 Disestablished	1 Jul 1929 3 Apr 1933 1 Oct 1937 1 Jul 1939 1 Aug 1941 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 31 Mar 1949
(1 st) VP-21	(see VPB-197)	
(2 nd) VP-21	(see VPB-29)	
(3 rd) VP-21	Established as VP-7B at NAS San Diego VP-7B Redesignated VP-7F VP-7F Redesignated VP-7 VP-7 Redesignated VP-11 VP-11 Redesignated VP-21 VP-21 Disestablished, merged with VP-101/VP-22	23 Jul 1929 1 Jul 1931 1 Oct 1937 1 Jul 1939 1 Feb 1941 18 Apr 1942
(4 th) VP-21	(see 2 nd VP-41)	
(5 th) VP-21	Established as VB-111, from VP-201 assets VB-111 Redesignated VPB-111 VPB-111 Redesignated VP-111 VP-111 Redesignated VP-HL-11 VP-HL-11 Redesignated VP-21 VP-21 Disestablished	30 Jul 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 21 Nov 1969
(1 st) VP-22	Established as VP-4D14 VP-4D14 Redesignated VP-4B VP-4B Redesignated VP-4F VP-4F Redesignated VP-4 VP-4 Redesignated VP-22 VP-22 Disestablished, merged with VP-101	15 Sep 1928 21 Jan 1931 17 Jul 1933 1 Oct 1937 1 Jul 1939 18 Apr 1942
(2 nd) VP-22	(see 2 nd VP-42)	
(3 rd) VP-22	Established as VB-102 from VP-14 assets VB-102 Redesignated VPB-102 VPB-102 Redesignated VP-102 VP-102 Redesignated VP-HL-2 VP-HL-2 Redesignated VP-22 Disestablished	15 Feb 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 31 Mar 1994
(1 st) VP-23	(see VPB-11)	

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
(2 nd) VP-23	(see VPB-23)	
(3 rd) VP-23	Established as VPW-3 VPW-3 Redesignated VPM-3 VPM-3 Redesignated VP-HL-3 VP-HL-3 Redesignated VP-23 Disestablished	17 May 1946 15 Nov 1946 8 Dec 1947 1 Sep 1948 28 Feb 1995
(1 st) VP-24	(see 3 rd VP-20)	
(2 nd) VP-24	(see 3 rd VP-24))	
(3 rd) VP-24	Established as VB-104 from NAS Kaneohe assets VB-104 Redesignated VPB-104 VPB-104 Redesignated VP-104 VP-104 Redesignated VP-HL-4 VP-HL-4 Redesignated VP-24 VP-24 Redesignated VA(HM)-13 VA(HM)-13 Redesignated VP-24 Disestablished	10 Apr 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 1 Jul 1956 1 Jul 1959 30 Apr 1995
(1 st) VP-25	(see VPB-23)	
(2 nd) VP-25	Established as VP-25 VP-25 Redesignated VPB-25 VPB-25 Redesignated VP-25 VP-25 Disestablished	20 Apr 1944 1 Oct 1944 15 May 1946 28 Jun 1946
(3 rd) VP-25	Established as VB-115 VB-115 Redesignated VPB-115 VPB-115 Redesignated VP-115 VP-115 Redesignated VP-HL-13 VP-HL-13 Redesignated VP-25 VP-25 Disestablished	1 Oct 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 1 Jan 1950
(1 st) VP-26	(see 1 st VP-102)	
(2 nd) VP-26	Established as VP-26 VP-26 Redesignated VPB-26 VPB-26 Redesignated VP-26 VP-26 Disestablished	1 May 1944 1 Oct 1944 15 May 1946 14 Dec 1946
(3 rd) VP-26	Established as VB-114 VB-114 Redesignated VPB-114 VPB-114 Redesignated VP-114 VP-114 Redesignated VP-HL-6 VP-HL-6 Redesignated VP-26	26 Aug 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948
(1 st) VP-27	(see VP-47)	
(2 nd) VP-27	Established as VP-83 VP-83 Redesignated VB-107 VB-107 Redesignated VPB-107 VPB-107 Redesignated VP-107 VP-107 Redesignated VP-HL-7 VP-HL-7 Redesignated VP-27 VP-27 Disestablished	15 Sep 1941 15 May 1943 1 Oct 1944 15 May 1946 15 Nov 1946 1 Sep 1948 11 Jan 1950
(1 st) VP-28	(see 3 rd VP-43)	
(2 nd) VP-28	Established as VB-108 VB-108 Redesignated VPB-108	1 Jul 1943 1 Oct 1944

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
	VPB-108 Redesignated VP-108	15 May 1946
	VP-108 Redesignated VP-HL-8	15 Nov 1946
	VP-HL-8 Redesignated VP-28	1 Sep 1948
	VP-28 Disestablished	1 Oct 1969
(1 st) VP-29	Established as VP-14F	1 Nov 1935
	VP-14F Redesignated VP-14	4 Sep 1937
	VP-14 Redesignated VP-52	1 Jul 1939
	VP-52 Redesignated VP-72	1 Jul 1941
	VP-72 Redesignated VPB-122	1 Oct 1944
	VPB-122 Redesignated VP-122	15 May 1946
	VP-122 Redesignated VP-HL-12	15 Nov 1946
	VP-HL-12 Redesignated VP-29	1 Sep 1948
	VP-29 Disestablished	18 Jan 1950
(2 nd) VP-29	Established as VP-911	6 Jul 1946
	VP-911 Redesignated VP-ML-61	15 Nov 1946
	VP-ML-61 Redesignated VP-812	Feb 1950
	VP-812 Redesignated VP-29	27 Aug 1952
	VP-29 Disestablished	1 Nov 1955
	(Nucleus of VP-29 used to form VAH-2)	
VP-30	Established as VP-30	30 Jun 1960
(1 st) VP-31	(see VPB-105)	
(2 nd) VP-31	Established as VP-31	30 Jun 1960
	VP-31 Disestablished	1 Nov 1993
(1 st) VP-32	(see VPB-52)	
(2 nd) VP-32	(see VP-46)	
(3 rd) VP-32	Established as VP-62	6 Sep 1943
	VP-62 Redesignated VPB-62	1 Oct 1944
	VPB-62 Redesignated VP-62	15 May 1946
	VP-62 Redesignated VP-AM-2	15 Nov 1946
	VP-AM-2 Redesignated VP-32	1 Sep 1948
	VP-32 Disestablished	6 Jun 1949
(1 st) VP-33	(see VP-46)	
(2 nd) VP-33	(see VPB-33)	
(3 rd) VP-33	Established as VP-12F	1 Nov 1935
	VP-12F Redesignated VP-12	1 Oct 1937
	VP-12 Redesignated VP-51	1 Jul 1939
	VP-51 Redesignated VP-71	1 Jul 1941
	VP-71 Redesignated VPB-71	1 Oct 1944
	VPB-71 Redesignated VP-71	15 May 1946
	VP-71 Redesignated VP-AM-3	15 Nov 1946
	VP-AM-3 Redesignated VP-33	1 Sep 1948
	VP-33 Disestablished	15 Dec 1949
(1 st) VP-34	(see VPB-34)	
(2 nd) VP-34	Established as VP-15F	1 Sep 1936
	VP-15F Redesignated VP-15	1 Oct 1937
	VP-15 Redesignated VP-53	1 Jul 1939
	VP-53 Redesignated VP-73	1 Jul 1941
	VP-73 Redesignated VPB-73	1 Oct 1944
	VPB-73 Redesignated VP-73	15 May 1946

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
	VP-73 Redesignated VP-AM-4	15 Nov 1946
	VP-AM-4 Redesignated VP-34	1 Sep 1948
	VP-34 Disestablished	30 Jun 1956
(1 st) VP-40	Established as VP-55	1 Aug 1940
	VP-55 Redesignated VP-74	1 Jul 1941
	VP-74 Redesignated VPB-74	1 Oct 1944
	VPB-74 Redesignated VP-74	15 May 1946
	VP-74 Redesignated VP-MS-10	15 Nov 1946
	VP-MS-10 Redesignated VP-40	1 Sep 1948
	VP-40 Disestablished	25 Jan 1950
(2 nd) VP-40	Established as VP-40	20 Jan 1951
(1 st) VP-41	(see 2 nd VP-3)	
(2 nd) VP-41	Established as VP-21	1 Mar 1944
	VP-21 Redesignated VPB-21	1 Oct 1944
	VPB-21 Redesignated VP-21	15 May 1946
	VP-21 Redesignated VP-MS-11	15 Nov 1946
	VP-MS-11 Redesignated VP-41	1 Sep 1948
	VP-41 Disestablished	23 Apr 1949
(1 st) VP-42	(see 2 nd VP-5)	
(2 nd) VP-42	Established as VP-22	7 Apr 1944
	VP-22 Redesignated VPB-22	1 Oct 1944
	VPB-22 Redesignated VP-22	15 May 1946
	VP-22 Redesignated VP-MS-2	15 Nov 1946
	VP-MS-2 Redesignated VP-42	1 Sep 1948
	VP-42 Disestablished	26 Sep 1969
(1 st) VP-43	(see VPB-121)	
(2 nd) VP-43	(see VPB-43)	
(3 rd) VP-43	Established as VP-28	1 Jul 1944
	VP-28 Redesignated VPB-28	1 Oct 1944
	VPB-28 Redesignated VP-28	25 Jun 1946
	VP-28 Redesignated VP-MS-3	15 Nov 1946
	VP-MS-3 Redesignated VP-43	1 Sep 1948
	VP-43 Disestablished	31 Mar 1949
(1 st) VP-44	(see VPB-125)	
(2 nd) VP-44	(see VPB-44)	
(3 rd) VP-44	Established as VP-204	15 Oct 1942
	VP-204 Redesignated VPB-204	1 Oct 1944
	VPB-204 Redesignated VP-204	15 May 1946
	VP-204 Redesignated VP-MS-4	15 Nov 1946
	VP-MS-4 Redesignated VP-44	1 Sep 1948
	VP-44 Disestablished	20 Jan 1950
(4 th) VP-44	Established as VP-44	29 Jan 1951
	VP-44 Disestablished	28 Jun 1991
(1 st) VP-45	(see VPB-197)	
(2 nd) VP-45	(see VPB-45)	
(3 rd) VP-45	Established as VP-205	1 Nov 1942
	VP-205 Redesignated VPB-205	1 Oct 1944

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
	VPB-205 Redesignated VP-205	15 May 1946
	VP-205 Redesignated VP-MS-5	15 Nov 1946
	VP-MS-5 Redesignated VP-45	1 Sep 1948
VP-46	Established as VP-5S at FAB Coco Solo	1 Jul 1931
	VP-5S Redesignated VP-5F	1 Apr 1933
	VP-5F Redesignated VP-5	1 Oct 1937
	VP-5 Redesignated VP-33	1 Jul 1939
	VP-33 Redesignated VP-32	1 Jul 1941
	VP-32 Redesignated VPB-32	1 Oct 1944
	VPB-32 Redesignated VP-32	15 May 1946
	VP-32 Redesignated VP-MS-6	15 Nov 1946
	VP-MS-6 Redesignated VP-46	1 Sep 1948
VP-47	Established as VP-27	1 Jun 1944
	VP-27 Redesignated VPB-27	1 Oct 1944
	VPB-27 Redesignated VP-27	15 May 1946
	VP-27 Redesignated VP-MS-7	15 Nov 1946
	VP-MS-7 Redesignated VP-47	1 Sep 1948
(1 st) VP-48	Established as VP-208	15 Dec 1942
	VP-208 Redesignated VPB-208	1 Oct 1944
	VPB-208 Redesignated VP-208	15 May 1946
	VP-208 Redesignated VP-MS-8	15 Nov 1946
	VP-MS-8 Redesignated VP-48	1 Sep 1948
	VP-48 Disestablished	31 Dec 1949
(2 nd) VP-48	Established as VP-905	May 1946
	VP-905 Redesignated VP-ML-55	15 Nov 1946
	VP-ML-55 Redesignated VP-731	Feb 1950
	VP-731 Redesignated VP-48	4 Feb 1953
	VP-48 Disestablished	23 May 1991
VP-49	Established as VP-19	1 Feb 1944
	VP-19 Redesignated VPB-19	1 Oct 1944
	VPB-19 Redesignated VP-19	15 May 1946
	VP-19 Redesignated VP-MS-9	15 Nov 1946
	VP-MS-9 Redesignated VP-49	1 Sep 1948
	VP-49 Disestablished	1 Mar 1994
VP-50	Established as VP-917	18 Jul 1946
	VP-917 Redesignated VP-ML-67	15 Nov 1946
	VP-ML-67 Redesignated VP-892	Feb 1950
	VP-892 Redesignated VP-50	4 Feb 1953
	VP-50 Disestablished	30 Jun 1992
(1 st) VP-51	(see 3 rd VP-33)	
(2 nd) VP-51	(see VPB-101)	
(3 rd) VP-51	Established as VPW-1	1 Apr 1948
	VPW-1 Redesignated VP-51	1 Sep 1948
	VP-51 Disestablished	1 Feb 1950
(1 st) VP-52	(see 1 st VP-29)	
(2 nd) VP-52	(see VPB-52)	
(1 st) VP-53	(see 2 nd VP-34)	
(2 nd) VP-53	(see VP-AM-1)	
(1 st) VP-54	(see history files for VW-2 nd lineage for VPB-101)	

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
(2 nd) VP-54	(see VPB-54)	
VP-55	(see 1 st VP-40)	
(1 st) VP-56	Established as VP-56	1 Oct 1940
	VP-56 Redesignated OTS	1 Jul 1941
	OTS Redesignated TTSA	1 Aug 1941
	TTSA Redesignated HEDRON-52	8 Nov 1943
	HEDRON-52 Redesignated HEDRON-5	22 Jun 1945
	HEDRON-5 Redesignated FASRON-102	13 Aug 1945
	FASRON-102 Disestablished	Jun 1960
	(see FASRON-102 history records)	
(2 nd) VP-56	Established as VP-900	1 Jul 1946
	VP-900 Redesignated VP-ML-71	15 Nov 1946
	VP-ML-71 Redesignated VP-661	Feb 1950
	VP-661 Redesignated VP-56	4 Feb 1953
	VP-56 Disestablished	28 Jun 1991
VP-57	Established as VP-920	1 May 1946
	VP-920 Redesignated VP-ML-70	15 Nov 1946
	VP-ML-70 Redesignated VP-931	Feb 1950
	VP-931 Redesignated VP-57	4 Feb 1953
	VP-57 Redesignated VAH-4	3 Jul 1956
	VAH-4 Redesignated VAQ-131	1 Nov 1968
	(see VAQ-131 history records)	
VP-60	Established as VP-60	1 Nov 1970
	VP-60 Disestablished	1 Sep 1994
(1 st) VP-61	(see VPB-125)	
(2 nd) VP-61	(see VPB-61)	
(3 rd) VP-61	Established as VD-5	1 Jun 1944
	VD-5 Redesignated VPP-1	15 Nov 1946
	VPP-1 Redesignated VP-61	1 Sep 1948
	VP-61 Disestablished	17 Jan 1950
(4 th) VP-61	Established as VP-61	20 Jan 1951
	VP-61 Redesignated VJ-61	5 Mar 1952
	VJ-61 Redesignated VAP-61	Apr 1956
	VAP-61 Redesignated VCP-61	1 Jul 1959
	VCP-61 Redesignated VAP-61	1 Jul 1961
	VAP-61 Disestablished	1 Jul 1971
	(see history for VAP-61 in Volume 1)	
(1 st) VP-62	Established as VP-62	1 May 1942
	VP-62 Disestablished	1 Jul 1943
(2 nd) VP-62	(see 3 rd VP-32)	
(3 rd) VP-62	Established as Fleet Air Photographic Squadron LantFlt, Norfolk	3 May 1942
	Fleet Air Photographic Squadron, LantFlt	
	Redesignated Fleet Air Photographic Squadron 2	11 Oct 1942
	Fleet Air Squadron 2 Redesignated VD-2	1 Mar 1943
	VD-2 Redesignated VPP-2	15 Nov 1946
	VPP-2 Redesignated VP-62	1 Sep 1948
	VP-62 Disestablished	30 Jan 1950
(4 th) VP-62	Established as VP-62	1 Nov 1970

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-63	(see VPB-63)	
VP-64	Established as VP-64	1 Nov 1970
VP-65	Established as VP-65	16 Nov 1970
VP-66	Established as VP-66	1 Nov 1970
VP-67	Established as VP-67 Disestablished	1 Nov 1970 30 Sep 1994
VP-68	Established as VP-68 Disestablished	1 Nov 1970 16 Jan 1997
VP-69	Established as VP-69	1 Nov 1970
VP-71	(see 3 rd VP-33)	
VP-72	(see 1 st VP-29)	
VP-73	(see 2 nd VP-34)	
VP-74	(see 1 st VP-40)	
VP-81	(see VPB-121)	
VP-82	(see VPB-125)	
VP-83	(see 2 nd VP-27)	
VP-84	(see VPB-84)	
VP-90	Established as VP-90 Disestablished	1 Nov 1970 30 Sep 1994
(1 st) VP-91	(see VPB-91)	
(2 nd) VP-91	Established as VP-91 Deactivated	1 Nov 1970 1 Apr 1999
(1 st) VP-92	(see VPB-92)	
(2 nd) VP-92	Established as VP-92	1 Nov 1970
(1 st) VP-93	(see VPB-126)	
(2 nd) VP-93	Established as VP-93 Disestablished	1 Jul 1976 30 Sep 1994
(1 st) VP-94	(see VPB-94)	
(2 nd) VP-94	Established as VP-94	1 Nov 1970
VP-101	(see VPB-29)	
(1 st) VP-102	Established as VP-18 VP-18 Redesignated VP-13 VP-13 Redesignated VP-26 VP-26 Redesignated VP-102 VP-102 Disestablished	1 Sep 1937 1 Jul 1939 11 Dec 1939 16 Dec 1940 18 Apr 1942
(2 nd) VP-102	(see VPB-4)	

Patrol Squadrons (VP)—continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
(3 rd) VP-102	(see 3 rd VP-22)	
VP-104	(see 3 rd VP-24)	
VP-106	Established as VB-106 VB-106 Redesignated VPB-106 VPB-106 Redesignated VP-106 VP-106 Disestablished	1 Jun 1943 1 Oct 1944 15 May 1946 5 Oct 1946
VP-107	(see 2 nd VP-27)	
VP-108	(see 2 nd VP-28)	
VP-111	(see 5 th VP-21)	
VP-114	(see 3 rd VP-26)	
VP-115	(see 3 rd VP-25)	
VP-116	(see VP-HL-1)	
VP-119	(see 2 nd VP-7)	
VP-120	(see 3 rd VP-20)	
VP-122	(see 1 st VP-29)	
VP-123	Established as VB-140 VB-140 Redesignated VPB-140 VPB-140 Redesignated VPB-123 VPB-123 Redesignated VP-123 VP-123 Disestablished	21 Apr 1943 1 Oct 1944 20 Nov 1944 15 May 1946 1 Oct 1946
VP-124	(see 1 st VP-HL-3)	
VP-128	(see 5 th VP-1)	
VP-130	(see 2 nd VP-2)	
VP-131	Established as VB-131 VB-131 Redesignated VPB-131 VPB-131 Redesignated VP-131 VP-131 Disestablished	8 Mar 1943 1 Oct 1944 15 May 1946 11 Jun 1946
VP-133	Established as VB-133 VB-133 Redesignated VPB-133 VPB-133 Redesignated VP-133 VP-133 Disestablished	22 Mar 1943 1 Oct 1944 15 May 1946 17 Jun 1946
VP-135	(see 2 nd VP-5)	
VP-136	(see 2 nd VP-3)	
VP-142	Established as VB-142 VB-142 Redesignated VPB-142 VPB-142 Redesignated VP-142 VP-142 Disestablished	1 Jun 1943 1 Oct 1944 15 May 1946 14 Jun 1946
VP-143	(see VP-HL-5)	
VP-144	(see 2 nd VP-4)	
VP-146	(see 3 rd VP-6)	

Patrol Squadrons (VP)—continued

Squadron Designation	Lineage	Action Date
VP-148	Established as VB-148 VB-148 Redesignated VPB-148 VPB-148 Redesignated VP-148 VP-148 Disestablished	16 Aug 1943 1 Oct 1944 15 May 1946 15 Jun 1946
VP-152	Established as VB-152 VB-152 Redesignated VPB-152 VPB-152 Redesignated VP-152 VP-152 Disestablished	1 Apr 1944 1 Oct 1944 15 May 1946 14 Jun 1946
VP-153	Established as VB-153 VB-153 Redesignated VPB-153 VPB-153 Redesignated VP-153 VP-153 Disestablished	15 Apr 1944 1 Oct 1944 15 May 1946 14 Jun 1946
VP-200	(see VPB-100)	
VP-201	(see 2 nd VP-8)	
VP-202	(see VPB-202)	
VP-203	(see VPB-203)	
VP-204	(see 3 rd VP-44)	
VP-205	(see 3 rd VP-45)	
VP-206	(see VPB-206)	
VP-207	(see VPB-207)	
VP-208	(see 1 st VP-48)	
VP-209	(see VPB-209)	
VP-210	(see VPB-210)	
VP-211	(see VPB-211)	
VP-212	(see VPB-212)	
VP-213	(see VPB-213)	
VP-214	(see VPB-214)	
VP-215	(see VPB-215)	
VP-216	(see VPB-216)	
VP-661	(see 2 nd VP-56)	
VP-731	(see 2 nd VP-48)	
VP-741	(see 3 rd VP-16)	
VP-772	(see 3 rd VP-17)	
VP-812	(see 2 nd VP-29)	
VP-861	(see 3 rd VP-18)	
VP-871	(see 3 rd VP-19)	

Patrol Squadrons (VP)—continued

Squadron Designation	Lineage	Action Date
VP-892	(see VP-50)	
VP-900	(see 2 nd VP-56)	
VP-905	(see 2 nd VP-48)	
VP-907	(see 3 rd VP-19)	
VP-911	(see 2 nd VP-29)	
VP-914	(see 3 rd VP-18)	
VP-916	(see 3 rd VP-17)	
VP-917	(see VP-50)	
VP-920	(see VAQ-131 history files and lineage for VP-57)	
VP-931	(see VAQ-131 history files and lineage for VP-57)	

Bombing Squadrons (VB)

Squadron Designation	Lineage	Action Date
VB-101	(see VPB-101))	
VB-102	(see 3 rd VP-22)	
VB-103	(see VPB-103)	
VB-104	(see 3 rd VP-24)	
VB-105	(see VPB-105)	
VB-106	(see VP-106)	
VB-107	(see 2 nd VP-27)	
VB-108	(see 2 nd VP-28)	
VB-109	(see VPB-109)	
VB-110	(see VPB-110)	
VB-111	(see 5 th VP-21)	
VB-112	(see VPB-112)	
VB-113	(see VPB-113)	
VB-114	(see 3 rd VP-26)	
VB-115	(see 3 rd VP-25)	
VB-116	(see VP-HL-1)	
VB-117	(see VPB-117)	
VB-118	(see VPB-118)	
VB-119	(see 2 nd VP-7)	

Bombing Squadrons (VB)—continued

Squadron Designation	Lineage	Action Date
VB-125	(see VPB-125)	
VB-126	(see VPB-126)	
VB-127	(see VPB-127)	
VB-128	(see 5 th VP-1)	
VB-129	(see VPB-129)	
VB-130	(see 2 nd VP-2)	
VB-131	(see VP-131)	
VB-132	(see VPB-132)	
VB-133	(see VP-133)	
VB-134	(see VPB-134)	
VB-135	(see 2 nd VP-5)	
VB-136	(see 2 nd VP-3)	
VB-137	(see VPB-137)	
VB-138	(see VP-HL-3)	
VB-139	(see VPB-139)	
VB-140	(see VP-123)	
VB-141	(see VPB-141)	
VB-142	(see VP-142)	
VB-143	(see VP-HL-5)	
VB-144	(see 2 nd VP-4)	
VB-145	(see VPB-145)	
VB-146	(see 3 rd VP-6)	
VB-147	(see VPB-147)	
VB-148	(see VP-148)	
VB-149	(see VPB-149)	
VB-150	(see VPB-150)	
VB-151	(see VPB-151)	
VB-152	(see VP-152)	
VB-153	(see VP-153)	
VB-198	(see VPB-198)	
VB-200	(see VPB-200)	

Patrol Bombing Squadrons (VPB)

Squadron Designation	Lineage	Action Date
VPB-1	Established as VP-1 VP-1 Redesignated VPB-1 VPB-1 Disestablished	15 Apr 1943 1 Oct 1944 6 Mar 1945
VPB-4	Established as VP-102 VP-102 Redesignated VPB-4 VPB-4 Disestablished	1 Mar 1943 1 Oct 1944 1 Nov 1945
VPB-6	Established as VP-6 (CG) VP-6 (CG) Redesignated VPB-6 VPB-6 Returned to Coast Guard	5 Oct 1943 1 Oct 1944 12 Jul 1945
VPB-11	Established as VT-19D14 VT-19D14 Redesignated VT-6D14 VT-6D14 Redesignated VP-6B VP-6B Redesignated VP-6F VP-6F Redesignated VP-6 VP-6 Redesignated VP-23 VP-23 Redesignated VP-11 VP-11 Redesignated VPB-11 VPB-11 Disestablished	7 Feb 1924 1 Jul 1927 1 Apr 1931 17 Jul 1933 1 Oct 1937 1 Jul 1939 1 Aug 1941 1 Oct 1944 20 Jun 1945
VPB-13	Established as VP-13 from VP-14 assets VP-13 Redesignated VPB-13 VPB-13 Disestablished	1 Jul 1940 1 Oct 1944 1 Dec 1945
VPB-14	(see VPB-197)	
VPB-15	Established as VP-15 VP-15 Redesignated VPB-15 VPB-15 Disestablished	15 Mar 1943 1 Oct 1944 23 Nov 1945
VPB-16	Established as VP-16 VP-16 Redesignated VPB-16 VPB-16 Disestablished	20 Dec 1943 1 Oct 1944 30 Jun 1945
VPB-17	Established as VP-17 VP-17 Redesignated VPB-17 VPB-17 Disestablished	3 Jan 1944 1 Oct 1944 30 Jan 1946
VPB-18	Established as VP-18 VP-18 Redesignated VPB-18 VPB-18 Disestablished	15 Jan 1944 1 Oct 1944 23 Nov 1945
VPB-19	(see VP-49)	
VPB-20	Established as VP-20 VP-20 Redesignated VPB-20 VPB-20 Disestablished	15 Feb 1944 1 Oct 1944 4 Feb 1946
VPB-21	(see 2 nd VP-41)	
VPB-22	(see 2 nd VP-42)	
VPB-23	Established as VP-10S from VT-9S assets VP-10S Redesignated VP-10F VP-10F Redesignated VP-10 VP-10 Redesignated VP-25 VP-25 Redesignated VP-23 VP-23 Redesignated VPB-23 VPB-23 Disestablished	1 Jul 1930 17 Jul 1933 1 Oct 1937 1 Jul 1939 1 Aug 1941 1 Oct 1944 25 Jan 1946

Patrol Bombing Squadrons (VPB)*—continued*

Squadron Designation	Lineage	Action Date
VPB-24	Established as VP-9S	7 Jan 1930
	VP-9S Redesignated VP-9B	1 Oct 1930
	VP-9B Redesignated VP-9F	26 Oct 1931
	VP-9F Redesignated VP-9	4 Sep 1937
	VP-9 Redesignated VP-12	1 Jul 1939
	VP-12 Redesignated VP-24	1 Aug 1941
	VP-24 Redesignated VPB-24	1 Oct 1944
	VPB-24 disestablished	30 Jun 1945
VPB-25	(see 2 nd VP-25)	
VPB-26	(see 2 nd VP-26)	
VPB-27	(see VP-47)	
VPB-28	(see 3 rd VP-43)	
VPB-29	Established as Pacific Air Detachment	17 Jan 1923
	Pacific Air Detachment	
	Redesignated VP-14	29 May 1924
	VP-14 Redesignated VP-1D14	21 Sep 1927
	VP-1D14 Redesignated VP-1B	1 Jul 1931
	VP-1B Redesignated VP-1F	15 Apr 1933
	VP-1F Redesignated VP-1	1 Oct 1937
	VP-1 Redesignated VP-21	1 Jul 1939
	VP-21 Redesignated VP-1	30 Jul 1940
	VP-1 Redesignated VP-101	3 Dec 1940
	VP-101 Redesignated VPB-29	1 Oct 1944
	VPB-29 Disestablished	20 Jun 1945
VPB-32	(see VP-46)	
VPB-33	Established as VP-33	1 Apr 1942
	VP-33 Redesignated VPB-33	1 Oct 1944
	VPB-33 Disestablished	7 Apr 1945
VPB-34	Established as VP-34	16 Apr 1942
	VP-34 Redesignated VPB-34	1 Oct 1944
	VPB-34 Disestablished	7 Apr 1945
VPB-43	Established as VP-43	21 Jul 1941
	VP-43 Redesignated VPB-43	1 Oct 1944
	VPB-43 Disestablished	15 Sep 1945
VPB-44	Established as VP-44	3 Jun 1941
	VP-44 Redesignated VPB-44	1 Oct 1944
	VPB-44 Disestablished	20 Jun 1945
VPB-45	Established as VP-45	10 Mar 1943
	VP-45 Redesignated VPB-45	1 Oct 1944
	VPB-45 Disestablished	5 Jun 1945
VPB-52	Established as VT-3D15	12 Jul 1928
	VT-3D15 Redesignated VP-3S	21 Jan 1931
	VP-3S Redesignated VP-3F	17 Jul 1933
	VP-3F Redesignated VP-3	1 Oct 1937
	VP-3 Redesignated VP-32	1 Jul 1939
	VP-32 Redesignated VP-52	1 Jul 1941
	VP-52 Redesignated VPB-52	1 Oct 1944
	VPB-52 Disestablished	7 Apr 1945
VPB-53	(see VP-AM-1)	

Patrol Bombing Squadrons (VPB)*—continued*

Squadron Designation	Lineage	Action Date
VPB-54	Established as VP-54	15 Nov 1942
	VP-54 Redesignated VPB-54	1 Oct 1944
	VPB-54 Disestablished	7 Apr 1945
VPB-61	Established VP-61	1 May 1942
	VP-61 Redesignated VPB-61	1 Oct 1944
	VPB-61 Disestablished	15 Sep 1945
VPB-62	(see 3 rd VP-32)	
VPB-63	Established as VP-63	19 Sep 1942
	VP-63 Redesignated VPB-63	1 Oct 1944
	VPB-63 Disestablished	2 Jul 1945
VPB-71	(see 3 rd VP-33)	
VPB-73	(see 2 nd VP-34)	
VPB-74	(see 1 st VP-40)	
VPB-84	Established as VP-84	1 Oct 1941
	VP-84 Redesignated VPB-84	1 Oct 1944
	VPB-84 Disestablished	28 Jun 1945
VPB-91	Established as VP-91	1 Dec 1941
	VP-91 Redesignated VPB-91	1 Oct 1944
	VPB-91 Disestablished	2 Apr 1946
VPB-92	Established as VP-92	26 Dec 1941
	VP-92 Redesignated VPB-92	1 Oct 1944
	VPB-92 Disestablished	28 May 1945
VPB-94	Established as VP-94	3 Mar 1942
	VP-94 Redesignated VPB-94	1 Oct 1944
	VPB-94 Disestablished	22 Dec 1944
VPB-98	Established as VPB-98	1 Oct 1944
	VPB-98 Disestablished	1 Apr 1946
VPB-99	Established as VPB-99	5 Jan 1945
	VPB-99 Disestablished	15 Jan 1946
VPB-100	Established as VP-200	1 Apr 1944
	VP-200 Redesignated VPB-100	1 Oct 1944
	VPB-100 Disestablished	15 Dec 1945
VPB-101	Established as VP-11F	1 Jul 1936
	VP-11F Redesignated VP-11	1 Oct 1937
	VP-11 Redesignated VP-54	1 Jul 1939
	VP-54 Redesignated VP-51	1 Jul 1941
	VP-51 Redesignated VB-101	1 Mar 1943
	VB-101 Redesignated VPB-101	1 Oct 1944
	VPB-101 Redesignated VX-4	15 May 1946
	VX-4 Redesignated VW-2	18 Jun 1952
	VW-2 Disestablished	1 Jul 1961
	(see history files for VW-2)	
VPB-102	(see 3 rd VP-22)	
VPB-103	Established as VB-103	15 Mar 1943
	VB-103 Redesignated VPB-103	1 Oct 1944
	VPB-103 Disestablished	31 Aug 1945

Patrol Bombing Squadrons (VPB)

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Squadron Designation	Lineage	Action Date
VPB-104	(see 3 rd VP-24)	
VPB-105	Established as VP-10 VP-10 Redesignated VP-2D15 VP-2D15 Redesignated VP-2S VP-2S Redesignated VP-2F VP-2F Redesignated VP-2 VP-2 Redesignated VP-31 VP-31 Redesignated VB-105 VB-105 Redesignated VPB-105 VPB-105 Disestablished	29 May 1924 21 Sep 1927 1 Jul 1931 17 Jul 1933 1 Oct 1937 1 Jul 1939 15 May 1943 1 Oct 1944 27 Jun 1945
VPB-106	(see VP-106)	
VPB-107	(see 2 nd VP-27)	
VPB-108	(see 2 nd VP-28)	
VPB-109	Established as VB-109 VB-109 Redesignated VPB-109 VP-109 Disestablished	2 Aug 1943 1 Oct 1944 12 Oct 1945
VPB-110	Established as VB-110 VB-110 Redesignated VPB-110 VPB-110 Disestablished	18 Jul 1943 1 Oct 1944 1 Sep 1945
VPB-111	(see 5 th VP-21)	
VPB-112	Established as VB-112 VB-112 Redesignated VPB-112 VPB-112 Disestablished	8 Aug 1943 1 Oct 1944 1 Sep 1945
VPB-113	Established as VB-113 VB-113 Redesignated VPB-113 VPB-113 Disestablished	18 Aug 1943 1 Oct 1944 28 May 1945
VPB-114	(see 3 rd VP-26)	
VPB-115	(see 3 rd VP-25)	
VPB-116	(see VP-HL-1)	
VPB-117	Established as VB-117 VB-117 Redesignated VPB-117 VPB-117 Disestablished	1 Feb 1944 1 Oct 1944 15 Nov 1945
VPB-118	Established as VB-118 VB-118 Redesignated VPB-118 VPB-118 Disestablished	1 Jul 1944 1 Oct 1944 11 Dec 1945
VPB-119	(see 2 nd VP-7)	
VPB-120	(see 3 rd VP-20)	
VPB-121	Established as VP-19 VP-19 Redesignated VP-43 VP-43 Redesignated VP-81 VP-81 Redesignated VPB-121 VPB-121 Disestablished	1 Oct 1937 1 Jul 1939 1 Jul 1941 1 Oct 1944 1 Jun 1946
VPB-122	(see 1 st VP-29)	

Patrol Bombing Squadrons (VPB)

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Squadron Designation	Lineage	Action Date
VPB-123	(see VP-123)	
VPB-124	(see VP-HL-3)	
VPB-125	Established as VP-20 VP-20 Redesignated VP-44 VP-44 Redesignated VP-61 VP-61 Redesignated VP-82 VP-82 Redesignated VB-125 VB-125 Redesignated VPB-125 VPB-125 Disestablished	1 Sep 1938 1 Jul 1940 6 Jan 1941 1 Jul 1941 1 Mar 1943 1 Oct 1944 8 Jun 1945
VPB-126	Established as VP-93 VP-93 Redesignated VB-126 VB-126 Redesignated VPB-126 VPB-126 Disestablished	5 Jan 1942 1 Mar 1943 1 Oct 1944 27 Jun 1945
VPB-127	Established as VB-127 VB-127 Redesignated VPB-127 VPB-127 Disestablished	1 Feb 1943 1 Oct 1944 10 Jul 1945
VPB-128	(see 5 th VP-1)	
VPB-129	Established as VB-129 VB-129 Redesignated VPB-129 VPB-129 Disestablished	22 Feb 1943 1 Oct 1944 4 Jun 1945
VPB-130	(see 2 nd VP-2)	
VPB-131	(see VP-131)	
VPB-132	Established as VB-132 VB-132 Redesignated VPB-132 VPB-132 Disestablished	15 Mar 1943 1 Oct 1944 30 May 1945
VPB-133	(see VP-133)	
VPB-134	Established as VB-134 VB-134 Redesignated VPB-134 VPB-134 Disestablished	29 Mar 1943 1 Oct 1944 25 Apr 1945
VPB-135	(see 2 nd VP-5)	
VPB-136	(see 2 nd VP-3)	
VPB-137	Established as VB-137 VB-137 Redesignated VPB-137 VPB-137 Disestablished	17 Feb 1943 1 Oct 1944 20 Jul 1945
VPB-138	(see 1 st VP-HL-3)	
VPB-139	Established as VB-139 VB-139 Redesignated VPB-139 VPB-139 Disestablished	1 Apr 1943 1 Oct 1944 13 Sep 1945
VPB-140	(see VP-123)	
VPB-141	Established as VB-141 VB-141 Redesignated VPB-141 VPB-141 Disestablished	1 Jun 1943 1 Oct 1944 16 Jun 1945

Patrol Bombing Squadrons (VPB)

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Squadron Designation	Lineage	Action Date
VPB-142	(see VP-142)	
VPB-143	(see VP-HL-5)	
VPB-144	(see 2 nd VP-4)	
VPB-145	Established as VB-145 VB-145 Redesignated VPB-145 VPB-145 Disestablished	15 Jul 1943 1 Oct 1944 18 Jun 1945
VPB-146	(see 3 rd VP-6)	
VPB-147	Established as VB-147 VB-147 Redesignated VPB-147 VPB-147 Disestablished	14 Aug 1943 1 Oct 1944 2 Jul 1945
VPB-148	(see VP-148)	
VPB-149	Established as VB-149 VB-149 Redesignated VPB-149 VPB-149 Disestablished	16 Sep 1943 1 Oct 1944 6 Sep 1945
VPB-150	Established as VB-150 VB-150 Redesignated VPB-150 VPB-150 Disestablished	15 Sep 1943 1 Oct 1944 20 Jul 1945
VPB-151	Established as VB-151 VB-151 Redesignated VPB-151 VPB-151 Disestablished	3 Jan 1944 1 Oct 1944 30 Jun 1945
VPB-152	(see VP-152)	
VPB-153	(see VP-153)	
VPB-197	Established as VP-21 VP-21 Redesignated VP-45 VP-45 Redesignated VP-14 VP-14 Split to form VP-13 VP-14 Redesignated VP-26 VP-26 Redesignated VP-14 VP-14 Redesignated VPB-14 VPB-14 Redesignated VPB-197 VPB-197 Disestablished	1 Sep 1938 1 Jul 1939 1 Dec 1939 1 Mar 1940 15 Apr 1941 1 Jul 1941 1 Oct 1944 2 Dec 1944 1 Apr 1946
VPB-198	VB-198 Established VB-198 Redesignated VPB-198 VPB-198 Disestablished	12 Sep 1944 1 Oct 1944 1 Apr 1946
VPB-199	Established as VPB-199 VPB-199 Disestablished	1 Oct 1944 2 Nov 1945
VPB-200	Established as VB-200 VB-200 Redesignated VPB-200 VPB-200 Disestablished	1 Apr 1944 1 Oct 1944 24 Oct 1945
VPB-201	(see 2 nd VP-8)	
VPB-202	Established as VP-202 VP-202 Redesignated VPB-202 VPB-202 Disestablished	15 Sep 1942 1 Oct 1944 20 Jun 1945

Patrol Bombing Squadrons (VPB)

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Squadron Designation	Lineage	Action Date
VPB-203	Established as VP-203 VP-203 Redesignated VPB-203 VPB-203 Disestablished	1 Oct 1942 1 Oct 1944 30 Jun 1945
VPB-204	(see 3 rd VP-44)	
VPB-205	(see 3 rd VP-45)	
VPB-206	Established as VP-206 VP-206 Redesignated VPB-206 VPB-206 disestablished	15 Nov 1942 1 Oct 1944 4 Jun 1945
VPB-207	Established as VP-207 VP-207 Redesignated VPB-207 VPB-207 Disestablished	1 Dec 1942 1 Oct 1944 26 Jun 1945
VPB-208	(see 1 st VP-48)	
VPB-209	Established as VP-209 VP-209 Redesignated VPB-209 VPB-209 Disestablished	1 Jan 1943 1 Oct 1944 20 Jun 1945
VPB-210	Established as VP-210 VP-210 Redesignated VPB-210 VPB-210 Disestablished	15 Jan 1943 1 Oct 1944 10 Jul 1945
VPB-211	Established as VP-211 VP-211 Redesignated VPB-211 VPB-211 Disestablished	15 Feb 1943 1 Oct 1944 14 Jun 1945
VPB-212	Established as VP-212 VP-212 Redesignated VPB-212 VPB-212 Disestablished	15 Mar 1943 1 Oct 1944 15 May 1946
VPB-213	Established as VP-213 VP-213 Redesignated VPB-213 VPB-213 Disestablished	1 Oct 1943 1 Oct 1944 10 Jul 1945
VPB-214	Established as VP-214 VP-214 Redesignated VPB-214 VPB-214 Disestablished	18 Oct 1943 1 Oct 1944 21 Jun 1945
VPB-215	Established as VP-215 VP-215 Redesignated VPB-215 VPB-215 Disestablished	1 Nov 1943 1 Oct 1944 28 May 1945
VPB-216	Established as VP-216 VP-216 Redesignated VPB-216 VPB-216 Disestablished	15 Nov 1943 1 Oct 1944 7 Apr 1945

Patrol Heavy/Land Squadrons (VP-HL)

Squadron Designation	Lineage	Action Date
VP-HL-1	Established as VB-116 VB-116 Redesignated VPB-116 VPB-116 Redesignated VP-116 VP-116 Redesignated VP-HL-1 VP-HL-1 Disestablished	1 Dec 1943 1 Oct 1944 15 May 1946 15 Nov 1946 22 May 1947

Patrol Heavy/Land Squadrons (VP-HL) —continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-HL-2	(see 3 rd VP-22)	
(1 st) VP-HL-3	Established as VB-138	15 Mar 1943
	VB-138 Redesignated VPB-138	1 Oct 1944
	VPB-138 Redesignated VPB-124	15 Dec 1944
	VPB-124 Redesignated VP-124	15 May 1946
	VP-124 Redesignated VP-HL-3	15 Nov 1946
	VP-HL-3 Disestablished	22 May 1947
(2 nd) VP-HL-3	(see 3 rd VP-23)	
VP-HL-4	(see 3 rd VP-24)	
VP-HL-5	Established as VB-143	15 Jun 1943
	VB-143 Redesignated VPB-143	1 Oct 1944
	VPB-143 Redesignated VP-143	15 May 1946
	VP-143 Redesignated VP-HL-5	15 Nov 1946
	VP-HL-5 Disestablished	27 May 1947
VP-HL-6	(see 3 rd VP-26)	
VP-HL-7	(see 2 nd VP-27)	
VP-HL-8	(see 2 nd VP-28)	
VP-HL-9	(see 2 nd VP-7)	
VP-HL-10	(see 3 rd VP-20)	
VP-HL-11	(see 5 th VP-21)	
VP-HL-12	(see 1 st VP-29)	
VP-HL-13	(see 3 rd VP-25)	

Patrol Medium/Land Squadrons (VP-ML)

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-ML-1	(see 5 th VP-1)	
VP-ML-2	(see 2 nd VP-2)	
VP-ML-3	(see 2 nd VP-3)	
VP-ML-4	(see 2 nd VP-4)	
VP-ML-5	(see 2 nd VP-5)	
VP-ML-6	(see 3 rd VP-6)	

Patrol Medium/Land Squadrons (VP-ML) —continued

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-ML-7	(see 2 nd VP-7)	
VP-ML-8	(see 2 nd VP-8)	

Patrol Medium/Seaplane Squadrons (VP-MS)

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-MS-1	(see 2 nd VP-8)	
VP-MS-2	(see 2 nd VP-42)	
VP-MS-3	(see 3 rd VP-43)	
VP-MS-4	(see 3 rd VP-44)	
VP-MS-5	(see 3 rd VP-45)	
VP-MS-6	(see VP-46)	
VP-MS-7	(see VP-47)	
VP-MS-8	(see 1 st VP-48)	
VP-MS-9	(see VP-49)	
VP-MS-10	(see 1 st VP-40)	
VP-MS-11	(see 2 nd VP-41)	

Patrol/Amphibious Squadrons (VP-AM)

<i>Squadron Designation</i>	<i>Lineage</i>	<i>Action Date</i>
VP-AM-1	Established as VP-53	1 May 1942
	VP-53 Redesignated VPB-53	1 Oct 1944
	VPB-53 Redesignated VP-53	15 May 1946
	VP-53 Redesignated VP-AM-1	15 Nov 1946
	VP-AM-1 Disestablished	5 May 1948
VP-AM-2	(see 3 rd VP-32)	
VP-AM-3	(see 3 rd VP-33)	
VP-AM-4	(see 2 nd VP-34)	
VP-AM-5	Established as VP-AM-5	21 Nov 1946
	VP-AM-5 Disestablished	31 Dec 1947

*Listing of Reserve VP Squadrons February 1946 to January 1968**

<i>Squadron</i>	<i>Established</i>	<i>Disestablished</i>	<i>Home Port</i>
VP-651	Oct 1952	Aug 1954	NAF Akron, Ohio
1 st VP-661†	Feb 1950	Feb 1953	NAS Norfolk, Va.
2 nd VP-661	Nov 1956	Jan 1962	NAS Anacostia, D.C./NAF Andrews**
3 rd VP-661	Jan 1964	Jan 1968	NAF Andrews/Washington, Md.**
1 st VP-662	Oct 1952	Jan 1962	NAS Anacostia, D.C./NAF Andrews, Md.**
2 nd VP-662	Jan 1964	Jan 1968	NAF Andrews/Washington, Md.**
1 st VP-663	Oct 1958	Jan 1963	NAF Anacostia, D.C./NAF Andrews, Md.**
2 nd VP-663	Jan 1967	Jan 1968	NAF Washington, Md.
VP-671	Oct 1952	Jan 1968	NAS Atlanta (Marietta), Ga.
VP-672	Nov 1956	Jan 1968	NAS Atlanta (Marietta), Ga.
VP-673	Oct 1958	Jan 1963	NAS Atlanta (Marietta), Ga.
VP-674	Jan 1960	Jan 1968	NAS Atlanta (Marietta), Ga.
VP-681	Oct 1952	Nov 1956	NARF Birmingham, Ala.
VP-691	Oct 1952	Dec 1957	NAS Columbus, Ohio
VP-692	Nov 1956	Dec 1957	NAS Columbus, Ohio
VP-693	Dec 1957	Unknown	NAS Columbus, Ohio
VP-701	Oct 1952	Jan 1968	NAS Dallas, Tex.
VP-702	Nov 1956	Jan 1968	NAS Dallas, Tex.
VP-703	Oct 1958	Jan 1968	NAS Dallas, Tex.
VP-704	Jan 1961	Jan 1965	NAS Dallas, Tex.
VP-711	Oct 1952	Oct 1958	NAS Denver, Colo.
VP-712	Nov 1956	Oct 1958	NAS Denver, Colo.
VP-713	Nov 1956	Oct 1958	NAS Denver, Colo.
VP-721	Oct 1952	Jan 1968	NAS Glenview, Ill.
VP-722	Nov 1956	Jan 1968	NAS Glenview, Ill.
VP-723	Nov 1956	Jan 1968	NAS Glenview, Ill.
VP-724	Oct 1958	Jan 1968	NAS Glenview, Ill.
1 st VP-725	Oct 1958	Jan 1961	NAS Glenview, Ill.
2 nd VP-725	Jan 1963	Jan 1968	NAS Glenview, Ill.
VP-726	Jan 1960	Jan 1968	NAS Glenview, Ill.
VP-727	Jan 1960	Jan 1963	NAS Glenview, Ill.
1 st VP-731†	Feb 1950	Feb 1953	NAS San Diego, Calif.
2 nd VP-731	Nov 1956	Jan 1961	NAS North Island, Calif. ‡
VP-732	Oct 1952	Jan 1961	NAS Grosse Isle, Mich.
VP-733	Oct 1958	Jan 1961	NAS Grosse Isle, Mich.
VP-734	Jan 1960	Jan 1961	NAS Grosse Isle, Mich.
1 st VP-741†	Feb 1950	Feb 1953	NAS Jacksonville, Fla.
2 nd VP-741	Aug 1955	Jan 1968	NAS Jacksonville, Fla.
1 st VP-742	Oct 1952	Aug 1954	NAS Jacksonville, Fla.
2 nd VP-742	Nov 1956	Jan 1968	NAS Jacksonville, Fla.
VP-743	Jan 1960	Jan 1963	NAS Jacksonville, Fla.
VP-761	Nov 1956	Dec 1957	NAS Lincoln, Nebr.
VP-762	Nov 1956	Dec 1957	NAS Lincoln, Nebr.

<i>Squadron</i>	<i>Established</i>	<i>Disestablished</i>	<i>Home Port</i>
VP-771	Oct 1952	Jan 1968	NAS Los Alamitos, Calif.
1 st VP-772†	Feb 1950	Feb 1953	NAS Los Alamitos, Calif.
2 nd VP-772	Nov 1956	Jan 1968	NAS Whidbey Island, Wash.
VP-773	Oct 1952	Jan 1965	NAS Los Alamitos, Calif.
VP-774	Nov 1956	Jan 1968	NAS Los Alamitos, Calif.
VP-775	Nov 1956	Jan 1968	NAS Los Alamitos, Calif.
VP-776	Nov 1956	Jan 1968	NAS Los Alamitos, Calif.
VP-777	Jan 1963	Jan 1968	NAS Los Alamitos, Calif.
VP-778	Jan 1963	Jan 1968	NAS Los Alamitos, Calif.
VP-779	Jan 1963	Jan 1965	NAS Los Alamitos, Calif.
VP-781	Jan 1963	Unknown	NAS Los Alamitos, Calif.
VP-782	Jan 1963	Unknown	NAS Los Alamitos, Calif.
VP-791	Oct 1952	Jan 1968	NAS Memphis (Millington), Tenn.
VP-792	Nov 1956	Jan 1966	NAS Memphis (Millington), Tenn.
VP-793	Oct 1958	Jan 1968	NAS Memphis (Millington), Tenn.
VP-801	Oct 1952	Oct 1958	NAS Miami, Fla.
VP-802	Nov 1956	Oct 1958	NAS Miami, Fla.
1 st VP-811	Oct 1952	Jan 1961	NAS Minneapolis, Minn.
2 nd VP-811	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1968	NAS Twin Cities, Minn.§
1 st VP-812†	Feb 1950	Feb 1953	NAS Whidbey Island, Wash.
2 nd VP-812	Oct 1952	Jan 1961	NAS Whidbey Island, Wash.
3 rd VP-812	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1968	NAS Twin Cities, Minn.§
1 st VP-813	Nov 1956	Jan 1961	NAS Minneapolis, Minn.
2 nd VP-813	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1968	NAS Twin Cities, Minn.§
1 st VP-814	Nov 1956	Jan 1961	NAS Minneapolis, Minn.
2 nd VP-814	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1968	NAS Twin Cities, Minn.§
1 st VP-815	Oct 1958	Jan 1961	NAS Minneapolis, Minn.
2 nd VP-815	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1968	NAS Twin Cities, Minn.§
1 st VP-816	Oct 1958	Jan 1961	NAS Minneapolis, Minn.
2 nd VP-816	Jan 1963	Jun 1963	NAS Minneapolis, Minn.
	Jul 1963	Jan 1964	NAS Twin Cities, Minn.§
3 rd VP-816	Jan 1966	Jan 1968	NAS Twin Cities, Minn.
VP-817	Jan 1960	Unknown	NAS Minneapolis, Minn.
VP-818	Jan 1960	Unknown	NAS Minneapolis, Minn.
VP-821	Jan 1966	Jan 1968	NAS New Orleans, La.
VP-822	Jan 1966	Jan 1968	NAS New Orleans, La.
VP-831	Oct 1952	Jan 1967	NAS New York, N.Y.
VP-832	Oct 1952	Jan 1968	NAS New York, N.Y.
VP-833	Nov 1956	Jan 1968	NAS New York, N.Y.
VP-834	Nov 1956	Jan 1968	NAS New York, N.Y.
1 st VP-835	Nov 1956	Jan 1962	NAS New York, N.Y.
2 nd VP-835	Jan 1963	Jan 1968	NAS New York, N.Y.
VP-836	Nov 1956	Jan 1965	NAS New York, N.Y.
VP-837	Jan 1960	Jan 1968	NAS New York, N.Y.
VP-838	Jan 1963	Unknown	NAS New York, N.Y.
VP-839	Jan 1963	Jan 1967	NAS New York, N.Y.
VP-851	Oct 1952	Oct 1958	NAS Niagara Falls, N.Y.
VP-852	Nov 1956	Oct 1958	NAS Niagara Falls, N.Y.
1 st VP-861†	Feb 1950	Feb 1953	NAS Jacksonville, Fla.
2 nd VP-861	Oct 1953	Aug 1955	NAS Jacksonville, Fla.

<i>Squadron</i>	<i>Established</i>	<i>Disestablished</i>	<i>Home Port</i>
VP-862	Oct 1952	Unknown	NAS Norfolk, Va.
1 st VP-871†	Feb 1950	Feb 1953	NAS Oakland, Calif.
2 nd VP-871	Nov 1956	Jan 1968	NAS Alameda, Calif.
VP-872	Oct 1952	Jan 1968	NAS Alameda, Calif.
VP-873	Nov 1956	Jan 1968	NAS Alameda, Calif.
VP-874	Nov 1956	Jan 1968	NAS Alameda, Calif.
VP-875	Nov 1956	Jan 1968	NAS Alameda, Calif.
VP-876	Oct 1952	Jan 1968	NAS Alameda, Calif.
VP-877	Jan 1963	Jan 1965	NAS Alameda, Calif.
1 st VP-878	Jan 1963	Unknown	NAS Alameda, Calif.
2 nd VP-878	Jan 1965	Jan 1968	NAS Alameda, Calif.
VP-879	Jan 1963	Jan 1964	NAS Alameda, Calif.
VP-881	Oct 1952	Jan 1968	NAS Olathe, Kans.
VP-882	Nov 1956	Jan 1968	NAS Olathe, Kans.
1 st VP-883	Oct 1958	Jan 1963	NAS Olathe, Kans.
2 nd VP-883	Jan 1966	Jan 1968	NAS Olathe, Kans.
VP-891	Oct 1952	Jan 1968	NAS Seattle, Wash.
1 st VP-892†	Feb 1950	Feb 1953	NAS San Diego, Calif.
2 nd VP-892	Nov 1956	Jan 1968	NAS Alameda, Calif.
VP-893	Oct 1952	Jan 1968	NAS Seattle, Wash.
VP-894	Nov 1956	Jan 1960	NAS Seattle, Wash.
VP-900	May 1946	Nov 1946	NAS Anacostia, D.C.
VP-901	Jul 1946	Nov 1946	NRAS Atlanta, Ga.
VP-902	May 1946	Nov 1946	NRAS Columbus, Ohio
VP-903	Jul 1946	Nov 1946	NRAS Dallas, Tex.
VP-904	Jul 1946	Nov 1946	NAS Glenview, Calif.
VP-905	Jul 1946	Nov 1946	NAS Grosse Isle, Mich.
VP-906	May 1946	Nov 1946	NAS Jacksonville, Fla.
VP-907	Jul 1946	Nov 1946	NAS Livermore, Calif.
VP-908	Jul 1946	Nov 1946	NAS Los Alamitos, Calif.
VP-909	Jul 1946	Nov 1946	NAS Memphis (Millington), Tenn.
VP-910	May 1946	Nov 1946	NAS Miami, Fla.
1 st VP-911	Jul 1946	Nov 1946	NAS Minneapolis, Minn.
2 nd VP-911	Oct 1952	Jan 1968	NAS South Weymouth
1 st VP-912	May 1946	Nov 1946	NAS New Orleans, La.
2 nd VP-912	Nov 1956	Jan 1968	NAS New Orleans, La.
1 st VP-913	Jul 1946	Nov 1946	NAS New York, N.Y.
2 nd VP-913	Nov 1956	Jan 1968	NAS New York, N.Y.
1 st VP-914	May 1946	Nov 1946	NAS Norfolk, Va.
2 nd VP-914	Oct 1958	Jan 1965	NAS Norfolk, Va.
1 st VP-915	Jul 1946	Nov 1946	NAS Olathe, Kans.
2 nd VP-915	Jan 1963	Jan 1968	NAS Olathe, Kans.
1 st VP-916	Jul 1946	Nov 1946	NAS San Diego, Calif.
2 nd VP-916	Jan 1963	Jan 1968	NAS North Island, Calif.‡
1 st VP-917	May 1946	Nov 1946	NAS Seattle, Wash.
2 nd VP-917	Jan 1963	Jan 1968	NAS Seattle, Wash.
VP-918	Jul 1946	Nov 1946	NAS St. Louis, Mo.
VP-919	Jul 1946	Nov 1946	NAS Squantum, Mass.
VP-920	Jul 1946	Nov 1946	NAS Willow Grove, Pa.
VP-921	Oct 1952	Dec 1957	NAS St. Louis, Mo.
VP-922	Nov 1956	Dec 1957	NAS St. Louis, Mo.
1 st VP-931†	Feb 1950	Feb 1953	NAS Whidbey Island, Wash.
2 nd VP-931	Nov 1956	Jan 1963	NAS Whidbey Island, Wash.
3 rd VP-931	Jan 1968	Unknown	NAS Whidbey Island, Wash.
VP-932	Oct 1952	Jan 1963	NAS Willow Grove, Pa.

<i>Squadron</i>	<i>Established</i>	<i>Disestablished</i>	<i>Home Port</i>
VP-933	Nov 1956	Jan 1968	NAS Willow Grove, Pa.
VP-934	Nov 1956	Jan 1968	NAS Willow Grove, Pa.
VP-935	Jan 1963	Jan 1968	NAS Willow Grove, Pa.
1 st VP-936	Oct 1952	Aug 1955	NAS Willow Grove, Pa.
2 nd VP-936	Jan 1963	Jan 1968	NAS Willow Grove, Pa.
VP-937	Jan 1963	Jan 1968	NAS Willow Grove, Pa.
VP-971	Jan 1963	Jan 1964	NAS Alameda, Calif.

* On 1 November 1970 the Navy's Selected Air Reserve squadrons were redesignated fleet squadrons as part of the restructuring of the Naval Air Reserve begun in 1968. Navy reserve squadrons were assigned designations in double-digit series like those of fleet squadrons (e.g., VP-62, VP-63, etc.).

† Called up in 1950 for the Korean Conflict, augmented into regular Navy in 1953 (see unit histories for details and lineage).

§ NAS Minneapolis, Minn., was redesignated NAS Twin Cities on 1 July 1963.

‡ NAS San Diego, Calif., was redesignated NAS North Island, Calif., in early 1955.

** NAF Anacostia, D.C. was closed on 1 January 1961 and NAF Andrews, Andrews AFB, Md., was established on 1 January 1961 and replaced NAF Anacostia. NAF Andrews was redesignated NAF Washington sometime in 1965.

Medal of Honor Recipients for Patrol Aviation

***Ensign Charles Hazeltine Hammann was
awarded the Medal of Honor for his
action on 21 August 1918***

Charles Hazeltine Hammann, Ensign, USNRF
Highest rank: Lieutenant (jg), USN
Born: 16 March 1892, Baltimore, Md.
Died: 14 June 1919
Buried: Oaklawn Cemetery, Baltimore, Md.

After the United States' entry into WWI, the Navy established air stations in Italy, France and England for training and combat operations. NAS Porto Corsini, Italy was very active in conducting attacks against the Austrian naval base at Pola. In an action on 21 August 1918, two Macchi M-8 flying boats were escorted by five Macchi M-5 single-place flying boats for an attack on the Austrian naval base at Pola. In the ensuing combat over Pola, three Austrian aircraft were shot down, and one American M-5s was hit by enemy fire

and forced down. The M-5, flown by Ensign G. H. Ludlow, landed on the water, but immediately came under fire from the Austrian seaplanes. Ensign C. H. Hammann observed Ludlow's aircraft going down and smoking heavily. He broke off combat with the enemy aircraft to land next to his friend's sinking flying boat. Somehow Hammann managed to bring Ludlow aboard his tiny one-man aircraft and was able to take-off from very rough seas. After evading the pursuing Austrian aircraft, the two returned to Porto Corsini to find they had already been listed as Killed in Action! For this heroic act, Ensign Hammann was awarded the Medal of Honor—the first Navy aviator to be so honored. Hammann was killed in a crash at Langley Field, Va, on 14 June 1919. A destroyer named in his honor, *Hammann* (DD 412), was sunk by torpedoes while assisting a damaged *Yorktown* (CV 5) during the Battle of Midway. A second *Hammann* (DE 131) was commissioned on 17 May 1943, and survived many campaigns in the Atlantic before going into the reserve fleet in 1945.



Ensign Ludlow's Macchi M-5 flying boat.

Chief Francis Edward Ormsbee, Jr., was awarded the Medal of Honor for his action on 25 September 1918

Francis Edward Ormsbee, Jr., Aviation Chief Machinist's Mate, USN

Highest rank: Chief Aviation Pilot, Permanent

Born: 30 April 1892, Providence, R.I.

Died: 24 October 1936, Ardmore, Okla.

Buried: St. Francis Cemetery, Newport, R.I.

ACMM Ormsbee was stationed at NAS Pensacola, Fla., as an enlisted aircrewman. On 25 September 1918, ACMM Ormsbee was flying with Ensign J. A. Jova in a seaplane above the bay near the air station. Ormsbee and Jova saw another seaplane spinning out of control three-quarters of a mile away, crashing into the bay. Ensign Jova landed as close to the wreck as possible, and Ormsbee jumped into the water and swam to the partially submerged wreck. He was able to partially extricate the gunner from the aircraft and hold his head above water until the station crash boat arrived on the scene. Although Ormsbee was badly cut from pulling the gunner out of the wreckage, he still persisted in diving to attempt to retrieve the pilot. Unfortunately, the pilot had already drowned before he could be removed from the aircraft.

Lieutenant Carlton B. Hutchins was awarded the Medal of Honor for his action on 2 February 1938

Carlton B. Hutchins, Lieutenant, USN (posthumous)

Highest rank: Lieutenant

Born: 12 September 1904, Albany, N.Y.

Died: 2 February 1938

Buried: Remains not recovered.

Lieutenant Hutchins was a member of VP-11, PatWing-1, based at NAS San Diego, Calif. In February 1938, PatWing-1 and PatWing-4, based at NAS Seattle, Wash., were participating in Fleet Exercise XIX, one of the largest fleet exercises to date. Hutchins' PB4Y-2 was involved in a midair collision with another squadron aircraft. He remained at the controls endeavoring to bring the damaged plane to a safe landing and to afford an opportunity for his crew to escape by parachutes. Several of the crew did manage to exit the aircraft, but Hutchins was killed in the ensuing crash.

Chief John William Finn was awarded the Medal of Honor for his action on 7 December 1941

John William Finn, Chief Petty Officer, USN

Highest rank: Lieutenant, USN

Born: 23 July 1909, Los Angeles, Calif.

Chief Finn, attached to VP-14, was ashore at NAS Kaneohe, Hawaii, when the Japanese attacked Pearl Harbor on 7 December 1941. During the attack Finn was able to set up a 50-caliber Browning machine gun in front of the squadron parking ramp, and amid several burning squadron Catalinas, he fired the machine gun at strafing Japanese aircraft while in an exposed position. He was able to shoot down at least one of the attackers. Finn was struck repeatedly by shrapnel from the exploding aircraft and bombs but remained at his post until ordered to go to the first aid station. After his wounds were treated, he returned to the squadron area and supervised the rearming of returning aircraft.

Lieutenant Commander Bruce A. Van Voorhis was awarded the Medal of Honor for his action on 7 July 1943

Bruce Avery Van Voorhis, Lieutenant Commander, USN (posthumous)

Highest rank: Lieutenant Commander

Born: 29 January 1908, Aberdeen, Wash.

Died: 7 July 1943

Buried: Remains not recovered.

Lieutenant Commander Van Voorhis was the commanding officer of VB-102, a patrol squadron that had transitioned from PBY Catalinas to the PB4Y-1 Liberator. On 22 April 1943, VB-102 received its first combat assignment at NAB Carney Field, Guadalcanal, under the operational control of FAW-1. On 7 July 1943, Van Voorhis, and his entire crew were killed during a daytime attack on enemy positions on the island of Kapingamarangi. Official accounts of the action describe it as a long-distance bombing mission (700 miles) against enemy positions on the Japanese-occupied Greenwich Islands chain. The mission was in support of the Battle of the Solomon Islands that had commenced the day before. Van Voorhis and his crew made six low-level bombing runs against a radio station and several strafing runs against three seaplanes and shipping in the lagoon. It was reported that on his last run his aircraft was "to low and too slow" and was caught in its own bomb blast. A

Japanese account found after the war, however, stated the bomber was shot down by 3 F1Ms (Petes) from 902nd Kokutai led by Warrant Officer Tokio Uchimura, IJN. Van Voorhis' PB4Y-1 crashed in the lagoon with no survivors. He was awarded the Medal of Honor for this action and his copilot, Lieutenant (jg) Herschel A. Oehlert, Jr. received the Navy Cross. All of the other crewmembers were awarded the Distinguished Flying Cross.

Lieutenant (jg) Nathan Green Gordon was awarded the Medal of Honor for his action on 15 February 1944

Nathan Green Gordon, Lieutenant (jg), USN
Highest rank: Lieutenant Commander, USN
Born: 4 September 1916, Morrilton, Arkansas

Lieutenant (jg) Nathan G. Gordon and his crew were members of the Samarai Detachment of VP-34, and were assigned to provide air-sea rescue support to

the Army Air Force for an attack on the enemy-held Kavieng Harbor, New Ireland. On 15 February 1944, he was alerted to a downed pilot off Vitu Island. Upon arrival over Kavieng Harbor, the crew noted that the downed Army pilot was within range of Japanese small arms fire from shore. Gordon quickly landed and taxied to the pilot. Almost immediately, his crew spotted several others nearby. He made two more landings, under fire from the Japanese, retrieving nine men, several of them injured. After taking off and setting course for home, he was informed of another group in a rubber raft in the harbor. Once again, he returned and landed under heavy enemy fire, retrieving six more survivors. Now overloaded with 15 rescued personnel, he managed to takeoff in heavy swells, his fourth takeoff of the day. After this rescue he was running out of fuel and was forced to land at Wewak, New Guinea. There he unloaded the Army fliers on the tender *San Pablo* (AVP 30) before refueling and returning to Samarai. Lieutenant (jg) Gordon was awarded the Medal of Honor for his conduct and each member of his crew received the Silver Star.

Patrol Squadron Korean War Deployments

1950 Deployments

VP-1

Deployed to: Naha AFB
 Date In: 19 Aug 1950
 Date Out: 13 Nov 1950
 Patrol Area: Formosa Straits
 Aircraft: P2V-3/3W
 Losses: None
 Detachment Location: None

Detachment Location: Buckner Bay
Salisbury Sound (AV 13), 1 Nov
 1950–6 Mar 1951
 Detachment Date In: 1 Nov 1950
 Detachment Date Out: 6 Feb 1951
 Detachment Location: Sangley Point
 Detachment Date In: 31 Jul 1950
 Detachment Date Out: 6 Feb 1951
 Patrol Area: Courier flights to Okinawa

VP-22

Deployed To: Naha AFB
 Date In: 4 Nov 1950
 Date Out: 1 May 1951
 Patrol Area: Chinese mainland; Formosa
 Aircraft: P2V-4
 Losses: P2V, 21 Jan 1951 (non-combat)
 Detachment Location: None

VP-731

Deployed To: Buckner Bay
Salisbury Sound (AV 13), 1 Nov 1950–6
 Mar 1951
Suisun (AVP 53), 6 Mar 1951–13 Aug
 1951
 Date In: 7 Feb 1951
 Date Out: 13 Aug 1951
 Patrol Area: Formosa Straits; China coast
 Aircraft: PBM-5
 Losses: None
 Detachment Location: Sangley Point
Salisbury Sound (AV 13), 13 Mar
 1951–18 Oct 1951
 Detachment Date In: 7 Feb 1951
 Detachment Date Out: 13 Aug 1951
 Patrol Area: Formosa coast; China coast
 Detachment Location: Hong Kong
 Detachment Date In: 7 Feb 1951
 Detachment Date Out: 13 Aug 1951
 Patrol Area: Courier Flights

VP-28

Deployed To: Naha AFB
 Date In: 16 Jul 1950
 Date Out: 7 Aug 1950
 Patrol Area: Foochow; Shanghai
 Aircraft: PB4Y-2S
 Losses: None
 Detachment Location: NAF Agana
 Detachment Date In: Jan 1950
 Detachment Date Out: 7 Aug 1950

VP-46

Deployed To: Pescadores Islands
Suisun (AVP 53) 30 Jul 1950–6 Mar 1951
 Date In: 31 Jul 1950
 Date Out: 6 Feb 1951
 Patrol Area: Formosa Straits; China
 Deployed To: Sangley Point
 Date In: 1 Dec 1950
 Date Out: 6 Feb 1951
 Patrol Area: Night sector searches
 Aircraft: PBM-5
 Losses: None

VP-6

Deployed To: Johnson AFB
 Date In: 7 Jul 1950
 Date Out: 6 Aug 1950
 Patrol Area: Yellow Sea
 Deployed To: Tachikawa AFB
 Date In: 7 Aug 1950
 Date Out: 12 Feb 1951
 Patrol Area: Korean coastline; Sea of Japan
 Aircraft: P2V-3/3W
 Losses: None

Detachment Location: NAS Atsugi
 Detachment In: 5 Jan 1951
 Detachment Out: 12 Feb 1951
 Patrol Area: Yellow Sea; Korean coastline

VP-42

Deployed To: Iwakuni AFB
 Date In: 19 Jul 1950
 Date Out: 10 Aug 1950
 Patrol Area: Korean coast
 Deployed To: NAS Yokosuka
 Date In: 11–31 Aug 1950
 Date Out: 1 Sep 1950
 Patrol Area: Tsushima Straits; Sea of Japan
 Deployed To: Iwakuni AFB
 Pine Island (AV 13), Aug 1950–Dec 1950
 Curtiss (AV 4), 1 Nov 1950–1 Dec 1950
 Gardiners Bay (AVP 39), 18 Oct 1950–27
 Feb 1951
 Suisun (AVP 53), 11 Apr 1951–15 Jul
 1951
 Date In: 1 Sep 1950
 Date Out: 9 Apr 1951
 Patrol Area: Yellow Sea
 Aircraft: PBM-5
 Losses: PBM-5, 7 Jan 1951 (non-combat)
 Detachment Location: Inchon
 Gardiners Bay (AVP 39), 3–13
 Oct 1950
 Detachment Date In: 3 Oct 1950
 Detachment Date Out: 17 Oct 1950
 Patrol Area: Korean waters
 Detachment Location: Chinhae
 Gardiners Bay (AVP 39), 13–18
 Oct 1950
 Detachment Date In: 14 Oct 1950

Detachment Date Out: 18 Oct 1950
 Patrol Area: Korean waters; Yellow Sea

VP-47

Deployed To: Iwakuni AFB
 Gardiners Bay (AVP 39), Jul 1950–1 Oct
 1950
 Date In: 31 Jul 1950
 Date Out: 16 Oct 1950
 Patrol Area: Chosin Straits
 Deployed To: Chinhae/Inchon
 Gardiners Bay (AVP 39), 3–13 Oct 1950
 Patrol Area: Korean waters
 Date In: 16 Oct 1950
 Date Out: 15 Nov 1950
 Deployed To: NAF Yokosuka
 Date In: 16 Nov 1950
 Date Out: 1 Jan 1951
 Patrol Area: Sea of Japan; eastern Korean coast
 Aircraft: PBM-5
 Losses: None
 Detachment Location: None

VP-892

Deployed To: Iwakuni AFB
 Curtiss (AV 4) thru 30 Dec 1950
 Pine Island (AV 12), Dec 1950–mid-1951
 Gardiners Bay (AVP 39), 18 Oct
 1950–13 Apr 1951
 Suisun (AVP 53), 11 Apr 1951–Late 1951
 Date In: 13 Dec 1950
 Date Out: 9 Jun 1951
 Patrol Area: Yellow Sea, night patrols
 Aircraft: PBM-5
 Losses: None
 Detachment Location: None

1951 Deployments

VP-1

Deployed To: Naha AFB
 Date In: Apr 1951
 Date Out: 29 Aug 1951
 Patrol Area: Korean coast
 Aircraft: P2V-3
 Losses: None
 Detachment Location: None

VP-6

Deployed To: NAS Atsugi
 Date In: 1 Aug 1951
 Date Out: 14 Jan 1952
 Patrol Area: Yellow Sea; Sea of Japan; Tsushima Straits
 Aircraft: P2V-3/3W

Losses: P2V-3 on 16 Aug 1951, crew rescued
 P2V on 6 Nov 1951, 10 KIA (combat)
 Detachment Location: None

VP-28

Deployed To: Tachikawa AFB
 Date In: 1 Apr 1951
 Date Out: 9 Oct 1951
 Patrol Area: Yellow Sea; Tsushima Straits
 Aircraft: PB4Y-2S
 Losses: None
 Detachment Location: Itami AFB
 Detachment Date In: 24 Apr 1951
 Detachment Date Out: 30 Apr 1951
 Patrol Area: Japanese coast, ASW ops.

Detachment Location: Kimpo AFB
 Detachment Date In: 1 Oct 1951
 Detachment Date Out: 13 Dec 1951
 Patrol Area: Inland Korea

VP-40

Deployed To: Iwakuni AFB
Suisun (AVP 53), 11 Apr 1951–late 1951
 Date In: 9 Jun 1951
 Date Out: 13 Dec 1951
 Patrol Area: Yellow Sea; Tsushima Straits
 Aircraft: PBM-5/5S
 Losses: PBM-5 on 15 Jun 1951, 13 killed, non-combat
 Detachment Location: None

VP-772

Deployed To: NAS Atsugi
 Date In: 31 Jan 51
 Date Out: 3 Aug 1951
 Sea Patrol Area: Yellow; Tsushima Straits
 Aircraft: P4Y-2
 Losses: None
 Detachment Location: K-1, Pusan
 Detachment Date In: 12 Jun 1951
 Detachment Date Out: 3 Aug 1951
 Patrol Area: Inland Korea

VP-871

Deployed To: NAS Atsugi
 Date In: 1 Dec 1951
 Date Out: 7 Jul 1952
 Patrol Area: Sea of Japan
 Aircraft: P4Y-2S
 Losses: None
 Detachment Location: Kimpo AFB
 Detachment Date In: 12 Dec 1951
 Detachment Date Out: 7 Jul 1952
 Patrol Area: Inland Korea

VP-2

Deployed To: Detachment only
 Detachment Location: NAF Naha
 Detachment Date In: 1 Aug 1951
 Detachment Date Out: 2 Dec 1951
 Patrol Area: East China Sea; Yellow Sea
 Aircraft: P2V-3W
 Losses: None

VP-22

Deployed To: NAF Atsugi
 Date In: 1 Dec 1951
 Date Out: 31 May 1952

Patrol Area: Tsushima Straits; Sea of Japan
 Aircraft: P4Y-2S
 Losses: None
 Detachment Location: None

VP-42

Deployed To: Iwakuni AFB
 Date In: 7 Dec 1951
 Date Out: 6 Jun 1952
 Patrol Area: Korean coast
 Aircraft: P4Y-2
 Losses: None
 Detachment Location: Chinhae
 Detachment Date In: 15 Mar 52
 Detachment Date Out: Apr 1952
 Patrol Area: Inland Korea

VP-46

Deployed To: Iwakuni AFB
Floyds Bay (AVP 40), 26 Sep 1951–early 1952
Gardiners Bay (AVP 39), 26 Sep 1951–early 1952
 Date In: 30 Sep 1951
 Date Out: 2 Apr 1952
 Patrol Area: Korean coast
 Aircraft: PBM-5S/5S2
 Losses: None
 Detachment Location: Chinhae
Suisun (AVP 53)
 Detachment Date In: Sep 1951
 Detachment Date Out: 2 Apr 1952
 Patrol Area: Korean coast

VP-47

Deployed To: Pescadores Island
Pine Island (AVP 12)
 Date In: 1 Aug 1951
 Date Out: 4 Mar 1952
 Patrol Area: Yellow Sea
 Aircraft: PBM-5
 Losses: None
 Detachment Location: Sangley Point
Salisbury Sound (AV 13)
 Detachment Date In: 26 Jul 1951
 Detachment Date Out: 4 Mar 1952
 Patrol Area: China Sea
 Detachment Location: Buckner Bay
Gardiners Bay (AVP 39)
Corson (AVP 37)
 Detachment In: 26 Jul 1951
 Detachment Date Out: 4 Mar 1952
 Patrol Area: China Sea

1952 Deployments

VP-1

Deployed To: Naha AFB
 Date In: 29 Mar 1952
 Date Out: 5 Oct 1952
 Patrol Area: Korean coast
 Aircraft: P2V-3
 Losses: None
 Detachment Location: None

VP-9

Deployed To: NAF Iwakuni
 Date In: 27 Jun 1952
 Date Out: 16 Nov 1952
 Patrol Area: Sea of Japan
 Aircraft: P4Y-2S
 Losses: None
 Detachment Location: Pusan
 Detachment Date In: Jul 1952
 Detachment Date Out: 3 Jan 1953
 Patrol Area: Inland Korea

VP-22

Deployed To: NAS Atsugi
 Date In: 30 Nov 1952
 Date Out: 31 May 1953
 Patrol Area: North and South China Sea
 Aircraft: P2V-5
 Losses: P2V-5, 18 Jan 1953 (combat), 7 rescued, 4 KIA
 and 2 POW (combat related)
 P2V-5, 31 Jan 1953 (non-combat)
 Detachment Location: None

VP-28

Deployed To: NAF Itami
 Date In: 1 Jun 1952
 Date Out: 2 Dec 1952
 Patrol Area: North Korean coast; China coast
 Aircraft: P2V-3/P4Y-2/2S
 Losses: None
 Detachment Location: None

VP-29

Deployed To: NAS Atsugi
 Date In: 27 Sep 1952
 Date Out: 1 Apr 1953
 Patrol Area: Sea of Japan; Korean coast
 Aircraft: P2V-5/6
 Losses: None
 Detachment Location: None

VP-40

Deployed To: NS Sangley Point
 Date In: 2 Sep 1952
 Date Out: 28 Mar 1953
 Patrol Area: South China Sea; Formosa Straits
 Aircraft: PBM-5/5S
 Losses: None
 Detachment Location: Pescadores
 Detachment Date In: 2 Sep 1952
 Detachment Date Out: 28 Mar 1953
 Patrol Area: South China Sea and East China Sea
 Detachment Location: NAF Naha
 Detachment Date In: 2 Sep 1952
 Detachment Date Out: 28 Mar 1953
 Patrol Area: East China Sea; Yellow Sea

VP-47

Deployed To: NAF Iwakuni
 Kenneth Whiting (AV 14)
 Gardiners Bay (AVP 39)
 Date In: 22 Nov 1952
 Date Out: 31 May 1953
 Patrol Area: Yellow Sea; Sea of Japan
 Aircraft: PBM-5
 Losses: None
 Detachment Location: Fukuoka
 Corson (AVP 37)
 Detachment Date In: Dec 1952
 Detachment Date Out: 31 May 1953
 Patrol Area: Sea of Japan

VP-731

Deployed To: NAF Iwakuni
 Kenneth Whiting (AV 14)
 Gardiners Bay (AVP 39)
 Date In: 1 Jun 1952
 Date Out: 8 Dec 1952
 Patrol Area: Korean coast; Formosa Straits
 Aircraft: PBM-5S2
 Losses: PBM damaged on 31 Jul 1952, 2 KIA and 2
 WIA (combat related)
 Detachment Location: None

VP-892

Deployed To: NS Sangley Point
 Salisbury Sound (AV 13)
 Date In: 1 Mar 1952
 Date Out: 12 Sep 1952
 Patrol Area: China Sea
 Aircraft: PBM-5S/S2
 Losses: None
 Detachment Location: None

1953 Deployments

VP-1

Deployed To: Naha AFB
 Date In: 27 May 1953
 Date Out: 1 Dec 1953
 Patrol Area: Korean coast
 Aircraft: P2V-5
 Losses: None
 Detachment Location: None

VP-7

Deployed To: NAF Iwakuni
 Date In: 28 Jun 1953
 Date Out: 27 Jul 1953
 Patrol Area: Sea of Japan; Yellow Sea
 Aircraft: P2V-5
 Losses: None
 Detachment Location: None

VP-17

Deployed To: NAF Iwakuni
 Date In: 1 Feb 1953
 Date Out: 30 Jun 1953
 Patrol Area: Sea of Japan; Yellow Sea
 Aircraft: P4Y-2/2s
 Losses: None
 Detachment Location: None

VP-46

Deployed To: NS Sangley Point
Kenneth Whiting (AV 14)
 Date In: 1 Mar 1953
 Date Out: 27 Jul 1953
 Patrol Area: Formosa Straits; east coast of Korea
 Aircraft: PBM-5S2
 Losses: None
 Detachment Location: None

VP-48

Deployed To: NAF Iwakuni
Kenneth Whiting (AV 14)
Gardiners Bay (AVP 39)
 Date In: Jul 1953
 Date Out: Dec 1953
 Patrol Area: Yellow Sea
 Aircraft: PBM-5S2
 Losses: PBM-5 on 30 Jul 1953 (non-combat), 5 rescued, 10 killed in the crash
 Detachment Location: None

VP-50

Deployed To: NS Sangley Point
 Date In: 1 May 1953
 Date Out: 1 Sep 1953
 Patrol Area: South China Sea
 Aircraft: PBM-5S2
 Losses: PBM-5 on 30 Jun 1953 (non-combat)
 Detachment Location: NAF Iwakuni
Kenneth Whiting (AV-14)
Gardiners Bay (AVP 39) thru
 June 1953
Floyds Bay (AVP 40)
 Detachment Date In: 1 Jun 1953
 Detachment Date Out: 27 Jul 1953
 Patrol Area: Korean coast

VP-57

Deployed To: NAS Atsugi
 Date In: 28 Mar 1953
 Date Out: Oct 1953
 Patrol Area: Sea of Japan; Yellow Sea
 Aircraft: P2V-5
 Losses: None
 Detachment Location: None

Patrol Squadron Vietnam Deployments, (1964-1972)

See the Notes Section at the end of this listing for any clarification on the entries and for the Tail Code List.

1964 Deployments

VP-48

Deployed to: NS Sangley Point
Aircraft: SP-5B
Losses: None
Date In: 19 Mar 1964
Date Out: 22 Sep 1964

VP17

Deployed to: NAF Naha
Aircraft: SP-2H
Losses: None
Date In: 27 Apr 1964
Date Out: 30 Sep 1964
Detachment Location: None

VP-28

Deployed to: MCAS Iwakuni
Aircraft: SP-2H
Losses: None
Date In: 16 May 1964
Date Out: 18 Oct 1964
Detachment Location: NS Sangley Point
Detachment Date In: 5 Aug 1964
Date Out: 30 Sep 1964

VP-42

Deployed to: MCAS Iwakuni
Aircraft: SP-2E
Losses: None
Date In: 1 Jun 1964
Date Out: 16 Nov 1964
Detachment Location: NS Sangley Point
Detachment Date In: 3 Sep 1964
Date Out: 18 Sep 1964
Detachment Location: NAF Tan Son Nhut
Detachment Date In: 18 Sep 1964
Date Out: 19 Sep 1964
Detachment Location: NAS Cubi Point
Detachment Date In: 6 Oct 1964
Date Out: 24 Oct 1964
Special Det Deployment: NAF Tan Son Nhut

Detachment Date In: Oct 1964
Date Out: late Feb 1965

VP-6

Deployed to: NAF Naha and MCAS Iwakuni
Aircraft: SP-2E
Losses: None
Date In: 12 Aug 1964
Date Out: 25 Jan 1965
Detachment Location: NAS Cubi Point
Detachment Date In: 1 Sep 1964
Date Out: 28 Sep 1964

VP-47

Deployed to: NS Sangley Point
Aircraft: SP-5B
Losses: None
Date In: 17 Aug 1964
Date Out: 28 Feb 1965
Detachment Location: *Salisbury Sound* (AV 13)
Detachment Date In: various
Date Out: various

VP-1

Deployed to: MCAS Iwakuni
Aircraft: SP-2H
Losses: None
Date In: 7 Oct 1964
Date Out: 1 Apr 1965
Detachment Location: NAF Tan Son Nhut, DaNang
Detachment Dates: augmented occasionally

VP-9

Deployed to: NAF Naha
Aircraft: P-3A
Losses: P-3A lost on flare-dropping mission on 4 Dec 1964 (non-combat)
Date In: 12 Nov 1964
Date Out: 8 Jul 1965
Detachment Location: None

1965 Deployments

VP-2

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: None
 Date In: 24 Jan 1965
 Date Out: 16 Jul 1965
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 15 Mar 1965
 Date Out: 1 May 1965
 Detachment Location: various places (Naha, Sangley Point, Iwo Jima, Bangkok, Tainan, DaNang)

VP-40

Deployed to: NS Sangley Point
 Aircraft: SP-5B
 Losses: None
 Date In: 27 Feb 1965
 Date Out: 3 Sep 1965
 Detachment Location: *Salisbury Sound* (AV 13) at Ko Sumai, Thailand
 Detachment Date In: 14 May 1965
 Date Out: 20 May 1965
 Detachment Location: *Currituck* (AV 7) at DaNang, South Vietnam
 Detachment Date In: 29 May 1965
 Date Out: 3 Aug 1965

VP-4

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: None
 Date In: 26 Mar 1965
 Date Out: 28 Sep 1965
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 19 Apr 1965
 Date Out: 19 Apr 1965
 Detachment Location: NS Sangley Point
 Detachment Date In: 26 Mar 1965
 Date Out: 20 Apr 1965
 Detachment Location: NAS Cubi Point
 Detachment Date In: 20 Apr 1965
 Date Out: 26 Apr 1965

VP-22

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 23 Apr 1965
 Date Out: 13 Dec 1965
 Detachment Location: Cam Ranh Bay, South Vietnam
 Detachment Dates: augmented occasionally

VP-46

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 7 Jun 1965
 Date Out: 8 Jan 1966
 Detachment Location: NS Sangley Point
 Detachment Date In: 7 Jun 1965
 Date Out: 8 Jan 1966

VP-17

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: None
 Date In: 9 Jul 1965
 Date Out: 6 Feb 1966
 Detachment Location: NAF Tan Son Nhut
 Detachment Dates: augmented occasionally

VP-50

Deployed to: NS Sangley Point
 Aircraft: SP-5B
 Losses: None
 Date In: 26 Aug 1965
 Date Out: 14 Mar 1966
 Detachment Location: *Salisbury Sound* (AV 13), Buckner Bay, Okinawa
 Detachment Date In: 26 Aug 1966
 Date Out: 14 Mar 1966
 Detachment Location: *Pine Island* (AV 12), NAF Camh Ranh Bay
 Detachment Date In: 26 Aug 1966
 Date Out: 14 Mar 1966

VP-42

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: None
 Date In: 26 Sep 1965
 Date Out: 5 Apr 1966
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 8 Oct 1965
 Date Out: 13 Feb 1966

VP-48

Deployed to: (detachments only)
 Aircraft: SP-5B
 Losses: None
 Detachment Location: NAF Cam Rahn Bay on *Pine Island* (AV 12) thru 12 Feb 1966 and then *Salisbury Sound* (AV 13)

Detachment Date In: 1 Oct 1965
 Date Out: 4 Sep 1966
 Detachment Location: NS Sangley Point
 Detachment Date In: Aug 1965
 Date Out: 4 Sep 1966
 Detachment Location: *Currituck* (AV 7) at Buckner
 Bay, Okinawa
 Detachment Date In: 1 Oct 1965
 Date Out: 4 Sep 1966

VP-28
 Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 2 Nov 1965
 Date Out: 2 Jun 1966
 Detachment Location: NAF Agana, Guam
 Detachment Dates: augmented occasionally

1966 Deployments

VP-47

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 4 Jan 1966
 Date Out: 30 Jun 1966
 Detachment Location: NS Sangley Point
 Detachment Dates: augmented occasionally

Losses: None
 Date In: 1 Apr 1966
 Date Out: 1 Oct 1966
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 25 May 1966
 Date Out: 30 Sep 1966

VP-1

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: Five SP-2Hs damaged on 13 Apr 1966 by Viet
 Cong attack
 Date In: 3 Feb 1966
 Date Out: 1 Aug 1966
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 13 Feb 1966
 Date Out: 27 May 1966

VP-8

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 25 May 1966
 Date Out: 2 Dec 1966
 Detachment Location: None

VP-40

Deployed to: NS Sangley Point
 Aircraft: SP-5B
 Losses: None
 Date In: 15 Mar 1966
 Date Out: 3 Sep 1966
 Detachment Location: *Salisbury Sound* (AV 13)
 Detachment Date In: 10 Mar 1966
 Date Out: 26 Mar 1966
 Detachment Date In: 3 Apr 1966
 Date Out: 10 Apr 1966
 Detachment Date In: 14 May 1966
 Date Out: 3 Jun 1966
 Detachment Date In: 10 Jul 1966
 Date Out: 9 Aug 1966
 Detachment Date In: 15 Aug 1966
 Date Out: 21 Aug 1966

VP-9

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 25 Jul 1966
 Date Out: 10 Jan 1967
 Detachment Location: NAF Sangley Point
 Detachment Date In: 25 Jun 1966
 Date Out: 12 Dec 1966
 Detachment Location: Taiwan, Formosa
 Detachment Date In: 4 Dec 1966
 Date Out: 11 Dec 1966

VP-19

Deployed to: MCAS Iwakuni
 Aircraft: P-3A
 Losses: None
 Date In: 1 Aug 1966
 Date Out: 31 Jan 1967
 Detachment Location: Unknown

VP-2

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H

VP-50

Deployed to: NS Sangley Point
 Aircraft: SP-5B

Losses: SP-5B on 23 Aug 1966 (non-combat), 10 dead
 Date In: 23 Aug 1966
 Date Out: 6 Feb 1967
 Detachment Location: Cam Ranh Bay, *Currituck* (AV 7)
 Detachment Date In: 23 Aug 1966
 Date Out: 6 Feb 1967

VP-17

Deployed to: MCAS Iwakuni
 Aircraft: SP-2H
 Losses: None
 Date In: 1 Oct 1966
 Date Out: 5 Dec 1966
 Deployed to: NS Sangley Point

Date In: 5 Dec 1966
 Date Out: 30 Mar 1967
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 1 Oct 1966
 Date Out: 30 Mar 1967

VP16

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 2 Dec 1966
 Date Out: 2 Jun 1967
 Detachment Location: RTNB UTapao
 Detachment Date In: 18 Jan 1967
 Date Out: 18 Feb 1967

1967 Deployments

VP-46

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 14 Jan 1967
 Date Out: 30 Jun 1967
 Detachment Location: NS Sangley Point
 Detachment Date In: 5 Feb 1967
 Date Out: 18 Feb 1967
 Detachment Location: RTNB UTapao
 Detachment Date In: 18 Feb 1967
 Date Out: 30 Jun 1967

Detachment Date In: 1 Mar 1967
 Date Out: 30 Apr 1967

VP-42

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 1 Apr 1967
 Date Out: 30 May 1967
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 2 Apr 1967
 Date Out: 1 Dec 1967
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 31 Mar 1967
 Date Out: 30 Sep 1967

VP-4

Deployed to: MCAS Iwakuni
 Aircraft: P-3A
 Losses: P-3A lost off the cost of Tsushima Island on 28
 Apr 1967
 Date In: 31 Jan 1967
 Date Out: 31 Jul 1967
 Detachment Location: NS Sangley Point
 Detachment Date In: (see Note 3)
 Date Out: (see Note 3)
 Detachment Location: NAF Naha
 Detachment Date In: 15 Jul 1967
 Date Out: 20 Jul 1967

VP-1

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 6 May 1967
 Date Out: 12 Nov 1967
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 15 May 1967
 Date Out: 12 Nov 1967

VP-40

Deployed to: NS Sangley Point
 Aircraft: SP-5B
 Losses: None
 Date In: 24 Feb 1967
 Date Out: 10 May 1967
 Detachment Location: *Currituck* (AV 7) at Cam Ranh
 Bay

VP-5

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 1 Jun 1967
 Date Out: 3 Dec 1967
 Detachment Location: None

VP-47

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 1 Jul 1967
 Date Out: 4 Jan 1968
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 Jul 1967
 Date Out: 4 Jan 1968
 Detachment Location: NS Sangley Point
 Detachment Dates: augmented occasionally

VP-48

Deployed to: MCAS Iwakuni
 Aircraft: P-3A
 Losses: (1) P-3A lost in Japan on 23 Jan 1967 (non-combat), 10 dead
 Date In: 31 Jul 1967
 Date Out: 31 Jan 1968
 Detachment Location: NS Sangley Point
 Detachment Date In: 28 Dec 1967
 Date Out: 8 Jan 1968

VP-2

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 1 Oct 1967

Date Out: 1 Apr 1968
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 1 Oct 1967
 Date Out: unknown
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Feb 1968
 Date Out: 30 Mar 1968

VP-17

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 9 Nov 1967
 Date Out: 29 Apr 1968
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 9 Nov 1967
 Date Out: 29 Apr 1968

VP-26

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: P-3B on 6 Feb 1969 (non-combat) 12 dead; P-3B on 1 Apr 1969 (combat related), 12 KIA
 Date In: 27 Nov 1967
 Date Out: 7 Jun 1968
 Detachment Location: RTNB UTapao
 Detachment Date In: 16 Dec 1967
 Date Out: 2 Jun 1968

1968 Deployments

VP-6

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: P-3A lost (non-combat) over the South China Sea on 5 Apr 1968.
 Date In: 1 Jan 1968
 Date Out: 1 Jul 1968
 Detachment Location: NS Sangley Point
 Detachment Date In: 21 Jan 1968
 Date Out: 24 Jan 1968
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 13 May 1968
 Date Out: 7 Jun 1968

VP-19

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 1 Feb 1968
 Date Out: 31 Jul 1968

Detachment Location: NAF Agana
 Detachment Date In: 1 Apr 1968
 Date Out: 14 Jun 1968
 Detachment Location: NS Sangley Point
 Detachment Date In: 1 Apr 1968
 Date Out: 14 Apr 1968
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 Apr 1968
 Date Out: 14 Apr 1968
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 15 Jun 1968
 Date Out: 15 Jul 1968

VP-42

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 10 Mar 1968
 Date Out: 3 Sep 1968
 Detachment Location: NAF Cam Ranh Bay
 Detachment Dates: augmented occasionally

VP-50

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 1 May 1968
 Date Out: 1 Nov 1968
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 May 1968
 Date Out: 1 Nov 1968

VP-49

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 1 Jun 1968
 Date Out: 16 Dec 1968
 Detachment Location: RTNB UTapao
 Detachment Date In: 14 Jun 1968
 Date Out: 14 Dec 1968

VP-22

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 30 Jun 1968
 Date Out: 11 Jan 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 16 Jul 1968
 Date Out: 15 Aug 1968
 Detachment Date In: 20 Sep 1968
 Date Out: 30 Sep 1968
 Detachment Date In: 1 Oct 1968
 Date Out: 15 Oct 1968
 Detachment Date In: 15 Nov 1968
 Date Out: 10 Dec 1968

VP-4

Deployed to: MCAS Iwakuni
 Aircraft: P-3A
 Losses: None
 Date In: 1 Aug 1968

Date Out: 29 Jan 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 15 Aug 1968
 Date Out: 15 Sep 1968
 Detachment Date In: 15 Oct 1968
 Date Out: 10 Nov 1968
 Detachment Date In: 16 Dec 1968
 Date Out: 10 Jan 1969

VP-1

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 15 Aug 1968
 Date Out: 25 Feb 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 15 Aug 1968
 Date Out: 25 Feb 1969

VP-47

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Nov 1968
 Date Out: 31 Mar 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Nov 1968
 Date Out: 31 Mar 1969

VP-45

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: P-3A crashed (non-combat) in Adak, Alaska en route home port from deployment. No fatalities.
 Date In: 16 Dec 1968
 Date Out: 1 Jun 1969
 Detachment Location: RTNB UTapao
 Detachment Date In: 16 Dec 1968
 Date Out: 30 May 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 18 Apr 1969
 Date Out: 28 Apr 1969

1969 Deployments

VP-28

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 15 Jan 1969
 Date Out: 15 Jul 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 17 Jan 1969

Date Out: 11 Feb 1969
 Detachment Date In: 29 Apr 1969
 Date Out: 15 May 1969
 Detachment Date In: 13 Jun 1969
 Date Out: 18 Jul 1969
 Detachment Location: NAS Atsugi
 Detachment Date In: 17 Jan 1969
 Date Out: 15 Jul 1969

VP-40

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 1 Feb 1969
 Date Out: 1 Aug 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: unknown
 Detachment Date Out: unknown

VP-2

Deployed to: NS Sangley Point
 Aircraft: SP-2H
 Losses: None
 Date In: 17 Feb 1969
 Date Out: 17 Aug 1969

VP-9

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Apr 1969
 Date Out: 1 Oct 1969
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Apr 1969
 Date Out: 1 Oct 1969

VP-6

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 1 Jun 1969
 Date Out: 15 Nov 1969
 Detachment Location: RTNB UTapao
 Detachment Date In: 27 May 1969
 Date Out: 15 Nov 1969

VP-50

Deployed to: NAF Naha
 Aircraft: P-3A

Losses: None
 Date In: 15 Jul 1969
 Date Out: 15 Jan 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Aug 1969
 Date Out: 15 Jan 1970

VP-17

Deployed to: MCAS Iwakuni
 Aircraft: P-3A
 Losses: None
 Date In: 1 Aug 1969
 Date Out: 1 Feb 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 9 Aug 1969
 Date Out: 11 Sep 1969
 Detachment Date In: 3 Nov 1969
 Date Out: 15 Nov 1969
 Detachment Date In: 15 Dec 1969
 Date Out: 22 Dec 1969

VP-46

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Oct 1969
 Date Out: 31 Mar 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 2 Oct 1969
 Date Out: 31 Mar 1970

VP-22

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 15 Nov 1969
 Date Out: 1 May 1970
 Detachment Location: RTNB UTapao
 Detachment Date In: 30 Nov 1969
 Date Out: 29 Apr 1970

1970 Deployments

VP-47

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 16 Jan 1970
 Date Out: 13 Jul 1970
 Detachment Location: RTNB UTapao
 Detachment Date In: 9 May 1970

Date Out: 13 Jul 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Dates: augmented occasionally

VP-1

Deployed to: MCAS Iwakuni
 Aircraft: P-3B

Losses: None
 Date In: 1 Feb 1970
 Date Out: 31 Jul 1970
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 Feb 1970
 Date Out: 15 Apr 1970
 Detachment Location: NAF Tan Son Nhut
 Detachment Date In: 1 May 1970
 Date Out: 27 Jul 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: unknown
 Detachment Date Out: unknown

VP-48

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Apr 1970
 Date Out: 30 Sep 1970
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Apr 1970
 Date Out: 30 Sep 1970

VP-40

Deployed to: NS Sangley Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 May 1970
 Date Out: 30 Oct 1970
 Detachment Location: RTNB UTapao
 Detachment Date In: 29 Apr 1970
 Date Out: 30 Oct 1970

VP-6

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None

Date In: 14 Jul 1970
 Date Out: 15 Jan 1971
 Detachment Location: None

VP-19

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 31 Jul 1970
 Date Out: 30 Jan 1971
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 10 Oct 1970
 Date Out: 24 Oct 1970
 Detachment Location: NS Sangley Point
 Detachment Dates: augmented occasionally
 Detachment Location: RTNB U-Tapao
 Detachment Dates: augmented occasionally

VP-50

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 30 Sep 1970
 Date Out: 31 Mar 1971
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 30 Sep 1970
 Date Out: 31 Mar 1971

VP-17

Deployed to: NS Sangley Point
 Aircraft: P-3A
 Losses: None
 Date In: 29 Oct 1970
 Date Out: 29 Apr 1971
 Detachment Location: RTNB UTapao
 Detachment Date In: 29 Oct 1970
 Date Out: 29 Apr 1971

1971 Deployments

VP-22

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 14 Jan 1971
 Date Out: 14 Jul 1971
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 25 Jan 1971
 Date Out: 2 Feb 1971
 Detachment Location: RTNB UTapao
 Detachment Date In: 27 Mar 1971
 Date Out: 3 Apr 1971

VP-4

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 1 Feb 1971
 Date Out: 31 Jul 1971
 Detachment Location: NAF Cam Ranh Bay
 Detachment Dates: augmented occasionally

VP-1

Deployed to: NS Sangley Point
 Date In: 1 Apr 1971

Date Out: 25 May 1971
 Aircraft: P-3B
 Losses: None
 Squadron moved from NS Sangley Point to: NAS Cubi Point
 Date In: 25 May 1971
 Date Out: 1 Oct 1971
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 1 Apr 1971
 Date Out: 1 Oct 1971

VP-48

Deployed to: NS Sangley Point
 Date In: 1 May 1971
 Date Out: 1 Jul 1971
 Aircraft: P-3B
 Losses: None
 Squadron moved from NS Sangley Point to: NAS Cubi Point
 Date In: 1 Jul 1971
 Date Out: 1 Nov 1971
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 May 1971
 Date Out: 1 Nov 1971

VP-40

Deployed to: NAF Naha
 Aircraft: P-3B
 Losses: None
 Date In: 14 Jul 1971
 Date Out: 13 Jan 1972
 Detachment Location: NAS Guam
 Detachment Date In: 14 Jul 1971
 Date Out: 13 Jan 1972

VP-9

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 29 Jul 1971
 Date Out: 11 Feb 1972
 Detachment Locations: RTNB U-Tapao
 Detachment Date In: Dec 1971
 Date Out: 11 Feb 1972

VP-6

Deployed to: NAS Cubi Point
 Aircraft: P-3A
 Losses: None
 Date In: 21 Sep 1971
 Date Out: 12 Jan 1972
 Detachment Location: NAF Cam Ranh Bay
 Detachment Date In: 21 Sep 1971
 Date Out: 2 Dec 1971
 Detachment Location: NAS Cubi Point
 Detachment Date In: 12 Jan 1972
 Date Out: 10 May 1972

VP-19

Deployed to: NAS Cubi Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Nov 1971
 Date Out: 29 Apr 1972
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 Nov 1971
 Date Out: 29 Apr 1972

1972 Deployments

VP-17

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 13 Jan 1972
 Date Out: 1 Aug 1972
 Detachment Location: NAS Cubi Point
 Detachment Date In: 9 Apr 1972
 Date Out: 23 Apr 1972

VP-46

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 1 Feb 1972

Date Out: 14 Aug 1972
 Detachment Location: NAS Cubi Point
 Detachment Date In: 23 Feb 1972
 Date Out: 1 Mar 1972
 Detachment Date In: 16 Mar 1972
 Date Out: 1 Apr 1972

VP-4

Deployed to: NAS Cubi Point
 Aircraft: P-3A
 Losses: None
 Date In: 26 Mar 1972
 Date Out: 1 Nov 1972
 Detachment Location: RTNB UTapao
 Detachment Date In: 1 May 1972
 Date Out: 1 Nov 1972

VP-22

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 21 Apr 1972
 Date Out: 30 Nov 1972
 Detachment Location: NAS Cubi Point
 Detachment Date In: 29 Apr 1972
 Date Out: 16 May 1972

VP-9

Deployed to: (Only a detachment deployed to NAS
 Cubi Point)
 Aircraft: P-3B
 Losses: None
 Detachment Location: NAS Cubi Point
 Detachment Date In: 5 May 1972
 Date Out: 24 Jul 1972

VP-11

Deployed to: NAS Cubi Point
 Aircraft: P-3B
 Losses: None
 Date In: 23 Jul 1972
 Date Out: 10 Nov 1972
 Detachment Location: RTNB U-Tapao
 Detachment Date In: 23 Jul 1972
 Date Out: 10 Nov 1972

VP-40

Deployed to: MCAS Iwakuni
 Aircraft: P-3B
 Losses: None
 Date In: 1 Aug 1972
 Date Out: 14 Jan 1973
 Detachment Location: RTNB U-Tapao
 Detachment Date In: 16 Nov 1972
 Date Out: 20 Dec 1972

VP-1

Deployed to: NAS Cubi Point
 Aircraft: P-3B
 Losses: None
 Date In: 1 Nov 1972
 Date Out: 30 Apr 1973
 Detachment Location: RTNB U-Tapao
 Detachment Date In: 1 Nov 1972
 Date Out: 30 Apr 1973

VP-6

Deployed to: NAF Naha
 Aircraft: P-3A
 Losses: None
 Date In: 30 Nov 1972
 Date Out: 28 May 1973
 Detachment Location: RTNB U-Tapao
 Detachment Date In: 20 Dec 1972
 Date Out: 1 Feb 1973

**Notes for VP Squadron Deployments to Vietnam
 (1964–1972), Tail Codes and Place Name Listing:**

1. Date In and Date Out are normally the dates the squadron arrived and departed from the air station or base it operated from during its deployment.
2. Squadron detachment numbers or letters are not listed. There were numerous changes and rotation of patrol squadron aircraft and crews from the squadron's main base of operation during its deployment. A squadron detachment was usually identified by the name of the base the detachment was operating from. Some of the squadrons that deployed to Vietnam did not have or use detachments.
3. In some cases specific dates for the squadron or its detachments were not known or could not be determined from official sources.
4. The following is a list of tail codes for VP squadrons deploying to Vietnam:

VP-1 YB
 VP-2 YC
 VP-4 YD
 VP-5 LA
 VP-6 PC
 VP-8 LC
 VP-9 PD
 VP-11 LE

VP-16 LF
 VP-17 ZE
 VP-19 PE
 VP-22 QA
 VP-28 QC
 VP-40 QE
 VP-42 RB
 VP-45 LN
 VP-46 RC
 VP-47 RD
 VP-48 SF
 VP-49 LP
 VP-50 SG

5. The following is a list of place names found in the deployment list and the country it is located in:

Agana, Guam
 Bangkok, Thailand
 Buckner Bay, Okinawa
 Cam Rahn Bay, Republic South Vietnam
 Cubi Point, Republic of Philippines
 DaNang, Republic of South Vietnam
 Iwakuni, Japan
 Ko Sumai, Thailand
 Naha, Okinawa
 Sangley Point, Republic of Philippines
 Tainan, Taiwan
 Tan Son Nhut, Republic of South Vietnam
 U-Tapao, Thailand

Patrol Squadron Persian Gulf Deployments (1990–1991)

1990 Deployments

VP-19

Deployed to: NAF Misawa, Japan
 Aircraft: P-3C UI
 Date In: Aug 1990
 Date Out: Mar 1991
 Losses: None
 Detachment Site: Dhahran, Saudi Arabia
 Detachment Date In: 28 Aug 1990
 Detachment Date Out: 2 Feb 1991

VP-23

Deployed to: NAS Bermuda
 Aircraft: P-3C UII
 Date In: 10 May 1990
 Date Out: Nov 1990
 Losses: None
 Detachment: Jeddah, Saudi Arabia
 Detachment Date In: 2 Oct 1990
 Detachment Date Out: 10 Nov 1990

VP-4

Deployed to: Diego Garcia, IO
 Aircraft: P-3C UI
 Date In: 1 Nov 1990
 Date Out: 1 May 1991
 Losses: None
 Detachment Site: Al Masirah, Oman
 Detachment Date In: 10 Nov 1990
 Detachment Date Out: 10 Mar 1991

VP-8

Deployed to: NAS Sigonella, Sicily
 Aircraft: P-3C UII.5
 Date In: 2 Dec 1990
 Date Out: 10 Jun 1991
 Losses: None
 Detachment Site: Jeddah, Saudi Arabia
 Detachment Date In: 5 Dec 1990
 Detachment Date Out: 10 Mar 1991

1991 Deployments

VP-46

Deployed to: NAS Cubi Point, Philippines
 Aircraft: P-3C UIII
 Date In: 1 Jan 1991
 Date Out: 1 Jul 1991
 Losses: None
 Detachment Site: Al Masirah, Oman
 Detachment Date In: 26 Jan 1991
 Detachment Date Out: 10 Mar 1991

VP-40

Deployed To: NAF Misawa, Japan
 Aircraft: P-3C UIII
 Date In: Feb 1991
 Date Out: 3 Aug 1991
 Losses: None
 Detachment Site: Diego Garcia, IO

Detachment Date In: 6 Feb 1991
 Detachment Date Out: 10 Mar 1991

VP-91*

Deployed To: NAF Misawa, Japan
 Aircraft: P-3C UIII
 Date In: Feb 1991
 Date Out: Aug 1991
 Losses: None
 Detachment Site: Al Masirah, Oman
 Detachment Date In: 9 Feb 1991
 Detachment Date Out: 23 Feb 1991

* One VP-91 crew and aircraft was deployed to participate in Operation Desert Storm. The crew was credited with assisting in the destruction of two Iraqi naval vessels during combat in the Persian Gulf. This event marked the only participation by a Navy patrol squadron in direct combat with the Iraqi Navy during the Gulf War.

Organization and Development of Patrol Wings (Fleet Air Wings) 1918–Present

DURING THE EARLY PERIOD of Naval Aviation sea-based patrol aircraft—flying boats and float planes—were the Navy’s primary mission aircraft and were assigned to naval air stations. By the end of 1919, all of the seaplane bases in the United Kingdom, France and Italy that had supported U.S. Naval Aviation during WWI had been closed or returned to the custody of the host nations. In the continental U.S. only a handful of the patrol bases established along the East Coast survived the defense cutbacks. Patrol aircraft remaining in the inventory after WWI were assigned to NAS Coco Solo, Panama; NAS Norfolk, Va.; NAS San Diego, Calif.; and NAS Pearl Harbor, Hawaii. The aircraft and their crews became part of the Naval District defense forces without any true antisubmarine or patrol mission assigned. Most units were relegated to training pilots and aircrew. New aircraft were not being developed or purchased by the Navy due to the huge quantities of surplus aircraft remaining in the U.S. inventory which had not been utilized in the war effort.

The Navy’s patrol squadron concept did not develop until the post World War I period and the organization of patrol squadrons into wings first appeared in the *Naval Aeronautical Organization* for fiscal year 1935. Prior to that time squadrons operated under various departments of the fleet. The term “patrol wings” first appeared in the 1921 Annual Report of the Commander in Chief, U.S. Fleet but was not used thereafter until the entry in the fiscal year 1935 issue of the *Naval Aeronautical Organization*.

In the 1935 *Naval Aeronautical Organization*, the wings, which did not have number designations, were loosely arranged as little more than a group name for two or more patrol squadrons operating in the same geographical area. At this time the wings operated as part of the Base Force, U.S. Fleet under Commander Aircraft, Base Force.

On 4 September 1937, number designations were assigned to wings effective 1 October 1937. The fiscal year 1938 *Naval Aeronautical Organization* provided the following guidelines for wings:

1. Five patrol wings were established. Each was a separate administrative command headed by a regularly assigned patrol wing commander.
2. Aircraft tenders were placed under the commander of the patrol wing.
3. Fleet air bases became separate commands but were administered by the respective patrol wing commander.

The patrol wings were initially assigned to the Base Force because of the prevailing concept that patrol planes were to be used primarily for search and patrol to detect the approach of hostile forces to land bases. However, this concept was short lived and in 1937 it was felt the real combat potential of the patrol planes could be better utilized by transferring the patrol wings from the Base Force to the Scouting Force under Commander Aircraft, Scouting Force.

In July 1939 a standard system of numbered patrol squadrons was adopted to reflect the intention to assign a squadron permanently to its wing. The first digit of a patrol squadron designation number became the same as the wing to which it was attached and the second digit indicated the number of the squadron in the wing. Hence, the designation VP-23 indicated it was the third squadron assigned to Patrol Wing 2. This organizational structure remained in effect for only a short period of time. With the reorganization of the fleet in 1940 the patrol wings were divided between the two oceans. This was the beginning of the independent development of patrol wings in each ocean (Atlantic and Pacific Fleet) according to its strategic requirements.

On 1 November 1942 patrol wings were redesignated fleet air wings to permit patrol aviation to be utilized within the task force principle, to include a variety of commands necessary to accomplish a particular objective or mission. Hence, the practice of assigning a standard number of squadrons to each wing was changed to provide for the assignment of any and all types of aircraft required by the wing to perform its mission in a particular area. In 1973, all active fleet air wings had their designations changed back to patrol wings to reflect the organizational changes that were taking place in the fleet.

The operational deployment of patrol squadrons to overseas bases is different than the deployment of squadrons assigned to a carrier air group/carrier air wing. Squadrons assigned to a carrier air wing remain under the administrative and operational control of its assigned air wing while based at its home port or during a deployment overseas aboard a carrier. When a patrol squadron deploys overseas it normally comes under the operational control of a different patrol wing or another upper echelon command. The patrol squadron's assigned patrol wing does not deploy with the squadron. This has been the normal operating procedure for deploying patrol squadrons since the end of World War II.

A good source for an in-depth look at the evolution of early patrol wings and fleet air wings is the *United States Naval Administration in World War II* series. The specific section within this series dealing with the subject is the *Deputy Chief of Naval Operations (Air), Part 44, The Development of Fleet Air Wings* by A. G. Van Wyen.

The following is a brief chronology showing the evolution and development of patrol wings:

- 3 Feb 1919:** Fleet aviation was organized into two elements, "Airboat Squadrons" and "Air Detachment Seaplanes." The aircraft assigned to seaplane tenders were usually identified by the vessel's name, e.g. "Shawmut's Seaplane Squadron."
- 8 May 1919:** Seaplane Division One was established, comprised of 3 NC-type flying boats. The division aircraft were "commissioned" as naval vessels on that day prior to their takeoff on the first trans-Atlantic flight from Halifax, Nova Scotia, to Lisbon, Portugal.
- 12 Jul 1920:** CNO established class letters for aircraft. Seaplanes were assigned the designation VS, with V for "heavier-than-air" and S for "scouting." Aircraft were included for the first time in the reorganization of naval forces afloat into the Atlantic, Pacific and Asiatic fleets as "Air Forces."
- 17 Jun 1922:** Fleet aviation commands were reorganized from Commander Air Force to Commander Aircraft Squadrons, Atlantic Fleet and Commander Aircraft Squadrons, Pacific Fleet.
- 1 Jan 1923:** The Pacific and Atlantic fleets were merged to form the U.S. Fleet. The new organization was comprised of Battle Force, Scouting Force, Control Force and Base Force. Aircraft Squadrons Atlantic and Pacific fleets were redesignated Aircraft Squadrons Scouting Force and Aircraft Squadrons Battle Force. For a period of three years, 1923 to 1926, operational patrol squadrons existed primarily on paper. Older aircraft left over from WW I (H-16 and F-5L seaplanes) were struck from the inventory without replacements. New patrol aircraft did not begin to reach the fleet in any significant numbers until after January 1926. The only shore-based patrol organization to receive a full complement of new aircraft at this time was the Pacific Air Detachment, Ford Island, Pearl Harbor Navy Yard, Hawaii.
- 27 May 1924:** Four patrol squadrons were established on paper under the organization of Naval Coast Defense Forces, formerly Base Force. VP-1 was established at NAS San Diego, Calif., for the San Diego region; VP-6 was established at NAS Hampton Roads, Va., for the Chesapeake Bay region; VP-10 was established at NAS Coco Solo, Panama, for the Panama Canal Zone region; and VP-14 was established at NAS Pearl Harbor, Hawaii, for the Hawaii region. From 1924 through 1926 a considerable degree of disorganization prevailed over the assignment of pilots and aircraft to the new patrol organizations.
- 29 May 1925** Patrol squadrons came under Aircraft Squadrons, Convoy and Patrol. The regional groupings remained the same.
- May 1926:** The squadrons assigned to San Diego (VP-1) and Hampton Roads (VP-6) were placed in an inactive status until 1929. Between 1924 and 1926 these two squadrons had existed only on paper.
- 1 Jul 1927:** Fleet designations were added to patrol squadrons. The letter "B" indicated Battle Fleet, "S" for Scouting Fleet, "A" for Asiatic Fleet, "F" for Fleet Base Force and "M" for USMC aircraft. Patrol squadrons came under shore facilities and used a "D" for the district number (i.e., VP-4D11).
- 7 Jan 1930:** CNO redesignated the Battle Fleet and Scouting Fleet to Battle Force and Scouting Force, respectively. The naval districts were reorganized under the Base Force. In accordance with the growth of carrier aviation in the fleet, all carrier squadrons were transferred to Commander Air Battle Force. Naval air stations were redesignated fleet air bases (FAB). Squadrons at FAB San Diego (VP-9B and VP-7B) came under Battle Fleet. FAB Hampton Roads (VP-10S and VP-8S) came under Scouting Fleet. The squadrons at FAB Pearl Harbor (VP-1D14 and VP-4D14) came under the 14th Naval District, Base Force. FAB Coco Solo had only one squadron (VP-2D15) under the operational control of Naval District 15, Base Force.

- 1 Apr 1931:** CNO removed seven of the patrol squadrons from the control of the Base Force, placing them back under fleet control. The squadrons at NAS Coco Solo (VP-2S and VP-3S) and Hampton Roads (VP-8S and VP-10S) now came under Commander Scouting Force, while the squadrons at NAS Pearl Harbor (VP-1B, VP-4B and VP-6B) came under Commander Mine Craft, Battle Force. Two squadrons assigned to NAS San Diego (VP-7B and VP-9B) remained under Base Force to provide training to air crews in support of the fleet squadrons.
- 1 Apr 1933:** Patrol squadrons of the Scouting Fleet and Battle Fleet were combined once again under the command of the Base Force and Aircraft Scouting Force was disestablished. VP squadrons 5F, 7F and 9F were assigned to FAB San Diego; VPs 2F, 3F, 8F and 10F were assigned to FAB Coco Solo; and VPs 1F, 4F and 6F were assigned to FAB Pearl Harbor.
- 1935:** Patrol squadrons operating together in the same geographical area were for the first time loosely designated patrol wings, but lacked any formal organization or headquarters staff.
- 1 Jul 1937:** The system of designating squadrons was revised to provide for numbering each patrol squadron serially without regard to assignment (e.g., VP-7F based at FAB San Diego was redesignated VP-7).
- 1 Oct 1937:** U.S. Navy patrol aviation was officially divided into five patrol wings (PatWings) with separate administrative commands. The title Commander Aircraft Scouting Force was revived.
- 7 May 1938:** The Atlantic Squadron was created, including within its organization the East Coast patrol squadrons of PatWing-5.
- 5 Sep 1940:** The Atlantic Squadron was redesignated the Neutrality Patrol when the president proclaimed the neutrality of the United States in the European war.
- 24 October 1940:** CNO established Patrol Wings, Atlantic Squadron as an administrative command for combined air and ship reconnaissance of the sea approaches to the U.S. and West Indies.
- 1 Nov 1940:** The Neutrality Patrol squadrons of the Scouting Force Atlantic Fleet were reassigned to the newly established Commander Patrol Force Atlantic. Patrol squadrons on the West Coast remained under Scouting Force Pacific Fleet.
- 10 Apr 1942:** The Pacific patrol squadrons were formally reorganized from Battle and Scouting Forces to Patrol Wings Pacific Fleet.
- 12 Jul 1942:** Headquarters Squadrons (HEDRON) and Patrol Service Units (PATSU) were established under each patrol wing.
- 1 Jan 1943:** Air Force, Atlantic Fleet, was established replacing the former separate commands Fleet Air Wings, Atlantic and Carriers, Atlantic.
- 1 Mar 1943:** Patrol squadrons flying land-based aircraft were redesignated from VP to VB (Bombing Squadrons) and had a 3 digit number assigned to differentiate them from carrier-based bombing squadrons, also VB, but had 2 digit numbers assigned.
- 1 Oct 1944:** Patrol squadrons (VP) and multi-engine bombing squadrons (those VB designated squadrons with 3 digit numbers) were redesignated patrol bombing squadrons (VPB).
- 12 Aug 1946:** Headquarters squadrons (HEDRONS) were redesignated fleet aircraft service squadrons (FASRONS).
- 15 May 1946:** The designation of patrol squadrons reverted to its prewar status with the change from VPB to VP.
- 15 Nov 1946:** Patrol squadrons were redesignated according to type: VP-HL (Patrol, Heavy Landplane), VP-ML (Patrol, Medium Landplane), VP-MS (Patrol, Medium Seaplane), VP-HM (Patrol, Heavy Mining) and VP-AM (Patrol, Amphibious).
- Sep 1948:** Commander Fleet Air Wings, Atlantic was established at NAS Norfolk, Va.
- 1 Sep 1948:** Patrol squadrons were redesignated VP, without an identifying code to denote type of aircraft or mission, hence, all VP-HL, VP-ML, VP-MS, VP-HM and VP-AM squadrons became VP.
- 1 Jan 1964:** Fleet Air Wings, Pacific was established.
- Jun-Jul 1973:** Fleet air wings were redesignated patrol wings.
- 26 Mar 1999:** Commander Patrol Wings Atlantic was redesignated Commander Patrol and Reconnaissance Force Atlantic and Atlantic Fleet Patrol Wings were redesignated Patrol and Reconnaissance Wings.
- 1 Jun 1999:** Commander Patrol Wings Pacific was redesignated Commander Patrol and Reconnaissance Force Pacific and Pacific Fleet Patrol Wings were redesignated Patrol and Reconnaissance Wings.

Patrol Wing/Fleet Air Wing/Patrol and Reconnaissance Wing Lineage

PatWing-1	Established as Patrol Wing 1 Redesignated Fleet Air Wing 1 Redesignated Patrol Wing 1 Redesignated Patrol and Reconnaissance Wing 1	1 Oct 1937 1 Nov 1942 30 Jun 1973 1 Jun 1999	3rd PatWing-10	Established as Patrol Wing 10 Redesignated Patrol and Reconnaissance Wing 10	1 Jun 1981 1 Jun 1999
PatWing-2	Established as Patrol Wing 2 Redesignated Fleet Air Wing 2 Redesignated Patrol Wing 2 Disestablished	1 Oct 1937 1 Nov 1942 30 Jun 1973 8 Jun 1993	PatWing-11	Established as Patrol Wing 11 Redesignated Fleet Air Wing 11 Redesignated Patrol Wing 11 Redesignated Patrol and Reconnaissance Wing 11	15 Aug 1942 1 Nov 1942 30 Jun 1973 26 Mar 1999
PatWing-3	Established as Patrol Wing 3 Redesignated Fleet Air Wing 3 Fleet Air Wing 3 disestablished	1 Oct 1937 1 Nov 1942 30 Jun 1971	PatWing-12	Established as Patrol Wing 12 Redesignated Fleet Air Wing 11 FAW-11 disestablished	16 Sep 1942 1 Nov 1942 14 Jul 1945
PatWing-4	Established as Patrol Wing 4 Redesignated Fleet Air Wing 4 COMFAIR Seattle assigned additional duty as FAW-4 (dual hatted) COMFAIR Seattle redesignated COMFAIR Whidbey and FAW-4 (dual hatted) FAW-4 disestablished	1 Oct 1937 1 Nov 1942 May 1949 15 Feb 1954 15 Mar 1970/ 30 Jun 1970 ¹	PatWing-14	Established as Patrol Wing 14 Redesignated Fleet Air Wing 14 FAW-14 became a dual hatted command and was known as COMFAIR San Diego/FAW-14 FAW-14 disestablished	15 Oct 1942 1 Nov 1942 Jun 1963 1969
PatWing-5	Established as Patrol Wing 5 Redesignated Fleet Air Wing 5 Redesignated COMPATWINGSLANT and Patrol Wing 5 (dual hatted) Patrol Wing 5 established as a separate command Redesignated Patrol and Reconnaissance Wing 5	1 Oct 1937 1 Nov 1942 1 Jul 1973 1 Jul 1974 26 Mar 1999	FAW-15	Established as Fleet Air Wing 15 FAW-15 disestablished	1 Dec 1942 28 Jul 1945
1st FAW-6	Established as Fleet Air Wing 6 FAW-6 disestablished	2 Nov 1942 1 Dec 1945	FAW-16	Established as Fleet Air Wing 16 FAW-16 disestablished	16 Feb 1943 27 Jun 1945
2nd FAW-6	Established as Fleet Air Wing 6 FAW-6 disestablished	4 Aug 1950 1 Jul 1972	FAW-17	Established as Fleet Air Wing 17 FAW-17 disestablished	15 Sep 1943 2 Jan 1946
PatWing-7	Established as Patrol Wing, Support Force Redesignated PatWing-7 PatWing-7 redesignated Fleet Air Wing 7 FAW-7 disestablished	1 Mar 1941 1 Jul 1941 1 Nov 1942 4 Aug 1945	FAW-18	Established as Fleet Air Wing 18 FAW-18 disestablished	5 May 1945 30 Jun 1947
1st PatWing-8	Established as Patrol Wing 8 Redesignated Fleet Air Wing 8 FAW-8 disestablished	8 Jul 1941 1 Nov 1942 3 Jul 1946	¹ COMNAVIAIRPAC's command history report for 1970 gives two dates for the disestablishment of Fleet Air Wing 4.		
2nd Fleet Air Wing 8	Established as Fleet Air Wing 8 FAW-8 disestablished	1 Jul 1965 1 Aug 1972	² The exact date for the establishment of the wing is not clear from the records. It was originally planned for December 1941 but squadrons did not report until March or April 1942.		
PatWing-9	Established as Patrol Wing 9 Redesignated Fleet Air Wing 9 FAW-9 disestablished	Apr 1942 ² 1 Nov 1942 19 Jul 1945	Patrol Wing Home Ports, 1937–1942		
1st PatWing-10	Established as Patrol Wing 10 Redesignated Fleet Air Wing 10 FAW-10 disestablished	Dec 1940 1 Nov 1942 7 Jun 1947	PatWing-1: Established at FAB San Diego, Calif., 1 October 1937. 16 October 1941: Relocated from San Diego to NAS Kaneohe, Hawaii. 19 September 1942: Relocated from Kaneohe to Noumea. (see FAW-1)		
2nd FAW-10	Established as Fleet Air Wing 10 FAW-10 disestablished	29 Jun 1963 30 Jun 1973	PatWing-2: Established at FAB Pearl Harbor, Hawaii, 1 October 1937. 15 September 1942: Relocated to NAS Kaneohe when PatWing-1 transferred to Noumea in mid-September 1942. (see FAW-2)		
			PatWing-3: Established at FAB Coco Solo, Panama, 1 October 1937. 10 August 1942: PatWing headquarters shifted from NAS Coco Solo to Albrook Field for closer coordination with the Army Air Force command. (see FAW-3)		

PatWing-4: Established at FAB Seattle, Wash., 1 October 1937.

27 May 1942: Relocated from NAS Sand Point, Wash., to NAS Kodiak, Alaska.

(see FAW-4)

PatWing-5: Established at FAB Norfolk, Va., 1 October 1937.

(see FAW-5)

PatWing-7: Established as Patrol Wing, Support Force on 1 March 1941.

Redesignated Patrol Wing 7 at NAF Argentia, Newfoundland, 1 July 1941.

15 December 1941: Relocated from NAF Argentia to NAF Keflavik, Iceland.

20 February 1942: Relocated from NAF Keflavik to NAS Quonset Point, R.I.

15 May 1942: Relocated from NAS Quonset Point to NAF Argentia, Newfoundland.

(see FAW-7)

1st PatWing-8: Established at NAF Breezy Point, Norfolk, Va., 8 July 1941.

15 December 1941: Relocated from NAS Norfolk to NAS Alameda, Calif.

(see FAW-8)

PatWing-9: Established at NAS Norfolk, Va., 1 December 1941 or April 1942, exact date unknown.

1 May 1942: Relocated from NAS Norfolk to NAS Quonset Point, R.I.

(see FAW-9)

1st PatWing-10: Established at NS Cavite, Philippines, December 1940.

28 December 1941: Relocated from Cavite to Ambon.

15 January 1942: Relocated from Ambon to Soerabaja.

7 March 1942: Relocated from Soerabaja to Perth, Australia.

(see FAW-10)

PatWing-11: Established at NAS Norfolk, Va., on 15 August 1942. Five days later the wing moved to NS San Juan, Puerto Rico, for operations under the Caribbean Sea Frontier.

(see FAW-11)

PatWing-12: Established at NAS Key West, Fla., on 16 September 1942, for operations under the Gulf Sea Frontier.

(see FAW-12)

PatWing-14: Established at NAS San Diego, Calif., on 15 October 1942, for operations under the Western Sea Frontier.

(see FAW-14)

Fleet Air Wing Home Ports, 1 November 1942–1973

FAW-1: Redesignated at Noumea on 1 November 1942.

December 1942: Relocated to Espiritu Santo.

March 1943: Relocated to Guadalcanal.

February 1944: Relocated to Munda.

July 1944: Relocated to Espiritu Santo.

11 September 1944: Relocated to Schouten Islands aboard *Hamlin* (AV 15).

15 October 1944: Relocated to Ulithi.

30 December 1944: Relocated to Saipan.

19 February 1945: Relocated to Iwo Jima during invasion operations aboard *Hamlin* (AV 15).

10 March 1945: Relocated to NAF Agana, Guam.

26 March 1945: Relocated to Kerama Rhetto aboard *Hamlin*.

14 July 1945: Relocated to NAF Chimu Wan, Okinawa.

16 July 1950: Relocated to NAS Agana, Guam, to NAF Naha, Okinawa.

3rd Quarter 1952: Relocated to NAS San Diego, Calif.

4th Quarter 1954: Relocated to NAF Naha, Okinawa.

Mid-1958: Relocated to Buckner Bay, Okinawa, aboard assigned flagship.

Mid-1965: Relocated to NAF Naha, Okinawa.

30 June 1973: Redesignated PatWing-1.

(see Patrol Wing Home Ports, July 1973–present)

FAW-2: Redesignated at NAS Kaneohe, Hawaii, on 1 November 1942.

30 June 1949: Relocated to NAS Barbers Point, Hawaii.

30 June 1973: Redesignated PatWing-2.

8 June 1993: Disestablished

FAW-3: Redesignated at NAS Coco Solo, Panama, on 1 November 1942.

1 July 1950: Relocated to NAS Quonset Point, R.I.

Mid-1957: Relocated to NAS Brunswick, Maine.

30 June 1971: Disestablished.

FAW-4: Redesignated at NAS Kodiak, Alaska, on 1 November 1942.

15 March 1943: Relocated from NAS Kodiak to NAS Adak, Alaska.

26 April 1944: Relocated from NAS Adak, Alaska, to NAF Attu, Aleutian Islands.

17 April 1949: Relocated to NAS Whidbey Island, Wash., COMFAIR Seattle became dual hatted with additional duty as FAW-4 in May 1949.

15 February 1954: COMFAIR Seattle redesignated COMFAIR Whidbey and FAW-4 (dual hatted).

15 March 1970: Disestablished.

- FAW-5:** Redesignated at NAS Norfolk, Va., on 1 November 1942.
 30 June 1971: Relocated to NAS Brunswick, Maine.
 1 July 1973: FAW-5 redesignated COM-PATWINGSLANT and Patrol Wing 5 (dual hatted).
 1 July 1974: Patrol Wing 5 established as a separate command.
 (see Patrol Wing Home Ports, July 1973–present)
- 1st FAW-6:** Established at NAS Seattle, Wash., 2 November 1942.
 29 December 1942: Relocated from NAS Seattle, Wash., to NAS Whidbey Island, Wash.
 1 December 1945: Disestablished at NAS Whidbey Island.
- 2nd FAW-6:** Established on 4 August 1950, at Tokyo, Japan, then relocated to NAS Yokosuka, Japan.
 1 December 1950: Relocated to NAS Atsugi, Japan.
 3rd Quarter 1952: Relocated to NAS Alameda, Calif.
 January 1955: Relocated to NAF Iwakuni, Japan.
 1 July 1972: Disestablished.
- FAW-7:** Established as Patrol Wing, Support Force on 1 March 1941, at NAF Argentia, Newfoundland, then redesignated PatWing-7 on 1 July 1941. PatWing-7 was redesignated FAW-7 on 1 November 1942.
 21 August 1943: Relocated from NAF Argentia to Plymouth, England.
 10 July 1945: Relocated from Plymouth, England to NAS Dunkeswell, England.
 14 July 1945: Embarked on *Albemarle* (AV 5) for return to Norfolk, Va.
 4 August 1945: Disestablished at NAS Norfolk.
- 1st FAW-8:** Redesignated at NAS Alameda, Calif., on 1 November 1942.
 3 July 1946: Disestablished at NAS Alameda.
- 2nd FAW-8:** Established at NAS Moffett Field, Calif., on 1 July 1965, alternating with FAW-10 on WestPac deployments.
 1 August 1972: Disestablished.
- FAW-9:** Redesignated FAW-9 at NAS Quonset Point, R.I., on 1 November 1942.
 24 August 1943: Relocated from NAS Quonset Point to NAS New York.
 19 July 1945: Disestablished at NAS New York.
- 1st FAW-10:** Redesignated at Perth, Australia, on 1 November 1942.
 1 September 1944: Relocated from Perth to Los Negros, Admiralty Islands.
 17 October 1944: Relocated from Los Negros to Leyte, Philippines, aboard *Currituck* (AV 7).
 30 November 1944: Relocated from Leyte to Jinamoc Island, Philippines, based ashore.
 15 December 1944: Relocated from Jinamoc to Tacloban, Philippines.
 14 April 1945: Relocated from Tacloban to Puerto Princessa, Palawan.
 7 June 1947: Disestablished at NAB Sangley Point, Philippines.
- 2nd FAW-10:** Established at NAS Moffett Field, Calif., on 29 June 1963. After 1966, alternated with FAW-8 on WestPac deployments.
 30 June 1973: Disestablished.
- FAW-11:** Redesignated at NS San Juan, P.R., on 1 November 1942.
 April 1950: Relocated to NAS Jacksonville, Fla.
 30 June 1973: Redesignated PatWing-11.
 (see Patrol Wing Home Ports, July 1973–present)
- FAW-12:** Redesignated at NAS Key West, Fla., on 1 November 1942.
 15 September 1943: Relocated from NAS Key West, Fla., to NAS Miami, Fla.
 1 June 1945: Relocated from NAS Miami, Fla., to NAS Key West, Fla.
 14 July 1945: Disestablished at NAS Key West.
- FAW-14:** Redesignated at NAS San Diego, Calif., on 1 November 1942.
 June 1963: FAW-14 became a dual hatted command and was known as COMFAIR San Diego/FAW-14.
 1969: Disestablished.
- FAW-15:** Established at NAS Norfolk, Va., on 1 December 1942, then relocated to NAF Port Lyautey, French Morocco, on 10 January 1943, to direct patrol plane operations in the Mediterranean and Gibraltar Strait area.
 10 June 1945: Relocated from NAF Port Lyautey, French Morocco, to NAS Norfolk, Va.
 28 July 1945: Disestablished at NAS Norfolk.
- FAW-16:** Established at NAS Norfolk, Va., on 16 February 1943, then relocated to Natal, Brazil, on 14 April 1943.
 20 July 1943: Relocated from NAF Natal, Brazil, to NAF Recife, Brazil.
 27 June 1945: Disestablished at NAF Recife.
- FAW-17:** Established at Brisbane, Australia, on 15 September 1943.
 31 December 1943: Relocated from Brisbane, Australia, to the island of Samari, Papua, New Guinea.
 27 July 1944: Relocated from Samari to Manus, Admiralty Islands.
 9 September 1944: Relocated from Manus Island to Woendi, Schouten Islands.

- 19 October 1944: Relocated from Woendi to Morotai, N.E.I.
- 30 December 1944: Relocated from Morotai to Leyte Gulf, Philippines.
- 28 January 1944: Relocated from Leyte Gulf to Lingayen Gulf, Philippines. Based aboard *Tangier* (AV 8) in San Pedro Bay.
- 26 February 1945: Relocated from Lingayen Gulf to Clark Field, Luzon, Philippines.
- 2 January 1946: Disestablished in Japan.

FAW-18: Established at NS Agana, Guam, Marianas, on 5 May 1945. On 25 May 1945, the headquarters relocated to NAF Tinian.

30 June 1947: Disestablished at NAS Agana, Guam.

Patrol Wing/Patrol and Reconnaissance Wing Home Ports, July 1973–present

PatReconWing-1: Kamiseya, Japan.

PatWing-2: NAS Barbers Point, Hawaii. Disestablished 8 June 1993.

PatReconWing-5: NAS Brunswick, Maine.

3rd PatReconWing-10: NAS Moffett Field, Calif., established on 1 June 1981.

1 July 1994: Relocated to NAS Whidbey Island, Wash.

PatReconWing-11: NAS Jacksonville, Fla.

Reserve Patrol Squadron Call-Ups in the Post-WWII Period

Korean War: 1950–1951¹

THE INVASION OF SOUTH KOREA by the Soviet-sponsored North Korean army on 25 June 1950 caught U.S. forces by surprise. At that time, the U.S. Navy had only one cruiser, four destroyers and a few minesweepers on station in the Sea of Japan. As the war progressed, control of the sea never became an issue. The opposition, North Korea and communist China, were primarily land powers with no significant naval forces. Control of the air, while soon achieved by NATO forces, was never absolute. Throughout the war, the efforts of North Korean pilots assisted by Russian and Chinese

“advisors” presented a constant threat to the security of the patrol squadrons. Between 11 May and 22 November 1952, four attacks were made by MiGs on U.S. Navy patrol aircraft, including one reserve patrol squadron. Nine reserve patrol squadrons, six from the West Coast (Pacific Fleet) and three from the East Coast (Atlantic Fleet), were involuntarily recalled to active duty during the period 29 July 1950 to 1 March 1951. Their service during the conflict was exemplary, leading to their permanent augmentation from the reserves to active duty before the hostilities concluded in July 1953.

Pacific Fleet Squadrons

<i>Home port</i>	<i>Aircraft</i>	<i>1953 Augmentation and Redesignation</i>
San Diego, Calif.	PBM-5	VP-48 on 4 February 1953
Whidbey Island, Wash.	PB4Y-2	VP-17 on 4 February 1953
Whidbey Island, Wash.	P2V-2/3	VP-29 on 27 August 1952
Oakland, Calif.	P4Y-2	VP-19 on 4 February 1953
San Diego, Calif.	PBM-5	VP-50 on 4 February 1953
Whidbey Island, Wash.	P2V-2/3	VP-57 on 4 February 1953

Atlantic Fleet Squadrons

Norfolk, Va.	PBM-5	VP-56 on 2 March 1953
Jacksonville, Fla.	P2V-2/3	VP-16 on 4 February 1953
Jacksonville, Fla.	P2V-2/3	VP-18 on 4 February 1953

Berlin Wall: 1 October 1961–30 June 1962

THE ESCALATION OF INTERNATIONAL tensions brought on by the erection of a wall separating East Berlin from West Berlin resulted in the involuntary recall (Public Law 87-117) of several naval reserve squadrons to meet the threat of further Russian aggression. Five of these squadrons were reserve patrol squadrons, one from the West Coast and four from the East Coast. All of the squadrons were recalled on 13 September 1961 with a 1 October reporting date, for a period of duty not to exceed 12 months. A second recall was soon announced that

brought an additional 213 officers and 1,744 enlisted personnel from 13 other reserve patrol squadrons on board on 1 November 1961 to augment the original five squadrons already on duty. By May 1962 the danger had subsided without a single shot being fired. Recalled patrol squadrons engaged in a high tempo of training exercises and deployments to remote sites to maintain readiness and morale while awaiting release from active duty. On 1 August 1962 all personnel were returned to civilian status.

Pacific Fleet Squadrons

VP-872

Homeport: NARTU Alameda, Calif.

Duty Station: NAS Alameda

Aircraft: P2V-5F

CO: CDR Edward R. Roberts

Deployments: 14 March–15 July 1962, NAS Barbers Point, Hawaii (Christmas Island Atomic testing task force JTF 8.3)

Atlantic Fleet Squadrons

VP-832

Homeport: NAS New York, N.Y.

Duty Station: NAS New York, N.Y.

Aircraft: P2V-5F

CO: CDR E. S. Swanson, Jr.

Deployments: 28 March–24 April 1962, NAS Guantanamo Bay, Cuba

VP-933

Homeport: NAS Willow Grove, Pa.

Duty Station: NAS Willow Grove, Pa.

Aircraft: P2V-5F

CO: LCDR Harry M. Gindhart, Jr.

Deployments: 28 February–27 March 1962, NAS Guantanamo Bay, Cuba

VP-741

Homeport: NARTU Jacksonville, Fla.

Duty Station: NAS Jacksonville, Fla.

Aircraft: P2V-5F

CO: CDR Richard L. Oreair

Deployments: 17 December 1961–24 January 1962 and 25 April–22 May 1962, NAS Guantanamo Bay, Cuba

VP-661

Homeport: NARTU Anacostia, D.C. (NAF Andrews, D.C. after 1 August 1962)

Duty Station: NAS Patuxent River, Md.

Aircraft: P2V-5F

CO: CDR Ralph Kauffman

Deployments: Nova Scotia; Panama; 24 January–28 February 1962 and 23 May–25 June 1962, NAS Guantanamo Bay, Cuba

Cuban Blockade: 27 October–18 December 1962

IN THE FALL OF 1962, ONLY MONTHS after the escalation of tensions over the construction of the Berlin Wall, the Soviet Union began supplying the communist government of Fidel Castro with military weapons of both tactical and strategic significance. Of particular concern to President Kennedy and his advisors was the construction of airfields for MiG-21 fighters and hardened sites for medium and intermediate range ballistic missiles at San Cristobal and other sites in Cuba. On 22 October 1962 the president announced the U.S. Navy quarantine force would halt ships heading for Cuba with offensive weapons aboard. Although the President had received from the Congress the authority for the involuntary recall of reservists (Public Law 87-736), no recall was issued to the reserve patrol community. Instead, drilling personnel were allowed to volunteer for duty effective 27 October 1962, to be utilized by fleet commanders for priority projects. Six Atlantic Fleet reserve squadrons were selected, and over the course of the next few months flew 82 sorties totaling 591 accident-free flight hours. All personnel were released from active duty effective 18 December 1962.

VP-721

Homeport: NARTC Glenview, Ill.

Duty Station: NAS Quonset Point, R.I.

Aircraft: P-2F

VP-791

Homeport: NARTC Memphis, Tenn.

Duty Station: NAS Norfolk, Va.

Aircraft: SP-2E

VP-811

Homeport: NARTC Minneapolis, Minn.

Duty Station: NAS Brunswick, Maine

Aircraft: P-2D

VP-831

Homeport: NARTC New York, N.Y.

Duty Station: NAS Patuxent River, Md.

Aircraft: P-2E/SP-2E

VP-883

Homeport: NARTC Olathe, Kans.

Duty Station: NAS Jacksonville, Fla.

Aircraft: P-2F

VP-911

Homeport: NARTC South Weymouth, Mass.

Duty Station: NAS South Weymouth, Mass.

Aircraft: P-2E/P-2F

Desert Storm: 1 January–30 March 1991

ON THE DAWN OF THE MORNING of 2 August 1990, the United States was again caught by surprise when a hostile force occupied the territory of an ally and trading partner. Iraqi battle groups had crossed the borders of neighboring Kuwait and quickly captured the capital, Kuwait City. Within three days the *Independence* battle group was in the Gulf of Oman to institute a blockade of Iraq. Additional battle groups including *Dwight D. Eisenhower*, *John F. Kennedy* and *Saratoga* were rerouted to the hotspot for support. VP-91 was tasked with providing crews for voluntary recall to duty with COMPATWINGSPAC forces in the gulf as a part of operation Desert Storm, the air war phase of operations that began on 17 January 1991. The crews augmented active duty patrol squadrons 4, 8, 19, 40 and 46 in patrolling the war zone waters. On

7 February 1991, a reserve crew flying a VP-46 ISAR equipped P-3C UIII Orion located two Iraqi gunboats and vectored an A-6 aircraft in to attack and sink the vessels.

VP-91

Homeport: NAS Moffett Field, Calif.

Duty Station: NAS Moffett Field, Calif.

Aircraft: P-3C UIII

CO: CDR D. J. Bellows (20 January 1990–18 January 1991); CDR R. M. Epperson (19 January 1991–25 July 1992)

Deployments: Gulf of Oman, Desert Shield/Desert Storm

¹ See squadron histories for details and lineage.

Glossary

AA	Antiaircraft
AAF	Army Air Forces
AAM	Air-to-air missile
ABDA	American/British/Dutch/Australian Command that fought the Japanese in the South Pacific at the start of WWII.
Acoustic torpedo	A surface-launched or air-dropped torpedo that homes in on the sound of an underwater target.
Actg.	Acting
ACDUTRA	Active duty for training, also ADT
ACV	Designation for escort carriers or auxiliary aircraft carrier
ADM	Admiral
ADSM	American Defense Service Medal
ADT	Active duty for training, also ACDUTRA
AEC	Atomic Energy Commission
A.E.F.	American Expeditionary Force (WWI)
AEW	Airborne early warning
AFB	Air Force Base
AFEM	Armed Forces Expeditionary Medal
Air-cooled	The use of air-driven convection currents to cool an engine or machine gun barrel.
Airframe	A term referring to the basic framework of an aircraft on which engine, ordnance and electronic upgrades are attached over the lifetime of the series.
ALF	Auxiliary Landing Field
AMM3C	Aviation Machinist Mate Third Class
Amphibron	Amphibian squadron, in WWII the PBV-5A Catalinas
AMRAAM	Advanced medium range air-to-air missile
ANTAC	Air navigation and tactical air control
AOM	All officers meeting
AOR	Area of operations
a.p. or A.P.	Armor piercing
AsDevLant	Antisubmarine Development Detachment, Atlantic Fleet
ASDIC	Allied Detection and Investigation Committee, British term for airborne sonar
ASM	Air-to-surface missile, or Antarctica Service Medal
ASP	Antishipping patrol
ASV	Air-to-Surface Vessel, the designation for British designed ASW radar in WWII. The ASV designation avoided confusion with the AI (airborne interception) designation for night fighters. The Mark II was detectable by U-boats, but the Mark III operated in a range that was undetectable.
ASW	Antisubmarine warfare
AV	Designation for large seaplane tender
AVB	Designation for advance aviation base ship
AVG	Designation for escort carriers
AVP	Designation for small seaplane tender, converted from minesweepers and destroyers
AXAN	Aviation Antisubmarine Warfare Technician Airman
Baseline	An early production run model of an aircraft, essentially unmodified or updated.
B.C.	British Columbia

Betty	Imperial Japanese Navy Mitsubishi G4M1/G4M3 Attack Bomber
BIOT	British Indian Ocean Territory
Black Cat	Black Cat operations of WWII were flown by U.S. Navy Catalina squadrons against Japanese shipping and shore installations at night. Although originally a tactic designed to afford some measure of protection for the highly vulnerable, slow-moving seaplanes, Black Cat operations proved so successful that several squadrons were assigned the role. Flat-black painted surfaces and the use of radar made the outdated aircraft into a formidable weapon of the night.
BuAer	Bureau of Aeronautics
BuNav	Bureau of Navigation
BuNo	Bureau number
BuPers	Bureau of Personnel
BuWeaps	Bureau of Naval Weapons
B.W.I.	British West Indies
CAFAC	Commander All Forces, Aruba-Curacao (1943)
CAG	Acronym used for the person who was the commander of a carrier air group and/or carrier air wing
CAP	Combat air patrol, or Civil Air Patrol
CAPT	Captain
Carib	Caribbean
CASU	Carrier aircraft service unit
CDR	Commander
CGAS	Coast Guard Air Station
CINC	Commander in chief
CINCLANTFLT	Commander in Chief, U.S. Atlantic Fleet
CINCPACFLT	Commander in Chief, U.S. Pacific Fleet
CNO	Chief of Naval Operations
C.O.	Commanding officer
COMAIRBATFOR	Commander Airforces Battle Force (1930)
COMAIRLANT	Commander, Air Atlantic
COMAIRONSLANTFLT	Commander Aircraft Squadrons, Atlantic Fleet (1921)
COMAIRONSPACFLT	Commander Aircraft Squadrons, Pacific Fleet (1921)
ComAirPac	Commander Air Force Pacific Fleet
COMAIRSCOFOR	Commander Airforces Scouting Force (1923 & 1937)
ComAirSols	Commander, Aircraft Squadrons, Solomons (1943)
COMBATFOR	Commander Battle Force (1930)
COMEASTSEAFRON	Commander Eastern Sea Frontier
COMFAIRHAWAII	Commander Fleet Airforces, Hawaii (1950)
COMFAIRWING	Commander Fleet Air Wing (1942)
COMNAVAIRLANT	Commander Naval Air Forces, Atlantic
COMNAVAIRPAC	Commander Naval Air Forces, Pacific
ComNavEastLantMed	Commander, Naval Forces Eastern Atlantic, Mediterranean
COMPATWINGSLANT	Commander Patrol Wings Atlantic (1973)
COMPATWINGSPAC	Commander Patrol Wings Pacific (1973)
COMSCOFOR	Commander Scouting Force (1930)
CONUS	Continental United States
CNO	Chief of Naval Operations
CTF	Carrier task force
CTG	Carrier task group
CV	Designation for an aircraft carrier
CVA	Designation for an attack aircraft carrier
CVAN	Designation for an attack aircraft carrier, nuclear
CVE	Designation for an escort aircraft carrier

CVG	Carrier air group
CVN	Designation for an aircraft carrier, nuclear
Cyclical rate	In machine guns, the number of rounds fired in one minute.
DCNO	Deputy Chief of Naval Operations
DDT	Dichloro-diphenyl-trichloroethane, a powerful insecticide effective upon contact.
DELTIC	Delayed time compression, an ASW improvement to the Jezebel tracking systems.
Depth bomb	Antisubmarine ordnance dropped from ships or aircraft, exploding at set depths based on hydrostatic pressure.
DesDiv	Destroyer Divisions
DesRon	Destroyer Squadrons
Det	Detachment
DEW Line	Distant early warning
DIFAR	Directional low frequency analysis and recording, used in ASW for passive acoustic signal processing.
Disest.	Disestablished
DMZ	Demilitarized zone
DoD	Department of Defense
Double Eagle	Amphibious operations conducted near Quang Ngai City, South Vietnam, from 28 January to 1 March 1966.
DUKW	WWII amphibious truck
Dumbo	From the Disney cartoon character, Dumbo the Flying Elephant. Air and sea rescue missions mounted by seaplane patrol squadrons during WWII in the South Pacific, frequently conducted in coordination with fast surface warships or submarines posted along routes flown by aircraft returning from strike missions. The aircraft located the downed aircrews then guided the ship or submarine to them. If surface conditions permitted, the sea planes would land and rescue the crews.
ECM	Electronic Countermeasures
Emily	Imperial Japanese Navy Kawanishi H8K, Type 2 Flying Boat.
ENS	Ensign
eph	Estimated horsepower
Equal Turning Point	A point determined by the "how goes it curve" beyond which it would not be possible for an aircraft to return to the point of origin.
ERCO	Engineering and Research Company, the firm that built the model 250 SH-1 nose ball turret retrofitted on Navy PB4Y-1 Liberator bombers at Litchfield Park, Ariz., during WWII. Tail turrets of the same design were mounted as standard equipment on the PB2Y Coronado. Army versions of the Liberator were equipped with the Emerson nose ball turret.
eshp	Estimated shaft horsepower
ESM	Electronic Support Measures
Est.	Established
EW	Electronic Warfare
FAA	Federal Aviation Agency
FAB	Fleet Air Base
Far East	Orient (Japan)
FASRON	Fleet Aircraft Service Squadron, a redesignation of PATSU on 12 August 1946.
FAW	Fleet Air Wing, derived from the redesignation of Patrol Wings on 1 November 1942. Fleet Air Wings were stationary commands providing operational and administrative support to the Patrol Squadrons. FAWs were redesignated back to Patrol Wings on 30 June 1973.
Fps.	Feet per second

FIDO	A form of parachute stabilized acoustic homing torpedo developed during WWII and used for the first time on 25 April 1945, by VPB-110 in the sinking of U-1107 in the Bay of Biscay.
Flak	From the German Flieger-Abwehr-Kanone, or antiaircraft gun.
FLIR	Forward looking infrared radar
FRAMP	Fleet replacement aviation maintenance program
Fregkpt.	Frigate Kapitän (German)
Frequent Wind	The evacuation of Saigon, South Vietnam, 18-30 April 1975.
FY	Fiscal year
GCA	Ground controlled approach
GCT	Greenwich civil time
Glomb	Guided glider bomb
G.P.	General purpose
HACOPS	Haitian Assistance Group Operations (1993)
HALOS	Harpoon air launch over-the-horizon targeting system
HARM	High speed antiradiation missile
Hat Trick	A coordinated operation of U.S. Navy patrol squadrons with the U.S. Coast Guard in the war against illegal drug traffic in the Caribbean in the 1980s. The operation involved general area surveillance and location of suspect vessels.
HBX	A form of high explosive developed during WWII that replaced the more shock-sensitive TORPEX used in depth bombs and torpedoes.
Hedgehog	Developed during WWII, small rocket-propelled depth bombs fired from a surface ship in volleys against a submarine target.
HEDRON	Headquarters squadron, located under each Patrol Wing after 1942, which pooled ground personnel and handled most of the administrative and support tasks for the operating squadrons. Each HEDRON had detachments called PATSUs to support squadrons at outlying bases.
“How goes it” curve	Statistical plots that were developed on an aircraft during shakedown that enabled an aircrew to determine each individual aircraft’s capabilities for long distance flying over water. The curve was a plot of speed, distance, engine settings, remaining fuel, etc., that assisted the crews in determining the crucial “point of no return.”
Hp	Horsepower
HSM	Humanitarian Service Medal
HVAR	High velocity aircraft rocket.
IACS	Integrated Acoustic Communication System, introduced in the P-3C Update I line of aircraft in 1978.
ICBM	Intercontinental ballistic missile
IFF	Identification friend or foe
IFR	Instrument flight rules
IJN	Imperial Japanese Navy, 1920 – 1945
Interpron	Photo interpretation squadron (WWII)
IO	Indian Ocean
IR	Infrared
IRBM	Intermediate range ballistic missile
IRDS/HACLS	A modification to the P-3B Orion that added infrared detection and Harpoon missile launch capability to the aircraft.
Is.	Island

ISAR	Inverse synthetic aperture radar
JATO	Jet assisted takeoff
JCS	Joint Chiefs of Staff
Jezebel	Acoustic signal processors used to track submerged targets
JMSDF	Japanese Maritime Self Defense Force, 1948 – present
JMUA	Joint Meritorious Unit Award
JULIE	Electronic system for active detection and tracking of submarines by patrol aircraft introduced in 1963, using sonobuoys and sound underwater signals.
Kapltl.	Kapitänleutnant, or Lieutenant Commander (German)
Kg	Kilograms
KIA	Killed in action
KIAS	Knots indicated air speed
KLM	Kuwait Liberation Medal
Kommandant	Commander (German)
Korvkpt.	Korvettenkapitän, or Captain (German)
KPUC	Korean Presidential Unit Citation
Kriegsmarine	The German Navy between 1935–1945
KSM	Korean Service Medal
Lant	Atlantic
LCDR	Lieutenant Commander
LORAN	Long-Range electronic Navigation, a system of electronic navigational fixed beacons that constantly transmitted repetitive signals. An aircraft could determine its relative position between two beacons based on the strength and direction of the signals. Each beacon had an identifying signal prefix that matched its location on a map.
LRAACA	Long-range air antisubmarine warfare capable aircraft, intended to be the next generation of ASW patrol aircraft for the U.S. Navy in the twenty-first century, also called the P-7A. The contract was cancelled in 1990 and no further development on the concept was pursued by the Navy.
LT	Lieutenant
LTA	Lighter-than-air
LT(jg)	Lieutenant Junior Grade
Lt. z. S	Leutnant zur See, or senior Lieutenant (German)
Luftwaffe	German Air Force 1933–1945
LWF	Lowe, Williard and Fowler Aircraft Company
MAD	Magnetic anomaly detector
Magnetic influence	A type of underwater mine developed by the Germans early in WWII and copied by the Allies that detected the gauss effect produced by the metal hull of a ship passing through the water.
Market Time	Coastal patrol operations off the coast of South Vietnam, 1968-71.
MATS	Military Air Transport Service
MCAF	Marine Corps Air Facility
MCAS	Marine Corps Air Station
MCOLF	Marine Corps outlying field
Med	Mediterranean
MEDIVAC	Medical evacuation
MIA	Missing in action
Middle East	The area from Libya to Afghanistan, including Egypt, Sudan, Israel, Jordan, Lebanon, Syria, Turkey, Iraq, Iran and the countries of the Arabian Peninsula.

MiG	Russian aircraft designed by Artem I. Mikoyan and Mikhail I. Gurevich.
Milchkuh	A nickname for the German type XIV supply U-boat (Milk Cow) in WWII.
Mini-det	A program for reserve patrol squadrons begun in 1975 where two or three aircraft detachments would be sent to a detachment site over a period of one or two months, rather than deploying the entire squadron at once.
MIZ	Marginal Ice Zone
MUC	Meritorious Unit Commendation
Muzzle velocity	The speed at which a projectile leaves the muzzle of a weapon, generally measured in feet per second.
NAAF	Naval Auxiliary Air Facility
NAAS	Naval Air Auxiliary Station
NAB	Naval Air Base
NAC	Naval aircrewman, or Naval Avionics Center
NAF	Naval Air Facility
NAMU	Naval Aircraft Modification Unit, Johnsville, Pa. (1948)
NAP	Naval Aviation Pilot
NARC	Naval Air Reserve Center
NARF	Naval Air Rework Facility
NARTC	Naval Air Reserve Training Command (1970)
NARTU	Naval Air Reserve Training Unit
NARU	Naval Air Reserve Unit
NAS	Naval Air Station
NASA	National Aeronautics and Space Administration
NATC	Naval Air Test Center or Naval Air Training Command
NATO	North Atlantic Treaty Organization
NATOPS	Naval Aviation Training and Operating Procedures Standardization
NATS	Naval Air Transport Service
NAVAIRSYSCOM	Naval Air Systems Command
NAVE	Navy Battle E Ribbon
NAVRES/NR	Naval Reserve
NDSM	National Defense Service Medal
Near East	The countries of southwest Asia, Egypt and the Balkans
N.E.I.	Netherlands East Indies
NEM	Navy Expeditionary Medal
NFO	Naval Flight Officer
NOB	Naval Operating Base
NORAD	North American Air Defense Command
NorLant	Northern Atlantic
NorPac	Northern Pacific
NOSM	Navy Occupation Service Medal
NRAB	Naval Reserve Aviation Base
NRAS	Naval Reserve Air Station (1946)
NRFC	Naval Reserve Flying Corps
NS	Naval Station
NUC	Navy Unit Commendation
N.W.I.	Netherlands West Indies
OAS	Organization of American States
Oblt.	Oberleutenant, or Lieutenant (German)
Oblt. z. S.	Oberleutnant zur See, or junior Lieutenant (German)
OLF	Outlying field
OPNAV	Office of the Chief of Naval Operations
Ops	Operations

ORE	Operational readiness evaluation
ORI	Operational readiness inspection
OSAP	Ocean surveillance air patrol
Oscar	Imperial Japanese Nakajima Ki-43, Army Type 1 Fighter Hayabusa.
OSD	Office of the Secretary of Defense
OUT	Operational Training Unit
P/A	Pilotless aircraft
Pac	Pacific
PATRON	Patrol squadron
PARPRO	Peacetime aerial reconnaissance program, Cold War monitoring of Soviet military vessels in transit to patrol areas.
PATSU	Patrol Aircraft Service Unit, after the 1942 Patrol Wings reorganization, assigned to an airfield or seaplane tender to provide administrative maintenance services to aircraft being supported (see also HEDRON). Redesignated FASRON in 1946.
PATWING	Patrol Wings were organized in 1935 under the fleet Scouting Force with two to five patrol squadrons of flying boats. In the 1941 fleet reorganization, Patrol Wings became Patrol Wings, Atlantic Fleet (PatWingsLant), and Patrol Wings, Pacific Fleet (PatWingsPac). In early 1942 Patrol Wings became stationary commands assigned to a specific geographic location. On 1 November 1942, Patrol Wings were redesignated Fleet Air Wings (FAW). In June 1973, Fleet Air Wings were again redesignated Patrol Wings.
Pdr.	Pounder, a measure of projectile size based on weight rather than bore diameter, used in early ordnance when most shot was round, rather than long and pointed.
POW	Prisoner of war
PPC	Patrol plane commander, or first pilot
PP2C	Patrol plane second commander, or copilot
P.R.	Puerto Rico
Pressure wave	Damage inflicted by ordnance dropped into the water next to a ship or submarine. Transmission of explosive force is conducted through hydraulic effect to crush the hull of the target.
Pt.	Point
PT Boat	U.S. Navy WWII Motor Torpedo Boat, 43-48 ton displacement, 4 torpedo tubes, speed 40-45 knots, with a crew of 12 to 14.
PUC	Presidential Unit Citation
RAAF	Royal Australian Air Force
Radar	Radio detection and ranging equipment
RADM	Rear Admiral
RAF	Royal Air Force (British)
RAFB	Royal Air Force Base (British)
RCAF	Royal Canadian Air Force
Recoilless	Most rifled ordnance produces recoil upon discharge of the propellant charge and the projectile from the barrel of a weapon and requires heavy dampening buffers to absorb the energy. Recoilless weapons discharge a projectile from one end and a mass (usually buckshot) of equal weight from the other end to balance the recoil.
Redesig.	Redesignated
Retrobomb	Developed from the surface ship Hedgehog antisubmarine depth bomb for use by aircraft. The retrobomb was fired backward from the aircraft as the aircraft came directly over the target submarine, overcoming forward inertia and dropping directly on the target.

RFC	Royal Flying Corps (Canadian)
RHAF	Royal Hellenic Air Force (Greece and Cyprus)
RIO	Radar intercept officer
RITS	Remote Imaging Transmission System
Ritterkreuz	Knight's Cross of the Iron Cross (German)
RN	Royal Navy
RNAS	Royal Naval Air Station, or Royal Naval Air Service (WWI only)
RNZAF	Royal New Zealand Air Force
ROK	Republic of Korea
RON	Remain over night
Rpm.	Revolutions per minute (engines), or rounds per minute (machine guns).
RPPUC	Republic of Philippines Presidential Unit Citation
R & R	Rest and recreation
RTNAF	Royal Thai Naval Air Facility
RTNB	Royal Thai Naval Base
RVAH	Reconnaissance attack squadron
RVN	Republic of (South) Vietnam
RVNGC	Republic of Vietnam Meritorious Unit Citation
SAM	Surface to air missile
SAR	Search and rescue
SASM	Southwest Asia Service Medal (includes Desert Storm)
Schnorkel	A breathing apparatus for submarines developed by the Dutch Navy in 1938 and taken into service for German U-boats in response to the Allied use of radar after 1942. The schnorkel allowed the U-boat to remain submerged while operating its diesel engines.
SCOFORPACFLT	Scouting Force Pacific Fleet (1937)
SCORON	Scouting Squadron
SEATO	Southeast Asia Treaty Organization
SECDEF	Secretary of Defense
SECNAV	Secretary of the Navy
Sel Crews	Select Crews
shp	Shaft horsepower
SLBM	Submarine launched ballistic missile
SLEP	Service life extension program
SLOC	Secretary of the Navy Letter of Commendation
SoLant	South Atlantic
Sonobuoy	An underwater acoustical listening device dropped over a target by a patrol aircraft that transmits target location data back to the aircraft.
SoPac	South Pacific
SS	Submarine, attack, diesel-electric
SSBN	Submarine (ballistic missile), nuclear
SSM	Surface-to-surface missile
SSN	Submarine (attack), nuclear
Strafe	Firing machine guns from aircraft at ground targets
Super Bee	Nickname for the Orion P-3B TACNAVMOD
SWOD	Special weapons ordnance device
Synchronized fire	A method of firing through the propeller arc of an airplane that coupled the machine gun gear mechanism with a cam on the engine crank shaft. Shots were timed to miss the propeller blades.
TACAIR	Tactical air
TACAN	Tactical air navigation system
TACCO	Tactical coordinator

TAC/NAV MOD	Tactical Navigation Modernization, which included a very low-frequency navigation system and general purpose computer that enabled older P-3A and P-3B model Orions to stabilize a sonobuoy pattern more effectively.
TAD/TEMADD	Temporary additional duty
TAR	Training and administration of reserves
TDY/TEMDU	Temporary duty
TF	Task Force
TG	Task Group
TNT	Trinitrotoluene, a yellow, high-explosive unaffected by ordinary friction or shock, used in explosive devices and ordnance early in WWII.
Torpedo	A form of self-propelled ordnance used against shipping by either submarines or aircraft. Invented by Whitehead in 1880.
TORPEX	An explosive based on trinitrotoluene (TNT) that gave a greater blast than TNT, but was more sensitive. It was replaced by HBX or HBX-1 later in WWII.
Transpac	Transpacific, the flight from the coast of California to Hawaii.
TU	Task Unit
Turret	On ships, a rotatable armored enclosure protecting heavy rifled ordnance. In aircraft, the rotatable Plexiglas enclosure mounting one or more defensive machine guns.
U-boat	German submarine
UF	Designation for former French submarines used by the German Navy (WWII).
UHF	Ultra-high frequency
UIT	Designation for former Italian submarines used by the German Navy (WWII).
U.K.	United Kingdom
UN	United Nations
UNITAS	Annual exercises held with South American military forces.
UNSM	United Nations Service Medal
U.S.	United States
USA	U.S. Army
USAF	U.S. Air Force
USAAF	U.S. Army Air Force
USCG	U.S. Coast Guard
USMC	U.S. Marine Corps
USN	U.S. Navy
USNR	U.S. Navy Reserve (WWII – present)
USNRF	U.S. Navy Reserve Force (WWI and postwar years)
USSR	Union of Soviet Socialist Republics (1917 – 1991)
VA	Attack squadron
VADM	Vice Admiral
VAH	Heavy attack squadron
VA(HM)	Attack mining squadron
VAQ	Tactical electronic warfare squadron
VB	Bombing squadron
VC	Composite squadron
VCNO	Vice Chief of Naval Operations
VCP	Composite photographic reconnaissance squadron
VD	Photographic squadron
VE Day	Victory in Europe Day, 8 May 1945
Very	The name of the inventor of an extensive production series of bright flares for illumination at night, either dropped from the air or fired from a hand-held pistol.

VF	Fighting plane squadron or fighter squadron
VFR	Visual flight rules
VHF	Very high frequency
V-J Day	Victory over Japan Day, 2 September 1945
VLAD	Vertical line array DIFAR
VNSM	Vietnam Service Medal
VOR	Visual omni range
VP	Patrol squadron
VP(AM)	Amphibious patrol squadron (1946-48)
VP(HL)	Heavy patrol squadron (1946-48)
VP(HS)	Heavy seaplane squadron (1946-48)
VP(ML)	Medium patrol squadron (1946-48)
VP(MS)	Medium seaplane squadron (1946-48)
VPP	Photographic squadron (1946-48)
VPU	Patrol special projects squadron (1946-48), Patrol Squadron Special Projects Unit (1982-98) and Special Projects Patrol Squadron (1998-present)
VQ	Fleet air reconnaissance squadron
VR	Aircraft logistics support squadron
VS	Scouting squadron, or carrier antisubmarine squadron
V/STOL	Vertical/Short Takeoff and Landing
VT	Torpedo squadron
VU	Utility squadron
VW	Airborne early warning squadron/weather reconnaissance squadron
VX	Experimental development squadron/air development squadron/air test and evaluation squadron
Water-cooled	Water circulating within a jacket surrounding an engine cylinder or a machine gun barrel that transfers heat away from the surface of the metal.
WestPac	Western Pacific
Wintergarten	Nickname for WWII German U-boat's gun platform.
WWI	World War One, the Great War of 1914 to 1918 (U.S. participation from 1917 to 1918)
WWII	World War Two, 1939 to 1945 (U.S. participation 1941 to 1945)
XO	Executive officer
Yankee Station	The operational staging area at 16N-110E in the South China Sea off the coast of Vietnam.
Yankee Team	Joint U.S. Air Force and U.S. Navy operations inaugurated on 21 May 1963, that provided low-level aerial reconnaissance of suspected Communist infiltration routes in eastern and southern Laos.
Zero	Imperial Japanese Navy, Mitsubishi A5M/A6M Type O carrier fighter.
Zombie	A codename for the Mark 24 homing torpedo (see also Fido).

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