

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

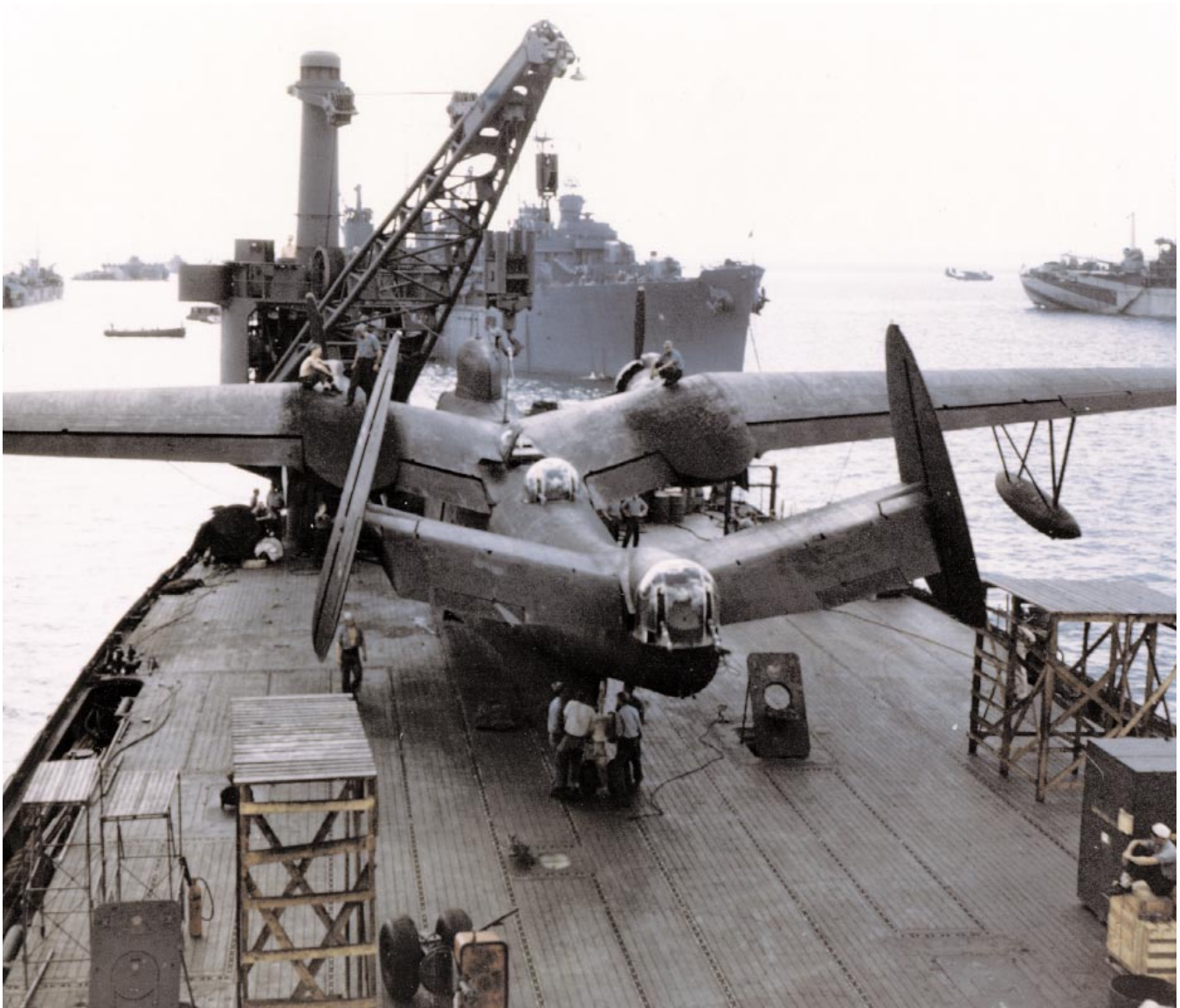
None on record.

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.

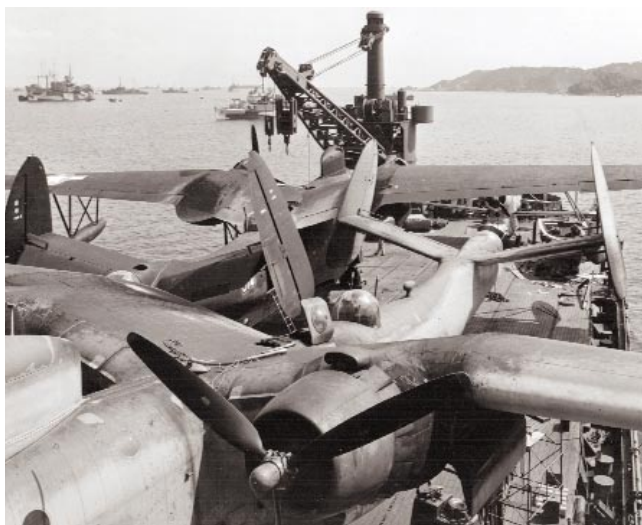
Nov 1944–Jan 1945: The squadron received new PBM-5 replacement aircraft during the month. Training with the new aircraft and operational patrols in the vicinity of the Hawaiian Islands continued through mid-January 1945.

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 UII	Med
14 May 1992 [§]	10 Nov 1992	PatWing-1	Jeddah	P-3C UII	Red Sea
17 Sep 1993	18 Feb 1994	PatWing-5	Sigonella	P-3C UII.5	Med
14 Jan 1995	21 Jul 1995	PatWing-5	Sigonella	P-3C UIIIR	Med
Aug 1996	Feb 1997	PatWing-5	Keflavik	P-3C UIIIR	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.

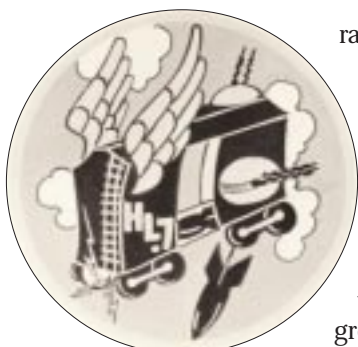
Shortly after the insignia was officially approved, the squadron

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-2A 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-2As 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 *Wesseland* 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 PBY-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.

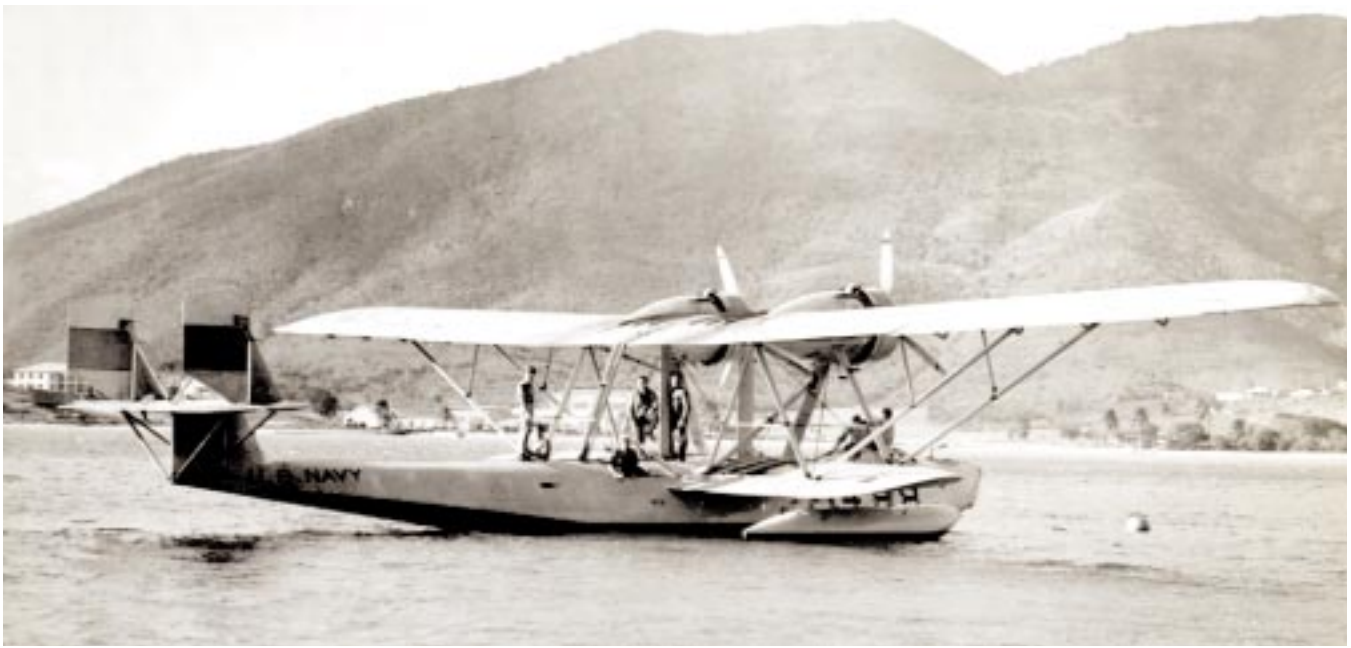
Chronology of Significant Events

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 Argentina, 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 Argentina 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 Argentina 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 Argentina 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 Argentina for Reykjavik. One was lost en route with no trace of aircraft or crew ever located. The remaining three returned to Argentina 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.

