

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

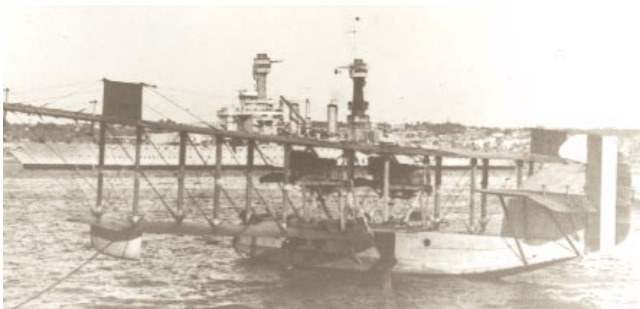
	Date Assumed Command
LCDR Robert A. Burg	5 May 1922

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. Morrisey	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 UIIIR	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 PBY 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 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 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 PBY-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.