

Third VP-18

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED FOURTEEN (VP-914) in May 1946.

Redesignated Medium Patron SIXTY FOUR (VP-ML-64) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED SIXTY ONE (VP-861) in February 1950.

Redesignated Patrol Squadron EIGHTEEN (VP-18) on 4 February 1953, the third squadron to be assigned the VP-18 designation.

Disestablished on 10 October 1968.

Squadron Insignia and Nickname

The squadron's first insignia was approved for VP-861. It was a black and white design depicting Neptune riding a dolphin.



The squadron's first insignia.



The squadron's second insignia.

CNO approved the squadron's second insignia on 28 April 1954. The central figure of the design was a hooded horseman spearing a submarine with a lightning-like lance. The significance was in keeping with the primary ASW role of the squadron. Colors: background, blue; horse and rider, black with white highlights; lance, white; submarine, black with white highlights; patch border, red. In 1961, colors of the insignia were modified to: patch border, blue; lance, gold.

N i c k n a m e :
Flying Phantoms,
1953–1968.

Chronology of Significant Events

May 1946: VP-914 was established at NAS Norfolk, Va. The squadron came under the operational control

of FAW-11 and administrative control by Naval Air Reserve Training (NART). Another of the 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the Lockheed PV-2 Harpoon.

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy patrol squadron designation numbers began with 1 and reserve patrol squadrons began with 5. VP-914 was redesignated VP-ML-64. The ML designation, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PBY-5A were in the AM, amphibian designation for regular Navy squadrons.

Feb 1950: VP-ML-64 was redesignated VP-861 during the reorganization of Naval Aviation reserve units in 1949, but the change did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to nine.

1 Sep 1950: VP-861 was among the first of the reserve patrol squadrons called to active duty by the president for service during the Korean War. The squadron had by this date converted to the Lockheed P2V-2 and P2V-3 Neptunes. None of the recalled reserve squadrons of the Atlantic Fleet Command served in Korea.

Jan–Jun 1953: The squadron deployed to Luqa Airfield, Malta. In June, the squadron flew two P2V-3s on a 12,000-mile familiarization flight to acquaint allies with the new patrol bomber.

4 Feb 1953: The decision was made to augment all of the recalled reserve patrol squadrons to regular Navy patrol squadrons. VP-861 was redesignated VP-18. The conversions did not necessitate changes in tail codes or home ports.

Apr 1954: VP-18 began a five-month deployment to NS Argentia, Newfoundland. During this period, a VP-18 aircraft became the first P2V-5 and first FAW-11 aircraft to fly over the North Pole.

1 Mar–Apr 1955: VP-18 received the first of its new P2V-7 aircraft with improved electronics, cockpit, enlarged bomb bays and jet engine auxiliaries. In April a detachment of six of the squadron aircraft made several public relations stops along the East Coast to display the new bomber while en route to their deployment site at San Juan, P.R.

15 Sep 1955: VP-18 deployed to Keflavik, Iceland. The Icelandic government requested assistance in riding its fishing fleet of killer whale attacks on their herring drift nets. Permission was obtained, and three squadron aircraft destroyed approximately 40 to 50

whales in less than 25 minutes with depth bomb and strafing attacks. The new Neptunes maintained a 92 percent availability rate during this period, despite bad weather conditions and only four hours of daylight.

Nov 1957: VP-18 participated in the recovery effort in the Caribbean of an Army Jupiter missile nose cone. This nose cone later appeared on a nationwide telecast as President Eisenhower explained how the U.S. had solved the space reentry problem.

Apr–Jun 1958: VP-18 participated in the pre-Mercury primate space program recovery missions in the Caribbean.

May 1959: The Flying Phantoms deployed two aircraft to Panama to help the Organization of American States (OAS) counter an invasion by Cuban guerrilla forces. During the same period a second detachment of three aircraft participated in the recovery of two primates, Able and Baker, that had reentered the atmosphere after being rocketed into space. The capsule was recovered from the Atlantic east of Puerto Rico.

1 Sep 1960: VP-18 established new airborne endurance record of 20 hours and 33 minutes for the P2V-7 Neptune in the Caribbean.

Jan 1961: VP-18 participated in the search for the hijacked Portuguese cruise liner *Santa Maria* in the Caribbean area. Later that same month, squadron aircraft participated in the successful recovery of the space capsule containing the monkey Ham.

24 May 1962: VP-18 participated in space program recovery missions for a Mercury flight piloted by Lieutenant Commander M. Scott Carpenter. The squadron's aircraft number 6 was first on the scene, directing helicopters from *Intrepid* (CV 11) to the capsule.

21 Oct 1962: VP-18 was one of several patrol squadrons deployed during the Cuban Missile Crisis,

and remained deployed during the entire Cuban Quarantine operation.

30 Nov 1962: One of the squadron's aircraft was the first to spot the missing *Nina II* approximately 800 miles east of Puerto Rico. The vessel, a reproduction of one of Columbus' original three sailing ships, became the subject of an international search after it failed to arrive at its destination of San Salvador as scheduled. The crew of the Neptune aircraft dropped emergency supplies, including a new sextant, enabling the vessel to complete its journey.

30 Apr–26 May 1965: VP-18 provided patrol coverage and surveillance flights of the waters around the island of Hispaniola during the Dominican Republic Crisis. Continuous coverage was given through 26 May 1965.

10 Oct 1968: VP-18 was disestablished at NAS Roosevelt Roads, P.R.



A squadron SP-2H in flight, 1968.



A squadron P2V-7 flying over a Soviet cargo ship during the Cuban Crisis, 1962.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	May 1946
NAS Jacksonville, Fla.	1 Sep 1950
NAS Roosevelt Roads, P.R.	1 Nov 1964

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1950
LCDR George H. Wilson	15 May 1950
CDR Edward A. Rodgers	4 May 1951
CDR W. D. Bonvillian	6 Jun 1952
CDR W. H. Roth	Sep 1953
CDR J. T. Sraker	Oct 1954
CDR J. A. Cooper	Jan 1956
CDR Robert H. Gillock	May 1957
CDR Curtis J. Zane	24 Apr 1958
CDR J. H. McGhee	May 1959
CDR R. A. Sampson	31 May 1960

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR W. W. Honour	1 May 1961
CDR R. F. Lyons	Jan 1962
CDR V. F. Anderson	Jan 1963
CDR S. K. Mansfield	Jan 1964
CDR A. J. Carneghi	Dec 1964
CDR R. M. Deffenbaugh	1 Dec 1965
CDR A. L. Zicht	1 Nov 1966
CDR R. H. Wagner	24 Oct 1967

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2	May 1946
P2V-2/P2V-3	Sep 1950
P2V-5	Mar 1954
P2V-7/SP-2H*	Mar 1955

* The P2V-7 was redesigned SP-2H in 1962.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1953	Jun 1953	FAW-11	Malta	P2V-2/3	Med
Apr 1954	Oct 1954	FAW-11	Argentia	P2V-5	NorLant
Apr 1955	Apr 1955	FAW-11	San Juan	P2V-7	Carib
15 Sep 1955	15 Feb 1956	FAW-11	Keflavik	P2V-7	NorLant
Aug 1956	Jan 1957	FAW-11	Pt. Lyautey	P2V-7	Med
Jul 1957	Sep 1957	FAW-11	San Juan	P2V-7	Carib
Apr 1958	Jun 1958	FAW-11	Key West	P2V-7	Carib
May 1959*	Jun 1959	FAW-11	Panama	P2V-7	Carib
May 1959*	Jun 1959	FAW-11	San Juan	P2V-7	Carib
1 Oct 1959*	Mar 1960	FAW-11	Keflavik	P2V-7	NorLant
1 Oct 1959*	Mar 1960	FAW-11	Sigonella	P2V-7	Med
May 1961	Sep 1961	FAW-11	Sigonella	P2V-7	Med
21 Oct 1962	Nov 1962	FAW-11	Guantanamo	SP-2H	Carib
1 Jul 1963*	Dec 1963	FAW-11	Rota	SP-2H	Med
1 Jul 1963*	Dec 1963	FAW-11	Keflavik	SP-2H	NorLant
1 Apr 1965	30 Sep 1965	FAW-11	Roosevelt Rds.	SP-2H	Carib

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	HF [†] /LG [‡]	May 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	28 Apr 1965	16 Dec 1965

[†] The squadron was assigned the tail code HF when it was called to active duty on 1 September 1950.

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

Third VP-19

Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SEVEN (VP-907) on 4 July 1946.

Redesignated Medium Patrol Squadron FIFTY SEVEN (VP-ML-57) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED SEVENTY ONE (VP-871) in February 1950.

Redesignated Patrol Squadron NINETEEN (VP-19) on 4 February 1953, the third squadron to be assigned the VP-19 designation.

Disestablished on 31 August 1991.

Squadron Insignia and Nickname

There are no records available indicating an insignia was ever approved for VP-907 or VP-ML-57. The lamp-lighter insignia was approved for VP-871 but the approval date is unknown. This cartoon design shows a cat carrying a machine gun with a lamp hanging from the end of the gun and the background of the design is a mine. Colors: outer circle light yellow; mine shades of green with black markings;

cat was black and white with red nose and tongue and yellow eyes; the machine gun was black with white markings; and the lamp was black with a yellow-orange light.

On 29 June 1959, CNO approved a new design submitted by the squadron. The insignia was a red-edged disc with white clouds and a yellow flash issuing from the upper left, piercing a white cloud on a background of light blue sky and blue-green wave-topped water. The yellow flash was striking a submerged submarine outlined in yellow. Below the disc was a yellow scroll backed with red and bearing the inscription Patrol Squadron Nineteen in black.



The squadron's second insignia was a stylized design with a lightning bolt and submarine.



The third insignia kept the lightning bolt but used other symbols to show the squadron's capabilities and mission.

represented the attack and electronic capabilities of the P-3A Orion. A scroll below the design bears the inscription Patrol Squadron Nineteen. Colors: disc circumference, lightning bolt and scroll, yellow; background, blue; clouds, white; ax, brown shaft with gray blade; globe, black continents with blue seas; squadron designation, red letters.

The squadron's fourth insignia was approved by CNO on 23 March 1978, and harkened back to its



The fourth insignia was a stylized bird design.

ground units. Colors: blue trim on circumference of disc; bird, red; scroll at bottom yellow, with Patrol Squadron Nineteen in black.

Nickname: Big Red, 1951–1991.

Chronology of Significant Events

May 1946: VP-907 was established at NAAS Livermore, Calif. The squadron came under the operational control of FAW-4, Pacific Fleet, and administrative control by Naval Air Reserve Training (NARTU). The squadron was another of the 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the PV-2 Harpoon, and the amphibious PBV-5A and PBV-6A Catalina.

The third insignia of VP-19 was submitted to CNO and approved on 31 July 1964. The design featured a globe superimposed over a battle ax and lightning bolt, surmounted by a Roman-style helmet. The globe represented the squadron's far-reaching capability, while the ax and lightning bolt represented

Korean War service as VP-871. The design featured a sleek bird of prey in the attack position. The bird's attitude symbolized aggressiveness, mobility and vigilance. Its coloring alludes to the squadron's nickname, "Big Red," gained during the squadron's service in Korea for dropping red night illumination flares for allied air and

15 Nov 1946: All patrol squadrons were redesignated. Regular Navy squadron designation numbers began with 1 and reserve squadron numbers began with 5. VP-907 was redesignated VP-ML-57. The ML, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PB5Y-5A used the AM, amphibian designation for regular Navy patrol squadrons.

Feb 1950: The personnel and assets of VP-ML-57 and VP-ML-72 were merged and redesignated VP-871 during the reorganization of Naval Aviation reserve units in 1949, the effective date for this action was February 1950. During this period the number of naval aviation reserve squadrons was reduced from the 1949 total of 24 to 9. The squadron transitioned to the P2V-2 Neptune during this period.

1 Mar 1951: VP-871 was recalled to active duty by the president for service during the Korean War. The squadron relocated from its home base at Oakland, Calif., to NAS Alameda, Calif. Aircrews were given transition training for conversion to the P4Y-2/2S (a redesignated PB4Y-2) Privateer. The 2S version of this aircraft featured surface search radar.

Oct 1951–Jul 1952: On its first deployment to NAS Atsugi, Japan in October VP-871 conducted shipping surveillance over the Sea of Japan. On 12 December 1952, the squadron formed a detachment that operated from Kimpo AFB, South Korea, to provide night interdiction missions in support of Marine Corps night-fighter squadrons in Korea. The squadron received its nickname, “Big Red,” for dropping red night illumination flares (150 Mk-6 flares per mission) for allied air and ground units. Upon its return from Japan in July 1952, the squadron began the transition to P2V-2 and -3 model Neptunes.

Jan–Jul 1953: VP-871 deployed to Guam. Toward the end of the Korean War the decision was made to establish all nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. On 4 February 1953, VP-871 was redesignated VP-19. The redesignations did not require changes in tail codes or home bases. After returning to NAS Alameda in July 1953, the squadron commenced transition to the P2V-5 Neptune.

4 Sep 1954: During the squadron’s deployment to NAS Atsugi, Japan, one of the squadron’s P2V-5 aircraft on a routine ECM and weather surveillance flight over the Sea of Japan, 40 miles off the coast of Siberia, was attacked and set on fire by two Soviet MiG-15 aircraft. The Neptune ditched successfully at sea, and all hands except for the navigator were able to exit the sinking aircraft and climb aboard a life raft. A USAF SA-16 amphibian picked the aircrew up the next day. Ensign R. H. Reid, the missing crew member, was

posthumously awarded the Navy and Marine Corps Medal.

1 Aug 1955: VP-19 received the first of its new Lockheed P2V-7 Neptunes with improved electronics, cockpit and enlarged bomb bays.

May 1957: VP-19 deployed to NS Kodiak, Alaska, with detachments at NAS Adak and Ladd AFB in Fairbanks. In five brief months, the squadron spotted 169 Russian ships. This compared with previous sightings in the Alaskan Sea Frontier of 92 Russian ships over a full year.

10 May 1960: VP-19 deployed to NS Kodiak, Alaska. During the deployment the squadron conducted operational bombing exercises by breaking up



A squadron P2V-7 flying over the Golden Gate Bridge, 1960 (Courtesy of Robert L. Lawson Collection).

ice covered rivers that were causing flooding along the Yukon River.

1 Aug 1961: The squadron conducted weekly mail drops to ships of radar picket squadrons in the Pacific. This operation provided training for the squadron in locating ships at sea.

23 Oct 1964–Jul 1965: Big Red deployed to NS Adak, Alaska. This tour of duty marked the first winter deployment of a P-3 Orion squadron to Adak, and one of the longest for a patrol squadron to date. The squadron was relieved by VP-45 in July 1965.

9 Apr 1966: A squadron P-3A PE-4, BuNo. 152171, was lost off the coast of Baja, Calif., while engaged in an ASW training flight. All 11 members of the flight crew were killed.

4 Jul 1966: The crew a squadron P-3A PE-5, BuNo. 152-172, was lost on a training flight near Battle Creek, Mich. All four members of the flight crew were killed.

1 Aug 1966: The squadron deployed to MCAS Iwakuni, Japan. Various detachments conducted patrols over the South China Sea off the coasts of Vietnam, marking the first deployment of the squadron to a combat zone since the Korean War.

1 Feb–Jun 1968: VP-19 deployed to MCAS Iwakuni, Japan, under the operational control of FAW-6. Upon arrival, the squadron was put on alert due to the seizure of the intelligence ship *Pueblo* (AGER 2) on 23 January 1968 by the North Korean Navy. Through the end of February the squadron flew more than 1,500 hours in support of the surveillance of North Korea waters. In April, the squadron flew missions in support of operations in Vietnam, with detachments at Guam; Sangley Point, R.P.; U-Tapao, Thailand; and Iwakuni. In June, operations shifted to the air base at Cam Ranh Bay, Vietnam.

28 May 1969: VP-19 deployed to NAS Adak, Alaska. During the deployment the squadron provided support for the Atomic Energy Commission (AEC) conducting nuclear weapons testing in the vicinity of Amchitka Island. The squadron earned a Meritorious Unit Commendation for its support of the AEC.

26 Jul 1970: VP-19 deployed to MCAS Iwakuni, Japan. Three crews were detached for duty at Cam Ranh Bay, Vietnam, in support of Market Time operations, (coastal patrol operations off the coast of South Vietnam). Activities during the deployment earned the squadron its second Meritorious Unit Commendation.

1 Nov 1971: VP-19 deployed to NAS Cubi Point, R.P., with a detachment at RTNB U-Tapao, Thailand. This would mark the squadron's fourth and final tour in the Vietnam theater of operations.

1 Aug 1973: Ensign Beverly A. Burns, USNR, reported aboard VP-19 at Naha, Okinawa, as the first female officer to be assigned to an operational squadron in the Pacific Fleet. Ensign Burns joined the squadron as a non-flying officer filling a ground officer billet.

23 Oct 1974: The squadron deployed to WestPac at NAS Cubi Point, R.P. During the deployment the squadron participated in Valiant Heritage, the largest Pacific Fleet readiness exercise in the North Pacific since World War II.

18–30 April 1975: The squadron was tasked with SAR missions as part of Operation Frequent Wind, the

evacuation of American citizens from the capital of South Vietnam under heavy attack from the invading forces of North Vietnam.

5 May 1976: VP-19 deployed to NAS Adak, Alaska. Big Red was the first patrol squadron to operate the new P-3C UI at the detachment site.

1 Jan 1977: VP-19 deployed to Adak, Alaska. The deployment proved to be exceptional in the number of SAR missions the squadron was called upon to perform. A record 20 SAR missions were successfully completed, contributing to the awarding of the squadron's second Battle Efficiency "E" award in its history.

28 Dec 1979: VP-19 deployed to NAF Misawa, Japan. The squadron participated in operations to rescue Vietnamese boat people, as authorized by the president on 19 July 1979. By May of 1980, over 2,500 refugees had been rescued by elements of the Navy.

Jul 1987: The squadron split-deployed to NAF Diego Garcia, B.I.O.T.; and NAF Kadena, Okinawa. In October, a detachment of four aircraft was deployed to King Abdul Aziz Air Base, Dhahran, Saudi Arabia, on orders from the Joint Chiefs of Staff. During deployment VP-19 flew support missions for five separate battle groups, including operations with battleships *Missouri* (BB 63) and *Iowa* (BB 61).

Jul 1990: VP-19 became the first patrol squadron to ever fire a Mark 50 torpedo war shot. The addition of this weapon to the armory of the Orion greatly increased its offensive capabilities.

Aug 1990–Mar 1991: VP-19 deployed to NAF Misawa, Japan. On 28 August, crew 4 and a squadron aircraft detached for duty to the Persian Gulf in support of Operation Desert Shield. Single crews rotated to the gulf to share this duty until December 1990, when three crews were sent forward in support of Operation Desert Storm. Additional detachments were maintained during the deployment at NAF Kadena, Okinawa; and Diego Garcia, B.I.O.T.

31 Aug 1991: VP-19 was disestablished.

A squadron P-3C in flight. Note the Battle E on the nose of the aircraft, circa late 1970s.



Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Livermore, Calif.	May 1946
NAS Alameda, Calif.	1 Mar 1951
NAS Moffett Field, Calif.	1 Sep 1963

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1946–1947
LCDR R. B. Daley	1948
CDR Frank H. Holt	1949
CDR J. F. Merritt, Jr.	1952
CDR John B. Wayne	1 Sep 1953
CDR Francis P. Cuccias	25 Nov 1954
CDR Robert C. Starkey	1956
CDR Arthur E. Mix	27 Nov 1957
CDR Edward E. Wood	21 Nov 1958
CDR B. B. Smith	30 Dec 1959
CDR P. C. Cooper	15 Dec 1960
CDR R. E. Anglemyer	Dec 1961
CDR Robert E. Burrell	28 Dec 1962
CDR Richard D. Gless	Dec 1963
CDR Donnelly Howard	9 Dec 1964
CDR Albert P. Lesperance	24 Nov 1965
CDR George L. Page	9 Nov 1966
CDR Franklin H. Barker	22 Nov 1967
CDR Robert A. Cooke	22 Nov 1968
CDR Donald R. Yeager	3 Dec 1969
CDR Alan W. Crandall	30 Oct 1970
CDR Harold A. Taylor	22 Jul 1971
CDR Herschel L. Plowman	11 Jul 1972

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Leo V. Rabuck	20 Jul 1973
CDR Carl Leban	19 Jul 1974
CDR Keith J. Frederick	11 Jul 1975
CDR Gerald R. Schroeder	11 Jun 1976
CDR Andrew C. Jampoler	30 Jun 1977
CDR Norman C. Lord	30 Jun 1978
CDR Paul C. Moessner	7 Jun 1979
CDR Howard R. McDaniel	28 May 1980
CDR John P. Brockley	12 Jun 1981
CDR James S. Humphrey III	18 Jun 1982
CDR Donald C. Hefkin	2 Sep 1983
CDR Jerry A. Thompson	8 Dec 1984
CDR James R. O'Donnell	31 Mar 1986
CDR Richard A. Crosby	27 Mar 1987
CDR Dennis J. Kern	Jul 1988
CDR Barry D. Einsidler	14 Jul 1989
CDR Richard E. Brooks	29 Jun 1990

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A/PBY-6A	May 1946
P2V-2	Dec 1949
P4Y-2S	Mar 1951
P2V-2/3	Mar 1952
P2V-5	Jul 1953
P2V-7	Aug 1955
P-3A	Jul 1963
P-3B	Jun 1967
P-3C UI	Jul 1975

A squadron P-3 in flight over a submarine.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Oct 1951*	7 Jul 1952	FAW-6	Atsugi	P4Y-2	WestPac
12 Dec 1951*	7 Jul 1952	FAW-6	Kimpo	P4Y-2	WestPac
Jan 1953	Jul 1953	FAW-6	Agana	P2V-2	WestPac
1 Jul 1954	27 Sep 1954	FAW-6	Atsugi	P2V-5	WestPac
Nov 1955	Apr 1956	FAW-6	Iwakuni	P2V-7	WestPac
May 1957	20 Nov 1957	FAW-4	Kodiak	P2V-7	NorPac
1 Feb 1959	15 Aug 1959	FAW-6	Iwakuni	P2V-7	WestPac
10 May 1960	23 Aug 1960	FAW-4	Kodiak	P2V-7	NorPac
9 Jan 1963	30 Jun 1963	FAW-4	Adak	P2V-7	NorPac
23 Oct 1964*	22 Jul 1965	FAW-4	Adak	P-3A	NorPac
1 Jan 1965*	1 Sep 1965	FAW-4	Adak	P-3A	NorPac
1 Aug 1966	1 Feb 1967	FAW-6	Iwakuni	P-3A	WestPac
1 Feb 1968	31 Jul 1968	FAW-6	Iwakuni	P-3B	WestPac
1 Apr 1968*	14 Jun 1968	FAW-1	Agana	P-3B	WestPac
1 Apr 1968*	14 Apr 1968	FAW-8	Sangley Pt.	P-3B	WestPac
1 Apr 1968*	14 Apr 1968	FAW-8	U-Tapao	P-3B	WestPac
15 Jun 1968	15 Jul 1968	FAW-8	Cam Ranh B.	P-3B	WestPac
28 May 1969	28 Nov 1969	FAW-4	Adak	P-3B	NorPac
26 Jul 1970*	30 Jan 1971	FAW-6	Iwakuni	P-3B	WestPac
10 Oct 1970*	30 Jan 1971	FAW-8	Cam Ranh B.	P-3B	WestPac
1 Nov 1971	29 Apr 1972	FAW-8	Cubi/U-Tapao	P-3B	WestPac
21 May 1973	1 Dec 1973	PatWing-1	Naha	P-3B	WestPac
23 Oct 1974	10 May 1975	PatWing-1	Cubi	P-3B	WestPac
5 May 1976	31 Dec 1976	PatWingsPac	Adak	P-3C UI	NorPac
1 Jan 1977	30 Jun 1977	PatWingsPac	Adak	P-3C UI	NorPac
10 Dec 1977	10 Jun 1978	PatWing-1	Kadena	P-3C UI	WestPac
10 Nov 1978	May 1979	PatWingsPac	Adak	P-3C UI	NorPac
28 Dec 1979	10 Jul 1980	PatWing-1	Misawa	P-3C UI	WestPac
10 Nov 1980	10 Feb 1981	PatWingsPac	Adak	P-3C UI	NorPac
28 Jul 1981	Feb 1982	PatWing-1	Kadena	P-3C UI	WestPac
Nov 1982	Jun 1983	PatWing-1	Misawa	P-3C UI	WestPac
10 Jul 1984	23 Jan 1985	PatWing-1	Diego Garcia	P-3C UI	IO



A VP-19 P-3C(U) taking off from NAS Moffett Field in May 1982 (Courtesy Rick R. Burgess Collection via Michael Grove).

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 Feb 1986	2 Aug 1986	PatWing-1	Kadena	P-3C UI	WestPac
Jul 1987*	Jan 1988	PatWing-1	Kadena	P-3C UI	WestPac
Oct 1987*	Jan 1988	PatWing-1	Dhahran	P-3C UI	Persian Gulf
1 Feb 1989	Aug 1989	PatWing-1	Misawa	P-3C UI	WestPac
Aug 1990*	Mar 1991	PatWing-1	Misawa	P-3C UI	WestPac
28 Aug 1990*	2 Feb 1991	PatWing-1	Dhahran	P-3C UI	Persian Gulf

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4		Feb 1950
COMFAIRALAMEDA	CH*	Mar 1951
FAW-6	CH	Oct 1951
FAW-4	CH	Mar 1952
COMFAIRALAMEDA	CH/PE†	Jun 1953
FAW-10	PE	29 Jun 1963
COMPATWINGSPAC	PE	30 Jun 1973
PatWing-10	PE	1 Jun 1981

* VP-871 was assigned the tail code CH on 8 February 1951.

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

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	1 Oct 1966	31 Jan 1967
	1 Feb 1968	31 Jul 1968
	29 Apr 1975	30 Apr 1975
SASM	28 Aug 1990	2 Feb 1991
	HSM (Sel Crews)	29 Apr 1975 30 Apr 1975



Two squadron P-3Cs in flight over the Golden Gate Bridge, 1984.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	18 Mar 1967
	19 Mar 1967	1 Apr 1967
	2 Apr 1967	31 May 1968
	17 Jan 1991	7 Feb 1991
MUC	1 Jun 1969	30 Nov 1969
	1 Aug 1970	31 Jan 1971
	1 Jun 1971	20 Jul 1971
	2 Mar 1972	15 Dec 1972
	22 Apr 1975	7 May 1975
	1 Jan 1984	1 Jul 1986
(Det)	Winter 1969	
RVNGC	1 Aug 1970	30 Sep 1970
VNSM	4 Nov 1965	
NEM	1 Jan 1976	30 Jun 1977
	1 Jul 1983	31 Dec 1984
(Sel Crews)	10 Aug 1981	20 Oct 1981

Third VP-20

Lineage

Established as Patrol Squadron EIGHT-S (VP-8S) from elements of VT-9S on 1 July 1929.

Redesignated Patrol Squadron EIGHT-F (VP-8F) on 3 April 1933.

Redesignated Patrol Squadron EIGHT (VP-8) on 1 October 1937.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 July 1939.

Redesignated Patrol Squadron TWELVE (VP-12) on 1 August 1941.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY (VPB-120) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY (VP-120) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) TEN (VP-HL-10) on 15 November 1946.

Redesignated Patrol Squadron TWENTY (VP-20) on 1 September 1948, the third squadron to be assigned the VP-20 designation.

Disestablished on 31 March 1949.

Squadron Insignia and Nickname

The squadron's first insignia was designed shortly after its formation as VP-8S in 1929. The circular design depicted King Neptune sitting on a rock, shading his eyes with his right hand as he looks across the sea. Colors are unknown.



The squadron's first insignia.

The second insignia adopted by VP-8 in 1933 was that of a "flying eight ball," inspired by the number of the squadron. In the game of pool, the eight ball is the last ball to drop. The significance of the number was correlated to the squadron's mission in antisubmarine warfare. The loss of this popular emblem in 1939 when the squadron was redesignated VP-24 resulted in a poem titled "Ode to the Eight Ball":

*Aye, tear that rusted 8-ball down!
long has it rolled on high,
And many an eye has danced to see
that emblem in the sky;
Beneath it rung the battle shout,
and burst the Mark 3's roar;
The meteor of the ocean air
shall sweep the clouds no more.*



The squadron's second insignia was the flying 8 ball.

With the loss of the 8-ball insignia through redesignation, the squadron adopted a "winged monster, guided by the experienced hands of the squadron personnel, the winged man (bearing great resemblance to Flash Gordon), guarding and patrolling the Hawaiian Islands portrayed by Diamond Head, the Gibraltar of the Pacific." Colors scheme: Diamond Head, dark golden tan; sea, blue; lower part of monster, dark red; upper part, coral; white ribs; bill and claws, gold; green eyes; wings of man, pale blue; gold shirt, red girdle, bright blue trunks; man's skin, dark tan color; blue banner with gold staff and the number "24" in white; gold helmet with red plume. White clouds in the background were shaded pale blue.



The squadron adopted the winged man and monster flying over Diamond Head as its third insignia.

A few years after the redesignation of VP-24 to VP-12, the squadron applied to CNO for another change of insignia. The design requested in June 1944 was a



The fourth insignia was a black cat with a life saver ring and bomb.

“...life-saver cat, which symbolized the many tasks performed by all Black Cat squadrons, from bombing to sea rescue.”

Colors: black details with white background.



The fifth insignia reflected the squadron's Alaskan area of operations.

The squadron's final insignia was approved by CNO on 19 March 1947. The insignia reflects the squadron's Alaskan operating area when deployed. The totem pole and chain links for the Aleutian Island chain show the area of operation and the spy glass and bomb reflect the capability of the squadron's PB4Y Privateer. Colors for the design are unknown.

Nicknames: Flying Eight-Balls, 1933–1939.
Black Cats, 1944–1946.

Chronology of Significant Events

1 Jul–Sep 1929: A detachment of six aircraft and crews from VT-9S were used to provide the cadre for the establishment of a new patrol squadron, VP-8S. The squadron was assigned the Martin T3M-2 torpedo-bombers, the same type flown by VT-9S. In September, the VP-8S received the XPY-1 for service tests and development of the Bellini Tosi radio compass.

1 May 1930: VP-8S operated with VT-9S during fleet exercises at Guantanamo, Cuba.

1 Jun 1930: VP-8S was a new home port at Newport, R.I., with tender support provided by *Wright* (AV 1). Squadron T3M-2 aircraft were turned in and replaced with the Martin T4M.

1 Nov 1930: VP-8S became a true patrol squadron with the replacement of its T4M twin-float torpedo bombers with the new mono-hull PM-1 flying boats fresh from the factory.

1 Jan 1931: The squadron had the first opportunity to test its new aircraft during the annual fleet exercises (Fleet Problem XII) with the fleet off Guantanamo, Cuba. During the exercise VP-8S was provided tender service by *Wright* (AV 1).

1 Jul 1931: Another round of fleet exercises was conducted off the shores of Cuba. These operations included joint participation by the squadron and VPs 3S, 5S and 10S, based at FAB Coco Solo, C.Z. *Wright* (AV 1) provided tender services for all the squadrons.

1 Jan 1932: VP-8S and VP-10S conducted exercises with the fleet in Cuban waters.



A squadron PH-1, note the insignia on the bow and the Battle E, 80-G-3454 (Courtesy William L. Swisher Collection).

1 Apr 1933: VP-8S was reorganized from Scouting Fleet to Base Force, changing its designation to VP-8F in the process. The squadron was still flying six PM-1 flying boats, with tender support provided by *Swann* (AM 34) and *Lapwing* (AM 1).

13 Jan 1934: VP-8F participated in fleet exercises off Hawaii with VPs 1F, 4F, 6F and 10F.

22 Apr 1935: VP-8F participated in Fleet Exercise XVI with VPs 1F, 4F, 6F, 7F, 9F and 10F off Midway Island in a test of advanced basing at remote sites utilizing numerous support (tender and supply) vessels.

1 Oct 1937: VP-8F was redesignated VP-8 when patrol squadrons were reorganized for operational control transferred from Base Force to Patrol Wings. VP-8 and all of the other patrol squadrons in the Hawaii region came under PatWing-2.

25 Mar 1938: Aircrews from VPs 1, 4, 6, 8, 10 and 18 participated in Fleet Exercise XIX (Phase V) as part of Red Force operating against Blue Force. The exercises showed that slow flying patrol aircraft had virtually no chance of penetrating the AA screen of the fleet. The majority of aircraft conducting mock attacks during the exercises were judged to have been shot down.

9 Apr 1940: Aircrews from VPs 21, 22, 23, 24, 25 and 26 participated in Fleet Exercise XXI with the Army 72nd Bombardment Squadron and the 4th Reconnaissance Squadron. The purpose of the exercise was to judge the effectiveness of joint services air support during an attack on the islands by an enemy carrier fleet. Coordination between Army and Naval air units was judged very poor. Communications problems between the Army and Navy aircraft and ground controllers resulted in disjointed efforts at defense.

10 Mar 1941: VP-24 was relocated to NAS Kaneohe, Hawaii, as one of the first squadrons to occupy the new base. The facility was located at the foot of a sheer windward range of mountains protected by the arm of Makapu Peninsula on the north-east side of Oahu, Hawaii.

1 Aug 1941: VP-24 with 14 PBV-1s on hand was redesignated VP-12. The original VP-12 at NAS San Diego, Calif., was split into halves with one group becoming a new VP-24 and the second half flying transpac to NAS Kaneohe on 2 September 1941, to join the newly redesignated VP-12 in Hawaii. The San Diego contingent of the squadron brought with them six newer model PBV-5s as replacements for the older PBV-1 aircraft. Upon arrival, the squadron and its six aircraft were based at NAS Ford Island, Pearl Harbor.

7 Dec 1941: Only one of the squadron's six new PBV-5s was damaged during the attack on Pearl Harbor. One in front of the hangar on ready alert received bullet holes through one wing, but was otherwise intact. The remaining four aircraft been sent on an early morning exercise and were not caught on the ground by the Japanese fighters. The VP-12 hangar was undamaged, but the VP-21 and VP-22 hangars had burned, along with several aircraft. For a while, Ford Island was the only installation with flyable Catalinas, as NAS Kaneohe had lost nearly all of its aircraft on the ground.

8 Dec 1941–30 Oct 1942: During this period VP-12 was transferred to NAS Kaneohe conducting patrols in the waters off Hawaii and rotating detachments to Midway Island. Crews were trained on the new replacement PBV-5A aircraft received in September 1942.

22 Nov 1942: VP-12 was transferred to the Fiji Islands, with an operational base on Nandi. Operational control for the squadron was transferred from FAW-2 to FAW-1.

15 Dec 1942: As a result of the matte-black paint schemes and night-time bombing operations conducted by the squadron, VP-12 officially became known as a "Black Cat" squadron, along with VPs 11, 91 and 51. The area of operations during this period was concentrated around Guadalcanal.

24 Jul 1943: VP-12 was withdrawn from combat and returned to NAS San Diego, Calif.. The squadron was reformed and new personnel given training

through 1 December 1943, when preparations for the transpac back to NAS Kaneohe were begun.

13 Dec 1943: VP-12 began the transpac from San Diego to Kaneohe, Hawaii, with seven PBV-5As.

20 Dec 1943: The squadron sent a detachment of six aircraft to Midway Island to relieve VB-144. Four of the aircraft and the six crews returned to Kaneohe on 13 January 1943, leaving two aircraft and three crews behind which rejoined the squadron on 18 January 1944.

7 Feb 1944: VP-12 arrived at Guadalcanal for duty under the operational control of FAW-1. The squadron's complement at this point had been boosted to 15 PBV-5As. Two days after arrival one plane and one crew were dispatched to Tarawa and Majuro for photoreconnaissance duties.

17 Feb 1944: VP-12 was relocated to Ondonga, New Georgia. Over the next month the principal duties of the squadron consisted of ferry and supply trips between Kaneohe and Ondonga.

1 Mar 1944: The squadron switched from ferry duties to combat missions on this date. The squadron's duties consisted of antishipping searches, artillery spotting and Dumbo missions. On 3 March 1944, VP-12 conducted a night bombing raid on Saipasi Island.

1 Apr 1944: Two aircraft were detached from the squadron for Dumbo duty searching for downed Army bomber aircrews. One crew was based at Green Island and another at Torokina. Each worked with a submarine along the routes of aircraft returning from bombing missions. When a crew was spotted on the water the Dumbo would contact the submarine to pick them up, or if the sea was not too rough, land and pick them up.

17 May–14 Jun 1944: VP-12 aircraft were detailed to conduct antishipping searches north of Emirau Island. These duties continued until 14 June 1944, when the entire squadron was relocated to Espiritu Santo. After the relocation, three aircraft were detailed to conduct antishipping patrols, and one aircraft for air-sea rescue.

30 Jul 1944: VP-12 was relieved of duty in the combat zone and was en route to Kaneohe, Hawaii, for further transfer to the continental United States.

1 Oct 1944–Jul 1945: VP-12 had been relocated to NAS Whidbey Island under the operational control of FAW-6 for refitting and reforming of the squadron. On this date the squadron was redesignated VPB-120. The new squadron was in the process of transitioning from the amphibious PBV-5A to the land-based PB4Y-2. The training period was extended through 19 July 1945, when the squadron deployed to Shemya, Aleutian Islands, under the operational control of FAW-4. Upon arrival on 25 July 1945, area indoctrination training was undertaken.

1 Aug 1945: VPB-120 began antishipping patrols north of Kuriles. These missions and photoreconnaissance

sance missions were conducted until the end of September when the squadron was relocated from Shemya to Attu Island.

29 Sep 1945: VPB-120 was relocated to Casco Field, Attu. The squadron remained at this location for the remainder of the deployment and then returned to NAS Whidbey Island in early 1946.

31 Mar 1949: VP-20 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
Hampton Roads, Va.	1 Jul 1929
Newport, R.I.	1 Jun 1930
FAB Coco Solo, C.Z.	1 Feb 1932
NAS Pearl Harbor, Hawaii	19 May 1933
NAS Kaneohe, Hawaii	10 Mar 1941
NAS Ford Island, Hawaii	Aug 1941
NAS Kaneohe, Hawaii	Dec 1941
NAS San Diego, Calif.	24 Jul 1943
NAS Kaneohe, Hawaii	Dec 1943
NAS Whidbey Island, Wash.	Aug 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Allen I. Price	Jul 1929
LT Harvey R. Bowes (actg.)	1931
LT George L. Compo	1931
LCDR Clifton A. F. Sprague	1931
LT E. C. Peterson (actg)	1934

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George T. Owen	1934
LT Thomas D. Guinn	1936
LCDR George A. Seitz	1937
LCDR Dolph C. Allen	1939
LCDR John P. Fitzsimmons	Apr 1941
CDR Clarence O. Taff	Aug 1942
CDR Francis R. Drake	Jul 1943
LT Archie D. Saint (actg)	1 Oct 1944
CDR Frank G. Reynolds	27 Oct 1944
CDR Richard J. Davis	16 Jan 1946
LCDR John F. Litsey (actg)	25 Jun 1946
LCDR Winford A. Swenson	17 Jul 1946
LCDR John F. Litsey	16 Jun 1947
CDR Hart D. Hilton	26 Jan 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
T4M-1	Aug 1927
T3M-2	Jul 1929
XPY-1	Sep 1929
T4M	Jun 1930
PM-1	Nov 1930
PH-1	1932
PBY-1	1937
PBY-5	Aug 1941
PBY-5A	Sep 1942
PB4Y-2	Aug 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1930	1930	ScoFlt	Guantanamo	T3M-2	Carib
1 May 1930	1930	ScoFlt	Guantanamo	T3M-2	Carib
1 Jul 1931	1931	ScoFlt	Guantanamo	PM-1	Carib
			<i>Wright (AV 1)</i>		
1 Jan 1932	1932	ScoFlt	<i>Wright (AV 1)</i>	PM-1	Carib
13 Jan 1934	1934	BasFor	Pearl Harbor	PH-1	WestPac
22 Apr 1935	1935	BasFor	Midway	PH-1	WestPac
25 Mar 1938	1938	PatWing-2	Pearl Harbor	PBY-1	WestPac
	22 Nov 1942*	FAW-1	Nandi, Fiji	PBY-5A	WestPac
15 Dec 1942	*	FAW-1	Guadalcanal	PBY-5A	WestPac
20 Dec 1943	*	FAW-2	Midway	PBY-5A	WestPac
7 Feb 1944	*	FAW-1	Guadalcanal	PBY-5A	WestPac
17 Feb 1944	*	FAW-1	Ondonga	PBY-5A	WestPac
14 Jun 1944	*	FAW-1	Espiritu Santo	PBY-5A	WestPac
25 Jul 1944	*	FAW-4	Shemya	PB4Y-2	NorPac
29 Sep 1944	Dec 1945	FAW-4	Attu	PB4Y-2	NorPac
May 1946	Sep 1946	†	Kodiak	PB4Y-2	NorPac
Mar 1947	Jun 1947	†	Kodiak	PB4Y-2	NorPac
Dec 1947	Mar 1948	†	Kodiak	PB4Y-2	NorPac
Aug 1948	Nov 1948	†	Kodiak	PB4Y-2	NorPac

* Continued combat deployment in the Pacific, moving from base to base.

† While deployed to NAS Kodiak, Alaska, the squadron came under the operational control of Commander Alaskan Sea Frontier.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Scouting Fleet		1 Jul 1929
Base Force		1 Apr 1933
Patrol Wing-2/FAW-2*		1 Oct 1937
FAW-1		22 Nov 1942
FAW-14		Jul 1943
FAW-2		Dec 1943
FAW-1		Feb 1944
FAW-6		Aug 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	DD†	19 Jul 1945

* Patrol Wing 2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

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

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	24 Nov 1942	1 Jun 1943



A squadron PM-1 in flight, circa 1930.

Third VP-21

Lineage

Established as Patrol Squadron SEVEN-B (VP-7B) on 23 July 1929.

Redesignated Patrol Squadron SEVEN-F (VP-7F) on 1 July 1931.

Redesignated Patrol Squadron SEVEN (VP-7) on 1 October 1937.

Redesignated Patrol Squadron ELEVEN (VP-11) on 1 July 1939.

Redesignated Patrol Squadron TWENTY-ONE (VP-21) on 1 February 1941, the third squadron to be assigned the VP-21 designation.

Disestablished 18 April 1942, squadron assets merged with VP-101.

Squadron Insignia and Nickname

Patrol Squadron SEVEN-F chose the great white albatross for the central design of its insignia. The albatross is the largest seabird, capable of prolonged flight over long distances of open sea. Although no letter



The squadron's insignia was the great white albatross.

from CNO was on file approving the design, it was considered the official insignia. Colors: outer circle, yellow; field within circle, blue; albatross, white with wings tipped with black; beak and talons, brown. The insignia continued in use following the squadron's redesignation to VP-11, and then VP-21.

Nickname: None on record.

Chronology of Significant Events

23 Jul 1929: Patrol Squadron SEVEN-B was established at NAS San Diego, Calif., with six NB-1 float-planes from the assets of the disestablished squadron VN-7D11. VP-7B came under the operational command of the Battle Fleet. Tender support was provided at that time by *Aroostook* (CM 3). PD-1 aircraft soon replaced the NB-1s. Training of flight crews continued through February 1930.



Two squadron PD-1s preparing to take off, note the Battle E on the nose of the second aircraft, 80-G-453499.

26 Jun 1930: The squadron set an flight endurance record for the PD-1, remaining in the air for 18 hours.

1 Jul 1931: VP-7B was redesignated VP-7F as a result of a 1 December 1930 reorganization that placed the squadron under the operational command of the Base Force.

21 Apr 1934: VP-7F participated in a fleet exercise with VPs 2F, 3F, 5F and 9F to test the ability of the aircraft tenders to move with the fleet. The exercise concluded on 28 May 1934.

1 Aug 1934: VP-7F conducted an exercise with VP-9F in Alaskan waters to test the ability of tenders to provide advance base support in cold weather conditions. Tenders participating in the exercise were *Wright* (AV 1), *Avocet* (AVP 4), *Sandpiper* (AM 51) and *Swan* (AM 34).

22 Apr 1935: VPs 7F and 9F returned to operations off Humbolt Bay and Sitka, Alaska. *Gannet* (AM 41) and *Wright* (AV 1) provided tender support.

1935: VPs 7F, 1F, 4F, 6F, 8F, 9F and 10F participated in Fleet Problem XVI in the area off Midway Island.

1 Oct 1937: VP-7F came under the operational command of PatWing-1, following the establishment of the Patrol Wing concept.

17 Mar 1938: VPs 7, 9, 11, 12, 16, 17 and 19 participated in Fleet Problem XIX (Phase II) as part of White Force, operating against Black Force. Patrol sectors were covered at an extreme range of 600 miles in the new PBY-1 and PBY-2 aircraft, using for the first time long-distance radio bearings for navigation. Results of



A squadron PM-1 in flight.



A squadron P2Y-3 in flight.

the tests showed major estimated damage to the Black Force by the attacking air elements of White Force.

25 Jun 1938: VP-7 departed with the other elements of PatWing-1 (VPs 7, 9, 11 and 12) for cold weather exercises in the area of Kodiak, Alaska. *Wright* (AV 1) provided tender support for the operation.

15 Jan 1940: VP-11 participated in joint Army-Navy exercises in setting up advance bases in the San Francisco, Calif., area. The conclusion of the exercises pointed out major deficiencies in the “bird” class AVP small seaplane tenders—*Lapwing* (AVP 1), *Heron* (AVP 2), *Thrush* (AVP 3), *Avocet* (AVP 4), *Teal* (AVP 5), *Pelican* (AVP 6), *Swan* (AVP 7), *Gannet* (AVP 8) and the *Sandpiper* (AVP 9). These vessels had been converted from AM-class minesweepers completed in 1918 and 1919. They were found to be deficient in the amount of berthing spaces, adequacy of galleys and supply-carrying capacity.

15 Dec 1940: VP-21 received orders to transfer to a new home base at Ford Island, Pearl Harbor, Hawaii. The transpac of 12 PBY-3 and PBY-4 aircraft began on 31 December 1940 with all arriving safely on 1 January 1941.



A squadron PBY, circa 1940.

15 Nov 1941: The squadron was assigned Wake Island as its wartime battle station. In mid-November the squadron packed up, publicly for “fleet exercises,” and headed for Wake with Midway Island as a stopping point. En route the squadron flew ASW patrols for *Enterprise* (CV 6) and *Lexington* (CV 2), which were carrying Marine Corps fighters and dive-bombers to Wake and Midway. The squadron arrived at Midway on 1 December 1941 and began operations.

7 Dec 1941: VP-21 was still based at Midway during the attack on Pearl Harbor. On 8 December 1941, the Konishi Midway Neutralization Force consisting of two Japanese destroyers commanded by Captain Minour Togo, approached Midway and began shelling the airfield. Togo’s assigned task was to screen for the retreating First Air Fleet after its attack on Pearl Harbor, and to destroy the patrol aircraft on Midway that might

detect the Japanese fleet. One VP-21 Catalina was destroyed in its hangar and two others were damaged after hitting buoys during takeoffs without lights. Ensign John M. Eaton, Jr., was one of the ground officers of VP-21 who organized a crew of civilian workmen to remove the surviving Catalinas from the burning hangars and launch as many of them as possible while still under fire from the Japanese task force. Ensign Eaton was later awarded the Navy Cross for his heroic actions during the attack. The squadron departed Midway for a return to Pearl Harbor the 13th. Patrols and sector searches over the waters off Hawaii remained the order of the day until March 1942.

6 Jan 1942: A squadron aircraft claimed the sinking of an enemy submarine in the waters off Hawaii on this date, but postwar records show no Japanese submarine losses during that period.

2 Mar 1942: Replacement aircraft began arriving in significant numbers from the States. VP-21 was refitted with new PBY-5 seaplanes, equipped with the latest navigation and radio equipment.

28 Mar 1942: After a brief shakedown period for the new aircraft, VP-21 was transferred south to Australia in four divisions.

3 Apr 1942: After arriving at Adelaide, Australia, the squadron was split into two detachments: Detachment One operating from the bay at Crawley, and Detachment Two at Albany. The squadron was under the operational control of PatWing-10.

18 Apr 1942: The two detachments returned to Adelaide, and VP-21 was disestablished. The entire assets of the squadron—aircraft, aircrews, supplies and ground crews—were merged with the remains of VP-101.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	7 Jan 1930
NAS Pearl Harbor, Hawaii	15 Dec 1940
Adelaide, Australia	3 Apr 1942



A squadron PBY-3, April 1938.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George R. Fairlamb, Jr.	15 Jul 1929
LT Rico Botta	27 Jun 1931
LCDR Frank C. Fake	18 Jul 1932
LCDR Rutledge Irvine	Jun 1934
LCDR Robert L. Fuller	5 Jun 1936
LCDR Silas B. Moore	2 Mar 1938
LCDR Frank T. Ward, Jr.	Jun 1939
LCDR John W. Harris	1 Feb 1940
LCDR George T. Mundorff, Jr.	Feb 1941

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Assigned</i>
	PD-1	Jan 1930
	PM-1	1933
	P2Y-3	1935
	PBY-1/2	Dec 1937
	PBY-3	Apr 1938
	PBY-4	1940
	PBY-5	Mar 1942



A squadron P2Y (on right) in formation with a PBY-1 from VP-11 during an exhibition for Movietone News. The aircraft are flying over Dale (DD 353), September 1936, NH-67305.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Aug 1934	Oct 1934	BasFor	Wright (AV 1)	PM-1	NorPac
22 Apr 1935	Jul 1935	BasFor	Gannet (AM 41)	P2Y-3	NorPac
1935	1935	BasFor	Midway	P2Y-3	WestPac
25 Jun 1938	Sep 1938	PatWing-1	Kodiak	PBY-3	NorPac
11 Jan 1939	10 May 1939	PatWing-3	Coco Solo	PBY-3	Carib
3 Apr 1942*	18 Apr 1942	FAW-10	Crawley	PBY-5	SoPac
3 Apr 1942*	18 Apr 1942	FAW-10	Albany	PBY-5	SoPac
18 Apr 1942	18 Apr 1942	FAW-10	Adelaide	PBY-5	SoPac

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

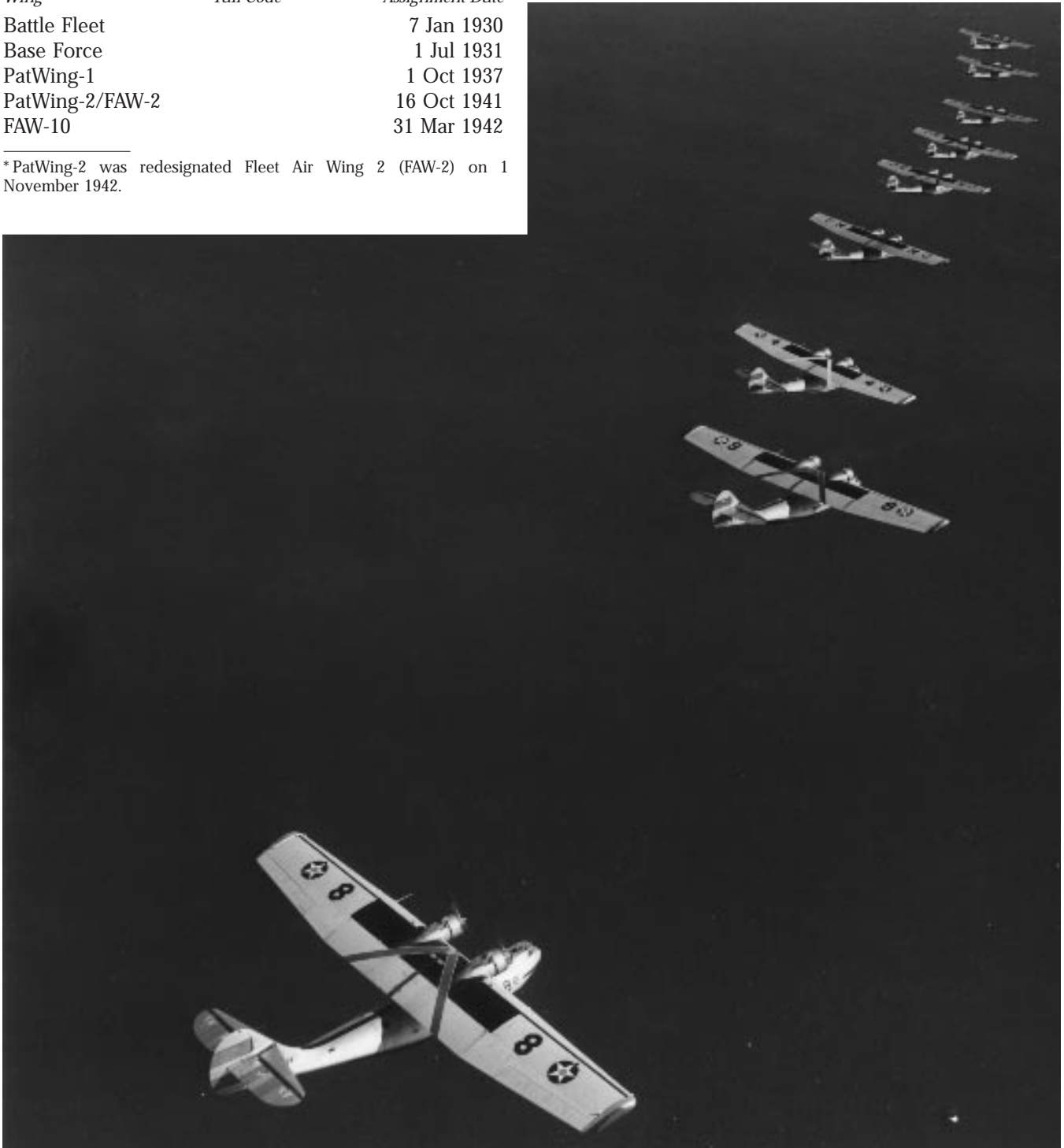
Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Battle Fleet		7 Jan 1930
Base Force		1 Jul 1931
PatWing-1		1 Oct 1937
PatWing-2/FAW-2		16 Oct 1941
FAW-10		31 Mar 1942

*PatWing-2 was redesignated Fleet Air Wing 2 (FAW-2) on 1 November 1942.

Unit Awards Received

None on record.



A formation of squadron PBYs in flight, December 1939, 80-G-63414 (Courtesy of Captain Jerry Mason, USN).

Fifth VP-21

Lineage

Established as Bombing Squadron ONE HUNDRED ELEVEN (VB-111) on 30 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED ELEVEN (VPB-111) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED ELEVEN (VP-111) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) ELEVEN (VP-HL-11) on 15 November 1946.

Redesignated Patrol Squadron TWENTY ONE (VP-21) on 1 September 1948, the fifth squadron to be assigned the VP-21 designation.

Disestablished on 21 November 1969.

Squadron Insignia and Nickname

The squadron's first insignia on record was not submitted to CNO for approval until after WWII, when it was designated VP-HL-11. The design approved by CNO on 19 February 1948, was that of an elephant centered in a circular design overlaid on an anchor. The elephant held a depth bomb in its trunk, a searchlight around its neck, wings on its back and a gun turret on top of its back. The elephant was apparently a



The squadron's first insignia was the flying elephant. Unfortunately the color design submitted for approval was cut to fit in a file folder.



This photo shows the entire design of the flying elephant insignia.

turret, black; clouds, white; sky, blue; searchlight, yellow; anchor, blue and white. VP-HL-11 and VP-21 used the insignia through 1954.

The squadron's second insignia was submitted in 1954 and approved by CNO on 10 March 1954. The motif of the design was the "Truculent Turtle," named after the P2V-1 flown by Commander Thomas D. Davies on a record-breaking flight on 29 September 1946, from Perth, Australia, to Columbus, Ohio. The turtle was rampant in a cloud-filled night sky, searching out the adversary with a lantern in his right hand (corresponding to the searchlight on the starboard wing tip of



The squadron's second insignia was a cartoon design turtle.

the P2V-6), and ready to attack with a rocket carried in his left hand. In the background was a parachute mine, symbolic of the squadron's primary mission in sea and air warfare. Colors: turtle, light green body, yellow eyes, dark green shell; lamp, black frame; lantern light, yellow; missile, red; cloud, gray; sky, blue; mine, black with white parachute; insignia border, black.



The squadron's last insignia was the jack and ace of spades, reflecting the squadron's designation of 21.

common theme of the period, featured in insignia used earlier by both VPs 52 and 101. The "elephant" of VP-HL-11 was the Navy's largest land-based bomber, the PB4Y-2 Privateer. It was utilized in an ASW role and equipped with searchlights for night attacks against surfaced submarines.

Colors: elephant, gray, black and white; wings, yellow;

turret, black; clouds, white; sky, blue; searchlight, yellow; anchor, blue and white. VP-HL-11 and VP-21 used the insignia through 1954.

Colors: turtle, light green body, yellow eyes, dark green shell; lamp, black frame; lantern light, yellow; missile, red; cloud, gray; sky, blue; mine, black with white parachute; insignia border, black.

The squadron's third insignia was approved by CNO on 17 August 1959. It was a circular patch with VP-21 at the bottom. In the patch were two playing cards, an ace of spades and a jack of spades. The squadron derived its nickname from the latter card, the "Black Jacks." The squadron in-

signia was changed when its primary mission was changed from aerial mine warfare to antisubmarine warfare. Colors: playing cards, black and white; background, blue; squadron logo, black with white letters; border, black.

Nickname: Black Jacks, 1959–1969.

Chronology of Significant Events

30 Jul 1943: VB-111 was established at NAS Norfolk, Va. Half of the personnel from VP-201 formed the cadre of the new squadron. The next day a new commanding officer was designated and all personnel began relocating to NAAS Oceana, Va., for training in the Consolidated PB4Y-1 Liberator patrol bomber. Operational control of the squadron came under FAW-5.

15 Aug 1943: Six crews were sent to San Diego, Calif., to pick up half of the squadron's allotment of aircraft. After their arrival the crews completed their familiarization training using auxiliary fields at Chincoteague, Va., and Cherry Point, N.C.

1 Oct 1943: The squadron received its orders to deploy to St. Eval, England, under the operational control of FAW-7.

4 Nov 1943: VB-111 transferred to Port Lyautey, French Morocco, under the operational control of FAW-15, to guard the western approaches to Gibraltar.

8 Feb 1944: The squadron had its first contact with the enemy on this date, carrying out one attack on a German U-boat. Postwar records indicate no enemy losses on that date.

2 Mar 1944: Over a period of four months, sections of three aircraft at a time were transferred back to St. Eval, England, under the operational control of FAW-7. By 13 July 1944, the entire squadron was gathered at St. Eval in preparation for its return to NAS Quonset Point, R.I.

14 Jul 1944: The first section of three aircraft departed England for the U.S., arriving on the 19th. The last section arrived at NAS Quonset Point on 23 July 1944. The squadron began a training program that was conducted through 19 August 1944.

20 Aug 1944: The first section of VB-111 aircraft began the transit across the U.S. to the West Coast, with the last section arriving at NAAS Camp Kearney, Calif., on the 22d. The squadron came under the operational control of FAW-14. A brief period of training for South Pacific operations was undertaken through the end of September.

24 Sep 1944: VB-111 personnel (13 officers and 102 enlisted) boarded *Makassar Strait* (CVE 91) for transportation to NAS Kaneohe, Hawaii. Aircrews began the transpac on 1 October 1944, with the last section arriving on 5 October 1944.

29 Nov 1944: VPB-111 was given combat indoctrination training under operational control of FAW-2

through the end of November. On the 29th, the squadron received orders to transfer to the combat zone at NAB West Field, Tinian. The last section of aircraft arrived on 1 December 1944, and the squadron came under the operational control of FAW-1. Strategic long-range searches were conducted from that location through the middle of January 1945.

5 Jan 1945: Two squadron PB4Y-1s, flown by Lieutenant Howard E. Sires and Franklin B. Emerson, spotted and attacked a midget submarine two miles southwest of Chichi Jima. The submarine was sunk using 250-pound G.P. bombs and strafing with 50-caliber guns.

15 Jan 1945: The squadron and its headquarters were relocated to NAB Morotai under the operational control of FAW-17, with a detachment of four aircraft at Tacloban Air Base, Leyte, Philippines, under FAW-10. Long-range reconnaissance missions and antishipping patrols were carried out from both locations.

1 Feb 1945: VPB-111 began transferring personnel and assets to the Tacloban Air Base from Morotai. By 6 February 1945, the entire squadron had been relocated, with a detachment of four crews at McGuire Field, Mindoro. Long-range reconnaissance missions and antishipping patrols were carried out from both locations.

17 Mar 1945: The Mindoro detachment rejoined the squadron at Tacloban to prepare for the upcoming invasion of Okinawa. Interdiction cover patrols for TF 58 en route to Okinawa began on 21 March 1945.

11 Apr 1945: VPB-111 relocated to Palawan Army Air Field. On 1 May 1945, the squadron received several new PB4Y-2 Privateers as replacements for its worn-out PB4Y-1s. With its new and refurbished complement of aircraft, the squadron commenced a series of daytime strikes on targets along the Borneo and Malaya coasts. On one such mission against the enemy installations at Singapore, two squadron Privateers were teamed up for an attack. One of the aircraft was badly damaged during its bombing run, and the second, flown by Lieutenant (jg) Romayn F. Heyler, flew through heavy enemy fire to protect its withdrawal from the area. During the escape from the target area a squadron of enemy fighters attacked the Privateers. Lieutenant (jg) Heyler's crew managed to shoot down one fighter and damage several others while escorting their squadron mates safely back to base. For his heroic actions while protecting his comrades Lieutenant (jg) Heyler was later awarded the Navy Cross.

7 Jul 1945: A detachment of five aircraft was sent to Mindoro, Philippines, for a two-week tour of duty, returning to Palawan on 20 July.

27 Oct 1945: After a brief period of standdown for maintenance, the squadron began the transit back to NAS Kaneohe, Hawaii, and from there to the U.S.

24 Nov 1945: VPB-111 concluded its transit from

the South Pacific to NAS New York, where crews were given leave. Over the next three months many of the wartime personnel were discharged from military service to civilian status.

1 Mar 1946: VPB-111 began a period of postwar re-forming and retraining of new crews at NAS New York.

Jun 1946: The squadron was designated an Atlantic Fleet Antisubmarine Warfare Squadron.

3 Jan 1949: VP-21 deployed to Guantanamo Bay, Cuba, for training. One squadron aircraft crashed at Patuxent River, Md., killing two crewmen.

28 Jun 1950: The squadron received its first P4M-1. VP-21 was selected to be one of the few Navy patrol squadrons to fly the new Mercator. On 1 July 1951, the untested aircraft were flown on a 6,500-mile circuit from Pensacola, Fla., to San Diego and Alameda, Calif., and Seattle, Wash. During the test flights all of the aircraft were operational, with no down time for repair.

21 Oct 1952: The squadron gave a demonstration of the P4M-1's capabilities to CNO and BuAer officials,

which included minelaying to show the bomber's ability to carry 13,000 pounds of mines in an internal bomb bay.

Feb 1953: VP-21 replaced its P4M-1 Mercators with P2V-6 Neptunes, carrying the latest equipment for minelaying and ASW, a steerable nose wheel and reversible pitch propellers.

1 Aug 1958: The squadron's primary mission was changed from aerial minelaying to antisubmarine warfare.

8 Jul 1958: VP-21 deployed to RNAS Halfar, Malta. During the deployment, the squadron participated in the Lebanon Incident from 15 July to 1 October 1958. VPs 21 and 10 provided ASW coverage to the Sixth Fleet during the crisis.

1 Jan 1967: Six VP-21 aircraft deployed to Rota, Spain, relieving VP-24. On 6 June to 23 June 1967, the Rota detachment deployed four aircraft to Souda Bay, Crete, for advanced base operations during the Arab-Israeli conflict.

21 Nov 1969: VP-21 was disestablished at NAS Brunswick, Maine.



A squadron P4M-1 in flight, 1950.



A squadron P2V, circa mid-1950s.



A squadron P2V-7 (SP-2H) in flight.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	30 Jul 1943
NAAS Oceana, Va.	1 Aug 1943
NAF Port Lyautey, F.M.	4 Nov 1943
NAS Quonset Point, R.I.	23 Jul 1944
NAS Kaneohe, Hawaii	5 Oct 1944
NAB Tinian	1 Dec 1944
NAB Morotai	15 Jan 1945
NAB Tacloban, Philippines	1 Feb 1945
AAF Palawan	11 Apr 1945
NAS New York, N.Y.	24 Nov 1945
NAS Atlantic City, N.J.	23 May 1946
NAS Patuxent River, Md.	11 May 1948
NAS Brunswick, Maine	26 May 1954

Commanding Officers

	<i>Date Assumed Command</i>
LCDR M. H. Tuttle	1 Aug 1943
LCDR J. V. Barry	20 Jan 1944
LCDR Gordon R. Egbert	19 Apr 1945
LCDR J. L. Hall	10 Oct 1945
LCDR B. C. Wheatley	31 May 1946
CDR R. H. Rice	20 Jun 1947
CDR C. D. Mott	25 Jun 1948
CDR R. Semmes	21 Oct 1949
CDR R. G. Albright	10 May 1951
CDR A. A. Barthes	25 Jun 1952

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Ralph D. Ettinger	31 Dec 1953
CDR James D. Ifft	Jun 1954
CDR Gerald E. Minor	Mar 1956
CDR John T. Griffith	25 May 1957
CDR W. H. Patterson	26 Sep 1958
CDR H. S. Ainsworth	2 Nov 1959
CDR J. J. Cryan	10 Nov 1960
CDR C. E. Mackey	7 Nov 1961
CDR C. R. Robertson	2 Nov 1962
CDR John G. Boniface	16 Oct 1963
CDR W. W. McCue	15 Oct 1964
CDR John W. Orrill	25 Sep 1965
CDR Ian J. Johnson	1 Aug 1966
CDR Edward L. Wilkinson	4 Aug 1967
CDR John Goodfellow	9 Jul 1968
CDR R. L. Latta	8 Jul 1969

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Aug 1943
PB4Y-2	May 1945
P4M-1	Jun 1950
P2V-6	Feb 1953
P2V-5F	Aug 1953
P2V-7S/SP-2H*	Dec 1957

* The P2V-7S was redesignated SP-2H in 1962.



A squadron P4M-1 in flight.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Oct 1943	3 Nov 1943	FAW-7	St. Eval	PB4Y-1	NorLant
4 Nov 1943	1 Mar 1944	FAW-15	Port Lyautey	PB4Y-1	Med
2 Mar 1944	13 Jul 1944	FAW-7	St. Eval	PB4Y-1	NorLant
24 Sep 1944	27 Oct 1945	FAW-2	Kaneohe	PB4Y-1	WestPac
1 Dec 1944	14 Jan 1945	FAW-1	Tinian	PB4Y-1	SoPac
15 Jan 1945*	5 Feb 1945	FAW-17	Morotai	PB4Y-1	SoPac
15 Jan 1945*	5 Feb 1945	FAW-10	Tacloban	PB4Y-1	SoPac
6 Feb 1945	10 Apr 1945	FAW-10	Mindoro	PB4Y-1	SoPac
11 Apr 1945	27 Oct 1945	FAW-10	Palawan	PB4Y-2	SoPac
28 Apr 1947	14 May 1947	FAW-5	Argentia	PB4Y-2	NorLant
3 Jan 1949	26 Feb 1949	FAW-5	Guantanamo	PB4Y-2	Carib
21 Apr 1949	2 Aug 1949	FAW-5	Argentia	PB4Y-2	NorLant
1953	1953	FAW-5	Malta	P4M-1	Med
1954	1954	FAW-3	Malta	P4M-1	Med
Aug 1955	Dec 1955	FAW-3	Malta	P2V-5F	Med
8 Jul 1958	7 Dec 1958	FAW-3	Malta	P2V-7S	Med
2 Mar 1959*	10 Aug 1959	FAW-3	Sigonella	P2V-7S	Med
2 Mar 1959*	10 Aug 1959	FAW-3	Keflavik	P2V-7S	NorLant
2 Mar 1960*	Aug 1960	FAW-3	Sigonella	P2V-7S	Med
2 Mar 1960*	Aug 1960	FAW-3	Keflavik	P2V-7S	NorLant
4 Jun 1961	6 Nov 1961	FAW-3	Argentia	P2V-7S	NorLant
27 Oct 1962*	26 Nov 1962	FAW-3	Lajes	SP-2H	NorLant
27 Oct 1962*	3 Dec 1962	FAW-3	Argentia	SP-2H	NorLant
5 Jan 1963	1 Jun 1963	FAW-3	Sigonella	SP-2H	Med
29 Apr 1963	1 Jun 1963	FAW-3	Souda Bay	SP-2H	Med
Apr 1964	Jun 1964	FAW-3	Argentia	SP-2H	NorLant

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
May 1964	Jun 1964	FAW-3	Guantanamo	SP-2H	Carib
20 Aug 1965*	1 Feb 1966	FAW-3	Rota	SP-2H	Med
20 Aug 1965*	1 Feb 1966	FAW-3	Keflavik	SP-2H	NorLant
1 Apr 1966	18 Apr 1966	FAW-3	Bermuda	SP-2H	Lant
1 Jan 1967*	29 Jun 1967	FAW-3	Rota	SP-2H	Med
6 Jun 1967*	29 Jun 1967	FAW-3	Souda Bay	SP-2H	Med
15 Oct 1967	15 Apr 1968	FAW-3	Signonella	SP-2H	Med
20 Feb 1969	26 Jun 1969	FAW-3	Signonella	SP-2H	Med

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Aug 1943
FAW-7		1 Oct 1943
FAW-15		4 Nov 1943
FAW-7		2 Mar 1944
FAW-5		23 Jul 1944
FAW-14		22 Aug 1944
FAW-2		5 Oct 1944
FAW-1		1 Dec 1944
FAW-17/10		15 Jan 1945
FAW-2	HC*	28 Oct 1945
FAW-5	HC	24 Nov 1945
FAW-3	HC/LH†	26 May 1954

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

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

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	2 Dec 1944	31 Jul 1945
AFEM	24 Oct 1962	31 Dec 1962



A squadron P4M-1 in flight.



A close up of the tail of a squadron P2V showing the tail code LH and a spade at the top of the tail.

First VP-22

Lineage

Established as Patrol Squadron FOUR D-14 (VP-4D14) on 15 September 1928.

Redesignated Patrol Squadron FOUR-B (VP-4B) on 21 January 1931.

Redesignated Patrol Squadron FOUR-F (VP-4F) on 17 July 1933.

Redesignated Patrol Squadron FOUR (VP-4) on 1 October 1937.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 1 July 1939.

Disestablished and merged with VP-101 on 18 April 1942.

Insignia and Nickname

The first insignia used by VP-4D14 was a series of concentric circles enclosing a four-leaf clover, symbolizing both luck and the squadron number. Colors were: circles, from outside in toward center, red, blue, green, yellow; clover leaf was green on a white field. This insignia was adopted by the squadron without formal approval by the Bureau of Aeronautics on 1 July 1930.



The squadron's first insignia used the four leaf clover.

The second insignia, devised by members of VP-4F, depicted the Griffin, an imaginary creature of Greek mythology with the body and legs of a lion and wings and beak of an eagle. Symbolically, the design implied a vigilant and powerful guardian. The Griffin was superimposed upon the numeral four. Colors: Griffin, orange and gold; numeral, white; field, light blue. Chief of the Bureau of Aeronautics approved this insignia on 8 July 1936. The insignia was used by the squadron until its disestablishment on 18 April 1942.



The squadron's second insignia used the Griffin.

Nickname: unknown.

Chronology of Significant Events

15 Sep 1928: VP-4D14 established at NAS Pearl Harbor, Hawaii, with the D14 representing the 14th Naval District. The squadron began operations with six



An H-16 in flight.

H-16 seaplanes. Primary mission of the squadron was patrol and bombing in connection with the plan of defense for the Hawaiian Islands.

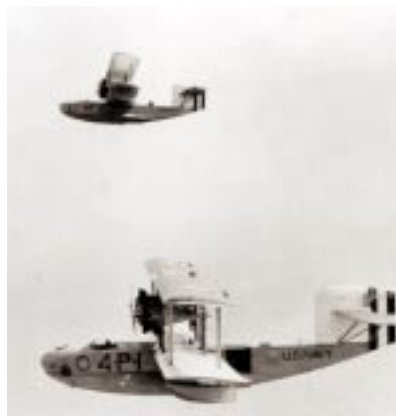
20 Feb 1929: Mechanics from the Wright Aeronautical Corporation arrived to begin alterations on the engines of the H-16 and new T2D aircraft.

28 Feb 1930: The first PD-1 aircraft was received by the squadron for testing to evaluate its operational capability. Results of the tests were very favorable, with transition training rapidly bringing the squadron complement up to 12 PD-1 seaplanes.

8 Mar 1930: A flight of three VP-4D14 aircraft from Barbers Point, Hawaii, to Nawiliwili, Hawaii, set a record time of 42 minutes, proving the worth of the PD-1 as an operational aircraft.

14 May 1930: VP-4D14 provided an escort for 44 Army aircraft in transit from Pearl Harbor, Hawaii, to the island of Maui, Hawaii. During the flight one Keystone bomber went down in mid-channel. Lieutenant Schur landed his PD-1 next to the sinking

bomber and rescued the crew, but was unable to take off again due to high waves and overloading. Both aircrews were rescued by SS *Hawaii* at sunset, leaving the seaplane in a sinking condition.



Two squadron PD-1s in flight, March 1930.

14 Sep 1930: VP-4D14, VP-1D14 and VJ-



A squadron PD-1 taking off in Hilo Harbor, Hawaii, August 1932.

6D14 departed Pearl Harbor for Hilo in company with *Pelican* (AM 27) for tests of advanced base operations and extended operations from a tender, including the servicing of the PD-1 while afloat.

9 Jan 1931: A flight of nine squadron aircraft made the first nonstop circumnavigation of the Hawaiian Islands, completing a distance of 850 miles in 12 hours.

21 Jan 1931: VP-4D14 was redesignated VP-4B when realigned by CNO from the 14th Naval District to Fleet Aviation, Battle Force, Minecraft at NAS Pearl Harbor, Hawaii.

26 Apr 1931: VP-4B was forced to reduce its flying to a minimum, since half the engines available for squadron aircraft had reached the 250-hour mark and needed replacing or rebuilding. No replacements were available in the inventory for several months.

17 Jul 1933: VP-4B was redesignated VP-4F when realigned by CNO from Battle Force to Base Force.



A squadron P2Y-3 in flight, note the insignia on the bow, 80-G-4651 (Courtesy William L. Swisher Collection).

The squadron at this time was comprised of 12 PD-1 aircraft, supported by tenders *Pelican* (AM 27) and *Avocet* (AM 19).

22 Apr 1935: VP-4F, with VP-1F and VP-6F from Pearl Harbor, Hawaii; VP-8F and VP-10F from San Diego, Calif.; and VP-7F and VP-9F from Coco Solo, C.Z., participated in Fleet Problem XVI in Hawaiian waters.

28 May 1935: VP-4F was realigned organizationally when patrol squadrons were placed under Patrol Wings, Base Force. VPs 1F, 4F, 6F, 8F, 10F, 16F and 17F came under PatWing-2 at FAB Pearl Harbor.

1 Oct 1937: VP-4F was redesignated VP-4 when patrol squadrons were reorganized under Commander, Air Scouting Force, Patrol Wings. VPs 1, 4, 6, 8 and 10 were based at FAB Pearl Harbor, Hawaii, under PatWing-2 and supported by *Swan* (AVP 7), *Pelican* (AVP 6) and *Avocet* (AVP 4).

25 Mar 1938: The squadron, along with VPs 1, 6, 8, 10 and 18 participated in Fleet Problem XIX (Phase V) as part of Red Force. During "attacks" on Blue Force the vulnerability of the slow-moving patrol aircraft became apparent when the majority were judged shot down in the face of strong antiaircraft fire from the defending force. The squadrons were flying P2Y-3 and PBV-1 aircraft. VP-4 had just transitioned to the PBV-1 from the P2Y-3, and the fleet exercise was its first operational test.

Jun-Aug 1938: VP-4 spent three months transitioning into newer model Catalinas, the PBV-2 and PBV-3.

9 Apr 1940: The squadron, along with VPs 21, 23, 24, 25 and 26 participated in Fleet Problem XXI in cooperation with the Army 72nd Bombardment Squadron and the 4th Reconnaissance Squadron, defending the Hawaiian Islands against carrier attack. The exercise pointed out serious problems that existed in the coordination between air arms in defense of the islands. VP-22 had by this date transitioned to the PBV-5 flying boat.

7 Dec 1941: VP-22 was caught on the ground during the Japanese attack on Pearl Harbor and all its aircraft destroyed. At NAS Kaneohe, Hawaii, 27 Catalinas of PatWing-2 were destroyed and six damaged.

11-20 Jan 1942: After receiving 12 replacement PBV-5 aircraft ferried in by VP-51 from Atlantic bases, VP-22 joined PatWing-10 at Ambon, N.E.I. Unfortunately, the PBV-5 aircraft they received were the early models without self-sealing fuel tanks and armor. PatWing-10 later received five newer model

PBY-5 Catalinas from the Dutch in Java. All of the rest of the PatWing's original aircraft were the older PBY-4 models. The VP-22 aircraft were the first aviation reinforcements of the U.S. Navy in the Central Pacific to oppose the Japanese advance in the East Indies. Lieutenant Thomas H. Moorner, later CNO and Chairman of JCS, was VP-22's engineering officer. Almost immediately after arrival several of the VP-22 Catalinas were caught at anchor at Ambon and destroyed. A few days later, Ensign Jack L. Grayson and crew were shot down in aircraft 22-P-6 near Magole Island. They made it to shore in five days and were picked up by a VP-22 aircraft on 20 January 1941.

5 Feb 1942: VP-22 flew to Darwin, Australia, and patrolled from that location, tender support provided by *William B. Preston* (AVD 7).

19-23 Feb 1942: Lieutenant Moorner and his crew, while on a patrol mission, were shot down by Japanese fighters en route to an attack on Darwin. None of the crew were seriously wounded and all were picked up shortly after by an American tramp steamer, *SS Florence D.* That same afternoon Japanese dive-bombers sank the steamer, killing two of Moorner's crew. The survivors made Bathurst Island that night, and all were picked up on the 23rd by *HMAS Warranambool* for return to Darwin.

25 Feb 1942: By this date, VP-22 had lost all but three of its aircraft to enemy action and only two of the remainder were in serviceable condition.

1 Mar 1942: Surabaya was evacuated in the face of the advancing Japanese, and the squadron was relocated to Perth, Australia.

5 Mar 1942: It was decided at this time to return half of the squadron personnel to the U.S. That contin-

gent departed Freemantle aboard transport *Mount Vernon* (AP 22) bound for San Francisco, Calif.

18 Apr 1942: VP-22 was officially disestablished and its assets merged with those of VP-101.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Pearl Harbor, Hawaii	15 Sep 1928

Commanding Officers

	<i>Date Assumed Command</i>
Unknown	1928-1930
LT John B. Lyon	1 Jul 1930
LT Dixie Kiefer	1933
LCDR Harold J. Brow	1934
LT Walter F. Boone	1936
LCDR Andrew Crinkley	1937
LCDR Robert L. Fuller	1938
LCDR Aaron P. Storrs III	1938
LCDR Wilson P. Cogswell	1939
LCDR Frank O'Beirne	Oct 1941

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
H-16	Sep 1928
T2D	Sep 1928
PD-1	Feb 1930
P2Y-3	Jul 1935
PBY-1	Mar 1938
PBY-2	Jun 1938
PBY-3	Oct 1938
PBY-5	Apr 1940



A formation of squadron PD-1s over Hawaii, March 1930.

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Jan 1942	4 Feb 1942	PatWing-10	Ambon	PBY-5	SoPac
5 Feb 1942	24 Feb 1942	PatWing-10	Darwin	PBY-5	SoPac
25 Feb 1942	1 Mar 1942	PatWing-10	Surabaya	PBY-5	SoPac
1 Mar 1942	18 Apr 1942	PatWing-10	Perth	PBY-5	SoPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Naval District 14		15 Sep 1928
Fleet Aviation, Battle Force, Minecraft		21 Jan 1931
Fleet Aviation, Base Force		1 Oct 1937
PatWing-10/American/British/Dutch and Australian Forces (ABDA)		11 Jan 1942

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	8 Dec 1941	3 Mar 1942
	1 Jan 1942	3 Mar 1942



A formation of squadron PD-1s dropping bombs, May 1932.