

Second VP-91

Lineage

Established as Patrol Squadron NINETY ONE (VP-91) on 1 November 1970. The second squadron to be assigned the VP-91 designation.

Deactivated 31 March 1999

Squadron Insignia and Nickname

The first insignia used by VP-91 was approved by CNO on 13 October 1972. A patriotic theme was selected, with the Liberty Bell as the central feature in a circular design similar to a sight radius. The Liberty Bell symbolized the historic role that the citizen-sailor has played in the defense of America since the Revolutionary War. The squadron motto "Strength in Reserve" was located in a scroll across the top of the design; PATROL SQUADRON 91 across the bottom. Colors: background, dark blue; target sight rings, light blue; Liberty Bell, yellow with brown stock; outlines, yellow; letters, white on dark blue.



The squadron's first insignia used the Liberty Bell as the theme.

The squadron's second insignia was approved by CNO on 1 November 1984. VP-91 decided to change the design to be more in keeping with the new generation of aircraft being used by the Navy patrol squadrons. In the case of VP-91, the aircraft was the P-3B TAC/NAV MOD, or Super Bee aircraft. From this the squadron also derived a new nickname, the Stingers. The P-3 aircraft in the design had a stinger. Nine stars on the left border and one star on the right border signified the squadron's designation, VP-91. The nickname STINGERS



The second insignia adopted the theme of a super bee in reference to the P-3B Super Bee aircraft it was flying.

was located in a scroll across the top of the design, with the designation PATRON 91 in a scroll at the bottom. Colors: background, dark blue; borders, gold; stars and cloud, white; aircraft, white and blue; stinger, red, white and blue; STINGERS lettering, red on dark

blue background; PATRON 91 lettering, light blue on dark blue background.

The third insignia of VP-91 was a reversion to the symbolism of the first VP-91, a Black Cat squadron in WWII. This design was approved by CNO on 7



The third insignia reference a design from the history of the first VP-91 during World War II and used the Black Cat theme.

October 1991. The black cat of the circular insignia was prepared to pounce on a periscope protruding from the sea. In the background was a stylistic v-shaped dart and distant shoreline. The Black Cat represented the original call sign of the first VP-91; the periscope represented the primary mission of antisubmarine warfare; the red, white and blue dart represented the colors of the national ensign; and the shoreline, or land, represented the point of departure of P-3 aircraft. In a scroll across the top of the design was the logo BLACK CATS, and across the bottom the squadron designation PATRON NINE ONE. Colors: background, white; cat, black; eyes, yellow with black pupils; mouth, red with white fangs; claws, white; dart, red, white and blue; land, brown; sea, white and blue; periscope, gray; letters, black on white background.

Nicknames: Pink Panthers, 1970–1984.
Stingers, 1984–1991.
Black Cats, 1991–1999.

Chronology of Significant Events

1 Nov 1970: VP-91 was established at NAS Moffett Field, Calif., and was the first Naval Air Reserve land-based patrol squadron on the West Coast to fly the P-3A Orion aircraft. The new squadron came under the operational and administrative control of Commander Naval Air Reserve Force and Commander Fleet Air Reserve Wings, Pacific. VP-91 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. VP-91 had its origins in an earlier unit located at NAS Moffett Field, called NARTU Alameda Detachment Alpha. Det Alpha was established on 1 March 1967 to provide for the transition of selected air reserve P-2 units into the first reserve P-3 units.



A VP-91 P-3A at NAS Moffett Field in March 1976 (Courtesy Rick R. Burgess Collection via Michael Grove).

Jun–Jul 1980: VP-91 participated in the location of Vietnamese refugees during the unit's annual active duty while on deployment at NAS Agana, Guam. Squadron crews located five refugee vessels resulting in the saving of 250 lives. The five crews participating in the rescue were awarded the Humanitarian Service Medal. By this date, over 2,500 refugees had been rescued in the South China Sea and Gulf of Thailand through efforts by all elements of the Navy.

Feb 1991: One crew and aircraft was deployed to participate in Operation Desert Storm. The crew was credited with assisting in the destruction of two Iraqi naval vessels during combat in the Gulf. This event marked the only participation by a Navy reserve patrol squadron in direct combat with the Iraqi navy during the Gulf War.

1 Jul 1994: NAS Moffett Field was disestablished after 62 years of service as a naval air station and Army Air Corps field. The base continued to serve the National Aeronautical and Space Administration, the Naval Air Reserve, and the California Air National Guard but was no longer under the Navy's operational or administrative control. The active duty P-3 squadrons were relocated to NAS Barbers Point, Hawaii, and NAS Whidbey Island, Wash. VP-91 contin-

ued to operate from the base, now known as Moffett Federal Airfield, Calif.

31 Mar 1999: The squadron was deactivated at Moffett Federal Airfield.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Moffett Field, Calif.	1 Nov 1970
Moffett Federal Airfield, Calif.	1 Jul 1994

Commanding Officers

	<i>Date Assumed Command</i>
CDR Robert J. Husmann	1 Nov 1970
CDR Keith A. Wilkinson	6 Nov 1971
CDR H. A. Bowles, Jr.	9 Jun 1973
CDR L. W. Clark	1 Jul 1974
CDR Daniel R. Pellegrino	14 Jun 1975
CDR John H. Mascali	4 Apr 1976
CDR Jerry Lambden	19 Jun 1976
CDR John H. Mascali	7 Jan 1978
CDR Samuel E. McWilliams	21 Jul 1979
CDR Ronald K. Meeker	21 Feb 1981
CDR J. P. McMahan	22 Feb 1982
CDR Dan W. Baldwin, Jr.	24 Sep 1983
CDR J. P. Schear	23 Mar 1985
CDR G. Thomas Spink, Jr.	7 Sep 1986
CDR Michael A Goss	12 Mar 1988
CDR D. J. Bellows	21 Jan 1990
CDR R. M. Epperson	19 Jan 1991
CDR Mark E. Denari	25 Jul 1992
CDR Charles L. Rader	12 Feb 1994
CDR Jeffrey S. Brittle	1995
CDR Andrew J. Cuca	13 Apr 1996
CDR Steven M. Sharkey	16 Aug 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3A	Nov 1970
P-3B MOD	1978
P-3C UIII	Feb 1990

A squadron P-3B flying near the Golden Gate Bridge, circa 1984.



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jun 1971	Jun 1971	FAW-1	Naha	P-3A	WestPac
Jul 1972	Aug 1972	PatWing-2	Barbers Pt.	P-3A	WestPac
Jul 1973	Jul 1973	PatWing-2	Barbers Pt.	P-3A	WestPac
24 Aug 1974	22 Sep 1974	PatWing-11	Rota	P-3A	Med
1975	1975	PatWing-1	Agana	P-3A	WestPac
Jul 1977	Jul 1977	PatWing-1	Agana	P-3A	WestPac
Jun 1979	Jul 1979	PatWingPac	Adak	P-3B MOD	NorPac
Jun 1980	Jul 1980	PatWing-1	Agana	P-3B MOD	WestPac
Jul 1982	Aug 1982	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jul 1983	Aug 1983	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jul 1984	Aug 1984	PatWing-1	Misawa	P-3B MOD	WestPac
Jul 1985	Aug 1985	PatWing-1	Misawa	P-3B MOD	WestPac
May 1986	May 1986	PatWing-1	Misawa	P-3B MOD	WestPac
May 1987	June 1987	PatWing-1	Misawa	P-3B MOD	WestPac
Apr 1988	May 1988	PatWing-1	Misawa	P-3B MOD	WestPac
May 1989	Jun 1989	PatWing-1	Misawa	P-3B MOD	WestPac
Feb 1991*	Aug 1991	PatWing-1	Misawa	P-3C UIII	WestPac
9 Feb 1991*	23 Feb 1991	PatWing-1	Al Masirah	P-3C UIII	Gulf
Apr 1992	Jun 1992	PatWing-10	Adak	P-3C UIII	NorPac
May 1993	Jun 1993	PatWing-1	Kadena	P-3C UIII	WestPac
May 1994	May 1994	PatWing-1	Kadena	P-3C UIII	WestPac
Oct 1994*	Oct 1994	PatWing-1	Iwakuni	P-3C UIII	WestPac
Oct 1994*	Nov 1994	PatWing-10	Ecuador	P-3C UIII	SoLant
Apr 1996	Apr 1996	PatWing-1	Kadena	P-3C UIII	WestPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PM	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	17 Jan 1991	7 Feb 1991
MUC	16 Apr 1986	10 Jul 1986
NEM	1 Jan 1984	31 Dec 1984
HSM (Sel crews)	July 1980	
SASM	9 Feb 1991	23 Feb 1991

A squadron P-3C flies over San Francisco, circa 1991.



Second VP-92

Lineage

Established as Patrol Squadron NINETY TWO (VP-92) on 1 November 1970. The second squadron to be assigned the VP-92 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 12 February 1971. It depicted a guillotine with blade poised over the periscope of an unsuspecting submarine. The cross supports of the guillotine were planted firmly in the North American and European continents, indicative of the scope of the squadron's operations. The squadron designation was shown in a scroll at the bottom of the insignia. Colors: background, orange; wooden frame of guillotine, light brown; guillotine blade, white;



The squadron's first insignia.

rope attached to blade, light yellow; periscope, black; continents, dark brown; ocean, blue; squadron designation, orange letters on white background.



The squadron's second insignia.

The second insignia of VP-92 was approved by CNO on 9 July 1979. Inside a circular design was the outline of the famous Minuteman, shown with flintlock musket at the ready. The Minutemen were the first volunteers, whose legacy is carried on by the present reserve organization. Behind the outline of the Minuteman was a red, white and blue banner in which white symbolized performance of duty, red the blood shed in the past, and blue the dedication of the first volunteers. The squadron's motto, "Ever Vigilant," was depicted in a banner across the top of the design, while the squadron designation Patron 92 was located across the bottom.

Nicknames: Minutemen, 1979–present.

Chronology of Significant Events

1 Nov 1970: VP-92 was established at NAS South Weymouth, Mass., as a naval air reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. The new squadron came under the operational and administrative control of Commander Naval Air Reserve Force and Commander Fleet Air Reserve Wings, Atlantic. VP-92 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.

Oct 1973: One VP-92 aircraft was called upon to transport priority parts for A-4 aircraft to the Israeli Air Force. On 8 October 1973, the Arab Coalition states had attacked the borders of Israel in what came to be known as the Yom Kippur War. Task Forces 60.1, 60.2, 61 and 62 were placed on full alert for possible evacu-



A squadron SP-2H in flight.

ation contingencies in the Middle East. On 19 October 1973, 50 A-4 aircraft were flown from the U.S. to Israel to replace heavy losses from ground-to-air missiles.

26 Jan–24 Feb 1991: VP-92 became the first reserve patrol squadron to assume all operational commitments at NAS Bermuda rather than just an augment squadron. The change in responsibilities came about as a direct result of the reduced Soviet presence in the North Atlantic, and the reassignment of active duty assets to more critical areas. Seven reserve patrol squadrons trained throughout the year at the naval air station. The squadrons assumed full control from the regular Navy patrol squadrons, including all aspects of supply, maintenance, routine patrol responsibilities and ready alert standby.

17 Jul–29 Aug 1993: VP-92 provided four aircrews and a maintenance detachment in support of Adriatic Sea embargo flights for operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Rockeye, Harpoon and the first highly successful deployment of the Remote Imaging Transmission System. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia, and to prevent outside factions from providing resupply by sea.

8 Jun 1996: VP-92 relocated with more than 1,000 Naval Reservists from NAS South Weymouth, Mass., to NAS Brunswick, Maine. The relocation was the result of the disestablishment of the NAS South Weymouth facility.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS South Weymouth, Mass.	1 Nov 1970
NAS Brunswick, Maine	8 Jun 1996

Commanding Officers

	<i>Date Assumed Command</i>
CDR R. Geoffrey Neville	1 Nov 1970
CDR Dexter C. Morrison	20 May 1972
CDR James R. Boling	3 Nov 1973
CDR Norman R. Zanin	7 Nov 1975
CDR Rodney D. Neibauer	30 Jun 1977
CDR John A. Wills, Jr.	13 Jan 1979
CDR William D. Dobbs	7 Jun 1980
CDR Horst Kleinbauer	21 Nov 1981
CDR Thomas A. Trautwein	Apr 1983
CDR Kenneth C. Belisle	1985
CDR Peter E. Blessing	19 Apr 1986
CDR Eric L. Lekberg	24 Oct 1987
CDR Morris W. Badoud	20 Aug 1988
CDR Howard C. Rottler	24 Feb 1990
CDR Allen R. Hansen	17 Aug 1991
CDR Riley J. Gladden	20 Feb 1993
CDR James A. Cunningham	1994
CDR Sean P. O'Neil	1995
CDR John P. Coffey	19 Oct 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Apr 1975
P-3B TAC/NAV MOD	1984
P-3C UII	Jul 1991
P-3C UII.5	1996

A VP-92 P-3A at NAS Moffett Field in March 1976 (Courtesy Rick R. Burgess Collection via Michael Grove).



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1971	1971	FAW-11	Rota	SP-2H	Med.
13 Mar 1976	9 Apr 1976	PatWing-5	Bermuda	P-3A	Lant
16 Apr 1977	15 May 1977	PatWing-5	Bermuda	P-3A	Lant
6 May 1978	4 Jun 1978	PatWing-11	Rota	P-3A DIFAR	Med
22 Sep 1979	21 Oct 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
27 Jun 1980	28 Jul 1980	PatWing-11	Lajes	P-3A DIFAR	Lant/Med
2 Jun 1982	4 Jul 1982	PatWing-11	Lajes	P-3A DIFAR	Lant/Med
28 Apr 1983	28 May 1983	PatWing-11	Lajes	P-3A DIFAR	Lant
1984	1984	PatWing-5	Bermuda	P-3B MOD	Lant
15 Jun 1985	14 Jul 1985	PatWing-11	Lajes	P-3B MOD	Lant
17 May 1986	15 Jun 1986	PatWing-11	Lajes	P-3B MOD	Lant
2 May 1987	31 May 1987	PatWing-11	Rota	P-3B MOD	Med
9 Jul 1988	7 Aug 1988	PatWing-11	Rota	P-3B MOD	Med
20 May 1989	17 Jun 1989	PatWing-11	Rota	P-3B MOD	Med
21 Apr 1990	20 May 1990	PatWing-11	Rota	P-3B MOD	Med
25 Jan 1991	24 Feb 1991	PatWing-5	Bermuda	P-3B MOD	Lant
17 Jul 1993	20 Aug 1993	PatWing-11	Sigonella	P-3C UII	Med
1994	1994	PatWing-11	Sigonella	P-3C UII	Med
1994	1994	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1995	1995	PatWing-11	Sigonella	P-3C UII	Med
1995	1995	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1996	1996	PatWing-11	Roosevelt Rd.	P-3C UII	Med
1996	1996	PatWing-5	Keflavik	P-3C UII	Med
1997	1997	PatWing-11	Sigonella	P-3C UII	Med
1997	1997	PatWing-5	Keflavik	P-3C UII	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LY	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
MUC	13 Feb 1977 22 May 1977



A squadron P-3B, circa 1984.

Second VP-93

Lineage

Established as Patrol Squadron NINETY THREE (VP-93) on 1 July 1976. The second squadron to be assigned the VP-93 designation.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

The squadron's only insignia since its establishment was approved by CNO on 28 September 1976. The circular design features a medieval executioner rising from the ocean depths with raised ax prepared to deliver a death-blow to a surfaced submarine. The symbolism of the hooded headsman was in keeping with



The squadron's only insignia.

the covert character of patrol ASW aviation. The ax symbolized the swift, lethal blow dealt to enemy submarines. The red all-seeing eyes were symbolic of the electronic search capabilities of the squadron. The executioner's belt was symbolic of Orion's Belt, a reference to the squadron's P-3 Orion aircraft. The split background represented the night and day character of the missions assigned. Colors: executioner's cape, black with red lining; eyes, red; gloves, black; executioner's tunic, dark blue; ax, white with black handle; belt, dark blue with white stars; night sky, purple with white stars; day-lit ocean, light blue; submarine, black with red spilling from broken hull; border of insignia, red; scroll at bottom of insignia, dark blue with white letters PATRON 93.

Nickname: Executioners, 1976–1994.

Chronology of Significant Events

1 Jul 1976: VP-93 was the last reserve patrol squadron to be formed as part of the reorganization of the Naval Air Reserve during the 1970s. The squadron's home port was NAF Detroit, Mich., and it came under the operational and administrative control of Commander Reserve Patrol Wings, Atlantic. VP-93 began its career flying the Orion P-3A aircraft. The Executioners quickly devised a motto to go with their new nickname, "Paratus Persequi—Ready to Execute."

8 Aug 1979: The National Oceanographic and Atmospheric Administration requested the assistance of the Navy in monitoring the environmental effects of the Bay Campeche oil spill that devastated the western Gulf Coast. The mammoth oil spill was the result of a blowout on an off-shore oil well rig in early August 1979. VP-93 was tasked with flights along the path of the spill, monitoring its track and collecting a photographic record of the disaster. During the assignment the squadron was based for two weeks at NAS Corpus Christi, Texas. Several active duty Navy patrol squadrons and augment reserve squadrons participated in this mission through 31 October 1979.

Jan–Oct 1993: VP-93 deployed to NAS Sigonella, Sicily, and NAS Rota, Spain, in support of Adriatic Sea embargo flights for Operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Harpoon antiship missiles. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia, and to prevent outside factions from providing resupply by sea. The squadron also supplied single aircrews and aircraft over the period of May and June 1993 for Operation Sharp Guard. Three aircrews returned to NAS Sigonella again in October for continued Sharp Guard support. This detachment was hastily repositioned within 24 hours to NAS Key West, Fla., to provide support for operations Support Democracy and Able Mariner, the UN sanctioned embargo of Haiti.

14–24 Mar 1994: VP-93 flew the Navy's last operational mission of the P-3B and ended its own flight operations on 24 March 1994 after flying over 40,000 mishap-free hours.

17 Sep 1994: VP-93 disestablishment ceremonies were held at NAF Detroit, Mich., with an official disestablishment of 30 September.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Detroit, Mich.	1 Jul 1976



A squadron P-3A in flight.

Commanding Officers

	<i>Date Assumed Command</i>
CDR E. J. Furdak	1 Jul 1976
CDR Richard B. Duxbury	8 Apr 1978
CDR G. H. Mollencop	15 Sep 1979
CDR Robert Bender	19 Jul 1980
CDR James T. Hendricks	26 Jul 1981
CDR R. W. Davis	1983
CDR George M. Fusko	1984
CDR Paul J. Wilhelm	22 Mar 1986
CDR Howard Rundell, Jr.	12 Sep 1988
CDR Patrick B. Peterson	1 Apr 1989

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Stephen D. Ihrig	3 Feb 1990
CDR James B. Harshfield	1991
CDR Rodney A. Carlone	Nov 1992
CDR Chris J. Cluster	12 Feb 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3A	Jul 1976
P-3B	1981
P-3B TAC/NAV MOD	Jan 1986

*A VP-93 P-3A taking off, August 1981
(Courtesy Rick R. Burgess Collection via Barry Roop).*



Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
29 Apr 1978	28 May 1978	PatWing-11	Bermuda	P-3A	Lant
5 May 1979	3 Jun 1979	PatWing-11	Lajes	P-3A	Lant
31 May 1980	29 Jun 1980	PatWing-11	Lajes	P-3A	Lant
7 Mar 1981	5 Apr 1981	PatWing-11	Bermuda	P-3A/B	Lant
8 May 1982	6 Jun 1982	PatWing-11	Lajes	P-3B	Lant
14 Jan 1983	12 Feb 1983	PatWing-11	Bermuda	P-3B	Lant
30 Mar 1984	Apr 1984	PatWing-11	Lajes	P-3B	Lant
23 Mar 1985	Apr 1985	PatWing-11	Lajes	P-3B	Lant
27 Jun 1987	26 Jul 1987	PatWing-11	Rota	P-3B MOD	Med
16 Apr 1988	15 May 1988	PatWing-11	Rota	P-3B MOD	Med
16 Jun 1989	17 Jul 1989	PatWing-11	Rota	P-3B MOD	Med
21 Mar 1990	22 Apr 1990	PatWing-11	Rota	P-3B MOD	Med
23 Feb 1991	24 Mar 1991	PatWing-11	Bermuda	P-3B MOD	Lant
Apr 1992	May 1992	PatWing-11	Bermuda	P-3B MOD	Lant
Jan 1993	Jan 1993	PatWing-11	Sigonella	P-3B MOD	Med
May 1993	Jun 1993	PatWing-11	Sigonella	P-3B MOD	Med
Oct 1993	Oct 1993	PatWing-11	Sigonella	P-3B MOD	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LH	1 Jul 1976

Unit Awards Received

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



A squadron P-3B in flight, note the insignia on the tail, circa 1984.

Second VP-94

Lineage

Established as Patrol Squadron NINETY FOUR (VP-94) on 1 November 1970. The second squadron to be assigned the VP-94 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 24 June 1971. The central figure in the circular design



The squadron's insignia.

was a crawfish, with an outline of the state of Louisiana in the background. The crawfish, shown glowering at a submarine grasped in its left claw, was deemed significant since it was indigenous to the south Louisiana area in which the squadron was based. Colors: crawfish, orange; submarine, black; outline of Louisiana, gold; background, dark blue; ocean, light blue; border, gold; scroll at bottom, gold with orange lettering.

Nicknames: Crawfishers, 1971–present.

Chronology of Significant Events

1 Nov 1970: VP-94 was established at NAS Belle Chase, New Orleans, La., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. VP-94 was formed from VP-821 and VP-822, both established in 1965. These squadrons were redesignated VP-61X1 and VP-45X2 in May 1968, and were



Squadron SP-2Hs at NAS New Orleans, circa April 1974.

combined in November 1970 to form VP-94. The new squadron came under the operational and administrative control of the Commander, Naval Air Reserve Force. VP-94 was established as a result of a major reorganization of the Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. Under the 12/2/1 concept there were 12 VP squadrons divided between two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.

19 Mar 1989: In March 1989, the Department of Defense organized Operation Hat Trick III, an exercise employing the efforts of several reserve patrol squadrons, staging out of Naval Station Roosevelt Roads, Puerto Rico. This operation, the largest drug interdiction operation using reserve forces to date, resulted in the capture of a record number of narcotics carrying vessels and aircraft. After the success of this operation, Atlantic reserve patrol squadrons routinely devoted a portion of their two week ACDUTRA time each year on drug interdiction patrols with the Coast Guard based out of NS Roosevelt Roads and NAS Key West, Fla. Reserve and active duty Navy patrol squadrons had previously assisted the U.S. Coast Guard in drug interdiction flights in the Caribbean area since 1985.

2 Jan 1993: VP-94 was assigned to CTF 67.1 at NAS Sigonella, Sicily, and CTF 67.2 at NAS Rota, Spain, in support of Adriatic Sea embargo flights for Operation Maritime Guard against the former Republic of Yugoslavia. These were armed flights carrying Harpoon antiship missiles. The missions were flown in support of UN operations to enforce the cease-fire between warring factions of Bosnia, Serbia and Croatia and to prevent outside factions from providing re-supply by sea.

Jun-Jul 1993: The squadron supplied detachments for operation Sharp Guard in support of UN operations. This concept of separate detachment deployments, rather than entire unit deployments, became known as flexible detachment operations, or Det Ops. This form of deployment provided the maximum amount of interoperability between USN and USNR forward deployed forces, while supporting real operations and not just training flights for the Reserves. Reserve Det Ops also served as a much-needed supplement to the active-duty patrol squadrons in an era of post-Cold War cutbacks.

Oct 1993: A Det Ops deployment was conducted to NS Roosevelt Roads, P.R., to provide support for operations Support Democracy and Able Mariner, the UN sanctioned embargo of Haiti.



A VP-94 P-3A at NAS Moffett Field in February 1981 (Courtesy Rick R. BURGESS Collection via Michael Grove).

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS New Orleans, La.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Gordon E. Dugal, Jr.	1 Nov 1970
CDR William J. White	5 May 1972
CDR L. H. Harwell	30 Mar 1973
CDR R. N. Lyall	Jul 1974
CDR M.R. Marler	10 Jul 1976
CDR John J. Langan	Jan 1978
CDR G. B. Dresser	Jun 1979
CDR F. J. Marlow	Jan 1981
CDR H. E. Hermann	Aug 1982
CDR W. D. Ewing	6 Aug 1983
CDR Joseph W. Harris	2 Feb 1985
CDR Casey W. Coane	1 Feb 1986
CDR John N. H. Costas	8 Aug 1987
CDR Daniel S. Mastagni	11 Mar 1989
CDR Howard C. Norton	21 Oct 1990
CDR Ronald P. Cosgrove	20 Oct 1991
CDR D. Michael Rouen	27 Feb 1993
CDR Thomas H. Hutchinson	16 Jul 1994
CDR Mark A. Johnson	21 Oct 1995

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Oct 1976
P-3B TAC/NAV MOD	Sep 1984
P-3C UII.5	Sep 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Aug 1971	19 Sep 1971	FAW-11	Rota	SP-2H	Med
1 Jul 1972	30 Jul 1972	PatWing-11	Rota	SP-2H	Med
25 Jul 1978	Aug 1978	PatWing-11	Bermuda	P-3A	Lant
24 Jun 1983	25 Jul 1983	PatWing-11	Lajes	P-3A	Lant
21 Apr 1984	6 Jun 1984	PatWing-11	Lajes	P-3A	Lant
1 Jun 1985	28 Jun 1985	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
22 Mar 1986	20 Apr 1986	PatWing-11	Lajes	P-3B MOD	Lant
7 Mar 1987	5 Apr 1987	PatWing-11	Rota	P-3B MOD	Med
19 Mar 1988	17 Apr 1988	PatWing-11	Rota	P-3B MOD	Med
25 Jan 1989	26 Feb 1989	PatWing-11	Rota	P-3B MOD	Med
19 Mar 1989	4 Apr 1989	PatWing-11	Roosevelt Rd.	P-3B MOD	Carib
16 Jun 1990	15 Jul 1990	PatWing-11	Rota	P-3B MOD	Med
15 Jun 1991	14 Jul 1991	PatWing-11	Bermuda	P-3B MOD	Lant
27 Jun 1992	9 Aug 1992	PatWing-11	Bermuda	P-3B MOD	Lant
2 Jan 1993	6 Feb 1993	PatWing-11	Rota/Sigon.	P-3B MOD	Med
19 Jun 1993	17 Jul 1993	PatWing-11	Rota/Sigon.	P-3B MOD	Med
Oct 1993	Oct 1993	PatWing-11	Roosevelt Rd.	P-3B MOD	Carib
28 Nov 1995	7 Dec 1995	PatWing-11	Key West	P-3C UII.5	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESPAT- WINGLANT	LZ	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	10 Jan 1986	19 Jan 1986



A squadron P-3B in flight, circa 1984.

First VP-102

Lineage

Established as Patrol Squadron EIGHTEEN (VP-18) on 1 September 1937.

Redesignated Patrol Squadron THIRTEEN (VP-13) on 1 July 1939.

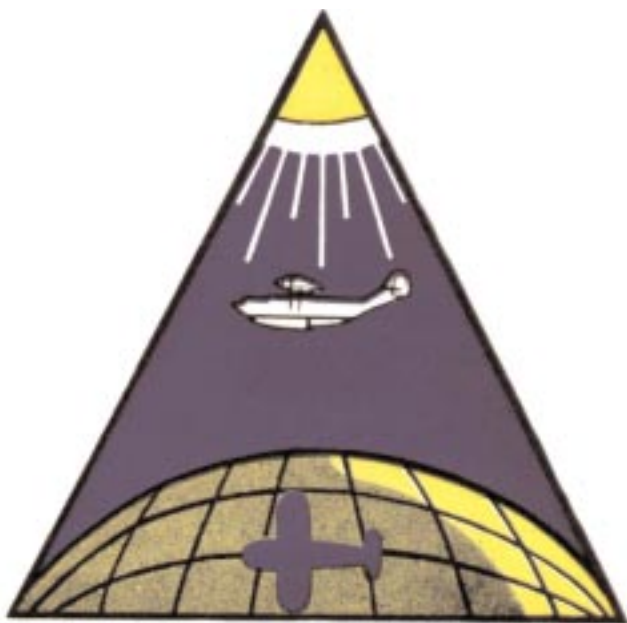
Redesignated Patrol Squadron TWENTY SIX (VP-26) on 11 December 1939.

Redesignated Patrol Squadron ONE HUNDRED TWO (VP-102) on 16 December 1940.

Disestablished on 18 April 1942.

Squadron Insignia and Nickname

Sometime after its relocation from San Diego, Calif., to Pearl Harbor, Hawaii, in 1939 the squadron selected



The squadron's insignia.

an insignia in keeping with their new home base and assigned mission. VP-26 selected an insignia called Wings over the Pacific, with a PBY central in a triangular-shaped design, blazing sun at the peak of the triangle and a segment of the globe at the bottom. Colors: sky and PBY shadow, blue; sun and right side of globe, yellow; PBY and rays from sun, white; left side of globe shadow, gray.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1937–Jan 1938: VP-18 was established at NAS Seattle, Wash., by CNO and BuAer for administra-

tive purposes. Formation of the squadron proceeded slowly, with official establishment ceremonies being held on 15 December 1937. The squadron did not receive its first aircraft until 15 January 1938, when 15 Consolidated P2Y-3 seaplanes were transferred from VP-4. One, possibly two, PBY-1 aircraft were also part of the squadron complement for conversion training when more of the Catalinas became available. Although located at NAS Seattle during its formation, VP-18 came under the operational control of Patrol Wing-2, located in Pearl Harbor, Hawaii.

25 Mar 1938: Aircraft of Patrol Wing 2 participated in Fleet Exercise XIX (Phase V) as part of Red Force operating against Blue Force. VP-18 flew in from NAS Seattle with its P2Y-3 aircraft to participate in the problem. This exercise illustrated the extreme vulnerability of slow patrol aircraft to modern AA protective screens, with the majority of the participating aircraft judged shot down by Blue Force. One aircraft of VP-18 ditched during the exercises with none of the crew recovered. Upon completion of the fleet exercises the squadron returned to Seattle.

15 Sep 1938: VP-18 was transferred from NAS Seattle, Wash., to NAS San Diego, Calif., still under the operational control of Patrol Wing 2.

4 Nov 1938: The squadron's aging P2Y-3 seaplanes and PBY-1 aircraft were turned in for 12 replacement PBY-4 seaplanes fresh from the factory. During this period the squadron was also assigned an O3U-3 Corsair for utility purposes.

5 Sep 1939: VP-13 flew a transpac from San Diego, Calif., to NAS Pearl Harbor, Hawaii, its new permanent home base. At that time, the squadron operated with a complement of 14 PBY-4 aircraft.

9 Apr 1940: The squadrons of Patrol Wing 2 participated in Fleet Exercise XXI with the Army's 72nd Bombardment Squadron and 4th Reconnaissance Squadron in the defense of the Hawaiian Islands against attack by the opposing forces. Deficiencies in coordination between Army and Navy squadrons were noted, particularly in the area of communications.

16 Dec 1940: VP-26 was redesignated VP-102 and relocated from its home base at Pearl Harbor to Cavite, Philippines. The relocation placed the squadron under the operational control of Patrol Wing 10, Asiatic Fleet.

8 Dec 1941: VP-101 and VP-102 of Patrol Wing 10 were dispersed to the southern Philippines upon notification that hostilities had commenced. They were accompanied by tenders *Childs* (AVD 1), *William B. Preston* (AVD 7), *Heron* (AVP 2) and *Langley* (AV 3).

14–23 Dec 1941: Seven VP-102 aircraft were destroyed at Olongapo seadrome, Philippines, during a surprise attack. The remaining aircraft joined the two surviving VP-101 aircraft at Cavite, Philippines, in a move to Balikpapan, Borneo, arriving on 18 December 1941. Combat attrition reduced the numbers



A P2Y-3 in flight.

of available Patrol Wing 10 aircraft, requiring the merger of VP-101 assets into VP-102 at Ambon on 23 December 1941.

26 Dec 1941: The six remaining aircraft of Patrol Wing 10 carried out an attack on a Japanese surface formation near Jolo, Philippines. Two aircraft returned to Ambon Island, N.E.I., after the action. Some of the survivors from three of the aircraft shot down during the attack were later able to rejoin the squadron in Australia.

14 Feb 1942: The remnants of Patrol Wing-10, a total of four PBYs out of the original 45 aircraft, assembled at the port of Darwin, Australia, after fighting rear-guard actions from Ende, Flores Island, and Kupang, Timor Island. On this date an attack by Japanese fighters on the port destroyed one more PBY-4 in the harbor.

Mar-7 Apr 1942: The last three surviving Catalinas of Patrol Wing 10 were flown to Perth, Australia. Sixty percent of the wing personnel were either dead or captives of the Japanese. On 7 April 1942, the Patrol Wing was reinforced by VP-21 from Pearl Harbor.

18 Apr 1942: VP-102 was disestablished at Perth, Australia.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Sep 1937
NAS San Diego, Calif.	15 Sep 1938
NAS Pearl Harbor, Hawaii	5 Sep 1939
NS Cavite, Philippines	16 Dec 1940

A squadron PBY-4 in flight, note the squadron insignia on the nose of the aircraft, 1939.



Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
LT F. C. Sutton	15 Dec 1937	P2Y-3	Jan 1938
LCDR Stuart H. Ingersoll	9 Aug 1938	PBY-1	Jan 1938
LCDR Albert N. Perkins	2 Jul 1940	PBY-4	Nov 1938
LCDR Edgar T. Neale	8 Nov 1941	O3U-3	Nov 1938

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Mar 1938	May 1938	PatWing-2	Hawaii	P2Y-3	WestPac
8 Dec 1941	*	PatWing-10	Luzon	PBY-4	SoPac
			<i>Childs (AVD 1)</i>		
			<i>William B. Preston (AVD 7)</i>		
			<i>Heron (AVP 2)</i>		
			<i>Langley (AV 3)</i>		
18 Dec 1941	*	PatWing-10	Balikpapan	PBY-4	SoPac
23 Dec 1941	*	PatWing-10	Ambon	PBY-4	SoPac
14 Feb 1942	*	PatWing-10	Darwin	PBY-4	SoPac
Mar 1942	18 Apr 1942	PatWing-10	Perth	PBY-4	SoPac

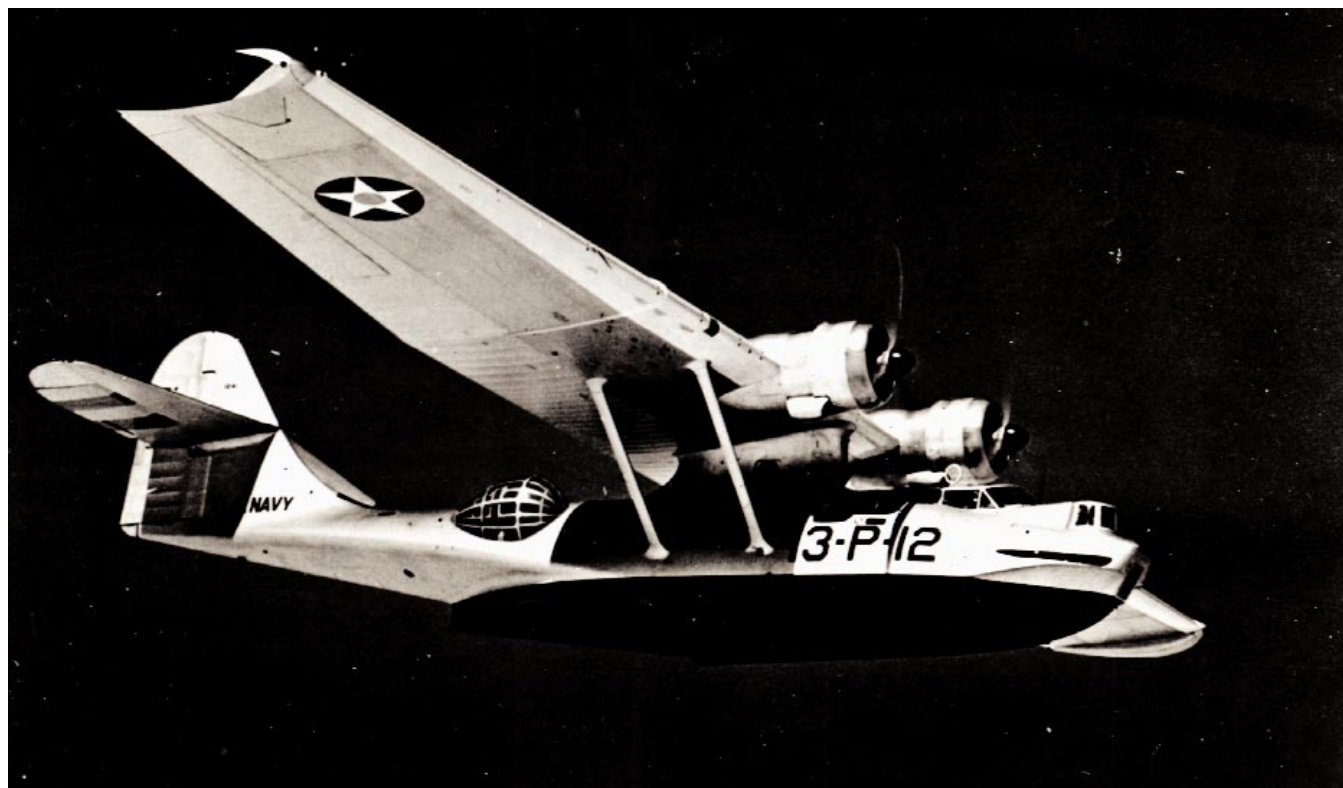
* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>
PatWing-2		1 Sep 1937	PUC
PatWing-10		16 Dec 1940	

Unit Awards Received

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



A squadron PBY-4 in flight, 1939.

VP-106

Lineage

Established as Bombing Squadron ONE HUNDRED SIX (VB-106) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED SIX (VPB-106) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED SIX (VP-106) on 15 May 1946.

Disestablished on 5 October 1946.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 3 November 1944. A large wolf with its tongue



The Wolverators was the squadron's only insignia.

hanging out, riding a 500-pound bomb was central in the circular design. Above the wolf was the squadron nickname in capital letters, WOLVERATORS. Colors: field, white; lettering, black; wolf, dark brown; eyeball, white with black pupil; teeth, white; tongue, pale brown; claws, white; bomb, battleship gray with black markings; circle, black; speed marks, black.

Nicknames: Wolverators, 1944–1946.

Chronology of Significant Events

1 Jun 1943: VB-106 was established at NAAS Camp Kearney, Calif., under the operational control of FAW-14, as a heavy bombing squadron (landplane) flying the PB4Y-1 Liberator. The squadron conducted training at Camp Kearney through mid-August.

11 Aug 1943: The first of the squadron's 15 assigned aircraft departed NAAS Camp Kearney, Calif.,

for transpac to NAS Kaneohe, Hawaii. The last aircraft arrived on the 20th, when the squadron officially came under the operational control of FAW-2.

Sep–9 Oct 1943: Combat training and routine operations continued through the end of September, when a detachment of six aircraft and nine crews was sent to Midway Island under TU 14.8.3, CTF 14. Strikes were conducted against Wake Island during this period. From 3 to 9 October 1943, the primary mission of the detachment was switched to long-range search and reconnaissance patrols.

7–22 Oct 1943: Eleven aircraft and crews were deployed to Canton Island. During this period the squadron flew two sorties as escort for VD-3 on photographic and bombing runs against Makin Island (12–13 October) and Funafuti (18–19 October). Under the initial acceptance program, Liberators received for Navy patrol squadron use had been the early Army versions (B-24D) without a powered nose turret. Reports from the combat zone had shown that



A squadron PB4Y-1 at an air field in the south western Pacific, circa 1943, NH-75359.

Liberator squadrons with 30-caliber nose guns were sustaining very high casualty rates. PB4Y-1 Liberators destined for Navy use did not get the refit with the ERCO 250SH-1 powered turrets with twin 50-caliber gun mounts until after May 1943. VB-106 had its 15 assigned aircraft modified at the factory starting in June 1943, and highly endorsed it, suggesting in a letter to CNO that it be installed in all Navy Liberators. On 18 October 1943, the squadron suffered its first operational loss when one of its aircraft crashed at sea 400 miles SW of Canton Island with the loss of all hands.

28 Oct 1943–5 Feb 1944: The squadron detachments were reunited at Kaneohe for deployment to Carney Field, Guadalcanal. Upon arrival on 2 November 1943, the squadron came under the operational control of FAW-1. The squadron flew 11 sorties on special night-snooper flights, and bombed enemy installations at Kapingamarangi Atoll on 8, 17, 25, and 27 November 1943. On 5 February 1944, VB-106 was transferred to Munda Field, New Georgia.

1 Nov 1943–24 Mar 1944: Lieutenant Douglas C. Davis was awarded the Navy Cross for his actions against the Japanese during the period November 1943 to March 1944. On 13 November 1943, in cooperation with another pilot from his squadron, he successfully destroyed five seaplanes and bombed and strafed the docks and supply areas at Kapigamarangi Island. He attacked and destroyed an enemy seaplane in aerial combat on 3 January 1944 while within sight of enemy fighter strips at Kavieng, New Ireland. On 7 February 1944 he led his crew in a single plane attack against the strong enemy base at Satawan Island which was over 800 miles from his home base of operations. He successfully destroyed a large fuel dump, an AA gun crew and inflicted other serious damage to the base.

25 Mar–1 Jun 1944: VB-106 was transferred to Nadzab, New Guinea, under the operational control of FAW-17. On 12 April 1944, the squadron was transferred again to Momote Field, Los Negros, remaining there until 1 June 1944, when it was sent to Wakde Island. Six aircraft were lost to accidents without casualties during this period, with one aircraft lost to enemy action off Biak Island on 1 May 1944. In this action a VB-106 Liberator piloted by Lieutenant Allen L. Seaman made repeated attacks on shipping in the harbor in the face of strong AA fire. Lieutenant Seaman was severely wounded by the ground fire and the aircraft badly damaged. He was able to crash-land the aircraft, enabling several crewmen to escape while losing his own life. Lieutenant Seaman was posthumously awarded the Navy Cross for his gallant actions. For his actions during operations conducted from 1 November 1943 through 24 March 1944, Lieutenant Seaman was later posthumously awarded a gold star in lieu of a second Navy Cross.

1 Jun 1944: VB-106 received orders to return to NAS San Diego, Calif., for home leave and reforming in July. The squadron combat record listed 16 enemy aircraft shot down and 43 ships sunk at the conclusion of the tour.

14 Jul 1944: VB-106 personnel were reformed at NAS San Diego, then moved to NAAS Camp Kearney for ground and flight training on 17 July. Training was begun with one PB4Y-1 Liberator and one SNB-1 Kansan, followed later by the new PB4Y-2 Privateers as they became available. The Kansan was written off the inventory on 27 July when the commanding officer, Lieutenant Commander W. S. Sampson, was

forced to execute a wheels-up landing due to gear failure. The remaining highlight of this period was the first ditching of a PB4Y-2 Privateer on 24 October 1944, in the Gulf of Baja, in Mexican waters. The aircraft ran out of fuel during a long-range training mission in bad weather. All crew members, including the squadron canine mascot, exited the aircraft safely and were picked up by fishermen after four days at sea, thus becoming official members of the Dunkers and Sea Squatters Club. As a result of the crash, improvements in aircraft exits by the manufacturer, Consolidated-Vultee Aircraft Corporation, saved many lives in subsequent ditchings. Training was completed by mid-November and on 23 November an advance echelon departed by ship for Kaneohe Bay, Hawaii. Poor weather delayed the squadron transpac until 5 December 1944. The last squadron aircraft arrived at NAS Kaneohe on 21 December.

14–19 Dec 1944: Despite the delay in arrival of all the squadron's aircraft, combat training was begun immediately with the crews at hand. On 19 December 1944, Lieutenant (jg) B. H. Knust, in a PB4Y-1 training aircraft, made a forced landing at sea when both starboard engines caught fire. Eight crew members in the forward section survived, but six enlisted personnel in the aft section went down with the aircraft.

Feb–Mar 1945: On 10 February the squadron began deployment to NAB Tinian, coming under the operational control of FAW-1. Upon arrival, the squadron found it was sharing the airfield with the 21st USAAF Bomber Command. USAAF headquarters requested that three VPB-106 officers accompany a B-29 flight of three aircraft within radar range of Tokyo preparatory to the attack by TF 58 on the Tokyo area. The three naval officers served as naval observers for recognition and communication in the event of enemy contact. No enemy was encountered. Long-range reconnaissance patrols for VPB-106 commenced on the 16th. Photographic missions were flown over Truk Island on 20 February. The squadron's first action against the enemy during this deployment occurred on 26 February, when it encountered enemy picket boats at the extreme end of a patrol leg near the Borodino Islands. A similar encounter on 9 March near the Japanese mainland off Honshu resulted in the loss of Lieutenant (jg) E. W. Ashley and his crew. In March 1945 the squadron began using the newly acquired airfield at Iwo Jima for staging of long-range flights toward Japan. Snipers at Iwo Jima damaged two squadron aircraft during this period, wounding an officer onboard one aircraft during a landing. Attacks against enemy picket boats in conjunction with the rocket-equipped PV-1 Venturas of VPB-151 sank or damaged several of the vessels. During these actions the squadron had eight VPB-106 Privateers damaged and one lost with all hands.

8 Apr 1945: A detachment of six to eight aircraft was maintained at Iwo Jima for sector coverage extending from the southernmost Japanese home islands to the northern Bonins. Although frequent attacks against Japanese shipping continued, enemy air activity was notable only by its absence. Japanese aircraft were spotted on only two occasions, with both fleeing into cloud cover upon spotting a Privateer.

3 May–14 Jun 1945: VPB-106 was transferred to Palawan, commencing operations on the 6th. Attacks against surface shipping continued, with considerably increased air activity on the part of the enemy. On 1 June 1945, Lieutenant Commander H. F. Mears and crew were shot down over Singapore by enemy fighters. Mears was leading a two-plane section to obtain vitally important reconnaissance photos of the shipping in Singapore Harbor. For his sacrifice Lieutenant Commander Mears was posthumously awarded the Navy Cross. On 14 June 1943, Lieutenant Commander G. C. Goodloe, squadron executive officer, and crew received damage during an attack on shipping in the vicinity of the Gulf of Siam. Goodloe attempted to reach Rangoon with one engine out, but was later reported missing in action.

6–30 Jul 1945: Heavy rains and repair work on the runway at Palawan resulted in detachments from both VPB-106 and VPB-111 (PB4Y-1s) being assigned to

Mindoro. Missions were conducted along the Malay coast and in the vicinity of Singapore, but enemy shipping remained sparse. On 30 July, Lieutenant J. W. Swiencicki and crew number 7 were reported missing during a patrol beyond the southern tip of Indochina. An unexplained increase in enemy air activity in that area occurred during this period, which may have resulted in the loss of the bomber.

10–11 Aug 1945: The last combat patrol was flown on 10 August 1945. On the 11th the squadron was ordered to fly nonoffensive patrols in light of the Japanese offer to accept the surrender terms. During this period crews began rotational relief back to the U.S.

5 Oct 1946: After the war VP-106 remained operating in the Pacific under FAW-10 until it was officially disestablished on this date.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	1 Jun 1943
NAS Kaneohe, Hawaii	11 Aug 1943
NAS San Diego, Calif.	Jun 1944
NAAS Camp Kearney, Calif.	17 Jul 1944
NAS Kaneohe, Hawaii	5 Dec 1944
Samar	1945



A squadron PB4Y-1 on patrol in the south western Pacific, circa 1943, NH-75354.

Commanding Officers

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
CDR John T. Hayward	1 Jun 1943		
CDR W. S. Sampson	15 Jul 1944	PB4Y-1	Jun 1943
LCDR H. W. Hickman	24 Jul 1945	SNB-1	Jul 1943
LCDR R. J. Teich	1945	PB4Y-2	Aug 1943

Aircraft Assignment**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
11 Aug 1943	*	FAW-2	Kaneohe	PB4Y-1	WestPac
31 Sep 1943	*	FAW-2	Midway	PB4Y-1	WestPac
7 Oct 1943	*	FAW-2	Canton	PB4Y-1	WestPac
2 Nov 1943	*	FAW-1	Guadalcanal	PB4Y-1	SoPac
25 Mar 1944	*	FAW-17	Nadzab	PB4Y-1	SoPac
12 Apr 1944	*	FAW-17	Momote	PB4Y-1	SoPac
1 Jun 1944	10 Jun 1944	FAW-17	Wakde	PB4Y-1	SoPac
10 Feb 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
8 Apr 1945	*	FAW-1	Iwo Jima	PB4Y-2	WestPac
3 May 1945	Sep 1945	FAW-17	Palawan	PB4Y-2	SoPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Jun 1943
FAW-2		11 Aug 1943
FAW-1		2 Nov 1943
FAW-17		25 Mar 1944
FAW-14		Jun 1944
FAW-2		5 Dec 1944
FAW-1		10 Feb 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-10		3 May 1945

Unit Awards Received

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

A formation of squadron aircraft on patrol in the Pacific, circa 1943.



VP-123

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY (VP-140) on 21 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY (VPB-140) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY THREE (VPB-123) on 20 November 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY THREE (VP-123) on 15 May 1946.

Disestablished on 1 October 1946.

Squadron Insignia and Nickname

None on Record.

Chronology of Significant Events

21 Apr 1943: VB-140 was established at NAS Alameda, Calif., as a bombing squadron flying the PV-1 Ventura aircraft. During training at Alameda the squadron came under the operational control of FAW-8. Ground and flight training continued through mid-June 1943, when orders were received to begin preparations for the transpac to NAS Kaneohe, Hawaii.

25 Jun 1943: VB-140 arrived at NAS Kaneohe, coming under the operational control of FAW-2. Advanced combat training was undertaken along with operational patrols in the vicinity of the Hawaiian Islands.

25 Aug 1943–29 Feb 1944: The squadron completed its advanced training syllabus and began transit to Espiritu Santo, coming under the operational control of FAW-1. Almost immediately after its last aircraft had arrived at NOB Espiritu Santo, VB-140 was reassigned to the Solomons, based in two detachments at NAB Henderson Field, Guadalcanal, and Munda, Solomons. During the Rabaul and Bougainville campaigns, the squadron came under the operational control of Strike Command, Commander Air Solomons. The detachment at Munda rejoined the squadron at Henderson Field on 29 February 1944.

8 Apr 1944: VB-140 was relieved for return to NAS Alameda, Calif. Upon arrival the squadron was given home leave.

22 May–20 Nov 1944: VB-140 was reformed at NAS Alameda, Calif. Although the squadron had been scheduled to receive the new PV-2 Harpoon, backlogs in production resulted in a change of assignment to the more readily available PB4Y-1 Liberator. As a result of this last minute change, the squadron was transferred to NAS Hutchinson, Kans., on 18 October 1944, for conversion training in the PB4Y-1. This training was completed in mid-November, and the

squadron, now designated VPB-140, returned to NAS Alameda for ground training. Upon its arrival on 20 November 1944, the squadron was redesignated VPB-123.

18 Dec 1944: VPB-123 was transferred to NAAS Crows Landing, Calif., for additional operational flight training. The next day the squadron received its first PB4Y-2 Privateers.

6 Feb–Apr 1945: While the squadron was preparing for its transpac to NAS Kaneohe, Hawaii, CNO directed on 6 February that VPB squadrons 109, 123 and 124 of FAW-2 be equipped to employ the SWOD Mark 9 (Bat) guided missile in combat. Final preparations for transpac to NAS Kaneohe, Hawaii began at the end of February. On 17 March 1945, one ground officer and 65 enlisted personnel departed NAS Alameda, Calif., on board *Altamaha* (CVE 18) for Kaneohe. Twelve crews and aircraft departed NAAF Crows Landing, Calif., arriving at Kaneohe on 20 March 1945. Upon its arrival the squadron began training in use of the new weapon. With the addition of this gear, one officer and 21 enlisted personnel were added to the squadron to maintain the equipment. The Bat guided missile was in essence a bomb with wings and control surfaces launched toward a target by a mother ship. The Germans had successfully employed similar ordnance in the Mediterranean with great effect. It offered the advantage of being a standoff weapon that allowed the bomber crew to remain out of effective AA range of a surface target while launching the winged bomb at the vessel. The Bat could guide itself to its target by means of pulsed microwave radiation emitted by the missile's built-in radar system. It could see the echoes from its target under any condition of visibility. The weapon presented such a small cross-section that it was nearly impossible for AA fire to destroy it before impact. Unfortunately, the Bat suffered from teething problems relating to the high humidity of the tropics and the bugs characteristic of electronic devices of that period. Training in deployment of the Bat and advanced combat continued at NAS Kaneohe through the end of April 1945.

6 Apr 1945: Lieutenant (jg) Terence P. Cassidy and his crew were ferrying a PB4Y-1 from California to Kaneohe when all four engines cut out during the approach to the field and the aircraft crashed in the ocean. Two crewmen were killed in the crash, but the remaining personnel safely exited the aircraft before it sank and were picked up by rescue vessels.

22–31 May 1945: The squadron deployed to the Marianas, arriving at NAB Tinian on 25 May 1945, coming briefly under the operational control of FAW-18. By 31 May 1945, the squadron had arrived at USAAF Yontan Field, Okinawa, under the operational control of FAW-1. The squadron relieved the previous Bat-equipped squadron, VPB-109. This move placed the Bat-equipped aircraft within closer range of large

ship targets near the Japanese home islands. Antishipping patrols were commenced off Korea, Tsushima Island, Getto Retto, Kyushu, Honshu and China. Nearly all combat patrols commenced immediately prior to daybreak, in two aircraft sections. Conditions at Yontan were extremely primitive. Tents were utilized for berthing and administrative spaces until mid-July, when Quonset huts became available for office use. Electrical power, rations and water were in short supply. Conditions did not improve until crews began rotation to Tinian for rest and relaxation. Returning crews brought back additional tents, food and recreational materials to ease the tedium at Yontan.

10–15 Aug 1945: The squadron's last combat mission took place off the east coast of Korea. On 15 August 1945, all combat operations ceased. During a comparatively short tour of combat action, the squadron flew 230 combat missions sinking 67 enemy ships. There were no positive results from the deployment of the Bat with VPB-123. By the time the squadron arrived, few suitable targets for the missile were left. The pilots had minimal enthusiasm for the missile and preferred established bombing techniques to the new and relatively untried device. Many Bats were jettisoned by their crews without a target in sight.

25 Aug–Sep 1945: VPB-123 was transferred from USAAF Yontan Field to NAB Agana, Guam, coming under the operational control of FAW-18. The space at Yontan was needed by the USAAF in preparation for its occupation of Japan. The squadron remained at Agana until 6 September 1945, when it was relocated briefly back to Yontan Field, Okinawa, as a part of the Okinawa Landplane Search Unit.

10 Sep–Oct 1945: VPB-123 was relocated to NAB Yonabaru, Okinawa, to provide security patrols and typhoon tracking for the fleet. On 9 October 1945, a typhoon struck Okinawa, damaging the squadron's buildings and tents, but with no damage to any of its aircraft. By the end of October, demobilization had reduced the squadron manpower to almost one third of its assigned strength.

19 Nov 1945: The squadron was relieved by VPB-128 for assignment to its new home port at NAS

Barbers Point, Hawaii. The lack of maintenance facilities for the PB4Y-2 type of aircraft led to the reassignment of eight pilots to a photographic training course and conversion to the F6F-2P Hellcat. The remainder of the squadron formed its own maintenance group and received training from a CASU-2 detachment temporarily assigned to the squadron.

24 Jan–5 Feb 1946: One VPB-123 crew was detached for photographic missions over the Bikini area, which was to be used at a later date in the nuclear weapons testing program.

19 Feb–15 May 1946: VPB-123 was given the temporary duty of ferrying aircraft from NAS Kaneohe to the West Coast.

1 Oct 1946: VP-123 was disestablished at NAS Barbers Point, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	21 Apr 1943
NAS Kaneohe, Hawaii	25 Jun 1943
NAS Alameda, Calif.	Apr 1944
NAS Hutchinson, Kans.	18 Oct 1944
NAS Alameda, Calif.	20 Nov 1944
NAAS Crows Landing, Calif.	18 Dec 1944
NAS Kaneohe, Hawaii	20 Mar 1945
NAS Barbers Point, Hawaii	19 Nov 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Vernon Williams	20 Apr 1943
LCDR Samuel G. Schilling	20 Nov 1944
LCDR Sherman H. Stearns	6 Sep 1945
LCDR John W. Roberts	Mar 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 1943
PB4Y-1	Oct 1944
PB4Y-2	Dec 1944

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Aug 1943	29 Feb 1944	FAW-1	Munda	PV-1	SoPac
28 Aug 1943	8 Apr 1944	FAW-1	Guadalcanal	PV-1	SoPac
31 May 1945	*	FAW-1	Yontan	PB4Y-2	WestPac
25 Aug 1945	*	FAW-18	Agana	PB4Y-2	SoPac
10 Sep 1945	19 Feb 1946	FAW-1	Yonabaru	PB4Y-2	WestPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		21 Apr 1943
FAW-2		25 Jun 1943
FAW-1		25 Aug 1943
FAW-8		Apr 1944
FAW-2		20 Mar 1945
FAW-18		25 May 1945
FAW-1		31 May 1945
FAW-18		25 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		6 Sep 1945
FAW-2		19 Nov 1945

Unit Awards Received

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

VP-131

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY ONE (VB-131) on 8 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY ONE (VPB-131) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY ONE (VP-131) on 15 May 1946.

Disestablished on 11 June 1946.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 3 August 1944. The design, created by the Disney



The squadron's Disney designed insignia.

studios, featured a winged armored gauntlet suspended above the waves. Colors: field, indigo; water, green; gauntlet, apricot; left wing, apricot with ocher quills; right wing, olive drab. The squadron used the same insignia after its redesignation to VP-131 in 1946.

Nicknames: None on record.

Chronology of Significant Events

8 Mar 1943: VB-131 was established at Deland, Fla., as a medium bombing squadron flying the twin

engine PV-1 Ventura. Most of the pilots were from PBV Catalina and OS2U Kingfisher inshore patrol squadrons and were unfamiliar with the Ventura. During the training phase at Deland, the squadron came under the operational control of FAW-12. The primary mission and training for the squadron was ASW.

31 May 1943: The squadron was transferred to NAAF Boca Chica, Fla., for intensive ASW training in preparation for operational deployment, even though it had still received only four of its aircraft out of an assigned complement of 12.

21 Jun 1943: Lieutenant (jg) Arthur A. Steinmetz and crew were reported overdue from a routine bombing practice hop west of Key West. Subsequent searches over a three-day period found no trace of crew or aircraft. Approximately one year later the wreckage of the aircraft was found in shallow water ten miles off Boca Chica Key, Fla. All hands were presumed lost.

28 Jun 1943: VB-131 was transferred to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Two days later a detachment of aircraft was sent to San Juan, P.R., for a two-week period. The same detachment was sent on 12 July to Camaguey, Cuba, remaining until 4 September. With a primary mission of ASW, the squadron aircraft carried full wing and cabin tanks, full drop tanks and six 325-pound depth charges. During the entire deployment only one submarine was sighted, which submerged quickly before coming into effective attack range.

10 Jul 1943: Lieutenant (jg) Jack O. Lund and crew reported an engine failure during a routine patrol south of Guantanamo. When no further contact was made, search aircraft and a blimp were dispatched. The blimp found an oil slick and aircraft wreckage in the vicinity of Navassa Island. No survivors were sighted.

10 Sep 1943: VB-131 detached from NAS Guantanamo Bay, Cuba, to NS San Juan, P.R., for three weeks of ASW training using radar for night operations. Upon completion of training on 1 October, the squadron flew to Zandery Field, Dutch Guiana, for ASW and convoy patrol duty. The field was shared with an Army detachment flying B-25s armed with 75-mm cannon in the nose. Since these aircraft had no radar, they flew only in daylight. The VPB-131 crews took the night shift. On 21 October, a detachment of three aircraft was sent to Atkinson Field, British Guiana, for temporary duty. The detachment did not return to the squadron at Zandery Field until 8 March 1944.

23 Oct 1943: Lieutenant (jg) Byron C. Kern and crew experienced instrument failure during a night mission and flew into the sea. One crewman was lost when the aircraft sank, but the rest were able to get into a life raft and were rescued the next day.

9 Nov 1943: Lieutenant John W. Powers returned from investigating a possible submarine contact at night to find Atkinson Field closed with rain and fog. Lacking sufficient fuel to proceed to another airstrip, Powers ditched the aircraft in a river near Paramaribo. While waiting in the water for eventual rescue, the crew watched horrified as one of the search planes flown by Lieutenant (jg) Robert G. Winthers crashed practically on top of the site where they had just ditched their own aircraft. Winthers and his crew of five were killed in the crash. Lieutenant Powers and his crew were rescued the following day.

5 Jan 1944: Lieutenant (jg) Byron C. Kern and his crew of five crashed on takeoff, resulting in the loss of all hands.

17 Feb 1944: Lieutenant Malcolm E. Nafe was making a test hop in an aircraft that had been experiencing maintenance difficulties. On board as crew were maintenance personnel from the HEDRON along for the test flight. The pilot radioed that he had a fire, then the aircraft went out of control and crashed into the jungle near the base with a loss of all hands.

11 Mar 1944: VB-131 returned to NAS Norfolk, Va., under the operational control of FAW-5. After home leave, the squadron departed NAS Norfolk on 28 March for NAS Whidbey Island, Wash., arriving on 6 April 1944.

14 Apr–Jun 1944: The squadron commenced training at NAS Whidbey Island under the operational control of FAW-6. Equipment on the aircraft was upgraded to include new radar, new navigational gear and improved radios. New weapons were also installed at this time, including a chin gun package consisting of three guns, increasing the PV's forward firing 50-caliber guns from two to five. Six of the aircraft were also fitted with rocket launchers. Training concentrated on radar bombing through overcast, masthead bombing and section tactics. The first phase of training was completed on 1 May 1944, and all hands were given 30 days rehabilitation leave. The training syllabus was resumed on 4 June.

8 Oct 1944: VPB-131 departed NAS Whidbey Island for NAS Attu, Alaska, under the operational control of FAW-4, as the relief squadron for VPB-135. The squadron arrived at Attu on the 17th and began anti-shiping searches, fighter decoy and task force coverage throughout the Kuriles. These missions were continued through the end of December, with most of the attacks being made using only the five bow guns. Despite the emphasis in training on masthead bombing attacks, none of the squadron aircraft ever carried a bomb.

4 Nov 1944: Lieutenant Robert A. Ellingboe and five crewmen were reported missing in action during a daylight attack on Toroshimo Retto, the squadron's first combat mission. Eight VPB-131 Venturas were serving as fighter escort for the Army 28th

Bombardment Group's B-24 Liberators when attacked by ten enemy fighters. Lieutenant Ellingboe's Ventura was hit and crashed in flames into the sea.

Nov–Dec 1944: In mid-November VPB-43, a water-based PBY squadron, was transferred from Attu and replaced by VPB-131 and 136, both flying land-based aircraft. During a patrol in late November one of the VPB-131 aircraft spotted what appeared to be a weather balloon. Upon reporting the sighting to base, the pilot was ordered to destroy the balloon. When fired upon, the device detonated with an enormous explosion. It was the first contact with the new Japanese balloon-bomb released at high altitude where the prevailing wind would carry them across the Pacific to Alaska, Canada and the United States. The intention was to create fires in the heavily wooded areas of the northwest, disrupting the local economies and spreading fear from these random weapons of terror. In reality, very few of the bizarre weapons ever reached their intended targets and the majority either went down at sea or were shot down before reaching Canada or the U.S.

5 Jan 1945: VPB-131 ceased combat operation briefly when the remainder of the squadron aircraft were fitted with rocket hard points and the pilots were given a period of training on rocket firing techniques by six of the squadron pilots who had received the training at Pasco, Wash. The western tip of Agattu Island, Aleutians chain, was used as a firing range for the new HVAR rockets. These rockets carried a five-inch high explosive head on a 3.25-inch rocket motor, with instantaneous nose fuses and .02 second delay base fuses. One fact was noted by the squadron: it had been recommended that the rockets be fired from 1,000 yards distance, but in practise the cold weather lessened the effective range. Best results were obtained by aiming done almost entirely by tracer fire from the bow guns.

24 Jan 1945: The squadron conducted its first rocket attacks against enemy positions at Kokutan Zaki, Shimushu, Kuriles. Further attacks were conducted against military targets and fisheries at Kurabu Zaki, Paramushiro; Kokutan Zaki and Minami Zaki, Shimushi; Masugawa, Paramushiro; Hayake Gawa, Paramushiro; and Torishima Retto, Paramushiro, through the end March 1945. From April through July, the combat activity decreased and missions were assigned that usually involved only daily searches from Attu for enemy presence.

20 Feb 1945: Lieutenant Powers received damage to his port engine from debris thrown up by his own rockets after an attack on Minami Zaki, Shimushu. He was unable to land at the Russian airfield at Petropavlosk, which was closed due to weather, and instead headed for Cape Lopatka. The crew bailed out over the Russian installation there and all hands were recovered without injury. The crew was transported

across Siberia by train and truck, and eventually returned to the United States via Europe.

7 Apr 1945: Lieutenant (jg) Patton and his entire crew were killed when their aircraft crashed into Casco Cove. He had been attempting to make a landing against wind gusts of up to 60 knots (the infamous Aleutian Willi-Waw) when his Ventura stalled while making a 180-degree turn on his approach leg to the airstrip.

2 Aug 1945: VPB-131 departed Attu after being relieved by VPB-120, arriving at Whidbey Island, Wash., on 6 August 1945, the day the first atom bomb was released over Hiroshima. Personnel were given home leave for two weeks before reforming the squadron.

18 Sep 1945: VPB-131 was reformed at NAS Whidbey Island, Wash., with 12 new PV-2 Harpoon aircraft. Flight operations were begun on 16 October with an entirely new complement of personnel and equipment. Most of the flight crews came intact from VPB-199, requiring little training time. Personnel assigned to the squadron included those who had extended or were regular Navy, and those who were expected to remain with the squadron. As a result, VPB-131 was not affected by the general demobilization.

1-30 Dec 1945: FAW-6 was disestablished and the commands under it were absorbed by FAW-4, including VPB-131. On the 20th, the squadron's complement of aircraft was reduced to nine PV-2 Venturas, with no spares. On December 30, eight PV-2s were ferried from NAS Whidbey Island to Edenton, N.C.

26 Apr 1946: VP-131 was reduced to token operational status, all personnel were transferred and all records were turned over to the HEDRON.

11 Jun 1946: VP-131 was disestablished at NAS Whidbey Island, Wash.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	8 Mar 1943
NAAF Boca Chica, Fla.	31 May 1943
NAS Guantanamo Bay, Cuba	28 Jun 1943
NS San Juan, P.R.	10 Sep 1943
Zandery Field, Dutch Guiana	Oct 1943
NAS Norfolk, Va.	11 Mar 1944
NAS Whidbey Island, Wash.	6 Apr 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John A. Gamon	8 Mar 1943
LT Bradford G. Swonetz	8 Apr 1944
LCDR Rolland L. Hastreiter	22 May 1944
LCDR Edward A. Rodgers	18 Sep 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943
PV-2	Sep 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Jun 1943	*	FAW-11	Guantanamo	PV-1	Carib
30 Jun 1943	*	FAW-11	San Juan	PV-1	Carib
1 Oct 1943	11 Mar 1944	FAW-11	D. Guiana	PV-1	Carib
21 Oct 1943 [†]	8 Mar 1943	FAW-11	B. Guiana	PV-1	Carib
8 Oct 1944	6 Aug 1945	FAW-4	Attu	PV-1	NorPac

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

[†] Only a squadron detachment deployed to British Guiana. The main squadron remained based at Dutch Guiana.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		8 Mar 1943
FAW-11		28 Jun 1943
FAW-5		11 Mar 1944
FAW-6		6 Apr 1944
FAW-4		8 Oct 1944
FAW-6		6 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4		1 Dec 1945

Unit Awards Received

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



A row of squadron PVs on the line at NAS Whidbey Island.

VP-133

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY THREE (VB-133) on 22 March 1943.

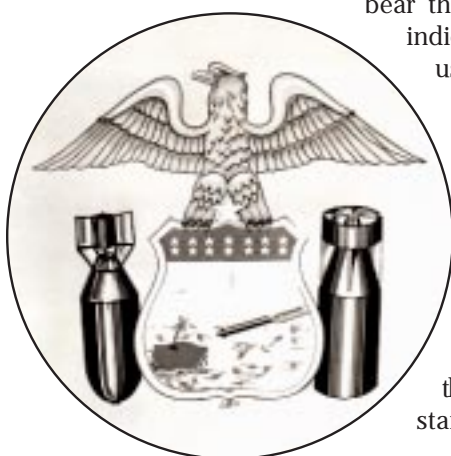
Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY THREE (VPB-133) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY THREE (VP-133) on 15 May 1946.

Disestablished on 17 June 1946.

Squadron Insignia and Nickname

The highly detailed insignia on file for the squadron in the official records lacks any correspondence indicating the date of approval by CNO. The copy of the insignia on file, however, does



The squadron's insignia.

below was an island surrounded by water, with an incoming rocket headed directly toward it. The bombs and rockets typified the ordnance utilized by the squadron during its existence while flying the PV-1 Ventura, while the island was representative of the environment in which the squadron operated in the South Pacific. Colors unknown, no color design on record.

Nicknames: None on record.

Chronology of Significant Events

22 Mar–29 Jun 1943: VB-133 was established at Deland, Fla., as a medium bombing squadron flying the twin engine PV-1 Ventura. During the period of initial ground training the squadron came under the operational control of FAW-12. On 29 June the squadron completed training at Deland and relocated to Boca Chica, Fla., for shakedown training in ASW.

19 Jul 1943: VB-133 was transferred to NS San Juan, P.R., for duty as convoy escort and ASW patrols,

coming under the operational control of FAW-11. On the 29th, a detachment of three aircraft was sent to Curacao under Commander All Forces, Aruba-Curacao to conduct convoy coverage in cooperation with the Army. On 1 August, this detachment was increased to six aircraft.

24 Jul 1943: Lieutenant R. B. Johnson investigated a submarine sighting made by a Pan American Airways aircraft. He successfully located the U-boat on the surface and made a bombing run. In the excitement Johnson neglected to open the bomb bay doors, forcing him to make a second pass on the now submerging U-boat. His salvo of six depth bombs straddled the sub. He was credited with a probable, but postwar records indicate no losses by the German navy at that location on that date.

1 Oct 1943: The squadron was ordered to join the detachment at NAF Hato Field, Curacao, N.W.I., coming under CAFAC operational control. On 15 November, a detachment of three aircraft was sent to NAAF Atkinson Field, Essequibo, British Guiana.

28 Oct 1943: A series of 42 engine failures during the deployment to date caused the commanding officer to order all aircraft grounded until the HEDRON could remedy the problems associated with the frequent failures. The Ventura was a new aircraft to the HEDRON at that time and was still experiencing many teething problems during operations. The ignition systems proved to be the culprit, and repairs were made that put the squadron back into action by 1 November.

8 Nov 1943: Lieutenant Commander William C. Murphy, the squadron commanding officer, spotted a U-boat on the surface near San Juan, P.R. During his depth charge attack the submarine remained surfaced and put up a barrage of intense AA fire. Murphy's aircraft received four 20-mm hits that damaged his port engine. He was able to fly 90 miles back to base without further incident. German records did not indicate any damage to the submarine as a result of the attack.

15 Nov 1943: The squadron was relocated to NAAF Edinburgh Field, Trinidad, with a detachment of three aircraft remaining at Atkinson Field. On 15 December, the detachment rejoined the squadron at Trinidad, and a six-aircraft detachment was sent to Curacao.

1 Feb 1944: The Curacao detachment rejoined the squadron at Trinidad and the entire squadron began a period of intensive training in low level bombing and strafing.

16 Apr 1944: VB-133 was relieved for return to NAS Norfolk, Va. Upon arrival, all hands were given rehabilitation leave.

4 May 1944: VB-133 was reformed at NAS Alameda, Calif., under the operational control of FAW-8. Two days later, the squadron was relocated to NAF Crows Landing, Calif., for intensive ground and flight training. The aircraft complement of the squadron was in-

creased from 12 to 15 at that time. The training concluded on 15 June 1944 and the squadron was sent back to NAS Alameda to prepare for its deployment to the South Pacific.

27 Jun 1944: VB-133 departed San Francisco, Calif., aboard *Independence* (CVL 22), arriving at Pearl Harbor, Hawaii, on 4 July 1944. The squadron aircraft and personnel were quickly unloaded and flown the next day to NAS Kaneohe, coming under the operational control of FAW-2. An intensive period of operational and combat training was conducted through the end of August with emphasis on glide bombing, rocket firing and antisubmarine warfare.

14 Jul-5 Aug 1944: VB-133 sent a three-aircraft detachment to Johnston Island for search and reconnaissance patrols.

4 Sep 1944-Feb 1945: VB-133 was transferred to NAB Roi, Marshall Islands, to relieve VB-144. Long-range search sectors were carried out over the northern approaches to the island. On 25 October, the squadron participated in combat missions against enemy positions on Wake Island. Through the end of February 1945, the squadron conducted raids against Wake, Nauru and other neutralized Japanese-held island bases. Daily reconnaissance flights and searches were made over the Kusaie island group.

5 Mar 1945: VPB-133 was transferred to NAB Tinian to relieve VPB-150, coming under the operational control of FAW-1. The squadron flew 400-mile sector searches to the west and southwest of Tinian and conducted frequent reconnaissance flights to Woleai, Puluwat and Lamotrek islands in the Caroline island group.

23 Mar 1945: A detachment of six aircraft was sent to Iwo Jima to spearhead attacks against Japanese picket boats guarding the approaches to the home islands. The heavily armed picket boats served as Japan's early warning system to give the Japanese air defense command notice of incoming raids by B-29 aircraft. Lieutenant (jg) Wilson was the first squadron pilot to tangle with these vessels, sinking one and damaging another. Both he and his co-pilot, Ensign McCarthy, were so badly wounded by AA fire in the attack that the plane captain, AMM1c Henry M. Sandler, had to take over the controls and fly the damaged Ventura back to Iwo Jima. The first detachment was relieved on the 27th by a second detachment, then returned again on the 31st.

31 Mar 1945: Lieutenant Commander Elwyn L. Christman, the squadron commanding officer, was killed in an accident at Iwo Jima. An Army P-51 Mustang landing on the strip at Iwo Jima lost control, veering into the edge of number two landing strip. Christman was standing with a group of the squadron officers as the Mustang approached. The group sought cover behind a truck, but the Mustang struck and overturned the vehicle. Christman was

the only casualty in the incident, aside from the pilot of the Mustang who was burned to death in the aircraft.

30 Apr 1945: A four aircraft strike was made against Truk island and a seven aircraft raid was made against Woleai.

8-30 May 1945: Ten of the squadron aircraft were sent to Iwo Jima for search and patrol operations, reconnaissance missions and strikes against enemy shipping. On 27 May, Lieutenant Paul Schenk flew a patrol to Shionomisaki, a heavily defended region along the coast of Japan. He and his crew failed to return and were presumed lost. On the same day, Lieutenant (jg) Phillips, while on patrol along the coast of Japan, called to report the loss of an engine. He indicated no other difficulties and proceeded homeward toward Iwo Jima. His last voice contact was from a position approximately 300 miles from Iwo. He and crew were also listed as missing. A third crew on patrol on the 27th, piloted by Lieutenant Commander Coley, was more fortunate. After sustaining severe damage during an attack on a Japanese vessel, Coley was forced to ditch the aircraft near a lifeguard submarine about 300 miles northeast of Iwo Jima. The crew was picked up without injury and returned to duty five days later. A few days later, Lieutenant Wooten and his crew were able to duplicate Lieutenant Commander Coley's feat, by ditching near *Cummings* (DD 44) only 30 miles from Iwo Jima.

3-15 Jun 1945: All squadron aircraft returned to Tinian from duty at Iwo Jima. Through mid-July routine white cap patrols were conducted, with occasional strikes against Alet, Puluwat, Woleai and Lamotrek islands in the Carolines. On the 15th, a detachment of four crews and three aircraft was sent to Peleliu to fly routine day patrols and night ASW patrols. Also at that time the squadron received a Piper NE-1 Grasshopper for mail runs and general utility work around the islands.

10 Aug 1945: With the stand down notice of the pending Japanese surrender, flight activity diminished. With the signing of the surrender in September, all patrols were discontinued. The commanding officer of the squadron, Lieutenant Commander Flannery, and his crew flew to NAB Yontan, Okinawa, to pick up a Ventura fitted out with powerful loud speakers. This aircraft was flown by the squadron on frequent hops during the next few months over Japanese held islands accompanied by Japanese language officers, spreading the word that the war had ended and directing enemy troops to come in and surrender. This aircraft was affectionately dubbed Blabbermouth by the squadron.

May 1946: The squadron completed its six months of operations with FAW-1 at Yonabaru, Okinawa and returned to NAS San Diego, Calif., to prepare for formal disestablishment on 17 June 1946.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	22 Mar 1943
NAAS Boca Chica, Fla.	29 Jun 1943
NS San Juan, P.R.	19 Jul 1943
NAF Hato Field, Curacao, N.W.I.	1 Oct 1943
NAAF Edinburg Field, Trinidad, B.W.I.	15 Nov 1943
NAS Norfolk, Va.	Apr 1944
NAS Alameda, Calif.	4 May 1944
NAS Kaneohe, Hawaii	5 Jul 1944
Yonabaru, Okinawa	late 1945
NAS San Diego, Calif.	May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William C. Murphy	22 Mar 1943
LCDR Robertson C. Dailey	12 Apr 1944
LCDR Garth D. Gilmore	19 May 1944
LCDR Elwyn L. Christman	9 Jun 1944
LCDR M. W. Flannery	22 Apr 1945
LCDR L. F. Petters	late 1945
LCDR Carl D. Bauer	1946

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1	Mar 1943
	PV-2	1946

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Jul 1943	*	FAW-11	San Juan	PV-1	Carib
29 Jul 1943	*	CAFAC	Curacao	PV-1	Carib
15 Nov 1943	16 Apr 1944	FAW-11	Trinidad	PV-1	Carib
4 Jul 1944	*	FAW-2	Kaneohe	PV-1	EastPac
14 Jul 1944	*	FAW-2	Johnson Isl.	PV-1	EastPac
4 Sep 1944	*	FAW-2	Roi	PV-1	SoPac
5 Mar 1945	*	FAW-1	Tinian	PV-1	SoPac
23 Mar 1945	*	FAW-1	Iwo Jima	PV-1	WestPac
3 Jun 1945	*	FAW-18	Tinian	PV-1	SoPac
late 1945	May 1946	FAW-1	Yonabaru	PV-1/2	WestPac

* Continued forward deployments in the combat zone, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		22 Mar 1943
FAW-11		19 Jul 1943
CAFAC		1 Oct 1943
FAW-11		15 Nov 1943
FAW-5		Apr 1944
FAW-8		4 May 1944
FAW-2		5 Jul 1944
FAW-1		4 Sep 1944
FAW-2		late Sep 1944
FAW-1		5 Mar 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-18		4 May 1945
FAW-1		Nov 1945
FAW-14		May 1946

Unit Awards Received

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