

## Second VP-40

### Lineage

Established as Patrol Squadron FORTY (VP-40) on 20 January 1951, the second squadron to be assigned the VP-40 designation.

### Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO and returned with approval on 19 April 1951, just months after the establishment of VP-40. The central character of the circular design was a hornet hovering over a periscope. The well-armed insect, in addition to a prodigious tail-mounted stinger, also possessed a dorsal



*The squadron's first insignia.*

ball turret and a depth charge clutched in its legs. A spyglass held to its eye was pointed at the periscope below. The hornet represented the squadron's PBM-5 seaplane, with its sting of heavy-caliber guns and depth charges. Its prey, the submarine, was indicative of the squadron's primary mission of antisubmarine warfare. Colors: periscope, telescope and bomb, black; hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

When VP-40's Mariner PBM-5 aircraft were replaced in 1953 by the P5M Marlin, the squadron decided to change the insignia to better reflect the mission of the squadron and capture the essence of its unique aircraft. The new design was submitted to CNO and approved on 21 February 1955. The circular device featured a swordfish (or Marlin) spearing the hull of a submarine. Colors: background, yellow; Marlin, blue back with white belly, red mouth; submarine, blue-gray; bubbles, blue-gray; design outline, red. A squadron competition was held in 1967 to consider a new insignia, following the squadron's transition from the P-5 seaplane to the P-3 Orion land plane, but the majority of the personnel chose to retain the old insignia.



*The squadron's second insignia used a Marlin in its design and reflected the use of the P5M Marlin.*

telescope and bomb, black; hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

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hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

Nickname: Fighting Marlins, 1955–present.

### Chronology of Significant Events

**20 Jan 1951:** VP-40 was established at NAS San Diego, Calif., under the operational control of FAW-14, as a seaplane squadron flying the Mariner PBM-5.

**15 May–12 Dec 1951:** The squadron conducted its first operational deployment to MCAS Iwakuni, Japan. Part of VP-40's complement of aircraft had been augmented prior to deployment with new PBM-5S aircraft. Upon arrival the squadron came under the operational control of FAW-6, relieving VP-892. The squadron's first combat patrols during the Korean War were flown on 9 June 1951. Over the next six months VP-40 patrolled the Tsushima Straits, flew cover for replenishment groups in the Yellow Sea and Sea of Japan and made weather reconnaissance flights for the fleet forces.

**2 Sep 1952:** VP-40 deployed to NS Sangley Point, Philippines, with operations conducted from Okinawa and the Pescadores Islands, relieving VP-892. During this period the squadron came under the operational control of FAW-2, patrolling the Formosa Straits. VP-40 returned to NAS San Diego in April and began refitting with the new P5M-1 Marlin seaplane.

**1 Jul 1958:** Six VP-40 P5M-2 seaplanes landed at Bangkok, Thailand, the first occasion on which any U.S. seaplane squadron had visited the city.



*A squadron P5M being placed in the water.*

**1 Aug 1959:** The squadron home port was changed from NAS San Diego, Calif., to NS Sangley Point, Philippines, to become the first permanently based seaplane patrol squadron in the Pacific. During the deployment the squadron adopted the motto "Laging Handa," Tagalog (a Philippine dialect) for "always ready."

**2 Aug 1962:** The VP-40 commanding officer, Commander N. P. Vegelan, and 11 of his crew were killed when aircraft QE-1 crashed into the side of a mountain.

**22 Mar 1964:** Six month deployments for WestPac patrol squadrons were resumed, necessitating a

change in VP-40's home port back to NAS North Island, San Diego, Calif.

**27 Feb 1965:** The Fighting Marlins deployed to NS Sangley Point, relieving VP-47. During the deployment the squadron received tender support from *Salisbury Sound* (AV 13) and *Currituck* (AV 7), while conducting operations from remote sites at Ko Samui, Thailand; Con Son Islands; and DaNang, South Vietnam.

**15 Mar 1966:** VP-40 deployed to NS Sangley Point, Philippines, with detachments at various locations throughout WestPac tended by *Salisbury Sound* (AV 13).

**1 Mar 1967:** Seaplane tender *Currituck* (AV 7) participated in the last official tender operation in a combat zone with the Navy while supporting VP-40 operations. During the Vietnam conflict VP-40 had rotated assignments with VP-50 out of NS Sangley Point, Philippines, and Cam Ranh Bay, South Vietnam, supported by tenders *Currituck* (AV 7), *Salisbury Sound* (AV 13) and *Pine Island* (AV 12). This was the last deployment for VP-40 as a seaplane squadron.

**17 May 1967:** Commander Hugh E. Longino, VP-40 commanding officer, conducted the last patrol in a squadron SP-5B over the South China Sea during the squadron's deployment to the Philippines. Later that month, the NS Sangley Point seadrome was closed and all remaining SP-5B aircraft were flown to Konan, Japan, where they were dismantled for scrap.

**15 Nov 1967:** The last flight of a SP-5B took place, marking the move of the squadron from NAS San Diego to NAS Moffett Field, and the transition to the land-based P-3B Lockheed Orion. The ceremonial flight closed an era of Navy seaplane operations that had begun in 1911.

**12 Jul 1968:** The last SP-5B Marlin was flown from NAS San Diego, Calif., to NAS Patuxent River, Md., for addition to the historic aircraft preservation program of the National Air and Space Museum, Smithsonian Institution. This aircraft is now on display at the National Museum of Naval Aviation, NAS Pensacola, Fla.

**1 Feb 1969:** The Fighting Marlins made their first deployment in the P-3B to MCAS Iwakuni, Japan, relieving VP-4. Advanced base elements were maintained at Cam Ranh Bay, Vietnam. Operations consisted of surveillance air patrols in the Sea of Japan, Sea of Okhotsk and North Pacific. Anti-infiltration patrols were conducted in the Yellow Sea in search of North Korean agent boats. Similar patrols were flown from NAF Cam Ranh Bay, Vietnam, against Viet Cong infiltration and supply routes.

**15 Apr 1969:** VP-40 assisted in the efforts to locate survivors of a Navy EC-121 shot down by the North Koreans in the Sea of Japan. Of 30 crewmembers in the missing aircraft, only 2 bodies were recovered; 28 were listed as missing.

**1 May 1970:** VP-40 deployed to NS Sangley Point, Philippines, with a detachment at the Royal Thai Naval Base, U-Tapao, Thailand. The squadron participated on a regular basis in Operation Market Time patrols along the 1,100-mile coastline of South Vietnam.

**14 Jul 1971:** VP-40 deployed to Okinawa with its new DIFAR-equipped aircraft, the first deployment of this aircraft by any WestPac patrol squadron. DIFAR (directional low frequency analysis and recording) was used in ASW for passive acoustic signal processing in tracking enemy submarines. A detachment was also maintained full time at Agana, Guam. In addition to participation in a multitude of operations throughout the Pacific, the squadron took part in experimental cloud seeding missions in the skies over Okinawa in an attempt to relieve the unusual drought conditions afflicting the region. The squadron returned to NAS Moffett Field in late December 1971, leaving a detachment at Cubi Point, Philippines, in the event of further escalation of events in the Pakistan/India dispute.

**1 Aug 1972:** VP-40 deployed to MCAS Iwakuni, Japan, with a detachment at RTNB U-Tapao, Thailand.

**10 Aug 1975:** In an experimental departure from routine WestPac deployments, VP-40 participated in a series of detachment deployments consisting of three aircraft and four aircrew elements assigned to NAS Adak, Alaska, for a nine month period. Deployments ended 10 May 1976 with the return of the last aircraft to NAS Moffett Field.

**3 Jul 1980:** VP-40 deployed to Misawa Air Base, Japan, with two-crew detachments at Cubi Point,



A VP-40 P-3C at NAS Glenview in February 1980 (Courtesy Rick R. Burgress Collection).

Philippines, and Diego Garcia, B.I.O.T. In August VP-40 was the first on the scene of a Russian *Echo* class nuclear submarine casualty in the Philippine Sea, observing closely the ensuing Soviet rescue and recovery operations.

**Jun 1983:** The Marlins deployed to NAF Misawa, Japan, with a two-crew detachment at Diego Garcia, B.I.O.T. In July, a second detachment was established at NAF Atsugi, Japan, to conduct exercises with the Japanese Maritime Self-Defense Force, ASW Operations Center.

**1 Sep 1983:** VP-40 engaged in the search for survivors and the flight data recorder of Flight KAL-007, the South Korean airliner shot down by a Russian SU-17 Flagon interceptor. During the search the squadron had frequent encounters with Soviet fighter aircraft.

**Feb 1991:** VP-40 deployed to NAF Misawa, Japan. During the deployment the squadron participated in Operation Desert Storm, operating from the island of Diego Garcia, B.I.O.T., flying sorties in support of the Persian Gulf operations.

**10 Mar 1992:** VP-40 celebrated 25 years of accident-free flying, one of only two P-3 squadrons to lay claim to this achievement as of that date.

**13 Nov 1992:** VP-40 began a multi-site deployment with detachments at NAS Adak, Alaska; Howard AFB, Panama; and Acapulco, Mexico. The detachments at the latter sites were in support of the drug interdiction program in the Central America region, Joint Task Force Four. During the deployment the squadron began replacing all of its P-3C UIII aircraft with P-3C UII.5 versions from VP-31. The change was necessitated by the pending change of home base from NAS Moffett Field, Calif., to NAS Brunswick, Maine, where all of the patrol aircraft were the UII.5 version.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	20 Jan 1951
NS Sangley Point, R.P.	1 Aug 1959
NAS North Island, San Diego, Calif.	15 Nov 1963
NAS Moffett Field, Calif.	15 Nov 1967
NAS Whidbey Island, Wash.	Spring 1993

### Commanding Officers

	<i>Date Assumed Command</i>
CDR V. V. Utgoff	1951
CDR Miles S. Whitener	Jan 1952
CDR Joseph M. Kellam	Dec 1952
CDR Winton C. Sharpe	Jul 1954
CDR Donald C. Coy	Oct 1955
CDR Jack W. Clinton	Dec 1956
CDR C. B. Curtis, Jr.	23 Jul 1958
CDR I. G. Cockroft	2 Jul 1959

### Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR E. W. Meyers	30 Jul 1960
CDR J. S. Laney	1961
CDR N. P. Vegelahn	20 Jun 1962
CDR H. K. Cooley, Jr. (actg.)	3 Aug 1962
CDR J. R. Johnson	14 Sep 1962
CDR H. K. Cooley, Jr.	23 Aug 1963
CDR Frank J. Schneider	26 Jun 1964
CDR Harry J. Hinden	15 Jun 1965
CDR Hugh E. Longino	10 Jun 1966
CDR J. P. Smolinsky, Jr.	10 Jun 1967
CDR George A. Surovik	28 Jun 1968
CDR G. F. Murphy, Jr.	8 May 1969
CDR J. W. Newsome	26 Mar 1970
CDR J. T. Weir	16 Mar 1971
CDR R. E. Narmi	23 Feb 1972
CDR Oakley E. Osborn	28 Feb 1973
CDR B. C. Farrar	15 Jan 1974
CDR Eric A. McVadon	31 Jan 1975
CDR Ernest V. Haag	20 Jan 1976
CDR Thomas J. Leshko	14 Jan 1977
CDR Michael W. Gavlak	20 Jan 1978
CDR A. W. Hadley	Jan 1979
CDR A. D. Branch	11 Jan 1980
CDR D. S. Axtman	6 Feb 1981
CDR E. S. Wilson	23 Feb 1982
CDR G. W. Dye	18 Feb 1983
CDR A. L. Ross	4 May 1984
CDR James I. Munsterman	18 Jul 1985
CDR Jesse A. Prescott III	20 Oct 1986
CDR Keith D. Hahn	2 Oct 1987
CDR Lawrence D. Getzfred	15 Jul 1988
CDR Raymond R. Yeats	1989
CDR George C. Hill	Jun 1990
CDR Steven K. Shegrud	10 May 1991
CDR Timothy S. Norgart	29 May 1992
CDR James W. Gibson	1993
CDR James P. Toscano	6 May 1994
CDR James D. Scola	1995
CDR William M. Dunkin	29 Feb 1996
CDR Crawford A. Easterling III	27 Feb 1997

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
PBM-5S	May 1951
P5M-1	Apr 1953
P5M-2	1957
SP-5B	Oct 1960
P-3B	Nov 1967
P-3B DIFAR	Dec 1970
P-3C	Sep 1974
P-3C UIII	Jul 1985
P-3C UII.5	1992/1993
P-3C UIII	1993





*A squadron P-3C flying over NAS Moffett Field.*

### *Major Overseas Deployments*

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1951	12 Dec 1951	FAW-6	Iwakuni	PBM-5S	WestPac
2 Sep 1952	5 Apr 1953	FAW-1	Sangley Point	PBM-5S	WestPac
19 Jan 1954	1 Jul 1954	FAW-1	Sangley Point	P5M-1	WestPac
1 Apr 1955*	Sep 1955	FAW-2	Pearl Harbor	P5M-1	WestPac
3 May 1955*	26 Sep 1955	FAW-1	Sangley Point	P5M-1	WestPac
19 Jun 1956	Nov 1956	FAW-2	Pearl Harbor	P5M-1	EastPac
20 Jul 1957	14 Jan 1957	FAW-1	Sangley Point	P5M-1	WestPac
1 Jul 1958	Dec 1958	FAW-1	Bangkok	P5M-1	WestPac
27 Feb 1965	4 Sep 1965	FAW-8	Sangley Point	SP-5B	WestPac
14 May 1965	20 May 1965	FAW-8	Ko Samui	SP-5B	WestPac
29 May 1965	3 Aug 1965	FAW-8	<i>Salisbury Sound (AV 13)</i> DaNang Currituck (AV 7)	SP-5B	WestPac
15 Mar 1966	3 Sep 1966	FAW-8	<i>Salisbury Sound (AV 13)</i> Sangley Pt.	SP-5B	WestPac
24 Feb 1967	10 May 67	FAW-8	<i>Salisbury Sound (AV 13)</i> Sangley Pt.	SP-5B	WestPac
1 Mar 1967	30 Apr 67	FAW-8	Cam Ranh <i>Currituck (AV 7)</i>	SP-5B	WestPac
1 Feb 1969*	1 Aug 1969	FAW-6	<i>Salisbury Sound (AV 13)</i> <i>Pine Island (AV 13)</i> Iwakuni	P-3B	WestPac
1 Feb 1969*	1 Aug 1969	FAW-8	Cam Ranh	P-3B	WestPac
1 May 1970	1 Nov 1970	FAW-8	Sangley Point	P-3B	WestPac
29 Apr 1970	30 Oct 1970	FAW-8	U-Tapao	P-3B	WestPac
14 Jul 1971	13 Jan 1972	FAW-1	Agana/Naha	P-3B DIFAR	WestPac

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Aug 1972	14 Jan 1973	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
16 Nov 1972	20 Dec 1972	PatWing-1	U-Tapao	P-3B DIFAR	WestPac
1 Feb 1974	31 Jul 1974	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
10 Aug 1975	10 May 1976	PatWingsPac	Adak	P-3C	NorPac
1 Feb 1977	1 Aug 1977	PatWing-1	Misawa	P-3C	WestPac
19 Jun 1978	10 Dec 1978	PatWing-1	Kadena	P-3C	WestPac
6 Jul 1979	10 Dec 79	PatWingsPac	Adak	P-3C	NorPac
3 Jul 1980	Dec 1980	PatWing-1	Misawa	P-3C	WestPac
Dec 1981	Jun 1982	PatWing-1	Misawa	P-3C	WestPac
Jun 1983	Dec 1983	PatWing-1	Misawa	P-3C	WestPac
Jan 1985	Jul 1985	PatWing-5	Keflavik	P-3C	NorLant
1 Aug 1986	14 Feb 1987	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1988	Aug 1988	PatWing-1	Misawa	P-3C UIII	WestPac
8 Jul 1989	Feb 1990	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1991*	3 Aug 1991	PatWing-1	Misawa	P-3C UIII	WestPac
6 Feb 1991*	10 Mar 1991	PatWing-1	Diego Garcia	P-3C UIII	IO
13 Nov 1992*	May 1993	PatWing-10	Adak	P-3C UII.5	NorPac
13 Nov 1992*	May 1993	PatWing-10	Panama	P-3C UII.5	Carib
13 Nov 1992*	May 1993	PatWing-10	Acapulco	P-3C UII.5	Carib
May 1994	Nov 1994	PatWing-1	Misawa	P-3C UIII	WestPac
May 1995	Nov 1996	PatWing-1	Diego Garcia	P-3C UIII	IO
May 1996*	Nov 1997	PatWing-1	Misawa	P-3C UIII	WestPac
May 1996*	Nov 1997	PatWing-1	Kadena	P-3C UIII	WestPac

\* Conducted split deployment to two or more sites on the same dates.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	CA*/QE†	20 Jan 1951
FAW-1	QE	1 Aug 1959
FAW-14	QE	15 Nov 1963
FAW-10	QE	15 Nov 1967
FAW-8	QE	1 Jan 1968
FAW-10	QE	1 Jan 1969
ComPatWingsPac‡	QE	30 Jun 1973
PatWing-10	QE	1 Jun 1981

\* The squadron remained part of FAW-14, but was assigned the tail code CA on 20 January 1951.

† The squadron's tail code was changed from CA to QE in 1957. The document referencing this change was dated 9 December 1957, but the effective date for the change was most likely the beginning of FY 1958 (1 July 1957).

‡ FAW-10 was disestablished on 30 June 1973 and the squadron came under administrative control of Commander Patrol Wings Pacific (ComPatWingsPac).

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
	17 Jan 1991	7 Feb 1991
(Detachment)	Winter 1969	
MUC	1 May 1970	1 Nov 1970

**Unit Awards Received—Continued**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Jun 1971	20 Jul 1971
RVNGC	8 Mar 1965	1 Aug 1965
	1 May 1969	31 Jul 1969
	1 May 1970	31 May 1970
	31 Jul 1970	31 Oct 1970
AFEM	1 Feb 1969	14 Jun 1969
SASM	6 Feb 1991	10 Mar 1991
SLOC (Crew 10)	3 May 1990	7 May 1990
JMUA	17 Jan 1992	28 Feb 1992



*A squadron P-3C in flight, circa 1984.*

## Second VP-41

### Lineage

Established as Patrol Squadron TWENTY ONE (VP-21) on 1 March 1944.

Redesignated Patrol Bombing Squadron TWENTY ONE (VPB-21) on 1 October 1944.

Redesignated Patrol Squadron TWENTY ONE (VP-21) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) ELEVEN (VP-MS-11) on 15 November 1946.

Redesignated Patrol Squadron FORTY ONE (VP-41) on 1 September 1948.

Disestablished on 23 April 1949.

### Squadron Insignia and Nickname

The only insignia on record for VP-41 originated with a previous VP-21 which was disestablished in



*The squadron's albatross insignia had been used by the another patrol squadron until it was disestablished in 1942. The insignia was reassigned to this squadron in 1944.*

April of 1942. Although no correspondence exists to show when the insignia was reassigned by CNO, it was most likely upon its formation in March 1944. The central design of the insignia was the great white albatross, the largest seabird capable of prolonged flight over long distances of open sea. Colors: outer circle, yellow; field within circle, blue; albatross, white with wings tipped black; beak and talons, brown. CNO reassigned the insignia to the second VP-21 in 1944, and

it was used successively through all of the squadron's designations.

Nickname: None on record.

### Chronology of Significant Events

**1 Mar 1944:** VP-21 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3D Mariner. The next day, the squadron began relocating to NAAS Harvey Point, N.C., where all of the ground and flight training was given. During this period, the squadron came under the operational control of FAW-5.

**9 May 1944:** VP-21 was relocated to NAS Key West, Fla., for advanced training in antisubmarine warfare. The training was completed on 16 June 1944, and the squadron began to fly its aircraft cross-country to NAS Alameda, Calif., in preparation for its transpac to the South Pacific.

**22 Jun 1944:** The squadron aircraft began the transpac to NAS Kaneohe, Hawaii, from NAS Alameda, Calif. Upon arrival, the squadron came under the operational control of FAW-2. The last element of three aircraft was aboard at Kaneohe by the 26th. Operational patrols and advanced combat training began immediately.

**19 Aug 1944:** VP-21 deployed to Parry Island, Eniwetok, relieving VP-1. The squadron continued under the operational control of FAW-2, conducting patrols, searches, and the occasional bomb run over Japanese-held Ponape Island.

**17 Oct 1944:** VPB-21 was relocated to Kossol Passage, Palau Islands. The squadron conducted daily searches, with tender support provided by *Chandeleur* (AV 10) and *Mackinac* (AVP 13). FAW-1 assumed operational control.

**24 Dec 1944:** The squadron was relocated to Ulithi Atoll to relieve VPB-17. Duties consisted of daytime antishipping patrols and hunter-killer missions. Tender support was provided by *Chandeleur* (AV 10).

**21 Jan 1945:** During the night of the 21<sup>st</sup> Lieutenant (jg) Richard L. Simms and crew sank a Japanese Kaiten midget submarine attempting to attack shipping in Ulithi lagoon. The Kaiten had been released by the submarine carrier *I-36*. Simms and his crew dropped four depth charges on the Kaiten, sinking it with the loss of its two-man crew.

**29 Jan 1945:** VPB-21 was relocated to Tanapag Harbor, Saipan, aboard *Chandeleur* (AV 10), under the operational control of the 5th Fleet (TG 50.5.2). The squadron was assigned routine patrols in the vicinity of the island group. On 17 March the squadron was able to move ashore to the naval air base barracks, remaining until the 27th.

**28 Mar 1945:** The squadron was relocated to Kerama Retto to support the Okinawa campaign. Tender support continued to be provided by *Chandeleur* (AV 10). While stationed at this location,



on 7 April 1945, one of the squadron aircraft spotted the Japanese battleship *Yamato* and her escorts steaming toward Okinawa. The aircrew was able to alert elements of the 5th Fleet and reinforcements soon arrived, resulting in the sinking of *Yamato* and several other Japanese vessels in the battle group. By the beginning of May, the squadron was advancing its patrols as far as the Ryukyus, strafing and bombing targets of opportunity on land or sea. These were gradually extended to include the Japanese home islands, the East China Sea, the southern coast of Korea, and the China coast from north of Formosa to north of Shanghai. From 1 June 1945, the patrols were conducted to the south and east of Okinawa, the East China and Yellow Seas and the Sea of Japan. Dumbo and weather flights were added to the squadron's mission list.

**15 Jul 1945:** VPB-21 was relocated to Chimu-Wan, Okinawa. Daytime search and reconnaissance patrols were conducted through 6 August 1945, when the squadron was moved again to Eniwetok.

**2 Sep–18 Nov 1945:** After a few weeks spent relocating and a brief period of stand down for rest and relaxation, the squadron commenced routine patrols from the island of Eniwetok, remaining at that location until 11 September 1945, when it was relocated to Ominato, China. By 18 November 1945, VPB-21 had been relocated from Ominato to Hong Kong.

**26 Jan 1946:** The squadron moved its headquarters to the former Imperial Japanese Naval Air Base at Sasebo, Japan. Detachments were maintained at Hong Kong and Okinawa.

**9 Jul–3 Oct 1946:** VPB-21 was relocated to Tsingtao, China. Detachments were maintained at Hong Kong and Shanghai. On 3 October 1946, the Shanghai detachment was relocated to Yokosuka, Japan.

**23 Nov 1947:** The squadron was relocated to a new home port at NAS San Diego, Calif.

**6 Sep 1948–26 Mar 1949:** VP-41 deployed from its home port of NAS San Diego, Calif., to Tsingtao, China, to relieve VP-MS-3. Ground personnel and sup-

plies departed aboard *Pine Island* (AV 12), and by 27 September all nine PBM-5 aircraft arrived at Tsingtao. On the 29th a detachment of three aircraft was sent to Yokosuka, Japan. On 1 November 1948, five VP-41 aircraft flew to Buckner Bay, Okinawa, Japan, for ASW exercises, supported by *Suisun* (AVP 53). The exercise concluded due to a tropical storm front on the 9th. On 21 November 1948, the explosion of a Nationalist Chinese Army ammunition dump next to the seaplane ramp damaged two squadron aircraft. On 21 December 1948, a PBM-5 sank during a rough water landing off Tsingtao; there were no casualties to the crew. The squadron returned to NAS San Diego on 26 March 1949.

**23 Apr 1949:** VP-41 was disestablished at NAS San Diego, Calif.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Mar 1944
NAAS Harvey Point, N.C.	2 Mar 1944
NAS Key West, Fla.	9 May 1944
NAS Kaneohe, Hawaii	22 Jun 1944
NAS San Diego, Calif.	23 Nov 1947

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR J. E. Dougherty	1 Mar 1944
LCDR James D. Wright	17 May 1945
LCDR J. A. Kraker	25 Nov 1945
LCDR E. C. Smith	1 Jun 1946
CDR R. R. Humes	16 Jun 1947
CDR H. F. Burfeind	4 Sep 1948

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	2 Mar 1944

### Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
19 Aug 1944	*	FAW-2/1	Eniwetok	PBM-3D	SoPac
17 Oct 1944	*	FAW-1	Palau	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		
			<i>Mackinac</i> (AVP 13)		
24 Dec 1944	*	FAW-1	Ulithi	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		
29 Jan 1945	*	FAW-1	Saipan	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		
28 Mar 1945	*	FAW-1	Kerma Retto	PBM-3D	SoPac
			<i>Chandeleur</i> (AV 10)		

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Jul 1945	*	FAW-1	Chimu-Wan	PBM-3D	SoPac
6 Aug 1945	*	FAW-1	Eniwetok	PBM-3D	SoPac
11 Sep 1945	*	FAW-1	Ominato	PBM-3D	WestPac
18 Nov 1945	*	FAW-1	Hong Kong	PBM-3D	WestPac
26 Jan 1946	8 Jul 1946	FAW-1	Sasebo	PBM-3D	WestPac
9 Jul 1946	2 Oct 1946	FAW-1	Tsingtao	PBM-3D	WestPac
3 Oct 1946	23 Nov 1948	FAW-1	Yokosuka	PBM-3D	WestPac
6 Sep 1948	26 Mar 1949	FAW-1	Tsingtao	PBM-3D	WestPac
			<i>Pine Island (AV 12)</i>		

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

**Wing Assignments**

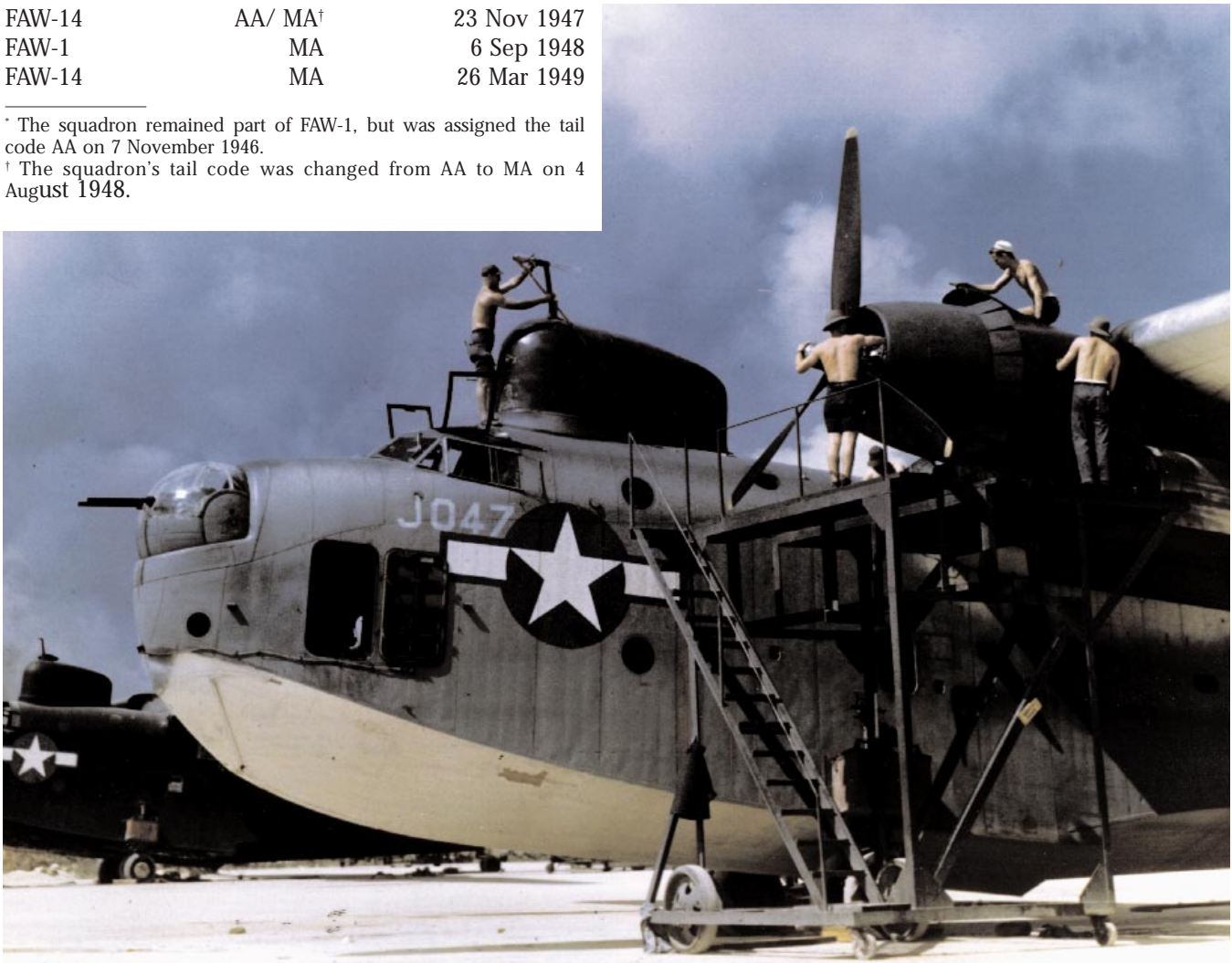
<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Mar 1944
FAW-2		22 Jun 1944
FAW-1	AA*	17 Oct 1944
FAW-14	AA/ MA†	23 Nov 1947
FAW-1	MA	6 Sep 1948
FAW-14	MA	26 Mar 1949

\* The squadron remained part of FAW-1, but was assigned the tail code AA on 7 November 1946.

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

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NOSM	7 Sep 1945	18 Nov 1945
	27 Jan 1946	26 Feb 1946



*Maintenance work being done on a PBM at the Tanapag air facility, Saipan, April 1945, 80-G-K-16074.*



## Second VP-42

### Lineage

Established as Patrol Squadron TWENTY TWO (VP-22) on 7 April 1944.

Redesignated Patrol Bombing Squadron TWENTY TWO (VPB-22) on 1 October 1944.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) TWO (VP-MS-2) on 15 November 1946.

Redesignated Patrol Squadron FORTY TWO (VP-42) on 1 September 1948, the second squadron to be assigned the VP-42 designation.

Disestablished on 26 September 1969.

### Squadron Insignia and Nickname

There are no insignia on record for the squadron until 2 September 1947, when CNO approved a design



*The squadron's first insignia.*

submitted by the commanding officer of VP-MS-2. Its central figure was a winged Poseidon, whose muscular figure represented strength, and wings symbolized aviation. Poseidon's right hand held a trident spearing a submarine, representative



*The squadron's second insignia was approved for use in 1953.*

of the squadron's primary role of antisubmarine warfare. In Poseidon's left hand was a shield bearing the squadron's designation VP-MS-2. Colors: Poseidon, white hair and beard, pink skin, green fish tail; trident, black and gold; submarine, black; shield, red, white and blue.

The first insignia was updated and officially approved by CNO on 10 July 1953, after the squadron had been redesignated VP-42. The circular design still featured Poseidon, minus his shield and submarine. The trident was held cocked in his left hand aimed at the ocean below. He was superimposed over a broad lightning bolt. The symbolism of the design remained the same, as the mission of the squadron was still ASW. Colors: Poseidon, white with gold wings; sky, blue; lightning bolt and border of insignia, red; ocean, dark blue.

The squadron insignia was completely changed with the approval by CNO of a third and final design on 16 February 1965. The central figure was a muscular sea demon, rising from the surface of the sea, breaking a



*The squadron's last insignia dropped Poseidon and featured a sea dragon.*

submarine in two with its jaws. The obvious symbolism still indicated the squadron's primary mission of ASW. Colors: black outlines and letters with white background, no other colors. A scroll at the bottom of the design contained the squadron designation in black letters, PATROL SQUADRON 42.

Nickname: Sea Demons, 1965–1969.

### Chronology of Significant Events

**7 Apr–10 Jun 1944:** VP-22 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5, as a seaplane patrol squadron equipped with the PBM-3D Mariner. Ground and flight training continued at Harvey Point until 1 June 1944, when the squadron was relocated to NAS Key West, Fla., for training in antisubmarine warfare. The course was completed on 10 June 1944, and the squadron returned to NAAS Harvey Point.

**12–18 Jul 1944:** The squadron received orders to NAS Alameda, Calif., in preparation for a transpac to the South Pacific. The midpoint landing area during the cross country flight for most of the squadron was

at Eagle Mountain Lake, Texas, where a temporary refueling and minor maintenance depot had been positioned. The last aircraft arrived at NAS Alameda on the 18th, and all hands engaged in aircraft maintenance and stowage of equipment/spares in the aircraft for use in the war zone. During the period of preparation for the transpac the squadron came under the control of FAW-8.

**25 Aug–Oct 1944:** VP-22 ground personnel had departed on board ship in advance of the squadron flight crews. On the 25th the aircrews departed in elements of three for NAS Kaneohe, Hawaii, with the last aircraft arriving a few days later. Upon arrival of the last aircrew, operational patrols in Hawaiian waters and combat training began, and continued through October 1944 under the operational control of FAW-2.

**10 Oct 1944:** VPB-22 was transferred to Parry Island, Eniwetok, under the operational control of FAW-2. From this location the squadron conducted strikes against Japanese targets on Ponape and Wake. Dumbo missions were carried out on an as needed basis in the vicinity of the combat zone.

**30 Nov 1944:** The squadron was relocated to Kossol Passage, Palau, under the operational control of FAW-1. Daily sector searches and Dumbo missions were assigned.

**22 Jan 1945:** VPB-22 was relocated from Palau to Ulithi Atoll, in the Carolines island group. Tender support was provided by *Cumberland Sound* (AV 17). The squadron was assigned duties of long-range flights and night ASW patrols.

**7 Mar–4 May 1945:** The squadron again took part in bombing raids on the Japanese-held island of Yap. Reconnaissance patrols were conducted daily in the vicinity of Nugla Island. Four more bombing missions were carried out against Yap through 17 April 1945. On 4 May 1945, administrative and operational control of the squadron was transferred to FAW-18.

**25 May–1 Jun 1945:** VPB-22 was temporarily withdrawn from combat and patrol missions for training in use of the sonobuoy for ASW patrols. On 1 June 1945, the squadron completed its training and recommenced long-range reconnaissance and ASW patrols.

**23 Jun 1945:** The squadron relocated to Saipan and based ashore as transients pending transfer to Eniwetok. During this interval *Cumberland Sound* (AV 17) steamed from Ulithi to Eniwetok.

**25 Jun 1945:** Six crews and aircraft were detached as an advance party to Parry Island, Eniwetok, under FAW-2. Duties consisted of long-range patrols around the clock. The remainder of the squadron joined the detachment at Parry Island on 30 June 1945, with all hands aboard the tender *Cumberland Sound* (AV 17). The squadron was assigned long-range flights and night ASW missions through August.

**7 Aug 1945:** VPB-22 was transferred back to Saipan, and again went ashore into transient quarters, pending

further transfer. On 9 August an advance party of six aircraft proceeded to Chimu Wan, Okinawa. The remainder of the squadron arrived on by 19 August and shifted to quarters aboard the recently arrived *Cumberland Sound* (AV 17). On 16 August the squadron moved from *Cumberland Sound* to *Norton Sound* (AV 11).

**1 Sep 1945:** The squadron commenced operations from Chimu Wan, Okinawa, conducting long-range patrols along the coastlines of Japan and China. These operations were halted on 16 September, when the squadron was relocated to Sangley Point, Philippines, to avoid a tropical storm.

**23 Sep 1945:** *Norton Sound* (AV 11) had steamed ahead to Sasebo, Kyushu, Japan, when the squadron moved temporarily to the Philippines. On the 23d, VPB-22 flew to the harbor of the former Imperial Japanese Naval Base at Sasebo, where *Norton Sound* was at anchor. On the 28th, squadron personnel were shifted to the tender *Pine Island* (AV 12). On 30 September 1945, the squadron was transferred to the operational and administrative control of FAW-17.

**1 Dec 1945:** The squadron was recalled to NAS Kaneohe, Hawaii, pending transportation back to the United States. Transportation was arranged by 5 December, and all hands departed for NAS San Diego, Calif., for rest and rehabilitation leave.

**20 Jan 1946:** VPB-22 was reformed at NAS San Diego for training and duties as a ferry command.

**3 Feb–28 Apr 1947:** VP-MS-2 was transferred to *Duxbury Bay* (AVP 38) for seaplane handling, plane refueling, arming and towing training. On 28 April, the same training evolutions were carried out aboard *Floyds Bay* (AVP 40).

**20 Oct 1947–30 Apr 1948:** The squadron began a split deployment to Buckner Bay, Okinawa; Yokosuka, Japan; and Tsingtao, China. VP-MS-2 relieved VP-MS-11, with its administrative headquarters at Tsingtao. On 27 February 1948, the administrative command relocated to Tanapag, Saipan. The squadron returned to NAS San Diego on 30 April 1948, under the operational control of FAW-14.

**14 Jul 1950–Apr 1951:** VP-42 departed NAS San Diego, Calif., for Iwakuni, Japan. Upon arrival on the 19th, the squadron was immediately transferred to NAF Yokosuka where it conducted 24-hour antisubmarine patrols of shipping lanes between Japan and Korea in the Tsushima Straits. At the end of August 1950 the squadron returned to NAF Iwakuni where it remained for the rest of the deployment. From Iwakuni squadron aircraft patrolled the Korean coastline and conducted searches for mines on the surface near the shipping lanes. On 7 January 1951, one VP-42 Mariner was damaged on landing and written off. No casualties resulted from the incident. The squadron returned to NAS San Diego in April 1951.

**22 Nov 1951–Jun 1952:** VP-42 returned to Iwakuni, Japan, for another deployment and conducted opera-

tions in the Korean combat zone. The squadron conducted ASW patrols, antimine searches, over-water search and reconnaissance, and antishipping and barrier patrols. On 15 March 1952, the squadron conducted advanced base operations from Chinhae, South Korea, returning to Iwakuni in early April. The squadron returned to its home port in June 1952.

**11 May 1952:** A squadron aircraft was attacked by MiG-15s while on reconnaissance patrol over the Yellow Sea near the Korean coast. The seaplane returned to base safely although it had been hit in the wing by 20-mm canon fire.

**Apr 1963:** VP-42 received its first SP-2E Neptune, replacing the last SP-5B Marlin seaplane by the end of August 1963.

**1 Jun 1964:** VP-42 deployed for the first time as a land-based Neptune squadron to MCAS Iwakuni, Japan. The deployment marked the squadron's first return to a combat zone since the Korean conflict. During the deployment detachments were maintained at NS Sangley Point, Philippines, and Tan Son Nhut Air Base, Saigon, South Vietnam. Upon its return to the U.S. on 17 November, the squadron was based at NAS Whidbey Island, Wash., its new official home port since 30 June. Upon arrival of all personnel, transition training was begun from the SP-2E to the SP-2H airframe.

**Nov 1964:** VP-42 and VP-28 assisted in the training of Japanese aircrews from the Japanese Maritime Self-Defense Force First Air Wing in the SP-2E Neptune. ASW training was conducted in the coastal waters adjacent to NAS Whidbey Island, Wash.

**1 Oct 1965–Apr 1966:** VP-42 deployed to MCAS Iwakuni, Japan. Five months were spent participating in Operation Market Time while based in Cam Ranh Bay, South Vietnam. VP-42 also provided support for operation Double Eagle, amphibious landings con-

ducted near Quang Ngai City, South Vietnam, from 28 January to 1 March 1966. While supporting this operation the squadron received small arms fire on more than half a dozen occasions.

**1 Apr–Dec 1967:** VP-42 relieved VP-17 at Sangley Point, Philippines. One detachment of six aircraft was assigned to Tan Son Nhut Air Base, Saigon, South Vietnam. On 30 May the remainder of the squadron transferred to Cam Ranh Bay Naval Air Facility in support of Market Time patrols. The squadron returned to NAS North Island on 1 December 1967, having flown 590 combat missions without casualties.

**14 Dec 1967:** A VP-42 SP-2H disappeared enroute from NAS Kodiak, Alaska, to NAS Whidbey Island, Wash. No trace of the aircraft was found until it was spotted near Sea Otter Glacier, Mt. Fairweather, Alaska, in the fall of 1982. Remains of three crew members were identified and returned for burial.

**10 Mar 1968:** The squadron conducted its final deployment to WestPac, with the majority of the squadron based at NS Sangley Point, Philippines, and a detachment at NAF Cam Ranh Bay, RVN.

**26 Sep 1969:** VP-42 was disestablished at NAS Whidbey Island, Wash.

#### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	7 Apr 1944
NAS Alameda, Calif.	18 Jul 1944
NAS Kaneohe, Hawaii	25 Aug 1944
NAS San Diego, Calif./North Island*	1 Dec 1945
NAS Whidbey Island, Wash.	30 Jun 1964

\*NAS San Diego was redesignated NAS North Island in 1955.



*A squadron P5M being hoisted aboard Salisbury Sound (AV 13) in Buckner Bay, Okinawa, February 1955.*



**Commanding Officers**

	<i>Date Assumed Command</i>
LT Ambrose J. Kinion (actg.)	7 Apr 1944
LCDR Ronald R. Jester	18 Apr 1944
LCDR Albert J. Holmes, Jr.	7 Jul 1945
LCDR James J. Munson	15 Nov 1946
CDR Dallas M. Laizure	30 Apr 1948
CDR Gordon F. Smale	18 Feb 1950
CDR Joseph L. Skinner	8 Jun 1951
CDR John L. Gallahar	30 Jun 1952
CDR John C. Azab	15 Jan 1954
CDR Marion F. Barfield	22 Jul 1955
CDR Lawrence B. Caine, Jr.	23 Jul 1956
CDR Robert T. Tolleson	24 Jan 1958
CDR Benjamin R. Tate, Jr.	16 Dec 1958
CDR Charles L. Lambing	29 Jan 1960
CDR Bernard W. Brender	27 Jan 1961
CDR Charles R. Linder	26 Jan 1962

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR Adolphus D. Whilden	31 Jan 1963
CDR Thomas B. Longley	24 Jan 1964
CDR Arthur K. Bennett, Jr.	10 Nov 1964
CDR Austin V. Young	12 Feb 1965
CDR Robert M. Thompson	7 Feb 1966
CDR Howard L. Beesley	28 Feb 1967
CDR R. H. Eckert	1968

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	Jul 1944
P5M	Nov 1953
SP-2E	Apr 1963
SP-2H	Nov 1964

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Aug 1944	1 Dec 1945	FAW-2	Kaneohe	PBM-3D	WestPac
10 Oct 1944	*	FAW-2	Eniwetok	PBM-3D	SoPac
30 Nov 1944	*	FAW-1	Palau	PBM-3D	SoPac
22 Jan 1945	*	FAW-1	Ulithi	PBM-3D	SoPac
			<i>Cumberland Sound (AV 17)</i>		
25 Jun 1945	*	FAW-2	Eniwetok	PBM-3D	SoPac
			<i>Cumberland Sound (AV 17)</i>		
16 Aug 1945	*	FAW-2	Chimu-Wan	PBM-3D	WestPac
			<i>Cumberland Sound (AV 17).</i>		
			Norton Sound (AV 11)		
23 Sep 1945	*	FAW-17	Sasebo	PBM-3D	WestPac
			<i>Norton Sound (AV 11)</i>		
			<i>Pine Island (AV 12)</i>		
1 Dec 1945	*	FAW-2	Kaneohe	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-2	Okinawa	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-1	Yokosuka	PBM-3D	WestPac
20 Oct 1947†	3 Apr 1948	FAW-1	Tsingtao	PBM-3D	WestPac
25 Jan 1949	13 Feb 1949	FAW-4	Kodiak	PBM-3D	NorPac
			<i>Suisun (AVP 53)</i>		
5 Jul 1949	8 Feb 1950	FAW-1	Tanapag	PBM-3D	WestPac
19 Jul 1950	10 Aug 1950	FAW-1	Iwakuni	PBM-5	WestPac
11 Aug 1950	1 Sep 1950	FAW-6	Yokosuka	PBM-5	WestPac
1 Sep 1950	9 Apr 1951	FAW-6	Iwakuni	PBM-5	WestPac
22 Nov 1951	11 Jun 1952	FAW-6	Iwakuni	PBM-5S2	WestPac
Jul 1953	Nov 1953	FAW-4	Kodiak	PBM-5S2	NorPac
Oct 1954	Mar 1955	FAW-1	Sangley Pt.	P5M	WestPac
May 1956	1956	FAW-1	Sangley Pt.	P5M	WestPac
Nov 1957	Apr 1958	FAW-1	Sangley Pt.	P5M	WestPac
May 1959	Oct 1959	FAW-1	Sangley Pt.	P5M	WestPac
1 Jun 1964	17 Nov 1964	FAW-6	Iwakuni	SP-2E	WestPac
18 Sep 1964	19 Sep 1964	FAW-8	Tan Son Nhut	SP-2E	WestPac
3 Sep 1964	18 Sep 1964	FAW-8	Sangley Pt.	SP-2E	WestPac

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
6 Oct 1964	24 Oct 1964	FAW-8	Cubi Pt.	SP-2E	WestPac
Oct 1964	Feb 1965	FAW-8	Tan Son Nhut	SP-2E	WestPac
26 Sep 1965†	5 Apr 1966	FAW-6	Iwakuni	SP-2H	WestPac
8 Oct 1965†	13 Feb 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
1 Apr 1967†	30 May 1967	FAW-8	Sangley Pt.	SP-2H	WestPac
2 Apr 1967†	1 Dec 1967	FAW-8	Cam Ranh	SP-2H	WestPac
1 Apr 1967†	30 Sep 1967	FAW-8	Tan Son Nhut	SP-2H	WestPac
10 Mar 1968†	3 Sep 1968	FAW-8	Sangley Pt.	SP-2H	WestPac
10 Mar 1968†	3 Sep 1968	FAW-8	Cam Ranh	SP-2H	WestPac

\* The squadron was forward deployed, moving from base to base.

† The squadron conducted a split deployment to two or more sites on the same dates.

**Wing Assignments**

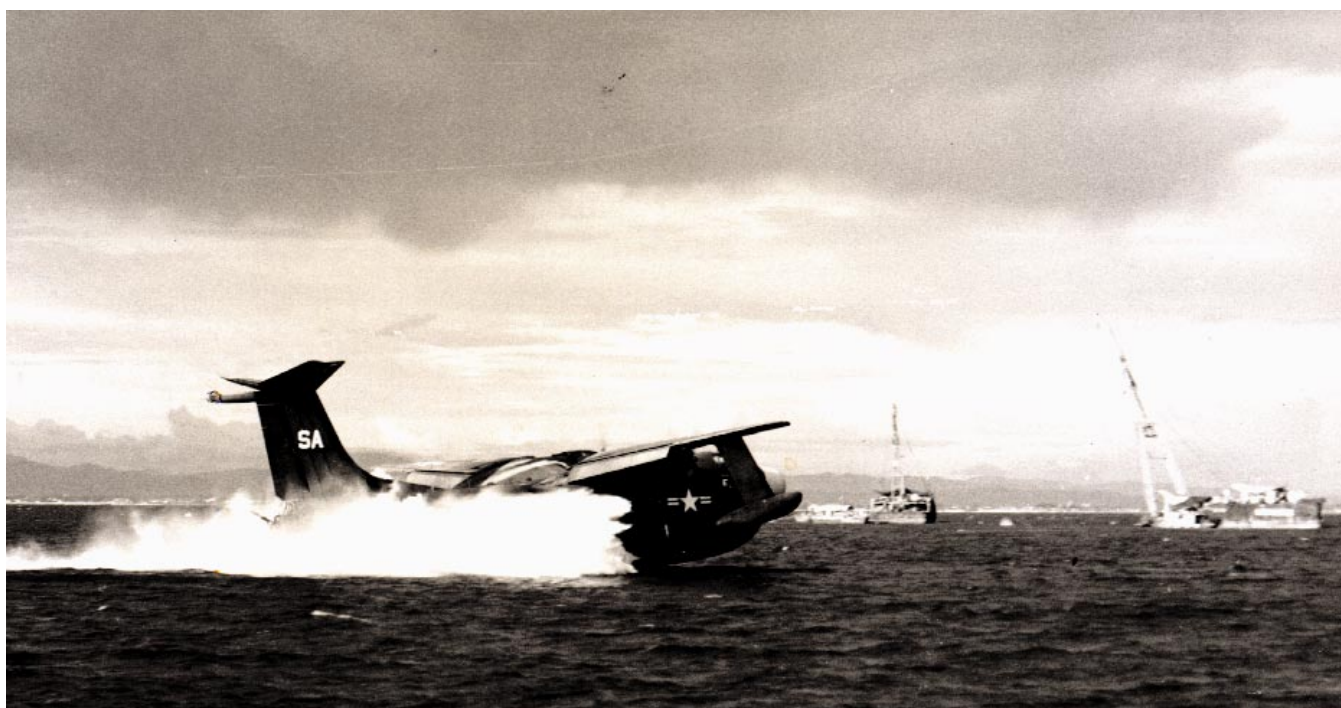
<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		7 Apr 1944
FAW-8		12 Jul 1944
FAW-2		27 Aug 1944
FAW-1		30 Nov 1944
FAW-18		4 May 1945
FAW-2		30 Jun 1945
FAW-17		30 Sep 1945
FAW-14	SA*/RB†	5 Dec 1945

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

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

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
RVNGC	31 Mar 1967	30 Sep 1967
	38 Mar 1968	1 Sep 1968
VNSM(Det)	3 Oct 1965	31 Dec 1965
NOSM	30 Sep 1945	30 Nov 1945
	9 Nov 1947	5 Apr 1948
	15 Jul 1949	15 Jan 1950
KSM	11 Aug 1950	12 Apr 1951
	7 Dec 1951	3 Jun 1952



*A squadron P5M landing at Sangley Point, R.P., 1956, USN-676502.*

## Third VP-43

### *Lineage*

Established as Patrol Squadron TWENTY EIGHT (VP-28) on 1 July 1944.

Redesignated Patrol Bombing Squadron TWENTY EIGHT (VPB-28) on 1 October 1944.

Redesignated Patrol Squadron TWENTY EIGHT (VP-28) on 25 June 1946.

Redesignated Medium Patrol Squadron (Seaplane) THREE (VP-MS-3) on 15 November 1946.

Redesignated Patrol Squadron FORTY THREE (VP-43) on 1 September 1948, the third squadron to be assigned the VP-43 designation.

Disestablished on 31 March 1949.

### *Squadron Insignia and Nickname*

The only insignia on record for the squadron was approved by CNO on 20 September 1946, shortly before it was redesignated VP-MS-3. The central feature



*The squadron's only insignia.*

of the design was the PBM Mariner seaplane. A wolf cartoon character holding a spyglass to its eye sat astride the cockpit. The outline of the aircraft was superimposed on a globe with the Philippine Island group shown in relief beneath the bow of the seaplane, the coastline of China to starboard, and the island of Formosa beneath the starboard wingtip float. At the top of the globe was the designation of the squadron at that time, Patrol Squadron-28. At the bot-

tom of the globe was the name Philippines, the operational area of the squadron. Colors: ocean, blue; Philippine Islands, green; China and Formosa, orange; seaplane, black; wolf, brown with red trousers, tongue and eyes.

Nickname: None on record.

### *Chronology of Significant Events*

**1 Jul 1944–Oct 1944:** VP-28 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5. The squadron was allocated 51 officer and 166 enlisted billets, but was not brought up to a full manning level until the end of the month. The squadron received the first of 15 PBM-3D Mariner seaplanes on 9 July. Within the week, all of the aircraft were evacuated to Banana River, Fla., to avoid damage from a large storm front entering the area. Training had scarcely recommenced when it became necessary to evacuate half of the aircraft again on 1 August 1944 due to a second hurricane. The seven aircraft returned from NAS New York three days later, and the squadron attempted to restart the disrupted training syllabus. Ground school training was given to all hands, with aircrews receiving antisubmarine warfare, torpedo, mine laying and gunnery training. Accidents occurred, but no fatalities. On 17 August 1944, one crew was forced to ditch in rough open seas, damaging the aircraft beyond economical repair. A hurricane disrupted the training schedule again on 19 October 1944, but did not prevent the squadron from meeting its 29 October 1944 deadline for completion of training.

**30 Oct–7 Nov 1944:** The first flight of five aircraft departed NAAS Harvey Point, N.C., via Eagle Pass, Texas, for NAS San Diego, Calif. Two other flights followed at one-day intervals with all aircraft arriving safely at San Diego by 7 November 1944. Preparation for the transpac to Pearl Harbor, Hawaii, commenced immediately.

**15 Nov–3 Dec 1944:** Three officers and 105 enlisted personnel of the ground support staff departed NAS San Diego, Calif., by ship for Pearl Harbor, Hawaii. On 18 November, the first section of three aircraft departed San Diego for NAS Kaneohe, Hawaii. Two 700-mile daytime patrols were begun on 25 November, in conjunction with full-time combat training. The last aircraft arrived on 3 December, and the squadron became under the operational control of FAW-2.

**12 Dec 1944:** VPB-28 experienced its first fatalities when one of the aircraft on patrol went down in heavy seas. The remaining squadron aircraft searched for the missing seaplane for six days, not knowing that SS *Cape Lopez* had picked up three survivors on 16 December.

**31 Dec 1944:** Tragedy struck again when a second patrol aircraft crashed at sea with the loss of all hands.



**20 Jan 1945:** The squadron received its orders to report to FAW-17 at Leyte, Philippines, then on to Lingayen Gulf, where it would be based aboard *Tangier* (AV 8). The last VPB-28 aircraft arrived on 31 January 1945, with night barrier patrols commencing immediately.

**8 Feb–13 Mar 1945:** VPB-28 was relocated to *Half Moon* (AVP 26) and began flying day patrols from Mindoro toward Indochina (Vietnam) and Hainan. Much shifting of crews from one tender to another took place during this period. On 13 February, the squadron moved back aboard *Tangier* (AV 8); on 27 February 1945, it was relocated to *Barataria* (AVP 33); on 1 March 1945, four crews were put aboard *Orca* (AVP 49); and on 13 March 1945, the entire squadron moved back to *Tangier*.

**27 Jun 1945:** VPB-28 was split into two detachments, with one remaining at Lingayen Gulf aboard *Barataria* (AVP 33) consisting of six planes and eight crews, and the other at the Jinamoc Seaplane Base, Jinamoc Island, San Pedro Bay, Leyte Gulf, Philippines. The Jinamoc detachment, with five aircraft and nine crews, began flying two antisubmarine patrols daily east of Samar, Leyte, and Mindanao.

**1 Jul 1945:** The squadron had three additional aircraft assigned to Manila, based at NAB Sangley Point, Philippines. One crew was assigned to ferry aircraft between Saipan and Manus.

**4 Jul 1945:** The Lingayen detachment arrived at Manila to relieve six aircraft from VPB-25 of antisubmarine patrol responsibilities. VPB-28 moved aboard the tender *San Carlos* (AVP 51) until *Barataria* (AVP 33) could arrive from Lingayen Gulf. The latter duly arrived at Manila Bay on 3 August, and the squadron switched berthing to that vessel.

**28 Aug 1945:** In a move greeted with relief by all hands, the Manila detachment of the squadron was

moved to berthing ashore at NAB Sangley Point, Philippines. The squadron remained split into two detachments, with the Jinamoc detachment remaining in place at the seaplane base.

**22 Sep 1945:** The detachment at NAB Sangley Point, Philippines, joined the detachment at Jinamoc Seaplane Base, placing the operational control of VPB-28 under FAW-10. The squadron remained at the Jinamoc Seaplane Base and by June 1946 experienced a 90 percent turnover as crews rotated back to the U.S.

**1 Apr 1948:** VP-43 deployed to Japan for duty with the occupation forces, returning to Jinamoc on 7 October 1948.

**31 Mar 1949:** VP-43 was disestablished.

### Home Port Assignments

Location	Date of Assignment
NAAS Harvey Point, N.C.	1 Jul 1944
NAS Kaneohe, Hawaii	3 Dec 1944
NAB Jinamoc, Philippines	27 Jun 1945

### Commanding Officers

	Date Assumed Command
LCDR John L. Elwell	1 Jul 1944
LCDR W. A. Clark	26 Sep 1945
LCDR J. M. West	1946
CDR G. E. Chalmers	8 Oct 1947
CDR Walter G. Winslow	Nov 1948

### Aircraft Assignment

Type of Aircraft	Date Type First Received
PBM-3D	Jul 1944

### Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
3 Dec 1944	*	FAW-2	Kaneohe	PBM-3D	EastPac
20 Jan 1945	*	FAW-17	Lingayen Gulf <i>Tangier</i> (AV 8) <i>Half Moon</i> (AVP 26) <i>Barataria</i> (AVP 33) <i>Orca</i> (AVP 49)	PBM-3D	SoPac
27 Jun 1945	*	FAW-17	Jinamoc	PBM-3D	SoPac
27 Jun 1945	*	FAW-17	Lingayen <i>Barataria</i> (AVP 33)	PBM-3D	SoPac
4 Jul 1945	*	FAW-17	Manila <i>San Carlos</i> (AVP 51) <i>Barataria</i> (AVP 33)	PBM-3D	SoPac
22 Sep 1945	†	FAW-10	Jinamoc	PBM-3D	SoPac

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Apr 1948	7 Oct 1948	FAW-2	Japan	PBM-3D	WestPac
7 Oct 1948	†	FAW-10	Jinamoc	PBM-3D	SoPac

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

† Forward deployed at Jinamoc, Philippines.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Jul 1944
FAW-2		3 Dec 1944
FAW-17		20 Jan 1945
FAW-10	LA*	22 Sep 1945
FAW-2	LA/BC†	1 Apr 1948
FAW-14	BC	7 Oct 1948

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

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

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Mar 1945	23 Apr 1945
NOSM	1 Apr 1948	7 Oct 1948

## Third VP-44

### Lineage

Established as Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 October 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FOUR (VPB-204) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FOUR (VP-MS-4) on 15 November 1946.

Redesignated Patrol Squadron FORTY FOUR (VP-44) on 1 September 1948, the third squadron to be assigned the VP-44 designation.

Disestablished on 20 January 1950.

### Squadron Insignia and Nickname

The only insignia approved for the squadron was authorized by CNO on 21 October 1943. The central figure of the design was an Indian, chosen by the squadron to represent the ability to stalk and kill his



*The squadron's only insignia.*

prey. The Indian in the design was peering over cumulus clouds used for cover while searching for the enemy; the dark blue background was symbolic of the night, when most squadron operations were conducted; the lantern in the Indian's right hand represented the flares used to illuminate targets; in the Indian's left hand was the squadron's primary weapon, the depth bomb used against submarines. On the Indian's headband was the Morse code representation of V for victory. Colors: background, royal blue; Indian outline and features, black; face highlights, yellow and brown; eyes, white; lantern, brown rim with yellow light; candle, gray brown; base of bomb, red;

tip of feather and ribbon on pigtail, red; headband, white with red and blue outlines.

Nickname: none on record.

### Chronology of Significant Events

**15 Oct 1942:** VP-204 was established at NAS Norfolk, Va., as a seaplane squadron flying the Martin PBM-3C Mariner. During the squadron's training period at Norfolk it came under the operational control of PatWing-5.

**27 Dec 1942:** The squadron was relocated to San Juan, P.R., for further training under the operational control of FAW-11, Caribbean Sea Frontier. Upon completion of the training syllabus in March, the squadron conducted operations from San Juan and Trinidad, flying antisubmarine patrols and convoy escort patrols. Advance base detachments were maintained during various times at Antigua; Coco Solo, C.Z.; Essequibo, British Guiana; Cayenne, French Guiana; Paramaribo, Surinam; and Guantanamo, Cuba. Tender support for most of the operations was provided by *Pelican* (AVP 6).

**28 Mar–7 Aug 1943:** VP-204 aircraft attacked German U-boats on eight separate occasions. During three of the attacks, intense AA fire from the submarines damaged the attacking aircraft. One submarine was sunk on 7 August 1943 after a running gun battle in the Caribbean southeast of Curacao, position 12-38N 64-15W. Lieutenant (jg) John M. Erskine, pilot of a squadron PBM-3S Mariner, attacked *U-615* on the surface on 6 August, causing moderate damage. The squadron conducted a hold-down of the submarine over night. On the morning of 7 August, Lieutenant Anthony R. Matuski spotted the U-boat when it surfaced and made an attack run. His aircraft was damaged by return fire and crashed, losing all hands. Lieutenant Lewis D. Crockett, flying a squadron aircraft, located the U-boat and conducted a bomb run that further damaged the vessel, but resulted in severe damage to his aircraft from AA fire. He remained on the scene until Lieutenant Holmes, pilot of a PV-1 Ventura from VB-130 arrived. The two aircraft conducted a coordinated bombing and strafing attack. However, the final blow to *U-615* was administered by Lieutenant (jg) John W. Dresbach, in a VP-204 Mariner, when he arrived on the scene and made a bombing and strafing attack on the U-boat. This attack resulted in mortal wounds to Dresbach, but was the final blow for the submarine. A U.S. Navy destroyer from Trinidad reached the area the next morning and rescued Kapitänleutnant Ralph Kapitzky and 45 of the U-boat's crew of 49.



**5 Jun 1944:** After numerous submarine contacts of mid-1943, few enemy U-boats were spotted in the Caribbean by the squadron. The last attack on an enemy submarine was conducted at night on 5 June 1944 off the coast of Puerto Rico using the wing-mounted searchlight. A damaged claim was submitted by the crew, but postwar examination of records indicate that the U-boat returned safely to port.

**27 Nov 1944:** The squadron was relocated to NAS Key West, Fla., with a detachment maintained at Royal Island, Bahamas, supported by *Christiania* (YAG 32). During this period VPB-204 came under the operational control of FAW-12, Gulf Sea Frontier. Duties consisted of convoy coverage and antisubmarine patrols.

**3 Mar 1945:** Seven officers and 23 enlisted personnel were detached for training in PBM-5 aircraft at NAAS Harvey Point, N.C. These aircraft were flown back in April to Key West to replace the older PBM-3S aircraft that the squadron had been flying.

**24 May 1945:** VPB-204 was transferred to NAS Coco Solo, C.Z., under FAW-3, Commander Pacific Sea Frontier. The squadron became fully operational in early June, receiving several new PBM-5E aircraft to supplement its complement. Duties consisted primarily of scouting patrols off Central America.

**4 Jul 1945:** NAS Coco Solo, C.Z., was officially designated the new home port for the squadron. As the war wound down over the ensuing months, long-range patrols gave way to an increasing number of passenger and cargo transport runs across the Caribbean.

**1946–1949:** The squadron maintained search and rescue detachments during various period at NAS Guantanamo Bay, Cuba and with various seaplane

tenders in different parts of the Caribbean. Routine operations was the by-word during this period in the squadron's history.

**1–20 Jan 1950:** VP-44 moved to NAS Norfolk, Va., to prepare for disestablishment. On 20 January 1950, VP-44 was disestablished.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Oct 1942
NS San Juan, P.R.	27 Dec 1942
NAS Key West, Fla.	27 Nov 1944
NAS Coco Solo, C.Z.	24 May 1945
NAS Norfolk, Va.	1 Jan 1950

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR Warren G. Corliss	15 Oct 1942
LCDR William M. McCormick	6 Jun 1943
LCDR Edward M. Morgan	8 Oct 1943
LCDR Wilbur Y. Morton	16 Jun 1944
LCDR J. P. Seifert	2 Feb 1946
CDR L. T. McQuiston	12 Jul 1947
CDR A. M. Ellingson	8 Jul 1949
CDR C. J. Dobson	2 Aug 1949
CDR A. M. Ellingson	17 Oct 1949

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Oct 1942
PBM-3S	Oct 1944
PBM-5E	Mar 1945

### Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 Dec 1942	27 Nov 1944	FAW-11	San Juan <i>Pelican</i> (AVP 6)	PBM-3C	Carib
27 Nov 1944	23 May 1945	FAW-12	Bahamas <i>Christiania</i> (YAG 32)	PBM-3S	Carib
24 May 1945	1 Jan 1950	FAW-3	Coco Solo	PBM-5E	Carib

### Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5*		15 Oct 1942
FAW-11		27 Dec 1942
FAW-12		27 Nov 1944
FAW-3	CC†	24 May 1945
Commander Fleet Air		

### Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Wings, Atlantic Fleet	CC	5 Jan 1950

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

† The squadron remained part of FAW-3, but was assigned the tail code CC on 7 November 1946.

***Unit Awards Received***

*Unit Award*

*Inclusive Date Covering Unit Award*

None on record.

*A PBM in flight, circa 1942-1943, 80-G-K-13408.*



## Fourth VP-44

### Lineage

Established as Patrol Squadron FORTY FOUR (VP-44) on 29 January 1951, the fourth squadron to be assigned the VP-44 designation.

Disestablished on 28 June 1991.

### Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for review in August 1952, and was approved on 24



*The marlin design was the squadron's first insignia.*

September. The design incorporated the Marlin fish to represent the new P5M-1 with which the squadron was equipped. The Marlin was poised holding bombs in both fins above the conning tower of a partially submerged submarine. The gold background represented daylight, with silver stars to represent the night, establishing the image of an around-the-clock squadron. The silver dashes emanating from the eyes of the Marlin represented the electronics equipment employed by the squadron in ASW operations. Colors: outline of design and back of Marlin, deep blue; background, gold; stars and belly of Marlin, silver; submarine, black; waves, green and blue; markings on bombs and eye of Marlin, red.



*The squadron's second insignia used King Neptune in its design.*

The second VP-44 insignia was submitted to CNO in June 1961 and received approval on 25 July. The design featured King Neptune, representing the squadron's Lockheed P2V-2 Neptune aircraft, emerging from the

clouds above a broken submarine, trident poised for a strike. In a further, somewhat incongruous effort to establish identity, Neptune holds a dice cup in his left hand spilling out two dice with the fours on each one representing the squadron number. A large scroll at the bottom of the design contained the squadron's designation Patrol Squadron Forty Four. Original colors of the insignia are unknown.

Around the same time the second design was developed in 1961, the squadron became interested in a nickname, and even went so far as to propose finding a suitable mascot to go with the name. The pelicans



*The third insignia used a cartoon pelican design.*

seemed a natural, but consultation with the Curator of Birds, New York Zoological Society, ruled out the feasibility of maintaining a live bird mascot. Instead, the squadron personnel came up with a new design that incorporated the nickname of the squadron, an ungainly pelican caricature wearing goggles and helmet, with a fused bomb held in its right appendage as viewed through the cross-hairs of a periscope. This insignia was approved by CNO on 11 April 1963. Colors: design outline, red; background, white; waves, blue-green; cross-hairs, black; pelican, brown with red helmet and red goggles; bomb, black; squadron designation letters, black on white background.

By 1984, the squadron decided that the cartoonish appearance of the VP-44 insignia was no longer in keeping with the state of modern Naval Aviation and a



*The squadron's fourth insignia was a more formal design using the pelican.*



new, updated design was selected. The pelican motif was retained with a more realistic appearing bird grasping a submarine in its beak. This design was approved by CNO on 20 November 1984. Colors: design outline, black; background, deep blue; pelican, gold; pelican beak, orange with red mouth; submarine, gray; letters Golden Pelicans, and PATRON 44, black on gold background.

In 1988, the squadron members elected to return to the previous pelican design with a rather unique twist. In addition to restoring the original design of the bird zooming in on the submarine as seen through the periscope, the visage of the former squadron commanding officer was substituted for the pelican's head. The subject of the design was reputed to be a "colorful and salty old aviator" who was VP-44's commanding officer when the first P-3s were received in 1962. This insignia was approved by CNO 2 November 1988. Colors were the same as the second design. The insignia remained in service until the squadron's disestablishment in 1991.

Nickname: Golden Pelicans, 1961–1991.

aka: The Budmen, 1989–1991.

### *Chronology of Significant Events*

**29 Jan 1951:** VP-44 was established at Breezy Point, NAS Norfolk, Va., as a seaplane squadron equipped with nine Martin PBM-5 Mariners, under the operational control of FAW-5. Upon arrival, new aircrews were sent to NAS Corpus Christi, Texas, for flight training on the Mariner airframe.

**May–Aug 1951:** VP-44 deployed to Bermuda to fly patrol and convoy flights during Convex Two fleet exercises. When the exercises concluded in June, the squadron proceeded to San Juan, P.R., where it received tender support from *Timbalier* (AVP 54). A detachment of six aircraft was maintained at Argentia, Newfoundland, through August 1951, when the squadron returned to NAS Norfolk, Va.

**Jan–Mar 1952:** VP-44 deployed to Bermuda for advanced base operations. During the deployment crews were sent to Baltimore, Md., for training on the P5M-1 Marlin. In March, a detachment was sent to Cuba for operations supported by *Duxbury Bay* (AVP 38). The squadron returned to NAS Norfolk, Va., in March 1952.

**23 Apr 1952:** VP-44 received its first P5M-1 Marlin. The squadron's new 36-ton seaplane was the first in service with a Navy patrol squadron. It had a better turning circle, newer ASW and radar equipment, sturdier hull design, and more powerful engines than the PBM series.

**13 Jul 1953:** The squadron experienced its first casualties when Crew 10 crashed at sea after developing engine trouble. Seven out of the aircraft's eleven crewmembers were lost in the crash.

**15 Jul–Sep 1954:** VP-44 deployed to Pembroke Dock, Wales, for 15 days of operations supported by *Currituck* (AV 7). The squadron departed Britain for the Mediterranean Sea in early August. After visiting numerous ports in the Mediterranean the squadron returned to NAS Norfolk, Va., on 6 September 1954. This deployment marked the first occasion that the P5M Marlin had been flown "across the pond" to Europe.

**Jan–Jun 1955:** VP-44 received the first of its new T-tail P5M-2 Marlins, so named due to the placement of the horizontal stabilizer at the top of the vertical tailplane instead of the base as in earlier models. In addition to improved power and endurance, the new aircraft were supplied with magnetic anomaly detection (MAD) gear to round out the electronic capabilities of the squadron. The squadron received its full complement of aircraft by 1 June.

**Feb 1955:** VP-44 conducted experiments in refueling while underway from a submarine. The tests, in which a specially equipped P5M-1 was towed by a moving submarine tanker, were judged highly successful.

**Feb 1955:** VP-44 made nationwide television news when the media learned that the squadron had been alerted to investigate a submarine contact off Nag's Head, N.C. The sighting stirred public fears generated by the developing Cold War. The 30-minute response from the squadron in getting airborne and its 24-hour readiness made a positive impression on the public.

**7–11 May 1956:** Four P5M Marlins from VP-44 formed a test detachment to operate in open sea using a submarine as a floating base. The Marlins refueled from the tanker submarine *Guavina* (SS 362) off Dry Tortugas Island, Key West, and Tampa, Fla. The exercise was designed to give seaplanes mobility in areas where bases were not established, and to allow the squadron's tender to stay submerged to avoid enemy detection. *Guavina* carried aviation fuel in her stern



*A squadron P5M being lifted aboard a seaplane tender.*



*A squadron P-3C in flight, note the cartoon pelican insignia on the tail.*

tanks, berthed the aircrews on board, fed them, provided logistical support, and carried a limited supply of spare parts and ordnance.

**1 May 1959:** Under the terms of the still existing lend-lease agreement, the French Navy was leased a full squadron of ten P5M Marlins. VP-44 was tasked with training the officers and enlisted personnel at NAS Norfolk, Va. Upon completion of their training, the French Maritime Patrol Squadron flew to their home base at Dakar, West Africa.

**13 Feb 1960:** Lieutenant R.W. Myers and crew were forced to make an emergency landing in the open sea 360 miles out from San Juan, P.R., when the starboard engine of the P5M-2 Marlin, LM-8, caught fire. The crew extinguished the fire and Lieutenant Myers began taxiing the aircraft toward the nearest land, Grand Turk Island, Bahamas, some 200 miles away. *Abbot* (DD 629) followed the plane during the 23-hour taxi. At Grand Turk Island the tender *Albemarle* (AV 5) refueled the plane and then sailed with her as the plane taxied at 10 knots on its one good engine to Guantanamo Bay, Cuba. The seaplane taxied about 520 miles in two and one-half days, setting a world record for open sea taxiing.

**Dec 1960:** VP-44 began to transition from the P5M Marlin seaplane to the P2V Neptune, a land-based aircraft. Crews were given training at NAS Jacksonville, Fla., with the squadron becoming P2V operational in April 1961.

**4 Oct 1961:** VP-44 deployed to NAF Sigonella, Sicily, where it participated in numerous fleet exercises in the Mediterranean Sea and Project Mercury in the Atlantic.

**1 Apr–13 Aug 1962:** VP-44 received a change of permanent duty station when it was designated the second Atlantic Fleet patrol squadron to receive the P3V-1 (later redesignated the P-3A). The squadron moved from NAS Norfolk, Va., to NAS Patuxent River, Md. VP-44 received the first new P3V aircraft on 13 August. The squadron was declared operational in October.

**20 Oct 1962:** Defense Secretary Robert M. McNamara called for a buildup of active duty and reserve units in support of potential operations against Cuba. He later stated that “what was important in connection with the Cuban crisis was patrol aircraft. We had to locate and we didn’t know the location of every Soviet ship moving toward the Western Hemisphere. It was a tremendous operation. It required both Air Force aircraft and Navy aircraft to do it. We were short of each”. VP-44 achieved international recognition of sorts when aircraft LM-4 was photographed flying close surveillance over the Russian freighter *Anasov* during the return of Soviet missiles to the USSR. *Anasov* was the only Russian vessel refusing to uncover all of the missiles lashed to the deck. VP-44 aircraft verified that eight large oblong objects, which appeared to be missiles, were located on its deck and the ship was allowed to proceed.

**27 May 1968:** The Golden Pelicans were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May, 50 miles south of the Azores. The futile search was called off on 5 June. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, *Scorpion’s* re-

mains were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

**10 Jul 1970:** The Golden Pelicans received a change of permanent duty station relocating them from NAS Patuxent River, Md., to NAS Brunswick, Maine. The squadron then came under the operational control of FAW-3. Within a year FAW-3 at NAS Brunswick was disestablished and FAW-5 was moved from NAS Norfolk, Va., to NAS Brunswick, comprised of the patrol squadrons stationed at that location and NAS Patuxent River, Md.

**15 Jul 1970:** With barely time to unpack, the squadron was tasked with a split deployment to Rota, Spain, with the remaining portion at NAS Brunswick settling into its new home. During the deployment the Pelicans were called upon to provide support to the fleet during the Jordanian crisis, resulting in the remainder of the squadron being ordered to NS Rota to augment 6th Fleet forces. The squadron's efforts earned its first Meritorious Unit Citation.

**24 Feb–May 1971:** The Pelicans relieved VP-8 at NAS Bermuda, B.W.I., with a detachment of four aircraft and four aircrews based at NS Roosevelt Roads, P.R. On 22 April, VP-44 sent a detachment of three aircraft and four aircrews to NAS Guantanamo Bay, Cuba, to maintain 24-hour surveillance on the Haitian coast after the death of President Duvalier. On 29 April, the detachment was relocated to NS Roosevelt Roads, P.R., and reduced to night coverage only. The detachment concluded operations on 6 May and returned to NAS Bermuda.

**18 Apr–Jun 1972:** VP-44 conducted a split deployment to NAS Bermuda and NAF Lajes, Azores, relieving VP-45. Additional detachments were temporarily based as needed at Soudha Bay, Crete, for work with the fleet in the Mediterranean Sea. On 3 June, aircraft BuNo 152182 from the Rota Detachment crashed into the mountainous terrain near Jesbel Musa, Morocco. All 14 crewmen were killed. No cause for the crash could be determined.

**12 Nov 1974:** VP-44 deployed to NAF Rota, Spain, relieving VP-23. A detachment was maintained at

Lajes, Azores. The squadron's success at ASW operations for the period earned it a second Meritorious Unit Citation.

**3 Sep 1980:** VP-44 deployed to NAF Kadena, Okinawa. The squadron operated throughout the western Pacific and Indian oceans providing the first Harpoon capable aircraft for battle group support.

**19 Jun–13 Jul 1985:** VP-44 had begun the customary predeployment stand down period to allow squadron members time to spend with their families. The Soviets chose this time to conduct a summer exercise in the western Atlantic, involving a dozen nuclear ballistic and guided missile submarines, the largest ASW exercise in the Atlantic since the end of WWII. Navy patrol squadrons on the East Coast went into round-the-clock operations. As the exercise gradually wound down, the Golden Pelicans returned to their roost to prepare for the coming deployment. On 13 July 1985, the squadron deployed to Rota, Spain, and Lajes, Azores, conducting tracking exercises with the fleet.

**10 Nov 1986:** VP-44 deployed to Keflavik, Iceland, relieving VP-8. The squadron's new AN/APS 137 radar was used for the first time under operational conditions.

**28 Jun 1991:** VP-44 was disestablished at NAS Brunswick, Maine.



*A squadron P-3C in flight, note the more formal pelican design insignia on the tail, circa 1984.*

### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	29 Jan 1951
NAS Patuxent River, Md.	1 Apr 1962
NAS Brunswick, Maine	10 Jul 1970



**Commanding Officers**

	<i>Date Assumed Command</i>
CDR F. H. Rand	29 Jan 1951
CDR F. J. Grisko	Feb 1952
CDR R. K. Etnire	Jun 1953
CDR W. F. Laffey	Jun 1954
CDR M. J. Burns	Jul 1955
CDR H. E. Sorenson	Jul 1956
CDR R. D. Macklin	Aug 1956
CDR M. E. Haller	26 Aug 1957
CDR C. Thompson	3 Jul 1958
CDR L. W. Frawley	8 Jul 1959
CDR E. E. Wilson	1 Jun 1960
CDR R. L. Pierce	5 Jul 1961
CDR A. Serrell	6 Jul 1962
CDR J. L. Ball	19 Jul 1963
CDR P. F. Hunter	24 Jun 1964
CDR Jack H. McDonald	1 Jul 1965
CDR Edward C. Waller III	29 Jun 1966
CDR R. D. Synder, Jr.	7 Apr 1967
CDR T. H. Warren, Jr.	12 Mar 1968
CDR R. B. Olds	4 Apr 1969
CDR Thomas E. Curry	12 Mar 1970
CDR Felix P. Gigliotti	21 Dec 1970
CDR R. J. Smith	22 Oct 1971
CDR J. R. Wyly, Jr.	27 Oct 1972
CDR P. D. Smith	28 Sep 1973
CDR William P. Culhane	20 Sep 1974

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR John Siembieda	8 Aug 1975
CDR Floyd W. Carter, Jr.	13 Aug 1976
CDR Michael C. Roth	15 Jul 1977
CDR W. L. Vincent	12 Jul 1978
CDR Donald W. Avery, Jr.	26 Jun 1979
CDR Richard Goolsby	3 Jul 1980
CDR Benjamin F. Folsom, Jr.	10 Jul 1981
CDR R. T. Fuller	Jul 1982
CDR Van L. McCullough	29 Jul 1983
CDR James L. Arnold	5 Oct 1984
CDR Richard Corn III	4 Feb 1986
CDR D. Scott Thompson	18 Feb 1987
CDR Stanley J. Lichwalla	4 Mar 1988
CDR W. C. Spearman	5 May 1989
CDR Alan M. Harms	Jun 1990

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
P5M-1	Apr 1952
P5M-2	Jan 1955
P2V-3	Dec 1960
P3V-1/P-3A	Aug 1962
P-3C UII	May 1978

A VP-44 P-3C(UII) preparing to land at NAS Moffett Field in June 1982 (Courtesy Rick R. Burgess Collection via Michael Grove).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
May 1951	Jun 1951	FAW-5	Bermuda	PBM-5	Lant
Jun 1951*	Aug 1951	FAW-5	Argentia	PBM-5	NorLant
Jun 1951*	Aug 1951	FAW-5	San Juan	PBM-5	Carib
			<i>Timbalier (AVP 54)</i>		

*Major Overseas Deployments—Continued*

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1952	Mar 1952	FAW-5	Bermuda	PBM-5	Lant
Mar 1952	Mar 1952	FAW-5	Cuba	PBM-5	Carib
15 Jul 1954	6 Sep 1954	FAW-5	<i>Duxbury Bay</i> (AVP 38) Wales, G.B.	P5M-1	NorLant
16 Aug 1957	31 Aug 1957	FAW-5	San Juan	P5M-1/2	Carib
8 Feb 1958	22 Feb 1958	FAW-5	San Juan	P5M-1/2	Carib
27 Jan 1960	12 Feb 1960	FAW-5	San Juan	P5M-2	Carib
4 Oct 1961	7 Mar 1962	FAW-5	<i>Albemarle</i> (AV 5) Sigonella	P2V-3	Med
Oct 1962	Nov 1962	FAW-5	Cuba	P3V-1	Carib
30 Apr 1963	25 May 1964	FAW-5	Argentina	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Keflavik	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Rota	P-3A	Med
27 Aug 1968	28 Feb 1969	FAW-5	Keflavik	P-3A	NorLant
27 Oct 1969	28 Feb 1970	FAW-5	Sigonella	P-3A	Med
15 Jul 1970	26 Oct 1970	FAW-3	Rota	P-3A	Med
24 Feb 1971	25 Jun 1971	FAW-5	Bermuda	P-3A	Lant



*A squadron P5M being placed on the deck of the seaplane tender Currituck (AV 7), December 1952, USN-476747.*

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 Apr 1972*	9 Oct 1972	FAW-5	Bermuda	P-3A	Lant
18 Apr 1972*	9 Oct 1972	FAW-5	Azores	P-3A	Lant
6 Jun 1973	8 Nov 1973	PatWing-5	Bermuda	P-3A	Lant
12 Nov 1974*	21 Apr 1975	PatWing-5	Rota	P-3A	Med
12 Nov 1974*	21 Apr 1975	PatWing-5	Lajes	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Bermuda	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Lajes	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Bermuda	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Lajes	P-3A	Lant
Mar 1979	5 Sep 1979	PatWing-5	Keflavik	P-3C UII	NorLant
3 Sep 1980	16 Feb 1981	PatWing-5	Kadena	P-3C UII	WestPac
5 Oct 1981*	23 Mar 1982	PatWing-5	Azores	P-3C UII	Lant
5 Oct 1981*	23 Mar 1982	PatWing-5	Rota	P-3C UII	Med
2 Jan 1983*	7 Mar 1983	PatWing-1	Okinawa	P-3C UII	WestPac
2 Jan 1983*	12 Jun 1983	PatWing-5	Bermuda	P-3C UII	Lant
13 Mar 1984	15 Aug 1984	PatWing-5	Sigonella	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Rota	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Lajes	P-3C UII	Lant
10 Nov 1986	6 May 1987	PatWing-5	Keflavik	P-3C UII	NorLant
3 Jun 1988*	10 Dec 1988	PatWing-5	Rota	P-3C UII	Med
3 Jun 1988*	10 Dec 1988	PatWing-5	Lajes	P-3C UII	Lant
3 Nov 1989	May 1990	PatWing-5	Keflavik	P-3C UII	NorLant

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	CC/LM <sup>†</sup>	29 Jan 1951
FAW-3	LM	10 Jul 1970
FAW-5/PatWing-5 <sup>‡</sup>	LM	Jan 1971

<sup>†</sup> The squadron's tail code was changed from CC to LM in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

<sup>‡</sup> FAW-5 was redesignated Patrol Wing 5 (PatWing-5) and COM-PATWINGSLANT (a dual hatted command) on 1 July 1973. On 1 July 1974 Patrol Wing 5 was established as a separate command.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	9 Sep 1970	31 Oct 1970
	9 Mar 1976	30 Apr 1976
	13 Feb 1977	22 May 1977
	16 Mar 1979	12 Apr 1979
	15 Mar 1981	23 Mar 1982
NEM	1 Oct 1978	30 Sep 1979
	1 Oct 1980	31 Dec 1981
SLOC	2 Jan 1983	14 Jun 1983
JMUA	15 Aug 1990	12 Oct 1990

*A squadron P-3C in flight over New England in the fall.*





## Third VP-45

### Lineage

Established as Patrol Squadron TWO HUNDRED FIVE (VP-205) on 1 November 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FIVE (VPB-205) on 1 October 1944.

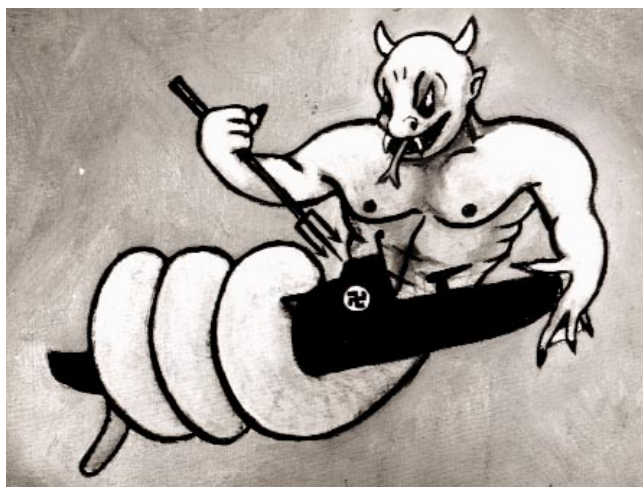
Redesignated Patrol Squadron TWO HUNDRED FIVE (VP-205) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FIVE (VP-MS-5) on 15 November 1946.

Redesignated Patrol Squadron FORTY-FIVE (VP-45) on 1 September 1948, the third squadron to be assigned the VP-45 designation.

### Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for approval in January 1944, and was approved on 1 February. The central character of the design was a sea monster wrapping its coils around a helpless



*The squadron's World War II insignia.*

German U-boat with its trident aimed at the conning tower. The monster symbolized the tenacity with which the squadron held its contacts and attacks against the submarine. Colors: sea monster, yellow body outlined in black; Nazi submarine, black with white insignia; trident, black; horns, white; tongue, red; eyes, white and black; teeth, white; claws, red.

The second insignia for VP-45 was submitted to CNO for approval on 4 February 1949, but for some undetermined reason was not approved until 1 December 1955. In the interim, however, the squadron used the design with later CNO approval simply making it official. The primary character of the design is a pelican, whose wing span in profile was highly sug-



*The squadron's second insignia used a*

gestive of the PBM-5 profile. Pelicans, like the Mariner, were known for distance flying, accuracy in spotting targets, and determined diving ability. The binoculars around the bird's neck represented the search mission and the periscope below, the submarine target. The bomb under each wing represented the position of the wing bomb bays of the PBM. Colors: pelican, gray with yellow beak; bombs, yellow; binoculars, black; ocean, dark blue; sky, light blue with white clouds; periscope, gray with white stripe. This insignia has been in use from 1949 to the present.

Nickname: Pelicans, 1949–1963.

Red Darters, 1968–1980.

Pelicans, 1981–present.

### Chronology of Significant Events

**1 Nov 1942:** VP-205 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3 Mariner. During the first phase of training at Norfolk, the squadron came under the operational control of FAW-5.

**26 Jan–Jun 1943:** Upon completion of the first phase of training, VP-205 was relocated to San Juan, P.R., with tender support provided by *Albemarle* (AV 5). On 1 February 1943, the squadron came under the operational control of FAW-11. Training in advanced base operations continued along with regular operational patrol duties until June 1943. The squadron complement of aircraft was brought up to 13.



*Squadron PBMs being serviced by the seaplane tender Timbalier (AVP-54), 80-G-483683.*

**2–10 Jun 1943:** VP-205 was relocated to Trinidad, B.W.I. Duties consisted of antishipping and antisubmarine patrols. New PBM-3S aircraft with improved radar replaced the older PBM-3C versions. On 10 June 1943, one of the new VP-205 Mariners was lost at sea during a patrol, possibly due to enemy action.

**3 Aug 1943:** A Mariner piloted by Lieutenant (jg) C. C. Cox attacked a U-boat located on the surface and was shot down during the bomb run with the loss of all hands. Lieutenant Cox's attack resulted in the sinking of the submarine, later identified as *U-572*, Oberleutnant Heinz Kumentat commanding.

**6 Aug 1943:** A Mariner piloted by Lieutenant Anthony Matuski attacked a U-boat on the surface and was shot down with the loss of all hands. The heavily damaged submarine, *U-615*, was later dispatched by other aircraft.

**7 Jul 1944:** VP-205 was relocated to NAS Guantanamo Bay, Cuba. Duties consisted of long range antisubmarine patrols and convoy coverage.

**19 Sep 1944:** VP-205 was relieved for return to NAS Norfolk, Va. Personnel were given rehabilitation leave upon arrival and the PBM-3S aircraft were turned in for replacement with the PBM-5 version.

**17 Oct 1944:** Squadron personnel began returning from leave and check out in the new PBM-5 aircraft began. Reforming of the squadron and its assets was completed by the end of the month, and VPB-205 received orders to relocate to NAAS Harvey Point, N.C., for training.

**29 Nov 1944–30 Jan 1945:** Upon completion of training the squadron's area of operation was changed from the Atlantic to the Pacific. The cross-country flights from Harvey Point to NAS San Diego, Calif., and then on to NAS Alameda, Calif., commenced with all aircraft arriving safely by 1 December. Upon arrival, aircrews began preparing their aircraft for the immi-

nent transpac to Kaneohe Bay, Hawaii. During this period the squadron came under the operational control of FAW-8. The first elements of the squadron began their transpac to NAS Kaneohe on 21 December, with all aircraft arriving safely two days later. Operational training began immediately after the crews had settled into quarters. While at Kaneohe the squadron came under the operational control of FAW-2. From 23 to 30 January 1945, the squadron made several ferry flights between Kaneohe and NAS Alameda.

**25 Mar 1945:** VPB-205 relocated to the Marianas operating under FAW-1. On 1 April 1945, the squadron moved temporarily ashore at NAB Tanapag, Saipan. From this location the squadron flew antishipping patrols, occasional Dumbo missions and sector searches.

**18 May 1945:** VPB-205 was placed under the operational control of FAW-18 (TU 94.1.2). The squadron mission was changed from daytime to night antishipping patrols.

**25 Aug 1945:** VPB-205 was relocated from Saipan to Chimu Wan, Okinawa, under the operational control of FAW-1. Tender support was provided by *St. George* (AV 16). Duties consisted of antishipping patrols and long range searches.

**23 Sep 1945:** VPB-205 was relocated to Wakayama, Japan, to provide surveillance support during the military disarmament of the home islands, and courier/passenger services for the occupation forces. During this period the squadron came under the operational control of FAW-17.

**21 Nov 1945:** VPB-205 was relieved for return to NAS Norfolk, Va., for a period of training and overhaul.

**Apr 1946:** VPB-205 was assigned a new homeport at Bermuda.

**1950:** VP-45 received a permanent change of station to NAS Norfolk, Va., to participate in experiments with

*Squadron P5Ms in flight over Coco Solo, Panama, 1956.*







*A squadron P-3C flying over a Soviet freighter.*

specially modified PBM-5 aircraft to transport marine assault forces to the beach.

**1 Sep 1956:** VP-45 received a permanent change of station from NAS Coco Solo, C.Z., to Bermuda.

**1961–1963:** VP-45 participated in all of the Project Mercury space shots as a member of the Bermuda Recovery Unit.

**25 Jan–May 1963:** VP-45 deployed to NAS Guantanamo Bay, Cuba, during the Cuban missile crisis. The squadron was employed in shipping surveillance and ASW patrols, returning to NAS Bermuda in February. The squadron deployed again to Guantanamo on 27 March, returning to NAS Bermuda in May.

**1 Jul 1963:** VP-45 conducted its last deployment as a seaplane squadron at NAS Guantanamo Bay, Cuba. During the two-month deployment the squadron conducted numerous 12-hour search and rescue (SAR) missions for distressed or wrecked vessels in the Caribbean.

**Sep 1963:** The Pelicans established detachments at NAS Patuxent River, Md., and NAS Jacksonville, Fla., to begin transition from the SP-5B Marlin to the Lockheed P-3A Orion. VP-45 was the last patrol squadron in the Atlantic Fleet to use seaplanes, closing out 53 years of continuous service by these remarkable aircraft.

**1 Jan 1964:** Upon completion of transition training, the squadron was given a new homeport at NAS

Jacksonville, Fla., under the operational control of FAW-11.

**17 Nov 1964:** A squadron P-3A, BuNo. 151362, crashed in the Atlantic with the loss of all hands.

**27 May 1968:** The Red Darters were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May 1968, 50 miles south of the Azores. The search proved futile, and the four VP-45 patrol aircraft were released for return to NAS Jacksonville, Fla., on 5 June 1968. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, the remains of *Scorpion* were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

**14 Dec 1968–5 Feb 1969:** VP-45 deployed to NS Sangley Point, Philippines, with a detachment at U-Tapao, Thailand. The squadron's primary mission was coastal surveillance patrols in conjunction with Operation Market Time. On 5 February 1969, the squadron was called upon to assist in locating a cap-sized civilian vessel.

**2 Jun 1969:** Crew 20, returning from MCAS Iwakuni, Japan, in P-3A, BuNo. 151363, attempted a takeoff at NAS Adak, Alaska, to continue their return to NAS Jacksonville, Fla., from deployment. Apparent engine failure caused the crew to abort the takeoff, but the aircraft lacked sufficient runway to stop. The PPC, Commander R. A. Mason, elected to take the air-



craft off the runway into the tundra, rather than going over the end of the runway into the rocks and water. In doing so the landing gear collapsed and the starboard wing parted company with the aircraft. All 15 crewmembers exited the plane without injury shortly before it burst into flame.

**19 Oct 1970:** VP-45 deployed to NAF Sigonella, Sicily. The squadron provided support for the Sixth Fleet during the Jordanian crisis of 25 September 1970, when Palestinian commandos attempted to overthrow the government in Amman. The squadron received a Meritorious Unit Citation for its activities during this period.

**Apr-Oct 1972:** VP-45 began transition to the P-3C version of the Orion. The squadron was fully operational with the new aircraft by October 1972.

**12 Aug-22 Nov 1975:** VP-45 deployed to NAF Sigonella, Sicily. On 22 November, the squadron provided medical and logistical support following the collision of *Belknap* (DLG 26) and *John F. Kennedy* (CVA 67). NAF Sigonella served as the initial medical evacuation site.

**1980:** Reduced manning levels resulted in the reassignment of personnel to meet the drop in the squadron aircraft complement from 12 to 9 crews.

**May 1980:** The temporary lifting of the ban on immigration from Cuba resulted in a tremendous influx of refugees into the straits separating Cuba from the

ing crisis in Lebanon. An alert aircraft armed with MK-46 torpedoes and AGM-84 Harpoon missiles was kept on ready status to support the U.S. battle group off the coast of Beirut. For this support the squadron earned a Navy Expeditionary Medal.

**2 Jul 1987:** During the squadron's deployment to NAS Sigonella, Sicily, its aircraft supported Sixth Fleet operations near Libya, flying missions armed with AGM-84 Harpoon missiles.

**Mar-Dec 1988:** The first of VP-45's P-3C MOD (modification) aircraft returned from a refit to the P-3C UIII configuration. The remaining squadron aircraft completed retrofitting by December 1988. VP-45 was the first East Coast squadron to be equipped with the update III retrofit version, deploying to Bermuda in February 1989.

**Nov 1989:** VP-45 sent a detachment for the first time to NAS Key West, Fla., in support of Joint Task Force 4's drug interdiction program.

**22 Jun 1990-10 Jan 1991:** The Pelicans flew to their deployment site at NS Rota, Spain. During the deployment the squadron was called upon to support Operation Sharp Edge, the evacuation of U.S. citizens from Liberia during the period of civil unrest. In August, VP-45 became part of the UN blockade of Iraq after its occupation of Kuwait (Operation Desert Shield). All of the squadron's commitments (ASW coverage of the Mediterranean, Operation Sharp Edge and



*A VP-45 P-3C at NAS Jacksonville in January 1980 (Courtesy Rick R. Burgess Collection).*

tip of Florida. VP-45 was tasked with monitoring the flow of boats and their safe arrival at Florida while attempting to prevent the southward transit of additional vessels.

**13 Apr-Aug 1983:** The Pelicans deployed to NAF Sigonella, Sicily, relieving VP-49. Prior to deployment the squadron had completed an eight week modification program making VP-45 combat ready to employ the Harpoon ship-killer missile. The squadron spent much of August on standby during the escalat-

Operation Desert Storm) were met without injury or aircraft mishap during the entire deployment.

**Apr-Jun 1991:** VP-45 provided a detachment in support of Joint Task 4, based at NS Roosevelt Roads, P.R. The detachment compiled a database on maritime traffic that greatly enhanced the ability of the task force to track illegal narcotics operations in the Caribbean.

**25 Feb-Sep 1992:** The Pelicans deployed to NAS Keflavik, Iceland, with detachments at various times to

ten different sites. As Russian submarine traffic in the North Atlantic drastically diminished with the collapse of the Soviet Bloc, far fewer acoustic and photo intelligence opportunities were available to the squadron. Numerous exercises with NATO allies helped take up the slack during the deployment.

**Sep 1993–Mar 1994:** During the squadron's deployment to NAS Keflavik, Iceland, Russian submarine traffic continued to decrease, with far fewer captures than in previous years.

**11 Dec 1994–May 1995:** VP-45 deployed to NS Roosevelt Roads, P.R. The full-squadron deployment supported Joint Task 4 in the interdiction of drug trafficking in the Caribbean area. When the squadron returned to NAS Jacksonville, Fla., in May 1995, it marked its 25th consecutive year of Class A mishap-free flight operations.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Nov 1942
NS San Juan, P.R.	26 Jan 1943
NAS Trinidad, B.W.I.	2 Jun 1943
NAS Guantanamo Bay, Cuba	7 Jul 1944
NAS Norfolk, Va.	19 Sep 1944
NAAS Harvey Point, N.C.	17 Oct 1944
NAS Alameda, Calif.	1 Dec 1944
NAS Kaneohe, Hawaii	23 Dec 1944
NAS Norfolk, Va.	21 Nov 1945
NAS Bermuda, B.W.I.	Apr 1946
NAS Norfolk, Va.	1950
NAS Coco Solo, C.Z.	Apr 1951
NAS Bermuda, B.W.I.	1 Sep 1956
NAS Jacksonville, Fla.	1 Jan 1964

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR A. S. Hill	6 Nov 1942
LCDR M. C. McGrath	24 May 1943
LCDR R. S. Null	1 Oct 1943
LCDR G. B. Cattermole	23 Apr 1944
LCDR H. E. Hanset	9 Oct 1944
LCDR N. K. Brady	17 Nov 1945
CDR W. L. Brantley	15 Feb 1947
LCDR W. M. Arnold	10 Jun 1948
CDR O. O. Dean	25 Jun 1948
CDR T. G. White, Jr.	9 Dec 1949
CDR W. W. Bemis	5 Sep 1951
CDR T. R. Perry	30 Sep 1952
CDR W. T. Luce	Jan 1954
CDR W. J. Denholm	Jan 1955
CDR E. W. Pollard	Mar 1956
CDR H. E. Sorenson	Apr 1957
CDR S. A. Thomas	5 Apr 1958

### Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR H. M. Durham	3 Mar 1959
CDR H. B. Palm	17 Mar 1960
CDR A. S. Lee	20 Mar 1961
CDR G. R. O'Bryan	30 Mar 1962
CDR J. R. Chappell	25 Mar 1963
CDR J. D. Collins	21 Dec 1963
CDR D. M. Hume	17 Dec 1964
CDR J. H. Chapman	17 Dec 1965
CDR J. W. Townes, Jr.	4 Nov 1966
CDR Harley D. Wilbur	8 Nov 1967
CDR William H. Saunders III	2 Oct 1968
CDR R. A. Mason, Jr.	19 Aug 1969
CDR S. J. McArdle, Jr.	25 Aug 1970
CDR Charles F. Cook	11 Jun 1971
CDR Paul E. Herring	16 Jun 1972
CDR Joseph M. Notargiacomo	1 Jun 1973
CDR Patrick F. Ryan	3 Jun 1974
CDR William T. Pendley	19 Jun 1975
CDR Steven F. Loftus	17 Jun 1976
CDR Charles J. McKinney, Jr.	30 Jun 1977
CDR William J. Rodriguez	Jun 1978
CDR Robert F. Stephenson	28 Jun 1979
CDR Lester W. Carl	27 Jun 1980
CDR David C. Bennett	25 Jun 1981
CDR Richard H. Phelan	2 Jul 1982
CDR Joseph F. Phelan	7 Jul 1983
CDR Stoney L. Stoutamire	31 Aug 1984
CDR Thomas Lawler	10 Jan 1986
CDR R. L. Hume	23 Jan 1987
CDR Charles J. Dale	19 Feb 1988
CDR William B. Evers	17 Apr 1989
CDR James R. Cannon	27 Apr 1990
CDR Allen A. Efraimson	26 Apr 1991
CDR Robert B. Brannon	17 Apr 1992
CDR Robert W. Elliott	Apr 1993
CDR Dennis W. Stevens	22 Apr 1994
CDR Brian J. Meyerriecks	7 Apr 1995
CDR Kenneth W. Deutsch	12 Apr 1996
CDR Jerry L. Hyde, Jr.	28 Mar 1997
CDR Gregory A. Miller	27 Mar 1998

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Nov 1942
PBM-3S	Jun 1943
PBM-5	Sep 1944
P5M-1	Apr 1954
P5M-2	Dec 1956
SP-5B	Dec 1962
P-3A	Sep 1963
P-3C	Oct 1972
P-3C UIII	Mar 1988
P-3C UIIR	1993



*A squadron P5M-2 in flight, May 1962, USN-1060670.*

### **Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
26 Jan 1943	*	FAW-11	San Juan <i>Albemarle (AV 5)</i>	PBM-3C	Carib
2 Jun 1943	*	FAW-11	Trinidad	PBM-3S	Carib
7 Jul 1944	19 Sep 1944	FAW-11	Guantanamo	PBM-5	Carib
21 Dec 1944	*	FAW-2	Kaneohe	PBM-5	WestPac
25 Mar 1945	*	FAW-1/18	Tanapag	PBM-5	SoPac
25 Aug 1945	*	FAW-1	Chimu Wan <i>St. George (AV 16)</i>	PBM-5	SoPac
23 Sep 1945	21 Nov 1945	FAW-17	Wakayama	PBM-5	WestPac
5 Sep 1953	16 Sep 1953	FAW-3	Galapagos	PBM-5	SoLant
25 Jan 1963	21 Feb 1963	FAW-11	Guantanamo	SP-5B	Carib
27 Mar 1963	26 May 1963	FAW-11	Guantanamo	SP-5B	Carib
1 Jul 1963	30 Aug 1963	FAW-11	Guantanamo	SP-5B	Carib
May 1964	1 Feb 1965	FAW-11	Argentina	P-3A	NorLant
17 Jul 1965	15 Jan 1966	FAW-4	Adak	P-3A	NorPac
13 Jul 1966	13 Jan 1967	FAW-11	Bermuda	P-3A	Lant
28 Jun 1967	15 Dec 1967	FAW-11	Bermuda	P-3A	Lant
16 Dec 1968†	1 Jun 1969	FAW-8	Sangley Pt.	P-3A	WestPac
16 Dec 1968†	30 May 1969	FAW-8	U-Tapao	P-3A	WestPac
18 Apr 1968	28 May 1969	FAW-8	Cam Ranh B.	P-3A	WestPac



**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Nov 1969	17 Jul 1970	FAW-11	Rota	P-3A	Med
19 Oct 1970	27 Feb 1971	FAW-11	Sigonella	P-3A	Med
Dec 1971 <sup>†</sup>	20 Apr 1972	FAW-11	Rota	P-3A	Med
Dec 1971 <sup>†</sup>	20 Apr 1972	FAW-11	Lajes	P-3A	Lant
Dec 1972	21 Jan 1973	FAW-11	Lajes	P-3C	Lant
26 Jan 1973	28 Nov 1973	FAW-11	Sigonella	P-3C	Med
11 Jul 1974	12 Dec 1974	PatWing-11	Keflavik	P-3C	NorLant
12 Aug 1975	14 Jan 1976	PatWing-11	Sigonella	P-3C	Med
26 Dec 1976	25 May 1977	PatWing-11	Keflavik	P-3C	NorLant
Feb 1978	Jul 1978	PatWing-11	Sigonella	P-3C	Med
8 May 1979	24 Oct 1979	PatWing-11	Sigonella	P-3C	Med
1 Oct 1980 <sup>†</sup>	14 Dec 1980	PatWing-1	Kadena	P-3C	WestPac
1 Oct 1980 <sup>†</sup>	15 Mar 1981	PatWing-11	Bermuda	P-3C	Lant
10 Dec 1981	26 May 1982	PatWing-11	Sigonella	P-3C	Med
13 Apr 1983	2 Oct 1983	PatWing-11	Sigonella	P-3C	Med
Sep 1984 <sup>†</sup>	10 Feb 1985	PatWing-11	Rota	P-3C	Med
Sep 1984 <sup>†</sup>	10 Feb 1985	PatWing-11	Lajes	P-3C	Lant
8 Feb 1986	9 Aug 1986	PatWing-11	Bermuda	P-3C	Lant
2 Jul 1987	10 Jan 1988	PatWing-11	Sigonella	P-3C	Med
10 Feb 1989	Aug 1989	PatWing-11	Bermuda	P-3C UIII	Lant
Nov 1989	23 Mar 1990	PatWing-11	Key West	P-3C UIII	Carib
22 Jun 1990	10 Jan 1991	PatWing-11	Rota	P-3C UIII	Med
Apr 1991	Jun 1991	PatWing-11	Roosevelt Rds.	P-3C UIII	Carib
25 Feb 1992	10 Sep 1992	PatWing-11	Keflavik	P-3C UIII	NorLant
24 Sep 1993	Mar 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
11 Dec 1994	Jul 1995	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
Jun 1996	Sep 1996	PatWing-11	Sigonella	P-3C UIIIR	Med
Aug 1997	Feb 1998	PatWing-11	Sigonella	P-3C UIIIR	Med

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

† The squadron conducted split deployment to two or more sites on the same dates.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Nov 1942
FAW-11		1 Feb 1943
FAW-5		19 Sep 1944
FAW-8		1 Dec 1944
FAW-2		23 Dec 1944
FAW-1		25 Mar 1945
FAW-18		18 May 1945
FAW-1		25 Aug 1945
FAW-17		23 Sep 1945
FAW-5	EE*	Nov 1945
FAW-11	EE/LN <sup>†</sup>	Apr 1951
FAW-5	LN	1958
FAW-11/PatWing-11 <sup>‡</sup>	LN	1 Jan 1964

\* The squadron remained assigned to FAW-5, but was assigned the tail code EE on 7 November 1946.

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

‡ FAW-11 was redesignated Patrol Wing 11 (PatWing-11) on 30 June 1973.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
MUC	9 Sep 1970 – 31 Oct 1970
	1 Oct 1982 – 1 Oct 1983
	10 Feb 1989 – 10 Aug 1989
NOSM	5 Oct 1945 – 21 Nov 1945
RVNGC	1 Jan 1969 – 30 Apr 1969
NEM	1 Jan 1984 – 31 Dec 1984
HSM	3 May 1980 – 4 May 1980
SLOC	12 Sep 1984 – 12 Feb 1985
JMUA	1 May 1991 – 21 Jun 1991
AFEM	5 Aug 1990 – 21 Feb 1991
(Sel Crews)	15 Oct 1980 – 31 Dec 1980
	20 May 1983



*A squadron P-3C flying over a nuclear missile submarine.*