

## Second VP-5

### Lineage

Established as Patrol Squadron SEVENTEEN-F (VP-17F) on 2 January 1937.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 1 October 1937.

Redesignated Patrol Squadron FORTY TWO (VP-42) on 1 July 1939.

Redesignated Bombing Squadron ONE HUNDRED THIRTY FIVE (VB-135) on 15 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY FIVE (VPB-135) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED THIRTY FIVE (VP-135) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) FIVE (VP-ML-5) on 15 November 1946.

Redesignated Patrol Squadron FIVE (VP-5) on 1 September 1948, the second squadron to be assigned the VP-5 designation.

### Squadron Insignia and Nickname

Patrol Squadron 17F was established at FAB Seattle, Wash., in 1937. The insignia submitted by VP-17 to the Bureau of Aeronautics was approved on 16 November 1938. Since most of the squadron's activities took place in Alaskan waters, a lion seal was chosen as the central figure. The outline of the insignia was circular, with the seal in the center balancing a bomb on its nose. Colors: outline of insignia, black; background, white; seal, black; and bomb, black. There were no letters or numbers on the insignia designating the squadron.



*The squadron's first insignia used a seal, indicative of its operations in Alaskan waters.*



*In 1944 the squadron's second insignia, the fox, was approved.*

The original design was retained until VP-42 was redesignated VB-135 in 1943. The squadron members began the process for requesting a new insignia more in keeping with their current mission, but the new design was not approved until 30 August 1944. Shortly thereafter, the squadron was again redesignated and the new insignia was adopted by VPB-135. It

consisted of a circular design with a cartoon fox central, riding a flying gas tank. The fox had one eye covered with a blindfold and wore a Mae West life preserver with a bomb under its right arm and a package of three machine guns under the left. A cane was clutched in the left paw extending down through clouds. A volcano was portrayed in the left corner of the design. The "flying gas tank" symbolized the PV-1 Ventura flown by the squadron at the time, which was a medium-range bomber with a "package" of heavy 50-caliber machine guns in the nose. The blindfold represented the blind flying common over Alaskan waters and the Aleutians, while the cane was the radar used to find the target. The Mae West indicated that most of the missions were conducted over water. Colors: field, bright orange circled in black; fox, blue, outlined in black; tongue, red; tip of tail, white; Mae West, bright orange with black letters; package of machine guns, white with black outlines and black markings; machine guns, white with black outlines and markings; cane, black; flying gas tank, bright yellow with black outlines and markings; bomb, jade green; clouds, white outlined in black; volcano, royal blue with white top; and corner of field, royal blue. This design was retained when VPB-135 was redesignated VP-ML-5 in 1946.

The fox theme was continued in the third version of the squadron insignia when the VP-ML-5 became VP-5 in 1948. There was no record of the date the new insignia was approved. The design was circular, with a central cartoon fox holding a sledgehammer in its raised right fist, preparing to strike a periscope emerging from the Atlantic area of the northern hemisphere of a globe. Two palm trees graced the left portion of



*The squadron's current insignia, dating from the late 1940s continued the fox theme.*

the design, with a smoking volcano in the upper right portion. The logo PATRON FIVE was across the outside top of the design, with MAD FOXES across the outside bottom. The design represented the antisubmarine role of the squadron, with its primary assignment of duties in the Atlantic Ocean area. Colors: field, blue with black outline; squadron logo and nickname, white letters on black background; continents of hemisphere, yellow; ocean, black; trees, black trunk with green top; volcano, black with white smoke; fox, black with white outline and paws; periscope, white outline; and hammer, black handle with white outline sledge.

Nicknames: Blind Foxes (a.k.a. Empire Express), 1943–1946.

Mad Foxes, 1948–present.

### *Chronology of Significant Events*

**2 Jan 1937:** VP-17F was established at FAB Seattle, Wash., under the administrative command of PatWing-4, Base Force. The squadron's PM-1 seaplanes were tended by *Thrush* (AVP 3).

**1 Oct 1937:** VP-17F was redesignated VP-17 when all patrol squadrons were removed from the Base Force and placed administratively under Patrol Wings.

**17 Mar 1938:** VP-17 turned in its PM-1s in March for the new PBV-2 Catalina seaplanes. Tender support for the squadron was supplied by *Teal* (AVP 5). The squadron participated in Fleet Problem XIX (Phase II) as part of White Force, along with aircraft of patrol squadrons 7, 9, 11, 12, 16, 17 and 19. Missions included flights extending out to 600 miles to locate and successfully attack elements of Black Force. The exercises marked the first use of long-distance radio bearings for aircraft.

**1 Nov 1938:** PBV aircraft of the period lacked cabin heaters, resulting in great crew discomfort at high altitude or in northern regions. VP-17 was selected to test



*A squadron PBV-1 in flight over mountains in Alaska, circa 1939.*

new electrically heated flying suits. In the first trials, the suits blew out fuses while at 18,700 feet. The general opinion was that the suits were too bulky and unreliable in the cramped confines of the aircraft. The manufacturer began to incorporate better heating and cabin insulation in later models of the PBV, greatly improving crew comfort on long flights.

**30 Jan 1941:** The squadron began a refit with new aircraft, turning in the older PBV-2 models for PBV-5 aircraft fresh from the factory.

**15 Jul 1941:** VP-42 was deployed to Sitka, Alaska, for advanced base operations and cold weather training. A detachment was maintained at Kodiak, Alaska. On 2 September 1941, the Kodiak detachment was visited by two aircraft from a Russian seaplane squadron under the command of General Gromof.

**7 Dec 1941:** Upon receiving word of the attack on Pearl Harbor, all squadron aircraft were put on alert and prepared for a move to Tongue Point, British Columbia. The movement of the squadron to the temporary location took place on 8 December 1941, and remained in effect until the next week.

**29 Jan 1942:** VP-42 flew all of its PBV-5s to San Diego, Calif., where they were turned in for new PBV-5A amphibious models. Squadron strength was increased to 12 aircraft.

**1 Feb 1942:** VP-42 relieved VP-41 of patrol duties at Kodiak, Alaska. Beginning 1 March 1942, aircraft were sent in elements of two to NAS Alameda, Calif., for installation of ASD-1 radar.

**3–15 Jun 1942:** VP-42 participated in the first attack on Japanese vessels and positions while based at Dutch Harbor, in the Aleutians. Lieutenant (jg) Lucius D. Campbell flew through a snow squall to make contact with a heavy enemy concentration south of Umnak Island. Despite severe damage from enemy aircraft, he remained in the area until he had determined the extent of the enemy forces and their location. On his return to Dutch Harbor his Catalina ran



*A squadron PM-1 at Sitka, Alaska.*

out of fuel and he was forced to make an open sea landing. They survived the forced landing and were rescued later in the day.

On 11 June 1942, Commander Patrol Wing 4 received a message from Commander in Chief Pacific which said, "bomb the enemy out of K i s k a . ." Following unsuccessful missions by USAAF B24s and B-17s, aircraft available from VPs 41, 42, 43 and 51 commenced continuous bombing missions against targets in Kiska harbor from 11 to 13 June. These missions became known as the "Kiska Blitz." During these bombing strikes the aircraft were serviced by *Gillis* (AVD 12) at Nazan Bay, Atka Island. Efforts to use the PBYs as horizontal bombers dropping their bombs from above the clouds proved futile. Pilots began attacking singly, approaching from a direction that provided the best cloud cover. When they were over the harbor the Catalinas were put into a dive and bombs released at the appropriate time. The flak was intense. A pullout was initiated at between 500 and 1,500 feet, and the plane immediately sought cover in the clouds. The raids continued



*A PBY-5A flies a patrol near the snowy Aleutian Islands, circa 1942, 80-G-K-15433.*

until *Gillis* ran out of bombs and fuel. Lieutenant (jg) Campbell was awarded the Navy Cross for his conduct during the campaign in Alaska.

**1 Jul 1942:** VP-42 relocated to Cold Bay, Alaska, to provide support to the FAW-4 Air Search Group. On 20 July 1942, the squadron moved again to Nazan Bay, Atka Island. Tender support was provided by *Gillis* (AVD 12, former DD 260).

**3 Aug 1942:** The squadron returned to Seattle for two weeks of leave, returning to Kodiak on 22 August 1942, for a continuance of combat operations.

**23 Aug 1942:** VP-42 was called upon to provide cover for the occupation of Adak.

**31 Aug 1942:** Lieutenant S. Coleman of VP-42 heavily damaged the Japanese submarine *RO-61*. The submarine, Commander Tokutomi commanding, was caught on the surface five miles north of Cape Shaw, Atka Island. *RO-61* was located later on the same day by *Reid* (DD 369) and sunk. Several survivors were rescued from the frigid waters.

**15 Feb 1943:** While stationed at Umnak, Alaska, VP-42 was redesignated VB-135. On the same date,



*Ground crew checks out a PBY while based in the Northern Pacific, 80-G-17849 (Courtesy Captain Jerry Mason, USN).*



*A PBY being refueled in preparation for a patrol in Alaskan waters, 80-G-17852 (Courtesy Captain Jerry Mason, USN).*

orders were received returning the squadron to Seattle, Wash., for a refit at NAS Whidbey Island, Wash., with new PV-1 Ventura medium bombers, the first to operate in the Pacific and Aleutians area. The squadron began training on 24 February 1943 after a short leave for all hands.

**23 Mar 1943:** VB-135 was soon en route to Adak, Alaska, with its full complement of new PV-1 Venturas, arriving on 12 April 1943. Until May of 1943, the primary duties of the squadron consisted of photoreconnaissance and high-speed patrols over enemy held islands. Most of the photo work was done with hand-held K-20 cameras, since the aircraft had not been fitted as photorecon models.

**5 May 1943:** On this date, VB-135 made its first full-scale attack on Japanese positions on Kiska in the Aleutians, using the aircraft ASD-1 radar to penetrate the cloud cover over the target area. The squadron was based during this period at Amchitka.

**10 Aug 1943:** VB-135 had moved to the island of Attu by August, and was given the task of providing anti-aircraft patrols 500 miles west and south of the island operating from a partially completed air strip at Alexai Point. Severe crosswinds and tent quarters made living and flying from the island a nightmare.

**5 Nov 1943–Feb 1944:** The squadron returned to NAS Whidbey Island for leave and reassignment of personnel. Only four aircraft were able to depart Attu, the rest being unserviceable. On 3 February 1944, the squadron was reformed with new squadron personnel

and aircraft. Transition training commenced for aircrews, many of whom had never flown the PV-1 Ventura.

**19 Apr 1944:** The squadron flew to Adak, Alaska, where special training began on the use of LORAN for long-distance navigation in the hostile environment of the far north. LORAN was a system of electronic navigation using fixed beacons that constantly transmitted repetitive signals. An aircraft could determine its relative position between the two beacons based on the strength and direction of the signals. Each beacon had an identifying signal prefix that matched its location on the map. The HEDRON installed the new LORAN gear in the aircraft during this period and on 4 May 1944 flew to Casco Field, Attu, to resume combat operations.

**10 May 1944:** VB-135 conducted night photoreconnaissance over the Japanese-held islands of Paramushiro and Shimushu in the Kuriles. Photo flash bombs were used to light the target areas. The missions soon became known as the “Empire Express” runs, since they were the first to encroach on the Japanese home islands. This time the aircraft had been fitted with bow-mounted Fairchild K19-A cameras.

**14 Jun 1944:** VB-135 aircraft conducted daylight photoreconnaissance over Paramushiro and Shimushu, resulting in the loss of two aircraft damaged and forced to land in Russian territory. The crews were interned by the Soviets for several months.



*In the right foreground is a PV-1 Ventura with several other PV-1s on the flight line of an Aleutians airfield in the summer of 1943. The photo also shows several PBY-5As. The PBYs are not part of the squadron's complement. The squadron had transitioned from the PBY to the PV-1s in February 1943, 80-G-K-8133.*

**23 Jul 1944:** Lieutenant Vivian attacked and sank a Japanese picket boat, but his aircraft was badly damaged by antiaircraft fire. He and his crew were forced to land in Russian territory to face an internment of several months.

**23 Oct 1944:** VPB-135 transferred back to NAS Whidbey Island, Wash., for reforming and training of new crews. Instrument training was conducted at NAS Whidbey Island, Wash., from February–June 1945.

**1 Jun 1945:** VPB-135 transferred to NAAF Mount Vernon, Wash., for transition training in the new PV-2 Harpoon. The squadron eventually received 15 of the aircraft. Repairs to the wing spars of the new planes at the Burbank factory from 23–30 June delayed the squadron's return to combat for its third tour.

**4 Aug 1945:** The squadron returned to Attu, Alaska, for another combat tour. Indoctrination training on local weather conditions was given to all new crews through 18 August 1945, when the first sector searches were initiated.

**20 Nov 1945:** On this date VPB-135 aircraft and crews arrived at Edenton, N.C., for reforming of the squadron.

**30 Nov 1946:** VPB-135 was chosen to represent the U. S. Navy patrol squadron community during presidential inauguration ceremonies in Mexico City.

**Jun 1948:** VP-ML-5 received the first P2V Neptune, and changed its nickname to the "Mad Foxes."

**Jun 1958:** The squadron deployed to Argentia, Newfoundland. "Ice reccos" and shipping patrols were flown without incident. "Ice reccos" were patrols over shipping lanes on the lookout for icebergs that might endanger surface vessels in the area. In July, half of the squadron deployed to Rota, Spain, to become the first patrol squadron based there.

**Apr 1959:** VP-5 deployed to Keflavik, Iceland. Two other squadrons were stationed there during this period, participating in exercises with the fleet. A Soviet submarine was tracked for 24 hours at one point in the exercise, but finally surfaced and proceeded on its way after failing to shake the trackers.

**Jul 1960:** The squadron was scheduled for a five month deployment to Rota, Spain, for duties with the Sixth Fleet, but in September the deployment was rescheduled. VP-5 became the first full squadron to be deployed to Sigonella, Sicily, after the base became operational.

**Apr–May 1961:** VP-5 participated in exercises in the Caribbean as well as aiding in the recovery of America's first astronaut, Commander Alan B. Shepard, Jr., on 5 May 1961.

**Jul 1961:** As part of the Project Mercury recovery team, VP-5 aided in the recovery of Captain Virgil I. Grissom, USAF.

**1 Sep 1962:** The squadron was again called upon to assist in the recovery of astronauts, participating in the spotting of Commander Wally M. Shirra after his fa-

mous flight on 3 October 1962, orbiting six times around the earth.

**Oct 1962:** The squadron was one of the first called up for the Cuban Quarantine during the Cuban Missile Crisis. VP-5 staged patrols from Jacksonville, Fla.; Roosevelt Roads, P.R.; and Guantanamo Bay, Cuba. It was the first squadron to spot and photograph a Soviet ship, *Bucharest*, carrying missiles, and later the first to locate and track the first Soviet ship departing Cuba with dismantled missiles aboard.

**1 Jul 1966:** VP-5 received its first three P-3A Orions. The squadron was the last fleet operational unit to fly the SP-2E.

**1 Jun 1967:** VP-5 deployed to WestPac with the majority of the squadron based at NS Sangley Point, R.P. Duties consisted of Yankee Station patrols (the operational staging area at 16N-110E in the South China Sea off the coast of Vietnam), anti-infiltration surveillance, and open ocean shipping surveillance flights. Yankee Station patrols provided night radar coverage of the Gulf of Tonkin as one measure in the defense of the fleet's strike carriers from attack by high-speed surface craft.

**23 May 1968:** VP-5 deployed to Rota, Spain, supported by *Tallahatchie County* (AVB 2) off Souda Bay, Crete. The use of a support vessel for land-based aircraft at an advanced base site was an experimental concept. The detachment at Crete proved that the idea had merit, but there were no subsequent deployments with support supplied solely by tenders.

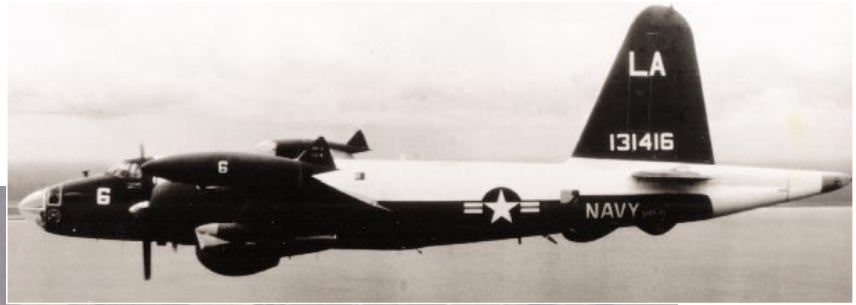
**7 Dec 1979:** VP-5 deployed to Bermuda with squadron detachments sent at different times to Keflavik, Iceland; Lajes, Azores; Dakar, Africa; and Roosevelt Roads, P.R. From January–March the squadron flew in relief supplies to earthquake victims in the Azores.

**May 1982:** VP-5 deployed to Sigonella, Sicily. The squadron's ASW activities during the deployment earned it a Meritorious Unit Commendation. For its support to the Sixth Fleet during the evacuation of the Palestine Liberation Organization from Lebanon and the subsequent deployment of Marines into that locality, the squadron was awarded the Navy Expeditionary Medal. During this period the squadron was one of several evaluating the effect of female personnel on squadron operations. Approximately 45 women had been assigned to the roster.

**Feb 1986:** The squadron was sent on a SAR mission after the explosion of the space shuttle Challenger. An aircraft from VP-5 located the nose cone from the shuttle and directed surface recovery vessels to the critical item.

**Aug 1986:** VP-5 deployed to NAS Bermuda. During the deployment the squadron conducted seven Harpoon exercises with other squadrons. In October the squadron spotted a Soviet Yankee-class submarine on the surface in sinking condition. The hour-by-hour

*A squadron P2V Neptune on patrol in January 1962.*



*A squadron P-3 Orion in the foreground with five other squadron P-3s lined up on the tarmac at NAS Jacksonville.*



*A VP-5 P-3C at NAS Moffett Field in June 1979. (Courtesy Rick R. Burgess Collection).*



*A squadron P-3 Orion in flight with a Harpoon missile under the wing.*

monitoring of the Soviet warship was continued until it sank beneath the waves, earning the squadron a recommendation for a Meritorious Unit Commendation from CINCLANTFLT.

**Dec 1986:** While operating out of Bermuda, VP-5 participated in the Coast Guard's drug interdiction program. The resulting operations in the Caribbean netted over 17,000 pounds of marijuana.

**Jun 1990:** VP-5 participated in the drug interdiction program established by the Secretary of Defense. Detached to bases in the Caribbean and South America, the "Mad Foxes" played a key role in the interdiction effort spotting suspicious ships and aircraft in the patrol areas.

**1 Jan 1991:** VP-5 deployed to NAS Rota, Spain. Detachments were deployed to NAF Souda Bay, Crete; NAS Sigonella, Sicily; NAF Lajes Field, Azores; and

NAS Keflavik, Iceland. During the Gulf War one aircraft of the Souda Bay detachment maintained surface surveillance patrols north of Egypt.

**19 Jul 1991:** During a change of command dinner at NAS Jacksonville, Fla., in honor of out-going commanding officer Commander Franklin D. Bryant, Jr., an honored guest was in attendance—Captain Vazhov, Flotilla Staff Officer from the Soviet Union's Northern Fleet, was participating in an exchange program for foreign officers.

**3 Sep 1992:** VP-5 deployed to NAS Keflavik, Iceland. During the deployment the squadron participated in anti-surface/mining operations with USAF F-15 aircraft. Ten different NATO countries were visited during this period, including the United Kingdom, Norway, Netherlands, France, Germany and Canada.



*A squadron P-3C flying over a nuclear powered submarine, 1991.*

**Home Port Assignments**

<i>Location</i>	<i>Date of Assignment</i>
FAB Seattle, Wash.	2 Jan 1937
NAS Edenton, N.C.	20 Nov 1945
NAS Quonset Pt., R.I.	15 May 1946
NS San Juan, P.R.	Jan 1947
NS Roosevelt Roads, P.R.	Jun 1947
NAS Jacksonville, Fla.	Dec 1949

**Commanding Officers**

	<i>Date Assumed Command</i>
LCDR Dolph C. Allen	Jan 1937
LCDR John Perry	30 Sep 1937
LCDR Stanhope C. Ring	Oct 1938
LCDR Edwin R. Peck	1939
LCDR Allan R. Nash	1940
LCDR James S. Russell	Jul 1941
LCDR Charles E. Perkins	Oct 1942
LCDR Paul C. Williams	25 Feb 1943
LCDR Clyde H. Parmelee	Mar 1943
LT Marion A. Mason (actg.)	5 Nov 1943
LCDR Paul L. Stahl	Jan 1944
LT Marion A. Mason	Nov 1944
LCDR A. L. Gardner	17 Oct 1945
CDR J. J. Worner	18 Jun 1946
LCDR N. E. Harris	19 Jun 1947
LCDR T. T. Guillory	16 Jun 1948
CDR A. H. Dickhoff	7 Jul 1949
CDR Fred Bories	Aug 1950
CDR Rex W. Warner	Feb 1951
CDR James C. Houghton	Jan 1952
CDR Albert R. Barbee	Jan 1953
CDR William G. Matton, Jr.	Apr 1954
CDR Edgar E. Coonrod	Aug 1955
CDR Robert M. Strieter	Aug 1956
CDR John W. Crowe	Jan 1958
CDR Arthur C. Cason	Jan 1959
CDR John J. Coonan	Jan 1960
CDR Thomas H. Casey, Jr.	Jan 1961
CDR Robert J. Huber	Jan 1962
CDR Robert P. Smyth	Jan 1963
CDR Jack A. Pate	Jan 1964
CDR Joseph T. Kosnik	15 Jan 1965
CDR Marvin D. Marsh	14 Jan 1966
CDR John V. Josephson	20 Jan 1967
CDR John R. Farrell	29 Dec 1967
CDR Herman C. Abelein	13 Jan 1969
CDR Richard T. Thomas	16 Jan 1970

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR George D. Barker	15 Jan 1971
CDR Harry A. Hoover	14 Jan 1972
CDR Frank I. Woodlief	Jan 1973
CDR Richard W. Weir	25 Jan 1974
CDR Harold L. Midtvedt	23 Jan 1975
CDR Alvin C. Gross, Jr.	23 Jan 1976
CDR Jerome D. Piccioni	21 Jan 1977
CDR William R. Spearman	1 Jan 1978
CDR Charles H. Conley	Dec 1978
CDR Irvin C. Evans, Jr.	21 Nov 1979
CDR Karl H. Kaeser	11 Dec 1980
CDR Frederick A. Holk, Jr.	11 Dec 1981
CDR Norbert R. Ryan, Jr.	17 Dec 1982
CDR Mark B. Baldy	Apr 1984
CDR Richard G. Kirkland	Jul 1985
CDR Edwin W. Dews	29 Aug 1986
CDR Paul S. Semko	24 Jul 1987
CDR George T. Hodermarsky	22 Jul 1988
CDR Howard S. Hilley	7 Jul 1989
CDR Franklin D. Bryant, Jr.	13 Jul 1990
CDR Robert D. Whitmire	26 Jul 1991
CDR Lawrence S. Cotton, Jr.	10 Jul 1992
CDR Altman L. Lawson	9 Jul 1993
CDR Richard W. O'Sullivan	Jun 1994
CDR Ronald R. Manley	7 Jul 1995
CDR James F. Root, Jr.	17 May 1996
CDR Michael J. Szostak	Jun 1997
CDR Adreon M. Ensor	19 Jun 1998

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PM-1	Jan 1937
PBY-2	Mar 1938
PBY-5	Jan 1941
PBY-5A	Jan 1942
PV-1	Feb 1943
PV-2	Jun 1945
P2V-1	Jun 1948
P2V-3	1951
P2V-5	1952
SP-2E	1964
P-3A	1 Jul 1966
P-3A (DIFAR)	Dec 1971
P-3C	Feb 1974
P-3C UIIIR	1989



*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>
17 Mar 1938	Apr 1938	PatWing-4	<i>Thrush</i> (AVP 3)	PBY-2	SoPac
15 Jul 1941	1 Oct 1941	FAW-4	Sitka	PBY-5	NorPac
1 Feb 1942	3 Aug 1942	FAW-4	<i>Gillis</i> (AVD 12)	PBY-5A	NorPac
23 Aug 1942	15 Feb 1943	FAW-4	Kodiak	PBY-5A	NorPac
23 Mar 1943	5 Nov 1943	FAW-4	Adak/Amchitka/ Attu	PV-1	NorPac
19 Apr 1944	23 Oct 1944	FAW-4	Adak/Attu	PV-1	NorPac
4 Aug 1945	20 Nov 1945	FAW-4	Attu	PV-2	NorPac
Aug 1950	Jan 1951	FAW-11	Argentia	P2V-3	NorLant
Jul 1953	Dec 1953	FAW-11	Keflavik	P2V-5	NorLant
Oct 1954	Mar 1955	FAW-11	Argentia	P2V-5	NorLant
Nov 1955	Jun 1956	FAW-11	Port Layuety	P2V-5	Med
Mar 1957	1 Sep 1957	FAW-11	Keflavik	P2V-5	Norlant
Mar 1957	Oct 1957	FAW-11	Port Layuety	P2V-5	Med
Jun 1958	Oct 1958	FAW-11	Argentia	P2V-5	NorLant
Jul 1958	Oct 1958	FAW-11	Rota	P2V-5	Med
Apr 1959	Jun 1959	FAW-11	Keflavik	P2V-5	NorLant
Jul 1960	Sep 1960	FAW-11	Rota	P2V-5	Med
Sep 1960	Dec 1960	FAW-11	Sigonella	P2V-5	Med
Dec 1961	1 Sep 1962	FAW-11	Rota	P2V-5	Med
Dec 1961	Jul 1962	FAW-11	Keflavik	P2V-5	NorLant
Jul 1963	Nov 1963	FAW-11	Sigonella	P2V-5	Med
1 Dec 1964	15 Jan 1965	FAW-11	Guantanamo	SP-2E	Carib
15 Jan 1965	Jun 1965	FAW-11	Sigonella	SP-2E	Med
1 Jun 1967	3 Dec 1967	FAW-8	Sangley Point	P-3A	WestPac
23 May 1968	3 Dec 1968	FAW-11	Crete/ <i>Tallahatchie</i> <i>County</i> (AVB 2)	P-3A	Med
1 Mar 1970	Jul 1970	FAW-11	Sigonella	P-3A	Med
1 Mar 1971	1 Jul 1971	FAW-11	Rota	P-3A	Med
1 Mar 1971	Jun 1971	FAW-11	Lajes	P-3A	NorLant
24 Mar 1972	20 Aug 1972	FAW-11	Sigonella	P-3A DIFAR	Med
Mar 1973	May 1973	FAW-11	Rota	P-3A DIFAR	Med
Jun 1973	Aug 1973	FAW-11	Lajes	P-3A DIFAR	NorLant
Sep 1974	Mar 1975	PatWing-11	Sigonella	P-3C	Med
Feb 1976	Jul 1976	PatWing-11	Keflavik	P-3C	NorLant
Apr 1977	Sep 1977	PatWing-11	Sigonella	P-3C	Med
22 Sep 1978	Feb 1979	PatWing-11	Keflavik	P-3C	NorLant
7 Dec 1979	Apr 1980	PatWing-11	Bermuda	P-3C	Lant
7 Feb 1981	Jul 1981	PatWing-11	Sigonella	P-3C	Med
May 1982	3 Nov 1982	PatWing-11	Sigonella	P-3C	Med
Nov 1983*	Apr 1984	PatWing-11	Rota	P-3C	Med
Nov 1983*	Apr 1984	PatWing-11	Lajes	P-3C	Med
Jan 1985	20 Jun 1985	PatWing-11	Sigonella	P-3C	Med
Aug 1986	Jan 1987	PatWing-11	Bermuda	P-3C	Lant
Jan 1988	Jun 1988	PatWing-11	Sigonella	P-3C	Med
1 Aug 1989	10 Feb 1990	PatWing-11	Bermuda	P-3C UIIIR	Lant
1 Jan 1991	Jul 1991	PatWing-11	Rota	P-3C UIIIR	Med
3 Sep 1992	Mar 1993	PatWing-11	Keflavik	P-3C UIIIR	NorLant
1 Sep 1993	Mar 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1994	Aug 1994	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Aug 1995	Feb 1996	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1997*	Aug 1997	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Feb 1997*	Aug 1997	PatWing-11	Roosevelt Roads	P-3C UIIIR	Carib
Feb 1997*	Aug 1997	PatWing-11	Panama	P-3C UIIIR	Carib

\* The squadron conducted a split-site deployment to two different bases on the same dates.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force		2 Jan 1937
PatWing-4/FAW-4*		1 Oct 1937
FAW-6		15 Feb 1943
FAW-4		25 Mar 1943
FAW-6		5 Nov 1943
FAW-4		19 Apr 1944
FAW-6		5 Dec 1944
FAW-4		4 Aug 1945
FAW-5	ED†	20 Nov 1945
FAW-11/ PatWing-11‡	ED/MC‡/LA**	1 Jan 1947

\* Patrol Wing 4 was redesignated Fleet Air Wing 4 on 1 November 1942.

† The squadron remained a part of FAW-5, but was assigned the tail code ED on 7 November 1946.

‡ The squadron remained part of Fleet Air Wing 11 but was assigned the new tail code MC on 4 August 1948.

§ FAW-11 was redesignated PatWing-11 on 1 July 1973.

\*\* The squadron's tail code was changed from MC to LA 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 Jun 1942	1 Aug 1942
	01 Jan 1967	31 Mar 1968
MUC	29 Mar 1976	30 Apr 1976
	05 Dec 1979	14 May 1980
(Det)	09 Feb 1981	15 Jul 1981
	21 May 1982	02 Nov 1982
RVNGC	26 May 1981	31 May 1981
	01 May 1967	01 Dec 1967
NAVE	01 Jul 1974	30 Jun 1975
	01 Jul 1975	30 Sep 1976
HSM	19 May 1980	31 May 1980
JMUA	15 Aug 1990	12 Oct 1990

*Squadron personnel form the designation VP-5 with squadron P-3Cs in the background, 1991.*



## First VP-6

### Lineage

Established on paper as Patrol Squadron SIX (VP-6) on 29 May 1924.

Removed from the records on 3 May 1926.

### Squadron Insignia and Nickname

None on record.

### Chronology of Significant Events

**29 May 1924:** VP-6 was scheduled for establishment using naval station assets (two F-5L seaplanes) at NAS Hampton Roads, Va. Prior to the designation of patrol squadrons, each naval station had maintained a small section of flying boats and float planes. These aircraft, pilots and support personnel formed the cadre of the first true patrol

squadrons in the Navy. Unfortunately, documentation does not exist to verify that this squadron was actually established. It appears to have been a paper squadron listed in the records, but never formed.

**3 May 1926:** VP-6 was removed from the records.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Hampton Roads, Va.	Scheduled for 1924

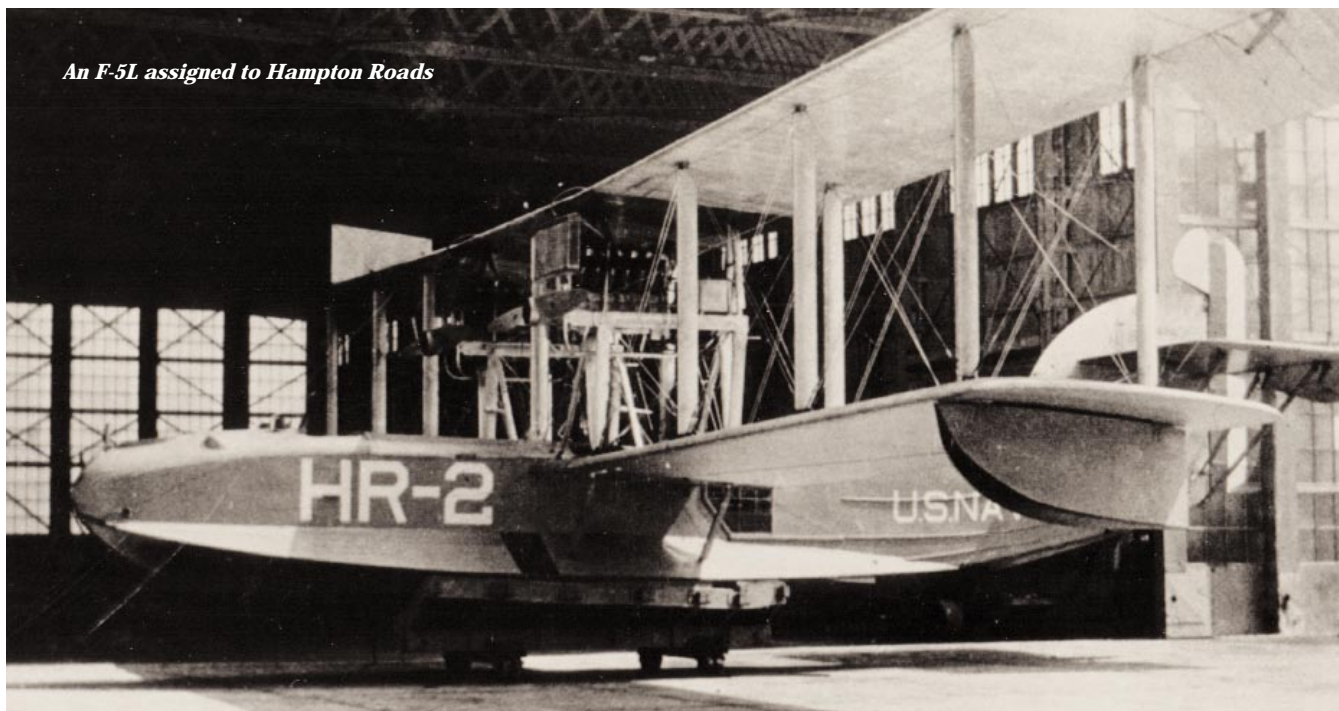
### Commanding Officers

<i>Date Assumed Command</i>
Not known if any personnel were assigned.

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Assigned</i>
F-5L	1924

*An F-5L assigned to Hampton Roads*



### Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>PatWing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
None					

### Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Date Assigned</i>
Not applicable for 1920s time frame.		

### Unit Awards Received

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

## Third VP-6

### Lineage

Established as Bombing Squadron ONE HUNDRED FORTY-SIX (VB-146) on 15 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY-SIX (VPB-146) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY-SIX (VP-146) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) SIX (VP-ML-6) on 15 November 1946.

Redesignated Patrol Squadron SIX (VP-6) on 1 September 1948, the third squadron to be assigned the VP-6 designation.

Disestablished on 31 May 1993.

### Squadron Insignia and Nickname

There is no record of an approved insignia for VB-146, VPB-146 or VP-146. The squadron's first insignia



*Popeye astride a P2V was the squadron's first approved insignia. This design is the hand drawn one submitted for approval by CNO.*



*This insignia is the more formal design of Popeye and the P2V.*

was developed from a design prepared by Bradley Kelly of King Features Syndicate. It was approved by CNO on 3 June 1947. Since the squadron had transitioned from the PV-2 Harpoon to the P2V-1 Neptune, the design featured the Neptune aircraft straddled by the cartoon charter Popeye, holding an aircraft rocket and a 50-caliber machine gun while flying above the silhouette of a submarine. Colors: inner circle, yellow; outer circle, orange; lettering, yellow; plane, blue; star on plane, white with red and white stripe; rocket, white with red head; machine gun, black with red flame and white smoke; submarine, black; Popeye, blue sailor pants with yellow belt, black blouse with yellow buttons, red and black collar and blue cuffs and a white cape; pipe, red. This insignia was used by VP-ML-6 only.

The squadron's second insignia was derived from the name "Blue Sharks" based on a 1950 Colliers magazine article titled "Blue Sharks Off the Red Coastline." The article described the squadron's operations off the enemy coast during the Korean War. The shark, "Mano" in Hawaiian, is regarded as a fierce warrior and hunter. It patrols the ocean, searching for prey and protecting its territory. The insignia portrayed a blue shark, arching over a splash in the sea where ordnance had obviously just been dropped. The squadron designation was inside scrollwork at the bottom of the circular patch. Colors: shark, blue with white highlighting; background, white; left quadrant of patch blue with white stars; water blue, with white splash from dropped depth charge; scroll at bottom,



*This is the squadron's modified shark insignia approved by CNO in 1962.*

blue with orange letters and piping. The insignia was approved with modifications by CNO on 7 October 1952. A "streamlined" design without any significant changes was submitted to CNO a decade later and approved as the new official insignia on 26 December 1962.

Nickname: Blue Sharks, 1950–1993.

### Chronology of Significant Events

**15 Jul 1943:** VB-146 established at NAS Whidbey Island, Wash. The squadron was assigned to fly the PV-1 Ventura. On 5 December 1943, the squadron moved to NAS Alameda, Calif., for final training prior to combat deployment. On 22 December all squadron aircraft, equipment and personnel were embarked aboard *Coral Sea* (CVE 57) for conveyance to NAS Kaneohe, Hawaii.

**29 Aug 1943:** Lieutenant Commander Ralph R. Beacham and his crew of five were lost between Bellingham and Everett, Wash., in inclement weather during a routine instrument training flight in a PV-1 (BuNo. 34637). A search for the aircraft was begun when it became overdue, but the dense tree cover in the mountains and poor visibility due to bad weather conditions prevented the search teams from finding the aircraft or crew.

**28 Dec 1943:** VB-146 commenced combat training while conducting actual wartime patrols off the coasts of the Hawaiian islands, convoy patrol duties in the Central Pacific and advanced base patrols from Midway and Johnston Island.

**9 Apr 1944:** VB-146 aircrews received training in air-to-ground rocket firing and advanced ASW techniques.

**8 Jun 1944:** The squadron was deployed to the South Pacific area of the Admiralty Islands, conducting combat operations from Palmyra, Canton, Funafuti, Espiritu Santo and Pityilu. On 24 June, while based at Pityilu Island, the squadron was placed under Task Force 70.2 for operational control.

**19 Oct 1944:** VPB-146 deployed to Morotoi to conduct sector searches and strikes on Japanese shipping.

**1 Dec 1944:** VPB-146 deployed to Mokerang air-drome, Los Negros Island. Duties included 800-mile search sectors, ASW patrol and antishipping missions in support of the Morotoi landings and the Leyte, Philippines occupation. Upon arrival at Mokerang one half of the squadron personnel were given R&R to Australia.

**18 Feb 1945:** VPB-146 departed the combat zone for return to NAS Kaneohe, Hawaii, and on to NAS San Diego, Calif.

**15 Apr 1945:** VPB-146 was reformed and commenced familiarization training on the new PV-2 Harpoon at NAS Moffett Field, Calif.

**Sep 1946:** Orders were received for deployment to Pearl Harbor, Hawaii. The squadron arrived on 2 October 1946, and was stationed at NAS Barbers Point. Over the next several months duties consisted of search and ASW exercises with the fleet.

**7 Nov 1946:** A detachment of squadron aircraft was sent to NAS Alameda, Calif., for deployment to Mexico City to participate in an air demonstration for the presidential inauguration ceremonies. Upon completion of the detail, the detachment ferried PV-2s to NAS Quonset Point, R.I., before returning to NAS Barbers Point on 13 December 1946.

**12 Dec 1947:** VP-ML-6 was notified of a change in permanent home base to NAS Whidbey Island, Wash. The first elements of squadron personnel boarded *Suisan* (AVP 53) for return to the continental United States on 12 January 1948. The squadron officially detached from FAW-2 on 30 January 1948.

**30 Jan 1948:** VP-ML-6 began transition training to the P2V-2 at NAAS Miramar, Calif.



*A squadron P2V in flight.*

**Apr 1950:** New P2V-3 and P2V-3N aircraft were received as replacements for the older P2V-2 aircraft flown by the squadron.

**28 Jun 1950–12 Feb 1951:** VP-6 deployed to Korea as the first patrol squadron in the theater of operations, and the first to fly the P2V Neptune in combat. During this tour the squadron operated from Johnson AFB, Japan, 7 July–6 August 1950; Tachikawa AFB, Japan, 6 August 1950–12 February 1951; and a detachment at Atsugi, Japan, 5 January–12 February 1951. Patrols were flown over the Yellow Sea and Sea of Japan, and in support of the Inchon landings.

**29 Jul 1950:** Two squadron P2V-3s, piloted by Lieutenant Commander R. L. Ettinger and Lieutenant William J. Pressler, sighted a train along the Korean coast near Chongjin. The two crews destroyed the train with 5-inch rockets and 20-mm bow guns.

**13 Aug 1950:** Two squadron Neptunes, led by Lieutenant Command E. B. Rogers, attacked several boats and barges engaged in minelaying near Chinnampo. Three boats and two barges were sunk. Roger's P2V was holed six times by enemy fire. On the same day, other VP-6 aircraft damaged two surface craft near Wonson.

**16 Aug 1950:** A squadron P2V piloted by Ensign William F. Goodman, attacked an enemy patrol vessel near Chinnampo. The starboard engine of his aircraft was damaged by enemy fire and was ditched near the enemy shoreline. The entire crew was rescued by the Royal Navy cruiser HMS Kenya. As a result of this loss, patrol aircraft were no longer assigned attack missions in Korea.

**1 Aug 1951:** During the squadron's second combat deployment to Korea it moved to NAF Naha, Okinawa, to conduct aerial reconnaissance off the China Coast under the operational control of FAW-1.

**6 Nov 1951:** A squadron P2V-3W was shot down with the loss of all hands (10 aircrewmen) by Russian

fighter aircraft while on patrol in the Sea of Japan off Vladivostok, Siberia. BuNo 124284 was conducting a weather reconnaissance mission under United Nations command. The attack occurred over international waters, but the Russians claimed the aircraft had violated Soviet airspace over Cape Ostrovnya.

**7 Jul 1952:** VP-6 departed Hawaii for NAS Kodiak, Alaska. Detachments were maintained at Ladd AFB from 14 August–17 September and at NAS Adak from 10–20 December 1952, in support of the Cold Weather Advance Base exercise.

**Nov 1957:** In November VP-6 participated in the search for Pan-American Flight 944, lost in the western Pacific. The futile search for survivors was the largest air-sea rescue operation ever conducted in the Pacific.

**Jul 1962:** VP-6 flew 1,000 hours during operations at Johnston Island in conjunction with testing of nuclear devices. Air samples were collected in the zone near the test site and downwind to check on radioactivity and particle dispersion.

**Apr 1962:** A squadron Neptune, flown by Lieutenant Commander G. L. Page, ditched in the Sea of Japan after both reciprocating engines experienced mechanical problems and were feathered. The ditching was smoothly executed and the crew was picked up within minutes with no injuries.

**9 Aug 1964:** VP-6 participated in the response to the Tonkin Gulf Crisis with the Seventh Fleet, in waters off Southeast Asia. The squadron flew surveillance and ASW patrols over the Gulf of Tonkin and the South China Sea during this period. VP-6 was based at NAF Naha, Okinawa, on 18 August 1964, relieving VP-17. A detachment was maintained at NAS Cubi Point, R.P. A few months later VP-6 was transferred to MCAS Iwakuni, Japan, where it was relieved in January by VP-2.

**15 Aug 1967:** The Blue Sharks were the first patrol squadron at NAS Barbers Point to receive Bullpup missiles for the P-3A Orion. The small missile was carried under the wing of the P-3A, and was intended for air-to-surface attacks against small targets ashore and afloat.

**1 Jan 1968:** The squadron deployed to WestPac based at NAF Naha, Okinawa, with a detachment at NS Sangley Point, R.P., and NAF Cam Ranh Bay, Vietnam. During the deployment VP-6 conducted its first patrols over a combat zone since the Korean War.

**5 Apr 1968:** A squadron aircraft, BuNo. 151350, crashed on patrol over the China Sea with all hands lost.

**1 Jun 1969:** VP-6 deployed to NS Sangley Point, R.P., with a detachment at RTNB U-Tapao, Thailand.

**14 Jul 1970:** The squadron deployed to NAF Naha, Okinawa, in support of Seventh Fleet operations off the sea lane approaches to North Vietnam.

**12 May 1971:** A squadron P-3A (BuNo. 152151) crashed shortly after takeoff from NAS Cubi Point, R.P.

All four engines had failed because cleaning fluid had been mistakenly substituted for water-injection fluid.

**21 Sep 1971:** VP-6 deployed to NAS Cubi Point, R.P., in support of the Seventh Fleet operations in WestPac. A detachment was maintained at Cam Ranh Bay, Vietnam. Missions were generally flown throughout South China Sea and off the coast of Vietnam. Operations during this period concentrated on Vietnamese infiltrator trawler interceptions.

**30 Nov 1972:** The squadron was again deployed to WestPac based at NAF Naha, Okinawa, with a detachment at RTNB U-Tapao, Thailand. The deployment marked the last for the squadron in the Vietnamese theatre of operations.

**Aug 1975:** VP-6 was the first squadron to deploy a detachment to NAS Agana, Guam, with the P-3B. The three-aircraft/four-crew detachment remained until March 1976.

**Aug 1977:** Upon return from its 1976–1977 deployment, the squadron began the update program from the P-3B to the P-3B TAC/NAV MOD Super Bee. The retrofits to the P-3B airframes included more powerful engines, improved navigation equipment and upgraded avionics.



*A VP-6 P-3B(Mod) at NAS Barbers Point in April 1979. (Courtesy Rick R. Burgess Collection).*

**May 1978:** VP-6 returned to Cubi Point, R.P., and became the first of the patrol squadrons to deploy the P-3B MOD aircraft. During this assignment the squadron visited Australia, Kenya, Djibouti and Japan. A detachment was also maintained throughout the deployment on the island of Diego Garcia.

**Jun 1979:** VP-6 deployed a detachment to NAS Agana, Guam, for ASW coverage, Marianas Island surveillance flights and routine training missions. During this period the detachment assisted in support of refugee rescue operations flown from Cubi Point, aiding in the recovery of over 500 Vietnamese.

**5 Sep 1980:** A VP-6 Orion, BuNo. 154591, made a wheels up landing at NAS Barbers Point, Hawaii. One crewman was injured, with extensive damage to the aircraft.



*A squadron P-3C loaded with Harpoon missiles, 1984.*

**Nov 1980:** The squadron deployed to NAS Cubi Point, R.P., as the first Pacific fleet squadron to deploy with full Harpoon missile capabilities. Throughout the deployment a detachment was maintained on the island of Diego Garcia.

**Feb 1982:** VP-6 deployed to NAS Agana, Guam. During this period the squadron aircraft visited numerous Southeast Asia countries. In the last two months of the tour, the squadron was deployed to NS Adak, Alaska, for a period of intense ASW operations against Soviet submarines in the northern Pacific.

**Jun-Sep 1988:** VP-6 was placed in "Cold Iron" status due to fiscal constraints. Basically, the standdown permitted only the bare minimum of maintenance required to preserve the aircraft, but did not allow for sufficient flying time to retain top crew proficiency. As a result of the standdown aircrew proficiency was graded unsatisfactory on the COMNAVAIRPAC Naval Aviation Training and Procedures Standardization (NATOPS) inspection conducted 26–30 September 1988.

**Feb 1990:** The Blue Sharks became the first patrol squadron at NAS Barbers Point to receive the first P-3C Update II.5 aircraft. This update had improved electronics systems, new IACS (Integrated Acoustic Communication System), improved MAD, standardized wing pylons and improved wing fuel tank venting.

**10 Jun 1992:** VP-6 Blue Sharks went on their last deployment to Misawa, Japan, to participate in operation Final Frenzy, a standard SEATO exercise with U.S. and allied nations providing surveillance and ASW coverage. Exercises took the squadron from the Persian Gulf to Australia and involved allies from Korea, Japan, Malaysia, Singapore and Hong Kong.

**31 May 1993:** VP-6 was disestablished at NAS Barbers Point, Hawaii, after 13 years and over 73,600 flight hours mishap free.

**15 Oct 1995:** A hiker spotted the burned and shattered remains of an aircraft in a remote area usually covered by snow near Mt. Baker in northwestern Washington. It was the remains of the PV-1 Ventura belonging to VB-146 flown by Lieutenant Commander Ralph R. Beacham, missing since 29 August 1943. A Navy Recovery Team removed the remains of the two officers and four enlisted crewmen for positive identification and notification of next of kin.

#### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	15 Jul 1943
NAS Kaneohe, Hawaii	28 Dec 1943
NAS Moffett Field, Calif.	15 Apr 1945
NAS Alameda, Calif.	30 Jul 1945
NAS Barbers Point, Hawaii	2 Oct 1946
NAS Whidbey Island, Wash.	30 Jan 1948
NAS Barbers Point, Hawaii	1 May 1949

#### *Commanding Officers*

	<i>Date Assumed Command</i>
LCDR J. P. Robinson, Jr.	5 Jul 1943
LCDR V. L. Schrager	15 May 1945
LCDR U. B. Holloway	1 Jul 1946
LCDR M. W. Nicholson	24 Oct 1946
LCDR R. F. Stultz	5 Sep 1947
CDR W. F. Dawson	18 Mar 1949
CDR E. W. Bridewell	6 Mar 1950
CDR A. F. Farwell	25 Jun 1950
CDR G. Howard	11 May 1951
CDR B. J. Moynahan	9 Jun 1952
CDR P. F. Bankhardt	Jun 1953
CDR J. Lynn	Jun 1954

*Commanding Officers—Continued*

	<i>Date Assumed Command</i>
CDR C. C. Schumuck	15 Dec 1955
CDR R. Rodriguez	15 Sep 1956
CDR J. H. Todd	24 Sep 1957
CDR R. G. Wissman	10 Oct 1958
CDR W. L. Garrett	13 Oct 1959
CDR W. T. Welles	23 Nov 1960
CDR E. F. Leonard	18 Oct 1961
CDR R. J. Davis	26 Sep 1962
CDR D. J. Worrall	3 Sep 1963
CDR H. S. Potter	25 Aug 1964
CDR D. P. Riley	15 Sep 1965
CDR J. C. Wold	5 Jul 1966
CDR R. L. Miller	3 Jul 1967
CDR J. G. Loberger	10 May 1968
CDR T. G. Cooper	23 May 1969
CDR R. H. Botts	15 May 1970
CDR W. B. Castro	28 May 1971
CDR G. W. Mackay	26 May 1972
CDR E. K. Anderson	7 Jun 1973
CDR P. O'Connor	21 Jun 1974
CDR R. E. Sorna	28 May 1975
CDR D. A. Meyer	28 May 1976
CDR L. W. Wright	24 Jun 1977
CDR A. R. Maness	23 Jun 1978
CDR J. A. Mason	1 Jun 1979
CDR J. M. Jarratt	6 Jun 1980

*Commanding Officers—Continued*

	<i>Date Assumed Command</i>
CDR T. N. Danner	12 Jun 1981
CDR T. A. Richardson	18 Jun 1982
CDR R. J. Miles	9 Jun 1983
CDR J. K. Sikes	19 Dec 1984
CDR B. L. Tempel	7 Mar 1986
CDR G. B. James	12 Mar 1987
CDR W. B. Massenburg	30 Mar 1988
CDR D. J. Nelson	30 Mar 1989
CDR J. M. O'Brien	30 Mar 1990
CDR J. S. Cooper	15 Mar 1991
CDR S. R. White	27 Mar 1992

*Aircraft Assignment*

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jul 1943
PV-2	Apr 1945
P2V-2	Feb 1948
P2V-3/P2V-3W	Apr 1950
P2V-5	Feb 1954
P2V-5F	Mar 1955
SP-2E Mod II	May 1962
P-3A Orion	1965
P-3B	Nov 1974
P-3B MOD	Dec 1977
P-3C UII.5	Jan 1990

*Major Overseas Deployments*

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Dec 1943	8 Jun 1944	FAW-2	Midway	PV-1	WestPac
8 Jun 1944	18 Feb 1945	FAW-17	Admiralty Is.	PV-1	SoPac
15 Sep 1948	16 Jan 1949	FAW-4	Adak	P2V-2	NorPac
5 Jul 1949	4 Oct 1949	FAW-4	Kodiak	P2V-2	NorPac
7 Jul 1950	6 Aug 1950	FAW-6	Atsugi	P2V-3	WestPac
7 Aug 1950	12 Feb 1951	FAW-6	Tachikawa	P2V-3	WestPac
27 Jul 1951	15 Jan 1952	FAW-1	Atsugi	P2V-3	WestPac
7 Jul 1952	Jan 1953	FAW-4	Kodiak	P2V-3	NorPac
Jul 1953	Feb 1954	FAW-1	Sangley Pt.	P2V-3	WestPac
Oct 1954	Mar 1955	FAW-4	Kodiak	P2V-5	NorPac
Mar 1956	Sep 1956	FAW-2	Iwakuni	P2V-5F	WestPac
Mar 1958	Sep 1958	FAW-2	Iwakuni	P2V-5F	WestPac
Jun 1960	Oct 1960	FAW-2	Iwakuni	P2V-5F	WestPac
Oct 1961	May 1962	FAW-2	Iwakuni	P2V-5FS	WestPac
Jul 1962	Jul 1962	FAW-2	Johnston Is.	P2V-5FS	WestPac
Sep 1962*	Sep 1962	FAW-2	Australia	P2V-5FS	SoPac
9 May 1963	Oct 1963	FAW-2	Iwakuni	SP-2E Mod 2	WestPac
9 Aug 1964	25 Jan 1965	FAW-8	Iwakuni/Naha	SP-2E Mod II	WestPac
1 Sep 1964	28 Sep 1964	FAW-8	Cubi Pt.	SP-2E Mod II	WestPac
Jul 1965	20 Dec 1966	FAW-4	Adak	SP-2E Mod II	NorPac
1 Jan 1968*	1 Jul 1968	FAW-8	Naha	P-3A	WestPac
1 Jan 1968*	1 Jul 1968	FAW-8	Sangley Pt.	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>
13 May 1968	7 Jun 1968	FAW-8	Cam Rahn	P-3A	WestPac
1 Jun 1969	15 Nov 1969	FAW-8	Sangley Pt.	P-3A	WestPac
27 May 1969	15 Nov 1969	FAW-8	U-Tapao	P-3A	WestPac
14 Jul 1970	15 Jan 1971	FAW-8	Naha	P-3A	WestPac
21 Sep 1971*	10 May 1972	FAW-8	Cubi Pt.	P-3A	WestPac
21 Sep 1971*	2 Dec 1971	FAW-8	Cam Ranh B.	P-3A	WestPac
30 Nov 1972	28 May 1973	FAW-8	Naha	P-3A	WestPac
20 Dec 1972	1 Feb 1973	FAW-8	U-Tapao	P-3A	WestPac
Jan 1974	Jul 1974	PatWing-1	Cubi Pt.	P-3A	WestPac
Aug 1975	Mar 1976	PatWing-1	Agana	P-3B	WestPac
Dec 1976	Jun 1977	PatWing-1	Kadena	P-3B	WestPac
May 1978	Nov 1978	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Jun 1979	Jan 1980	PatWing-1	Agana	P-3B MOD	WestPac
Nov 1980	May 1981	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Feb 1982	May 1982	PatWing-1	Agana	P-3B MOD	WestPac
May 1983	Nov 1983	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
Nov 1984	10 May 1985	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
10 May 1986	10 Nov 1986	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
1 Dec 1987	13 May 1988	PatWing-10	Adak	P-3B MOD	NorPac
1 May 1989	6 Nov 1989	PatWing-1	Cubi Pt.	P-3B MOD	WestPac
4 Dec 1990	10 Jun 1991	PatWing-10	Adak	P-3C UII.5	NorPac
5 Dec 1991	May 1992	PatWing-10	Panama	P-3C UII.5	Carib
10 Jun 1992	19 Nov 1992	PatWing-1	Misawa	P-3C UII.5	WestPac

\* The squadron conducted split-site deployments to different bases on the same dates.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		15 Jul 1943
FAW-2		28 Dec 1943
FAW-17		8 Jun 1944
Task Force 70.2		24 Jun 1944
FAW-2		18 Feb 1945
FAW-8		15 Apr 1945
FAW-2/PatWing-2 <sup>§</sup>	BE <sup>†</sup> / PC <sup>‡</sup>	2 Oct 1946

<sup>†</sup> The squadron remained a part of FAW-2, but was assigned the tail code BE on 7 November 1946.

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

<sup>§</sup> FAW-2 was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

**Unit Awards**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	30 Jul 1951	16 Jan 1952
	31 Jan 1967	8 Mar 1967
MUC	(Det)	Spring 1970
	1 Jun 1969	15 Nov 1969
	15 Jul 1970	16 Nov 1970
	17 Nov 1970	22 Nov 1970
	23 Nov 1970	16 Jan 1971
	1 Oct 1971	12 Jan 1972
	2 Mar 1972	15 Dec 1972
	2 Jul 1981	4 Aug 1981
	5 Sep 1981	22 Sep 1981
	8 Dec 1981	8 Jan 1982
RVNGC	1 May 1969	30 Nov 1969
	1 Jul 1970	21 Nov 1970
AFEM	1 Jan 1968	30 Jun 1968

*A squadron P-3C in flight.*



## Second VP-7

### Lineage

Established as Bombing Squadron ONE HUNDRED NINETEEN (VB-119) on 15 August 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETEEN (VPB-119) on 1 October 1944

Redesignated Patrol Squadron ONE HUNDRED NINETEEN (VP-119) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) NINE (VP-HL-9) on 15 November 1946.

Redesignated Medium Patrol Squadron (Landplane) SEVEN (VP-ML-7) on 25 June 1947.

Redesignated Patrol Squadron SEVEN (VP-7) on 1 September 1948, the second squadron to be assigned the VP-7 designation.

Disestablished on 8 October 1969.

### Squadron Insignia and Nickname

The first squadron insignia was designed by the members of VB-119 in the 1944 to 1945 time frame. Since there are no official records on file indicating CNO approval of the design, it would appear to be an “unofficial” insignia used by the members of the squadron until its redesignation to VP-119 in 1946. The patch featured a dragon with the Japanese rising sun in its jaws. At the top of the patch was the name “Dragon Patrol,” with “Bombing Squadron 119” at the bottom. Colors: dragon, green, yellow and pinkish red; flag, red and white; background, black; letters and piping around patch, yellow.

The squadron’s second insignia was submitted to CNO and approved on 8 July 1948. The squadron had been redesignated VP-ML-7 in 1947 and was assigned the P2V-2 Neptune, then famous due to the long-distance flight of the “Truculent Turtle” from Australia to Ohio on 29 September to 1 October 1946. Squadron personnel designed a patch that borrowed from the feat by featuring a turtle armed with binoculars, rocket, torpedo, 20-mm machine gun and a flat-nose



*This is the only example available in the records of the squadron’s unofficial dragon insignia.*



*The turtle motif was used for the squadron’s second insignia which was approved by CNO in 1948.*



*The skull design became the squadron’s third insignia.*

and defensive capabilities of the P2V-2 in accomplishing its mission.

The squadron’s third insignia was approved by CNO on 19 January 1950. This insignia incorporated a skull superimposed on a radar screen in a circular design. Colors were: background, black; skull, white with red and black markings; teeth, yellow and red; circular lines on radar scope, red and white; the line of the sweep on the radar scope, white and blue; two circles at top portion of the design, red; the number 2 and letter D, white; and the naval aviator wings gold with black markings.

The squadron’s fourth insignia incorporated twin falcons as the central figures of their design. The fal-



*The stylized bird design was the squadron’s fourth and final design.*

con is a bird of prey with superb long-distance vision, swooping down on its victims from great height. The patch was circular with the squadron logo at the bottom. The birds, with wings vertical, dive on an un-seen enemy with rays shooting from their eyes and electric current (MAD gear) extending from their tail feathers. The allusion between the far-seeing bird of prey and the radar-equipped patrol plane is obvious. Colors: background, medium blue; water, dark blue; birds, dark blue edged in white; eyes and bomb, yellow; spotlight from eyes and beam from tail, yellow. This design was submitted to CNO and approved on 5 October 1953. It remained in effect until a more “streamlined” version was approved on 30 April 1963. Colors remained the same.

Nicknames: Dragon Patrol, 1944–1945 (unofficial).  
Black Falcons, 1963–1969.

depth charge. Colors: background, light green; binoculars, black and white; turtle’s back, blue and white; arms, legs, neck and head, light gray; torpedo and rocket, yellow; bomb, red; machine gun, black. The weaponry was included in the design to suggest the potential capabilities and the well-rounded offensive

and defensive capabilities of the P2V-2 in accomplishing its mission.

### *Chronology of Significant Events*

**15 Aug–14 Dec 1944:** VB-119 was established at NAAS Camp Kearney, Calif. Crew training commenced immediately on the PB4Y-1 Liberator and the PB4Y-2 Privateer bombers.

**15 Dec 1944–14 Jan 1945:** The squadron was transferred to NAS Kaneohe, Hawaii, for further combat readiness training. The first planes departed for Kaneohe on 15 December and the last planes to transpac left on 25 December. Training of crews continued at Kaneohe, including combat patrols operating from Midway Island from 3 to 14 January 1945. At that time the squadron had 15 aircraft and 18 crews assigned.

**7 Feb 1945:** VPB-119 was transferred to Tacloban Air Base, Leyte, Philippines. Training flights were conducted through the end of the month in the area of Mokerang Airfield, Los Negros, Admiralty Islands.

**1 Mar 1945:** VPB-119 was transferred to Clark Air Base, Luzon, Philippines. On the following day the squadron conducted its first combat patrols over the South China Sea.

**22 Mar 1945:** Lieutenant (jg) James Evans and crew, accompanied by war correspondent Don Bell, were shot down over Amoy Harbor on the China coast by enemy anti-aircraft fire. Bell, only recently released from a POW camp in Manila, was anxious to get back into the war effort. Seven personnel survived the crash of the PB4Y-2 Privateer. Chinese fishermen rescued Bell and the six surviving crewmembers, and in a race with three Japanese motor boats made it to shore where they were hidden in a village. A few days later, a shore party from a Navy installation only 27 miles away rescued the survivors.

**1 Apr–14 Aug 1945:** Lieutenant Commander Bales, the commanding officer of VPB-119, and his crew were shot down over China on 1 April with no survivors. Lieutenant Commander Ragan, executive officer, assumed command of the squadron. Patrols continued through 14 August 1945 when word of the armistice was received. During the squadron's six months of combat operations from Clark Air Base it claimed the destruction of 13 aircraft in the air, the sinking or damaging of a large number of ships and the destruction of many shore installations.

**15 Aug–3 Sep 1945:** Routine shipping reconnaissance patrols were conducted in conjunction with VPB-104. The squadron was also responsible for supplying weather information and typhoon tracking.

**25 Oct–2 Nov 1945:** VPB-119 was relocated to Puerto Princessa, Philippines, with all assets and personnel aboard by 2 November. Operations were commenced immediately in concert with VPB-106. The primary duty of the two squadrons included weather reconnaissance and shipping surveillance flights over the Indochina area. Weather during this period was extremely adverse.

**15 Nov–Dec 1945:** A three-plane detachment was flown to NAB Samar to fly weather reconnaissance. In December, the remainder of the squadron joined the detachment. The principal mission of the squadron while stationed at Samar was weather reconnaissance, shipping lane patrols and air-sea search.

**8 Feb 1946:** The squadron received orders to reduce the size of the aircraft complement from 12 to 8. Rapid demobilization drastically decreased the officer and enlisted ranks. During this period VPB-119 was again tasked with weather reconnaissance and typhoon tracking, as well as air-sea search and patrol.

**3 Jun 1946:** VP-119 was relocated to NAB Sangley Point, Philippines, with principal duties of shipping lane patrol and special flights as directed by FAW-10. The transfer was completed on 25 June 1946.

**26 Aug 1946:** VP-119 began monthly shuttle flights from Sangley to China, Okinawa and return. The flights were utilized as occasions for training in long distance navigation, radio range procedures and cruise control settings.

**10 Jan 1947:** At the request of the Philippine government, two aircraft of VP-119 made several flights over Mount Mayon volcano during an eruption to provide information on the direction of lava flow and the resulting damage to inhabited areas.

**20 May–6 Jun 1947:** The squadron was notified of pending transfer to the Atlantic Fleet, with movement commencing immediately. Air crews and aircraft arrived at MCAS Miramar, Calif., on 6 June 1947.

**25 Jul–Oct 1947:** Transition to the P2V-2 aircraft commenced at MCAS Miramar with the arrival of the first aircraft and instructor crew. Crew training was completed just in time for relocation to a new home port at NAS Quonset Point, R.I. The first squadron air crew departed for NAS Quonset Point on 9 September 1947, with the last arriving on 18 October 1947.

**Dec 1948:** Four crews flew to Kitty Hawk, N.C., to participate in the Wright Brother's Memorial Service and the anniversary of powered flight.

**14 Apr 1950:** The first of the new P2V-4 aircraft arrived and familiarization training was begun. Problems with the engines prevented the squadron from meeting its operational obligations for several months. The difficulties were not fully corrected until late 1951.



*A squadron P2V-4 on patrol in 1952.*

**1 Jun 1953:** VP-7 deployed to San Juan, P.R., to participate in Operation Springboard, the annual fleet training exercise.

**28 Jun 1953–Jan 1954:** The squadron redeployed to MCAS Iwakuni, Japan, under the command of FAW-6, for operations in support of United Nations action in Korea. VP-7 was called upon to fly reconnaissance and screening missions in support of Task Force 77. The squadron returned to NAS Quonset Point in January 1954.

**Jan 1959:** The squadron conducted a split deployment to Rota, Spain, and Keflavik, Iceland. During the deployment in the North Atlantic excellent photographs were taken of a Soviet Zulu-class submarine located off the coast of Iceland. The photos were released to the international press.

**23 Oct 1962:** VP-7 deployed to Guantanamo Bay, Cuba, to conduct surveillance operations against

Soviet transports during the Cuban Quarantine. The squadron was relieved at the end of November 1962.

**May 1963:** VP-7 participated in the Project Mercury MA-9 operations in the Caribbean. Patrol squadrons and surface units were routinely stationed downrange some distance from the projected launch or impact point in the event of an overshoot by the Mercury capsules. On 16 May 1963, *Kearsage* (CVS 33) recovered Major L. Gordon Cooper, USAF, and his *Faith 7* capsule 80 miles southeast of Midway, after his 22-orbit flight.

**Jun 1967:** The squadron was called upon to provide shipping surveillance during the Arab-Israeli War in June 1967. VP-7 was deployed to NAF Sigonella, Sicily, to take part in exercises with NATO and the Sixth Fleet when the war broke out.

**8 Oct 1969:** VP-7 was disestablished.



*A squadron SP-2H lands at Naval Station Roosevelt Roads for an annual exercise in the Caribbean, 1965.*

**Home Port Assignments**

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	15 Aug 1944
NAS Kaneohe, Hawaii	15 Dec 1944
Various bases in the Philippines	11 Feb 1945
NAB Samar, Philippines	16 Dec 1945
NAB Sangley Point, Philippines	3 Jun 1946
MCAS Miramar	6 Jun 1947
NAS Quonset Point, R.I.	18 Oct 1947
NAS Brunswick, Maine	4 Dec 1956
NAS Jacksonville, Fla.	Sep 1961

**Commanding Officers**

	<i>Date Assumed Command</i>
LT Austin Fox (actg)	15 Aug 1944
LCDR Raymond C. Bales	16 Aug 1944
LCDR Malcolm S. Ragan	1 Apr 1945
LCDR Arthur L. Jacobson	16 Aug 1945
LCDR William J. Denholm	23 Feb 1946
CDR Ira W. Brown, Jr.	1 Sep 1946
LCDR Milton R. Dahl	26 May 1947
CDR Harwill E. Robinson	4 Aug 1947
CDR George C. Bullard	28 Jan 1949
CDR Rorbert J. Slagle	9 Jan 1950
CDR Robert H. Wood	22 Jul 1950
CDR Raymond L. Milner	14 May 1952
CDR J. P. English	29 Nov 1953

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR D. W. Bowman	4 Jan 1955
CDR A. L. Wooten	20 Dec 1955
CDR H. J. Dobbs	Jan 1957
CDR B. A. Thompson	7 Feb 1958
CDR I. J. Gersuk	2 Mar 1959
CDR L.H. Thomas	18 May 1960
CDR W. F. Abernathy	1 May 1961
CDR Louis B. Crayton, Jr.	2 May 1962
CDR P. B. Derr, Jr.	17 May 1963
CDR Thomas A. Graham	1 May 1964
CDR Wycliffe D. Toole, Jr.	10 May 1965
CDR Alfred N. Fowler	3 Jun 1966
CDR John R. Swadener	1 May 1967
CDR R. F. Wenzel	29 May 1968
CDR Charles I. Stratmann	7 Oct 1968

**Aircraft Assignment**

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PB4Y-1/2	Aug 1944
	P2V-2	Aug 1947
	P2V-3	Mar 1949
	P2V-4	Apr 1950
	P2V-5	1953
	P2V-5F	Jul 1955
	SP-2H	Dec 1962

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
25 Dec 1944	7 Feb 1945	FAW-2	Kaneohe	PB4Y-2	WestPac
7 Feb 1945	*	FAW-17	Tacloban	PB4Y-2	SoPac
1 Mar 1945	*	FAW-17	Clark	PB4Y-2	WestPac
25 Oct 1945	*	FAW-17	Puerto Princ.	PB4Y-2	WestPac
15 Nov 1945	*	FAW-17	Samar	PB4Y-2	WestPac
3 Jun 1946	1 Oct 1947	FAW-10	Sangley Pt.	PB4Y-2	WestPac
1 Oct 1948	12 Dec 1948	FAW-5	Argentia	P2V-2	NorLant
19 Feb 1949	18 Mar 1949	FAW-5	Guantanamo	P2V-2	Carib
29 Jul 1949	Oct 1949	FAW-3	Argentia	P2V-3	NorLant
13 Feb 1952	24 Mar 1952	FAW-3	Naples	P2V-4	Med
1 Jul 1952	1 Oct 1952	FAW-3	Keflavik	P2V-4	NorLant
1 Jun 1953	28 Jun 1953	FAW-3	San Juan	P2V-5	Carib
28 Jun 1953	Jan 1954	FAW-6	Iwakuni/Korea	P2V-5	WestPac
Feb 1955	Jul 1955	FAW-7	Port Lyautey	P2V-5	Med
21 Nov 1958	Jan 1959	FAW-3	Rota	P2V-5F	Med
Jan 1959 <sup>†</sup>	Jun 1959	FAW-3	Keflavik	P2V-5F	NorLant
Jan 1959 <sup>†</sup>	Jun 1959	FAW-3	Rota	P2V-5F	Med
5 Aug 1960	Jan 1961	FAW-3	Argentia	P2V-5F	NorLant
Apr 1961	Sep 1961	FAW-3	Argentia	P2V-5F	NorLant
28 Feb 1962	8 Aug 1962	FAW-11	Sigonella	SP-2H	Med
23 Oct 1962	Nov 1962	FAW-11	Guantanamo	SP-2H	Carib
May 1963	May 1963	FAW-11	Guantanamo	SP-2H	Carib
4 May 1963 <sup>†</sup>	Oct 1964	FAW-11	Rota	SP-2H	Med

**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>
4 May 1963 <sup>†</sup>	Oct 1964	FAW-11	Keflavik	SP-2H	NorLant
1 Jan 1965	4 Apr 1965	FAW-11	Roosevelt Rds.	SP-2H	Carib
3 Dec 1965	May 1966	FAW-11	Sigonella	SP-2H	Med
8 May 1967	1 Nov 1967	FAW-11	Sigonella	SP-2H	Med
8 Oct 1968	21 Feb 1969	FAW-11	Sigonella	SP-2H	Med

\* The squadron was deployed to the South Pacific and relocated frequently to different deployment sites without returning to their home base.

† The dates are for squadron detachments on split deployments at the same time to different bases.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		15 Aug 1944
FAW-2		15 Dec 1944
FAW-10		7 Feb 1945
FAW-17		11 Feb 1945
FAW-10	LB*	30 Sep 1945
FAW-14	LB	6 Jun 1947
FAW-3	LB/HE <sup>†</sup> /LB <sup>‡</sup>	Oct 1947
FAW-11	LB	Sep 1961

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

**Wing Assignments—Continued**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		† The squadron's tail code was changed from LB to HE on 4 August 1948.
		‡ The squadron's tail code was changed from HE back to LB in 1957. The effective date for this changed was most likely the beginning of FY 1958 (1 July 1957).

**Unit Awards**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	23 Oct 1962	30 Nov 1962

## Second VP-8

### Lineage

Established as Patrol Squadron TWO HUNDRED ONE (VP-201) on 1 September 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED ONE (VPB-201) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED ONE (VP-201) on 15 May 1946.

Redesignated Patrol Squadron, Medium Seaplane ONE (VP-MS-1) on 15 November 1946.

Redesignated Patrol Squadron, Medium Landplane EIGHT (VP-ML-8) on 5 June 1947.

Redesignated Patrol Squadron EIGHT (VP-8) on 1 September 1948, the second squadron to be assigned the VP-8 designation.

### Squadron Insignia and Nickname

The first insignia adopted by VP-201 shortly after its formation in 1942 used the motif of the whale. In the design a winged whale crushed an Axis submarine in its jaws. The shape of the whale vaguely suggested the side view of the PBM-3 aircraft used by the squadron.



*The squadron's first insignia. Unfortunately, someone clipped the design to make it fit into a file folder.*



*A copy of the full design of the first insignia.*



*A cartoon design pink elephant was approved for the squadron's second insignia.*

Colors of the design were as follows: body of whale, light blue; wings, medium blue; submarine, black; markings on submarine, white; teeth, white; background of eye, white with black pupil; whale outline, black.

The squadron's second was approved by CNO on 28 March 1947. This colorful cartoon design had a red ship's wheel as the border and the inside background was light blue with white clouds outlined in black. A pink elephant was walking on the clouds dressed in the motif of an inspector searching for the illusive submarine. The elephant had a magnifying glass in its trunk and a pipe in his mouth. He was wearing a small hat and had a waist band with a gun holster. The pipe, magnifying glass, belt and holster were yellow with black markings. His hat was yellow and green with black markings. The elephant's feet were orange and his eye was black, blue and white. The banner was blue with black markings and the lettering was yellow with black markings.

The third squadron insignia was approved by CNO on 15 February 1950. This insignia showed an old salt



*The King Neptune design was the squadron's third insignia.*

(probably Father Neptune) sitting astride a globe, clutching a machine gun in his left hand and dropping a bomb with his right. Shown near at hand were an air-to-surface rocket and a telescope, neatly featuring the array of weapons available to an ASW squadron. The background consisted of a full moon and lighting bolt, typifying the nature of the work in day or night and the ability to strike like a "bolt from the blue." Colors: background, red; lightning, yellow; globe, blue oceans with white continents; Neptune, cream; all outlines and features, black.

In the early 1960s the squadron received the new P-3 Orion. Because it was the first of two squadrons to receive the new Orion it felt compelled to revise the insignia design. CNO approved a new insignia for the squadron on 25 June 1962. This insignia displayed a disc divided horizontally into a light blue sky and a blue stylized sea. In the upper half of the disc a signal pattern was issuing forth from a yellow radar scope with a yellow and red trail. The signal



A very stylized design was approved for the squadron's fourth insignia.



The squadron's fifth insignia featured a Bengal tiger.

pattern arched behind the scope and terminated in the center of the disc with a red clenched fist grasping and plunging a red trident into a yellow explosive impact area. On each side of the disc arching to the impact area was a yellow lightning flash. Below the disc was a white scroll outlined in blue with the letters Patrol Squadron Eight in blue. The symbolism of the design represented: the sky and sea; the radar scope was for detection; the two lightning flashes the tracking capability of the Orion; the clenched fist and trident alluded to the striking power of the P-3 and the combination of all three elements

represented the squadron's all weather antisubmarine capabilities.

The new insignia featuring a snarling Bengal tiger crushing a generic submarine beneath its paws was approved by CNO on 21 March 1967. At the bottom of the patch was the designation "Patron 8."



The Bengal tiger insignia was modified in 1979, adding a figure 8 and replacing the clouds with continents.

Colors were: tiger, yellow and black stripes; white background; letters and number "8" in black; submarine, black. This design has remained the general theme of the squadron insignia since 1967. In 1979 a minor revision of the design resulted in a patch with the tiger emerging from the loop of a large central number "8," crushing a submarine on the ocean surface with its left paw, with continents in the background of the design. Colors remained the same as in the previous insignia. CNO approved the modification on 9 July 1979.

Nickname: The Tigers, 21 March 1967–present.

### Chronology of Significant Events

**1 Sep–1 Dec 1942:** VP-201 was established at NAS Norfolk, Va., under the operational command of FAW-5, flying PBM-3 seaplanes. The squadron was sent on 6 October 1942 to NAS Banana River, Fla., where most of the operational unit training was undertaken. The squadron received its own PBM-3C aircraft fresh from the factory on 1 December 1942.



A squadron PBM-3C at NAS Banana River, circa December 1942, 80-G-383019 (Courtesy Captain Jerry Mason, USN).

**6 Feb 1943:** VP-201 returned to its home port at NAS Norfolk, Va. Flight crew training continued concurrently with patrol operations along the Atlantic seaboard as a part of Task Force 28 in the Eastern Sea Frontier.

**27 May 1943:** The PBM-3C aircraft flown by the squadron were replaced by a newer version with improved radar, the PBM-3S. After refitting, a six-aircraft detachment deployed to Bermuda. Patrols were flown ranging out to 800 miles, lasting 12 to 18 hours.



A squadron attack on a U-boat with depth bombs and machine gun. Note the men manning the submarine's machine gun. See the chronology entry for 9 July 1943, 80-G-205264 (Courtesy Captain Jerry Mason, USN).





*Squadron PBM-3Cs on the ramp at NAS Banana River, 80-G-33231 (Courtesy Captain Jerry Mason, USN).*

Convoys to and from Europe were covered in a radius of 500 miles from Bermuda.

**9 Jul 1943:** Lieutenant Sovarel and crew attacked a German U-boat off Bermuda with negative results. The submarine, caught on the surface, manned its potent anti-aircraft defenses and heavily damaged the PBM-3S, forcing it to return to base. As a result of this encounter, subsequent patrols were made in pairs of aircraft.

**30 Jul 1943:** VP-201 held a change of command at NAS Norfolk, Va. The former commanding officer, Lieutenant Commander M. H. Tuttle, and half of the squadron personnel and assets were transferred to form the cadre of a new PB4Y-2 Liberator squadron, VB-111. The remainder of the squadron and its newly assigned personnel were transferred the next week to a new home port at NAS Bermuda under the administrative control of the Commander Bermuda Air Group. An intensive period of training ensued.

**8 Jun 1944:** VP-201 was transferred back to its original home port at NAS Norfolk under the administrative control of FAW-5, and assigned duties involving regular flights between Bermuda and Norfolk carrying supplies and personnel.

**12 Jun 1944:** The squadron deployed to Key West, Fla., under the operational control of FAW-12 for a two-week period of ASW refresher training.

**12 Jul 1944:** VP-201 deployed to NAS Coco Solo, C.Z., under the operational control of FAW-3 under the Commander Panama Sea Frontier. Upon completion of

the deployment, the squadron was reassigned to a new home port at NAS Key West under control of FAW-12, on 27 July 1944.

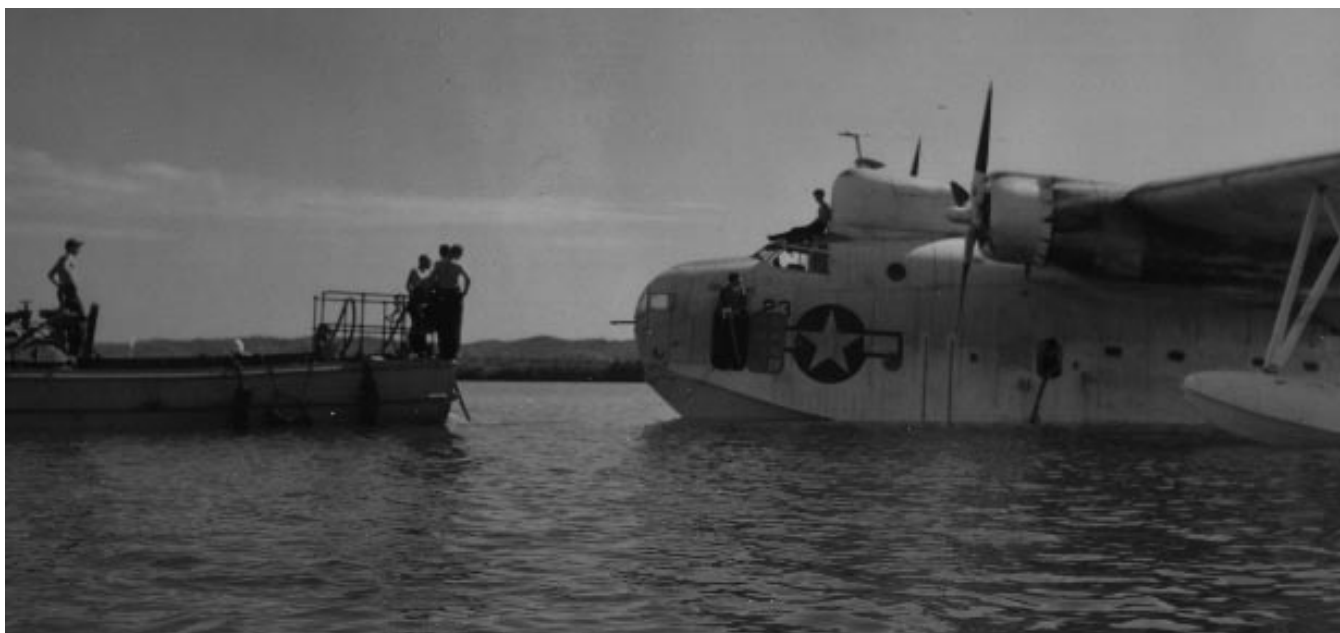
**1 Nov 1944:** Half of the squadron's PBM-3S aircraft were outfitted with L-8C Leigh searchlights at NAS Key West. After training in use of the new British-designed equipment, the squadron was assigned routine operational flights involving ASW patrols and convoy escort.

**1 Apr 1945:** Squadron flight crews were divided into three sections and sent in rotation to Harvey Point, N.C., to pick up replacement aircraft, the PBM-5. Familiarization training on the new seaplanes was conducted at Harvey Point before sending the section back to NAS Key West.

**29 May 1945:** VPB-201 was transferred to a new home port at NAS Coco Solo, C.Z., under the opera-



*A PBM-3 Mariner on patrol, circa 1942-1943, 80-G-K-13517.*



*A squadron PBM being refueled from a barge in Guantanamo Bay, Cuba, January 1945, 80-G-304438 (Courtesy Captain Jerry Mason, USN).*

tional control of FAW-3. The squadron engaged in ASW, searchlight tactics, gunnery, bombing, and instrument training flights. Following the end of World War II, the squadron's aircraft inventory was reduced from 15 to 9 and it also experienced a reduction in personnel due to the postwar demobilization.

**15 Mar 1946:** VPB-201 was assigned a new home port at NS San Juan, P.R., under the operational control of FAW-11. The squadron was supported by *San Carlos* (AVP 51) during the relocation from Panama to Puerto Rico. Upon arrival, a detachment of three aircraft was sent to Trinidad to serve as part of the Air Sea Rescue Task Unit.

**Dec 1947:** VP-ML-8 received its first contingent of replacement aircraft, the new P2V-2 Neptune. The squadron, home ported at NAS Norfolk, was under the control of FAW-5. A period of transition training commenced for the switch from seaplanes to landplanes.

**1 Mar 1949:** VP-8 deployed to Argentia, Newfoundland. The primary emphasis during this tour of duty was the testing of the P2V aircraft in cold weather conditions, flying in temperatures as low as -55° F. Aircrews received training in instrument and night flying and GCA landings.

**1 Apr 1954:** The squadron deployed to Port Lyautey, French Morocco. During the five-month period, the squadron was based temporarily on Crete while participating in NATO exercises. It proved to be a good test of operations from primitive airstrips with minimal support facilities.

**15 Jul 1955:** VP-8 marked its first deployment to Argentia with new P2V-5Fs. During the deployment detachments operated from Goose Bay, Labrador; Frobisher Bay and Thule, Greenland, flying ice patrol. They also provided cover for convoys carrying supplies to the new Dew Line sites. The Distant Early Warning (DEW) Line stretched more than 3,000 miles across the 69<sup>th</sup> parallel, spanning the frozen north from



*A squadron P2V, circa 1949.*



*A squadron P2V on patrol, circa late 1950s.*

Barter Island, Alaska, to Thule, Greenland. These DEW Line stations called for highly skilled, dedicated technicians who could man them without regard to weather, absence from family and boredom. The DEW Line began test operations in 1953 and was completed by 1955.

**Apr 1958:** In April VP-8 joined the newly formed Task Group Alpha, a temporary unit established for the purpose of testing a variety of new ASW technologies for potential use by fleet patrol units. During the next 20 months the squadron actively participated in every phase of ASW, ranging from basic techniques to the practical evaluation of new tactics and equipment.

**13 Aug–Oct 1962:** VP-8 relinquished its last P2V-5F to share the distinction with VP-44 of being among the Navy's first patrol squadrons to receive the P-3A Orion aircraft. The new aircraft received a thorough break-in during the squadron's participation in the Cuban Missile Crisis in late 1962. A four-plane detachment was flown to Bermuda to supplement aircraft involved in the Cuban missile blockade on 23 October 1962.

**9 Mar 1963:** VP-8 conducted the first transatlantic flight in a P-3A, flying non-stop from Norfolk, Va., to West Malling, England, in 9 hours and 10 minutes.

**30 Jan 1963:** A squadron aircraft, BuNo. 149672, operating from NAS Patuxent River, Md., was lost at sea while on patrol with all 14 crewmembers.

**1964:** VP-8 flew convoy ASW operations support of Fleet Exercise Steel Pike I, operating from the east coast of Spain and alternating with VP-49 and VP-44. It marked the first occasion that land-based escorts had



*A formation of the squadron's new P-3As, August 1962.*

provided coverage for a convoy across the entire Atlantic transit.

**Dec 1965:** VP-8 received the second P-3B Orion off the assembly line. This was the beginning of the replacement cycle for its older P-3As.

**25 May 1966:** VP-8 relieved VP-28 at NS Sangley Point, R.P., for its first WestPac deployment. The squadron was involved in combat missions in support of Commander Seventh Fleet operations in the Vietnam theater of operations.

**1 Nov 1967:** VP-8 visited Squadron 404 of the RCAF Maritime Command at Greenwood, Nova Scotia, Canada, to compare systems between the P-3A Orion

and the Argus patrol aircraft. The CP-107 Argus was a modification of the basic design of the Bristol Britannia passenger airliner to meet the RCAF requirements for a long-range maritime reconnaissance aircraft. The aircraft were equipped with four turbocharged piston engines, search radar under the nose, a MAD installation in the tail and air navigation and tactical air control (ANTAC) gear. The first Argus aircraft entered the RCAF inventory in 1957.

**1-2 Mar 1972:** The squadron maintained surveillance on a disabled Soviet SSBN in the North Atlantic.

**8 Feb-9 Aug 1978:** VP-8 deployed with eight aircraft to Bermuda and two aircraft with three crews to

Lajes, Azores. Both detachments returned to NAS Brunswick on 9 August 1978. As a result of the squadron's superior performance during the deployment, it was awarded its second Navy Unit Commendation.

**22 Sep 1978:** Eight crew members of a VP-8 Orion, BuNo. 152757, were killed in a midair collision with another military aircraft near Portland, Maine. The accident ended a 15-year period of over 120,000 accident free flying hours.

**Aug 1981:** VP-8 became the last squadron at NAS Brunswick to replace the P-3B Orion with the newer P-3C UII. The squadron's P-3Bs were dispersed to various reserve squadrons rather than being sent to Davis-Montham Air Force Base, Ariz., for storage.

**5 Oct 1983:** The squadron deployed to Sigonella, Sicily, with detachments at Rota, Spain; Souda Bay, Crete; and Nimes-Garon, France. During this deployment the squadron participated in many ASW exercises.

**27 Oct-8 Dec 1985:** Two-crew and two-aircraft detachments, in rotation from the squadron for one week periods, operated from NS Roosevelt Roads, P.R., to assist the U.S. Coast Guard in drug interdiction missions in the Caribbean.

**2 Dec 1990:** VP-8 deployed to NAS Sigonella, Sicily. During the period of Operation Desert Shield



*A squadron P-3B flying over two Soviet ships, 1975.*



*A squadron P-3 in flight.*

the squadron was tasked with monitoring Russian, Libyan and Iraqi vessels in the Mediterranean that might attempt to circumvent the UN embargo of Iraq. A three-aircraft and three-crew detachment was established at Jeddah, Saudi Arabia, to assist in operations monitoring the Gulf area of operations. With the beginning of hostilities during the Operation Desert Storm phase of the war, the Jeddah detachment flew 93 combat support missions totaling 830.5 flight hours.



A VP-8 P-3B on approach to NAS Moffett Field in June 1981. (Courtesy Rick R. Burgess Collection via Michael Grove).

**24 Jan 1994:** VP-8 deployed to NS Roosevelt Roads, Puerto Rico. During the deployment detachments operated from Howard AFB, Panama; Soto Cano Air Base, Honduras; and Curacao Island, Netherlands Antilles, in support of the international drug interdiction program. Close working relationships were developed with the U.S. Coast Guard and U.S. Customs Service during these operations.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Sep 1942
NAS Banana River, Fla.	6 Oct 1942
NAS Norfolk, Va.	6 Feb 1943
NAS Bermuda	Aug 1943
NAS Norfolk, Va.	8 Jun 1944
NAS Key West, Fla.	27 Jul 1944
NAS Coco Solo, C.Z.	29 May 1945
NS San Juan, P.R.	15 Mar 1946
NAS Norfolk, Va.	Dec 1947
NAS Quonset Point, R.I.	Sep 1948
NAS Chincoteague, Va.	Apr 1958
NAS Norfolk, Va.	Jul 1959
NAS Patuxent River, Md.	Jul 1961
NAS Brunswick, Maine	Jul 1971

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR Paul P. Blackburn	1 Sep 1942
LCDR Magruder H. Tuttle	29 Dec 1942

### Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Clement V. Horrigan	30 Jul 1943
LCDR Edward Sternlieb	9 Jul 1944
LCDR R. M. J. Hallman	25 Sep 1945
LCDR J. W. McCrocklin	15 Jun 1946
LCDR W. R. Ford	1 Jul 1947
CDR P. E. Hartman	Dec 1948
CDR H. F. Lloyd	5 Jul 1949
CDR D. C. Carmichael	25 Sep 1950
CDR W. J. Wehmeyer	30 Oct 1950
CDR S. E. Ellison	15 Aug 1952
CDR T. H. Bookout	31 Oct 1952
CDR L. R. Burnett	17 Jun 1954
CDR T. G. Doyle	1 Dec 1955
CDR W. E. Thomas	18 Apr 1957
CDR G. F. Nasworthy	21 Jul 1958
CDR M. A. Holsprichter	10 Jul 1959
CDR J. B. Hansen	13 Jul 1960
CDR J. R. Grieve	6 Jul 1961
CDR Creighton W. Cook	29 May 1962
CDR S. S. Bates	29 May 1963
CDR. D. R. Johnson	5 Jun 1964
CDR H. G. Rich	9 Mar 1965
CDR Richard A. Hoffman	31 Mar 1966
CDR H. F. Knudsen	28 Feb 1967
CDR Troy E. Todd	12 Mar 1968
CDR D. H. McVay	8 Apr 1969
CDR J. W. Shoemyer	9 Feb 1970
CDR E. A. Wilkinson, Jr.	Feb 1971
CDR Edwin E. Hanson	30 Mar 1972
CDR Donald G. Deboode	30 Mar 1973
CDR Edward E. Anderson	18 Mar 1974
CDR R.V. Mowery	1 Mar 1975
CDR Paul L. Lawrence	26 Mar 1976
CDR William E. Jackson	14 Mar 1977
CDR Earl R. Riffle	1 Feb 1978
CDR Thomas F. Hall	15 Mar 1979
CDR Melvin E. Thompson	10 Jul 1980
CDR Richard L. Norwood	17 Jul 1981
CDR Thomas B. Nesbit	16 Jul 1982
CDR Raymond J. Figueras	15 Jul 1983
CDR Charles A. Gabriel	21 Sep 1984
CDR Wayne E. Foshay	24 Jan 1986
CDR Denzil D. Thies	20 Feb 1987
CDR Joseph S. Littleton III	1 Mar 1988
CDR Robert J. Scott	7 Apr 1989
CDR Bruce W. Crawford	25 May 1990
CDR Hugh C. Dawson	27 Jun 1991
CDR Stephen M. Wellock	1992
CDR Richard D. High	1993
CDR Timothy J. Cepak	24 Jun 1994
CDR Glenn A. Fogg	21 Apr 1995
CDR Michael Fralen	19 Apr 1996
CDR William Harrison, Jr.	11 Apr 1997
CDR Raymond Para	3 Apr 1998

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3	Sep 1942
PBM-3C	Dec 1942
PBM-3S	May 1943
PBM-5E	Apr 1945
P2V-2	Dec 1947
P2V-3	Jan 1949

**Aircraft Assignment—Continued**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F	Jul 1955
P-3A	Aug 1962
P-3B	Dec 1965
P-3C UII	Aug 1981
P-3C UII.5	Sep 1985
P-3C UIIIR	Jun 1994

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 May 1943	Jun 1944	FAW-5	Bermuda	PBM-3S	Lant
12 Jul 1944	27 Jul 1944	FAW-3	Panama	PBM-3S	Carib
24 Oct 1945	31 Oct 1945	FAW-3	Galapagos	PBM-5	SoLant
			<i>Barnegat (AVP 10)</i>		
3 Jun 1946	10 Jun 1946	FAW-11	Chaguaramas	PBM-5	Carib
			<i>Shelikof (AVP 52)</i>		
1 Mar 1949	1 May 1949	FAW-5	Argentina	P2V-3	NorLant
1 Feb 1950	1 Apr 1950	FAW-5	Argentina	P2V-3	NorLant
22 Feb 1950	28 Mar 1950	FAW-5	Cuba	P2V-3	Carib
5 Jan 1952	20 May 1952	FAW-3	Keflavik	P2V-3	NorLant
Dec 1952	Jul 1953	FAW-3	Keflavik	P2V-3	NorLant
1 Aug 1953	Jan 1954	FAW-3	Keflavik	P2V-3	NorLant
1 Apr 1954	Sep 1954	FAW-3	Morocco	P2V-3	Med
19 Feb 1955	4 Mar 1955	FAW-11	San Juan	P2V-3	Carib
15 Jul 1955	8 Oct 1955	FAW-3	Argentina	P2V-5F	NorLant
1 Dec 1955	10 Jan 1955	FAW-3	Argentina	P2V-5F	NorLant
31 Oct 1956	4 Apr 1957	FAW-3	Morocco	P2V-5F	Med
1 Oct 1957	Dec 1957	FAW-3	Argentina	P2V-5F	NorLant
13 Aug 1962	Dec 1962	FAW-11	Cuba	P-3A	Carib
25 May 1966	2 Dec 1966	FAW-8	Sangley Pt.	P-3B	WestPac
Dec 1967	8 Jun 1968	FAW-5	Bermuda	P-3B	Lant
28 Feb 1969	28 Jun 1969	FAW-5	Bermuda	P-3B	Lant
2 Mar 1970	17 Jul 1970	FAW-5	Multi-site	P-3B	Med
25 Oct 1970*	26 Feb 1971	FAW-5	Multi-site	P-3B	Med
Nov 1970*	Apr 1971	FAW-5	Bermuda	P-3B	Lant
Nov 1971	1 Mar 1972	FAW-5	Bermuda	P-3B	Lant
9 Oct 1972	13 Nov 1972	FAW-5	Rota	P-3B	Med
10 Jan 1973	6 Jun 1973	FAW-5	Bermuda	P-3B	Lant
Jul 1975	Feb 1976	PatWing-5	Rota	P-3B	Med
Oct 1976*	Mar 1977	PatWing-5	Bermuda	P-3B	Lant
Oct 1976*	Mar 1977	PatWing-5	Lajes	P-3B	Lant
8 Feb 1978*	8 Aug 1978	PatWing-5	Bermuda	P-3B	Lant
8 Feb 1978*	8 Aug 1978	PatWing-5	Lajes	P-3B	Lant
Jul 1979*	Dec 1979	PatWing-5	Rota	P-3B	Med
Jul 1979*	Dec 1979	PatWing-5	Lajes	P-3B	Lant
4 Nov 1980*	12 May 1981	PatWing-5	Rota	P-3B	Med
4 Nov 1980*	12 May 1981	PatWing-5	Lajes	P-3B	Lant
5 Aug 1982	12 Jan 1983	PatWing-5	Bermuda	P-3C UII	Lant
5 Oct 1983	13 Mar 1984	PatWing-5	Sigonella	P-3C UII	Med
Feb 1985*	15 Jul 1985	PatWing-5	Rota	P-3C UII	Med
Feb 1985*	15 Jul 1985	PatWing-5	Lajes	P-3C UII	Lant
27 Oct 1985	8 Dec 1985	PatWing-11	Panama	P-3C UII.5	Carib
24 May 1986	10 Nov 1986	PatWing-5	Keflavik	P-3C UII.5	NorLant

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
27 May 1943	Jun 1944	FAW-5	Bermuda	PBM-3S	Lan
10 Dec 1987*	10 Jun 1988	PatWing-5	Rota	P-3C UII.5	Med
10 Dec 1987*	10 Jun 1988	PatWing-5	Lajes	P-3C UII.5	Lant
2 May 1989	9 Nov 1989	PatWing-5	Keflavik	P-3C UII.5	NorLant
2 Dec 1990*	10 Jun 1991	PatWing-5	Sigonella	P-3C UII.5	Med
5 Dec 1990*	10 Mar 1991	PatWing-1	Jeddah	P-3C UII.5	Gulf
1 Jul 1992	Feb 1993	PatWing-11	Panama	P-3C UII.5	Carib
Sep 1992	Jan 1993	PatWing-5	Rota	P-3C UII.5	Med
24 Jan 1994	17 Jun 1994	PatWing-11	Panama	P-3C UII.5	Carib
Jul 1995	Jan 1996	PatWing-5	Sigonella	P-3C UIIIR	Med
Feb 1997	Aug 1997	PatWing-5	Sigonella	P-3C UIIIR	Med

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5**		1 Sep 1942
Commander Bermuda Air Group		Aug 1943
FAW-5		8 Jun 1944
FAW-12		12 Jun 1944
FAW-3		12 Jul 1944
FAW-12		27 Jul 1944
FAW-3		29 May 1945
FAW-11	MA*	15 Mar 1946
FAW-5	MA/HD†/ LC‡	Dec 1947
FAW-3	LC	Mar 1958
FAW-5/PatWing-5§	LC	Jul 1961

\* The squadron remained a part of FAW-11, but was assigned the tail code MA on 7 November 1946.

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

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

§ FAW-5 was redesignated Patrol Wing 5 (PatWing-5) and COM-PATWINGSLANT, a dual-hatted command, on 1 July 1973. PatWing-5 became a separate command on 1 July 1974.

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

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NUC	5 Oct 1983
Det	17 Jan 1991
Det	8 Feb 1978
MUC	2 Mar 1970
	25 Oct 1970
	13 Feb 1977
	11 Jul 1979
	11 Aug 1982
	24 May 1986
Det	11 Jan 1976
NAVE	1 Jan 1982
SASM	5 Dec 1990
JMUA	15 Aug 1990
	10 Oct 1991
	14 Mar 1984
	28 Feb 1991
	9 Aug 1978
	17 Jul 1970
	26 Feb 1971
	22 May 1977
	4 Dec 1979
	12 Jan 1983
	10 Nov 1986
	30 Jan 1976
	31 Dec 1982
	10 Mar 1991
	12 Oct 1990
	6 Dec 1991



*A close up of a squadron P2V tail showing the squadron's fourth insignia and its tail code LC.*



*A close up of a squadron P-3 tail showing the squadron's fifth insignia and its tail code LC.*



*A photo of VP-8 personnel and its P-3 in the background.*