

## Second VP-9

### Lineage

Established as Patrol Squadron NINE (VP-9) on 15 March 1951, the second squadron to be assigned the VP-9 designation.

### Squadron Insignia and Nickname

Patrol Squadron 9 devised its first insignia shortly after its establishment in 1951. The insignia depicted the squadron's primary duty of mining "with a chain of nine mines encircling the globe, the Navy wing for the branch of service, and the globe signifying round-the-world operations." Colors: background, gray with blue border; wings, red and gold; pole, red and white; mines, black; globe, blue, green, tan and white; rays,



*The squadron's first insignia depicted its primary mission of mining.*



*The second approved insignia used by the squadron was a cartoon design depicting an eagle.*

orange, rust, green and red. The design was approved by CNO on 11 July 1951, and remained in use until 1954.

The second insignia of VP-9 was approved by CNO on 15 June 1954. The quality and aspect of the artwork reflected its Disney Hollywood studio origins.



*This is a copy of the squadron's second insignia developed into a patch.*

The circular patch had a muscular-looking cartoon eagle standing on a cloud with a 5-inch rocket in a raised right wing, poised to hurl the missile at a periscope emerging from the waves below. The eagle reflected the bird of prey favored by the squadron, and the missile was the primary weapon against its submarine prey. The designation Patron Nine was located in a banner at the bottom of the design. Colors: background, sky blue; water, dark blue; eagle, brown with yellow beak and feet; missile, red; periscope, brown; banner, red with white letters.

The third insignia of VP-9 was adopted in 1984 after the squadron had completed Harpoon modifications to the P-3C aircraft. The decision to modernize and streamline the insignia was based on the inordinate



*The squadron's third insignia used a stylized eagle design.*

amount of time and effort required to paint the previous multicolored insignia on squadron aircraft. The new insignia sported a stylized eagle in profile with upthrust wings carrying the Harpoon missile in its claws. This updated insignia was approved by CNO on 15 January 1985. Colors: eagle, gold with black eye; harpoon body gold with dark brown fins and trim; background, white; trim around insignia, gold.

Nickname: Golden Eagles, 1969–present.

### *Chronology of Significant Events*

**15 Mar 1951:** VP-9 was established at NAS Seattle, Wash., flying the P4Y-2 (PB4Y-2) Privateer. Fleet Aircraft Service Squadron 895 at NAS Sand Point, Seattle, Wash., undertook training of the squadron's new crews.

**Feb 1952:** VP-9 was given a permanent change of station to NAS Alameda, Calif., under operational control of FAW-4. The squadron flew the P4Y-2/2S with improved radar.

**27 Jun 1952:** VP-9 deployed to NAF Iwakuni, Japan. During this deployment a detachment was sent to Korea to aid in UN operations. VP-9 aircraft operated in conjunction with USMC night-fighter F7F aircraft, dropping parachute flares to light North Korean roads, bridges, supply dumps and convoys to aid the attacking F7Fs.

**Jan 1953:** VP-9 turned in its PB4Y-2 Privateer bombers for new P2V-2 Neptune aircraft. Conversion training was completed by September 1953.

**Sep 1953:** VP-9 was deployed to NAS Atsugi, Japan, minus 12 of its newly trained pilots who had just been released from active duty due to the cessation of hostilities with North Korea on 27 July 1953.

**22 Jun 1955:** While patrolling in the Aleutians area, a P2V-5 (BuNo 131515) of VP-9 based at NAS Kodiak, Alaska, was attacked by two Russian MiG-15s. The Neptune's starboard engine was hit and caught fire, forcing the crew to crash on St. Lawrence Island near Gambell in the Bering Sea. There were no fatalities to the crew of 11, but four were injured by MiG gunfire and six others were hurt in the crash landing. This is



*A squadron P2V at NAS Atsugi, Japan, 1954.*



*A squadron SP-2H at NAS Alameda, July 1963 (Courtesy of William L. Swisher Collection).*

the only incident in which the Soviet Union admitted any responsibility.

**15 May 1958:** VP-9 deployed to the Aleutians, based at Kodiak, Alaska, with detachments at Adak and Fairbanks. The squadron made a series of exploratory flights over the Polar ice cap to aid the submarine *Nautilus* (SSN 571) in her historic polar penetration.

**21 Apr 1960:** The squadron assisted the USAF in locating a B-58 Hustler bomber that crashed into the Great Salt Lake. A VP-9 P2V-7 located the sunken wreckage using Magnetic Airborne Detection (MAD) equipment.

**Feb 1962:** VP-9 aircraft began receiving the AN/ASA-16 integrated display system, an upgrade of existing submarine detection equipment.

**13 Jul 1962:** Six aircraft of VP-9 participated with the Royal Canadian Air Force Squadron 407 in an ASW exercise off the coast of British Columbia.

**1 Dec 1963:** VP-9 was given a change of permanent duty station from NAS Alameda to NAS Moffett Field, Calif. During December the squadron began the transition to the P-3A.

**12 Nov 1964:** VP-9 deployed to WestPac, based at Naha, Okinawa, patrolling the Formosan Straits, South China Sea, Yellow Sea and Philippine Sea. The deployment marked the first operational use of the P-3A in WestPac.

**4 Dec 1964:** A squadron P-3A, BuNo. 150508, and crew were lost over the South China Sea after a flare ignited a fire inside the aircraft.

**17 Jan 1966:** The squadron received its first P-3B Orion, the first assigned to a West Coast operational squadron. The ninth and final P-3B was received on 11 May 1967.

**25 Jul–4 Dec 1966:** VP-9 deployed to NAF Naha, Okinawa, under the operational control of Commander Task Force 72. The deployment marked the first operational use of the P-3B Orion in the Western Pacific. A detachment was sent to Tainan,



A squadron P-3B in flight with Bullpup missiles under the wings, February 1969. Note the squadron's insignia on both the tail and nose of the aircraft.

Taiwan, for one week commencing 4 December 1966 to participate in Operation Yankee Team. The joint U.S. Air Force and U.S. Navy operation inaugurated on 21 May 1963, provided low-level aerial reconnaissance of suspected Communist infiltration routes in eastern and southern Laos.

**9 Sep–1 Oct 1968:** A detachment of three squadron aircraft was maintained at NAS Agana, Guam, in support of the Acoustic Survey of the Philippine Sea. The survey was completed on 1 October 1968 and the aircraft and crews returned to NAS Moffet Field, Calif..

**Feb 1969:** VP-9 aircraft were retrofitted to make them Bullpup missile capable.

**1 Apr–10 Aug 1969:** VP-9 relieved VP-47 at NS Sangley Point, R.P., and at Cam Ranh Bay, RVN. Operational control was under FAW-8 until 4 August 1969, when relieved by FAW-10. On 5 August the squadron relocated to Cam Ranh Bay for watch duties. During the deployment the squadron conducted Market Time patrols of the Tonkin Gulf and coastal waters of South Vietnam. On 7 August the detachment at Cam Rahn Bay came under Viet Cong rocket attack with no damage resulting to squadron aircraft or personnel. The aircraft were immediately dispersed to Sangley Point and U-Tapao, Thailand, until 10 August.

**31 May 1969:** VP-9 participated in SEATO exercise Sea Spirit, which was abruptly terminated on 2 June 1969 with the collision of the *Frank E. Evans* (DD 754) and HMAS *Melbourne*.

**29 Jul 1971:** VP-9 deployed to MCAS Iwakuni, Japan, with a detachment at RTNB U-Tapao, Thailand.

**5 May 1972:** The squadron deployed a six-aircraft detachment to NAS Cubi Point, R.P., marking the last patrols for VP-9 in the combat zone during the Vietnam Conflict. The detachment augmented the VP units tasked with ocean surveillance air patrols in relationship to the mining of North Vietnamese harbors and the corresponding movement of Communist bloc ships.

**1 Jul–Oct 1976:** VP-9 began the transition to the new P-3C UI aircraft. The transition training was provided by VP-31 and continued through early September. The squadron's inventory of P-3B aircraft was turned over to VP-8. The squadron's full complement of nine new aircraft was reached in October.

**10 May 1978:** VP-9 deployed to Adak, Alaska. During the six-month deployment the squadron flew reconnaissance patrols, ASW missions and surveillance coverage for over 10-million square miles of ocean.

**26 Oct 1978:** While on a routine patrol mission Crew 6, in a P-3C, BuNo. 159892, ditched in heavy seas off the Aleutians due to an engine fire. Four of the 14 crew aboard perished before being rescued by the Soviet Vessel *Mys Senyavina*. The survivors were taken to Petropavlovsk and returned to U.S. custody on 5 November 1978.

**27 Jun–Nov 1979:** VP-9 deployed to NAF Misawa, Japan. During the next month the squadron flew 125 sorties in support of exercise Multiplex 6-79. In August the squadron was called upon to support CTG 72.3 in the humanitarian effort to locate and rescue South Vietnamese refugees. During the month of November



the squadron participated in joint exercises with the Japanese Defense Forces and South Korean forces.

**10 Oct 1981:** A squadron detachment of three aircraft deployed to Adak, Alaska, and another three-aircraft det deployed to Kadena AFB, Okinawa, on the same day. The latter detachment returned in late December 1981 and the former in February 1982, after months of diverse missions in very different climates.

**10 Jan 1984:** The Golden Eagles deployed to Diego Garcia and maintained a detachment in Kadena. The squadron established a new precedent on the deployment by becoming the first patrol squadron to operate detachments out of Berbera, Somalia, and Al Masirah, Oman.

**1 Jun 1985:** VP-9 was the first “full” squadron to deploy to NAS Adak, Alaska, in over 13 years. Adak was reestablished as a Third Fleet forward-deployed site and VP-9 played a key role in the build-up of the Adak facilities to support a full patrol squadron. During the deployment the squadron participated in Bering Sea mammal surveys and flights over the polar ice cap to ensure safe navigational passage to Alaska’s North Slope.

**2 Nov 1986–Jan 1987:** The Golden Eagles deployed for six months to WestPac, based at Misawa, Japan. The squadron was the first to deploy with the AN/APS-137 Inverse Synthetic Aperture Radar (ISAR), which reduced the size of the electronics package through microminiaturization and presented a greatly improved operator interface. In January 1987 the squadron was based at NAS Cubi Point, R.P., during the Sea Siam 87-1 and Team Spirit 2-87 exercises. Remote sites at Guam, Midway, Korea and Okinawa were visited during this period.

**20 Sep 1989:** VP-9, while deployed to Eielson AFB, Alaska, received a modified P-3C, aircraft side number PD-01, with the “Outlaw Hunter” satellite communication and navigation gear for testing and operational evaluation.

**24 Oct 1989:** The squadron’s complement of aircraft was reduced from nine to eight P-3Cs due to decreased operational funding.

**Jan–Mar 1991:** Three VP-9 detachments were sent to Panama on one-month deployments to assist the drug interdiction effort.



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

**Home Port Assignments**

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	15 Mar 1951
NAS Alameda, Calif.	Feb 1952
NAS Moffett Field, Calif.	1 Dec 1963
NAS Barbers Point, Hawaii	20 Nov 1992

**Commanding Officers**

	<i>Date Assumed Command</i>
CDR M. B. Bailey	15 Mar 1951
CDR J. B. Filson	Apr 1952
CDR M. T. Ebright	Jan 1953
CDR H. M. Murphy	May 1954
CDR T. H. T. Norris	Aug 1955
CDR M. A. Merrill	Mar 1957
CDR R. F. Peterson	10 Mar 1958
CDR V. Deitchman	25 Mar 1959
CDR C. H. Cox	29 Apr 1960
CDR T. L. Healey	28 Apr 1961
CDR R. C. Schubert	9 Mar 1962
CDR J. T. Freeman	12 Mar 1963
CDR J. F. Kurfess	10 Jan 1964
CDR R. A. Dunning	Dec 1964
CDR James H. B. Smith	3 Dec 1965
CDR Richard B. Mahon	30 Nov 1966
CDR Gordon J. Schuller	1 Nov 1967
CDR Roger G. Booth	24 Jul 1968
CDR L. Phillips, Jr.	8 Jul 1969
CDR M. F. Pasztalaniec	Apr 1970
CDR Noel Melville	31 Mar 1971
CDR B. J. Adams	30 Mar 1972
CDR R. F. Marryott	30 Mar 1973
CDR Patrick Cleary	Mar 1974
CDR Joseph Dressler	27 Mar 1975
CDR Daniel M. Truax	13 Mar 1976

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR Delbert A. Ritchhart	25 Mar 1977
CDR Byrons L. Powers	3 Mar 1978
CDR Peter H. Cressy	23 Mar 1979
CDR Charles C. Nute	31 Mar 1980
CDR James L. Mattson	31 Mar 1981
CDR R. J. Quinn	4 Mar 1982
CDR J. C. Wyatt III	Mar 1983
CDR Nicholas P. Burhans	5 Jun 1984
CDR W. G. Bozin	16 May 1985
CDR Philippe M. Lenfant	16 Jul 1986
CDR David W. Stromquist	29 May 1987
CDR Christopher L. Weiss	27 May 1988
CDR Thomas M. Feeks	27 May 1989
CDR P. E. Hallowell	27 May 1990
CDR A. J. Ruoti	May 1991
CDR K. A. Morrell, Jr.	14 May 1992
CDR S. C. Lavender	14 May 1993
CDR John V. Plehal	1994
CDR Brendan L. Gray	5 May 1995
CDR T. K. Hohl	24 May 1996

**Aircraft Assignment**

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	P4Y-2	Mar 1951
	P4Y-2/2S	Jun 1952
	P2V-2	Jan 1953
	P2V-7	1960
	SP-2H	Dec 1962
	P-3A	Dec 1963
	P-3B	Feb 1966
	P-3C UI	Jul 1976
	P-3C UIIR	Aug 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>
Jul 1951	Dec 1951	FAW-4	Kodiak	P4Y-2	NorPac
Sep 1951	Feb 1952	FAW-2	Barbers Pt.	P4Y-2	WestPac
27 Jun 1952*	16 Nov 1952	FAW-6	Iwakuni	P4Y-2S	WestPac
Jul 1952*	3 Jan 1953	FAW-6	Pusan	P4Y-2S	WestPac
Sep 1953	Apr 1954	FAW-1	Atsugi	P2V-2	WestPac
Jul 1955	Dec 1955	FAW-4	Kodiak	P2V-2	NorPac
31 Aug 1956	Mar 1957	FAW-1	Iwakuni	P2V-2	WestPac
15 May 1958	30 Sep 1958	FAW-4	Kodiak	P2V-2	NorPac
Oct 1960	Nov 1960	FAW-4	Kodiak/Adak	P2V-7	NorPac
13 Jul 1962	21 Jul 1962	FAW-4	B.C., Canada	SP-2H	NorPac
5 Sep 1962	30 Sep 1962	FAW-2	Barbers Pt.	SP-2H	WestPac
12 Nov 1964	8 Jul 1965	FAW-8	Naha	P-3A	WestPac
25 Jul 1966*	10 Jan 1967	FAW-8	Naha	P-3B	WestPac
25 Jun 1966*	12 Dec 1966	FAW-8	Sangley Pt.	P-3B	WestPac
4 Dec 1966	11 Dec 1966	FAW-8	Tainan	P-3B	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 Dec 1967	1 Jun 1968	FAW-4	Adak	P-3B	NorPac
9 Sep 1968	1 Oct 1968	FAW-8	Agana	P-3B	WestPac
1 Apr 1969*	1 Oct 1969	FAW-8	Sangley Pt.	P-3B	WestPac
1 Apr 1969*	1 Oct 1969	FAW-8	Cam Rahn	P-3B	WestPac
Jun 1970*	Nov 1970	FAW-10	Adak	P-3B	NorPac
Jun 1970*	Nov 1970	FAW-8	Agana	P-3B	WestPac
29 Jul 1971*	11 Feb 1972	FAW-8	Iwakuni	P-3B	WestPac
Dec 1971*	11 Feb 1972	FAW-8	U-Tapao	P-3B	IO
5 May 1972	24 Jul 1972	FAW-8	Cubi Pt.	P-3B	WestPac
4 Jan 1973	31 Jul 1973	PatWing-1	Iwakuni	P-3B	WestPac
Jun 1974	10 Feb 1975	PatWing-1	Iwakuni	P-3B	WestPac
1 Dec 1975	10 Jun 1976	PatWing-1	Kadena	P-3B	WestPac
Jul 1977	Dec 1977	PatWing-1	Kadena	P-3C UI	WestPac
10 May 1978	10 Nov 1978	PatWingsPac	Adak	P-3C UI	NorPac
27 Jun 1979	10 Jan 1980	PatWing-1	Misawa	P-3C UI	WestPac
18 Sep 1980	10 Feb 1981	PatWing-5	Keflavik	P-3C UI	NorLant
10 Oct 1981*	Dec 1981	PatWing-10	Adak	P-3C UI	NorPac

*Two squadron P-3s in flight near Great Sitkin Mountain, Adak, Alaska.*



10 Oct 1981*	Feb 1982	PatWing-1	Kadena	P-3C UI	WestPac
Aug 1982*	Jan 1983	PatWing-1	Kadena	P-3C UI	WestPac
Aug 1982*	Jan 1983	PatWing-1	Diego Garcia	P-3C UI	IO
10 Jan 1984*	10 Jul 1984	PatWing-1	Kadena	P-3C UI	WestPac
10 Jan 1984*	10 Jul 1984	PatWing-1	Diego Garcia	P-3C UI	IO
1 Jun 1985	10 Dec 1985	PatWing-10	Adak	P-3C UI	NorPac
2 Nov 1986	11 May 1987	PatWing-1	Misawa	P-3C UI	WestPac
Jul 1988	16 Jan 1989	PatWing-1	Diego Garcia	P-3C UI	IO
30 Aug 1989	30 Sep 1989	PatWing-8	Eielson AFB	P-3C UI	NorPac
Feb 1990	Aug 1990	PatWing-1	Misawa	P-3C UI	WestPac
Jan 1991	Mar 1991	PatWing-10	Panama	P-3C UIIIR	Carib
24 Jul 1991	9 Aug 1991	PatWing-10	Adak	P-3C UIIIR	NorPac
8 Jun 1992*	12 Nov 1992	PatWing-10	Panama	P-3C UIIIR	Carib
18 Jun 1992*	15 Nov 1992	PatWing-10	Adak	P-3C UIIIR	NorPac
29 Oct 1993	May 1994	PatWing-1	Kadena/ Masirah	P-3C UIIIR	WestPac/IO
May 1994	Nov 1995	PatWing-1	Misawa	P-3C UIIIR	WestPac
Nov 1996*	May 1997	PatWing-1	Diego Garcia	P-3C UIIIR	IO
Nov 1996*	May 1997	PatWing-1	Bahrain	P-3C UIIIR	Gulf
Nov 1996*	May 1997	PatWing-1	Al Masirah	P-3C UIIIR	Gulf

\* The squadron conducted split deployments to two or more sites during the deployment.





A close up of a squadron P-3 tail with the squadron's second insignia and tail code PD.

**Wing Assignments**

Wing	Tail Code	Assignment Date
FAW-4	CB	15 Mar 1951
FAW-2	CB	Sep 1951
FAW-4	CB	Feb 1952
COMFAIRALAMEDA	CB/PD <sup>†</sup>	Jun 1953
FAW-10	PD	29 Jun 1963
COMPATWINGSPAC <sup>‡</sup>	PD	30 Jun 1973
PatWing-10	PD	1 Jun 1981
PatWing-2	PD	20 Nov 1992

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

<sup>‡</sup> FAW-10 was disestablished on 30 June 1973 and the squadron was assigned to Commander Patrol Wings Pacific (COMPATWINGSPAC).



A close up of a squadron P-3 tail with the squadron's third insignia and tail code PD.

**Unit Awards Received**

Unit Award	Inclusive Date Covering Unit Award	
NUC	19 Mar 1967	1 Apr 1967
MUC	1 Dec 1967	31 May 1968
	1 Jun 1970	30 Nov 1970
	1 Jun 1971	20 Jul 1971
	8 Dec 1981	8 Jan 1982
(Cubi Det)	1 Feb 1972	15 Jul 1972
RVNGC	1 Mar 1969	30 Sep 1969
KSM	25 Jun 1952	5 Jan 1953
AFEM	1 Oct 1966	14 Jan 1967
	15 Apr 1969	15 May 1969
HSM (Crew 11)	4 May 1990	5 May 1990



A VP-9 P-3C(U) on approach to NAS Moffett Field in May 1982. Courtesy Rick R. Burgress Collection via Michael Grove.

## Third VP-10

### *Lineage*

Established as Patrol Squadron TEN (VP-10) on 19 March 1951, the third squadron to be assigned the VP-10 designation.

### *Squadron Insignia and Nickname*

In an effort to establish a link with the history of the previous VP-10 (disestablished as VPB-23 on 25 January 1946), the squadron adopted the insignia devised by the earlier organization upon its formation in 1930. The date on which the official insignia of the squadron was accepted by CNO is unknown. A compass rose with the Big Dipper and Polaris as



*The squadron's insignia was developed from a design used by a former VP-10.*

background encloses the circular design. A homing torpedo is central (updated from the earlier design of a Mark IV depth charge). Two pairs of lighting-like radio waves are on either side of the torpedo at the top, the radio being an essential element of long-range patrols. The background stars are the navigator's guide in celestial navigation. The torpedo signifies the squadron's role in ASW. A banner at the bottom of the design contains the designation "Patrol Squadron Ten." Colors of the design: blue field with white stars; radio waves and torpedo, yellow with tip of torpedo red; banner, blue, with yellow letters.

Nickname: Red Lancers, 1968–present.

### *Chronology of Significant Events*

**Feb–Jun 1954:** VP-10 deployed to various locations in the Caribbean area during the unrest in Guatemala and a tense revolutionary atmosphere in Central America. Detachments were located in the Azores, San Juan, P.R., Guantanamo Bay, Cuba, and Key West, Fla.

**Oct 1954:** VP-10 deployed to Keflavik, Iceland. During the period of Icelandic patrols, the squadron was tasked with conversion from the P2V-5 to the



*A squadron P2V in flight.*

newer P2V-5F, which necessitated sending crews to Burbank, Calif., to pick up the replacement aircraft at the factory. The transition was completed prior to the return of the squadron to NAS Brunswick in January 1955.

**1957:** VP-10 deployed to Argentia, Newfoundland. During the deployment the squadron participated in the annual exercise Operation Springboard at Roosevelt Roads, P.R. Before returning to home base in late 1957, the squadron flew to Thule, Greenland, to collect valuable information on the location and movement of ice formations in the northeast areas of Canada and Greenland.

**Jul 1958:** VP-10 was split into two detachments. One detachment deployed to Iceland with six aircraft to plot the ice coverage over the Denmark Straits. During the deployment the detachment visited Norway, Denmark, Holland, England, Germany and French Morocco. The second detachment flew to Lebanon and provided support during the Lebanon Crisis. Following the end of the crisis, they visited Spain, Morocco, Italy, Greece, Libya and Malta.

**Feb 1959:** A three-aircraft detachment visited Colombia, Ecuador, Peru and Chile. A second detachment of three aircraft visited Brazil, Uruguay, Argentina and Dutch Guyana. The flights were intended to bolster the faltering democratic governments of South American allies with a demonstration of U.S. military power and the "long reach" of Navy patrol squadrons.

**Sep 1960:** VP-10 conducted a "Hurrivac," flying to Battle Creek, Mich., to escape Hurricane Donna. At the



end of the month, a part of the squadron deployed to Argentina, Newfoundland, for one week to assist the fleet in ASW exercises.

**6-29 Jan 1961:** VP-10 conducted a split deployment with six aircraft deployed to Rota, Spain, and five aircraft to Keflavik, Iceland. On 27 Jan 1961, the Rota detachment received an unusual request from the Portuguese government to assist in the search for *Santa Maria*, a Portuguese luxury liner, the seized by "pirates." The detachment operated briefly from the Isle DeSal in the Cape Verde Islands from 27 to 29 January 1961, before Portuguese authorities captured the ship.

**7 Nov 1961:** A VP-10 P2V-5F Neptune flying on ASW patrol crashed into the ocean with the loss of all 11 crewmen.

**10 Oct 1962:** VP-10 deployed a four-aircraft detachment to Lajes AFB, Azores, in support of the Cuban Quarantine.

**13 Apr 1963:** VP-10 flew SAR flights in an attempt to locate the missing nuclear submarine *Thresher* (SSN 593). After several hours of searching, a squadron aircraft spotted an oil slick at 41°43'N 64°57'W and radioed the position to surface vessels involved in the search. Remote submersible cameras located the wreckage, but all hands were lost.

**30 Jan 1966:** VP-10 deployed to Keflavik, Iceland, relieving VP-21. A detachment of the squadron also deployed to Argentina, Newfoundland. VP-10 was the first patrol squadron on that station with the P-3A Orion. The squadron transitioned to the newer P-3B upon return from deployment in June.

**13 Jan 1967:** VP-10 deployed to Keflavik with five of its new P-3Bs. Four other crews deployed to Puerto

Rico to take part in the annual Operation Springboard exercises at Roosevelt Roads. Upon completion, three aircraft deployed to Lajes, Azores, while the fourth rejoined the squadron at Keflavik.

**15 Mar 1974:** The squadron lost P-3B, BuNo. 152749, in a crash at sea 41 miles from NAS Brunswick, Maine. The crash resulted in the death of all five crew members and ended the squadron's record of 95,232 accident-free flying hours.

**9 Aug 1978:** VP-10 deployed to NAS Bermuda, during which the squadron received a Meritorious Unit Commendation for its achievements in tracking Soviet submarines.

**Jan-Sep 1980:** The squadron began receiving the updated P-3C UII aircraft at the rate of one per month. The squadron's P-3Bs were transferred to fleet reserve squadrons.

**2 Jan 1980:** A detachment of P-3B Orions of VP-10 deployed to Rota, Spain, flew photoreconnaissance missions to locate areas damaged by an earthquake which struck the Azores the day before, killing some 50 people and injuring another 500.

**26 Jul 1981:** VP-10 deployed to NAS Keflavik, Iceland. During the deployment the squadron was engaged in operation Ocean Venture against numerous friendly "targets." One of the players in the exercise turned out to be a Soviet Papa-class submarine that had wandered into the area while trying to conduct surveillance of the NATO surface activities. The successful exposure of the submarine and the squadron's general performance during the deployment earned VP-10 a Meritorious Unit Commendation from the Secretary of the Navy.



*A squadron P-3B in flight over the Arctic, 1967.*

**25 Oct–2 Nov 1983:** VP-10 provided several aircraft and crews for patrols in the vicinity of Grenada during Operation Urgent Fury in which U.S. forces deployed to Grenada to protect the lives of Americans on the island.

**13 Sep 1989:** A VP-10 P-3C Orion deployed on anti-drug patrol in the Puerto Rico operating area spotted a suspicious ship in the offshore waters of the Dominican Republic. Authorities were notified and the suspects were caught on the beach 11 miles from

Santo Domingo attempting to off-load 2,930 pounds of pure cocaine.

**1 Jun 1991:** VP-10 deployed to Sigonella, Sicily, and Jeddah, Saudi Arabia. The deployment had originally been planned for the Caribbean, but two factors changed those plans abruptly at the last moment: the disestablishment of VP-44 and Operation Desert Storm. In 4,500 accident-free flight hours during deployment, the squadron flew the equivalent of 6.5 times around the earth.



*A squadron P-3C with a Harpoon missile under its wing being escorted by a TA-4J from VC-8, February 1996.*

#### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	10 Mar 1951

#### *Home Port Assignments—Continued*

<i>Location</i>	<i>Date of Assignment</i>
NAS Brunswick, Maine	Feb 1952



*A squadron P-3C firing a Harpoon missile, February 1996.*

**Commanding Officers**

	<i>Date Assumed Command</i>
CDR C. W. Craven	19 Mar 1951
CDR A. H. Henderson, Jr.	29 May 1952
CDR D. C. Carmichael	Jul 1953
CDR R. J. Fleming	26 Aug 1954
CDR W. E. Scarborough	Mar 1955
CDR E. L. Moss	Jul 1956
CDR W. W. Lape	18 Dec 1957
CDR W. T. Rapp	2 Dec 1958
CDR R. A. Kimener	29 Jan 1960
CDR T. J. Brady	7 Feb 1961
CDR Jens B. Hansen	9 Jan 1962
CDR E. Luka	28 Jan 1963
CDR D. E. Gately	9 Jan 1964
CDR K. W. Sharer	20 Nov 1964
CDR L. R. Roberts, Jr.	18 Nov 1965
CDR K. J. Bernstein	21 Sep 1966
CDR J. G. Redmond	3 Aug 1967
CDR Thomas K. Anaston, Jr.	26 Jul 1968
CDR Robert L. Williamson	15 Jul 1969
CDR Robert L. Latta	28 May 1970
CDR Joseph A. Pertel	30 Dec 1970
CDR R. J. Wallace	Dec 1971
CDR J. R. Sheets	10 Dec 1972
CDR R. J. Lanning	7 Dec 1973
CDR N. E. Koehler III	20 Dec 1974
CDR D. F. Parker	5 Dec 1975
CDR P. W. Wright	3 Dec 1976
CDR F. W. Gullett	2 Dec 1977
CDR K. D. Sullivan	14 Nov 1978
CDR J. M. Kaiser	16 Nov 1979
CDR E. B. Darsey	21 Nov 1980

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR D. P. Hickman	24 Nov 1981
CDR D. B. Bellamy	16 Nov 1982
CDR John E. Kane	17 Feb 1984
CDR N. L. Spires	31 May 1985
CDR C. T. Butler	Aug 1986
CDR Perry J. Martini	Sep 1987
CDR John D. Roberts	3 Aug 1988
CDR James A. Carman, Jr.	8 Sep 1989
CDR Peter A. Masciangelo	12 Sep 1990
CDR Carl P. Norton	6 Sep 1991
CDR Duane J. Phillips	4 Sep 1992
CDR Keith F. Koon	21 Oct 1993
CDR Thomas J. Arminio	30 Sep 1994
CDR Frank M. Munoz	8 Sep 1995
CDR Glen O. Woods	13 Sep 1996
CDR David C. Johnson	1997
CDR Richard W. Goodwyn	26 Jun 1998

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-2	Mar 1951
P2V-3	1952
P2V-5	1954
P2V-5F	Dec 1954
P2V-5F Mod	Oct 1960
P-3A	Jul 1965
P-3B	Jan 1967
P-3C UII	Jan 1980
P-3C UII.5	1993
P-3C UIIIR	1995

**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>
Jul 1953	15 Jan 1954	FAW-3	Malta	P2V-2	Med
Feb 1954	Jun 1954	FAW-11	Puerto R.	P2V-5	Carib
Oct 1954	2 Jan 1955	FAW-3	Keflavik	P2V-5F	NorLant
Nov 1955	Feb 1956	FAW-3	Argentina	P2V-5F	NorLant
1957	1957	FAW-3	Argentina	P2V-5F	NorLant
Jul 1958*	Nov 1958	FAW-3	Keflavik	P2V-5F	NorLant
Jul 1958*	Nov 1958	FAW-3	Malta	P2V-5F	Med
Feb 1959	Apr 1959	FAW-11	Pan-American	P2V-5F	SoLant
19 Aug 1959	25 Jan 1960	FAW-3	Rota	P2V-5F	Med
Sep 1960	Sep 1960	FAW-3	Argentina	P2V-5F	NorLant
6 Jan 1961	31 Mar 1961	FAW-3	Keflavik	P2V-5F Mod	NorLant
7 Apr 1962	Aug 1962	FAW-3	Argentina	P2V-5F Mod	NorLant
10 Oct 1962	Nov 1962	FAW-3	Lajes	P2V-5F Mod	Lant
Jun 1963	Aug 1963	FAW-3	Argentina	P2V-5F Mod	NorLant
1 Nov 1963	9 Apr 1964	FAW-3	Sigonella	P2V-5F Mod	Med
Aug 1964	Jan 1965	FAW-11	Key West	P2V-5F Mod	Carib
30 Jan 1966	Jun 1966	FAW-3	Keflavik	P-3A	NorLant
13 Jan 1967	15 Jul 1967	FAW-3	Keflavik	P-3B	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>
4 Jun 1968*	4 Dec 1968	FAW-3	Argentina	P-3B	NorLant
4 Jun 1968*	4 Dec 1968	FAW-3	Bermuda	P-3B	Lant
Jun 1969	Nov 1969	FAW-3	Rota	P-3B	Med
22 Feb 1970	17 Jul 1970	FAW-3	Keflavik	P-3B	NorLant
26 Feb 1971	9 Jul 1971	FAW-3	Sigonella	P-3B	Med
13 Dec 1972	21 Jan 1973	PatWing-5	Rota	P-3B	Med
31 Jul 1973	9 Jan 1974	PatWing-5	Rota/Lajes	P-3B	Med
26 Aug 1974*	23 Jan 1975	PatWing-5	Lajes	P-3B	Lant
26 Aug 1974*	23 Jan 1975	PatWing-5	Bermuda	P-3B	Lant
2 Feb 1976*	29 Jun 76	PatWing-5	Rota	P-3B	Med
2 Feb 1976*	29 Jun 1976	PatWing-5	Lajes	P-3B	Lant
4 May 1977*	20 Oct 1977	PatWing-5	Rota	P-3B	Med
4 May 1977*	20 Oct 1977	PatWing-5	Lajes	P-3B	Lant
9 Aug 1978	2 Feb 1979	PatWing-5	Bermuda	P-3B	Lant
3 Dec 1979*	7 May 1980	PatWing-5	Rota	P-3B	Med
3 Dec 1979*	7 May 1980	PatWing-5	Lajes	P-3B	Lant
26 Jul 1981	26 Jan 1982	PatWing-5	Keflavik	P-3C UII	NorLant
8 Dec 1982	11 May 1983	PatWing-5	Keflavik	P-3C UII	NorLant
9 Apr 1984	11 Sep 1984	PatWing-5	Bermuda	P-3C UII	Lant
11 Jul 1985	18 Dec 1985	PatWing-5	Keflavik	P-3C UII	NorLant
10 Dec 1986*	May 1987	PatWing-5	Rota	P-3C UII	Med
10 Dec 1986*	May 1987	PatWing-5	Lajes	P-3C UII	Lant
10 May 1988	10 Nov 1988	PatWing-5	Keflavik	P-3C UII	NorLant
13 Sep 1989	Oct 1989	PatWing-11	Panama	P-3C UII	Carib
Dec 1989*	23 Jun 1990	PatWing-5	Rota	P-3C UII	Med
Dec 1989*	23 Jun 1990	PatWing-5	Sigonella	P-3C UII	Med
1 Jun 1991*	29 Nov 1991	PatWing-1	Jeddah	P-3C UII	Gulf
1 Jun 1991*	29 Nov 1991	PatWing-5	Sigonella	P-3C UII	Med
Feb 1993	Jul 1993	PatWing-11	Roosevelt Rds	P-3C UII.5	Carib
Jul 1994	Jan 1995	PatWing-5	Sigonella	P-3C UII.5	Carib
Feb 1996	Aug 1996	PatWing-5	Keflavik	P-3C UIIIR	NorLant
Aug 1997*	Feb 1998	PatWing-5	Keflavik	P-3C UIIIR	NorLant
Aug 1997*	Feb 1998	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
Aug 1997*	Feb 1998	PatWing-11	Panama	P-3C UIIIR	Carib

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	HK	10 Mar 1951
FAW-3	HK/LD <sup>†</sup>	Feb 1952
FAW-5/PatWing-5 <sup>‡</sup>	LD	1 Jul 1971

<sup>†</sup> The squadron's tail code was changed from HK to LD 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 PatWing-5 and COMPATWINGSLANT on 1 July 1973, a dual hatted command. On 1 July 1974 Patrol Wing 5 (PatWing-5) was established as a separate command.



*A VP-10 P-3B at NAS Moffett Field in June 1979 (Courtesy Rick R. Burgess Collection).*

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	15 Nov 1967	2 Jul 1968
	15 Dec 1982	11 May 1983
MUC	28 Jun 1968	27 Jul 1968
	8 Apr 1970	15 Apr 1970
	30 Jul 1973	9 Jan 1974
	29 Mar 1976	30 Apr 1976
	9 Aug 1978	8 Feb 1979
	30 Jul 1981	26 Jan 1982
	5 Apr 1984	12 Sep 1984
	9 Dec 1986	9 Jun 1987
(Cuba Det)	18 Sep 1978	23 Sep 1978
(Panama Det)	18 Sep 1978	30 Sep 1978
AFEM	4 Oct 1962	31 Dec 1962
(Part.Aircrew)	23 Oct 1983	21 Nov 1983
JMUA	5 Aug 1990	12 Oct 1990
	10 May 1991	9 Nov 1991

## Fourth VP-11

### Lineage

Established as Patrol Squadron ELEVEN (VP-11) on 15 May 1952, the fourth squadron to be assigned the VP-11 designation.

Disestablished on 15 January 1997.

### Squadron Insignia and Nickname

The insignia of VP-11 was adopted from an earlier squadron with the same designation (VP-11, later VPB-11) that was disestablished on 20 June 1945. The



The squadron's insignia was developed from a design used by a former VP-11.

central figure of the circular design was Pegasus, a flying horse from Greek mythology. Like Pegasus, the patrol aircraft was a mighty winged creature capable of flying great distances to carry out its mission. At the bottom of the design was a scroll with the squadron's designation Patron Eleven.

Colors: Pegasus, white

with gold wings; background, navy blue; piping, gold; letters, gold.

Nickname: Lovin' Eleven, 1981.

Pegasus, 1982–1997.

### Chronology of Significant Events

**15 May 1952:** VP-11 was established at NAS Quonset Point, R.I., with a complement of 12 P4Y-2 patrol aircraft (a redesignated Privateer PB4Y-2 bomber, with the B for bomber dropped in favor of its new patrol designation).

**Jan–Jun 1953:** VP-11 conducted its first deployment to Argentia, Newfoundland. Upon return, the squadron was assigned new Neptune P2V-5s as replacements for the WWII vintage Privateers.



A couple of squadron P4Y-2s in flight, circa 1953.



A close up of a squadron P4Y-2 showing personnel installing a .50 caliber machine gun in a side turret, 1952.

**Nov 1960–Mar 1961:** VP-11 participated in underwater sound tests (Project Breezeway) with the Office of Naval Research from November to December 1960. The squadron was again called upon to assist in tests of new sonobuoy equipment during January to March 1961.

**8 Feb 1962:** A detachment of VP-11 at NAS Argentia, Newfoundland, began ice reconnaissance flights over the Gulf of St. Lawrence to aid in evaluating satellite readings of the ice formations transmitted by Tiros 4 which was put into orbit the same day.

**24 Oct–14 Nov 1962:** VP-11 deployed to Argentia, Newfoundland, on 12 hours' notice during the Cuban Missile Crisis. Surveillance flights totaling 1,065 flying hours were conducted through 14 November 1962.

**6 May–19 Aug 1965:** VP-11 conducted around-the-clock surveillance operations with nine aircraft operating out of Guantanamo Bay, Cuba, during the Dominican Republic Crisis. Operations ceased on 3 June 1965 and all but four aircraft returned to NAS Brunswick. The remaining four aircraft and crews continued surveillance in the Caribbean until 19 August 1965.

**12 Oct 1967:** VP-11 deployed to NAF Keflavik, Iceland. The squadron was awarded a Navy Unit Commendation for its ASW activities during that period of operations. It was the first time the award had been given to a patrol squadron not in a combat zone.

**14–26 Sep 1969:** Elements of VP-11 participated in a NATO exercise Operation Squeezeplay, conducted from St. Mawgan, England.

**23 Jul 1972:** VP-11 received emergency deployment orders to WestPac. The squadron departed NAS Brunswick for NAS Cubi Point, R.P., arriving 26 July. A small detachment was maintained at RTNB U-Tapao, Thailand. Upon arrival in the Philippines the squadron's deployment was greatly impeded by a



*A squadron P-3B in flight, 1974.*

record rainfall of 74.4 inches. Despite the difficulties, the squadron was able to conduct assigned sector patrols of the South China Sea and Gulf of Tonkin. For its humanitarian efforts during disaster relief operations in the Philippines, the squadron was awarded a Philippine Presidential Unit Citation.

**25 Oct 1973:** The last P-3B DIFAR upgrade on the squadron's aircraft was completed on this date. VP-11 was the last East Coast P-3 squadron to be fitted with DIFAR, which replaced the 10-year-old JULIE system for detection and tracking of submarines.

**14 Apr 1975:** VP-11 conducted a split deployment to Rota, Spain, and Lajes, Azores. During the deployment the squadron hosted officers from Canada, Iran and Norway to familiarize them with the P-3 and its operational capabilities.

**15 Oct 1977:** VP-11 deployed to Rota, Spain, and Lajes, Azores. On 11 December 1977, one of the squadron's P-3Bs, BuNo. 153428, crashed into a mountain on Hierro Island, Canary Islands; all 13 crew members were lost.

**26 Jul 1978:** Squadron detachments participated in UNITAS operations and visited seven South American countries during the exercises.

**23 Jan 1979:** VP-11 conducted a split deployment to Rota, Spain, and Lajes, Azores. During the deployment the opportunity was taken to run exercise simulations against the Soviet *Kiev* and *Minsk* battle groups present in the Mediterranean Sea.

**24 Jul 1979:** Commander G. T. Martinsen, the squadron's commanding officer, died of a myocardial infarction during a squadron briefing at NAS Brunswick, Maine. Commander J. M. Evans, executive officer, acceded to command.

**2 Feb 1981:** Phase I in the transition from the P-3B DIFAR to the P-3C UII began with the training of the first increment of four VP-11 crews at NAS Jacksonville, Fla. VP-30 conducted the transition training for VP-11.

**12 Nov 1981:** VP-11 sent five crews to NS Roosevelt Roads to participate in READDEX 1-82. During the exercise the squadron had its first opportunity to fire a "live" Harpoon missile, successfully hitting the target.

**13 Dec 1985–24 May 1986:** VP-11 deployed to NAS Keflavik, Iceland, returning to NAS Brunswick on 24 May 1986. During the deployment the squadron collected environmental data on the Marginal Ice Zone, and tested the efficiency of ice-penetrating sonobuoys.



*A VP-11 P-3B at NAS Glenview in February 1980 (Courtesy Rick R. Burgess Collection).*

**9 Jun 1987:** The squadron conducted a split deployment to Rota, Spain, and Lajes, Azores. During operations in the Mediterranean Sea the squadron had numerous practice attack simulations against *Iowa* battle group and the Soviet *Kiev* battle group—the former willingly, the latter unknowingly.

**10 Nov 1988:** VP-11 deployed to NAS Keflavik, Iceland. The first two months of the deployment were during the worst weather conditions on record for over a decade; never-the-less, squadron P-3s performed all assigned missions. By the end of the deployment 744 sorties had been flown, with 17 frontline Soviet submarines contacted.

**Jun 1989:** A detachment of eight aircraft deployed to NAS Key West, Fla., to assist in anti-drug operations with Joint Task Force Four. The detachment flew over





*Two squadron P-3Cs in flight, circa early 1990s.*

300 hours in support of task force operations, resulting in severe disruption of the drug smuggling routes into the U.S.

**10 Jun 1990:** VP-11 deployed to NAF Sigonella, Sicily. During the deployment the squadron flew numerous missions in support of Operation Desert Shield, which began on 2 August 1990. Two detachments were maintained for Operation Desert Shield support, one at Souda Bay, Crete, the other at Jeddah, Saudi Arabia.

**4 Jan 1992:** VP-11 conducted a split deployment to NS Roosevelt Roads, P.R., and NAF Rota, Spain. The detachment at Roosevelt Roads flew many missions in support of national drug control strategy. As the lead squadron, the detachment was responsible for the detection and monitoring of aerial and maritime transit of illegal drugs into the U.S. The detachment's participation in the operation resulted in the seizure of 10,000 kilos of cocaine and 20 tons of marijuana.

**1993:** VP-11 conducted another split deployment with detachments at Sigonella, Sicily, and Jeddah, Saudi Arabia. The squadron flew over 250-armed sorties in the Adriatic Sea in support of UN resolutions against the former Republic of Yugoslavia. The squadron was the first to carry the new AGM-65 Maverick missile on patrol aircraft.

**17 Jun 1994:** VP-11 deployed to NS Roosevelt Roads, P.R. During the deployment the squadron flew numerous missions in support of the U.S. Coast Guard and U.S. Customs Service. Operations resulted in 29 interdictions, 13 vessels seized and 77 narcotics traffickers arrested. A total of 12,000 kilos of cocaine and 45,000 pounds of marijuana with an estimated street value of over \$1 billion was destroyed.

**15 Jan–2 Aug 1997:** VP-11 was disestablished. The disestablishment ceremony was held at NAS Brunswick, Maine, on 2 August 1997.

#### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Quonset Point, R.I.	15 May 1952
NAS Brunswick, Maine	1954

#### *Commanding Officers*

	<i>Date Assumed Command</i>
CDR J. Weiss	15 May 1952
CDR H. Hines	Oct 1953
CDR J. S. Kilner, Jr.	Oct 1954
CDR William M. Hodges	Nov 1955
CDR W. B. Oliver	Jan 1957
CDR D. Lawson	27 May 1958
CDR J. H. Burton	8 Jun 1959
CDR Vance E. Horswell	13 Jun 1960
CDR William L. Hudspeth	20 Jun 1961
CDR Raymond G. Neal	21 Jun 1962
CDR R. A. Gaul	6 Jun 1963
CDR James P. Richardson	17 Jul 1964
CDR J. E. Klause	6 May 1965
CDR R. R. Falkenstein	6 May 1966
CDR R. D. Hartell	May 1967
CDR W. S. Myers	May 1968
CDR R. Gradel	2 Jul 1969
CDR S. G. Boyett	26 Jun 1970
CDR Robert C. Crawford	15 Jun 1971
CDR C. F. Hendrickson, Jr.	6 Jun 1972
CDR W. A. O'Neil	15 Jun 1973

*Commanding Officers—Continued*

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
CDR Josef S. Kuckelkorn	28 Jun 1974	P4Y-2	May 1952
CDR Robert L. Prehn	30 Jun 1975	P2V-5	Jun 1953
CDR David A. Hilty	28 Jun 1976	P2V-7	1956
CDR M. J. Bartolomei	30 Jun 1977	SP-2H	Dec 1962
CDR E. M. Brittingham	29 Jun 1978	P-3B	Jan 1967
CDR G. T. Martinsen	5 Jun 1979	P-3B DIFAR	Oct 1973
CDR John M. Evans	24 Jul 1979	P-3C UII	1981
CDR Glenn W. Ritchey, Jr.	5 Sep 1980	P-3C UII.5	1993
CDR R. S. Noce	6 Aug 1981		
CDR J. R. Ryan	13 Aug 1982		
CDR Robert G. Nolan	19 Nov 1983		
CDR Rocklin E. Gmeiner, Jr.	19 Feb 1985		
CDR Gregory A. Markwell	28 Jun 1986		
CDR David A. Larson	1987		
CDR Donald K. Miskill, Jr.	12 Aug 1988		
CDR Robert P. Scott	1989		
CDR John R. Miller	Aug 1990		
CDR John P. Horsman, Jr.	Aug 1991		
CDR Alex S. Hill	13 Aug 1992		
CDR Anthony L. Winns	24 Jul 1993		
CDR Paul J. C. Hulley	29 Jul 1994		
CDR David A. Williams	7 Jul 1995		



*A squadron P2V in flight, circa late 1950s.*

*Major Overseas Deployments*

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1953	Jun 1953	FAW-3	Argentia	P4Y-2	NorLant
Jan 1954	Jun 1954	FAW-3	Malta	P2V-5	Med
Apr 1955	Sep 1955	FAW-3	Malta	P2V-5	Med
1956	1956	FAW-3	Malta	P2V-7	Med
17 Oct 1957	24 Feb 1958	FAW-3	Malta	P2V-7	Med
1 Mar 1959	22 Aug 1959	FAW-3	Rota	P2V-7	Med
Feb 1960	Mar 1960	FAW-3	Keflavik	P2V-7	NorLant
7 Aug 1960*	8 Jan 1961	FAW-3	Keflavik	P2V-7	NorLant
7 Aug 1960*	8 Jan 1961	FAW-3	Sicily	P2V-7	Med
24 Oct 1962	14 Nov 1962	FAW-3	Argentia	P2V-7	NorLant
9 Feb 1963*	2 Jul 1963	FAW-3	Rota	SP-2H	Med
9 Feb 1963*	2 Jul 1963	FAW-3	Keflavik	SP-2H	NorLant
Mar 1964	May 1964	FAW-11	Guantanamo	SP-2H	Carib
29 Aug 1964	2 Feb 1965	FAW-3	Sicily	SP-2H	Med
6 May 1965	19 Aug 1965	FAW-11	Cuba	SP-2H	Carib
27 Jan 1966	7 Jul 1966	FAW-3	Rota	SP-2H	Med
12 Oct 1967	Mar 1968	FAW-3	Keflavik	P-3B	NorLant
25 Feb 1969*	27 Jun 1969	FAW-3	Keflavik	P-3B	NorLant
25 Feb 1969*	27 Jun 1969	FAW-3	Lajes	P-3B	Lant
3 Feb 1970	2 Mar 1970	FAW-3	Bermuda	P-3B	Lant
12 Jul 1970	13 Nov 1970	FAW-3	Lajes	P-3B	NorLant
29 Jun 1971	15 Dec 1971	FAW-5	Rota/Lajes	P-3B	Med
23 Jul 1972*	8 Nov 1972	FAW-8	Cubi	P-3B	WestPac
23 Jul 1972*	8 Nov 1972	FAW-8	U-Tapao	P-3B	WestPac
Jan 1973	Mar 1973	FAW-5	Rota/Lajes	P-3B	Med
1 Nov 1973	25 Mar 1974	PatWing-5	Bermuda	P-3B DIFAR	Lant
14 Apr 1975	5 Sep 1975	PatWing-5	Rota/Lajes	P-3B DIFAR	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>
12 May 1976	30 Jun 1976	PatWing-5	Bermuda	P-3B DIFAR	Lant
15 Oct 1977	23 Mar 1978	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
26 Jul 1978	1 Dec 1978	PatWing-11	Pan-American	P-3B DIFAR	SoLant
23 Jan 1979	11 Jul 1979	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
1 May 1980	4 Nov 1980	PatWing-5	Rota/Lajes	P-3B DIFAR	Med
19 Jan 1982	26 Jul 1982	PatWing-5	Keflavik	P-3C UII	NorLant
9 May 1983	5 Oct 1983	PatWing-5	Keflavik	P-3C UII	NorLant
9 Sep 1984	13 Feb 1985	PatWing-5	Bermuda	P-3C UII	Lant
13 Dec 1985	24 May 1986	PatWing-5	Keflavik	P-3C UII	NorLant
9 Jun 1987	7 Dec 1987	PatWing-5	Rota/Lajes	P-3C UII	Med
10 Nov 1988	10 May 1989	PatWing-5	Keflavik	P-3C UII	NorLant
Jun 1989	Jul 1989	PatWing-11	Key West	P-3C UII	Carib
10 Jun 1990*	10 Dec 1990	PatWing-5	Signonella	P-3C UII	Med
2 Aug 1990*	10 Dec 1990	PatWing-1	Jeddah	P-3C UII	Red Sea
4 Jan 1992*	11 Jul 1992	PatWing-11	Roosevelt Rds.	P-3C UII	Carib
4 Jan 1992*	11 Jul 1992	PatWing-5	Rota	P-3C UII	Med
May 1993*	Sep 1993	PatWing-5	Signonella	P-3C UII.5	Med
May 1993*	Sep 1993	PatWing-1	Jeddah	P-3C UII.5	Red Sea
17 Jun 1994	17 Dec 1994	PatWing-11	Roosevelt Rds.	P-3C UII.5	Carib
Jan 1996	Jun 1996	PatWing-5	Signonella	P-3C UII.5	Med

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-3	HB/LE†	15 May 1952
FAW-5/PatWing-5‡	LE	1 Jul 1971

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

‡ FAW-5 was redesignated PatWing-5 and COMPATWINGS LANT on 1 July 1973, a dual hatted command. On 1 July 1974 Patrol Wing 5 (PatWing-5) was established as a separate command.



A close up of a squadron P-3 tail with the insignia and tail code LE.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	12 Oct 1967	15 Feb 1968
	5 May 1980	5 Nov 1980
MUC	5 Sep 1969	30 Jun 1970
	1 Jun 1975	16 Jul 1975
	27 Jan 1982	27 Jul 1982
	11 May 1983	5 Oct 1983
	10 Jun 1990	10 Dec 1990
NEM	5 Aug 1990	21 Feb 1991
AFEM	24 Oct 1962	31 Dec 1962
	10 May 1965	10 Aug 1965
NAVE	1 Oct 1979	30 Sep 1980
SASM	10 Nov 1990	9 Dec 1990
JMUA	19 Jun 1991	14 Aug 1991
	9 Jan 1992	30 Apr 1992
RPPUC	21 Jul 1972	15 Aug 1972



Two squadron P-3s on the tarmac with personnel forming the designation VP-11.



## Third VP-16

### Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SIX (VP-906) in May 1946.

Redesignated Medium Seaplane Squadron FIFTY SIX (VP-ML-56) on 15 November 1946.

Redesignated Patrol Squadron SEVEN HUNDRED FORTY ONE (VP-741) in February 1950.

Redesignated Patrol Squadron SIXTEEN (VP-16) on 4 February 1953, the third squadron to be assigned the VP-16 designation.

### Squadron Insignia and Nickname

The first insignia used by the squadron was approved by CNO on 15 October 1951 when it was still VP-741. The design featured a Disney-like alligator wearing a sailor's hat with a spy glass in its left hand and in its right a bomb poised ready to throw at a



*The squadron's first insignia was a cartoon designed alligator.*

periscope projecting from the water. Colors: background, white; water, light blue; periscope, telescope and bomb, black; upper body of alligator, dark green; alligator chest, light green; tongue and bomb tip, red. The nickname "Fighting Gators," was highlighted in red above the top of the design, and the designation Patrol Squadron 741, across the bottom.

The second insignia used by the squadron superseded the previous design after its approval by CNO on 30 October 1953. The insignia portrays an eagle



*The squadron's second insignia featured an eagle probing for a submarine.*

perched on a fish bowl probing for a small, fish-like submarine. The heraldic significance of the American Eagle probing for the submarine in its confined space of operation portrays the antisubmarine warfare mission of the squadron. Colors: background, red; body and wings of eagle, black; head, white; beak and feet, orange; water in fish bowl, blue; submarine, black. The nickname "Eagles," is highlighted in white against a black background over the top of the design and Patrol Squadron Sixteen across the bottom.

Nickname: Fighting Gators, 1951–1953.

Eagles, 1961–1968.

War Eagles, 1983–present.

### Chronology of Significant Events

**May 1946:** VP-906 was established as a reserve squadron, home-ported at NAS Jacksonville, Fla., under operational control of FAW-11 and administratively under Naval Air Reserve Training Command. The squadron was one of 21 reserve patrol squadrons established after the war to accommodate the large number of aircrews recently released from active duty, utilize the enormous stocks of aircraft in the inventory and serve as an experienced manpower pool in the event new Cold War tensions erupted into a shooting war. VP-906 flew the Lockheed PV-2 Harpoon and the amphibious PBY-5A/6A Catalina.

**15 Nov 1946:** VP-906 was redesignated VP-ML-56 while at Cecil Field, Fla. Under the new designation system, reserve squadron number designations began with the number 51 and regular Navy squadrons began with 1. All reserve patrol squadrons were designated as ML. The ML designation used by the reserves stood for either Medium Patrol Squadrons flying the twin-engine PV-2 Harpoon or Medium Seaplane Squadrons flying the amphibious PBY-5A Catalina. Regular Navy patrol squadrons flying the PV-2 were designated ML also, but those flying the PBY-5A were designated AM for Amphibian.

**Feb 1950:** VP-ML-56 was redesignated VP-741 during the reorganization of Naval Aviation reserve units, effective the first quarter of 1950. In this period of extensive defense spending reductions the number of Naval Aviation reserve patrol squadrons was reduced from a 1949 total of 24 to only 9.

**1 Mar 1951:** VP-741 was recalled to active duty by the president, the last of the nine reserve patrol squadrons recalled for service during the Korean War period. Of the Atlantic fleet squadrons, only one regular Navy squadron, VP-7, saw limited combat while stationed at Iwakuni, Japan, in the last month of the war.

**4 Feb 1953:** After the Korean War the decision was made to augment all of the nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. VP-741 was redesignated



*Squadron personnel surrounding one of its P2Vs at NAS Jacksonville, 1952.*

nated VP-16. The redesignations did not require changes in tail codes or home ports.

**10 Nov 1956:** The squadron deployed to Keflavik, Iceland. While on duty at this location the Middle East Crisis, sparked by the seizure of the Suez Canal, kept the squadron flying around the clock to protect NATO's northern flank. After the situation was defused, VP-16 conducted a series of goodwill tours to several European countries before returning to the U.S. in April 1957.

**Mar 1960:** VP-16 deployed to NS Roosevelt Roads, P.R., and participated in Operation Springboard 1960.

**May 1960:** The squadron participated in test shots of the Redstone and Atlas missiles as part of Task Force 140, Project Mercury Recovery Force.

**12 Dec 1960:** VP-16 deployed to NAF Sigonella, Sicily, for a five-month tour of duty, relieving VP-5. The squadron provided shipping surveillance in the Mediterranean Sea for the Sixth Fleet and responded

to the *Santa Maria* incident—the seizure of a Portuguese vessel by dissidents. VP-16 was one of several squadrons called on to assist in the search for the ship.

**29 Nov 1963–Mar 1964:** Seven squadron aircraft departed for Guantanamo Bay, Cuba, to provide surveillance during the Cuban Missile Crisis, relieving VP-23. The detachment was relieved in March 1964 by VP-11.

**1 Dec 1964:** VP-16 relieved VP-49 at Kindley AFB, Bermuda. This was the first deployment for the squadron in its new P-3A Orion aircraft.

**23 Mar 1965:** The squadron participated in operations involving the launching and recovery of the *Gemini 3* space capsule, which carried John Young and Virgil Grissom into orbit and returned them safely after completing three orbits.

**27 Jul 1965:** A squadron Orion, BuNo. 151380, crashed at Bermuda with four crew casualties.

**15 Feb 1966:** A detachment of three aircraft was sent to Ascension Island in support of the project Apollo-Saturn 201, Task Force 140. This operation was the first unmanned spacecraft of the Apollo series to be fired into suborbital flight by a Saturn rocket.

**2 Dec 1966:** VP-17 deployed to NS Sangle Point, R.P., with a detachment at NAF U-Tapao, Thailand. During the deployment the squadron missions in-



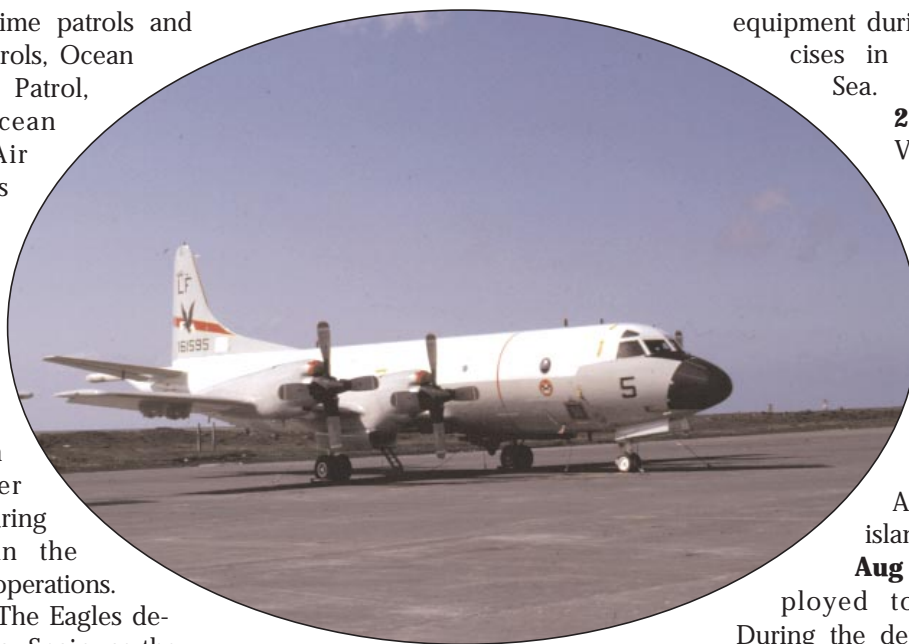
*A squadron P2V in flight.*



cluded Market Time patrols and Yankee Team patrols, Ocean Surveillance Air Patrol, and Special Ocean Surveillance Air Patrols. Patrols were often conducted within 12 miles of the coasts of North Vietnam and throughout the Gulf of Tonkin. The squadron completed over 500 missions during its only tour in the Vietnam zone of operations.

**12 Dec 1967:** The Eagles deployed to NS Rota, Spain, as the first P-3 Orion detachment to operate from a Mediterranean base.

**Jan 1971:** VP-16 retrofitted all of its P-3A aircraft with the DIFAR advanced submarine detection system. In July, the Eagles deployed to NAF Sigonella, Sicily, to test their newly outfitted DIFAR aircraft. The squadron conducted extensive testing of the new



*A VP-16 P-3C(U2) at NAS Keflavik in June 1984 (Courtesy Rick R. Burgess Collection via D. Jay).*

equipment during numerous exercises in the Mediterranean Sea.

**25 Oct–2 Nov 1983:** VP-16 provided several aircraft and crews for patrols in the vicinity of Grenada during Operation Urgent Fury, in which U.S. forces were deployed to Grenada to protect the lives of Americans on the island.

**Aug 1985:** VP-16 deployed to NAS Bermuda. During the deployment three-aircraft detachments were maintained at NS Roosevelt Roads, P.R., to participate in Operation Hat Trick II, drug interdiction patrols in the Caribbean.

**10 Aug 1988:** VP-16 deployed to NAS Bermuda, relieving VP-24. The squadron participated in Operation Checkmate 7, interdicting suspected drug trafficking in the Caribbean.



*A squadron P-3C in flight, 1990.*



**Home Port Assignments**

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	May 1946

**Commanding Officers**

	<i>Date Assumed Command</i>
Unknown	1946–1950
CDR Charles W. Rodgers	Jan 1951
CDR James W. Hardy	6 Dec 1952
CDR Paul J. Bruneau	Feb 1954
CDR P. Bazier	Feb 1955
CDR M. A. Piper	Feb 1956
CDR E. B. Abrams	Mar 1957
CDR J. W. Clark	9 Jul 1958
CDR L. T. Barco, Jr.	3 Sep 1959
CDR R. F. Bishop	13 May 1960
CDR R. G. Bagby	31 May 1961
CDR C. E. Rodgers	9 Apr 1962
CDR L. H. Boutte	30 Apr 1963
CDR William Vaught	6 Mar 1964
CDR Charles Eadie	1 May 1965
CDR D. D. Spoon	29 Apr 1966
CDR D. C. Carruth	28 Apr 1967
CDR T. H. Ross	Apr 1968
CDR R. H. Schulze	30 Apr 1969
CDR E. R. Nordtvedt	2 Apr 1970
CDR J. F. Wetzel	29 Apr 1971
CDR K. W. Mirise	21 Apr 1972
CDR R. G. Castle	Apr 1973
CDR L. L. Maloy	30 Apr 1974
CDR C. C. Pease	Apr 1975
CDR Richard Silverman	Apr 1976
CDR Austin W. Rehfield	Apr 1977

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR G. F. Wright	12 May 1978
CDR R. F. Testa	15 Jun 1979
CDR C. T. Moyer III	12 Jun 1980
CDR Daniel Oliver	Jun 1981
CDR J. E. Mutty	11 Jun 1982
CDR J. L. Harford	Jun 1983
CDR James V. Quorollo, Jr.	6 Jul 1984
CDR James R. Love	31 Aug 1985
CDR James M. Piotrowski	5 Dec 1986
CDR Ernest L. Morris, Jr.	4 Dec 1987
CDR Gregory P. Harper	9 Dec 1988
CDR Greg L. Wedding	15 Dec 1989
CDR John L. Bohn II	7 Dec 1990
CDR David K. Oliveria	6 Dec 1991
CDR Christopher C. Ames	14 Jan 1993
CDR Robert W. Andersen	25 Feb 1994
CDR James J. Cardosi	20 Jan 1995

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A/PBY-6A	May 1946
P2V-2/3	1950
P2V-5	Feb 1955
P2V-5F	Mar 1956
SP-2E	Dec 1962
P-3A	Jul 1964
P-3A DIFAR	Jan 1971
P-3C	Aug 1973
P-3C UII.5	Jun 1983
P-3C UIIIR	Oct 1990



*A squadron P-3C carrying a Harpoon missile en route to Vieques Island, Puerto Rico for a test launch, February 1996.*

### Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 Mar 1952*	Jul 1952	FAW-11	Fr. Morocco	P2V-2/3	Med
1 Mar 1952*	Jul 1952	FAW-11	Lajes	P2V-2/3	Lant
1 Mar 1953	Aug 1953	FAW-11	Port Lyautey	P2V-2/3	Med
May 1954	Sep 1954	FAW-11	Keflavik	P2V-2/3	NorLant
Jul 1955	10 Dec 1955	FAW-11	Port Lyautey	P2V-5	Med
10 Nov 1956	1 Apr 1957	FAW-11	Keflavik	P2V-5F	NorLant
Feb 1958*	Jul 1958	FAW-11	Port Lyautey	P2V-5F	Med
Feb 1958*	Jul 1958	FAW-11	Keflavik	P2V-5F	NorLant
4 May 1959	5 Oct 1959	FAW-11	Argentina	P2V-5F	NorLant
Mar 1960	May 1960	FAW-11	Roosevelt Rds.	P2V-5F	Carib
12 Dec 1960	8 May 1961	FAW-11	Signonella	P2V-5F	Med
3 Jul 1961	Sep 1961	FAW-11	Roosevelt Rds.	P2V-5F	Carib
9 Dec 1961*	13 Feb 1962	FAW-11	Rota	P2V-5F	Med
9 Dec 1961*	13 Feb 1962	FAW-11	Keflavik	P2V-5F	NorLant
10 Sep 1962	Feb 1963	FAW-11	Keflavik	SP-2E	NorLant
3 Jun 1963	Aug 1963	FAW-11	Roosevelt Rds.	SP-2E	Carib
29 Nov 1963	2 Mar 1964	FAW-11	Guantanamo	SP-2E	Carib
1 Dec 1964	1 Sep 1965	FAW-11	Bermuda	P-3A	Lant
18 Jan 1966	1 Mar 1966	FAW-8	Ascension Is.	P-3A	SoLant
2 Dec 1966	2 Jun 1967	FAW-8	Sangley Pt.	P-3A	WestPac
18 Jan 1967*	18 Feb 1967	FAW-8	U-Tapao	P-3A	WestPac
12 Dec 1967	25 May 1967	FAW-11	Rota	P-3A	Med
Oct 1968*	Jan 1969	FAW-11	Bermuda	P-3A	Lant
Oct 1968*	Jan 1969	FAW-11	Argentina	P-3A	NorLant
Oct 1969	Feb 1970	FAW-11	Bermuda	P-3A	Lant
Jun 1970	27 Oct 1970	FAW-11	Bermuda	P-3A	Lant
Jul 1971	Dec 1971	FAW-11	Signonella	P-3A DIFAR	Med
9 Aug 1972	Jan 1973	FAW-11	Bermuda	P-3A DIFAR	Lant
Nov 1973	May 1974	PatWing-11	Signonella	P-3C	Med



*A squadron P-3C in the snow, most likely Keflavik, 1984.*

**Major Overseas Deployments—Continued**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Apr 1975	Sep 1975	PatWing-11	Keflavik	P-3C	NorLant
Jun 1976	Nov 1976	PatWing-11	Sigonella	P-3C	Med
Nov 1977	May 1978	PatWing-11	Keflavik	P-3C	NorLant
14 Dec 1978	15 May 1979	PatWing-11	Sigonella	P-3C	Med
6 Apr 1980	6 Sep 1980	PatWing-11	Sigonella	P-3C	Med
Aug 1981	Feb 1982	PatWing-11	Bermuda	P-3C	Lant
Jan 1983*	Jun 1983	PatWing-11	Rota	P-3C	Med
Jan 1983*	Jun 1983	PatWing-11	Lajes	P-3C	Lant
12 Mar 1984	Aug 1984	PatWing-11	Keflavik	P-3C	NorLant
Aug 1985	4 Feb 1986	PatWing-11	Bermuda	P-3C	Lant
2 Jan 1987	2 Jun 1987	PatWing-11	Sigonella	P-3C	Med
10 Aug 1988	Feb 1989	PatWing-11	Bermuda	P-3C UII.5	Lant
1 Jan 1990	Jun 1990	PatWing-11	Sigonella	P-3C UII.5	Med
1 Aug 1991*	Mar 1992	PatWing-11	Keflavik	P-3C UII.5	NorLant
1 Aug 1991*	Mar 1992	PatWing-11	Bermuda	P-3C UIIIR	Lant
1 Jul 1992	Sep 1992	PatWing-11	Rota	P-3C UIIIR	Med
21 Jul 1993*	31 Dec 1993	PatWing-11	Roosevelt Rds.	P-3C UIIIR	Carib
21 Jul 1993*	Jan 1994	PatWing-11	Panama	P-3C UIIIR	Carib
Feb 1995	Aug 1995	PatWing-11	Keflavik	P-3C UIIIR	NorLant
Aug 1996	Feb 1997	PatWing-11	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>
FAW-11/PatWing-11 <sup>§</sup>	HH <sup>†</sup> /LF <sup>‡</sup>	May 1946

<sup>†</sup> The squadron remained a part of FAW-11, but was assigned tail code HH when called to active duty in 1951.

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

<sup>§</sup> 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>	
NUC	1 Jan 1967	31 Mar 1968
	9 Jun 1976	6 Nov 1976
	11 Mar 1981	10 Feb 1982
	29 Dec 1982	1 Jun 1983
MUC	15 Mar 1984	15 Aug 1984
	1 Jan 1983	31 Dec 1983
NAVE	1 Jan 1983	31 Dec 1983
RVNGC	1 Dec 1966	31 May 1967
AFEM (Grenada)	23 Oct 1983	21 Nov 1983
NEM (Lebanon)	3 Jan 1983	31 May 1983



*A couple of squadron P-3Cs fly over Jacksonville, Fla., December 1994.*



## Third VP-17

### Lineage

Established as Reserve Patrol Squadron NINE HUNDRED SIXTEEN (VP-916) on 1 July 1946.

Redesignated Medium Patron SIXTY SIX (VP-ML-66) on 15 November 1946.

Redesignated Patrol Squadron SEVEN HUNDRED SEVENTY TWO (VP-772) in February 1950.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 4 February 1953, the third squadron to be assigned the VP-17 designation.

Redesignated Heavy Attack Mining Squadron TEN (VA-HM-10) on 1 July 1956.

Redesignated Patrol Squadron SEVENTEEN (VP-17) on 1 July 1959.

Disestablished on 31 March 1995.

### Squadron Insignia and Nickname

The first insignia was submitted by the squadron for approval shortly after VP-916 had been redesignated VP-ML-66. It was approved by CNO on 25 September 1947. The design was circular



*The squadron's second insignia was a cartoon designed eagle.*

with an Indian chief central, carrying a large bomb under his arm. The Indian's left hand was raised over his eyes as if seeking the enemy. The subject of the design, the American Indian, was symbolic of the tactical mission of the squadron, "... scouting and search with ordnance participation." The squadron designation was inscribed inside the design below the Indian. Colors: Indian, red brown flesh; tan leggings; dark brown moccasins; white feather head-dress; rising sun, yellow with purple rays; bomb, blue with white stripes; squadron letters, brown. A photo copy of this design was not available in the squadron records.

The second squadron insignia was approved by CNO on 11 April 1951, shortly after VP-ML-66 had been redesignated VP-772. The American Indian was replaced with a nautical-looking eagle wearing a petty officer third class uniform. The bomb was under the eagle's left wing pointing to a submarine periscope. The eagle, perched on the periscope, was giving a big wink with the left eye. The insignia was based on one of the primary missions for the squadron, antisubmarine warfare. The white-hat eagle represents an aircraft

that had made contact with a submarine and was prepared to release a bomb to complete the mission. Colors: eagle, tan; beak, yellow; suit, blue; hat, white; bomb, yellow; periscope, black; water, blue; border, red; background, white.

A third insignia was submitted to CNO for approval after VP-772 was redesignated VP-17. CNO approved the design with minor changes on 11 May 1955. The insignia featured an eagle with raised wings, clutching a submarine in one claw and a bomb in the other. Three small white lightning bolts were highlighted on the wings and a large lightning bolt slanted downward between the upthrust wings. The new squadron designation, Patron Seventeen was enclosed in a scroll at the bottom of the design.



*The squadron's third insignia kept the eagle theme but dropped the cartoon style.*

The significance of the eagle was unchanged, with the bomb and submarine

symbolizing the squadron's primary assignment of ASW. Colors: eagle, brown body with white head; eyes and tongue, red; beak and claws, yellow; bomb, black; submarine, gray with black trim outline; sea, blue; small lightning bolts, white; large lightning bolt, yellow; background, white; trim around patch and scroll, red; letters of squadron designation, yellow.

The fourth squadron insignia of VP-17 was approved by CNO on 22 December 1989. The new design featured a surface vessel and a submarine, joined



*The fourth insignia dropped the eagle theme and more accurately represented the squadron's mission of antisubmarine and antisurface warfare.*

overhead by two white lightning bolts. The top of the design was a rainbow. The two vessels typify the dual mission of the patrol squadrons of antiship and anti-submarine warfare. The rainbow symbolized the squadron's affiliation with the "Rainbow Fleet" of PatWing-2 at NAS Barbers Point, Hawaii. Colors: rain-

bow, red, yellow, green and blue; lightning bolts, white; surface ship, gray; submarine, black; sea, blue-green; border of design, blue; letters of squadron at bottom, white on background of light blue.

The fifth and final insignia of the squadron was a return to the third, more historic version originally approved after the squadron became VP-17 in 1953. The

*The squadron's fifth insignia reverted back to the third insignia design.*



design and colors remained essentially unchanged from the earlier version. The request for the reversion to the earlier design was approved by CNO on 26 March 1993.

Nickname: White Lightnings, 1959–1995.

### *Chronology of Significant Events*

**May 1946:** VP-916 was established at NAS Los Alamitos, Calif. The squadron came under the operational control of FAW-4 and administrative control by Naval Air Reserve Training (NARTU). It was another of the 21 naval reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft on the inventory. The squadron flew the Lockheed PV-2 Harpoon and the amphibious Consolidated PBV-5A Catalina.

**15 Nov 1946:** All patrol squadrons were redesignated. Regular Navy patrol squadron designation numbers began with 1 and reserve squadron numbers began with 5. VP-916 was redesignated VP-ML-66. The ML designation, medium patrol squadrons, included twin-engine medium amphibious seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadrons with the ML designation were for twin-engine medium land-based bombers only. The amphibious medium seaplanes like the PBV-5A used the AM, amphibian designation for regular Navy squadrons.

**Feb 1950:** VP-ML-66 was redesignated VP-772 during the reorganization of Naval Aviation reserve units in 1949, but the change did not take effect until February 1950. During this period the number of Naval Aviation reserve squadrons was reduced from the 1949 total of 24 to 9.



*A squadron P4Y-2 (PB4Y-2) in flight.*

**1 Sep 1950:** VP-772 was called to active duty by the president for service during the Korean War. The squadron relocated from its home base at Los Alamitos, Calif., to NAS Whidbey Island, Wash. Aircrews were given transition training for conversion to the Consolidated P4Y-2/2S (a redesignated PB4Y-2) Privateer. The 2S version of this aircraft featured surface search radar. A brief lull occurred in the intensive training cycle when the squadron paid a visit to the fighting French in Saigon. The squadron left several Privateers for use by the French in the Indochina war.

**1–31 Jan 1951:** VP-772 deployed to Iwakuni, Japan, where VP-772 became the first activated naval reserve squadron to participate in the Korean conflict. On 31 January 1951, the squadron began combat operations from NAS Atsugi, Japan, flying missions over Korea, the Sea of Japan, the Yellow Sea and the Tsushima Straits.

**Jun–Aug 1951:** From 12 June through the end of August several of the squadron's aircraft were detached in two-aircraft elements for operations with the night attack aircraft of the 1st Marine Air Wing at K-1 Pusan, South Korea. The detachment provided direct support for ground operations by dropping MK-6 flares at night to provide illumination for USMC ground attack aircraft. Although initially an experiment, the operations proved so successful they were continued by other similarly equipped patrol squadrons.

**1 Jan–Feb 1953:** VP-772 deployed to NAS Barbers Point, Hawaii, in preparation for duty in the Korean combat zone. On 1 February 1953, the squadron began combat operations from Iwakuni, Japan, flying missions over the Sea of Japan, Tsushima Straits and the Yellow Sea. The squadron was the last to fly the P4Y-2/2S in combat. No losses in personnel or equipment were incurred in 435 combat missions.

**4 Feb 1953:** VP-772 was augmented into the regular Navy and redesignated VP-17. Toward the end of the Korean War the decision was made to augment all of the nine reserve patrol squadrons activated during the 1950 to 1951 time period as part of the regular Navy. The redesignations did not require changes in tail codes or home bases.

**1 Aug 1953:** The squadron returned from its Korean deployment to a new home base at NAS Whidbey Island. Immediately upon return, the squadron began conversion to the Lockheed P2V-6 Neptune. VP-17 was the last West Coast patrol squadron to fly the P4Y-2.

**Apr 1956:** VP-17 deployed to Naha, Okinawa. During this deployment the squadron was redesignated VP(HM)-10 on 1 July 1956, one of only two such squadrons in the Navy. VP(HM)-10 was the only Heavy Attack Mining squadron on the West Coast. Shortly after its return from Okinawa, the aircrews began transition training to the P2V-6M, which was configured for firing the Petrel air-to-surface turbojet missile.

**Apr 1957:** The squadron's P2V-6M aircraft were transferred to the reserves and replaced with P2V-5Fs. Transition training commenced immediately in preparation for the pending WestPac deployment.

**19 Aug 1960:** The squadron deployed to NAS Kodiak, assisting the Navy Hydrographic Office in compiling information on the Arctic Ocean and conducting ASW training in an adverse weather operational environment.

**20 Oct 1961:** VP-17 deployed to NAS Kodiak, Alaska, with a detachment at Adak. During this period the squadron participated in tests of the Regulus missile with *Grayback* (SS 208).

**9 Jan–May 1963:** VP-17 returned to NAS Kodiak, Alaska, for joint exercises with Sea Frontier forces and the Canadian Maritime Air Command. On 10 January 1963, the squadron incurred its first aircraft accident in over eight years. A squadron SP-2H crashed into a mountainside while attempting a wave-off at Kodiak. Five of the crew survived but seven lives were lost. In May 1963, the squadron was called upon to assist in breaking up an ice jam in the Yukon and Kuskokwim Rivers which was causing a great deal of flooding. Several planes were sent to bomb the jam with 500-pound bombs.

**27 Apr–Aug 1964:** VP-17 relieved VP-6 at NAF Naha, Okinawa. In August the squadron provided ASW coverage for the task groups moving into the South China Sea after the Gulf of Tonkin Crisis.

**Dec 1964:** The squadron began rotations of three-aircraft detachments to Kodiak, Alaska. In that same month, Detachment 2 assisted the Army Corps of Engineers in breaking up ice jams on the Klatina and Copper rivers during subzero weather conditions.

**Mar 1965:** VP-17 received a new look. A white lightning bolt on a blue background was painted on top of the vertical fin and propeller spinner domes on all squadron aircraft.

**9 Jul 1965:** The squadron deployed to MCAS Iwakuni, Japan, maintaining a detachment at NAF Tan Son Nhut. The deployment marked the first deployment of the squadron to a combat zone since the Korean Conflict.



*A squadron SP-2H in flight, 1966.*

**15 Sep–Dec 1966:** VP-17 deployed to MCAS Iwakuni, Japan, for two and one-half months' of duty in support of operations interdicting gun runners off South Vietnam coastal waters. On 5 December 1966, the squadron relocated from Iwakuni to Sangley Point, R.P., with a detachment at Tan Son Nhut airfield, South Vietnam, for support of Market Time missions with the Seventh Fleet. VP-17 was relieved at Sangley Point, R.P., by VP-42.

**9 Nov 1967–Mar 1968:** VP-17 deployed to NS Sangley Point, R.P., with a detachment in Cam Ranh Bay, South Vietnam. Following the seizure of the intelligence ship *Pueblo* (AGER 2) by the North Koreans, VP-17 participated in a mission from 14 January to 11 February 1968 to provide an ASW patrol net for elements of the Seventh Fleet in the Sea of Japan. On 4 March 1968, a Vietcong unit mortared the detachment at Cam Ranh Bay Air Base. One squadron aircraft was heavily damaged, but no VP-17 personnel were injured. The squadron was relieved at the end of its tour by VP-50.

**19 Jul 1969:** VP-17 deployed to MCAS Iwakuni, Japan, relieving VP-1. During the deployment squadron detachments flew from bases at NAS Atsugi, Japan; Misawa AFB, Japan; NAS Agana, Guam; NS Sangley Point, R.P.; NAF Cam Ranh Bay, RVN; and U-Tapao AFB, Thailand. The squadron was relieved by VP-1.

**3 Aug 1970:** A squadron P-3A, ZE-06, BuNo. 152159, exploded in flight after takeoff from Nellis AFB, Calif. The plane crashed near Searchlight, Nev., with 10 crew members aboard. There were no survivors. The cause of the accident was never determined.

**24 Oct 1970:** VP-17 deployed to NS Sangley Point, R.P., under the operational control of FAW-10 and TU 72.3.2. Detachments were maintained at U-Tapao,





*A squadron P-3B flying over Brewton (DE 1086) during an antisubmarine exercise, 1974.*

Thailand and Taipei, Taiwan. Ninety-three Market Time patrols were flown along the coast of South Vietnam. The squadron was relieved by VP-48.

**13 Jan–Apr 1972:** The squadron deployed to NAF Naha, Okinawa, with a detachment maintained at NAS Cubi Point, R.P., from 9 April through 23 April. Numerous Market Time patrols were flown during the deployment.

**19 Apr–2 Oct 1973:** The squadron deployed to NAS Cubi Point, R.P. On 2 October 1973, VP-17 flew the final Market Time combat support patrol, which marked the end of over 10 years of daily surveillance flights by patrol squadrons in the South China Sea during the Vietnam conflict.

**10 Dec 1974:** VP-17 became the last patrol squadron to deploy to Naha Air Base, Okinawa.

**29 Apr 1975:** VP-17 provided operational support in Operation Frequent Wind, the evacuation of Americans from Saigon, South Vietnam.

**May 1975:** The squadron became the first patrol squadron to operate from the newly constructed facilities at Kadena Air Base, Koza, Okinawa. Their relocation to the new base took less than two weeks without disruption to the squadron's operational mission. During the deployment the squadron conducted operations throughout the western Pacific, the South China Sea and the Indian Ocean. These operations included surveillance patrols for Vietnam refugees and support in the recapture of the hijacked merchant ship SS *Mayaguez*. On 12 May 1975, elements of the Khmer Rouge seized the cargo ship *Mayaguez* in international waters. One VP-17 aircraft suffered slight damage from enemy fire during the successful action to rescue the crew.

**12 Jul 1976:** A VP-17 P-3 aircraft visiting Nairobi demonstrated U.S. friendly ties and support for Kenya during her crisis with Uganda. *Ranger* (CV 61) and her escort ships of Task Force 77.7 operated off the coast of Kenya to deter military operations by Uganda against Kenya.

**Mar 1977:** Three aircraft and four aircrews deployed to NAF Midway Island to participate in Pony Express operations in conjunction with the U.S. Air Force, an intelligence gathering operation on Soviet missile launches.

**May 1990:** During deployment to Adak, Alaska, the White Lightnings sent a detachment on a SAR mission to locate a stranded Norwegian expedition at the North Pole. After locating the group, food and medical supplies were dropped.

**Aug 1990:** VP-17 deployed detachments to Panama to take part in drug interdiction operations called Operations 90-43 and 90-46.

**10 May 1991:** VP-17 deployed to NAF Diego Garcia, B.I.O.T., with a detachment at NAF Kadena, Okinawa, and Masirah, Oman, to support UN maritime sanctions against Iraq following Operation Desert Storm.

**Jun–Nov 1993:** The squadron began to transition from the P-3C UI Orion to the P-3C UIII. During the squadron's September to November drug interdiction deployment to Panama, the squadron's acoustic operators were given ample opportunity to test their new equipment on the P-3CUIII.

**31 Mar 1995:** VP-17 was disestablished after compiling a record of 24 years and 161,000 mishap-free flight hours.



*A squadron P-3B in flight off the coast of Hawaii, 1978.*

### **Home Port Assignments**

<i>Location</i>	<i>Date of Assignment</i>
NAS Los Alamitos, Calif.	May 1946
NAS Whidbey Island, Wash.	1 Sep 1950
NAS Seattle, Wash.	3 Aug 1951
NAS Whidbey Island, Wash.	1 Aug 1953
NAS Barbers Point, Hawaii	1 Dec 1968

### **Commanding Officers**

	<i>Date Assumed Command</i>
CDR Richard Gilman	1946
Unknown	1948–1950
LCDR Donald D. Nittinger	1950
LCDR James F. Hayward	9 Jun 1952
CDR Robert L. Dahllof	11 Aug 1952
CDR F. W. Snyder	Jul 1953
CDR A. A. Allemand	Jan 1955
CDR E. L. Plowman	Aug 1956
CDR J. P. Wheatley	19 Apr 1958
CDR R. Larson	24 Apr 1959
CDR C. B. McKinney	29 Apr 1960
CDR W. J. Pressler, Jr.	21 Apr 1961
CDR D. E. McKinley	Apr 1962
CDR W. O. McLean	18 Feb 1963
CDR Robert H. Lenson	3 Feb 1964
CDR Robert J. Sadler	10 Dec 1964
CDR Leland A. Holdren	5 Aug 1965
CDR Milton O. Paul	14 Dec 1966
CDR Don L. Wuethrich	13 Dec 1967
CDR C. R. Behnken	Sep 1968
CDR Robert E. May	21 Nov 1969
CDR John M. Quin	4 Dec 1970

### **Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR Harley L. Stuntz III	3 Dec 1971
CDR Willaim H. Ketchum	8 Dec 1972
CDR Godfrey A. Rettig	10 Jan 1974
CDR Earl T. Maurer	8 Nov 1974
CDR Russell K. Schulz	12 Dec 1975
CDR John C. Murphy	15 Dec 1976
CDR Robert S. Richmond	16 Dec 1977
CDR Ronald W. Martin	3 Nov 1978
CDR Gene M. Bowman	16 Nov 1979
CDR Richard P. Munro	16 Nov 1980
CDR Francis J. Ferry	Dec 1981
CDR Dunbar Lawson, Jr.	30 Nov 1982
CDR Thomas T. Verhoef	10 Mar 1984
CDR Richard McAdoo	14 Jun 1985
CDR Robert White	23 Jun 1986
CDR Daniel L. Baas	17 Jul 1987
CDR Hugh N. McWilliams	15 Jul 1988
CDR John E. Fink	6 Jul 1989
CDR Charles A. Jedlicka	18 Jul 1990
CDR Gerald K. Stair	30 Jul 1991
CDR James J. O'Rourke	29 Jul 1992
CDR George G. Brown	14 Jul 1993
CDR Robert J. Quinn	10 Jun 1994

### **Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2/PBY-5A	May 1946
P4Y-2/2S	1949
P2V-6	Aug 1953
P2V-6M	Sep 1956

**Aircraft Assignment—Continued**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F	Apr 1957
P2V-7S (SP-2H)	Dec 1959
P2V-7	Dec 1960
P-3A	Dec 1968
P-3A DIFAR	Sep 1972
P-3B TAC/NAV MOD	Jun 1978
P-3C (MOD)	Jan 1986
P-3C UI	Nov 1990
P-3C UIIR	Jun 1993



A VP-17 P-3A at NAS Moffett Field in November 1975 (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>
Oct 1950	Oct 1950	FAW-4	Saigon	P4Y-2S	WestPac
1 Jan 1951*	3 Aug 1951	FAW-6	Atsugi	P4Y-2S	WestPac
12 Jun 1951*	3 Aug 1951	FAW-6	Pusan	P4Y-2S	WestPac
1 Jan 1953	10 Feb 1953	FAW-2	Barbers Pt.	P4Y-2S	WestPac
Feb 1953	1 Aug 1953	FAW-6	Iwakuni	P4Y-2S	WestPac
Sep 1954	May 1955	FAW-6	Iwakuni	P2V-6	WestPac
Apr 1956	Sep 1956	FAW-1	Naha	P2V-6	WestPac
1 Sep 1957	11 Mar 1958	FAW-6	Iwakuni	P2V-5F	WestPac
18 May 1959	20 Nov 1959	FAW-4	Kodiak	P2V-5F	NorPac
19 Aug 1960	16 Dec 1960	FAW-4	Kodiak	P2V-5F	NorPac
20 Oct 1961	16 Mar 1962	FAW-4	Kodiak	P2V-5F	NorPac
9 Jan 1963	15 Jun 1963	FAW-4	Kodiak	SP-2H	NorPac
27 Apr 1964	1 Oct 1964	FAW-1	Naha	SP-2H	WestPac
9 Jul 1965*	1 Feb 1966	FAW-6	Iwakuni	SP-2H	WestPac
9 Jul 1965*	1 Feb 1966	FAW-8	Tan Son Nhut	SP-2H	WestPac
15 Sep 1966	5 Dec 1966	FAW-6	Iwakuni	SP-2H	WestPac
5 Dec 1966*	1 Apr 1967	FAW-8	Sangley Pt.	SP-2H	WestPac
5 Dec 1966*	1 Apr 1967	FAW-8	Tan Son Nhut	SP-2H	WestPac
9 Nov 1967*	29 Apr 1968	FAW-8	Sangley Pt.	SP-2H	WestPac*
9 Nov 1967*	29 Apr 1968	FAW-8	Cam Rahn B.	SP-2H	WestPac
19 Jul 1969	20 Jan 1970	FAW-6	Iwakuni	P-3A	WestPac
24 Oct 1970*	29 Apr 1971	FAW-8	Sangley Pt.	P-3A	WestPac
29 Oct 1970*	29 Apr 1971	FAW-8	U-Tapao	P-3A	WestPac
24 Oct 1970*	29 Apr 1971	FAW-8	Taipei	P-3A	WestPac
13 Jan 1972	1 Aug 1972	FAW-1	Naha	P-3A	WestPac
19 Apr 1973	1 Nov 1973	PatWing-1	Cubi Point	P-3 DIFAR	WestPac
10 Dec 1974	10 Jun 1975	PatWing-1	Naha	P-3 DIFAR	WestPac
2 May 1976	10 Nov 1976	PatWing-1	Cubi Point	P-3 DIFAR	WestPac
Mar 1977*	Dec 1977	PatWing-1	Midway	P-3 DIFAR	WestPac
Jul 1977*	Dec 1977	PatWing-1	Agana	P-3 DIFAR	WestPac
15 Nov 1978	30 May 1979	PatWing-1	Cubi Point	P-3B MOD	WestPac
9 Jan 1980*	10 Jun 1980	PatWing-1	Agana	P-3B MOD	WestPac
8 May 1980*	10 Jul 1980	PatWing-2	Barbers Pt.	P-3B MOD	NorPac
10 May 1981	10 Nov 1981	PatWing-1	Cubi Point	P-3B MOD	WestPac
5 Aug 1982	1 Feb 1983	PatWing-1	Agana	P-3B MOD	WestPac
1 Feb 1983	22 Apr 1983	PatWing-10	Adak	P-3B MOD	NorPac
1 Nov 1983	May 1984	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 May 1985	10 Nov 1985	PatWing-1	Cubi Point	P-3B MOD	WestPac
4 Dec 1986	10 Jun 1987	PatWing-10	Adak	P-3C (MOD)	NorPac



**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>
10 May 1988	10 Nov 1988	PatWing-1	Cubi Point	P-3C (MOD)	WestPac
10 Dec 1989	10 Jun 1990	PatWing-10	Adak	P-3C (MOD)	NorPac
Aug 1990	Aug 1990	PatWing-2	Panama	P-3C (MOD)	Carib
10 May 1991	10 Nov 1991	PatWing-1	Diego Garcia	P-3C UI	IO
1 Nov 1992	15 May 1993	PatWing-1	Misawa	P-3C UI	WestPac
Sep 1993	Nov 1993	PatWing-2	Panama	P-3C UIIIR	Carib
5 May 1994	10 Nov 1994	PatWing-1	Diego Garcia	P-3C UIIIR	IO

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-4	BH <sup>†</sup> /ZE <sup>‡</sup>	May 1946
FAW-2/PatWing-2 <sup>§</sup>	ZE	1 Dec 1968
COMPATWINGSPAC	ZE	Jun 1993

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

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

§ FAW-2 was redesignated Patrol Wing 2 (PatWing-2) 30 June 1973.

**Unit Awards Received—Continued**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
	12 May 1975
RVNGC	8 Mar 1965
	1 Aug 1969
	2 Nov 1969
	3 Sep 1970
VNSM	28 Sep 1966
	9 Nov 1967
(Det)	13 Jul 1965
NEM	8 Dec 1978
	21 Nov 1979
	10 May 1981
AFEM	4 Aug 1964
NUC	1 Jan 1967
MUC	1 Nov 1970
	17 Nov 1970
	2 Mar 1972
	8 Dec 1981
(Det)	Spring 1970
(Element)	22 Apr 1975
	31 Mar 1968
	20 Apr 1971
	22 Nov 1970
	15 Dec 1972
	8 Jan 1982
	7 May 1975
	1 Oct 1966
	1 Jan 1968
(Element)	29 Apr 1975
NAVE	1 Jul 1974
KSM	1 Feb 1951
HSM	(Crew 17)
(Element)	29 Apr 1975
	1 Oct 1964
	6 Dec 1966
	28 Feb 1968
	30 Apr 1975
	1 Apr 1976
	3 Aug 1951
	6 Aug 1981
	30 Apr 1975

**Unit Awards Received**

A squadron P-3 in flight.