

## Second VP-29

### *Lineage*

Established as Patrol Squadron NINE HUNDRED ELEVEN (VP-911) on 6 July 1946.

Redesignated Medium Patrol Squadron (Landplane) SIXTY ONE (VP-ML-61) on 15 November 1946.

Redesignated Patrol Squadron EIGHT HUNDRED TWELVE (VP-812) in February 1950.

Redesignated Patrol Squadron TWENTY NINE (VP-29) on 27 August 1952, the second squadron to be assigned the VP-29 designation.

Disestablished on 1 November 1955.

### *Squadron Insignia and Nickname*

The squadron's only insignia on record was approved by CNO on 11 October 1950. The design reflected the reserve squadron's home at NAS



*The squadron's insignia reflected its home in Minneapolis, Minn.*

Minneapolis, Minn. Background for the insignia was an outline of Minnesota with a star in the center of the design. On the star was a golden gopher with binoculars. The gopher was wearing a sailor hat and carried a machine gun and bomb. In the scroll was the designation VP-812. Colors: circular design and scroll outlined in gold with a light blue background; the back-

ground for the of Minnesota was white outlined in black; the star was dark blue outlined in black; the gopher was gold with black markings, white teeth and hands and a white and red tongue; the sailor hat was white with black outlines; the binoculars were black; the machine gun and bomb were gray with black markings; and the scroll had black lettering.

### *Chronology of Significant Events*

**6 Jul 1946:** VP-911 was established at NAS Minneapolis, Minn., as a reserve training squadron, flying PV-2 Harpoons and PBV-5A/6A Catalinas. The squadron aircraft allowance was nine aircraft, but seldom exceeded more than seven operational aircraft.

**20 Jul 1950:** The squadron was called to active duty along with 13 other Reserve squadrons as a result of the invasion of South Korea by North Korean forces on 25 June 1950. The squadron remained at NAS Minneapolis, Minn., until orders were received to transfer to a new home port at NAS Whidbey Island, Wash.

**31 Jul-Oct 1950:** VP-812 settled into its new home port at NAS Whidbey Island and began training for transition to the new P2V-2 Neptune patrol bomber. By October 1950 the squadron had received nine new Lockheed aircraft from the factory.

**8 Nov 1950:** VP-812 deployed on its first operational assignment since its recall to active duty, arriving at NAS Kodiak, Alaska, with nine P2V-2 Neptunes.

**27 Sep 1952:** The squadron deployed to NAS Atsugi, Japan, providing patrol sector coverage in the Sea of Japan and along the coasts of Korea in support of UN forces opposing the invasion of South Korea by the North Korean Army.

**Jan-Apr 1953:** The squadron was classified under "Patrol Squadrons, Mining," reflecting a specialty practiced by only three other Pacific Fleet squadrons (VPs 4, 9 and 19).

**5 Apr 1953:** The squadron returned to NAS Whidbey Island after completing over 500 combat missions in Korea during a six-month deployment, averaging 40 missions per crew, 500 hours per crewman.

**1 Nov 1955:** VP-29 was disestablished at NAS Whidbey Island, Wash., with assets and personnel utilized to form Heavy Attack Squadron 2 (VAH-2).

### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Minneapolis, Minn.	6 Jul 1946
NAS Whidbey Island, Wash.	27 Aug 1950

**Commanding Officers**

	<i>Date Assumed Command</i>	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
Unknown	1946-1950	PV-2/PBY-5A & 6A	Jul 1946
LCDR F. L. Misner	31 Jul 1950	P2V-2	Oct 1950
CDR L. B. Smith	27 Aug 1952	P2V-5	Jun 1951
CDR W. Arnold	Oct 1953	P2V-6	Sep 1952
CDR R. W. Lund	Jul 1954	P2V-7	May 1955

**Aircraft Assignment****Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
9 Nov 1950	2 Jun 1951	FAW-4	Kodiak	P2V-2	NorPac
27 Sep 1952	5 Apr 1953	FAW-6	Atsugi	P2V-5/6	WestPac
Jan 1954	Apr 1954	FAW-1	Kwajalein	P2V-5/6	WestPac
Apr 1955	Sep 1955	FAW-1	Naha	P2V-5/7	WestPac

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
NARTC		6 Jul 1946
FAW-4	BF	31 Jul 1950

**Unit Awards Received**

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

## VP-30

### Lineage

Established as Patrol Squadron THIRTY (VP-30) on 30 June 1960.

### Squadron Insignia and Nickname

The first insignia submitted by VP-30 was approved by CNO on 11 August 1960. It depicted a mature crow guiding a fledgling crow in the destruction of a submarine. Colors: crows, black with orange eyes and beak; lightning bolt, orange; letters ASW, black; sea, blue; submarine, black; sky, white. Letters in the scroll at the bottom of the design, Patrol Squadron Thirty, orange. This insignia was modified in the 1970s and the crows were replaced by eagles. The only change in



*The squadron's first insignia.*

colors involved the eagle which was white and black with an orange beak.

A second insignia submitted by the squadron in 1993 was a redesign of the modified device. The lightning bolt was now black, to commemorate the incorporation of the Black Lightnings of VP-31 into VP-30 as a single site fleet replacement squadron. ASW was deleted from the design to better reflect the multimission capability of the P-3C Orion aircraft. Colors: eagles, black bodies, yellow beaks and eyes, white heads



*The squadron's second insignia was a modification of its first design.*

and tail feathers; lightning, black with orange outline; sky, white; sea, blue; submarine, black. Letters in the scroll at the bottom of the design, Patrol Squadron Thirty, orange.

Nickname: Pro's Nest, 1960–present.

### Chronology of Significant Events

**30 Jun 1960:** VP-30 was established at NAS Jacksonville, Fla., under the operational control of FAW-11. The squadron was organized to be a replacement ASW squadron, providing a continuous flow of



*A squadron P2V in flight.*

operationally qualified pilots, aircrewmembers and maintenance personnel to fleet patrol squadrons. Detachment Alpha was established at NAS Norfolk, Va., to train personnel on the P5M Marlin seaplane. The NAS Jacksonville unit provided training in the Lockheed P2V Neptune. The squadron had an initial complement of 40 officers, 271 enlisted personnel, five P5M seaplanes and 13 P2V aircraft (seven P2V-5FS and six P2V-7S).

**15 Jul 1961:** The Alpha detachment was merged with the parent organization at NAS Jacksonville when plans were made to remove the P5M Marlin from the Navy's inventory.

**1 Jun 1962:** Det Alpha was reestablished at NAS Patuxent River, Md., to begin replacement training in the new P-3A aircraft. The unit expanded until the end of the year, by which time it was staffed with 10 officers and 53 enlisted personnel.

**21 Oct 1962:** VP-30 transitioned from replacement training to an operational status for participation in the naval quarantine of Cuba, providing ASW cover for Task Force 44. The squadron reverted to its primary mission in March 1963.

**10 Jan 1966:** The NAS Patuxent River detachment became the parent command, with the squadron headquarters relocating from NAS Jacksonville, Fla., to NAS Patuxent River, Md. Det Alpha was relocated to Jacksonville for replacement training in the SP-2E Neptune aircraft.

**27 May–4 Jun 1968:** VP-30 was called upon to assist in the search for the missing *Scorpion* (SSN 589), overdue since 22 May 1968. The squadron searched the last known location of the vessel, 700 miles east of Norfolk, Va., until 4 June 1968, without result.

**10 Dec 1968:** VP-30's Alpha detachment at NAS Jacksonville, Fla., was phased out with the deletion of the SP-2E airframes from the Navy's inventory. The assets and personnel of the detachment were merged with VP-31's Det A, home based at NAS North Island, San Diego, Calif. Personnel staffing of the former VP-30 Det A was reduced from 400 to 300 with the merger. The expanded VP-31 Det A continued training on the P-3 Orion airframe.

**Jun 1969:** VP-30 received the first computerized models of the P-3C.

**1970:** With the advent of the Fleet Readiness Aviation Maintenance Training Program (FRAMP), VP-30 began training maintenance as well as flight crew personnel, conducting ten classes a year.

**6 Sep 1972:** AXAN Colleen A. Ocha became the first woman to undergo training at VP-30 in the Fleet Replacement Aviation Maintenance Program (FRAMP).

**21 Jun 1972:** The exceptional qualities of the P-3 Orion aircraft were apparent when VP-30 became the first squadron operating the P-3 to reach the safety milestone of 100,000 consecutive accident-free flight hours.

**22 Mar 1972:** Lieutenant (jg) Judith A. Neuffer, the second female Naval Aviator, reported aboard. She became the first female aviator to receive training in the P-3. Upon graduation, she reported to VW-4 at NAS Jacksonville, Fla..

**30 Jul 1975:** VP-30 was relocated from NAS Patuxent River, Md., to its former home base at NAS Jacksonville, Fla. The Navy was prompted to initiate the move in the mid-1970s due to the increasing suburban construction around the Patuxent River airfield, electronic interference and danger of an air crash in a residential area.

**1983:** VP-30 had grown to a staff of 700 personnel of all ranks, with 24 aircraft for the training of aircrew and maintenance people for service with Atlantic Fleet operational patrol squadrons.

**Oct 1993:** VP-30 became the sole Navy P-3 fleet readiness squadron upon the disestablishment of VP-31 on the West Coast.

**Jul 1995:** VP-30 surpassed 31 years and 300,000 flight hours of accident-free flying, a Naval Aviation record.

### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	30 Jun 1960
NAS Norfolk, Va.	
(Det A)	30 Jun 1960
NAS Patuxent River, Md.	
(Det A)	1 Jun 1962
NAS Patuxent River, Md.	10 Jan 1966
NAS Jacksonville, Fla.	
(Det A)	10 Jan 1966
NAS Jacksonville, Fla.	30 Jul 1975



*A squadron P-3C flying over NAS Jacksonville, Fla., 1984.*

**Commanding Officers**

	<i>Date Assumed Command</i>
CDR L. T. Barco, Jr.	30 Jun 1960
CDR T. R. McClellan	27 Jun 1961
CDR Walter W. Honour	30 Jan 1962
CDR R. F. Lyons	25 Jan 1963
CDR B. B. Smith	19 Dec 1963
CDR D. E. Gately	18 Dec 1964
CDR D. Howard	10 Jan 1966
CDR L. R. Roberts, Jr.	21 Oct 1966
CDR John V. Josephson	19 Jan 1968
CDR J. T. Coughlin	24 Jan 1969
CAPT J. A. Cochran	13 Jan 1970
CDR T. K. Anaston	26 Jan 1971
CDR R. B. Olds	21 Jan 1972
CDR R. A. Martini	26 Oct 1972
CDR E. A. Wilkinson, Jr.	26 Oct 1973
CDR D. J. Wolkenstorfer	10 Jan 1975
CAPT F. L. Woodlief	13 Apr 1976
CDR R. G. Castle	25 Feb 1977
CDR C. S. Campbell	18 Apr 1978
CDR R. L. Geck	18 Apr 1979
CDR B. E. Tobin	19 Dec 1980
CDR R. F. Testa	29 Jan 1982
CDR J. M. Evans	29 Apr 1983
CDR R. L. Norwood	20 Jul 1984
CDR F. A. Holk, Jr.	1 Nov 1985
CDR D. C. Hefkin	30 Jan 1986
CDR Richard G. Kirkland	15 Apr 1988

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR B. P. Riley III	14 Jul 1989
CDR P. S. Semko	31 Aug 1990
CAPT Ernest L. Morris, Jr.	23 Aug 1991
CAPT Paul M. Griffin	9 Sep 1993
CAPT Michael L. Holmes	15 Sep 1995
CAPT Chalker W. Brown III	22 Aug 1997

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5F/FS	Jun 1960
P2V-7S	Jun 1960
P5M-1/1S	Jun 1960
P5M-2	Jan 1961
P-3A	Nov 1962
SP-2E	Dec 1962
SP-2H	Dec 1962
SP-5B	Dec 1962
P-3B	Dec 1965
P-3C	Jun 1969
P-3C UII	Nov 1977
VP-3A	1978
P-3C UII.5	Jun 1983
TP-3A	1986
P-3C UIII	May 1987
P-3C UIIIR	Jun 1989

A VP-30 P-3C(U2) at NAS Jacksonville in April 1981 (Courtesy Rick R. Burgess Collection).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
21 Oct 1962	Mar 1963	FAW-11	Key West	P5M-2	Carib

*Wing Assignments*

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-11	LL	30 Jun 1960
FAW-5 (Det A)	LL	30 Jun 1960
FAW-5	LL	10 Jan 1966
FAW-11 (Det A)	LL	10 Jan 1966
FAW-5/PatWing-5*	LL	Jun 1972
PatWing-11	LL	30 Jul 1975

\* FAW-5 was redesignated COMPATWINGSLANT and Patrol Wing 5 (PatWing-5) on 1 July 1973. It remained a dual hatted command until 1 July 1974 when Patrol Wing 5 became a separate command.

*Unit Awards Received*

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
AFEM	24 Oct 1962	31 Dec 1962
MUC	1 Jan 1969	31 Dec 1969
	1 Dec 1980	30 Jun 1982
	1 Jan 1989	1 Jul 1990
	1 Oct 1991	1 Jun 1993
SLOC	Mar 1978	Jul 1978



*A squadron P-3C flying over Jacksonville, Fla., 1993.*

## Second VP-31

### *Lineage*

Established as Patrol Squadron THIRTY ONE (VP-31) on 30 June 1960, the second squadron to be assigned the VP-31 designation.

Disestablished on 1 November 1993.

### *Squadron Insignia and Nickname*

The only insignia for VP-31 was approved by CNO on 25 July 1962, and was selected to represent the ASW training program used to educate patrol



*The squadron's one and only insignia.*

squadron personnel for assignment in the fleet. The central figure of the design was a submarine at the focal point of four beams from on high. Above the submarine was a magic lamp from which issued a wisp of smoke. The lamp signified the squadron's original nickname, the Genies. The design was circular, with a scroll at the bottom containing the designation Patrol Squadron Thirty One. Colors: outline of design, lamp and beams, silver and gold; lamp and submarine trim, red; central portion of beams, cream; background of design and submarine, deep blue.

Nickname: Genies, 1962–1971.

Black Lightnings, 1971–1993.

### *Chronology of Significant Events*

**30 Jun 1960:** VP-31 was established at NAS North Island, San Diego, Calif., under the operational control



*A squadron P2V, note the insignia just below the cockpit.*

of FAW-14. The primary mission of the squadron was training replacement aircrew and maintenance personnel for all Pacific Fleet patrol squadrons, administrative control of the sonobuoy buildup shop and all class D maintenance for all patrol squadrons on North Island. Limited training was begun soon after the squadron's establishment, but it was not until the fall of 1960 that a complete staff of 20 officers and 300 enlisted personnel were engaged in full-scale training operations with an inventory of two Lockheed Neptune P2V-5FS aircraft, two P2V-7s, and one Douglas Skymaster R-5D.

**Nov 1961:** The squadron's responsibilities were expanded to include training foreign personnel transitioning to the P2V-7. Seventy-two members of the Royal Australian Air Force's Maritime Reconnaissance Squadron 10 were among the first foreign students to be assigned for training in this aircraft. Two Grumman UF-1/SHU-16B Albatross seaplanes were assigned to VP-31 and converted to ASW specifications for training air force personnel from Norway, Chile, Colombia, Peru, and Spain.

**4 Jan 1963:** VP-31 Det Alpha was established at NAS Moffett Field, Calif. Its primary mission was to train pilots and aircrewmen for the advanced ASW aircraft, the Lockheed P-3 Orion. The squadron's P-3 aircraft averaged 8,600 flying hours a year in training missions.

**8 Jan 1966:** VP-31 Detachment Alpha moved from Hangar Three into historic Hangar One aboard NAS Moffett Field. Hangar One, now a Naval Memorial site, was built in April 1933 as a home for the Navy's largest dirigibles, *Macon* (ZRS-5) her sister ship, *Akron* (ZRS-4). The vast 10,000 square foot structure provided much needed space for the constantly expanding operations of the squadron.

**1 Jul 1966:** Det Alpha at NAS Moffett Field, Calif., was renamed Detachment Moffett. The parent squadron remained at NAS North Island, San Diego, Calif.



*The squadron flew UF-1s (HU-16s) for a short time in the early 1960s.*



*A squadron R7V-1 at NAS North Island, June 1962 (Courtesy William L. Swisher Collection).*

**1 Jan 1967:** Detachment Moffett became the parent element of VP-31, and the unit at North Island became Detachment North Island. This change occurred to accommodate the increasing numbers of students receiving training on the P-3 airframe. Detachment North Island discontinued training on the Martin P-5 Marlin when the Navy ceased seaplane operations in 1967, but continued to provide training to crews on the P-2 Neptunes until its disestablishment in 1970.

**6 Mar 1969:** All six crewmembers of the squadron's P-3A, BuNo. 152765, RP-07 died when it crashed at NAS Lemoore, Calif., at the end of a practice ground control approach (GCA) landing.

*A squadron P5M being retrieved from the water by the beach crew, 1962.*





**1 Jan 1970:** VP-31's Detachment North Island was disestablished, having trained over 2,000 pilots, 700 Naval Flight Officers, and 10,600 aircrewmembers/maintenance personnel.

**7 Jul 1971:** The Black Lightnings received CNO approval for the P-3A/B Fleet Replacement Aviation Maintenance Program (FRAMP), designed to train aircrew and ground personnel in the transition from older model P-3 Orions to the newer versions.

**26 May 1972:** A VP-31 P-3A, BuNo. 152155, failed to return to NAS Moffett Field at the completion of a routine training flight. Search operations by Navy, Army, Air Force and Civil Air Patrol aircraft continued for seven days, but no trace of the missing aircraft was ever found. Two crewmen, three personnel under instruction and three observers were listed as missing and presumed dead.

**Jun 1974:** VP-31 was tasked with training Iranian navy aircrews on the specially configured version of the Orion, the P-3F, that would be used by that country's military for maritime patrol. Flight training/familiarization was completed in December, with all aspects

of the support/maintenance training syllabus completed by 6 June 1975.

**Jan 1984:** VP-31 began the transition of Pacific Fleet patrol squadrons to the P-3 aircraft with enhanced avionics configurations. In one 15-month period, the squadron received 22 aircraft for extensive avionics modifications. In the years following, VP-31 averaged 16 to 18 Orion modifications every 12 months.

**1 Nov 1993:** VP-31 was disestablished due to the closure of NAS Moffett Field and the consolidation of training resources into one VP training squadron, VP-30, based at NAS Jacksonville, Fla.

### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS North Island, Calif.	30 Jun 1960
NAS Moffett Field, Calif. (Det Alpha)	4 Jan 1963
(Det Moffet)	1 Jul 1966
NAS Moffett Field, Calif.	1 Jan 1967



*Two squadron P-3s in flight.*

*Commanding Officers*

	<i>Date Assumed Command</i>
CDR John W. Murph	30 Jun 1960
CDR Fillmore G. Koenig, Jr.	10 Apr 1961
CDR Grant L. Donnelly	29 Jun 1962
CDR E. E. Pierre, Jr.	Oct 1963
CDR H. K. Cooley, Jr.	22 Jul 1964
CDR P. J. Hartley, Jr.	15 Sep 1965
CDR George P. Prassinis	Mar 1966
CDR Marvin D. Marsh	30 Mar 1967
CDR Roy D. Snyder, Jr.	17 Apr 1968
CDR Karl J. Bernstein	27 May 1969
CDR Richard S. Zeisel	15 Jul 1970
CDR Ralph R. Hedges	8 Jul 1971
CDR D. B. Pitts	28 Jul 1972
CDR G. S. Phillips	17 Aug 1973
CDR Edwin K. Anderson	2 Aug 1974
CDR Gerald W. Mackay	Nov 1975
CDR Richard F. Green	24 Nov 1976
CDR Harold L. Midtvedt	23 Nov 1977
CDR John Siembieda	23 Feb 1979
CDR Robert M. Howard	14 May 1980
CDR Kenneth D. Sullivan	24 Jul 1981
CDR Clyde T. Moyer III	20 Oct 1982
CDR Edward R. Enterline	27 Jan 1984
CDR Michael D. Haskins	21 Jun 1985
CDR John R. Ryan	18 Jul 1986

*Commanding Officers—Continued*

	<i>Date Assumed Command</i>
CDR Raymond J. Morris	12 Jun 1987
CDR William G. Bozin	15 Jul 1988
CDR Ralph M. Alford	21 Jul 1989
CDR David C. Hull	20 Jul 1990
CAPT Gregory A. Markwell	2 Aug 1991

*Aircraft Assignment*

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2V-5/SP-2E	Jul 1960
P2V-7/SP-2H	Jul 1960
P5M-2/SP-5B	Sep 1960
R5D-5/VC-54S	Jul 1960
R7V-1	Jun 1961
C-121J	Jun 1961
UF-1/SHU-16B	Oct 1961
P-3A	Feb 1963
P-3B	Dec 1965
P-3C	Jul 1970
P-3F	Dec 1974
P-3C UI	Jun 1975
VP-3A	1977
P-3C UII	Dec 1977
P-3C UII.5	1983
P-3C UIII	Jan 1985
TP-3A	1986



An R5D transport with the tail code RP. However, this is not an R5D that was assigned to VP-31. The photo is from 1952 and the aircraft was assigned to VR-1. VP-31 was assigned the tail code RP in 1960 and received an R5D in July 1960.



Three squadron P-3s.

**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>
None.					

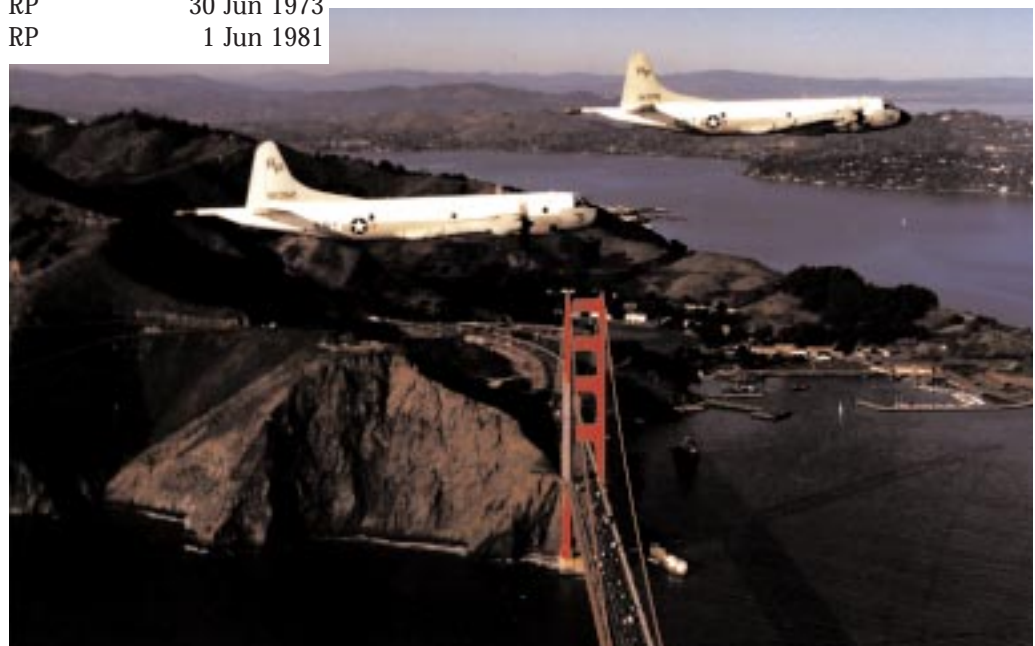
**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	RP	30 Jun 1960
FAW-10 (Det Alpha)	RP	4 Jan 1963
FAW-10 (Det Moffett)	RP	1 Jul 1966
FAW-10 (Det North Island)	RP	1 Jan 1967
COMPATWINGSPAC	RP	30 Jun 1973
PatWing-10	RP	1 Jun 1981

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	1 Jun 1971	20 Jul 1971
SLOC	1 Sep 1981	1 Sep 1982
	1 Nov 1988	1 Dec 1989

Two squadron P-3s flying over the Golden Gate bridge.



## Third VP-32

### Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 6 September 1943.

Redesignated Patrol Bombing Squadron SIXTY TWO (VPB-62) on 1 October 1944.

Redesignated Patrol Squadron SIXTY TWO (VP-62) on 15 May 1946.

Redesignated Amphibian Patrol Squadron TWO (VP-AM-2) on 15 November 1946.

Redesignated Patrol Squadron THIRTY TWO (VP-32) on 1 September 1948, the third squadron to be assigned the VP-32 designation.

Disestablished on 6 June 1949.

### Squadron Insignia and Nickname

The only known insignia for this squadron was approved by CNO on 9 August 1944. Its central character was an aggressive, gray, winged cat in keeping with the squadron's aircraft (the Catalina) and the "search and destroy" nature of the squadron's mission. The bomb and binoculars gripped in the cat's paws signified the employment of the squadron as a patrol



*The squadron's insignia, approved during World War II.*

bomber unit. Colors: background, royal blue; cat, steel gray outlined in black; wings, yellow; jowls, white; whiskers, black; teeth, white; eyeball, white with black pupil; bomb, yellow with gray tail; binoculars, steel gray. This insignia was used after each redesignation of the squadron from VP-62 through VP-AM-2. There is no indication that it was used after the squadron was redesignated VP-32.

Nicknames: None on record.

### Chronology of Significant Events

**6 Sep 1943:** VP-62 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6. Like the previous VP-62 disestablished in July 1943, the squadron was designated as an amphibious squadron flying the PBY-5A Catalina. The squadron remained at Whidbey Island through November and conducted training ashore.

**25 Nov 1943:** VP-62 departed NAS Whidbey Island, Wash., for Dutch Harbor, Aleutians, headquarters of FAW-4, arriving on 30 November. The squadron received its assignment and departed for NS Adak, Alaska, the next day.

**10 Dec 1943:** VP-62 was temporarily based ashore at Amchitka, Alaska, for familiarization flights.

**31 Jan 1944:** VP-62 flew to Attu, following the Army's recapture of the island on 29 May 1943. The last island in the Aleutian chain, Attu was the jumping off point for bombing missions over the Kuriles. The squadron flew no bombing missions but conducted reconnaissance of the waters surrounding Attu.

**22 Mar 1944:** Several VP-62 crews were sent to the LORAN (long-range navigation equipment) school at Adak, Alaska. First tested in June 1942, LORAN served as a homing device that gave the navigator or pilot a signal that varied if the aircraft moved away from the center of the beam. With up to 60 percent of all the flying in the Aleutians conducted in instrument flight rule (IRF) conditions, LORAN saved many aircrews that would otherwise have been unable to find their bases due to overcast down to ground level.

**12 Oct 1944:** VPB-62 was relieved by VPB-43 for return to NAS Seattle, Wash. All 12 aircraft and associated ground crew personnel returned to NAS Seattle, Wash. On 10 November 1944, all hands were given orders and home leave.

**1 Dec 1944:** VPB-62 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training was conducted for long range patrol and bombing.

**1 Jan–Jun 1945:** The squadron was relocated to NAS Oak Harbor, Wash., for continuation of training, which was completed by the end of June 1945.

**1 Jul–Aug 1945:** VPB-62 flew to NAS Whidbey Island in preparation for deploying to the Aleutians. Eleven of the crews departed on 15 July. One aircraft

undergoing maintenance at Whidbey Island was left behind; this plane's crew departed on a Naval Air Transport Service (NATS) flight to Adak, Alaska, on 25 August. The ground support staff departed Seattle aboard SS *Henry Failing*, arriving at Adak on 13 August. After reporting to FAW-4 headquarters at Kodiak, the squadron was deployed in four detachments: headquarters at Adak, Det 2 at Amchitka, Det 3 at Dutch Harbor, and Det 6 at Kodiak. The duties of the detachments were to conduct sector searches along the Aleutian chain.

**4 Sep 1945:** Det 2 at Amchitka, Alaska, was absorbed into the headquarters group on Adak.

**27–28 Sep 1945:** Det 3 at Dutch Harbor, Alaska, was withdrawn to Kodiak.

**Sep 1945:** A PBV-5A piloted by VPB-62's commanding officer Commander George R. Smith, which took off from Cold Bay, Alaska, carrying a full crew and nine passengers, crashed at the foot of Old Woman's Mountain. Eight of the 15 people aboard were killed.

**Jan 1946:** VPB-62 was stationed at NAS Whidbey Island, Wash., with a complement of 14 PBV-6A Catalinas.

**15 May 1946:** VPB-62 was redesignated VP-62, and the aircraft complement was reduced to nine PBV-6A Catalinas. A detachment of four aircraft was deployed to NS Adak, Alaska.

**15 Nov 1946:** VP-62 was redesignated VP-AM-2 and the squadron's complement of aircraft was reduced again, from nine to six PBV-6A Catalinas. A detachment of four aircraft was still deployed to NS Adak, Alaska. The number of PBV squadrons in the Navy was being greatly reduced, with existing stocks of newer PBV-6A aircraft going to the Navy Reserve amphibious squadrons which were established on 1 May 1946. The active duty amphibious squadrons were being converted to the P2V Neptune and P4Y-2 Privateer.

**Jun 1947:** The squadron had only three PBV-5A aircraft at NAS Whidbey Island, Wash., compared to the six PBV-6As they were authorized on the allowance list.

**Sep 1947:** The three remaining squadron aircraft deployed to NS Adak, Alaska. VP-AM-2 was still an operational squadron but was not assigned its full inventory of aircraft and personnel due to the postwar cutbacks.

**15 Jan 1948:** VP-AM-2 was en route to NAS Kaneohe, Hawaii, with its three PBV-5A Catalinas for a permanent change of station. By April 1948, the squadron was at Kaneohe with a full complement of six PBV-6A Catalinas, apparently issued upon arrival from postwar stocks. By June, the squadron allowance had been increased to nine PBV-6As.

**1 Sep 1948:** VP-AM-2 was redesignated VP-32. By December 1948, the squadron was equipped with two PBN-5As and seven PBV-6A Catalinas.

**Feb–Apr 1949:** By January 1949, the Navy had decided to eliminate a number of the active duty squadrons flying the medium seaplanes. By February the squadron's inventory of aircraft had been reduced to seven. By the end of April there was only one PBV-6A left on hand.

**6 Jun 1949:** VP-32 was disestablished at NAS Kaneohe, Hawaii.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	6 Sep 1943
NAS Seattle, Wash.	12 Oct 1944
NAS Whidbey Island, Wash.	1 Dec 1944
NAS Oak Harbor, Wash.	1 Jan 1945
NAS Whidbey Island, Wash.	1 Jul 1945
NAS Kaneohe, Hawaii	15 Jan 1948

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR F. R. Moore	6 Sep 1943
LCDR George R. Smith	1 Dec 1944
LCDR W. H. Withrow	3 Oct 1945
LCDR H. E. Surface	17 Aug 1946
LCDR R. U. Nolen	31 Dec 1947
CDR J. H. Arnold	Dec 1948

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBV-5A	Sep 1943
PBV-6A	Jan 1946
PBN-5A	Sep 1948

### 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 Nov 1943	*	FAW-4	Adak	PBV-5A	NorPac
31 Jan 1944	12 Oct 1944	FAW-4	Attu	PBV-5A	NorPac
13 Aug 1945†	Oct 1945	FAW-4	Adak	PBV-5A	NorPac
13 Aug 1945†	Oct 1945	FAW-4	Kodiak	PBV-5A	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>
13 Aug 1945 <sup>†</sup>	Oct 1945	FAW-4	Dutch Harbor	PBY-5A	NorPac
13 Aug 1945 <sup>†</sup>	Oct 1945	FAW-4	Amchitka	PBY-5A	NorPac
15 May 1946	Jun 1946	FAW-4	Adak	PBY-6A	NorPac
Sep 1946	Feb 1947	FAW-4	Adak	PBY-6A	NorPac

<sup>†</sup> Continued combat deployment in the North Pacific, moving from base to base.

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		6 Sep 1943
FAW-4		25 Nov 1943
FAW-6		12 Oct 1944
FAW-4		15 Jul 1945
FAW-6		Oct 1945
FAW-4	DB <sup>§</sup>	15 May 1946
FAW-2	DB	15 Jan 1948

<sup>§</sup> The squadron remained a part of FAW-4, but was assigned the tail code DB on 7 November 1946.

**Unit Awards Received**

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

## Third VP-33

### *Lineage*

Established as Patrol Squadron TWELVE-F (VP-12F) on 1 November 1935.

Redesignated Patrol Squadron TWELVE (VP-12) on 1 October 1937.

Redesignated Patrol Squadron FIFTY ONE (VP-51) on 1 July 1939.

Redesignated Patrol Squadron SEVENTY ONE (VP-71) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY ONE (VPB-71) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY ONE (VP-71) on 15 May 1946.

Redesignated Amphibian Patrol Squadron THREE (VP-AM-3) on 15 November 1946.

Redesignated Patrol Squadron THIRTY THREE (VP-33) on 1 September 1948, the third squadron to be assigned the VP-33 designation.

Disestablished on 15 December 1949.

### *Squadron Insignia and Nickname*

The first insignia of the squadron was designed in 1937. It was symbolic of the northwestern United States and Alaska, the squadron's normal operating



*The squadron's first insignia was designed on its area of operations.*



*This insignia is a modification of the first insignia with the squadron's designation VP-71 added at the bottom.*

area of the squadron during that period. Mt. Rainier was prominent in the background of the design, and was always the landmark for patrols returning over the fog from seaward. The foreground of the design features a thunderbird surmounting a totem pole. The Indians regarded the thunderbird as a beneficent spirit that when angered turned its head from side to side with fire darting from its eyes. In the design the fire was represented by lightning. The legendary battles between the thunderbird (patrol aircraft) and the whale (submarines) were analogous to patrol plane operations. Colors: sky, blue; lightning, yellow; snow cap of mountain, white; base of mountain, green; totem pole and thunderbird, a variety of colors.



*The squadron's second insignia was used during its operations as a Black Cat squadron.*

The second insignia of the squadron was adopted when VPB-71 was operating in the South Pacific as a Black Cat squadron. The cat chosen by the squadron was a tough-looking customer all in black, wearing a flotation vest, seaman's cap, cigar stub in mouth, holding a smoking Colt .45 in both paws. Colors: cat, black with white muzzle and yellow eyes; seaman's cap, white; flotation vest, yellow; Colt .45, gray.

The squadron's third insignia was approved on 9 August 1948, shortly before it was redesignated VP-33. This insignia depicted a turtle sitting on a bomb. Colors: the sky was a very light shade of blue; white clouds outlined in black, the ocean was blue; the turtle was green outlined in black and the shell was dark green with black markings; eye black and white; hat



*The squadron's last insignia was a cartoon turtle design.*

red with black markings; life preserver yellow outlined in black with USN in black; and the bomb was brown outlined in black.

Nickname: Black Cats, 1944–1945.

### *Chronology of Significant Events*

**1 Nov 1935:** Patrol Squadron 12F was established at NAS Seattle, Wash., under the operational control of Base Force. The squadron was equipped later in the year with 12 PBY-1 seaplanes with tender support provided by *Thrush* (AM 18).

**1 Oct 1937:** VP-12F was redesignated VP-12 when patrol squadrons were reorganized for operational control under Patrol Wings. VP-12 came under PatWing ONE headquartered at San Diego, Calif. Tender support during this period was provided by *Langley* (AV 3).

**17 Mar 1938:** VP-12 and the other squadrons of PatWing-1 (VPs 7, 9 and 11) participated in Fleet Exercise XIX (Phase II) with PatWing-4 (VPs 16, 17 and 19). The two patrol wings were part of White

Force operating against Black Force at a distance of 600 miles. The squadrons were judged to have successfully attacked and damaged major elements of Black Force. The exercise marked the first use of long-distance radio bearings for naval patrol aircraft navigation.

**25 Jun 1938:** PatWing-1 squadrons departed San Diego for Kodiak, Alaska. The squadrons were deployed for three months in Alaskan waters. During the deployment the squadrons participated in another phase of Fleet Exercise XIX, testing float lights used in marking sites where subs had been spotted while surfaced. It was determined that the 10-minute burn time of the lights was not long enough and that longer burning lights were required.

**1 Jul 1939:** VP-12 was redesignated VP-51 and reassigned to a new home base at NAS Norfolk, Va., under the operational control of PatWing FIVE.

**12 Sep 1939:** VP-51 deployed to San Juan, P.R., to begin the first of the Neutrality Patrols initiated by President Roosevelt's proclamation on 6 September 1939. The objective was to establish an air and ship patrol to observe and report movement of warships of the belligerents, covering an area bounded on the north by a line east from Boston to latitude 42-30, longitude 65; south to latitude 19; then around the windward and leeward islands to Trinidad. Patrol planes from VPs 33, 52, 53 and 54 were also deployed. VP-51 flew the first patrol on 13 September 1939. Over the next year VP-51's patrols covered harbors and shipping lanes in the West Indies from Puerto Rico to Trinidad, with special attention to the southern approaches to the Caribbean through the Lesser Antilles. The squadron utilized seaplane facilities, including ramps and hangars, of Pan American Airways at the San Juan airport. The crew and supporting activities were housed in tents on the airport grounds.



*A squadron PBY-1 in flight, note the totem pole insignia on the side of the aircraft.*



**30 Dec 1940:** VP-51 was assigned ferry duties in the delivery of eight older model P2Y aircraft to San Diego, Calif., for replacement with new PBY-1 aircraft. VP-51 aircraft had already been distributed to other squadrons of the Neutrality Patrol. After a brief shake-down of the new aircraft at San Diego, the squadron returned to Norfolk, Va.

**1 Mar 1941:** VP-51 was brought under Task Force 4, Support Force, Atlantic Fleet, along with VPs 52, 55 and 56. The primary objective of the task force was to prevent Axis forces from interfering with the flow of war material from the United States to Great Britain.

**8 Apr 1941:** VP-51, with nine of its aircraft, were re-assigned to Floyd Bennett Field, N.Y., leaving a detachment of three aircraft at Norfolk. The move marked an expansion of the Neutrality Patrols to provide more convoy coverage and ASW support in the northern offshore shipping lanes.

**2 Jun 1941:** VP-51 maintained a complement of six aircraft at Floyd Bennett Field, with a six aircraft detachment at Argentia, Newfoundland. On 25 June, two of the aircraft at Floyd Bennett Field were flown to Norfolk to support operations from that location.

**1 Jul 1941:** Under a general reorganization of fleet patrol organizations, Patrol Wing Support Force was redesignated Patrol Wing 7 (PatWing-7) and VP-51 was redesignated VP-71. VP-71 remained under the operational control of PatWing-7.

**6 Aug 1941:** The VP-71 detachment of six aircraft at Argentia, along with four aircraft from VP-52, were tasked with conducting aerial surveys of Greenland to determine whether Danish weather stations there were being used by the Germans for the provision of weather information to U-boat wolfpacks. None were found to be in use by the enemy at that time.

**17 Dec 1941:** With the start of the war several squadrons were relocated to the West Coast. VP-71 was reassigned to NAS Alameda, Calif., where the squadron began training for an overseas deployment. The PBY-1 aircraft were turned in for newer PBY-5 models.

**1 Apr 1942:** VP-71 completed its transpac from San Diego, Calif., to Pearl Harbor, Hawaii. Upon arrival the squadron was quickly detailed to search sectors with 700-mile legs out from Oahu.

**1 May 1942:** VP-71 was transferred to Noumea under the operational control of FAW-1, with tender support provided by *Tangier* (AV 8). Antishipping and ASW patrols were conducted daily. On 26 June the squadron was shifted to *Curtiss* (AV 4).

**29 Jun 1942:** VP-71 remained based at Noumea, with one PBY at Efate and another at Auckland, N.Z. On 20 July 1942, the squadron was relieved by VP-12 for return to Pearl Harbor.

**1 Sep 1942:** The squadron maintained ten aircraft at Kaneohe, with one at Pearl Harbor and one remaining with VP-12 at Noumea.

**6 Feb 1943:** VP-71 deployed to New Georgia Island. Duties over the next month consisted primarily of routine patrol operations. On 29 March 1943, the squadron was relieved by VB-115 for return to NAS Kaneohe, Hawaii.

**10 Apr 1943:** VP-71 was split into two squadrons, with half of its assets going to form VB-104. The remaining part of VP-71 was quickly reformed with new personnel and new aircraft.

**27 Jun 1943:** VP-71, once again up to full strength, was redeployed to Vanikoro Island with tender support provided by *Mackinac* (AVP 13) and *Chincoteague* (AVP 24). On 17 July *Chincoteague* was bombed with minor damage. Operations were halted and the squadron and tenders were moved to Halavo, in the Florida Island chain.

**14 Oct 1943:** VP-71 was tasked with 650-mile patrol legs, night spotting and Dumbo operations around New Guinea, Rendova and the Treasury Islands. On 1 November 1943, coverage was provided from this base for the landings at Bougainville.

**6 Mar 1944:** VP-71 was relieved by VP-81 for return to Kaneohe and transport back to the continental United States. Upon arrival at San Diego on 24 March, the squadron members were given 30 days home leave.

**25 Apr 1944:** VP-71 was reformed at NAS San Diego, Calif., under the operational control of FAW-14. Training of new crews was begun on new PBY-5 aircraft fresh from the factory.

**28 Aug 1944:** The new crews and aircraft of VP-71 completed the transpac to NAS Kaneohe, Hawaii, coming under the operational control of FAW-2. Upon arrival training for combat operations commenced. Patrols were conducted off the coasts of the Hawaiian Islands with a detachment of aircraft at Midway conducting operational patrols for that area.

**1 Oct 1944:** VP-71 was redesignated VPB-71. Aircrews were given advanced training in ASW techniques. A six aircraft detachment was maintained at Midway for flight operations and gunnery practice.

**10-24 Nov 1944:** VPB-71 deployed to Manus Island, reporting to Commander, Air Seventh Fleet for duty on 13 November. A detachment of two aircraft was loaned to the 2d Emergency Rescue Squadron of the 13th Army Air Force. On the 24th, VPB-71 commenced Black Cat operations in the vicinity of Morotai, N.E.I. Black Cat operations in WWII were flown by U.S. Navy Catalina squadrons against Japanese shipping and shore installations at night. Although originally a tactic designed to afford some measure of protection for the highly vulnerable, slow moving seaplanes, Black Cat operations proved so successful that several squadrons were assigned the role. Flat black painted surfaces and the use of radar made the outdated aircraft into a formidable weapon of the night.

**19–24 Dec 1944:** VPB-71 was withdrawn from combat operations at Morotai for rest and maintenance of the aircraft. By 24 December the squadron was back in combat operations, this time conducting joint operations with a PT boat flotilla in the area between Morotai and North Halmahera Island. PT boats, officially designated Motor Torpedo Boats, were equipped with four torpedo tubes, a crew of 12, and could attack at a top speed of 45 knots. Although unable to stand up to heavy opposing fire, these light and extremely fast vessels were ideally suited for night attacks in cooperation with the Black Cat squadrons.

**1–11 Jan 1945:** VPB-71 berthed 9 air crews aboard *Currituck* (AV 7) and nine more aboard *Barataria* (AVP 33). On 11 January 1945, the squadron transferred its crews for berthing support from *Currituck* to *Tangier* (AV 8). During this period, routine searches were conducted between Formosa and the China Coast.

**1 Feb 1945:** VPB-71 conducted strikes on shipping in the China Sea while operating from tenders in the Lingayen Gulf, Luzon, P.I.

**1–16 Mar 1945:** VPB-71 relocated to Jinamoc Seaplane Base, P.I., from which it conducted routine daytime patrols. On 16 March the squadron moved again to Guinan Airbase, Samar, Philippines, where daytime patrols were resumed. The conclusion of the night-bombing campaign for the squadron showed significant results, with VPB-71 credited in sinking eight enemy ships and damaging nine others.

**27 Apr 1945:** VPB-71 relieved VPB-17 for air-sea rescue operations in the Central Philippines.

**1 Sep 1945:** The two aircraft detachment assigned to the 13th Army Air Force relocated to Puerto Princessa, Palawan Island. A second detachment of five aircraft was formed on this date from the main body of the squadron located at Samar, and deployed to Sangley Point, Philippines. On 2 September the remainder of the squadron was assigned to weather reconnaissance duties and air-sea rescue missions.

**Apr–May 1946:** VPB-71 returned to the continental U.S., with a homeport at NAS Norfolk, Va.

**Jan–Mar 1948:** VP-33 deployed to NAS Argentia, Newfoundland, for cold weather operations. It was one of the last deployments by a U.S. Navy patrol squadron with the PBY Catalina. Over the next several

months all Catalina aircraft were withdrawn from service and replaced by the PBM-5 Mariner.

**15 Dec 1949:** VP-33 was disestablished at NAS Norfolk.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Nov 1935
NAS San Diego, Calif.	1 Oct 1937
NAS Norfolk, Va.	1 Jul 1939
NAS Floyd Bennett Field, N.Y.	8 Apr 1941
NAS Alameda, Calif.	17 Dec 1941
NAS Kaneohe, Hawaii	1 Apr 1942
NAS San Diego, Calif.	24 Mar 1944
NAS Kaneohe, Hawaii*	28 Aug 1944
NAS Norfolk, Va.	May 1946

\* Once the squadron deployed from NAS Kaneohe on 10 November 1944 it moved from base to base and remained in the western Pacific for operations until its reassignment to NAS Norfolk, Va., in May 1946.

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR James E. Dyer	1 Nov 1935
LCDR Thomas A. Gray, Jr.	Jun 1937
LCDR Stephen B. Cooke	5 Jul 1939
LCDR William J. Mullins	20 Mar 1940
LCDR Harry E. Sears	Aug 1942
LCDR Cecil K. Harper	1 Apr 1943
LCDR Norman C. Gillette, Jr.	25 Apr 1944
LCDR J. W. Henderson	28 Mar 1946
LCDR C. G. Strum	13 May 1946
LCDR W. H. Christensen	28 Jun 1946
CDR H. K. Laing	Sep 1948
CDR J. D. Wright	2 Mar 1949

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-1	Dec 1936
PBY-2	1937
PBY-3	1938
PBY-5	Dec 1941
PBY-5A	Jan 1945
PBY-6A	Jan 1946
PBM-5A	Aug 1948

### 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 Jun 1938	31 Oct 1938	PatWing-1	Kodiak <i>Wright</i> (AV 1)	PBY-3	NorPac
11 Jan 1939	10 May 1939	PatWing-1	Coco Solo	PBY-3	Carib
12 Sep 1939	30 Dec 1940	PatWing-5	San Juan	PBY-3	Carib



A squadron aircraft near the Pan American hangar at San Juan, P.R., airport, late 1939.

### 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>
2 Jun 1941	17 Dec 1941	PatWing-5/7	Argentia	PBY-3	NorLant
1 Apr 1942	*	FAW-2	Pearl Harbor	PBY-5	EastPac
1 May 1942	20 Jul 1942	FAW-1	Noumea <i>Tangier</i> (AV 8) Curtiss (AV 4)	PBY-5	SoPac
6 Feb 1943	29 Mar 1943	FAW-1	New Ga.	PBY-5	SoPac
27 Jun 1943	*	FAW-1	Vanikoro <i>Mackinac</i> (AVP 13) <i>Chincoteague</i> (AVP 24)	PBY-5	SoPac
17 Jul 1943	6 Mar 1944	FAW-1	Halavo	PBY-5	SoPac
28 Aug 1944	1 Oct 1944	FAW-2	Kaneohe	PBY-5	EastPac
10 Nov 1944	*	FAW-17	Manus	PBY-5/5A	SoPac
19 Dec 1944	*	FAW-17	Morotai	PBY-5/5A	SoPac
1 Feb 1945	*	FAW-17	Lingayen Gulf <i>Barataria</i> (AVP 33) <i>Currituck</i> (AV 7) <i>Tangier</i> (AV 8)	PBY-5/5A	SoPac
1 Mar 1945	*	FAW-17	Jinamoc	PBY-5/5A	SoPac
16 Mar 1945	*	FAW-10	Samar	PBY-5/5A	SoPac
1 Sep 1945	*	FAW-10	Sangley Point	PBY-5/5A	WestPac
Jan 1948	Mar 1948	FAW-5	Argentia	PBY-6A	NorLant

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force		1 Nov 1935
PatWing-1		1 Oct 1937
PatWing-5		1 Jul 1939
Task Force 4, Atlantic Fleet/Patrol Wing		
Support Force/PatWing-7*		1 Mar 1941
PatWing-8		17 Dec 1941
PatWing-2		1 Apr 1942
PatWing-1		1 May 1942
PatWing-2/FAW-2†		20 Jul 1942
FAW-1		6 Feb 1943
FAW-2		29 Mar 1943
FAW-1		27 Jun 1943
FAW-2		6 Mar 1944
FAW-14		24 Mar 1944
FAW-2		28 Aug 1944

**Wing Assignments—Continued**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-17		10 Nov 1944
FAW-17		10 Nov 1944
FAW-10		Jan 1946
FAW-5	EB‡	May 1946

\* Patrol Wing Support Force was redesignated Patrol Wing 7 (PatWing-7) on 1 July 1941.

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

‡ The squadron remained part of FAW-5 but was assigned the tail code EB on 7 November 1946.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	24 Nov 1944	16 Mar 1945
ADSM	22 Jun 1941	7 Dec 1941

*A squadron PBY-1.*



## Second VP-34

### Lineage

Established as Patrol Squadron FIFTEEN-F (VP-15F) on 1 September 1936.

Redesignated Patrol Squadron FIFTEEN (VP-15) on 1 October 1937.

Redesignated Patrol Squadron FIFTY THREE (VP-53) on 1 July 1939.

Redesignated Patrol Squadron SEVENTY THREE (VP-73) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY THREE (VPB-73) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY THREE (VP-73) on 15 May 1946.

Redesignated Amphibian Patrol Squadron FOUR (VP-AM-4) on 15 November 1946.

Redesignated Patrol Squadron THIRTY FOUR (VP-34) on 1 September 1948, the second squadron to be assigned the VP-34 designation.

Disestablished on 30 June 1956.

### Squadron Insignia and Nickname

Patrol Squadron Fifteen-F devised an insignia of a kneeling Indian with his hand shading his eyes as he looked off into the distance. The Indian was representative of the native population of the early Virginia Commonwealth, and Norfolk was the home of VP-15. The figure was a scout, like the aircraft of the patrol squadron, and was armed with arrows just as the sea-



*The squadron's first insignia became a well known design.*

planes were armed with bombs and machine guns. Colors: circumference of insignia, red with thin black border; Indian, reddish brown; accouterments, yellow; loin cloth, feather in headdress and war paint, red; hair, black; squadron designation, black. This design was used by the squadron throughout all of its redesignations up to 1951.

The original design was changed in 1951 during VP-34's deployment to Trinidad, B.W.I., and replaced by a design featuring a scowling vulture at rest, with a broken submarine in its claws



*The squadron's second insignia.*

and a mooring line around its neck. The significance was questionable, but it may be safe to infer that the vulture was a big-winged bird with keen eyesight, always on the search for prey. In a like manner, the patrol seaplane covered long distances seeking its prey—the submarine. The mooring line and mooring buoy are the hallmark of the seaplane at rest. Colors: vulture, black body, white crest, neck and top of head red, with yellow beak; sky, blue; cloud, white; rope, yellow; mooring buoy, black and yellow.

Nickname: None known.

### Chronology of Significant Events

**1 Sep 1936:** VP-15F was established at NAF Annapolis, Md., under the operational control of Base Force with six P3M-2 aircraft. Shortly thereafter, the squadron relocated to NAF Norfolk, Va. *Owl* (AM 2)



*A squadron P3M, note the kneeling Indian insignia on the bow of the seaplane.*

provided tender support. Over the next three years, the squadron flew to Annapolis in June and remained over the summer months, providing midshipman aviation training. The squadron returned to its permanent home base at NAF Norfolk each September.

**1 Oct 1937:** VP-15F was redesignated VP-15 when the Patrol Wing concept was established. Under this concept patrol squadrons were organized under Patrol Wings and VP-15 came under the operational control of PatWing-5.

**Oct 1938:** VP-15 received twelve P2Y-2 aircraft from VP-10 when the latter was refitted with newer replacement aircraft.

**Apr 1939:** The squadron received the upgraded P2Y-3 in April 1939.

**4 Sep 1939:** President Roosevelt inaugurated the Neutrality Patrols in response to the German invasion of Poland in August. The patrol line extended east from Boston to latitude 42-30, longitude 65, then south to latitude 19, then around the seaward outline of Windward and Leeward Islands to the British island of Trinidad, near the shore of South America. Patrol squadrons 51, 52, 53 and 54 of PatWing-5 and VP-33 of PatWing-3 supported Battleship Division 5, Cruiser Division 7, 40 destroyers and 15 submarines in conducting the Neutrality Patrol. VP-53 teamed up with VP-52 and a group of destroyers to cover the waters adjacent to Norfolk.

**1 Nov 1939:** VP-53 replaced its P2Y-3s with a mixed bag of spare PBV-1, PBV-2 and PBV-3 sea-

planes from other squadrons for commencement of the Neutrality Patrols. There were not enough PBVs to replace all of the P2Ys, so two of the P2Y-3 seaplanes were retained and flown alongside the PBVs.

**Feb 1940:** VP-53 was relocated to NAS Key West, Fla. The squadron remained there until April 1941, when it returned to NAS Norfolk and exchanged its older model aircraft for the newer model PBV-5.

**24 May 1941:** VP-53 was relocated to NAS Quonset Point, R.I., to await the completion of the base under construction at Argentia, Newfoundland. On 9 June 1941, a detachment of six aircraft deployed to Argentia, supported by tender *Albemarle* (AV 5). The detachment returned on 25 June, after VP-52 had moved ashore and assumed responsibility for patrols.

**1 July 1941:** VP-53 was redesignated VP-73 after the reorganization of the fleet patrol squadrons, and placed under PatWing-7, Support Force. Detachments of VP-71, 72, 73 and 74 began a rotation program to exchange deployed aircrews at Argentia and Reykjavik back to their home ports at Quonset Point, R.I., and Norfolk, Va.

**6 Aug 1941:** Six aircraft of VP-73 and five PBVs of VP-74 arrived at Skerja Fjord, near Reykjavik, Iceland. *Goldsborough* (AVD 5) provided tender support to the squadrons operating out of Reykjavik. Convoys were covered up to 500-miles from base and ASW coverage of the Denmark Strait between Iceland and Greenland was provided. The combined air strength of the British and U.S. forces in Iceland consisted of 48 British aircraft and 42 American planes. Crews operating in the



*Squadron P2Ys at NAS Norfolk, 1939.*



*A squadron PB5A returning to Reykjavik, Iceland after a patrol, March 1942, 80-G-27351.*

extreme conditions of the Arctic Circle became known as “blue noses.”

**15 Jan 1942:** Winter in Iceland was the worst enemy of the patrol squadrons. The British withdrew their PB5A squadron, feeling that the weather was too extreme for operation of the slow patrol aircraft. On the 15th gales reaching 133 mph struck the area, sinking three of VP-73’s Catalinas and two of VP-74’s PBMs.

**20 Aug 1942:** While on convoy escort in Skerja Fjord, near Reykjavik, Iceland, Lieutenant (jg) Robert B. Hopgood and crew attacked and sank *U-464*, Korvettenkapitän Otto Harms commanding. Hopgood and his crew pressed home the attack even though the crew of the submarine elected to remain on the surface and fight it out with the lightly armed Catalina. HMS *Castleton* rescued 53 survivors. Returning to base, Hopgood sent the following message: “Sank Sub Open Club.” Lieutenant (jg) Hopgood was awarded the Navy Cross for his heroic action.

**28 Aug 1942:** Lieutenant (jg) John E. Odell and crew claimed a U-boat kill while on convoy escort near Reykjavik, Iceland. Postwar examination of German records does not indicate any losses on that date.

**5 Oct 1942:** Aircraft 73-P-12 of VP-73 attacked and sank *U-582*, Korvettenkapitän Werner Schulte commanding, while on convoy escort near Reykjavik, Iceland.

**25 Oct–Nov 1942:** VP-73 was transferred to French Morocco, based at Craw Field, Port Lyautey. The squadron was operational by 11 November. During its operational patrols the squadron encountered Spanish Italian-built Fiat CR-32 aircraft over the Canary Islands

and German Focke-Wulf 200Cs near Gibraltar. Convoys were escorted by the southern route, earning crew members the sobriquet of “shellbacks” for crossing the equator. During this period a detachment was maintained at Ben Sergao Field, Agadir. Crews at this location rotated with VP-92.

**16 Aug 1943:** VP-73 was relocated to Ben Sergao Field, Agadir, French Morocco.

**4 Dec 1943:** Orders were received relieving VP-73 of duty in French Morocco. The squadron arrived at NAS Norfolk, Va., on 25 December.

**16 Jan 1944:** After a brief home leave, the squadron was based at Floyd Bennett Field, N.Y. Convoys from England were provided coverage in the approaches to the eastern seaboard of the U.S., and ASW patrols were conducted off the coastline of the East Coast.

**30 May 1945:** VPB-73 deployed to NS San Juan, P.R. While assigned to NS San Juan the squadron came under the operational control of FAW-11, Caribbean Sea Frontier.

**1 Jun 1945:** VPB-73 deployed a three aircraft detachment to Port Lyautey, F.M. A second detachment with one aircraft was sent to Guantanamo, Cuba.

**Nov 1946:** The squadron changed home ports from San Juan, P.R., to NAS Norfolk, Va.

**1 Sep 1948:** Following its redesignation from VP-AM-4 to VP-34, the squadron began conversion training for the Martin PBM-5S at Norfolk, Va. The squadron’s complement was nine PBMs, with 44 officers and 244 enlisted personnel.

**15 Dec 1949:** VP-34 conducted one week of cold weather exercises at Halifax, Nova Scotia, supported

by tender *Duxbury Bay* (AVP 38). VP-34 was the first seaplane squadron to operate from Halifax harbor.

**1 Sep 1952:** VP-34 and VP-3 were the only two patrol squadrons to complete FY 1952 with 100 percent safety marks. VP-34 broke all previous records by flying 3,613 accident-free hours in just six months.

**Jul 1953:** Twelve VP-34 aircraft were employed in patrols and long-distance flights between Trinidad and NAS Corpus Christi, Tex., for six weeks of training exercises.

**30 Jun 1956:** NAS Coco Solo was selected for reversion to caretaker status during the rounds of base cut-backs after the Korean War. VP-34 departed NAS Coco Solo, C.Z., and returned to NAS Norfolk, Va., for formal disestablishment ceremonies.

### Home Port Assignments

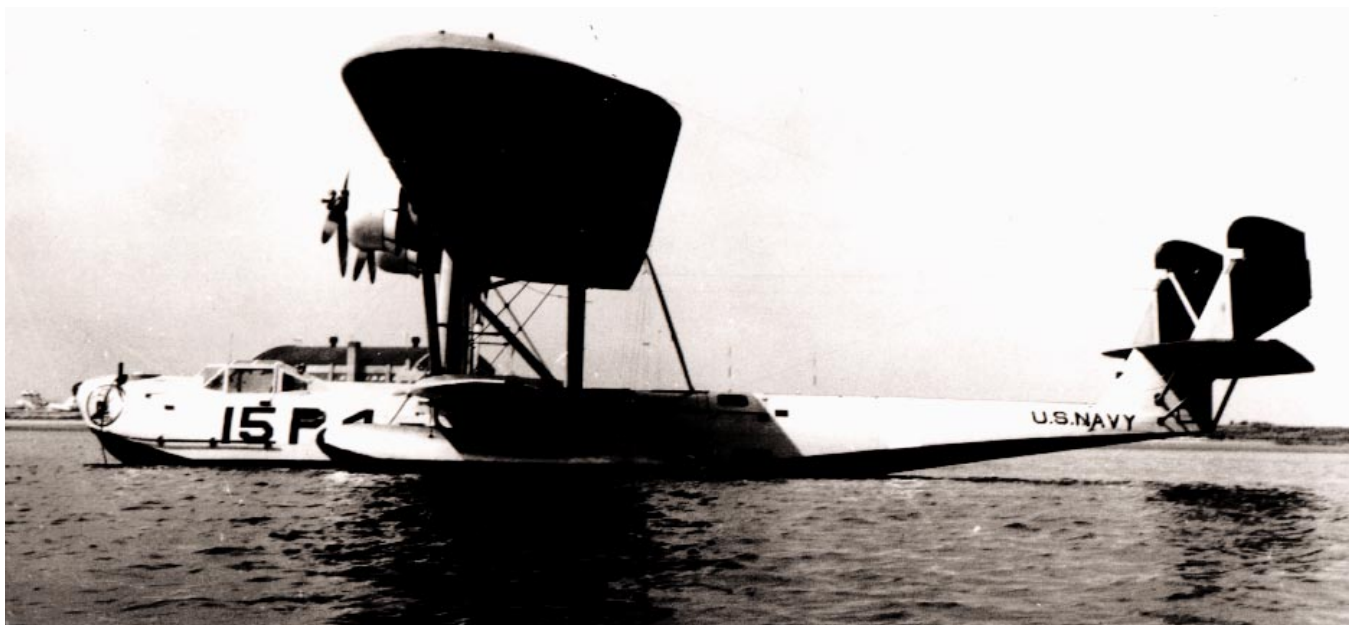
<i>Location</i>	<i>Date of Assignment</i>
NAF Annapolis, Md.	1 Sep 1936
NAS Norfolk, Va.	Oct 1936
NAS Key West, Fla.	Feb 1940
NAS Norfolk, Va.	Apr 1941
NAS Quonset Point, R.I.	24 May 1941
NAS Port Lyautey, Morocco	25 Oct 1942
Ben Sergao Field, Agadir, Morocco	16 Aug 1943
NAS Norfolk, Va.	25 Dec 1943
NAS Floyd Bennett Field, N.Y.	16 Jan 1944
NS San Juan, P.R.	30 May 1945
NAS Norfolk, Va.	Nov 1946
NAS Trinidad, B.W.I.	Oct 1950
NAS Coco Solo, C.Z.	Jun 1955
NAS Norfolk, Va.	Jun 1956

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR George T. Owen	1 Sep 1936
LCDR Lester T. Hundt	12 Oct 1937
LCDR Steven W. Callaway	May 1938
LCDR Arron P. Storrs III	23 Sep 1939
LCDR James E. Leeper	1 Jul 1941
LCDR Alexander S. Heyward	13 Aug 1942
LCDR J. E. Odell, Jr.	5 Sep 1943
LCDR W. H. McRee	29 Jul 1944
LCDR Dryden W. Hundley	11 Jul 1945
LCDR H. C. Miller	23 May 1946
LCDR C. F. Vossler	30 Sep 1947
CDR J. Sinkankas	19 Jun 1948
LCDR J. F. Schrefer	31 Dec 1949
CDR J. A. Gage, Jr.	30 Jun 1950
CDR C. S. Walline	30 Jun 1951
CDR C. A. Lenz	8 Mar 1952
CDR Frank L. DeLorenzo	Apr 1953
CDR Randall T. Boyd	Jun 1954
CDR Charles J. Alley	Aug 1955

### Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P3M-2	Sep 1936
P2Y-2	Oct 1938
P2Y-3	Apr 1939
PBY-1/2/3	Dec 1939
PBY-5	Jul 1941
PBY-5A	1942
PBY-6A	1945
PBM-5A	Sep 1948
PBM-5S	Jun 1949



*A squadron P2Y seaplane.*



**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>
9 Jun 1941	25 Jun 1941	PatWing-5	Argentia	PBY-5	NorLant
1 Jul 1941	Oct 1942	PatWing-7	Reykjavik <i>Goldsborough (AVD 5)</i>	PBY-5A	NorLant
25 Oct 1942	*	FAW-15	Port Lyauzey	PBY-5A	Med
11 Nov 1942	25 Dec 1943	FAW-15	Agadir	PBY-5A	Med
May 1945	Nov 1946	FAW-11	San Juan	PBY-5A	Carib
1 Jun 1945	Nov 1946	FAW-5	Port Lyauzey	PBY-5A	Med
15 Dec 1949	21 Dec 1949	FAW-5	Halifax <i>Duxbury Bay (AVP 38)</i>	PBM-5S	NorLant

\* The squadron relocated to another base without returning to its homeport.

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Base Force, Norfolk		1 Sep 1936
PatWing-5		1 Oct 1937
PatWing-7		1 Jul 1941
FAW-15 <sup>†</sup>		25 Oct 1942
FAW-5		16 Jan 1943
FAW-11		30 May 1945
FAW-5	EC*	Nov 1946
FAW-11	EC	Oct 1950

\* The squadron remained part of FAW-5 but was assigned the tail code EC on 7 November 1946.

<sup>†</sup> FAW-15 was not officially established until 1 December 1942.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
ADSM	22 Jun 1941	20 Jul 1941
	21 Jul 1941	9 Sep 1941



*Squadron PBY-5As returning to Reykjavik, Iceland after a patrol, March 1942, 80-G-27350.*

## First VP-40

### Lineage

Established as Patrol Squadron FIFTY FIVE (VP-55) on 1 August 1940.

Redesignated Patrol Squadron SEVENTY FOUR (VP-74) on 1 July 1941.

Redesignated Patrol Bombing Squadron SEVENTY FOUR (VPB-74) on 1 October 1944.

Redesignated Patrol Squadron SEVENTY FOUR (VP-74) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) TEN (VP-MS-10) on 15 November 1946.

Redesignated Patrol Squadron FORTY (VP-40) on 1 September 1948.

Disestablished on 25 January 1950.

### Squadron Insignia and Nickname

The first insignia for the squadron was submitted by VP-74 and approved BuAer on 15 January 1942. The circular design encompassed a soaring eagle above an oval globe. Colors: field, sky blue; border, yellow, royal blue and scarlet; eagle, black body, lavender wings, white head, yellow eye, yellow feet, red claws; oval globe had dark green water and olive green continents.



*This insignia is the first version approved in January 1942.*



*This is the revised insignia approved in November 1944. The only difference between this design and the earlier squadron insignia is the highlighting of the North American continent.*

A revision of the original insignia was submitted by VPB-74 and approved by CNO on 11 November 1944. It differed from the original only in the positioning of the continents of the globe to emphasize the lower

portion of the North American continent. This insignia remained in use until the squadron's disestablishment.

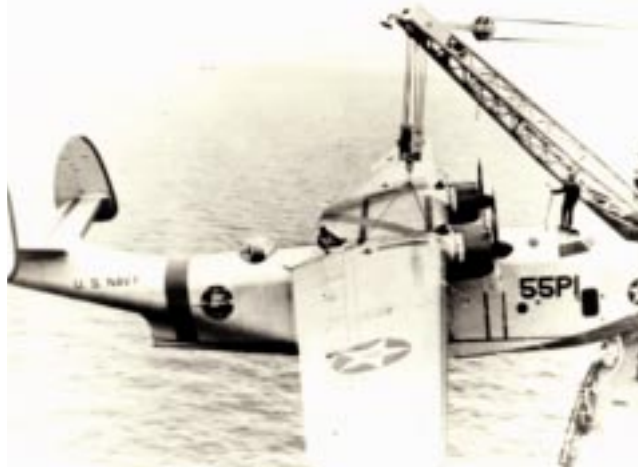
Nickname: None on record.

### Chronology of Significant Events

**1 Aug 1940:** VP-55 was established at NAS Norfolk, Va., under the administrative control of PatWing-5 as a seaplane patrol squadron destined for duty with the Neutrality Patrol instituted on 6 September 1939 by President Roosevelt, the Neutrality Patrol was established to trail and report on any belligerent ships entering the Pan-American Neutrality Zone, an area extending over a 300-mile vector off the East Coast (and later extending to the 26th Meridian west longitude). VP-55 and sister squadron VP-56 were ordered to provide aerial surveillance for the ships of the Support Force on the offshore patrol. The first aircraft flown by the squadron was an XPBM-1, the pre-production version of the Martin Mariner. Training on this aircraft was undertaken at the Glenn L. Martin plant in Baltimore, Md., from 1 September through early October 1940. Engineering personnel were sent to the Wright engine plant for instruction. By the end of January 1941 the squadron's full complement of 12 PBM-1 aircraft had been delivered.

**1 Feb 1941:** A six-aircraft detachment was sent to NAS Jacksonville, Fla., for training. The six remaining aircraft at NAS Norfolk continued training and participated in the Neutrality Patrol.

**1 Mar-5 Apr 1941:** The destroyer units and Patrol Wing of Support Force (Neutrality Patrol) were reorganized as elements of Support Force, U.S. Atlantic Fleet under command of Rear Admiral A. L. Bristol, USN, designated Task Force 4. The Patrol Wing of Task Force 4 consisted of Patrol Squadrons 51, 52, 55 and 56, with tender support provided by *Albemarle* (AV 5) and *George E. Badger* (AVD 3). On 5 April 1941, VP-53 joined Support Force. The original offshore patrol was



*A squadron PBM-1 being hoisted aboard a seaplane tender.*

now extended to include a northern patrol to strategic islands in the north and east to help ensure the safe passage of war materials to Britain.

**1 May 1941:** VP-55 flew to Gardner's Bay, N.Y., for 10 days of exercises with *Albemarle* (AV 5). On the conclusion of the exercises, *Albemarle* proceeded on to Argentina, Newfoundland. The squadron returned to NAS Norfolk.

**1 Jul 1941:** Patrol Wing, Support Force became Patrol Wing 7, remaining a patrol wing of Support Force. Patrol Squadrons 51, 52, 53 and 55 became Patrol Squadrons 71, 72, 73 and 74, respectively.

**19 Jul 1941:** A three-aircraft detachment was sent to Argentina, Newfoundland, based aboard *Albemarle* (AV 5) and *Pocomoke* (AV 9).

**12 Aug 1941–Jan 1942:** Six aircraft were dispatched to Reykjavik, Iceland, aboard *Goldsboro* (AVD 5). The VP-74 detachment operated from Skerja Fjord conducting convoy coverage patrols out 500 miles from base and air patrols from the Denmark Strait to Greenland. The aircraft carried no bombs, but merely reported submarine contacts. That system was abandoned after 15 October 1941 when a new destroyer, *Kearney* (DD 432), was torpedoed near Iceland. From then on, it was "Sink on Sight." On 15 January 1942, two of the Reykjavik detachment aircraft were sunk at their moorings during a storm.

**2 Jan–Sep 1942:** The squadron's Argentina detachment was relieved by VP-82 for return to NAS Norfolk. These aircraft, plus three from the Norfolk detachment, were assigned to duty at Bermuda, based on Darrell's Island, tended by *Gannett* (AVP 8). The detachment moved to NAS King's Point on 1 May 1942, remaining until September conducting antisubmarine patrols and air-sea rescue.

**3 Jun 1942:** Ensign John Cushman and his entire crew were lost at sea during a mission off Bermuda.

**30 Jun 1942:** Plane #1, flown by Lieutenant Richard E. Schreder, was credited with sinking *U-158*, Korvettenkapitän Erwin Rostin commanding. The submarine was spotted by the crew during a ferry flight.

**Sep 1942:** The entire squadron was relocated to NAS Norfolk, Va., with a two-aircraft detachment at San Juan, P.R. During this brief refit period, the squadron's original PBM-1 seaplanes were traded in for newer PBM-3s. After refit, eight squadron aircraft departed Norfolk on 22 September 1942, bound for Trinidad, B.W.I. Upon arrival the squadron began antisubmarine patrols and rescue work. During this assignment VP-74 came under the operational control of PatWing-11.

**18 Dec 1942:** Orders were received transferring the squadron to NAF Natal, Brazil. Upon arrival, *Humboldt* (AVP 21) provided tender service, while the squadron conducted antisubmarine patrols and air-sea rescue missions.

**16 Feb 1943:** The squadron at Natal received new PBM-3Cs.

**24 Feb 1943:** The squadron experienced its first encounter with the new German tactic of remaining on the surface to fight. Ensign W. J. Barnard sighted a U-boat in the act of torpedoing a ship. During his attack run against the submarine it surfaced and returned unusually heavy and accurate AA fire. Ensign Barnard and his crew escaped injury, but lost track of the sub on the return run. By this point in the war the German U-boats were being equipped with quad-mount 20-mm AA guns (Flakvierling) and presented a special hazard to aircrews pressing an attack when the element of surprise had been lost. Lieutenant Carey, Plane #6, was shot down in this manner in July 1943.

**20 Mar 1943:** A three-aircraft detachment was established at NAF Aratu, Bahia, Brazil.

**28 Apr 1943:** Ten of the squadron's PBM-3Cs were sent to NAF Aratu, while one remained at NAF Natal, Brazil.

**17 May 1943:** Planes #5 and #6, piloted by Lieutenants Howland Davis and Carey, respectively, shared credit with *Moffett* (DD 362) and *Jouett* (DD 396) for the sinking of *U-128*, Kapitänleutnant Hermann Steinert commanding.

**25 Jun 1943:** A two-aircraft detachment was established at NAF Galeao, Rio de Janeiro, Brazil.

**19 Jul 1943:** Plane #5, piloted by Lieutenant (jg) Roy S. Whitcomb, was credited with sinking *U-513*, Kapitänleutnant Guggenberger commanding. The captain of the U-boat, a Type IXC boat, had elected to remain on the surface and fight it out with his AA batteries. Six depth bombs settled the issue quickly.

**31 Jul 1943:** Plane #7, piloted by Lieutenant W. F. Smith, shared honors with a Brazilian PBV in sinking *U-199*, Kapitänleutnant Hans-Werner Kraus commanding.

**27 Sep 1943:** Plane #2, piloted by Lieutenant (jg) Harry B. Patterson, was credited with sinking *U-161*, Kapitänleutnant Albrecht Achilles (Knights Cross) commanding. Two crew members were wounded in the attack by return fire from the U-boat.



*A squadron PBM-1 in flight.*

**16 Oct 1943:** VP-74 was relieved at NAF Aratu, Brazil, by VPB-211.

**2 Nov 1943:** The squadron returned to the States and had detachments assigned to NAS Norfolk, Va., with two PBM-3Cs and 1 PBM-3S and nine PBM-3Ss at NAS Floyd Bennett Field, N.Y.

**14 Dec 1943–Mar 1944:** The entire squadron was reassigned to NAS Elizabeth City, N.C., for antisubmarine patrols and coverage of convoy routes. From 8 January to March 1944, the squadron maintained a three-aircraft detachment at NAS Norfolk.

**15 Dec 1944:** A three-aircraft detachment was sent to NAS Coco Solo, C.Z., for convoy and ASW operations under FAW-3. The detachment was augmented on 2 January 1945 by three additional aircraft.

**24–28 Jan 1945:** VPB-74 was transferred to Coco Solo, C.Z., joining the six-aircraft detachment already stationed at that location. On 28 January 1945, VPB-74 was officially put under the operational control of FAW-3.

**1–28 Feb 1945:** The squadron relocated to NAAF Seymour Island, Galapagos, with a three-aircraft detachment at Corinto, Nicaragua. On 28 February 1945, an additional four-aircraft detachment began operations at Tanguis Cove, Galapagos, based aboard *Albamarle* (AV 5).

**4 Apr 1945:** VPB-74 was relieved for return to home port NAS Norfolk, Va., under the operational control of FAW-9. Shortly thereafter, the squadron was refitted with new PBM-5E Mariners.

**28 May 1945:** A three-aircraft detachment of VPB-74 returned to the Canal Zone for duty under FAW-3 at Seymour Island, Galapagos, aboard *Barnegat* (AVP 10). The last detachment arrived by 4 June 1945.

**15 Sep 1945:** After the formal Japanese surrender on 2 September 1945, the squadron mission was changed to the peacetime job of guarding the Panama Canal. The administrative elements of the squadron were transferred to Coco Solo, C.Z., on 15 September 1945. Over the next four years, a rotating three-aircraft

detachment was maintained at NAS Guantanamo, Cuba, for air-sea rescue missions.

**Oct 1945:** The squadron's aircraft were replaced by new PBM-5s.

**9 Jan 1950:** VP-40 was relieved for return to NAS Norfolk, Va. It was formally disestablished on 25 January 1950.

### Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Aug 1940
NAS Trinidad, B.W.I.	22 Sep 1942
NAF Natal, Brazil	18 Dec 1942
NAS Norfolk, Va.*	Nov 1943
NAS Elizabeth City, N.C.	14 Dec 1943
NAS Coco Solo, C.Z.	24 Jan 1945
NAF Seymour Island, Galapagos	1 Feb 1945
NAS Norfolk, Va.	4 Apr 1945
NAS Coco Solo, C.Z.	15 Sep 1945
NAS Norfolk, Va.	9 Jan 1950

\* The squadron maintained a large detachment at NAS New York, N.Y., prior to the transfer of the entire squadron to NAS Elizabeth City, N.C.

### Commanding Officers

	<i>Date Assumed Command</i>
LCDR A. B. Vosseller	1 Aug 1940
LCDR W. F. Cleaves	19 Feb 1942
LCDR W. A. Thorn	21 Jul 1942
LCDR J. C. Toth	26 Dec 1942
LCDR G. C. Merrick	21 Sep 1943
LCDR F. W. Brown	23 Apr 1944
LCDR J. C. Lafferty	16 Aug 1945
LCDR J. H. Graves	18 Jul 1946
CDR H. G. Perronet	21 Jun 1947
CDR T. R. L. McCabe	4 Dec 1948
LCDR W. D. Harrington	5 Oct 1949



*A squadron PBM-1 floating offshore, 1941, NH-93645.*

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
XPBM-1	Sep 1940
PBM-1	Jan 1941
PBM-3	Sep 1942

**Aircraft Assignment—Continued**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Feb 1943
PBM-3S	Jun 1943
PBM-5E	Apr 1945

**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>
19 Jul 1941	*	PatWing-7	Argentia <i>Albemarle</i> (AV 5) <i>Pocomoke</i> (AV 9)	PBM-1	NorLant
12 Aug 1941	2 Jan 1942	PatWing-7	Reykjavik <i>Goldsboro</i> (AVD 5)	PBM-1	NorLant
2 Jan 1942	Sep 1942	PatWing-7/5	Bermuda	PBM-1	Lant
22 Sep 1942	*	PatWing-11	Trinidad	PBM-3	Carib
18 Dec 1942	16 Oct 1943	FAW-11/16	Natal/Bahia <i>Humboldt</i> (AVP 21)	PBM-3C/3S	SoLant
15 Dec 1944	*	FAW-3	Panama	PBM-3S	Carib
1 Feb 1945	4 Apr 1945	FAW-3	Galapagos <i>Albemarle</i> (AV 5)	PBM-3S	SoLant
28 May 1945	9 Jan 1950	FAW-3	Panama <i>Barnegat</i> (AVP 10)	PBM-5E	Carib

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5		1 Aug 1940
Patrol Wing Support Force/PatWing7*		1 Mar 1941
PatWing-5		14 May 1942
PatWing-11/FAW-11†		22 Sep 1942
FAW-16		21 Apr 1943
FAW-5/9§		2 Nov 1943
FAW-3		28 Jan 1945
FAW-9		4 Apr 1945
FAW-3	CA‡	15 Sep 1945

\* Patrol Wing, Support Force was redesignated Patrol Wing 7 (PatWing-7) on 1 July 1941.

† Patrol Wing 11 (PatWing-11) was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.

‡ The squadron remained part of FAW-3 but was assigned the tail code CA on 7 November 1946.

§ The squadron had a large detachment at NAS New York under the operational control of FAW-9. The entire squadron came under the control of FAW-5 when it was transferred to NAS Elizabeth City, N.C. on 14 December 1943.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	22 Jan 1942	30 Sep 1942



A squadron PBM on the ramp at NAS Bermuda with ordnance in the background, 1942, 80-G-13341.