

Third VP-22

Lineage

Established as Bombing Squadron ONE HUNDRED TWO (VB-102) on 15 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWO (VPB-102) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED TWO (VP-102) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) TWO (VP-HL-2) on 15 November 1946.

Redesignated Patrol Squadron TWENTY TWO (VP-22) on 1 September 1948, the third squadron to be assigned the VP-22 designation.

Disestablished on 31 March 1994.

Squadron Insignia and Nickname

The first known insignia for the squadron was designed by the author's father while the squadron was being reformed at NAAS Kearney Field, Calif., and was approved by CNO on 29 June 1944. The central figure



The squadron's first insignia was a dragon.

of the design was a dragon breathing fire and smoke, poised on a cloud with a bomb held in its claws overhead, framed in a downward pointing triangle. Its nose, belly and tail were equipped with ERCO gun turrets. According to legend, the fiery dragon was the scourge of the Japanese people in the far-distant past of that nation. It was felt fitting, therefore, to symbolize the return of the dragon as an omen of fury mark-

ing the end of Imperial Japan, just as surely as it had marked its beginning. Colors: outer circle, chocolate brown; inner circle, forest green; field, bright yellow; triangle, light gray-blue; cloud, white; dragon body, forest green; dragon stomach, face, claws and wings, olive green outlined in black; head with black top, white eye, white teeth, black mouth; scaly tail, pale yellow; bomb, black; ball turret guns, forest green with white openings. The design was used by VB-102, VPB-102, VP-102 and VP-HL-2.

When VP-HL-2 was redesignated VP-22, its primary mission as a squadron was changed from that of patrolling/bombing to long-range overwater search com-



The squadron's second insignia used a cartoon goose to show its mission of long range flights over water.

bined with ASW. The design submitted to CNO and approved on 9 October 1951 portrayed a tired-looking goose with wingtip tanks, flying over an ocean in which a lightning bolt had just struck a surfaced submarine. The physical and mental strain caused by the search was portrayed by the spent expression on the face of the goose and by the tired look in its eyes. The lightning was intended to portray search radar common to patrol aviation. Colors: goose, blue with yellow bill, red tongue; cloud, white; submarine, black; lightning, yellow; globe, blue and tan; sky, black and blue; border, green and yellow. The design was used by VP-22 from 1951 to 1959.

The third insignia used by VP-22 was approved by CNO on 11 June 1959. It portrays a wolf howling at the moon, astride a crushed submarine. The squadron at this time was frequently deployed to Alaska; therefore, the wolf motif was thought quite appropriate. In keeping with the age of the atom, electrons are seen circling the ascendant moon. Colors: outer circle, blue; field, black; stars, moon, submarine, ripples on the



The squadron's third insignia used a howling wolf as its center piece.

proved by CNO on 13 March 1961. This time the goose was more aggressive, clawing at a submarine which was breaking in two, with wings thrust upwards. In a scroll at the bottom of the design was the



The fourth insignia returned to the theme of the goose used in the squadron's second design.

would be more appropriate with the advent of the new aircraft. The goose theme was retained, but it was



The squadron last insignia was a very stylized goose and submarine design.

water and nose of dog, white; neutrons circling the moon, yellow; ocean, blue; field for the scroll at the bottom of the insignia, black with yellow letters PATRON 22. The insignia was used by VP-22 from 1959 to 1961.

With the fourth insignia, the squadron had returned to a goose theme, approved by CNO on 13 March 1961. This time the goose was more aggressive, clawing at a submarine which was breaking in two, with wings thrust upwards. In a scroll at the bottom of the design was the squadron designation, PATRON 22. No record of colors was available for this design. The insignia was in use from 1961 to 1969.

The assignment of the P-3A Orion to VP-22 in 1964 marked a technological turning point in the history of the squadron. The squadron decided that a newer, more modern insignia

streamlined to reflect the modern jet age environment, still ever ready to search out and destroy the adversary. In the design, the goose flies above the sea over a submerged submarine. Colors: outer circle, gold; field in upper half of circle, light blue; goose, dark blue; two outer diagonal lines cutting insignia in half, dark blue and gold; field in lower half of the circle, light blue; submarine, red; scroll outline in gold with letters PATRON TWENTY-TWO in gold, with blue background. This insignia was in effect until the squadron's disestablishment in 1994.

Nickname: Dragons, 1944–1950.

Blue Geese Squadron, 1951–1994.

Chronology of Significant Events

15 Feb 1943: VB-102 was established at NAS Kaneohe, Hawaii, from half of the squadron assets and personnel of VP-14. It operated under the operational control of FAW-2 during its formation and training period. The squadron continued flying the PB4Y-1 Catalinas from VP-14 as additional crews and ground personnel were brought aboard. As the squadron was designated for conversion to the landplane PB4Y-1 Liberator, the crews began transition training as the new aircraft were received over the next two months. VB-101 was the first squadron to fly the new land-based bomber, and VB-102 was the second.

28 Feb 1943: Single aircraft detachments (PB4Y-5As) were sent to Canton, Midway and Johnston Islands to provide patrol sector coverage. By 1 March 1943, similar patrols were being conducted in the vicinity of the Hawaiian islands by the squadron at Kaneohe flying the newly assigned PB4Y-1 Liberators.

7 Apr 1943: The squadron suffered its first operational loss when Lieutenant (jg) Herbert S. Bonn flew into the water during a night takeoff.

22 Apr 1943: All of the Liberators received for squadron use were the early model Army versions (B-24D) without a powered nose turret. Reports from the combat zone showed that Liberator squadrons with 30-caliber nose guns were sustaining very high casualty rates. Newer models of the Liberator destined for Army use (B-24H with Emerson or Consolidated turrets) did not come off the assembly lines in the States until June 1943. PB4Y-1 Liberators destined for Navy use did not get the refit at NAS San Diego with ERCO 250SH-1 powered turrets with twin 50-caliber gun mounts until after May 1943. VB-102 was scheduled to go into combat before any of the refitted models could be obtained. In a flash of inspiration, Commander Chick Hayward (later Vice Admiral), who was in command of the newly established Patrol Service Wing at Kaneohe, decided that tail gun turrets (Consolidated versions) in the slow and unwieldy PB2Y-2 Coronado seaplanes—then sitting on the ramp awaiting maintenance or cargo runs to the mainland—would be more

useful in the noses of the PB4Y-1s which were going into combat. A few days later the commander of the PB2Y squadron walked down on the ramp to find all the tail turrets of his aircraft missing! They had been put in the noses of the VB-102 aircraft.

22 Apr 1943: VB-102 received its first combat assignment at Carney Field, Guadalcanal, under the operational control of FAW-1. A five-aircraft detachment was maintained at Espiritu Santos. Daily search sectors of 800 miles were conducted in conjunction with VB-101, which had arrived at Carney Field prior to VB-102. The squadron's primary mission was to protect the southern Solomons from invasion and to intercept enemy shipping. During one such mission a squadron Liberator was heavily damaged during an attack on the enemy seaplane base on Greenwich Island.

7 Jul 1943: The commanding officer of VB-102, Lieutenant Commander Bruce A. Van Voorhis, and his entire crew were killed during a daytime attack on enemy positions on the island of Kapingamarangi. Lieutenant Commander Van Voorhis received the Medal of Honor for this action and his co-pilot, Lieutenant (jg) Herschel A. Oehlert, Jr., was awarded the Navy Cross. All of the other crew members were awarded the Distinguished Flying Cross. Official accounts of the action describe it as a long-distance bombing mission (700 miles) against enemy positions on the Japanese-occupied Greenwich Islands chain. Van Voorhis made six bombing runs against a radio station and several strafing runs against three seaplanes and shipping in the lagoon. It was reported that on his last run his aircraft was "too low and too slow" and was caught in its own bomb blast. An enemy account found after the war, however, claimed that the bomber was shot down by one of the floatplanes. The bomber crashed in the lagoon with no survivors.

9 Jul 1943: Lieutenant Shiley and crew were shot down by Japanese night-fighters over Kahili airfield on Bougainville. There were no known survivors.

Aug 1943: Lieutenant (jg) Haskett and his crew were lost in a night bombing mission over Kahili. The squadron's losses in July and August 1943 occurred during bombing missions. However, the majority of work done by the squadron entailed search and reconnaissance, with bombing strictly secondary. Approximately 95 percent of the squadron's operations were single-plane search missions north of Guadalcanal and east of Bougainville.

1 Nov 1943: The squadron continued its operations from Carney Field at Guadalcanal, flying several missions with the 13th Army Air Force which also operated Liberators and B-25s out of Carney Field. VB-102 remained at Guadalcanal and Espiritu Santo until relieved on the first of November by VB-106. The aircraft were flown back to NAS Kaneohe for refit and reassignment while the crews and ground personnel departed for the States.

14 Feb 1944: VB-102 was reformed at NAAS Kearney Field, Calif., from a nucleus of veterans (14 of the original 18 PPCs) from the first combat tour. During the training period the squadron came under the operational control of FAW-14. The squadron received the newer version of the PB4Y-1 Liberator with ERCO nose turrets and retractable belly turret. The squadron remained at Kearney Field until June, when preparations were made for the transpac to Kaneohe, Hawaii. These preparations suffered a one-month setback on 6 June when a PB4Y-1 from VB-117 flown by Lieutenant (jg) Golden crashed into the squadron supply office, killing the supply chief and his assistant, and destroying most of the stores intended for the deployment. The training accident resulted in the death of nine VB-117 personnel and nine VB-102 personnel, and injuries to 11 others.

9 July 1944: VB-102 flew its transpac to NAS Kaneohe without incident and commenced combat operational training on the 18th. Crew skills were honed in bombing, ASW, use of new night radar sets and gunnery.

12 Aug 1944: The squadron flew from Kaneohe to Eniwetok in five increments of three aircraft each, arriving at Stickell Field on the 14th. VB-102 relieved VB-109 and assumed duties as part of CTG 59.3 under FAW-1. Missions consisted of long-range reconnaissance.

27 Aug 1944: VB-102 was reassigned to North Field, Tinian, as part of the Search, Reconnaissance and Photographic Command of Task Force 57. On 10 September 1944 operational control of the command was transferred from FAW-2 to FAW-1. Long-range reconnaissance missions with 800-mile sectors continued to be the order of the day.

27 Mar 1945: One of the missions liked the least by all squadrons in the South Pacific was the destruction of enemy picket boats. These small, heavily armed and armored vessels were stationed several hundred miles from the Japanese coasts along routes flown by the bomber streams attacking Japanese cities. Their reports of approaching attack forces gave the Japanese Home Defense forces time to prepare for interceptions. Lieutenant Wayne D. Rorman and his crew attacked one of the picket boats on the 27th, making a low-level, high-speed approach. During such a run only one pass was usually made and all ordnance was dropped by eye, rather than with complicated bomb sights. Rorman's bombing and strafing run was successful and the picket boat was sunk but his aircraft was heavily damaged. With great skill and good luck, Rorman managed to bring the bomber back to Tinian. For his heroic action, Lieutenant Rorman was subsequently awarded the Navy Cross.

1 Apr 1945: Routine search and long-range reconnaissance missions continued from Tinian through the first of April 1945, when the squadron received orders

to establish an eight-aircraft detachment at Iwo Jima. The detachment flew two daily 800-mile sector searches with two aircraft to the borders of the Japanese homeland across Nansei Shoto and south Kyushu. The squadron was placed under the operational control of FAW-18.

23 Apr 1945: VPB-102 was based temporarily on Peleliu, flying three daily 600-mile search sectors north of Peleliu. Night antishipping patrols were flown on a periodic basis. The squadron was joined on 24 April by VPB-152. Search sector patrols north of Palau Island and all night antishipping patrols were carried out through 2 May 1945, when the squadron was relocated to Tinian under the operational control of FAW-18.

3 May 1945: After settling in at Tinian, the squadron commenced 1,000-mile sector searches and reconnaissance of the Japanese-held Truk Island airstrips. Occasional attacks were made on Japanese held Marcus Island. A detachment of four aircraft was sent to Central Field, Iwo Jima, for long range reconnaissance to Honshu and Kyushu through north Nansei Shoto. On 18 May an additional six aircraft were sent to supplement the detachment and begin night antishipping patrols. During the next two months, the aircraft remaining at Tinian with the headquarters staff, provided the fleet with weather reports. Both the Tinian and Iwo Jima detachments provided daytime air-sea rescue patrols for B-29 crews returning from nighttime bombing missions.

9 May 1945: On 9 May Lieutenant Elwood C. Mildahn led his aircraft in a low level attack on Marcus Island. He pressed home his attack in the face of intense antiaircraft fire and successfully struck his target resulting in large fires. He was awarded the Navy Cross for this action. Lieutenant Commander Louis P. Pressler, VPB-102's commanding officer, was also awarded the Navy Cross for his action during the strike on Marcus Island. Despite the intense antiaircraft fire he succeeded in destroying three enemy planes preparing for take off and damaged the airstrip with a string of accurately placed bombs along the length of the runway.

1 Jul 1945: VPB-102 received its first PB4Y-2 Privateer replacements for the slower, less heavily armed Liberators. From 22 February 1945 to 7 August 1945, squadron losses were six PB4Y-1 aircraft, 23 killed and 12 wounded.

2 Sep 1945: V-J Day, VPB-102 was still based at Iwo Jima operating with 11 PB4Y-2s and 18 crews.

19 Sep 1945: Three of the aircraft assigned to the Iwo Jima detachment were sent to Agana Field, Guam, as an advance echelon. On 29 September the remainder of the squadron, including the headquarters detachment at Tinian, joined the advance echelon on Guam. Shortly after arrival, the squadron began crew rotations back to the States and received orders to re-

duce the squadron complement of aircraft from 15 to 12. Duties during this period consisted primarily of weather reconnaissance. On 6 December 1945, a detachment of four aircraft was sent to Peleliu to provide weather reconnaissance for the fleet.

29 Dec 1945: VPB-102 and the Peleliu detachment returned to Tinian, with a two-aircraft detachment remaining at Guam for weather reconnaissance. This detachment rejoined the squadron on 29 January 1946.

3 Jan 1946: The squadron received orders to reduce the squadron complement of aircraft and crews from 12 to 9. On 12 April 1946, two aircraft detachments were sent to Peleliu and Agana, Guam, for weather reconnaissance. A third weather reconnaissance detachment was sent to Iwo Jima on 24 April.

1 May 1946: The squadron headquarters staff was transferred back to Agana, Guam. The squadron remained there for the next several months, spraying DDT on Iwo Jima, Marcus Island, Yap, Ulithi, Pagan, Tinian and other outlying islands.

6 Jun 1946: NAS San Diego, Calif., was designated as the squadron's permanent state-side home port, with Agana, Guam, as its primary deployment site. The squadron was still based primarily on Guam throughout the year.

15 Nov 1946: VP-102 was redesignated VP-HL-2 with its primary mission remaining weather reconnaissance.

10 Mar 1947: The squadron participated for the first time in a week of ASW exercises off the coast of Guam. Lieutenant Degennaro had the distinction of hitting a submarine's periscope with a miniature bomb during the exercises, putting the vessel out of commission for the rest of the week.

31 Dec 1947: The primary mission of VP-HL-2 was changed from weather reconnaissance to ASW. The squadron continued to fly weather missions periodically over the next several years on an as needed basis.

2 Jul 1948: NAS Kaneohe Bay, Hawaii, was designated as the squadron's new permanent home port.

1 May 1949: The squadron's permanent home port was relocated from NAS Kaneohe, Hawaii, to NAS Barbers Point, Hawaii.

30 Jun 1950: VP-22 received its first Neptune P2V-4s, at a cost of \$693,000 per aircraft, as replacements for the Privateers.

1 Nov 1950: VP-22 deployed to WestPac during the Korean Conflict, based at Naha AFB, Okinawa, with nine P2V-4 aircraft and 12 flight crews. Duties consisted of two armed reconnaissance patrols daily along the China coast and Formosa Strait. On 21 January 1951, the squadron lost one aircraft due to starboard engine failure during takeoff. The P2V crashed and sank in 20 fathoms of water one mile off the end of the runway. There were 11 survivors and two crewmen were listed as missing (their bodies were later recovered).

1 Dec 1951: VP-22 was deployed to WestPac for a second Korean combat zone tour at NAF Atsugi, Japan. Patrol duties consisted of ASW and weather reconnaissance flights over the Sea of Japan and the Tsushima Straits.

29 Nov 1952: VP-22 began its third tour of operations in the Korean theater conducting shipping surveillance of the China Sea. The squadron carried out 486 combat patrols during deployment, losing one aircraft in combat and another in an accident.

18 Jan 1953: A P2V-4 of VP-22 patrolling the Formosa Strait was shot down off Swatow, China, by Communist Chinese anti-aircraft fire and ditched in the Formosa Strait. Eleven of 13 crew members escaped the aircraft. Shore battery gunfire and high seas hampered rescue operations, the latter causing the Coast Guard PBM-5 rescue plane to crash on takeoff. Total losses from the incident were 11 men, 7 of them from the Neptune crew. *Halsey Powell* (DD 686), while under fire from the shore batteries, rescued 10 survivors from the sea.

31 Jan 1953: One of the squadron's P2V-5s was listed as missing. Subsequent search revealed the wreckage with 11 victims on a mountainside at the northeast end of Okinawa.

1 Feb 1955: VP-22 received its first jet-assisted P2V-5F Neptune. The new aircraft had improved short field

takeoff capability; the jet engines assisted in maintaining higher airspeed and altitude.

19 Nov 1958: The Blue Geese deployed to NS Adak, Alaska. During deployment the size of the squadron was increased from 45 officers and 197 enlisted to 55 officers and 300 enlisted personnel.

Jul 1960: Squadron aircraft were retrofitted for anti-submarine warfare with JULIE and JEZEBEL electronic equipment. JULIE was an electronic system for detection and tracking of submarines, while JEZEBEL acoustic signal processors were used to track submerged targets. The new equipment was thoroughly tested during a November 1960 to May 1961 deployment.

1 Nov 1964: VP-22 picked up its first P-3A Orion at the Lockheed plant in Burbank, Calif. Cost of the new aircraft was \$3,950,000.

23 Apr 1965: The squadron deployed to NS Sangley Point, R.P., for duty with the 7th Fleet in Operation Market Time, coastal patrol operations off the coast of South Vietnam. A detachment operated from Cam Ranh Bay, Vietnam, with VP-42.

21 Apr 1966: VP-22 deployed a detachment to Midway and Kwajalein for advance base operations as part of operation Elusive Elk. The operation involved test firings of intercontinental ballistic missiles (ICBM) with an impact zone in the vicinity of Midway and Kwajalein. All of the squadron crews were rotated for



A squadron P2V-5F in flight, March 1955.

these exercises for two-week periods extending through 30 September 1966.

26 Jun 1968: The squadron commenced a six-month Progressive Aircraft Rework Cycle, equipping its P-3A aircraft with new communications gear, air-to-surface missiles and the AGM-12B Bullpup missile system. During the rework, the squadron deployed on 30 June 1968, to NAF Naha with a detachment supported at NAF Cam Ranh Bay.

15 Nov 1969: VP-22 deployed to NS Sangley Point with a detachment at RTNB U-Tapao, Thailand.

14 Jan 1971: The squadron deployed to NAF Naha, Okinawa, with detachments at NAF Cam Ranh Bay, RVN, and RTNB U-Tapao, Thailand.

11 Oct 1971: VP-22 began the refit for the P-3B DIFAR system, which utilized the Navy's most sophisticated ASW sensor equipment. The refit continued through April 1972.

21 Apr 1972: VP-22 deployed to NAF Naha, Okinawa, with a detachment at NAS Cubi Point, R.P. This deployment marked the squadron's last deployment to a combat zone during the Vietnam Conflict.

29 Aug 1978: A detachment was sent to NAS Moffett Field, Calif., for transition to the P-3B MOD (TAC/NAV) aircraft, returning to NAS Barbers Point, Hawaii, on 31 December 1978.



A squadron P-3B in flight near the coast line of Hawaii, August 1973.

1 Jun 1979: The Blue Geese deployed to NAS Cubi Point, R.P. On 27 June a squadron aircraft, BuNo. 154596, suffered a two-engine failure resulting in a crash at sea. Five of the 15 crew members were killed. The accident broke the squadron's safety record of 25 years, 7 months and 8 days of accident-free flying.

19 Jul 1979: The president announced he had instructed the U.S. 7th Fleet to aid the Vietnamese "boat people" and assist them to safety. VP-22 was deployed

at that time to NAS Cubi Point, R.P., and was tasked with locating boatloads of refugees in the South China Sea and directing surface ships of the 7th fleet to assist them. During the remainder of the deployment the squadron was engaged in SAR missions to rescue the Vietnamese "boat people," who were still fleeing their homeland following the Communist take over in 1975.

31 Dec 1982: VP-22 was designated as the test squadron for the operational deployment of the ALR-66 electronic warfare instrumentation package.

Jul 1990: The squadron received its first P-3C UII.5 aircraft replacements for the P-3B MODs. Transition was completed in October, with all of the older P-3B models going to various reserve patrol squadrons.

Apr 1992: The squadron received its first P-3C UIIIR aircraft. Transition training was undertaken at NAS Moffett Field, Calif., in increments of four crews.

24 Feb 1992: Four crews were detached for duty with the JCS sponsored Counter Narcotics Operations at Howard AFB, Panama. The detachment returned on 26 March 1992.

15 Mar 1994: VP-22 was disestablished at NAS Barbers Point, Hawaii.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	15 Feb 1943
NAAS Kearney Field, Calif.	14 Feb 1944
NAS Kaneohe, Hawaii	9 Jul 1944
NAS San Diego, Calif.	6 Jun 1946
NAS Kaneohe Bay, Hawaii	2 Jul 1948
NAS Barbers Point, Hawaii	1 May 1949

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Bruce A. VanVoorhis	15 Feb 1943
LCDR Gordon Fowler	7 Jul 1943
LCDR Gerald R. Pearson	14 Feb 1944
LCDR Louis P. Pressler	22 Feb 1945
LCDR Langford W. Bates	7 Aug 1945
LCDR M. L. Lowe, Jr.	3 Dec 1945
CDR H. A. Rowe	4 Oct 1946
CDR D. S. Gray, Jr.	14 Feb 1948
CDR J. W. Hughes	2 Apr 1949
CDR A. F. Farwell	13 May 1949
CDR R. J. Davis	23 Feb 1950
CDR William Godwin	11 May 1951
CDR W. P. Tanner, Jr.	20 Jun 1952
CDR J. E. Hardy	15 Jun 1953
CDR W. H. Game	20 Oct 1954
CDR W. C. Tuggle	23 Mar 1956
CDR M. W. Munk	10 Apr 1956
CDR R. B. Varner	26 Apr 1956
CDR M. W. Munk	20 Sep 1957

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR J. R. Ward	16 Aug 1958
CDR J. V. Hart	27 Jul 1959
CDR C. E. Olsen	1 Jul 1960
CDR C. E. Ruffin	13 Sep 1960
CDR C. E. Olsen	28 Jul 1961
CDR J. L. Kauth	10 Jul 1962
CDR L.E. Redden	5 Jul 1963
CDR Paul J. Hartley	1 Apr 1964
CDR George Prassinis	9 Aug 1965
CDR Jack D. Fuller	24 Feb 1966
CDR John T. Coughlin	15 Dec 1966
CDR James M. Barron	13 Nov 1967
CDR James W. Cornwell	19 Oct 1968
CDR J. F. Kneisl	7 Oct 1969
CDR R. W. Case	14 Aug 1970
CDR T. J. Keene	20 Jul 1971
CDR D. E. Canada	23 Jun 1972
CDR George C. Wheeler	22 Jun 1973
CDR William L. Rice	26 Jun 1974
CDR G. L. Cole	15 May 1975
CDR Hawkins G. Miller	14 May 1976
CDR David K. Moore	27 May 1977
CDR Michael B. Hughes	24 Mar 1978
CDR V. P. Merz	27 Apr 1979
CDR Raymond M. White	16 May 1980
CDR Edward R. Enterline	29 May 1981

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Michael D. Haskins	28 May 1982
CDR J. E. Dulin	27 Jun 1983
CDR R. J. Morris, Jr.	23 Aug 1984
CDR F. E. Barker, Jr.	18 Oct 1985
CDR Frederick E. Crecelius	7 Nov 1986
CDR Mark A. Crim	18 Dec 1987
CDR Chester A. Zeller	14 Dec 1988
CDR Robert D. Ford	8 Dec 1989
CDR John T. Sting	6 Dec 1990
CDR Dennis M. Corrigan	21 Nov 1991
CDR Richard T. Holloway	16 Dec 1992

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A/PB4Y-1	Feb 1943
PB4Y-2	Jul 1945
P2V-4	Jul 1950
P2V-5	Jul 1952
P2V-5F	Feb 1955
SP-2E	Nov 1962
P-3A	Nov 1964
P-3B DIFAR	Oct 1971
P-3B TAC/NAV MOD	Aug 1978
P-3C UII.5	Sep 1990
P-3C UIIIR	Apr 1992

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 Feb 1943*	22 Apr 1943	FAW-2	Canton	PB4Y-1	WestPac
28 Feb 1943*	22 Apr 1943	FAW-2	Midway	PB4Y-1	WestPac
28 Feb 1943*	22 Apr 1943	FAW-2	Johnston Is.	PB4Y-1	EastPac
Apr 1943*	1 Nov 1943	FAW-1	Guadalcanal	PB4Y-1	SoPac
Apr 1943*	1 Nov 1943	FAW-1	Espiritu Santo	PB4Y-1	SoPac
9 Jul 1944	12 Aug 1944	FAW-2	Kaneohe	PB4Y-1	EastPac
12 Aug 1944	27 Aug 1944	FAW-1	Eniwetok	PB4Y-1	SoPac
27 Aug 1944	1 Apr 1945	FAW-1	Tinian	PB4Y-1	SoPac
1 Apr 1945	19 Sep 1945	FAW-18	Iwo Jima	PB4Y-1	WestPac
23 Apr 1945	3 May 1945	FAW-18	Peleliu	PB4Y-1	SoPac
3 May 1945	19 Sep 1945	FAW-18	Tinian	PB4Y-1	SoPac
19 Sep 1945	29 Dec 1945	FAW-1	Agana	PB4Y-1/2	WestPac
29 Dec 1945	1 May 1946	FAW-18	Tinian	PB4Y-1/2	SoPac
1 May 1946	6 Jun 1946	FAW-1	Agana	PB4Y-1/2	WestPac
14 Oct 1947	2 Jul 1948	FAW-1	Naha	PB4Y-2	WestPac
7 Jul 1949	8 Feb 1950	FAW-1	Agana	PB4Y-2	WestPac
1 Nov 1950	1 May 1951	FAW-1	Naha	P2V-4	WestPac
1 Dec 1951	31 May 1952	FAW-6	Atsugi	P2V-4	WestPac
29 Nov 1952	27 May 1953	FAW-6	Atsugi	P2V-5	WestPac
1954	1954	FAW-4	Kodiak	P2V-5	NorPac
Apr 1957	Sep 1957	FAW-4	Kodiak	P2V-5F	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>
19 Nov 1958	19 May 1959	FAW-4	Adak	P2V-5F	NorPac
10 Nov 1960	10 May 1961	FAW-6	Iwakuni	P2V-5F	WestPac
May 1962	Nov 1962	FAW-6	Iwakuni	P2V-5F	WestPac
15 Nov 1963	19 May 1964	FAW-6	Iwakuni	SP-2E	WestPac
23 Apr 1965	1 Jan 1966	FAW-8	Sangley	P-3A	WestPac
Apr 1965	Jan 1966	FAW-8	Cam Ranh	P-3A	WestPac
21 Apr 1966	30 Sep 1966	FAW-8	Midway	P-3A	WestPac
27 Nov 1966	1 Jun 1967	FAW-4	Adak	P-3A	NorPac
30 Jun 1968	11 Jan 1969	FAW-1	Naha	P-3A	WestPac
16 Jul 1968	10 Dec 1968	FAW-8	Cam Ranh	P-3A	WestPac
15 Nov 1969	1 May 1970	FAW-8	Sangley	P-3A	WestPac
30 Nov 1969	29 Apr 1970	FAW-8	U-Tapao	P-3A	WestPac
14 Jan 1971*	14 Jul 1971	FAW-1	Naha	P-3A	WestPac
25 Jan 1971*	2 Feb 1971	FAW-8	Cam Ranh	P-3A	WestPac
27 Mar 1971*	3 Apr 1971	FAW-8	U-Tapao	P-3A	WestPac
21 Apr 1972*	30 Nov 1972	PatWing-1	Naha	P-3B DIFAR	WestPac
29 Apr 1972*	16 May 1972	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
11 Nov 1973	20 Apr 1974	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
10 Jun 1975	10 Dec 1975	PatWing-1	Naha	P-3B DIFAR	WestPac
8 Nov 1976	8 May 1977	PatWing-1	Cubi Point	P-3B DIFAR	WestPac
1 Jan 1978	12 Jun 1978	PatWing-1	Agana	P-3B DIFAR	WestPac
1 Jun 1979	30 Nov 1979	PatWing-1	Cubi Point	P-3B MOD	WestPac
2 Aug 1980	1 Jan 1981	PatWing-1	Agana	P-3B MOD	WestPac
10 Nov 1981	15 May 1982	PatWing-1	Cubi Point	P-3B MOD	WestPac
5 Feb 1983	5 Aug 1983	PatWing-2	Midway	P-3B MOD	WestPac
10 May 1984	10 Nov 1984	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 Nov 1985	10 May 1986	PatWing-1	Cubi Point	P-3B MOD	WestPac
1 Jun 1987	11 Dec 1987	PatWing-10	Adak	P-3B MOD	NorPac
10 Nov 1988	10 May 1989	PatWing-1	Cubi Point	P-3B MOD	WestPac
10 Feb 1990	15 May 1990	PatWing-1	Kadena	P-3B MOD	WestPac
1 Aug 1991	Jan 1992	PatWing-1	Misawa	P-3C UII.5	WestPac
24 Feb 1992	26 Mar 1992	PatWing-10	Panama	P-3C UIIIR	Carib
30 Oct 1992	10 May 1993	PatWing-1	Kadena	P-3C UIIIR	WestPac

* 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-2		15 Feb 1943
FAW-1		22 Apr 1943
FAW-14		14 Feb 1944
FAW-2		9 Jul 1944
FAW-1		12 Aug 1944
FAW-18		1 Apr 1945
FAW-14	WB/AE*	6 Jun 1946
FAW-2/PatWing-2 [§]	AE/CE [†] /QA [‡]	2 Jul 1948

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		* The squadron remained part of FAW-14 but was assigned the tail code WB on 12 December 1946. However, due to an administrative error, Aviation Circular Letter No. 165-46 of 12 December 1946 had identified two units, VP-22 and HEDRON MAG-25 with the tail code WB. VP-22's tail code was later changed to AE but the effective date of this change is unknown.
		[†] VP-22's tail code was changed from AE to CE on 4 August 1948.
		[‡] The squadron's tail code was changed from CE to QA in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).
		[§] Fleet Air Wing 2 (FAW-2) was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	22 Jan 1967	22 Mar 1967
MUC	20 Apr 1970	1 May 1970
	28 Aug 1982	7 Sep 1982
	10 Oct 1982	28 Oct 1982
	8 Dec 1982	17 Dec 1982
(Crew Det)	20 Apr 1970	1 May 1970
(Crew Det)	1 Feb 1972	15 Jul 1972
RVNGC	21 Nov 1968	31 Dec 1968

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Nov 1969	30 Apr 1970
NOSM	14 Oct 1947	2 Jul 1948
	1 Nov 1950	1 May 1951
	1 Dec 1951	1 Jun 1952
	28 Nov 1952	26 Jan 1953
	26 Jan 1953	30 May 1953
AFEM	1 Jul 1968	14 Jan 1969
	(Crew Det)	23 May 1979
	(Crew Det)	21 Nov 1979
		1 Dec 1979



A VP-22 P-3B preparing to land at NAS Moffett Field in August 1978 (Courtesy Rick R. Burgess Collection via Michael Grove).

Third VP-23

Lineage

Established as Weather Reconnaissance Squadron THREE (VPW-3) on 17 May 1946.

Redesignated Meteorology Squadron THREE (VPM-3) on 15 November 1946.

Redesignated Heavy Patrol Squadron (Landplane) THREE (VP-HL-3) on 8 December 1947, the second squadron to be assigned the VP-HL-3 designation.

Redesignated Patrol Squadron TWENTY THREE (VP-23) on 1 September 1948, the third squadron to be assigned the VP-23 designation.

Disestablished on 28 February 1995.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 10 February 1949, shortly after it had been redesignated VP-23. The rather complex design featured two signal flags: one containing the helmet and baton of



The squadron's first insignia was a complex design of two signal flags.

the "Patrolman," the other an umbrella. Both flags were pendants on a mast with a cloud background, pierced by a lightning bolt. The elements of the insignia portrayed the dual mission of the squadron at that time, which was antisubmarine and antishipping warfare combined with weather patrolling. Colors: clouds, gray; lightning, orange; pole, brown; top flag, red border with black background, blue police helmet with brown club and red star; lower flag, red border, black background with a light green umbrella with brown handle.

VP-23 changed its insignia, with CNO approval on 5 March 1953, to a design more in keeping with its primary mission of antisubmarine warfare. The central



The second insignia featured a sea hawk carrying munitions.



The third squadron insignia was a stylized head of a sea hawk.

figure of the design was a sea hawk, clutching in its claws a depth charge and a mine. Colors: body of hawk, white with silver gray and maroon wings; bomb and mine, black; sea, dark blue; sky, light blue.

The squadron submitted a third, more modern design that was approved by CNO on 1 July 1985. It still featured the sea hawk, but rendered it in a streamlined version with the head of the hawk outlined in the center of the design. On the top of the insignia in a scroll was the squadron nickname, Seahawks. On the bottom of the insignia, was a scroll with the squadron designation, Patron-23. Colors: background, gray; beak and eyes, yellow; feathers, white and blue; letters, yellow on blue background, yellow scroll border.

Nicknames: Seahawks, 1953–1995.

Chronology of Significant Events

17–21 May 1946: VPW-3 was established as a weather reconnaissance squadron under FAW-14 at NAAS Camp Kearney, Calif., for duty in the Caribbean. Its aircraft and personnel were drawn from VPW-2. Four days after its establishment, the new squadron departed for its assigned home base at NAS Miami, Fla., where the crews began flying the PB4Y-2M Privateer fitted with radar for weather reconnaissance. When the squadron arrived at NAS Miami it came under the operational control of FAW-5.

15 Nov 1946: VPW-3 was redesignated VPM-3, continuing to serve as a weather/meteorology squadron still based at NAS Miami, Fla..

8 Dec 1947: VPM-3 was redesignated VP-HL-3 after another squadron with that same designation had been disestablished at NAS Barbers Point, Hawaii, on 22 May 1947. Although designated as a Heavy Patrol Squadron (Landplane), it continued to provide weather reconnaissance and hurricane surveillance flights for the East Coast.

15 Jan–Sep 1948: VP-HL-3 was relocated to a new home port at NAS Atlantic City, N.J., but their stay at the new station was cut short by an order on 29 March 1948 to base at NAS Patuxent River, Md. However, the move to Patuxent River never occurred. The squadron deployed from NAS Atlantic City on 15 April 1948 for Argentia, Newfoundland, with a detachment at NAS Miami. The entire squadron joined the detachment at Miami at the close of the hurricane season in 1948 for the filming of the 20th Century Fox movie *Slattery's Hurricane*.

1 Jan 1949: After the Navy sequences for the movie *Slattery's Hurricane* were completed at NAS Miami, preparations for the squadrons transfer to NAS Patuxent River were halted and VP-23 was permanently assigned to NAS Miami under the operational control of FAW-11.



A formation of squadron PB4Y-2s in flight over Miami Beach, Fla., August 1949, 80-G-440198.

1 Jun–11 Nov 1949: VP-23 broke all records for hurricane surveillance by Navy patrol squadrons, entering the “eyes” of 33 hurricanes during the season from 1 June to 11 November 1949. The squadron then ended its career in weather and converted to the ASW role effective 15 November 1949. The squadron’s aircraft were redesignated PB4Y-2S and were retrofitted with the APS-15 ASW radar.

4 Dec 1949: VP-23 began its new role as a patrol squadron, with ASW as its primary mission, and deployed to Newfoundland and Greenland for cold weather training. RON (Remain/Over Night) visits were made to remote air bases at Goose Bay, Labrador; and Narsarssuak, Greenland, carrying mail. Temperatures during the two-month deployment frequently dropped to minus 20° F. During the deployment extensive use was made of LORAN gear.

1 Jul 1950: VP-23 surveyed the Gulf Stream in Operation Cabot, in support of *San Pablo* (AVP 30). The squadron recorded color changes in the gulf, took APS-15 radar signatures, and noted LORAN fixes on surface and subsurface features. During the operation at least one aircraft was designated to provide weather reconnaissance for the surface vessels participating in the project.

9 May 1952: VP-23 was transferred from NAS Miami, Fla., to a new permanent home base at NAS Brunswick, Maine, under the operational control of FAW-3. Although the squadron was transferred, 7 officers and 109 enlisted personnel remained at NAS Miami to form VJ-2, a weather squadron that took the place of VP-23. Shortly after the transfer, the squadron was equipped with PB4Y-2 aircraft that were soon redesignated P4Y-2S, fitted with antisubmarine radar.

19 May 1952: VP-23 deployed to Argentia, Newfoundland, for three months of advanced base training in cold weather operations, relieving VP-24. The squadron flew long-distance reconnaissance flights over the Labrador and Davis Straits and Baffin



A squadron PB4Y-2 being prepared for flight at Goose Bay, Labrador, January 1950.

Bay. A four-aircraft detachment was maintained at Thule, Greenland.

Jan 1953: VP-23 deployed to the Spanish Air Base at Reus, Tarragona, Spain, for one week of training with Spanish Air Force personnel. At the end of the week the squadron flew to Port Lyautey, F.M. The operations in Spain represented the first formal cooperation with the Spanish armed forces since before WWII.

Jun 1953: VP-23 deployed to Argentina, Newfoundland, with a detachment at Thule AFB, Greenland. The detachments charted ice conditions in the surface shipping lanes between Newfoundland and Greenland, moved urgent supplies to remote bases, conducted research for the Hydrographic Office in Washington, transported personnel and dropped mail to fleet units at sea and ashore. Routine ASW patrols were also flown by the Argentina detachment.

7 May 1954: One of the VP-23 Neptunes, MA-5, crashed on takeoff from Nassau during exercises with the Atlantic Fleet, killing the entire crew.

29 Jul 1954: A squadron Neptune, MA-7, developed engine trouble during an operational readiness flight near NAS Quonset Point, R.I. The crew ditched with no casualties and were pulled from the water after one and a half hours.



A formation of squadron P2V-5s, April 1954.

Apr 1955: VP-23 transitioned to the jet-assisted P2V-7 Neptune. At the end of the month the squadron received operational training in the new aircraft during its deployment to Bermuda. A three-aircraft detachment was maintained at Lajes, Azores. Exercises were conducted in ASW techniques with fleet submarines, surface units, other patrol squadrons and blimp squadrons.

16 Jul 1958: With the landing of U.S. Marines in Lebanon on 15 July, the squadron was quickly flown to NAF Keflavik, Iceland, the next day to assume station over the North Atlantic approaches. The Seahawks remained on station at this location until the international climate had cooled, returning to NAS Brunswick in early September.

1 Jan 1961: The Seahawks had just deployed to Argentina, Newfoundland, when they received a special assignment. VP-23 was one of several patrol



Squadron P2V-5s at Roosevelt Road, P.R., May 1954.

squadrons put on alert for the hijacked Portuguese liner *Santa Maria*. The search for the missing vessel took five of the squadron's aircraft to Barbados, Trinidad and Recife, Brazil, before the liner was found. This detachment remained at San Juan until March, when it rejoined the squadron at Argentina. The remaining months of the deployment were spent in shipping surveillance and evaluation testing of the Tiros II weather satellite.

1 May 1961: The squadron established a new endurance record for the P2V-7 Neptune during their deployment to Argentina, remaining in the air for 22 hours and 54 minutes. The flight was planned in honor of the 50th anniversary of Naval Aviation.

8 Aug–Nov 1962: VP-23 deployed to NAF Sigonella, Sicily, relieving VP-16. Detachments were maintained at NAF Rota, Spain; Almas, Sardinia; and Soudha Bay, Crete. On 30 September two detachments of four aircraft each were put on standby at Ben Guerir, Morocco, and Lajes, Azores, for Test 66, the six-orbit space shot of *Sigma 7* containing Navy Commander Walter M. Shirra. The test concluded successfully and the detachments returned to NAF Sigonella on 5 October. From 21 October to 21 November 1962, the squadron was put on alert during the Cuban Missile Crisis, flying round-the-clock surveillance and ASW missions in support of the Sixth Fleet. Soviet surface units were kept under surveillance during transit of the Mediterranean Sea.

Feb 1963: While preparing to return from Operation Springboard exercises in Puerto Rico in late February, the squadron was tasked to locate another hijacked ship, the Venezuelan cargo vessel *Anzotegui*. Searches were conducted in the South Atlantic and Caribbean before the ship was discovered by VP-23 in the mouth of the Amazon.

Apr 1963: VP-23 was tasked with the futile search for survivors or debris from the *Thresher* (SSN 593) disaster. On 30 May a squadron aircraft dropped a wreath over the site of the sinking.

6 Sep 1963: VP-23 deployed a seven-aircraft detachment to NAS Guantanamo, Cuba, relieving VP-45.

Numerous patrols were conducted in support of Cuban refugees adrift at sea.

3 Dec 1967: A squadron aircraft, LJ-4 with crew 11, crashed in adverse weather off the end of the Otis AFB, Falmouth, Mass., runway. The crew egressed safely, but the aircraft was totally consumed by fire.

15 Apr–Aug 1968: VP-23 deployed to NAF Sigonella, Sicily. On 1 August, a detachment deployed to Souda Bay, Crete, supported by *Tallahatchie County* (AVB 2).

1 Nov 1968: The squadron had been scheduled for disestablishment on this date, but the decision was rescinded at the last moment by the Secretary of Defense.

27 Jun–Aug 1969: VP-23 deployed to NAF Sigonella, Sicily, relieving VP-21. During the deployment squadron aircraft made contacts on 37 Soviet Bloc submarines in the Mediterranean Sea. A minor accident occurred on 31 August when the nosewheel of one of the squadron's aircraft collapsed during its landing roll. Only minor injuries were sustained by the crew and the aircraft was repairable.

Nov 1969–Jun 1970: The squadron received its first P-3B Orion, completing transition training on 15 June 1970. VP-23 was the last remaining active duty patrol squadron to fly the SP-2H, retiring its last Neptune on 20 February 1970.

13 Jun–Jul 1974: The Seahawks deployed to NS Rota, Spain, with a detachment maintained at NAF Lajes, Azores. Three aircraft were sent to NAF Sigonella, Sicily, during the Cyprus unrest on 20 July in case the need arose to evacuate U.S. citizens. The detachment returned to Rota on 23 July.

23 Mar–Apr 1978: The Seahawks deployed to NS Rota, Spain, with a four-aircraft/five-crew detachment maintained at Lajes, Azores. On 26 April 1978, aircraft LJ-04, BuNo. 152724, crashed at sea on landing approach to Lajes, killing seven. Cause of the accident was undetermined due to inability to recover aircraft remains from the extreme depths.

18 Jul 1979: VP-23 became the first Navy patrol squadron to fire the new McDonnell Douglas Harpoon



A VP-23 P-3C(U2) at NAS Moffett Field in March 1979 (Courtesy Rick R. Burgress Collection via Michael Grove).



A close up of a Harpoon missile on the pylon of a squadron P-3. A squadron P-3C is in the background.

AGM-84 air-launched antishipping missile. VP-23 was the first operational fleet patrol squadron to make an operational deployment with the Harpoon.

5 Sep 1979–Jan 1980: VP-23 deployed to NAF Keflavik, Iceland, for NATO exercises. A detachment was maintained at the NATO airfield at Bodo, Norway. With the seizure of the American embassy in Iran, a detachment of three Harpoon equipped Orions was sent on 1 January 1980 to the island of Diego Garcia, B.I.O.T. The squadron's performance earned it the Navy Unit Commendation.

1 Jan 1980: VP-23 deployed from Keflavik, Iceland, to Diego Garcia and made its first operational flight out of the Indian Ocean base within 10 days after receiving orders, demonstrating its rapid deployment capability.

12 Jun–Oct 1983: The squadron deployed to NAS Bermuda, with detachments in Panama; Lajes, Azores; and Roosevelt Roads, P.R. On 28 October 1983, VP-23 transported a film crew to observe a Victor III Soviet submarine that had been forced to surface after developing problems with its propulsion system while being tracked by the squadron and *McCloy* (FF 1038). The film footage was used by all major television networks in their prime-time broadcasts.

29 Oct–3 Nov 1983: VP-23 provided a three aircraft detachment at Puerto Rico for patrols in the vicinity of Grenada during Operation Urgent Fury, when U.S. forces landed in Grenada to protect the lives of Americans on the island.

16 Jan–Apr 1985: The Seahawks deployed to NS Rota, Spain, with a detachment at Lajes, Azores. The Rota detachment supported the Sixth Fleet's retaliatory strikes against Libya during the 24 March to 15 April 1986 period of operations.

10 May 1990: VP-23 deployed to NAS Bermuda, with a detachment at NAS Roosevelt Roads, P.R. The Puerto Rico detachment set a record assisting in the seizure of a 1,400-kilo batch of cocaine on a ship in the territorial waters of the Dominican Republic.

26 Sep–Nov 1990: The squadron was tasked with providing a detachment at Jeddah, Saudi Arabia to provide support for Operation Desert Shield.

1 Nov 1991: VP-23 deployed to NAS Sigonella, Sicily. During the deployment a detachment was maintained at Jeddah, Saudi Arabia, in support of the UN embargo against Iraq.

1994: VP-23 operated from NAS Sigonella, Sicily, on its last deployment. The squadron provided NATO forces in Bosnia with real-time tactical reconnaissance in support of Operation Deny Flight. The squadron's P-3Cs, armed with AGM-65 Maverick missiles, flew more than 300 armed sorties in support of Operation Sharp Guard in the Adriatic Sea.

7 Dec 1994: The squadron held a disestablishment ceremony at NAS Brunswick, Maine.

28 Feb 1995: VP-23 was disestablished at NAS Brunswick, Maine.

Base Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Camp Kearney, Calif.	17 May 1946
NAS Miami, Fla.	21 May 1946
NAS Atlantic City, N.J.	15 Jan 1948
NAS Patuxent River, Md.*	29 Mar 1948
NAS Miami, Fla.	1 Jan 1949
NAS Brunswick, Maine	9 May 1952

* NAS Patuxent River, Md., was assigned as the squadron's home port but they never physically moved to the base.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. D. Baird	17 May 1946
LCDR W. Janeshek	16 Jun 1947
CDR R. D. Knowles	19 Oct 1948
CDR L. D. Tamny	15 Nov 1949
CDR W. R. Meyer	24 Mar 1951
CDR V. A. Blandin	12 Apr 1952
CDR H. N. Hop	8 Oct 1953
CDR E. B. Rogers	29 Oct 1954
CDR H. M. Cocowitch	1 Sep 1956
CDR Floyd F. Reck	27 Nov 1957
CDR J. G. Fifield	7 Nov 1958
CDR T. H. Brown	9 Dec 1959
CDR W. V. Collins	19 Dec 1960
CDR H. A. Willyard	1 Dec 1961
CDR Fred C. Watson	5 Dec 1962
CDR Kenneth R. Karr	5 Nov 1963
CDR Charles L. Wyman	15 Dec 1964
CDR T. F. Wentworth	15 Nov 1965
CDR Harold R. Lockwood	23 Sep 1966
CDR William H. Bowling	23 Oct 1967
CDR H. T. Smith	27 Nov 1968
CDR Raymond L. Christensen	11 Dec 1969
CDR Robert J. Campbell	17 Nov 1970
CDR C. G. Gilchrist	29 Oct 1971
CDR W. R. Westlake	30 Nov 1972
CDR Richard F. Green	28 Sep 1973
CDR J. E. Sheehan	27 Nov 1974
CDR George R. Allender	12 Nov 1975
CDR Peter R. Catalano	16 Nov 1976

A squadron P-3C launching a Harpoon missile.



Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Don W. Medara	18 Nov 1977
CDR Henry H. Davis, Jr.	20 Oct 1978
CDR Peter C. Baxter	8 Nov 1979
CDR Edward L. Naro	14 Oct 1980
CDR Michael T. Korbet	4 Nov 1981
CDR Harold J. Tickle	8 Oct 1982
CDR Gregory R. Moore	9 Dec 1983
CDR R. Kelly Gray	3 Apr 1985
CDR Benjamin P. Riley III	28 Jul 1986
CDR Paul M. Griffin	16 Sep 1987
CDR William S. Boniface	9 Sep 1988
CDR Frank B. Word	22 Sep 1989
CDR Larry W. Crane	5 Oct 1990
CDR James L. Campbell	Oct 1991

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Keith T. Weaver	6 Nov 1992
CDR Ronald C. Schuller	19 Nov 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-2M	May 1946
PB4Y-2S	Nov 1949
P4Y-2S	May 1952
P2V-5	Oct 1953
P2V-7	Apr 1955
P2V-7S (SP-2H)	1959
P-3B	Nov 1969
P-3B DIFAR	Mar 1971
P-3C UII	Oct 1978



A squadron PB4Y-2 at Gibraltar, January 1951.



A squadron P-3C, 1979.

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>
30 Jan 1947	15 Mar 1947	FAW-11	San Juan	PB4Y-2M	Carib
15 Apr 1948	Sep 1948	FAW-5	Argentina	PB4Y-2M	NorLant
4 Dec 1949	23 Jan 1950	FAW-11	Labrador	PB4Y-2S	NorLant
4 Jan 1951	12 May 1951	FAW-11	Port Lyautey	PB4Y-2S	Med
18 May 1952	17 Sep 1952	FAW-3	Argentina	P4Y-2S	NorLant
Jun 1953	20 Nov 1953	FAW-3	Argentina	P4Y-2S	NorLant
12 Sep 1954	Jan 1955	FAW-3	Port Lyautey	P2V-5	Med
Apr 1955*	5 Aug 1955	FAW-3	Bermuda	P2V-7	Lant
Apr 1955*	5 Aug 1955	FAW-3	Lajes	P2V-7	Carib
5 Jan 1956	Jun 1956	FAW-3	Keflavik	P2V-7	NorLant
15 May 1957	Oct 1957	FAW-3	Malta	P2V-7	Med
Apr 1958	May 1958	FAW-3	Keflavik	P2V-7	NorLant
16 Jul 1958	Sep 1958	FAW-3	Keflavik	P2V-7	NorLant
Dec 1958	17 May 1959	FAW-3	Malta	P2V-7	Med
3 Oct 1959	Mar 1960	FAW-3	Thule	P2V-7	NorLant
1 Sep 1960	Oct 1960	FAW-3	Argentina	P2V-7	NorLant
1 Jan 1961	5 Jun 1961	FAW-3	Argentina	P2V-7	NorLant
8 Aug 1962	9 Jan 1963	FAW-3	Sigonella	P2V-7/SP-2H	Med
6 Sep 1963	2 Dec 1963	FAW-3	Guantanamo	SP-2H	Carib
4 Oct 1964*	10 Mar 1965	FAW-3	Keflavik	SP-2H	NorLant
4 Oct 1964*	10 Mar 1965	FAW-3	Rota	SP-2H	Med
9 Nov 1966	12 May 1967	FAW-3	Sigonella	SP-2H	Med
15 Apr 1968*	14 Oct 1968	FAW-3	Sigonella	SP-2H	Med
1 Aug 1968*	14 Oct 1968	FAW-3	Souda Bay	SP-2H	Med
			<i>Tallahatchie County (AVB 2)</i>		
27 Jun 1969	27 Oct 1969	FAW-3	Sigonella	SP-2H	Med
25 Oct 1970	5 Mar 1971	FAW-3	Sigonella	P-3B	Med
1 Dec 1971	25 Mar 1972	FAW-3	Rota	P-3B DIFAR	Med



A squadron PB4Y-2 on patrol.

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 Nov 1972	17 Dec 1972	FAW-3	Sigonella	P-3B DIFAR	Med
16 Jan 1973	26 Jun 1973	FAW-3	Sigonella	P-3B DIFAR	Med
13 Jun 1974*	14 Nov 1974	PatWing-5	Rota	P-3B DIFAR	Med
13 Jun 1974*	14 Nov 1974	PatWing-5	Lajes	P-3B DIFAR	Med
2 Jul 1975*	17 Dec 1975	PatWing-5	Bermuda	P-3B DIFAR	Lant
2 Jul 1975*	17 Dec 1975	PatWing-5	Lajes	P-3B DIFAR	Lant
1 Dec 1976*	5 May 1977	PatWing-5	Rota	P-3B DIFAR	Med
1 Dec 1976*	5 May 1977	PatWing-5	Lajes	P-3B DIFAR	Lant
23 Mar 1978*	5 Sep 1978	PatWing-5	Rota	P-3B DIFAR	Med
23 Mar 1978*	5 Sep 1978	PatWing-5	Lajes	P-3B DIFAR	Lant
5 Sep 1979	15 Mar 1980	PatWing-5	Keflavik	P-3C UII	NorLant
1 Jan 1980	15 Mar 1980	PatWing-1	Diego Garcia	P-3C UII	IO
12 Feb 1981	29 Jul 1981	PatWing-5	Keflavik	P-3C UII	NorLant
23 Mar 1982*	11 Aug 1982	PatWing-5	Rota	P-3C UII	Med
23 Mar 1982*	11 Aug 1982	PatWing-5	Lajes	P-3C UII	Lant
12 Jun 1983*	6 Nov 1983	PatWing-5	Bermuda	P-3C UII	Lant
12 Jun 1983*	6 Nov 1983	PatWing-5	Lajes	P-3C UII	Lant
10 Aug 1984	15 Jan 1985	PatWing-5	Sigonella	P-3C UII	Med
16 Jan 1986*	10 Jun 1986	PatWing-5	Rota	P-3C UII	Med
16 Jan 1986*	10 Jun 1986	PatWing-5	Lajes	P-3C UII	Lant
5 May 1987	10 Nov 1987	PatWing-5	Keflavik	P-3C UII	NorLant
1 Dec 1988*	Jun 1989	PatWing-5	Rota	P-3C UII	Med
1 Dec 1988*	Jun 1989	PatWing-5	Lajes	P-3C UII	Lant
Dec 1989	Jun 1990	PatWing-5	Lajes	P-3C UII	Lant
10 May 1990*	Nov 1990	PatWing-5	Bermuda	P-3C UII	Lant
10 May 1990*	Nov 1990	PatWing-5	Roosevelt Rd.	P-3C UII	Carib
2 Oct 1990	10 Nov 1990	PatWing-1	Jeddah	P-3C UII	Gulf
1 Nov 1991*	May 1992	PatWing-5	Sigonella	P-3C UII	Med
1 Nov 1991*	May 1992	PatWing-1	Jeddah	P-3C UII	Red Sea
10 Feb 1994	24 Jul 1994	PatWing-5	Sigonella	P-3C UII	Med

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



A squadron P-3 loaded with under wing stores.



A squadron SP-2H in flight.

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14	EH*	17 May 1946
FAW-5	EH	21 May 1946
FAW-11	EH/MA†	1 Jan 1949
FAW-3	MA/LJ‡	9 May 1952
FAW-5/PatWing-5§	LJ	1 Jul 1971

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

† The squadron's tail code was changed from EH to MA on 19 July 1950.

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

§ FAW-5 was redesignated Patrol Wing 5 (PatWing-5) on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	5 Sep 1979	4 Mar 1980
MUC	9 Sep 1970	31 Oct 1970
	15 Feb 1981	29 Jul 1981
	5 May 1990	10 Nov 1990
NEM	1 Oct 1976	30 Sep 1977
	21 Nov 1979	1 Dec 1979
AFEM	23 Oct 1983	21 Nov 1983
SASM	2 Oct 1990	10 Nov 1990
SLOC	10 May 1987	10 Nov 1987
JMUA	15 Aug 1990	12 Oct 1990



A squadron SP-2H on patrol.



A squadron P-3B flies over a foreign sailing ship.

Third VP-24

Lineage

Established as Bombing Squadron ONE HUNDRED FOUR (VB-104) on 10 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FOUR (VPB-104) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FOUR (VP-104) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FOUR (VP-HL-4) on 15 November 1946.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 September 1948, the third squadron to be assigned the VP-24 designation.

Redesignated Attack Mining Squadron THIRTEEN (VA-HM-13) on 1 July 1956.

Redesignated Patrol Squadron TWENTY FOUR (VP-24) on 1 July 1959.

Disestablished 30 April 1995.

Squadron Insignia and Nickname

The first squadron insignia on record was designed for VP-HL-4 and was approved by CNO on 9 July 1947. The theme of the design was based on the Bat, or Special Weapons Ordnance Device (SWOD) Mark 9, a



The squadron's first insignia used the bat as its theme in recognition of its capability to launch the Bat missile.

radio-controlled glide bomb assigned to the squadron in 1946. Although the weapon was redesignated ASM-N-2 after the war, it was still affectionately called the Bat by the few squadrons carrying it. The design consisted of a yellow bat superimposed on a large red figure 4 on a circular field of blue. The bat, clutching a large bomb, and with lightning flashing from its eyes, signified the mission of the squadron and the electronic nature of the device. In the upper left of the cir-

cular field of blue there was a silhouette of a PB4Y-2 Privateer, the aircraft assigned to the squadron. Colors: background, medium blue; bat, yellow; bat's eyes and mouth, red; bomb, white; lightning bolts, white; aircraft silhouette, white; letters, red. The insignia remained in use from 1946 to 1948.

The second squadron insignia was submitted when the mission of the squadron changed from Bat glide bombs to ASW, reconnaissance and antishipping in 1950. The squadron was so fond of the designation



The second insignia continued the bat theme utilizing a Batgirl design.

Batmen, that permission was requested to retain the symbolism in the new design. Upon approval by CNO on 23 January 1951, this insignia became unique as the only authorized naval squadron insignia displaying a member of the female sex. The Batgirl was depicted leaning against a heraldic shield superimposed over a naval officer's sword. On the shield was a homing torpedo suspended by parachute over a periscope emerging from the ocean depths. Colors: Batgirl, black wings and outfit; skin, flesh color; shield, red border with white background; sea, blue; periscope, white; torpedo, black and white with red parachute; sword, red pommel and blade with gold tassel; VP-24 letters, black on white background in scroll at bottom of design. The insignia was used by VP-24 from 1951 until the squadron was disestablished in 1995.

Nicknames: Buccaneers, 1943–1945.

Batmen, 1946–1995.

Chronology of Significant Events

10 Apr 1943: VB-104 was established at NAS Kaneohe Bay, Hawaii. The squadron was formed with a cadre of personnel from VP-71 and equipped with the PB4Y-1 Liberator. The squadron came under the operational control of FAW-2. Daily patrols were commenced immediately after formation, covering the approaches to Midway, Johnston Island and Canton. It was mid-July before the squadron attained its full complement of aircraft and personnel.

15 Aug 1943: Training at Kaneohe was completed and orders were received to proceed to Carney Field, Guadalcanal, under the operational control of FAW-1, replacing VB-101. When the squadron arrived the aircrews commenced daily search missions, formation missions against enemy land targets, and photoreconnaissance and Dumbo missions.

26 Aug 1943: Commander Harry E. Sears, squadron commanding officer, led an eight-aircraft strike on a Japanese destroyer task force attempting to evacuate personnel from Rekata Bay, Santa Isabel Island. The attack, made at sunset 90 miles off Buka Passage, disrupted the evacuation and left one of the destroyers heavily damaged.

2 Sep 1943: A squadron attack against enemy facilities at Kahili Airfield was led by Commander Sears on this date, joined by elements from several Army bomber squadrons. The airfield and parked enemy aircraft were heavily damaged with the squadron suffering only minor damage from heavy antiaircraft fire.

27 Jan 1944: Commander Harry E. Sears was awarded the Navy Cross for heroic actions while leading his squadron in combat during the period 26 August to 4 November 1943. In addition to leading several squadron attacks, he and his crew were credited, during separate actions, with the destruction of one enemy twin-engine bomber, damage to two enemy fighters, sinking one Japanese combination oiler and ammunition ship, damaging another oiler and damaging one enemy submarine.

6 Feb 1944: VB-104 was relocated from Guadalcanal to Munda field, New Georgia. Operational tasking was essentially the same as that assigned while at Carney Field. The squadron was relieved by VB-115 on 29 March 1944, for return to the U.S. for rest and rehabilitation. The squadron record at this time was 30 enemy aircraft destroyed or damaged, 51 ships sunk or damaged, with 1,252 sorties in a seven-month tour.

15 May 1944: The squadron was reformed at NAAS Kearney Field, Calif., under the operational control of FAW-14. A small cadre was present on this date, while the majority of personnel were at NAS Hutchinson, Kansas, undergoing operational flight training on the PB4Y-1. The latter completed this phase of training and reported to NAAS Kearney Field on 21 June 1944.

28 Jul 1944: VB-104 began the transpac to NAS Kaneohe, Hawaii. Upon arrival the squadron came under the operational control of FAW-2, and continued its combat patrol training over the waters encircling the Hawaiian Island chain. ASW training was introduced into the curriculum during this phase.

30 Oct 1944: VPB-104 departed Kaneohe for Morotai, N.E.I. The last squadron aircraft arrived on 3 November 1944, with operational control over the squadron exercised by FAW-17. Upon commencement of operations the squadron was assigned search and

offensive reconnaissance patrols, strike missions on enemy shipping, night patrols and special tracking missions.

11 Nov 1944: Lieutenant Maurice Hill and his crew were attacked by enemy fighters while on patrol between Leyte and Cebu. Hill's crew was flying a PB4Y-1 called the "Frumious Bandersnatch," from the Lewis Carroll novel *Alice and the Looking Glass*. It was equipped with a radar set in place of the customary belly turret. This lack of defensive armament was quickly noted by the Japanese fighter pilots, and the bomber was shot down near Pacijan Island. Filipino natives rescued the four survivors of the crash and tended their wounds until they could be rescued by a PT boat one week later. The villagers were later executed by the Japanese for giving assistance to the Americans.

1 Dec 1944: VPB-104 was relocated to the Army's Tacloban Airfield, in the southern Philippines.

12 Dec 1944: Aviation Machinist Mate Third Class William E. Abbot was serving as first mechanic on a VPB-104 Liberator on patrol over northwest Borneo. The aircraft came under intense ground fire that penetrated the main bomb bay tank. AMM3C Abbot was able to transfer fuel from the leaking tank to the empty wing tanks, saving enough for the return flight to base. During the process, AMM3C Abbot was overcome by the high-octane fumes and fell to his death through the open bomb bay. For his selfless actions in giving his life to save his crewmates AMM3C Abbot was posthumously awarded the Navy Cross.

26 Dec 1944: Lieutenant Paul F. Stevens earned a Navy Cross for his actions on the night of 26 December. While on patrol Lieutenant Stevens spotted a Japanese task force en route to attack recently established U.S. bases on Mindoro, Philippines. His contact report gave the garrisons time to prepare for the attack and incoming shipping was diverted. After sending the report he attacked the largest ship in the group, believed to be a large cruiser or battleship, scoring two direct hits on the vessel. He remained in the vicinity tracking the progress of the task force, despite the heavy antiaircraft fire from the escorts.

2 Mar 1945: The squadron was relocated to Clark Field, Luzon, Philippines. When the squadron arrived the crews began operational night missions, daily search and reconnaissance patrols, and strikes on targets of opportunity—covering the China Coast to within 30 miles of Shanghai, the coastline of Amami O Shima, Okinawa and Daito Jima.

14 Mar 1945: Lieutenant Paul Stevens, squadron executive officer, intercepted and damaged Vice Admiral Yamagata's Kawanishi H8K2 flying boat (Emily) off the China Coast. The aircraft flew on for several miles and made a forced landing in an inlet on the coast where it immediately came under fire from Chinese partisans ashore. The admiral and his staff committed suicide

and the crew set fire to the aircraft. Admiral Yamagata was en route to Tokyo for an interview with Emperor Hirohito prior to assuming the position of Undersecretary of the Imperial Japanese Navy. Intercepts of enemy radio messages had revealed the admiral's intended route, and Lieutenant Stevens was dispatched in the hope that the fateful rendezvous would occur.

18 Oct 1945: Operational patrols ceased in order to prepare the squadron for transfer back to the west coast of the continental U.S. The squadron's record for its second tour was 49 enemy aircraft destroyed, 254 vessels sunk and 12,500 flight hours completed. The squadron departed by sections on 26 October 1945, for NAS San Diego, Calif., then on to NAS Floyd Bennett Field, N.Y. VPB-104 was the only patrol squadron in WWII to receive two Presidential Unit Citations.

26 Dec 1946: The last squadron aircraft arrived at NAS Floyd Bennett Field, with the squadron coming under the operational control of FAW-5 effective 26 November 1946.

8 Apr 1946: VPB-104 was relocated to NAS Edenton, N.C., for training in ASW.

22 May 1946: The training syllabus was completed at NAS Edenton, N.C., and the squadron was transferred to NAS Atlantic City, N.J. Three crews were given SWOD training at NAF Chincoteague, Va., in September 1946 and April 1947. The ASM-N-2A Bat air-to-surface guided missile gave the squadron its nickname, the Batmen. The Bat was developed during WWII as a derivative from an earlier glide-bomb project, the Pelican. The Bat skipped several normal stages of development and went directly into combat. During the war it was carried by three squadrons, VPBs 109, 123 and 124. Only VPB-109 had any success with the missile, sinking three ships and destroying a large oil tank. The project languished briefly after the war until two squadrons were selected to be designated Bat squadrons: VP-24 in the Atlantic Fleet, and VP-25 in the Pacific.

Nov 1947: VP-HL-4 received additional SWOD training during advanced base operations at Argentia, Newfoundland.

29 Dec 1949: The squadron's mission was revised to make aerial mining its primary role and reduced Bat operations to a secondary role along with ASW, reconnaissance and antishipping.

22 Oct 1951: VP-24 deployed to RAFS Luqa, Malta, as the first U.S. Navy squadron to ever operate from the base.

1 May 1954: VP-24 flew its last mission at Argentia, Newfoundland, in the P4Y-2. It was the last squadron in FAW-3 to fly the Privateer before receiving the Neptune and the last Atlantic Fleet Bat missile squadron. VP-24 ended its five-month deployment with more than 2,500 flight hours. Several of the

squadron's remaining Bat missiles were expended in practice runs on icebergs.

31 Mar 1956: Two patrol squadrons were designated Petrel guided missile squadrons, operating P2V-6M aircraft. The Petrel was an air-to-surface guided missile designed for use by patrol aircraft against shipping. VP-24 was selected as the East Coast squadron, and VP-17 as the West Coast unit. VP-24 was the first to be fully equipped; VP-17 became operational in early 1957.

Nov 1959: VP-24 received its first four P2V-7S aircraft. Final delivery of the last of 12 aircraft took place in March 1960.



Two squadron P2Vs in flight.

23 Oct 1962: President Kennedy declared a quarantine on shipping to Cuba during the missile crisis. VP-24 was deployed to Leeward Point Field, Guantanamo, Cuba, on 5 November 1962. The squadron flew continuous surveillance missions, reporting all Communist Bloc shipping transiting Cuban waters until relieved on 17 December 1962. VP-24 returned on 17 February 1963, conducting surveillance until relieved on 21 March 1963. During the second tour, the squadron photographed the removal from Cuba of intermediate range missiles and IL-28 Beagle bombers.

29 Jun 1965: VP-24 deployed to Sigonella, Sicily, relieving VP-5. A detachment was maintained at Souda Bay, Crete. While attached to the Royal Hellenic Air Force Base at Souda Bay, the detachment was supported by *Tallahatchie County* (AVB 2).

5 Jul 1967: VP-24 was relocated from its home base at NAS Norfolk, Va., to NAS Patuxent River, Md. The squadron assumed duties at the new station with its new aircraft, the P-3B Orion. Transition training from the SP-2H Neptune to the P-3B began in April 1967 and was completed on 7 December 1967.

6 Mar 1968: VP-24 deployed to NS Keflavik, Iceland, with a three-aircraft detachment at Lajes, Azores. The detachment was called to assist in the search for the missing submarine *Scorpion* (SSN 589)



A squadron P-3B in flight.

from 28 May to 25 June 1968. On 5 June 1968, the submarine and her crew were declared “presumed lost.” Her name was struck from the Navy list on 30 June. In late October 1968, *Mizar* (AK 272) located sections of *Scorpion’s* hull in 10,000 feet of water about 400 miles southwest of the Azores. No cause for the loss was ever been determined.

10 Nov 1969: After its return from deployment VP-24 commenced transition to the P-3C, becoming the third operational P-3C Orion squadron. Transition training was completed on 9 March 1970.

1974: The squadron maintained 2-crew/2-aircraft “mini” detachments at NAS Bermuda from 1 to 12 April, 15 to 24 May, 3 to 14 June, 26 to 31 August and 1 to 5 September 1974; and to NAS Lajes, Azores, 10 to

15 October 1974. This type of deployment was being tested as an alternative to the full squadron and split deployments.

12 Sep 1977: During the Batmen’s deployment to NAS Keflavik, Iceland, the squadron successfully tracked and located the hot-air balloon Double Eagle that had gone down at sea several hundred miles west of Iceland while attempting a crossing of the Atlantic. The squadron’s efforts led to the rescue of the balloon’s crew.

May 1980: VP-24 was tasked with the first of many Cuban refugee surveillance flights, which continued periodically through late September 1980.

30 Apr 1995: VP-24 was disestablished at NAS Jacksonville.



A squadron P-3B on patrol.



A squadron P-3C in flight, 1984.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe Bay, Hawaii	10 Apr 1943
NAAS Kearney Field, Calif.	15 May 1944
NAS Kaneohe, Hawaii	28 Jul 1944
NAS Floyd Bennett Field, N.Y.	26 Dec 1946
NAS Atlantic City, N.J.	22 May 1946
NAS Patuxent River, Md.	21 Apr 1948
NAAS Chincoteague, Md.	1954
NAS Norfolk, Va.	15 Feb 1959
NAS Patuxent River, Md.	5 Jul 1967
NAS Jacksonville, Fla.	30 Oct 1972

Commanding Officers

	<i>Date Assumed Command</i>
CDR Harry E. Sears	10 Apr 1943
LT Henry S. Noon, Jr.	15 May 1944
LCDR Whitney Wright	21 Jun 1944
LCDR William Cole	9 Jun 1945
LCDR R. B. Buchan	22 Jun 1946
CDR J. F. Bundy	16 Jun 1947
LCDR J. A. O'Neil	27 Aug 1948
CDR W. E. Calder III	15 Oct 1948
CDR J. W. Lenney	27 Jan 1950
CDR J. A. McKeon	10 May 1951
LCDR S. W. Shelton	22 Sep 1952
CDR Norman L. Paxton	Feb 1953
CDR Arthur E. Simmons	1954

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Herman P. Kooy	Mar 1954
CDR Joseph A. Tvedt	Jun 1955
CDR Robert E. Rau	1 Jul 1956
CDR C. F. Rief	Dec 1957
CDR Robert J. Wooten	10 Dec 1958
CDR James B. Barnette	18 Dec 1959
CDR W. W. Warlick	20 Jan 1961
CDR Michael T. Lulu	3 Oct 1961
CDR Sidney Edelman	12 Oct 1962
CDR J. J. DeMayo, Jr.	Oct 1963
CDR Richard D. Amme	16 Oct 1964
CDR Frank C. Kolda	7 Sep 1965
CDR Alvin S. Hibbs	2 Dec 1966
CDR Kenneth L. Geitz	1 Dec 1967
CDR Clarence L. Priddy	26 Nov 1968
CDR Richard A. Martini	10 Dec 1969
CDR R. L. Sewell	24 Nov 1970
CDR Gordon L. Petri	Sep 1971
CDR Edward F. Doherty	19 Oct 1972
CDR Daniel H. Demand	18 Oct 1973
CDR Benjamin T. Hacker	22 Nov 1974
CDR S. Frank Gallo	24 Nov 1975
CDR Lynn H. Grafel	9 Dec 1976
CDR Donald G. Gentry	8 Dec 1977
CDR Gene K. Graham	6 Dec 1978
CDR Thomas P. Hinson	30 Nov 1979
CDR Joseph C. Sullivan	5 Dec 1980
CDR Philip C. Perine	4 Dec 1981

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Wayne M. Vickery	6 Jan 1983
CDR Laurence E. Johnson	Jan 1984
CDR Michael G. Bruner	20 Jun 1985
CDR Martin M. Spolarich, Jr.	25 Jul 1986
CDR Richard L. Rodgers	17 Jul 1987
CDR Patrick J. Fletcher	May 1988
CDR George J. Murphy	5 May 1989
CDR Michael L. Holmes	25 May 1990
CDR Stephen J. Burich III	3 May 1991
CDR Stanley Bozin	1 May 1992
CDR Perth F. Pearson, Jr.	21 May 1993
CDR Steve A. Seal	20 May 1994

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Apr 1943
PB4Y-2/P4Y-2	Feb 1946
P4Y-2B	Nov 1947
P2V-5	Jun 1954
P2V-6M	Mar 1956
P2V-5F	Mar 1957
P2V-7S/SP-2H*	Nov 1959
P-3B	Apr 1967
P-3C	Nov 1969
P-3C UIIIR	1991

* The P2V-7S was redesignated SP-2H in 1962.

A VP-24 P-3C, September 1979 (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>
11 Apr 1943*	14 Aug 1943	FAW-2	Midway	PB4Y-1	WestPac
11 Apr 1943*	14 Aug 1943	FAW-2	Canton	PB4Y-1	WestPac
11 Apr 1943*	14 Aug 1943	FAW-2	Johnston Is.	PB4Y-1	WestPac
15 Aug 1943	5 Feb 1943	FAW-1	Guadalcanal	PB4Y-1	SoPac
6 Feb 1944	29 Mar 1944	FAW-1	Munda	PB4Y-1	SoPac
30 Oct 1944	4 Dec 1944	FAW-17	Morotai	PB4Y-1	SoPac
5 Dec 1944	1 Mar 1945	FAW-17	Tacloban	PB4Y-1	SoPac
2 Mar 1945	26 Oct 1945	FAW-17	Clark Fld.	PB4Y-1	SoPac
Nov 1947	20 Feb 1949	FAW-5	Argentina	P4Y-2B	NorLant
21 Feb 1949	21 Apr 1949	FAW-5	Argentina	P4Y-2B	NorLant
19 Jul 1950	15 Nov 1950	FAW-3	Port Lyautey	P4Y-2B	Med
22 Oct 1951	15 Mar 1952	FAW-3	Malta	P4Y-2B	Med
15 Sep 1952	31 Dec 1952	FAW-3	Argentina	P4Y-2B	NorLant
Dec 1953	1 May 1954	FAW-3	Argentina	P4Y-2B	NorLant
Nov 1954	Jan 1955	FAW-3	Port Lyautey	P2V-6B	Med
Feb 1955	Mar 1955	FAW-3	Malta	P2V-6B	Med
Feb 1956	Jul 1956	FAW-3	Malta	P2V-6M	Med
Jan 1958	13 Jul 1958	FAW-3	Malta	P2V-6M	Med
1 May 1959	5 Oct 1959	FAW-5	Keflavik	P2V-6M	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>
5 Nov 1962	17 Dec 1962	FAW-5	Guantanamo	P2V-7S	Carib
17 Feb 1963	21 Mar 1963	FAW-5	Guantanamo	SP-2H	Carib
19 Apr 1963	11 May 1963	FAW-5	Ireland	SP-2H	NorLant
28 Nov 1963*	8 May 1964	FAW-5	Rota	SP-2H	Med
28 Nov 1963*	8 May 1964	FAW-5	Keflavik	SP-2H	NorLant
27 Jul 1964	1 Oct 1964	FAW-5	Guantanamo	SP-2H	Carib
29 Jun 1965*	10 Dec 1965	FAW-5	Sigonella	SP-2H	Med
29 Jun 1965*	10 Dec 1965	FAW-5	Souda Bay	SP-2H	Med
			<i>Tallahatchie County (AVB 2)</i>		
7 Jul 1966	6 Jan 1967	FAW-5	Rota	SP-2H	Med
6 Mar 1968*	30 Aug 1968	FAW-5	Keflavik	P-3B	NorLant
6 Mar 1968*	30 Aug 1968	FAW-5	Lajes	P-3B	Lant
25 Jun 1969*	31 Oct 1969	FAW-5	Keflavik	P-3B	NorLant
25 Jun 1969*	31 Oct 1969	FAW-5	Lajes	P-3B	Lant
1971	1971	FAW-5	Keflavik	P-3C	NorLant
5 May 1972	5 Oct 1972	FAW-5	Keflavik	P-3C	NorLant
23 Aug 1973*	30 Jan 1974	PatWing-11	Keflavik	P-3C	NorLant
23 Aug 1973*	30 Jan 1974	PatWing-11	Lajes	P-3C	Lant
1 Apr 1974	12 Apr 1974	PatWing-11	Bermuda	P-3C	Lant
15 May 1974	24 May 1974	PatWing-11	Bermuda	P-3C	Lant
3 Jun 1974	14 Jun 1974	PatWing-11	Bermuda	P-3C	Lant
26 Aug 1974	31 Aug 1974	PatWing-11	Bermuda	P-3C	Lant
1 Sep 1974	5 Sep 1974	PatWing-11	Bermuda	P-3C	Lant
10 Oct 1974	15 Oct 1974	PatWing-11	Lajes	P-3C	Lant
12 Dec 1974	30 Apr 1975	PatWing-11	Keflavik	P-3C	NorLant
13 Jan 1976	9 Jun 1976	PatWing-11	Sigonella	P-3C	Med
25 May 1977	2 Nov 1977	PatWing-11	Keflavik	P-3C	NorLant
12 Jul 1978	13 Dec 1978	PatWing-11	Sigonella	P-3C	Med
24 Oct 1979	2 Apr 1980	PatWing-11	Sigonella	P-3C	Med
10 Mar 1981*	26 Aug 1981	PatWing-11	Bermuda	P-3C	Lant
10 Mar 1981*	26 Aug 1981	PatWing-11	Lajes	P-3C	Lant
13 Feb 1985	11 Aug 1985	PatWing-11	Bermuda	P-3C	Lant
Jul 1986	Jan 1987	PatWing-11	Sigonella	P-3C	Med
10 Feb 1988	10 Aug 1988	PatWing-11	Bermuda	P-3C	Lant
1 Jul 1989	10 Jan 1990	PatWing-11	Sigonella	P-3C	Med
1 Feb 1991*	Aug 1991	PatWing-11	Keflavik	P-3C	NorLant
1 Feb 1991*	Aug 1991	PatWing-11	Lajes	P-3C	Lant
1 Nov 1992	May 1993	PatWing-11	Sigonella	P-3C UIIIR	Med
Aug 1994	Feb 1995	PatWing-11	Keflavik	P-3C UIIIR	NorLant

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		10 Apr 1943
FAW-1		15 Aug 1943
FAW-14		15 May 1944
FAW-2		28 Jul 1944
FAW-17	HA*	30 Oct 1944
FAW-5	HA	26 Nov 1946
FAW-3	HA	Feb 1950

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	HA/LR†	1952
FAW-11/PatWing-11‡	LR	30 Oct 1972

* The squadron remained part of FAW-17 but was assigned the tail code HA on 7 November 1946.

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

‡ FAW-11 was redesignated PatWing-11 on 30 June 1973.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
PUC	15 Aug 1943	19 Mar 1944
	6 Nov 1944	7 Jun 1945
NUC	16 Sep 1969	7 Nov 1969
MUC	1 Nov 1968	31 Oct 1969
	12 Jul 1978	13 Dec 1978
	11 Mar 1981	10 Feb 1982
	3 Feb 1991	20 Aug 1991

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NEM	1 Oct 1977	30 Sep 1978
	(Sel. Crews) 15 Feb 1981	31 Mar 1981
(Sel. Crews)	20 Aug 1982	5 Jan 1983
AFEM	5 Nov 1962	31 Dec 1962
HSM	7 May 1980	9 May 1980
	19 May 1980	31 May 1980
JUMA	15 Aug 1990	12 Oct 1991



A squadron P-3C in flight carrying two Bullpup missiles.

Second VP-25

Lineage

Established as Patrol Squadron TWENTY FIVE (VP-25) on 20 April 1944.

Redesignated Patrol Bombing Squadron TWENTY FIVE (VPB-25) on 1 October 1944.

Redesignated Patrol Squadron TWENTY FIVE (VP-25) on 15 May 1946, the second squadron to be assigned the VP-25 designation.

Disestablished on 28 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

20 Apr 1944: VP-25 was established at NAAS Harvey Point, N.C., under the operational control of FAW-5, as a seaplane squadron flying the PBM-3D Mariner.

26 Jun 1944: The squadron was sent to NAS Key West, Fla., for operational training in ASW, returning to NAAS Harvey Point on 4 July 1944. The squadron remained at NAAS Harvey Point until 18 August 1946, when it departed for NAS Alameda, Calif., in preparation for a transpac.

21 Aug–29 Sep 1944: VP-25 reported to FAW-14, NAS Alameda, Calif., for orders. The squadron aircraft were given final maintenance checks and filled to capacity with supplies that would be needed in the combat theater. Orders were issued for departure on 15 September 1944, with 13 of the squadron's 15 allocated aircraft arriving safely at NAS Kaneohe, Hawaii. The remaining two aircraft arrived on 29 Sep 1944.

1 Oct–14 Nov 1944: VP-25 was redesignated VPB-25, coming under the operational control of FAW-2. Further operational training was conducted aboard *Bering Strait* (AVP 34) near Hilo Bay, Hawaii, until orders were received for the squadron to report to the combat zone on 14 November 1944.

15 Nov–1 Dec 1944: VPB-25 departed Hawaii for San Pedro Bay, Leyte, Philippines. Aircrews flew in stages to the new base, while ground support staff and administrative personnel proceeded aboard *Bering Strait* (AVP 34). The latter arrived on station by 22 November 1944, and squadron personnel were transferred to *Half Moon* (AVP 26) and *San Pablo* (AVP 30). VPB-25 began its first daytime combat sector patrols on 1 December 1944.

25–29 Dec 1944: VPB-25 received orders to transfer its operations to Mangarin Bay, Mindoro, Philippines. Aircrew personnel were transferred temporarily aboard *Barataria* (AVP 33) while the rest of the

squadron aboard *Half Moon* (AVP 26) and *San Pablo* (AVP 30) proceeded to the new station. On 29 December 1944, the squadron aircrews flew from San Pedro Bay to rejoin the rest of the squadron and the two tenders at Mangarin Bay. The squadron began conducting sector searches from the new location the next day. Searches from this base covered the coastline of French Indochina and north reaches toward Hainan Island.

29 Jan 1945: One of the squadron's aircraft was damaged by AA fire and forced down near Tam Quam, Indochina. Only 1 of 10 crewmembers was rescued.

6–25 Feb 1945: VPB-25 was transferred to Jinamoc Island, Leyte, Philippines, under the operational control of FAW-10 to begin courier flight service to Mindoro, Subic Bay and Lingayen Gulf. After receiving and checking out its new Martin PBM-3D2 Mariners, the squadron transferred six aircraft back to Mangarin Bay on 25 February 1945, supported by *San Carlos* (AVP 51).

7 Mar 1945: The squadron's Mangarin Bay detachment received orders to relocate to Manila Bay, off Cavite. Tender support was provided by *San Carlos* (AVP 51). Daylight sector antishipping patrols were conducted from this site west of the Philippine coastline. The Leyte detachment conducted similar daylight sector searches to the east of Jinamoc Island.

24–28 Jun 1945: The Cavite detachment was relocated to Lingayen Gulf, with tender support provided by *Currituck* (AV 7), relieving VPB-17. Operations commenced with the squadron conducting Black Cat, nighttime, operations against enemy shipping on 28 June 1945. The seven aircraft of the Leyte detachment flew to Cavite to take its predecessor's place, with three of the aircraft assigned to courier flights based ashore and the remaining aircraft assigned to *San Carlos* (AVP 51) for antishipping patrols west of the Philippines.

9 Jul 1945: The Cavite detachment was transferred to Puerto Princessa, Palawan, Philippines, with tender support provided by *Barataria* (AVP 33) and partially by the shore establishment. This detachment was relieved on 23 July to rejoin the rest of the squadron at Lingayen Gulf assigned to *Currituck* (AV 7).

20 Aug–3 Sep 1945: *San Pablo* (AVP 30) arrived on station at Lingayen Gulf to relieve *Currituck* (AV 7). One half of the squadron shifted to *San Pablo*, and the other half flew to Tawi Tawi, with tender support provided by *Pocomoke* (AV 9). *Pocomoke* was relieved by *Orca* (AVP 49) on 3 September 1945, and the Tawi Tawi detachment shifted aboard the latter. During this period, the Lingayen Gulf detachment conducted numerous Dumbo missions. The Tawi Tawi detachment engaged in antishipping and surveillance patrols for convoys off the approaches to Borneo.

22 Mar 1946: VPB-25 was assigned duty with the occupation forces in Japan through 1 May 1946.

28 Jun 1946: VP-25 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAAS Harvey Point, N.C.	20 Apr 1944
NAS Alameda, Calif.	21 Aug 1944
NAS Kaneohe, Hawaii	15 Sep 1944
NAS Kaneohe, Hawaii	May 1946
NAS Alameda, Calif.	May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LT William J. Scammon	20 Apr 1944
LCDR J. C. Skorcz	25 Apr 1944
LCDR C. M. Kohr	24 Jul 1945
LCDR W. P. Tanner, Jr.	1 Jan 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3D	20 Apr 1944
PBM-3D2	6 Feb 1945

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Area of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 Nov 1944	*	FAW-17	San Pedro Bay <i>Bering Strait</i> (AVP 34) <i>Half Moon</i> (AVP 26) <i>San Pablo</i> (AVP 30)	PBM-3D	WestPac
25 Dec 1944	*	FAW-17	Mangarin Bay <i>Barataria</i> (AVP 33) <i>Half Moon</i> (AVP 26) <i>San Pablo</i> (AVP 30)	PBM-3D	WestPac
6 Feb 1945	*	FAW-10	Jinamoc Is.	PBM-3D2	WestPac
25 Feb 1945	*	FAW-17	Mangarin Bay <i>San Carlos</i> (AVP 51)	PBM-3D2	WestPac
7 Mar 1945	*	FAW-17	Manila Bay <i>San Carlos</i> (AVP 51)	PBM-3D2	WestPac
24 Jun 1945	*	FAW-17	Lingayen Gulf <i>Currituck</i> (AV 7)	PBM-3D2	WestPac
9 Jul 1945	*	FAW-17	Palawan <i>Currituck</i> (AV 7) <i>San Pablo</i> (AVP 30)	PBM-3D2	WestPac
20 Aug 1945	*	FAW-17	Tawi Tawi <i>Pocomoke</i> (AV 9) <i>Orca</i> (AVP 49)	PBM-3D2	WestPac
1945	1946	FAW-17/1	China <i>Greenwich Bay</i>	PBM-3D2	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Area of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jan 1946	May 1946	FAW-1	(AVP 41) <i>Chincoteague</i> (AVP 24) Japan	PBM-3D2	WestPac

* The squadron relocated to many different sites in the Pacific during the war.

Wing Assignments

<i>Wing</i>	<i>Assignment Date</i>
FAW-5	20 Apr 1944
FAW-14	21 Aug 1944
FAW-2	15 Sep 1944
FAW-17	15 Nov 1944
FAW-10	6 Feb 1945
FAW-1	22 Dec 1945
FAW-2	May 1946

Wing Assignments—Continued

<i>Wing</i>	<i>Assignment Date</i>
FAW-8	May 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NOSM	22 Mar 1946 1 May 1946

Third VP-25

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTEEN (VB-115) on 1 October 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTEEN (VPB-115) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTEEN (VP-115) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) THIRTEEN (VP-HL-13) on 15 November 1946.

Redesignated Patrol Squadron TWENTY FIVE (VP-25) on 1 September 1948, the third squadron to be assigned the VP-25 designation.

Disestablished on 1 January 1950.

Squadron Insignia and Nickname

There is reference to an early VP-HL-13 design that featured a bat motif in keeping with the squadron's assigned mission as transporter for the Navy's Special Weapon Ordnance Device (SWOD), the Bat missile. However, there is no official correspondence indicating approval of this design.

The first official design was approved by CNO on 30 March 1949. The design featured a cartoon bat that



The squadron's insignia was a cartoon bat design.

represented Beelzebub, the Prince of Demons in Milton's *Paradise Lost*. The two bombs held by the bat represented the SWOD capacity of the squadron's aircraft. The concentric rings in the background represented the long-range patrol capabilities of the bombers used by the squadron. Beelzebub was shown launching the upper SWOD, while the lower one appeared to still be on the wing rack. Colors: background, yellow; inner outline, black; two bombs, black; bat, black; propellers, light blue; fuse, red; outlines on wing and bomb, white.

Nickname: Bulldogs, 1943–1946.

Chronology of Significant Events

1 Oct 1943: VB-115 was established as a heavy bomber squadron at NAS San Diego, Calif., flying the PB4Y-1 Liberator. The squadron came under FAW-14 during its fitting out and initial training phase.

1 Dec 1943–17 Jan 1944: The squadron was relocated to NAAS Camp Kearney, Calif., for the completion of its training prior to its transpac to Hawaii. On 2 January 1944, the advance team of one officer and 60 enlisted personnel departed San Diego, Calif. aboard *Guadalcanal* (CVE 62) for NAS Kaneohe, Hawaii. The squadron followed by sections, beginning the transpac on 17 January 1944. Shortly after the squadron's arrival, administrative control was transferred to FAW-2 from FAW-14. Combat operational training and search patrols in the vicinity of the Hawaiian Islands began on this date.

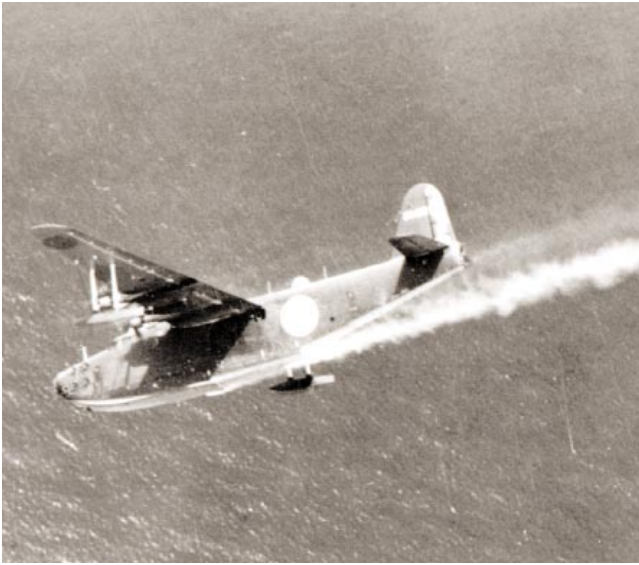
25–27 Mar 1944: VB-115 was transferred to the combat zone, departing for Munda, New Georgia, by sections. Combat operations and daily searches commenced from Munda on 27 March under the operational control of FAW-1.

10 Apr 1944: The squadron relocated to Green Island. Daily searches were conducted as required. Several attacks were conducted on enemy airfields located on Alet Island, Puluwat Group and Satawan Island. Antishipping strikes took place were opportunities were presented.

26 May 1944: VB-115 relocated to Mokerang Airdrome, Los Negros Island, Admiralties. Searches were conducted in conjunction with VB-106 under TU 73.1.3. On 27 May an advanced detachment was sent to Wakde Island to conduct searches of the northern coastline of Dutch New Guinea toward the Philippines. On this date, the operational control of the squadron was placed under the 5th Air Force, designated TU 73.2.3.

15 Jul 1944: The squadron headquarters and remaining aircraft were transferred to Owi Island. Long-range searches commenced upon arrival, remaining under the operational control of the 5th Air Force.

16–18 Oct 1944: VPB-115 was tasked with search sectors extending to the inland Philippine Sea in con-



This photo shows an Emily (Japanese seaplane) in flames following an attack by a squadron aircraft on 2 July 1944. The squadron aircraft, piloted by Lieutenant Stoughton Atwood, shot down the Emily southwest of Palau. The photo was taken by the co-pilot, Ensign Emmett Reagan, 80-G-241259.

junction with the landing operations at Leyte. To facilitate the searches, a detachment was located on Morotai Island. By the end of October, all squadron elements had relocated to Morotai to await orders for return to the U.S.

29 Oct 1944: In a grand finale for VPB-115, Lieutenant (jg) Paul R. Barker and his crew sank the largest enemy ship ever destroyed by a land-based aircraft in the Pacific theater. On this date *Itsukushima Maru*, a tanker of 10,006 tons was sunk in Marundu Bay, North Borneo.

8 Nov 1944: VPB-115 departed Morotai for NAS Kaneohe en route to the West Coast. The last aircraft departed from Kaneohe for the U.S. on 30 November 1944.

30 Apr 1945: VPB-115 reformed and commenced training at NAS Whidbey Island, Wash., under the operational control of FAW-6.

1 Jun–30 Jul 1945: The squadron was relocated to NAAS Crows Landing, Calif., for familiarization training in the PB4Y-2 Privateer.

11 Aug 1945: The squadron commenced its transpac to NAS Kaneohe, Hawaii, and began a period of training under the operational control of FAW-2.

15 May 1946: VPB-115 was redesignated VP-115, under the operational control of FAW-2 at NAS Kaneohe.

15 Nov 1946: VP-115 was redesignated VP-HL-13. A new mission as a Bat missile squadron was assigned to the squadron along with the redesignation. The Special Weapons Ordnance Device was soon re-

named the ASM-N-2 Bat glide bomb. The squadron received new aircraft, the PB4Y-2B (later redesignated the P4Y-2B), refitted with under-wing bomb release points for the device. The Bat was 12 feet long, had a 10-foot wingspan and carried a 1,000-pound warhead. The Bat, after release, was steered into a surface target by a built-in radar homing unit, making it the first combat cruise missile. The ASM-N-2 Bat had been developed during WWII as a derivative from an earlier glide-bomb project, the Pelican. The Bat skipped several normal stages of development and went directly into combat. During the war it was carried by three squadrons, VPBs 109, 123 and 124. Only VPB-109 had any success with the missile, sinking three ships and destroying a large oil tank. The project languished briefly after the war until two squadrons were selected to be designated Bat squadrons, VP-24 in the Atlantic Fleet and VP-25 in the Pacific.

1 Jan 1950: By 1950, the ASM-N-2 Bat glide bomb was obsolete. Extreme budget cuts in Fiscal Year 1950 made the squadron a prime target for cutbacks, and was disestablished 1 January 1950.

Home Port Assignments

Location	Date of Assignment
NAS San Diego, Calif.	1 Oct 1943
NAAS Camp Kearney, Calif.	1 Dec 1943
NAS Kaneohe, Hawaii	17 Jan 1944
NAS Whidbey Island, Wash.	30 Apr 1945
NAAS Crows Landing, Calif.	1 Jun 1945
NAS Kaneohe, Hawaii	11 Aug 1945
NAS Barbers Point, Hawaii	30 Mar 1949

Commanding Officers

	Date Assumed Command
LCDR James R. Compton	1 Oct 1943
LCDR W. R. Wallis	30 Apr 1945
CDR R. J. Sutherlin	Nov 1946
LCDR J. W. Roberts	20 Mar 1947
LCDR W. B. Paulin	26 May 1947
CDR I. W. Brown, Jr.	4 Jun 1947
CDR N. A. Johnson	21 Jun 1948

Aircraft Assignment

Type of Aircraft	Date Type First Received
PB4Y-1	Oct 1943
PB4Y-2	Jun 1945
PB4Y-2B	Nov 1946

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
17 Jan 1944	*	FAW-2	Kaneohe	PB4Y-1	EastPac
25 Mar 1944	*	FAW-1	Munda	PB4Y-1	SoPac
10 Apr 1944	*	FAW-1	Green Is.	PB4Y-1	SoPac
26 May 1944	*	5th USAAF	Mokerang	PB4Y-1	SoPac
27 May 1944	*	5th USAAF	Wakde Is.	PB4Y-1	SoPac
15 Jul 1944	*	5th USAAF	Owi Is.	PB4Y-1	SoPac
18 Oct 1944	*	5th USAAF	Morotai	PB4Y-1	SoPac
15 Jul 1948	Jan 1949	FAW-1	NAS Agana	PB4Y-2B	WestPac
Aug 1948†	Jan 1949	FAW-1	NAF Naha	P4Y-2B	WestPac

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

† The squadron maintained a detachment at NAF Naha, Okinawa during its deployment to NAS Agana, Guam.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 Oct 1943
FAW-2		17 Jan 1944
FAW-1		25 Mar 1944
5th USAAF		26 May 1944
FAW-6		30 Apr 1945
FAW-14		1 Jun 1945
W-2	BB*	11 Aug 1945

* The squadron remained a part of FAW-2, but was assigned the tail code BB on 7 November 1946.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
NOSM	28 Oct 1948 – 21 Nov 1948



A squadron PB4Y-2 taking off with Bat missiles under its wing, April 1948.