

## VP-46

### Lineage

Established as Patrol Squadron FIVE-S (VP-5S) on 1 July 1931.

Redesignated Patrol Squadron FIVE-F (VP-5F) on 1 April 1933.

Redesignated Patrol Squadron FIVE (VP-5) on 1 October 1937.

Redesignated Patrol Squadron THIRTY-THREE (VP-33) on 1 July 1939.

Redesignated Patrol Squadron THIRTY-TWO (VP-32) on 1 October 1941.

Redesignated Patrol Bombing Squadron THIRTY-TWO (VPB-32) on 1 October 1944.

Redesignated Patrol Squadron THIRTY-TWO (VP-32) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) SIX (VP-MS-6) on 15 November 1946.

Redesignated Patrol Squadron FORTY-SIX (VP-46) on 1 September 1948.

### Squadron Insignia and Nickname

Although the official BuAer approval of the first squadron insignia for VP-5S is undated, it is probable that the design came into being shortly after the establishment of the squadron in September 1931. The design had a silhouette of the Western Hemisphere



*The squadron's first insignia.*

with a pair of Naval Aviator wings superimposed, the figures were spaced to be symmetrically contained in a compass rose. Colors: geographical areas, dark blue; wings, conventional gold; compass rose, red with blue inner ring and black line outer circle. The insignia was frequently referred to as Wings Over Panama, in deference to the squadron's home base in the Canal Zone during the first period of its existence. There was no mention of a change in insignia when the squadron was redesignated VP-33 in 1939, although it is known that the second VP-33 estab-

lished in 1942 used the insignia for nearly two years while stationed at NAS Coco Solo, C.Z. An undated copy of the same insignia was submitted to CNO when VP-32 was redesignated VPB-32 in 1944. Colors were changed slightly as follows: field, blue-gray; inner circle, royal blue; outer circle, red; continents, royal blue; and wings, gold outlined in black.



*A modification to the first insignia showing the squadron's VP-32 designation.*

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The second insignia for the squadron was selected after VP-32 was redesignated VP-

MS-6 in 1946. The circular insignia enclosed the numeral six with a superimposed life ring crossed with Navy wings, a bomb and a telescope. Inside the top portion of the insignia was the squadron designation Medium Sea-



plane Squadron. Colors: numeral six, red; wings, gold; bomb and telescope, black; life ring, white; background, blue; borders, black; letters, red.

*The squadron's second insignia incorporated its designation in the design.*

Correspondence in the squadron's insignia records regarding its third insignia were vague but it appears a new insignia was approved circa 1952.



*The squadron's third insignia used a Griffin in its design.*

This insignia was a griffin crushing a submarine. Colors were: light blue background outlined in black; clouds and tops of waves white; submarine black; the griffin had a white neck and head, yellow beak, red eye and tongue, and a brownish gold body and wings with black markings.

The fourth insignia was submitted to CNO for approval on 30 November 1955 and approved on 27



*The armored fist and trident became the squadron's fourth insignia.*

January 1956. The insignia was circular, with a banner Patrol Squadron Forty-Six across the bottom of the design. Inside the circle was an armored fist holding a trident. Colors: field, blue; fist, gray; trident, red; background of banner, gold; letters of banner, black; outline of design, red.

A fifth insignia evolved out of the armored fist of the third insignia during the 1970's, and was approved



*The fifth insignia used a plumed helmet in its design.*

by CNO on 12 December 1988. A plumed helmet with visor was adopted by the squadron and the nickname Grey Knights came into vogue. Colors: field, blue; helmet gray with black outline; plume, red; banner background, red; banner letters, black; outline of design, yellow.

Nickname: Grey Knights, 1970–present.

#### *Chronology of Significant Events*

**1 Jul 1931:** VP-5S was established at NAS Coco Solo, C.Z., while on exercises at Guantanamo, Cuba, coming under Commander Air, Scouting Force with sister squadrons VPs 3S, 8S and 10S. Upon completion of Fleet Problem No. XII, newly designated VP-5S returned to its home base at NAS Coco Solo.

**1 Feb 1932:** VP-5S and VP-2S were transferred for patrol duties to NAS San Diego, Calif.

**Mar 1932:** VP-5S flew to San Francisco, Calif., to take part in Fleet Problem XIII, based on *Wright* (AV 1). They returned to San Francisco for Fleet Problem XIV in February 1933.

**1 Apr 1933:** VP-5S was redesignated VP-5F, under the organizational command of Base Force.

**22 Apr 1933:** VP-5F was reassigned to its old home base at NAS Coco Solo, C.Z., with VP-2F.

**May 1933:** VP-5F flew from Coco Solo to Norfolk, Va., then on to Philadelphia, Pa., where the squadron's PM-2 aircraft were turned in. New P3Y-1 seaplanes were received at Norfolk and were prepared for the return trip to Coco Solo. In June the second division of six squadron aircraft returned to Coco Solo with several stops in Florida and Jamaica.

**7 Sep 1933:** The squadron's first division made the first nonstop flight from NAS Hampton Roads, Va., to NAS Coco Solo, C.Z., in six new P2Y-1 seaplanes under the command of Lieutenant Commander Herman E. Halland. The squadron flew a distance of 2,059 miles in 25 hours and 19 minutes, establishing the longest nonstop seaplane formation flight to date, surpassing the previous record by 169 miles. Upon arrival, the six new aircraft were turned in to VP-10F in exchange for six slightly older P2Ys.

**21 Apr 1934:** VP-5F, 2F, 3F (NAS Coco Solo) and VPs 7F and 9F (NAS San Diego) participated in Fleet Problem XV in support of fleet operations off Cuba, Haiti, the Dominican Republic and Puerto Rico.

**1 Jan 1935:** VPs 5F and 3F participated in exercises in the Caribbean to test seaplane operations in the open ocean from tenders *Wright* (AV 1), *Lapwing* (AM 1), *Teal* (AM 23) and *Gannet* (AM 41).

**Aug 1935:** VPs 5F and 2F participated in advanced base operations in Trujillo Bay, Honduras, tended by *Lapwing* (AM 1) and *Teal* (AM 23).

**Jan 1936:** VP-5F conducted advanced base operations at Santelmo Bay, Perlas Islands, tended by *Teal* (AM 23).

**23 Feb 1937:** VP-5F participated in extended flight operations in the Caribbean with VP-2F, based at Guantanamo, Cuba; Mayaguez and San Juan, R.P.; St. Thomas, Culebra; and Balhia Honda, Colombia.

**1 Oct 1937:** VP-5F was redesignated VP-5 when Navy patrol squadrons were reorganized under the command of Patrol Wings. VPs 5, 2 and 3 came under Patrol Wing-3, Coco Solo, C.Z.

**14 May–14 Sep 1938:** VP-5 departed Coco Solo for NAS Norfolk, where the squadron turned in their P2Y-



*A squadron P2Y-2, August 1935, 80-G-4762 (Courtesy William L. Swisher Collection).*

2 seaplanes. On 18 May the squadron arrived at NAS San Diego, Calif., to receive replacement PBY-3 Catalina aircraft and transition training in the new seaplanes. By August nearly all of the crews with the new aircraft had experienced problems with high noise levels in the PBY-3 while on patrols. The sources of the problems were found to be the lack of interior insulation in the aircraft and higher propeller tip speed. Subsequent production incorporated insulation and dressed down propeller tips that greatly reduced the noise problem. The squadron returned to NAS Coco Solo on 14 September 1938

**11 Feb 1939:** PatWing-3 squadrons, including VPs 2, 3 and 5, participated in Fleet Problem No. XX as part of the Black Force during exercises in the Caribbean. VP-5 operated in the Semana area off Cuba, supported by *Langley* (AV 3). The exercises again pointed out the vulnerability of the patrol aircraft in the face of determined antiaircraft fire from defending vessels, and the vulnerability of the patrol bases ashore to naval or air attack.

**14 Apr 1939:** VPs 5, 2 and 3 mapped 1,076 miles of Central American coastline from Nicaragua to the Colombian border. This task was carried out despite weather conditions unfavorable for aerial photography.

**11 Sep 1939:** VP-33 was assigned to Neutrality Patrol duties in the Caribbean operating out of Guantanamo Bay, Cuba. President Roosevelt declared the neutrality of the United States and directed the Navy to begin a Neutrality Patrol in the Atlantic after the German invasion of Poland on 3 September 1939. It extended from the high latitudes of the North Atlantic to the northeast coast of South America, to 300 miles out from the coastline.

**31 Jan 1940:** VP-33's Neutrality Patrol duties were directed at covering convoys between the Canal Zone and Guantanamo Bay, Cuba.

**1 Jul 1940:** The squadron had seven aircraft operating out of NAS Coco Solo, C.Z., and three out of San Juan, R.P. On 1 July 1940, the squadron received orders to fly all of the squadron aircraft to NAS Jacksonville, Fla., to be turned in for newer model PBY-3 aircraft.

**1-8 Dec 1941:** By this date, VP-32 was conducting

routine patrols for the Army off the coasts of the Canal Zone, supported by *Sandpiper* (AVP 9), *Matagorda* (AVP 22), *Osmond Ingram* (AVD 2), *Goldsborough* (AVD 5) and *Clemson* (AVP 17). On 8 December 1941, after the attack on Pearl Harbor, six aircraft and crews from VP-52 reinforced the squadron. The Army and Navy combined commands after this date, with the Army assuming command of the Panama Sea Frontier, and VP-32 becoming the long-range reconnaissance arm of the Sixth Bomber Command. VP-32 operated under the operational control of the Army until 30 April 1942.

**15 Dec 1941:** The squadron established advance bases at Almirante, Panama; Grand Cayman Island, Fonseca, Honduras; Castilla, Honduras; and Portland Bight, Jamaica.

**3 Jan 1942:** VP-32 was supplemented by six more aircraft and crews from VP-81.

**23 Jun 1942:** Lieutenant (jg) May and crew attacked a German U-boat and were credited with probable damage. Although the primary tasking had shifted on 1 May 1942 to ASW and convoy patrol, few submarine sightings were made during this period by the squadron.

**12 Jul 1942:** Lieutenant (jg) Pinholster and crew attacked a German U-boat in the Caribbean and were credited with probable damage.



A squadron PBY-3 in flight, note the "wings over Panama" insignia on the nose.

**25 Jul 1942:** Lieutenant (jg) Skelly and crew spotted a suspicious vessel off the coast of Honduras and forced it to heave to by firing shots across its bow. Skelly landed his PBY, deployed a rubber raft and boarded the vessel. A quick search revealed that the vessel was supplying German U-boats with supplies and torpedoes hidden in a false bottom. The vessel,



*Racer*, was taken into port and the crew of Axis sympathizers taken into custody.

**3 Aug 1942:** VP-32 deployed to Salinas, Ecuador, operating under the Sixth Bomber Command, USAAF.

**19 Aug 1942:** VP-32 deployed to Guantanamo Bay, Cuba, and was placed under Commander Caribbean Sea Frontier, operating under C.C.S.F. operations Order #1-42.

**1 Oct 1942:** VP-32 was placed under PatWing-11 for administrative purposes. Primary duties consisted of convoy patrols and ASW.

**1 Dec 1942:** VP-32 received five new PBM-3Cs. Crews began transition training at NAS Coco Solo, C.Z., from the PB-3 to the PBM aircraft. Crews from the detachment at San Juan, R.P., were rotated in for the transition training. The squadron continued to operate PB-3s alongside the newer PBM.

**1 Apr 1943:** VP-32 was reassigned along with the rest of the FAW-3 to FAW-11. By this date, complete transition to the PBM aircraft had been completed.

**15 Jul 1943:** Squadron aircraft conducted an attack on *U-159*, Oberleutnant Heinz Beckmann commanding, in the Caribbean at 15-58N, 73-44W. The claim was judged probable sinking, which postwar examination of German records confirmed.

**26 Jul 1943:** German U-boat *U-759*, Kapitänleutnant Rudolf Friedrich commanding, was attacked at 18-06N, 75-00W, and judged probably sunk, which postwar examination of German records confirmed.

**28 Jul 1943:** German U-boat *U-359*, Oberleutnant Heinz Förster commanding, was claimed sunk (probable) at 15-57N, 68-30W by the San Juan, P.R., detachment of VP-32. Postwar examination of German records confirmed the sinking.



The crew of a squadron PBM-3 with the squadron aircraft in the background, January 1943, 80-G-33501 (Courtesy of Captain Jerry Mason, USN).

**1 Oct 1943:** The squadron began transition training on the PBM-3S with improved radar.

**1 Apr 1944:** VP-32 was transferred from NAS Coco Solo, C.Z., to NAS Guantanamo, Cuba.

**7 Jul–1 Aug 1944:** VP-32 was transferred from Guantanamo, Cuba, to NAS Norfolk, Va., under FAW-9. Upon arrival crews were given stateside leave for 30 days, and all squadron aircraft were overhauled. Operations recommenced on 1 August 1944.

**3 Dec 1944:** A detachment of eight crews and four aircraft were dispatched to NAS Quonset Point, R.I., for emergency patrol operations. During this period the detachment was given training in the use of aircraft searchlights.

**1 Jan–Feb 1945:** The squadron received new PBM-5 seaplanes to replace the old PBM-3Ss. Conversion training was carried out through February 1945; upon completion searchlights were installed in all aircraft.

**11 Apr 1945:** VPB-32 was transferred to NAS Alameda, Calif., departing Norfolk on 11 April, arriving on 16 April. The squadron was detailed to provide security for San Francisco Bay during an international conference held in San Francisco to form the United Nations.

**30 Jun 1945:** The squadron was reassigned to NAAS Harvey Point, N.C., for duty with FAW-5.

**12 Sep 1945:** The squadron was ordered to the west coast for reassignment to a new home port. On 12 September VPB-32 departed NAS Alameda, Calif., aboard *Bogue* (CVE 9) en route to its new home port at Saipan, Marianas Islands. Upon arrival, the squadron began semi-weekly mail and passenger flights to Truk. Detachments were deployed as needed at Kwajalein; Truk; Eniwetok; Yokosuka, Japan; Tsingtao, China; Okinawa; Hong Kong; and Sangley Point, Philippine Islands.

**1 Feb 1948:** A six-plane detachment from VP-MS-6 operated at Eniwetok under Joint Task Force 7 in Operation Sandstone during nuclear weapons testing.

**26 Mar 1949:** VP-46 relieved VP-41 on station in the China and Japan areas, establishing three-plane detachments at Tsingtao and Yokosuka. Operational control was under FAW-1 at Agana, Guam.

**1 Jul 1949:** VP-46 was transferred to a new home port at NAS San Diego, Calif., arriving and reporting for duty under FAW-14 on 23 July 1949.

**13 Nov 1949:** VP-46 deployed to Magdalena Bay, Calif., with VP-47 for combined ASW competitive and advanced base operations, tended by *Pine Island* (AV 12).

**15 Jun–Dec 1950:** VP-46 was the first seaplane squadron to be deployed for combat aerial patrols off the China Coast and the Formosa Straits during the Korean War. The squadron began flying combat operations from the Pescadores based onboard *Suisun* (AVP 53) on 31 July 1950. On 1 December 1950, VP-46 was redeployed to NS Sangley Point, R.P., to conduct

24-hour reconnaissance of China coastal waters from south of Swatow north to the Saddle Islands. A patrol detachment was supported during the deployment at Buckner Bay, Okinawa, and a courier detachment at NS Sangley Point, R.P. During the tour the squadron completed 3,583 hours of flying.

**26 Sep 1951:** The squadron departed for WestPac onboard *Floyds Bay* (AVP 40) and *Gardiners Bay* (AVP 39). VP-46 operated from Iwakuni, Japan, under FAW-6, as part of the Search and Patrol Group of TG 96.2, conducting ASW, over-water search and reconnaissance, and rescue missions. During this period VP-46 operated a detachment from an advanced base at Chinhae, Korea, tended by *Suisun* (AVP 53).

**1 Mar 1953:** The squadron deployed for its third tour in the Korean combat zone, based at NAF Iwakuni, Japan, aboard *Kenneth Whiting* (AV 14). Patrols were flown over the Formosa Straits and eastern Korean coastal waters until the cessation of hostilities in July 1953.



*A squadron PM-2 in flight, 80-G-4327 (Courtesy William L. Swisher Collection).*

**Sep 1953:** VP-46 turned in its PBM-5, PBM-5S and PBM-5S2 aircraft for new P5M-1 Marlin seaplanes.

**31 Jan–Aug 1961:** VP-46 received its first P2V Neptune, completing the transition on 24 August 1961.

**6 Jan 1964:** VP-46 became the first Pacific Fleet patrol squadron to transition into the new P-3A Orion.

**1 Jun 1965:** VP-46 deployed to NAF Naha, Okinawa, with a detachment of six aircraft at Sangley Point, R.P., relieving VP-9. The squadron was under the operational control of CTG 72.2 and the administrative control of FAWs 8 and 10. The detachment aircraft participated around the clock in Vietnamese coastal surveillance as a part of Market Time operations.

**19 Dec 1966:** The squadron trained at the Pacific Missile Range, Point Mugu, Calif., in the use of the Bullpup air-to-surface missile weapons system.

**26 May 1968:** The first contingent of VP-46 aircraft arrived at NAS Adak, Alaska, for a six-month deployment, relieving VP-9. Duties consisted of tracking numerous Soviet submarine and surface vessels. On 6 July, the crew of a squadron aircraft on a routine flight reported sighting a reentry vehicle descending. It was later confirmed as a Soviet missile test in the Kamchatka target range.

**1 Oct 1969:** VP-46 deployed to WestPac at NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay, South Vietnam.

**1 Feb 1972:** VP-46 began its final deployment to the Vietnamese theatre of operations, based at MCAS Iwakuni, Japan, with a detachment at NAS Cubi Point, R.P.

**4 Jan 1977:** First VP-46 crews began the transition to the new P-3C Update I aircraft.

**Mar 1980:** VP-46 deployed to Keflavik, Iceland, a rarity for a Pacific Fleet patrol squadron, coming under the operational control of Commander Second Fleet. During the deployment the squadron participated in numerous NATO exercises in addition to normal duties involving tracking Russian submarines.

**27 Jul 1983:** VP-46 deployed to NAF Diego Garcia as the first full patrol squadron deployment to the Indian Ocean. During the deployment the squadron participated in numerous exercises with NATO and SEATO allies in the Gulf of Aden, South Pacific and Sea of Japan.

**Feb–Mar 1986:** Squadron P-3C UI aircraft received the Block Modification II Retrofit from Lockheed Corporation's field team at NAS Moffett Field, Calif. It incorporated the latest in avionics and weapons systems, including a turret-mounted infrared detection device which dropped out of the nose to identify targets by day or night. The addition of the AGM-84A Harpoon missile capability was intended specifically for the elimination Soviet surveillance trawlers.

**1 Jan 1991:** A four-crew/three-aircraft detachment was deployed to NAS Cubi Point, R.P., elements of which were deployed to Al Masirah, Oman, in support of Operations Desert Shield and Desert Storm.

**14 Nov 1993:** VP-46 was transferred from NAS Moffett Field, Calif., to NAS Whidbey Island, Wash., due to the scheduled closure of the former facility.

### *Home Port Assignments*

| <i>Location</i>         | <i>Date of Assignment</i> |
|-------------------------|---------------------------|
| NAS Coco Solo, C.Z.     | 1 Jul 1931                |
| NAS San Diego, Calif.   | 1 Feb 1932                |
| NAS Coco Solo, C.Z.     | 22 Apr 1933               |
| NAS Guantanamo, Cuba    | 1 Apr 1944                |
| NAS Norfolk, Va.        | 7 Jul 1944                |
| NAS Alameda, Calif.     | 11 Apr 1945               |
| NAAS Harvey Point, N.C. | 30 Jun 1945               |

**Home Port Assignments—Continued**

| <i>Location</i>           | <i>Date of Assignment</i> |
|---------------------------|---------------------------|
| NAB Saipan, Mariannas     | 12 Sep 1945               |
| NAS San Diego, Calif.*    | 1 Jul 1949                |
| NAS Moffett Field, Calif. | 1 Jan 1964                |
| NAS Whidbey Island, Wash. | 14 Nov 1993               |

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



A VP-46 P-3C(U) at NAS Moffett Field in July 1979 (Courtesy Rick R. Burgess Collection).

**Commanding Officers**

|                         | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| LCDR H. E. Halland      | 1 Sep 1931                  |
| LT J. L. Kane (acting)  | 2 Jun 1934                  |
| LCDR G. E. Short        | 30 Jun 1934                 |
| LT D. F. Smith          | Jun 1936                    |
| LCDR W. K. Berner       | May 1937                    |
| LCDR H. B. Miller       | 14 Mar 1939                 |
| LCDR Charles E. Bond    | 1 Jun 1940                  |
| LCDR Bertram D. Quinn   | 7 Jul 1940                  |
| LCDR B. C. McCaffree    | 20 Dec 1941                 |
| LCDR Joseph C. Toth     | 12 Sep 1942                 |
| LCDR Frank K. Upham     | 4 Jan 1943                  |
| LCDR Jack C. Whistler   | 4 Sep 1943                  |
| LCDR L. A. Pew          | Jul 1945                    |
| LCDR R. D. Gruber       | Nov 1946                    |
| CDR E. Sternlieb        | Dec 1947                    |
| LCDR R. L. Mastin       | Dec 1948                    |
| LCDR M. F. Weisner      | May 1950                    |
| CDR R. L. Donley        | Mar 1951                    |
| CDR R. S. Dail          | May 1952                    |
| CDR W. J. Leary         | Jun 1953                    |
| CDR B. G. Swonetz       | Jun 1954                    |
| CDR H. P. Lyon          | Jun 1956                    |
| CDR R. J. Beaudine      | Jun 1957                    |
| CDR Frank A. Meyer      | Jul 1958                    |
| CDR C. A. Merryman, Jr. | 23 Jul 1959                 |
| CDR N. N. Langford      | 3 Jul 1960                  |
| CDR G. A. Kunberger     | 14 Jul 1961                 |
| CDR K. L. Bass          | 8 Jun 1962                  |
| CDR Tom E. Sulick       | 8 Jun 1963                  |

**Commanding Officers—Continued**

|                            | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Dana C. Overman, Jr.   | 8 Jun 1964                  |
| CDR Charles D. Bolan       | 21 Jul 1965                 |
| CDR Allen H. Balch         | 15 Jun 1966                 |
| CDR Carl C. Hilscher       | 10 Jun 1967                 |
| CDR James Mullin           | 21 Jun 1968                 |
| CDR William D. Cloughley   | 13 May 1969                 |
| CDR Robert E. Howey        | 7 Mar 1970                  |
| CDR Raymond M. Burris      | 4 Jan 1971                  |
| CDR Peter B. Wyckoff       | 10 Dec 1971                 |
| CDR D. A. Cox              | Jan 1973                    |
| CDR L. A. Halye            | Dec 1973                    |
| CDR Terrence W. Halm       | 18 Dec 1974                 |
| CDR Jesse J. Hernandez     | Nov 1975                    |
| CDR Henry D. Svoboda       | 17 Dec 1976                 |
| CDR William E. Frederick   | 1 Dec 1977                  |
| CDR J. A. McElmurry        | 15 Dec 1978                 |
| CDR M. J. Knosky           | 14 Dec 1979                 |
| CDR L. D. Milioti          | 19 Dec 1980                 |
| CDR P. D. Reiniger         | 17 Dec 1981                 |
| CDR Dennis L. Solomon      | 10 Dec 1982                 |
| CDR A. Christopher Konczyk | 29 Feb 1984                 |
| CDR William D. Woodfill    | 27 Jun 1985                 |
| CDR Philip F. Swain        | 26 Sep 1986                 |
| CDR W. B. Zell, Jr.        | 8 Jul 1987                  |
| CDR William E. Kayer       | 21 Jul 1988                 |
| CDR J. Dana Richardson     | 29 Jun 1989                 |
| CDR A. L. Vernon Ingram    | 27 Jun 1990                 |
| CDR Derek F. Offer         | 20 Jun 1991                 |
| CDR Ottavio A. Falzetta    | Jun 1992                    |
| CDR Keith J. Denman        | 18 Jun 1993                 |
| CDR George D. Davis        | 16 Jun 1994                 |
| CDR Harry B. Harris        | 29 Jun 1995                 |
| CDR Brian C. Prindle       | 15 May 1996                 |
| CDR Tommy D. Klepper       | 25 Apr 1997                 |

**Aircraft Assignment**

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| PM-2                    | Jul 1931                        |
| P2Y-1                   | Jun 1933                        |
| P2Y-2                   | 1936                            |
| PBY-3                   | 1938                            |
| PBY-5                   | Jan 1942                        |
| PBM-3C                  | Dec 1942                        |
| PBM-5E                  | Jan 1945                        |
| PBM-5S2                 | Jul 1951                        |
| P5M-1                   | Sep 1953                        |
| P2V-5F                  | Jan 1961                        |
| P2V-7/SP2H              | Nov 1961                        |
| P-3A                    | Jan 1963                        |
| P-3B                    | Aug 1966                        |
| P-3C UI                 | Jan 1977                        |
| P-3C UII                | Feb 1986                        |
| P-3C UIII               | Mar 1990                        |
| P-3C UIIIR              | 1993                            |



A squadron P5M launching missiles (HVAR, 5 inch High Velocity Aircraft Rockets).

### 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 Apr 1934              | 1934                  | BasFor      | Cuba/Haiti  | P2Y-1                   | Carib                     |
| 1 Jan 1935               | 1935                  | BasFor      | <i>Wright</i> (AV 1)<br><i>Lapwing</i> (AM 1)<br><i>Teal</i> (AM 23)<br><i>Gannet</i> (AM 41)   | P2Y-1                   | Carib                     |
| Aug 1935                 | 1935                  | BasFor      | Trujillo Bay<br><i>Lapwing</i> (AM 1)<br><i>Teal</i> (AM 23)  | P2Y-1                   | Carib                     |
| Jan 1936                 | 1936                  | BasFor      | Santelmo Bay<br><i>Lapwing</i> (AM 1)<br><i>Teal</i> (AM 23)  | P2Y-2                   | Carib                     |
| 23 Feb 1937              | 1937                  | BasFor      | Guantanamo  | P2Y-2                   | Carib                     |
| 11 Feb 1939              | 1939                  | PatWing-3   | Semana<br><i>Langley</i> (AV 3)   | PBY-3                   | Carib                     |
| 14 Apr 1939              | 1939                  | PatWing-3   | Nicaragua   | PBY-3                   | Carib                     |
| 11 Sep 1939              | 15 Dec 1939           | PatWing-3   | Guantanamo  | PBY-3                   | Carib                     |
| 31 Jan 1940              | *                     | PatWing-3   | Guantanamo  | PBY-3                   | Carib                     |
| 29 Jun 1940              | *                     | PatWing-3   | Guantanamo  | PBY-3                   | Carib                     |
| 1 Dec 1941               | 30 Apr 1942           | USAAF       | Panama<br><i>Sandpiper</i> (AVP 9)<br><i>Matagorda</i> (AVP 22)<br><i>Osmond Ingram</i> (AVD 2)<br><i>Goldsborough</i> (AVD 5)<br><i>Clemson</i> (AVP 17) | PBY-3/5                 | Carib                     |
| 15 Dec 1941              | *                     | FAW-3       | Multi-sites   | PBY-5/PBM               | Carib                     |
| 3 Aug 1942               | 19 Aug 1942           | USAAF       | Salinas   | PBY-5/PBM               | Carib                     |
| Aug 1942                 | Mar 1943              | FAW-3       | Multi-sites   | PBY-5/PBM               | Carib                     |
| 1 Apr 1943               | 7 Jul 1944            | FAW-11      | Guantanamo  | PBM-3C                  | Carib                     |
| 1 Feb 1948               | 1948                  | JTF 7.0     | Eniwetok  | PBM-5E                  | SoPac                     |
| 26 Mar 1949              | 1949                  | FAW-1       | Tsingtao  | PBM-5E                  | SoPac                     |
| 26 Mar 1949              | 1 Jul 1949            | FAW-1       | Yokosuka  | PBM-5E                  | WestPac                   |
| 15 Jun 1950 <sup>†</sup> | 6 Mar 1951            | FAW-1       | Pescadores  | PBM-5S2                 | WestPac                   |



*Major Overseas Deployments—Continued*

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Wing</i>             | <i>Base of Operations</i>      | <i>Type of Aircraft</i> | <i>Area of Operations</i> |
|--------------------------|-----------------------|-------------------------|--------------------------------|-------------------------|---------------------------|
|                          |                       |                         | <i>Suisun</i> (AVP 53)         |                         |                           |
|                          |                       |                         | <i>Salisbury Sound</i> (AV 13) |                         |                           |
| 1 Dec 1950 <sup>†</sup>  | 6 Feb 1951            | FAW-1                   | Sangley Pt.                    | PBM-5S2                 | WestPac                   |
| 25 Sep 1951              | 2 Apr 1952            | FAW-6                   | Iwakuni                        | PBM-5S2                 | WestPac                   |
|                          |                       |                         | <i>Floyds Bay</i> (AVP 40)     |                         |                           |
|                          |                       |                         | <i>Gardiners Bay</i> (AVP 39)  |                         |                           |
|                          |                       |                         | <i>Suisun</i> (AVP 53)         |                         |                           |
| 1 Mar 1953               | 27 Jul 1953           | FAW-6                   | Iwakuni                        | PBM-5S2                 | WestPac                   |
|                          |                       |                         | <i>Kenneth Whiting</i> (AV 14) |                         |                           |
| May 1954                 | Jun 1954              | FAW-2                   | Pearl Harbor                   | P5M-1                   | WestPac                   |
| Jul 1954                 | Nov 1954              | FAW-1                   | Sangley Pt.                    | P5M-1                   | WestPac                   |
| Aug 1955                 | Aug 1955              | FAW-2                   | Pearl Harbor                   | P5M-1                   | WestPac                   |
| Sep 1955                 | Feb 1956              | FAW-1                   | Sangley Pt.                    | P5M-1                   | WestPac                   |
| Mar 1957                 | Jun 1957              | FAW-1                   | Sangley Pt.                    | P5M-1                   | WestPac                   |
| 1 Aug 1958               | 30 Jan 1959           | FAW-1                   | Sangley Pt.                    | P5M-1                   | WestPac                   |
| 25 Sep 1961              | 11 Nov 1961           | FAW-2                   | Barbers Pt.                    | P2V-5F                  | WestPac                   |
| 7 Apr 1964               | 29 Oct 1964           | FAW-4                   | Adak                           | P-3A                    | NorPac                    |
| 7 Jun 1965               | 8 Jan 1966            | FAW-1/8                 | Naha/Sangley                   | P-3A                    | WestPac                   |
| 14 Jan 1967 <sup>†</sup> | 30 Jun 1967           | FAW-1                   | Naha                           | P-3B                    | WestPac                   |
| 5 Feb 1967 <sup>†</sup>  | 18 Feb 1967           | FAW-8                   | Sangley Pt.                    | P-3B                    | WestPac                   |
| 18 Feb 1967 <sup>†</sup> | 30 Jun 1967           | FAW-8                   | U-Tapao                        | P-3B                    | WestPac                   |
| 28 May 1968              | 30 Nov 1968           | FAW-4                   | Adak                           | P-3B                    | NorPac                    |
| 1 Oct 1969 <sup>†</sup>  | 31 Mar 1970           | FAW-8                   | Sangley Pt.                    | P-3B                    | WestPac                   |
| 2 Oct 1969 <sup>†</sup>  | 31 Mar 1970           | FAW-8                   | Cam Ranh B.                    | P-3B                    | WestPac                   |
| 1 Dec 1970               | 1 Jun 1971            | FAW-4                   | Adak                           | P-3B                    | NorPac                    |
| 30 Jan 1972 <sup>†</sup> | 12 Aug 1972           | FAW-6                   | Iwakuni                        | P-3B                    | WestPac                   |
| 23 Feb 1972 <sup>†</sup> | 1 Apr 1972            | FAW-8                   | Cubi Pt.                       | P-3B                    | WestPac                   |
| 1 Jan 1974 <sup>†</sup>  | 4 Feb 1974            | PatWing-1               | Iwakuni                        | P-3B                    | WestPac                   |
| 1 Jan 1974 <sup>†</sup>  | 4 Feb 1974            | PatWing-1               | Diego Garcia                   | P-3B                    | BIOT                      |
| 10 Feb 1975              | 9 Aug 1975            | PatWing-1               | Iwakuni                        | P-3B                    | WestPac                   |
| 28 May 1976              | 10 Dec 1976           | PatWing-1               | Kadena                         | P-3B                    | WestPac                   |
| 10 Nov 1977              | 10 May 1978           | PatWingPac              | Adak                           | P-3C UI                 | NorPac                    |
| 10 Jan 1979              | 10 Jul 1979           | PatWing-1               | Misawa                         | P-3C UI                 | WestPac                   |
| Mar 1980                 | 1 Oct 1980            | PatWingPac <sup>‡</sup> | Keflavik                       | P-3C UI                 | NorLant                   |
| 6 Apr 1981               | 10 Aug 1981           | PatWing-2               | Adak                           | P-3C UI                 | NorPac                    |
| 28 Jan 1982              | 10 Aug 1982           | PatWing-1               | Kadena                         | P-3C UI                 | WestPac                   |
| 27 Jul 1983              | 28 Dec 1983           | PatWing-1               | Diego Garcia                   | P-3C UI                 | IO                        |
| 10 Dec 1984 <sup>†</sup> | 15 Jun 1985           | PatWing-1               | Misawa                         | P-3C UI                 | WestPac                   |
| 10 Dec 1984 <sup>†</sup> | 10 Jun 1985           | PatWing-10              | Adak                           | P-3C UI                 | NorPac                    |
| 25 Jun 1986              | 10 Jan 1987           | PatWing-1               | Kadena                         | P-3C UI                 | WestPac                   |
| 16 Jan 1988 <sup>†</sup> | 15 Jul 1988           | PatWing-1               | Diego Garcia                   | P-3C UI                 | IO                        |
| 16 Jan 1988 <sup>†</sup> | 15 Jul 1988           | PatWing-1               | Dhahran                        | P-3C UI                 | Gulf                      |
| 16 Jan 1988 <sup>†</sup> | 15 Jul 1988           | PatWing-1               | Kadena                         | P-3C UI                 | WestPac                   |
| 1 Aug 1989               | 10 Feb 1990           | PatWing-1               | Misawa                         | P-3C UI                 | WestPac                   |
| 1 Jan 1991 <sup>†</sup>  | 1 Jul 1991            | PatWing-1               | Cubi Pt.                       | P-3C UIII               | WestPac                   |
| 1 Jan 1991 <sup>†</sup>  | 10 Mar 1991           | PatWing-1               | Al Masirah                     | P-3C UIII               | Gulf                      |
| 1 Nov 1991 <sup>†</sup>  | May 1992              | PatWing-1               | Diego Garcia                   | P-3C UIII               | IO                        |
| 1 Nov 1991 <sup>†</sup>  | May 1992              | PatWing-1               | Al Masirah                     | P-3C UIII               | Gulf                      |
| 1 Nov 1991 <sup>†</sup>  | May 1992              | PatWing-1               | Kadena                         | P-3C UIII               | WestPac                   |





A squadron P2V-5F at NAS North Island, August 1961  
(Courtesy William L. Swisher Collection).

### Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Wing</i> | <i>Base of Operations</i> | <i>Type of Aircraft</i> | <i>Area of Operations</i> |
|--------------------------|-----------------------|-------------|---------------------------|-------------------------|---------------------------|
| 15 May 1993 <sup>†</sup> | 15 Nov 1993           | PatWing-1   | Misawa                    | P-3C UIII               | WestPac                   |
| 15 May 1993 <sup>†</sup> | 15 Nov 1993           | PatWing-1   | Kadena                    | P-3C UIIIR              | WestPac                   |
| May 1995                 | Nov 1995              | PatWing-1   | Diego Garcia              | P-3C UIIIR              | IO                        |
| Nov 1996 <sup>†</sup>    | May 1997              | PatWing-1   | Misawa                    | P-3C UIIIR              | WestPac                   |
| Nov 1996 <sup>†</sup>    | May 1997              | PatWing-1   | Kadena                    | P-3C UIIIR              | WestPac                   |

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

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

<sup>‡</sup> The squadron may have come under the operational command of the local theater commander.

### Wing Assignments

| <i>Wing</i>                                | <i>Tail Code</i>    | <i>Assignment Date</i>  |
|--|---------------------|-------------------------|
| Commander Air,<br>Scouting Force           |                     | 1 Jul 1931              |
| Base Force                                 |                     | 1 Apr 1933              |
| PatWing-3                                  |                     | 1 Oct 1937              |
| U.S. Army Panama<br>Defense Sector         |                     | 7 Dec 1941              |
| FAW-3, Commander<br>Panama Sea Frontier    |                     | 1 May 1942              |
| FAW-3, Commander<br>Caribbean Sea Frontier |                     | 19 Aug 1942             |
| PatWing-11/FAW-11*                         |                     | 1 Oct 1942 <sup>†</sup> |
| FAW-9                                      |                     | 7 Jul 1944              |
| FAW-9, Commander<br>Eastern Sea Frontier   |                     | 25 Aug 1944             |
| Commander Western<br>Sea Frontier          |                     | 20 Apr 1945             |
| FAW-5                                      |                     | 30 Jun 1945             |
| FAW-18                                     | WA <sup>‡</sup>     | 12 Sep 1945             |
| FAW-1                                      | WA/BD <sup>§</sup>  | 1947                    |
| FAW-14                                     | BD                  | 23 Jul 1949             |
| FAW-10                                     | BD/RC <sup>**</sup> | 1 Jan 1964              |
| ComPatWingsPac                             | RC                  | 30 Jun 1973             |
| PatWing-10                                 | RC                  | 1 Jun 1981              |

### Wing Assignments—Continued

| <i>Wing</i>   | <i>Tail Code</i> | <i>Assignment Date</i> |
|---|------------------|------------------------|
| * Patrol Wing 11 (PatWing-11) was redesignated Fleet Air Wing 11 (FAW-11) on 1 November 1942.   |                  |                        |
| <sup>†</sup> The squadron came under the administrative control of PatWing-11 on 1 October 1942 but remained under PatWing-3's operational control. On 1 April 1943 operational control was also transferred to FAW-11 (formerly PatWing-11). |                  |                        |
| <sup>‡</sup> The squadron remained part of FAW-18, but was assigned the tail code WA on 7 November 1946.  |                  |                        |
| <sup>§</sup> The squadron's tail code was changed from WA to BD on 4 August 1948.   |                  |                        |
| <sup>**</sup> The squadron's tail code was changed from BD to RC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).  |                  |                        |

### Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| NUC               | 01 Jul 1943                               | 31 Jul 1943 |
|                   | 01 Jan 1967                               | 31 Mar 1968 |
|                   | 17 Jan 1991                               | 07 Feb 1991 |
| MUC               | 01 Jun 1971                               | 20 Jul 1971 |
| (Element)         | 22 Apr 1975                               | 07 May 1975 |
|                   | 12 May 1975                               | 16 May 1975 |
| RVNGC             | 08 Mar 1965                               | 01 Sep 1965 |
|                   | 01 Sep 1969                               | 31 Mar 1970 |

*Unit Awards Received—Continued*

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| NOSM              | 25 Jul 1950                               | 06 Feb 1951 |
| KSM               | 27 Jun 1950                               | 24 Jul 1950 |
|                   | 01 Oct 1951                               | 05 Apr 1952 |
| AFEM              | 15 Jan 1967                               | 30 Jun 1967 |
| (Element)         | 29 Apr 1975                               | 30 Apr 1975 |

*Unit Awards Received—Continued*

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| NAVE              | 01 Jul 1980                               | 31 Dec 1981 |
| HSM (Element)     | 29 Apr 1975                               | 30 Apr 1975 |
| SASM              | 26 Jan 1991                               | 10 Mar 1991 |
| SLOC              | 14 Mar 1980                               | 29 Sep 1980 |
| JMUA              | 15 Aug 1990                               | 12 Oct 1990 |



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

## VP-47

### Lineage

Established as Patrol Squadron TWENTY SEVEN (VP-27) on 1 June 1944.

Redesignated Patrol Bombing Squadron TWENTY SEVEN (VPB-27) on 1 October 1944.

Redesignated Patrol Squadron TWENTY SEVEN (VP-27) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) SEVEN (VP-MS-7) on 15 November 1946.

Redesignated Patrol Squadron FORTY SEVEN (VP-47) on 1 September 1948.

### Squadron Insignia and Nickname

The first insignia for the squadron was approved by CNO on 8 October 1948, a month after it had been redesignated from VP-MS-7 to VP-47. The central figure of the design was a Disney character named Eega-Beeva. Its use in the insignia was cleared by the Walt Disney Corporation through an agreement that ex-



*The squadron's first insignia was a cartoon design.*

tended exclusive rights and license to the U.S. government for its reproduction. In the insignia, Eega-Beeva was astride a large bomb with a machine gun looking through a telescope at the image of a submarine. It was felt that the combative gnome was a suitable representation of the squadron's primary mission, antisubmarine warfare. Colors: gnome, orange; bomb, brown with red nose and yellow propeller; skirt, yellow; telescope and machine gun, black; sky blue with white clouds; water, blue-green; island, brown. The design was used briefly and fell out of favor sometime before September 1953, when the squadron's commanding officer requested another design from CNO. No further action appears to have been taken until the mid-1960s.

The second squadron insignia was approved by CNO on 5 March 1964. The insignia centerpiece was



*The squadron's second insignia was a more formal design using the head*

the head of an eagle superimposed over a fouled anchor. The eagle was selected because of its reputation as a resourceful and aggressive airborne hunter and killer, and thus symbolized VP-47's role in antisubmarine warfare. The eagle was known to hunt alone, further symbolizing the squadron's status

at that time as the only SP-5B seaplane squadron in the Pacific Northwest. Colors: eagle, white with yellow eyes and beak; shield, blue and red, trimmed in white; anchor, gold; background, blue; squadron logo in scroll at bottom, blue background with gold letters.

Nicknames: Blue Whales, 1963–1968.

Golden Swordsmen, 1968–present.

### Chronology of Significant Events

**1 Jun 1944:** VP-27 was established at NAS Norfolk, Va., under the operational control of FAW-5. A few days later squadron personnel were relocated to NAAS Harvey Point, N.C., for training as a seaplane squadron flying the PBM-3D Mariner.

**4–22 Aug 1944:** VP-27 was relocated to NAS Key West, Fla., and subsequently, to NAAS Boca Chica, Fla., for training in ASW techniques, which was completed on 22 August. The squadron returned to NAAS Harvey Point, N.C., for crew leave, and preparation for the cross-country flight to NAS Alameda, Calif.

**28 Sep–1 Oct 1944:** The squadron departed for NAS Alameda, Calif., in detachments of three aircraft. Upon arrival on 1 October, the squadron aircrews were tasked with ferrying aircraft for FAW-8 from NAS Alameda, Calif., to NAS Kaneohe, Hawaii.

**25 Nov 1944:** VPB-27 was relieved of duties with FAW-8 and boarded *Attu* (CVE 102) for transportation to NAS Kaneohe, Hawaii, arriving on 9 December 1944. Upon arrival the squadron came under the operational control of FAW-2. Duties at Kaneohe consisted of training and ferrying aircraft to forward areas.

**10–18 Feb 1945:** The squadron received orders to move forward to NAB Tanapag Harbor, Saipan. New PBM-5 aircraft were delivered shortly before the squadron deployed. Operations commenced at Saipan on 18 February 1945, under the operational control of FAW-1, with the squadron flying antishipping patrol (ASP), convoy cover, and air-sea rescue missions. Tender support during this period was provided by *Onslow* (AVP 48), *Yakutat* (AVP 32) and *Shelikof* (AVP 52).





*Maintenance work being performed on the engine of a PBM at Tanapag, Saipan, April 1945. 80-G-K-15974.*

**23 Mar–Aug 1945:** VPB-27 relocated to Kerama Rhetto, Ryukus, to begin ASP operations in support of the assault on Okinawa. Operations from this location were extremely difficult due to large swells. Every takeoff was hazardous, as the long 14-hour night flights required extra fuel and bomb loads, making the takeoff weight of the aircraft well above the recommended maximums. This campaign was completed successfully in June, with patrols shifted to the China coast through the end of August.

**7 Aug 1945:** Two squadron aircraft piloted by Lieutenants (jg) O. L. Edwards and B. A. Gallagher were lost due to enemy action while attacking shipping at night in the waters off Formosa. All of the 24 aircrew were listed as killed in action.

**15 Aug 1945:** The squadron received orders to stand down from combat operations, bringing the fighting phase of the war to an end. During the last months of the operation, the squadron lost eight aircraft: two shot down on a night mission, one shot down by a friendly night fighter, one from battle damage, one from detonation of bombs accidentally jettisoned, one from an emergency landing, and two damaged on reefs beyond economical repair.

**16 Sep 1945–Mar 1946:** The squadron relocated to Sasebo Harbor, Kyushu, Japan. Duties consisted of courier and mail missions throughout the extent of the occupied Japanese islands.

**Mar 1946:** VPB-27 returned to NAS Kaneohe, Hawaii, under the operational control of FAW-2.

**2 Mar 1949:** VP-47 was reassigned to a new home port at NAS San Diego, Calif. The move was completed on 26 March. The squadron came under the operational control of FAW-14.

**30 Jan–Apr 1950:** VP-47 deployed to Saipan, with a detachment at Yokosuka, Japan, and Sangley Point, Philippines, coming under the operational control of FAW-1. The squadron participated in ASW exercises with British naval forces in March. Other ASW exercises were conducted in Japanese waters off Sasebo in conjunction with VP-28 during April.

**27 Jun 1950–Jan 1951:** President Harry S. Truman ordered U.S. military forces to support South Korea in their defense against the North Korean invasion. Half of the squadron was still enroute to the continental United States returning from deployment. The detachments were held up at Pearl Harbor; Guam; Sangley Point, Philippines; and Yokosuka, Japan. All of the aircraft available were rerouted to Yokosuka to begin operations in the forward combat areas in Korea. By 7 July, the squadron's detachments had rejoined and were relocated to Iwakuni, Japan. Advance bases were set up for temporary operations at Inchon and Chinhae, Korea. The squadron began combat patrols of Tsushima Strait, mine reconnaissance around Inchon and Wonsan, ASP over the Sasebo to Pusan shipping lanes, and general utility services by 31 July 1950. VP-47 was relieved on 1 January 1951 for return to the U.S., with the last aircraft arriving at NAS San Diego, Calif., on 31 January 1951, almost twelve months to the day since it departed on what was anticipated as a six month deployment. Shortly after the squadron's return, it was assigned a new home base at NAS Alameda, Calif.

**20 Apr 1951:** The primary mission for VP-47 was changed from ASW to aerial mining.

**1 Aug 1951:** VP-47 began its second tour in the Korean combat zone, based in the Pescadores Islands



A moored squadron PBM with Curtiss (AV 4) in the back ground, Iwakuni, Japan, 1950 (Courtesy Captain Al Raithe, Jr., USN (Ret.).

aboard the *Pine Island* (AVP 12). Detachments were maintained at NS Sangley Point, Philippines, and Buckner Bay, Okinawa, Japan.

**22 Nov 1952:** The squadron began its third tour in the Korean combat zone, based at NAF Iwakuni, Japan, aboard *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). Patrols covered the Yellow Sea and the Sea of Japan. A detachment was maintained at Fukuoka, Japan, aboard *Corson* (AVP 37).

**8 Oct 1954–Apr 1955:** VP-47 received its first P5M-2 Martin Marlin as replacement for the PBM Martin Mariner series seaplanes flown since 1944. VP-47 was the first fleet activity to receive the new model. Transition to the new aircraft was completed by April 1955, when the last PBM was turned over to the FASRON at NAS Alameda, Calif.

**Jun 1955:** VP-47 deployed for a tour with its new T-tail P5M-2 Marlin seaplanes to Ford Island, Hawaii, and then on to WestPac. After one month of training, the squadron deployed to NAS Iwakuni, Japan, for five months of duty. During advanced base operations the squadron was supported by *Orca* (AVP 49).

**Aug 1956:** VP-47 conducted a deployment to WestPac, based at Iwakuni, Japan. The squadron came under the operational control of FAW-6 during this deployment. By this date, the squadron aircraft were equipped with the tail-mounted magnetic anomaly detection (MAD) gear.

**31 Oct 1959:** VP-47 deployed to MCAS Iwakuni, Japan. Mine drop experiments were conducted during the deployment in Buckner Bay, Okinawa, under the direction of CTF-72.

**Aug 1960:** VP-47 was relocated to a new home base at NAS Whidbey Island, Wash. The reason for the move was excessive and uncontrollable driftwood and debris that continually cluttered the NAS Alameda, Calif., seadrome.



A squadron P5M being refueled from a tender.

**17 Aug 1964:** VP-47 deployed to WestPac, based at NS Sangley Point, Philippines, participating in war-time patrols off the coasts of Vietnam. It was the first complete patrol squadron to deploy to war-torn Vietnam subsequent to the 2 August 1964 Tonkin Gulf incident. The detachment, based off the coast of Vietnam, was provided tender service by *Salisbury Sound* (AV 13).

**1 Mar 1965:** VP-47 was relocated to a new home base at NAS Moffett Field, Calif. Effective on the change of home port, the squadron commenced transition to the Lockheed P-3A Orion, converting from a seaplane squadron to a landplane patrol squadron.

**4 Jan 1966:** The squadron deployed to NAF Naha, Okinawa, with occasional detachments at NS Sangley Point, Philippines.

**1 Jul 1967:** VP-47 became the first P-3B patrol squadron equipped with the Bullpup missile to deploy to WestPac. During the deployment the squadron operated from NAF Naha, Okinawa, with a detachment at RTNAF U-Tapao, Thailand, flying many hours in Market Time and Yankee Station patrol missions.

**25 Oct 1968:** VP-47 deployed to NS Sangley Point, Philippines, with a detachment at Cam Ranh Bay, Vietnam. The squadron participated in Market Time and Yankee Station patrols in support of the 7th Fleet.

**11 Jan 1970:** VP-47 departed on a six month deployment to WestPac, based at NAF Naha, Okinawa, with a detachment at NAF Cam Ranh Bay, South Vietnam, and RTNAF U-Tapao, Thailand. During the tour the squadron participated in Market Time patrols off the coast of Vietnam, earning a Meritorious Unit Commendation for action against enemy resupply activities in the South China Sea. After returning to NAS Moffett Field, Calif., in July 1970, the squadron began transition from the P-3B to the P-3C Orion. VP-47 was the first operational Pacific Fleet squadron to be equipped with the P-3C.

**1 Jun 1971:** VP-47 became the first P-3C equipped patrol squadron to deploy to Adak, Alaska. The squadron received a second Meritorious Unit Commendation for its activities in support of the

Cannikan Nuclear Testing Project on Amchitka in early November.

**12 Apr 1973:** VP-47 lost a P-3C, BuNo. 157332, RD-05, and five personnel in a midair collision with NASA Convair 990 on approach to NAS Moffett Field, Calif. Only one of the Navy crewmen survived the crash. All 11 civilians aboard the NASA aircraft were killed.

**Oct 1986:** The Swordsmen received their first P-3C UHII aircraft. Three crew elements were given transition training by VP-31 at NAS Moffett Field, Calif., through spring of 1987, when the last P-3C MOD aircraft was replaced.

**10 Aug 1987:** VP-47 deployed to NAF Misawa, Japan, with a detachment at Kadena Air Base, Okinawa. The squadron maintained a continuous surveillance of Soviet surface and submarine activity, including a suspected Iranian arms carrier located in the Yellow Sea.

**4–17 Oct 1989:** The Moffett Field detachment of the squadron played host to the Soviet Minister of Defense, General Dmitriy T. Yasov, and other Soviet dignitaries, providing them a tour of the squadron aircraft and support facilities. Two weeks later, on 17 October, a major earthquake rocked the San Francisco area. Squadron aircraft that were airborne at that time could not land until the runways were inspected.

**Feb 1991:** Although not called upon to deploy to the Arabian Gulf during Operation Desert Storm, VP-47 did loan several of its aircraft to VP-48 for use in that theater.

**Apr–Jun 1991:** A detachment of aircraft deployed to Panama to assist in the DoD Drug Interdiction program. VP-47 detected 562 surface contacts and intercepted two air contacts during the deployment.

**15 May 1993:** VP-47 conducted a multi-site deployment with detachments located at different intervals at NAS Adak, Alaska; NAF Misawa, Japan; Pohang Air Base, Korea; Diego Garcia, I.O.; and Al Fujaiyah, U.A.E.

**Spring 1993:** With the closure of NAS Moffett Field, Calif., VP-47 was relocated to NAS Barbers Point, Hawaii.

**6 Nov 1994:** The Swordsmen conducted another multi-site deployment, with detachments located at different times at Diego Garcia, I.O.; Jeddah, Saudi Arabia; Masirah, Oman; and Kadena, Okinawa.

**25 Mar 1995:** Aircrew 9 in P-3C, BuNo. 158217, from the squadron's Oman detachment was performing an ASW mission with *Constellation* (CV 64) battle group, 200 miles east of Oman and was in the process of returning to base at Masirah when engine problems occurred. The PPC, Lieutenant Jeff Harrison, experienced the worst engine failure ever to occur in the entire P-3C series of aircraft. The number four propeller sheared from the turbine shaft, struck the fuselage and severed 35 of 44 engine and flight control cables, causing a shutdown of all four engines. Harrison managed to make a textbook water landing without power and with no casualties to the crew, earning him the Distinguished Flying Cross for his coolness under the unusual emergency conditions.

### Home Port Assignments

| <i>Location</i>           | <i>Date of Assignment</i> |
|---------------------------|---------------------------|
| NAS Norfolk, Va.          | 1 Jun 1944                |
| NAAS Harvey Point, N.C.   | 3 Jun 1944                |
| NAS Alameda, Calif.       | 28 Sep 1944               |
| NAS Kaneohe, Hawaii       | 9 Dec 1944                |
| Sasebo, Japan             | 16 Sep 1945               |
| NAS Kaneohe, Hawaii       | Mar 1946                  |
| NAS San Diego, Calif.     | 2 Mar 1949                |
| NAS Alameda, Calif.       | Feb 1951                  |
| NAS Whidbey Island, Wash. | Aug 1960                  |
| NAS Moffett Field, Calif. | 1 Mar 1965                |
| NAS Barbers Point, Hawaii | Jun 1993                  |

### Commanding Officers

|                         | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| LCDR E. N. Chase II     | 3 Jun 1944                  |
| CDR James F. Vorhies    | Nov 1945                    |
| LCDR W. H. Genest       | Jun 1946                    |
| LCDR Warren Weeks       | 19 May 1947                 |
| CDR Beecher Snipes      | 1 Jul 1948                  |
| CDR J. H. Arnold        | 11 Jun 1949                 |
| CDR W. T. Hardaker      | 31 Jan 1951                 |
| LCDR H. E. Thayer       | 28 Mar 1952                 |
| CDR Edgar F. Hazleton   | Oct 1953                    |
| CDR John W. Lawyer, Jr. | Oct 1954                    |
| CDR Lloyd E. Sloan      | Apr 1956                    |
| CDR Jewell S. Fahlgren  | 20 May 1957                 |
| CDR J. D. Hazard        | 14 Nov 1958                 |
| CDR H. Gorman           | 15 Oct 1959                 |
| CDR J. S. Musial        | 14 Oct 1960                 |



A VP-47 P-3C at NAS Moffett Field in January 1980. Note the old LTA hangar in the background. (Courtesy Rick R. Burgess Collection).



*Commanding Officers—Continued*

|                              | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| CDR J. F. Dow                | 16 Oct 1961                 |
| CDR J. H. Hensen             | 22 Oct 1962                 |
| CDR T. E. Smithy             | 9 Oct 1963                  |
| CDR Leroy V. Altz, Jr.       | 6 Oct 1964                  |
| CDR A. L. Jansen             | 1965                        |
| CDR J. R. Pickens            | 1966                        |
| CDR D. B. Quigley            | 5 Aug 1967                  |
| CDR C. M. Lentz              | 19 Jul 1968                 |
| CDR A. L. Raithel, Jr.       | Jun 1969                    |
| CDR J. G. Gahafer            | 5 Jun 1970                  |
| CDR R. D. Munson             | 30 Apr 1971                 |
| CDR Daniel J. Wolkensdorfer  | 28 Apr 1972                 |
| CDR R. W. Featherston        | 26 Apr 1973                 |
| CDR John M. Lorusso          | 19 Apr 1974                 |
| CDR Peter T. Smith           | 29 Apr 1975                 |
| CDR Dennis T. Graff          | 28 Apr 1976                 |
| CDR Gary A. Wells            | 5 Apr 1977                  |
| CDR Daniel J. Denike, Jr.    | 28 Apr 1978                 |
| CDR Robert L. Testwuide, Jr. | 16 Mar 1979                 |
| CDR Daniel T. Twomey         | 30 Apr 1980                 |
| CDR Dennis A. Pignotti       | 15 Apr 1981                 |
| CDR Bruce W. Barker          | 16 Apr 1982                 |
| CDR Stanley M. Brown III     | 5 Apr 1983                  |
| CDR Stephen T. Quigley, Jr.  | 12 Jul 1984                 |
| CDR Karl O. Krumbholz        | 12 Sep 1985                 |
| CDR Fredrick A. Cast         | 8 Sep 1986                  |

*Commanding Officers—Continued*

|                             | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| CDR Christopher S. Larsen   | 8 Sep 1987                  |
| CDR Martin R. Hill          | 26 Aug 1988                 |
| CDR Frederick S. Gay        | 6 Sep 1989                  |
| CDR William E. Munsee       | 31 Aug 1990                 |
| CDR Robert R. Schutzenhofer | 12 Sep 1991                 |
| CDR Richard S. Hammond      | 11 Sep 1992                 |
| CDR Robert J. Connelly      | 3 Sep 1993                  |
| CDR Walter M. Skinner       | 3 Sep 1994                  |
| CDR Steven L. Briganti      | 3 Aug 1995                  |
| CDR Arthur J. Johnson       | 25 Jul 1996                 |
| CDR Michael D. Morgan       | 18 Jun 1997                 |
| CDR James C. Grunewald      | 17 Jun 1998                 |

*Aircraft Assignment*

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| PBM-3D                  | Jun 1944                        |
| PBM-5                   | Jan 1945                        |
| P5M-2                   | Oct 1954                        |
| SP-5B                   | Dec 1962                        |
| P-3A                    | Mar 1965                        |
| P-3B                    | 1967                            |
| P-3C                    | Oct 1970                        |
| P-3C UII                | 1985                            |
| P-3C UIII               | Oct 1986                        |



*A squadron P5M on a launching ramp.*

*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 Dec 1944               | *                     | FAW-2       | Kaneohe  | PBM-3D                  | EastPac                   |
| 10 Feb 1945              | *                     | FAW-2/1     | Tanapag<br><i>Onslow</i> (AVP 48)<br><i>Yakutat</i> (AVP 32)<br><i>Shelikof</i> (AVP 52) | PBM-5                   | SoPac                     |
| 23 Mar 1945              | *                     | FAW-1       | Ryukus   | PBM-5                   | SoPac                     |
| 16 Sep 1945              | Mar 1946              | FAW-17      | Sasebo   | PBM-5                   | WestPac                   |
| 1 Jul 1949               | 20 Jul 1949           | FAW-14      | Adak<br><i>Pine Island</i> (AV 12)<br><i>Suisan</i> (AVP 53)                             | PBM-5                   | NorPac                    |
| 13 Nov 1949              | 20 Nov 1949           | FAW-14      | Magdalena Bay<br><i>Pine Island</i> (AV 12)  | PBM-5                   | Pac                       |
| 30 Jan 1950              | 23 Jun 1950           | FAW-1       | Saipan   | PBM-5                   | WestPac                   |
| 7 Jul 1950†              | 1 Jan 1951            | FAW-6       | Iwakuni  | PBM-5                   | WestPac                   |
| 7 Jul 1950†              | 1 Jan 1951            | FAW-1       | Chinhae  | PBM-5                   | WestPac                   |
| 7 Jul 1950†              | 1 Jan 1951            | FAW-1       | Inchon   | PBM-5                   | WestPac                   |
| 26 Jul 1951†             | 4 Mar 1952            | FAW-1       | Pescadores<br><i>Pine Island</i> (AVP 12)  | PBM-5                   | WestPac                   |
| 26 Jul 1951†             | 4 Mar 1952            | FAW-1       | Sangley Pt.<br><i>Salisbury Sound</i> (AV 13)  | PBM-5                   | WestPac                   |
| 26 Jul 1951†             | 4 Mar 1952            | FAW-1       | Buckner Bay  | PBM-5                   | WestPac                   |



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



*A squadron PBM being placed on the deck of a seaplane tender.*

### *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> |
|--------------------------|-----------------------|-------------|--|-------------------------|---------------------------|
| 22 Nov 1952 <sup>†</sup> | 1 Jun 1953            | FAW-6       | <i>Gardiners Bay</i> (AVP 39)<br><i>Corson</i> (AVP 37).<br>Iwakuni        | PBM-5                   | WestPac                   |
| 22 Nov 1952 <sup>†</sup> | 31 May 1953           | FAW-6       | <i>Kenneth Whiting</i> (AV 14)<br><i>Gardiners Bay</i> (AVP 39)<br>Fukuoka | PBM-5                   | WestPac                   |
| Jun 1955                 | Jan 1956              | FAW-6       | <i>Corson</i> (AVP 37)<br>Iwakuni and<br>Ford Island                       | P5M-2                   | WestPac                   |
| Aug 1956                 | 10 May 1957           | FAW-6       | <i>Orca</i> (AVP 49)<br>Iwakuni  | P5M-2                   | WestPac                   |
| 6 May 1958               | 2 Nov 1958            | FAW-6       | Iwakuni  | P5M-2                   | WestPac                   |
| 31 Oct 1959              | 26 May 1960           | FAW-6       | <i>Salisbury Sound</i> (AV 13)<br>Iwakuni                                  | P5M-2                   | WestPac                   |
| 27 May 1962              | 30 Sep 1962           | FAW-4       | Kodiak   | SP-5B                   | NorPac                    |
| 17 Aug 1964              | 28 Feb 1965           | FAW-8       | <i>Currituck</i> (AV 7)<br>Sangley Pt.                                     | SP-5B                   | WestPac                   |
| 10 Jan 1966              | 30 Jun 1966           | FAW-1       | <i>Salisbury Sound</i> (AV 13)<br>Naha                                     | P-3A                    | WestPac                   |
| 1 Jul 1967 <sup>†</sup>  | 4 Jan 1968            | FAW-1       | Naha   | P-3B                    | WestPac                   |
| 1 Jul 1967 <sup>†</sup>  | 4 Jan 1968            | FAW-8       | U-Tapao  | P-3B                    | WestPac                   |
| 1 Nov 1968 <sup>†</sup>  | 31 Mar 1969           | FAW-8       | Sangley Pt.  | P-3B                    | WestPac                   |
| 1 Nov 1968 <sup>†</sup>  | 31 Mar 1969           | FAW-8       | Cam Rahn   | P-3B                    | WestPac                   |
| 16 Jan 1970 <sup>†</sup> | 13 Jul 1970           | FAW-1       | Naha   | P-3B                    | WestPac                   |



*Major Overseas Deployments—Continued*

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Wing</i> | <i>Base of Operations</i> | <i>Type of Aircraft</i> | <i>Area of Operations</i> |
|--------------------------|-----------------------|-------------|---------------------------|-------------------------|---------------------------|
| 16 Jan 1970 <sup>†</sup> | 8 May 1970            | FAW-8       | Cam Ranh                  | P-3B                    | WestPac                   |
| 9 May 1970 <sup>†</sup>  | 13 Jul 1970           | FAW-8       | U-Tapao                   | P-3B                    | WestPac                   |
| 1 Jun 1971               | 15 Dec 1971           | FAW-4       | Adak                      | P-3C                    | NorPac                    |
| 4 Jan 1973 <sup>†</sup>  | 5 Jul 1973            | PatWingPac  | Adak                      | P-3C                    | NorPac                    |
| 4 Jan 1973 <sup>†</sup>  | 5 Jul 1973            | PatWing-1   | Agana                     | P-3C                    | WestPac                   |
| 16 Jul 1974 <sup>†</sup> | 28 Jan 1975           | PatWingPac  | Adak                      | P-3C                    | NorPac                    |
| 16 Jul 1974 <sup>†</sup> | 28 Jan 1975           | PatWing-1   | Agana                     | P-3C                    | WestPac                   |
| 10 Feb 1976              | 10 Aug 1976           | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| Aug 1977                 | 10 Jan 1978           | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 10 Dec 1978              | 1 Jun 1979            | PatWing-1   | Kadena                    | P-3C                    | WestPac                   |
| Dec 1979                 | 10 May 1980           | PatWingPac  | Adak                      | P-3C                    | NorPac                    |
| 1 Jan 1981               | 1 Jun 1981            | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 10 Jun 1982              | 10 Dec 1982           | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 22 Apr 1983              | 10 Aug 1983           | PatWing-10  | Adak                      | P-3C                    | NorPac                    |
| 1 Aug 1984               | 11 Feb 1985           | PatWing-1   | Kadena                    | P-3C                    | WestPac                   |
| 30 Dec 1985              | 10 Jul 1986           | PatWing-1   | Diego Garcia              | P-3C UII                | IO                        |
| 10 Aug 1987              | 10 Feb 1988           | PatWing-1   | Misawa                    | P-3C UIII               | WestPac                   |
| 10 Aug 1987              | 10 Feb 1988           | PatWing-1   | Kadena                    | P-3C UIII               | WestPac                   |
| 7 Jan 1989               | 15 Jul 1989           | PatWing-1   | Kadena                    | P-3C UIII               | WestPac                   |
| 6 Jun 1990               | 10 Dec 1990           | PatWing-10  | Adak                      | P-3C UIII               | NorPac                    |
| Apr 1991                 | Jun 1991              | PatWing-10  | Panama                    | P-3C UIII               | Carib                     |
| 4 Jan 1992               | 15 Jun 1992           | PatWing-1   | Misawa                    | P-3C UIII               | WestPac                   |
| 15 May 1993              | 15 Nov 1993           | PatWing-10  | Adak                      | P-3C UIII               | NorLant                   |
| 6 Nov 1994               | May 1995              | PatWing-1   | Diego Garcia              | P-3C UIII               | IO                        |
| May 1996                 | Nov 1996              | PatWing-1   | Misawa                    | P-3C UIII               | WestPac                   |
| Nov 1997 <sup>†</sup>    | Jun 1998              | PatWing-1   | Diego Garcia              | P-3C UIII               | IO                        |
| Nov 1997 <sup>†</sup>    | Jun 1998              | PatWing-1   | Bahrain                   | P-3C UIII               | Gulf                      |
| Nov 1997 <sup>†</sup>    | Jun 1998              | PatWing-1   | Al Masirah                | P-3C UIII               | Gulf                      |

<sup>\*</sup> Continued combat deployment in the South Pacific, moving from base to base.

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



*A squadron P-3C at NAS Moffett Field.*

*Wing Assignments*

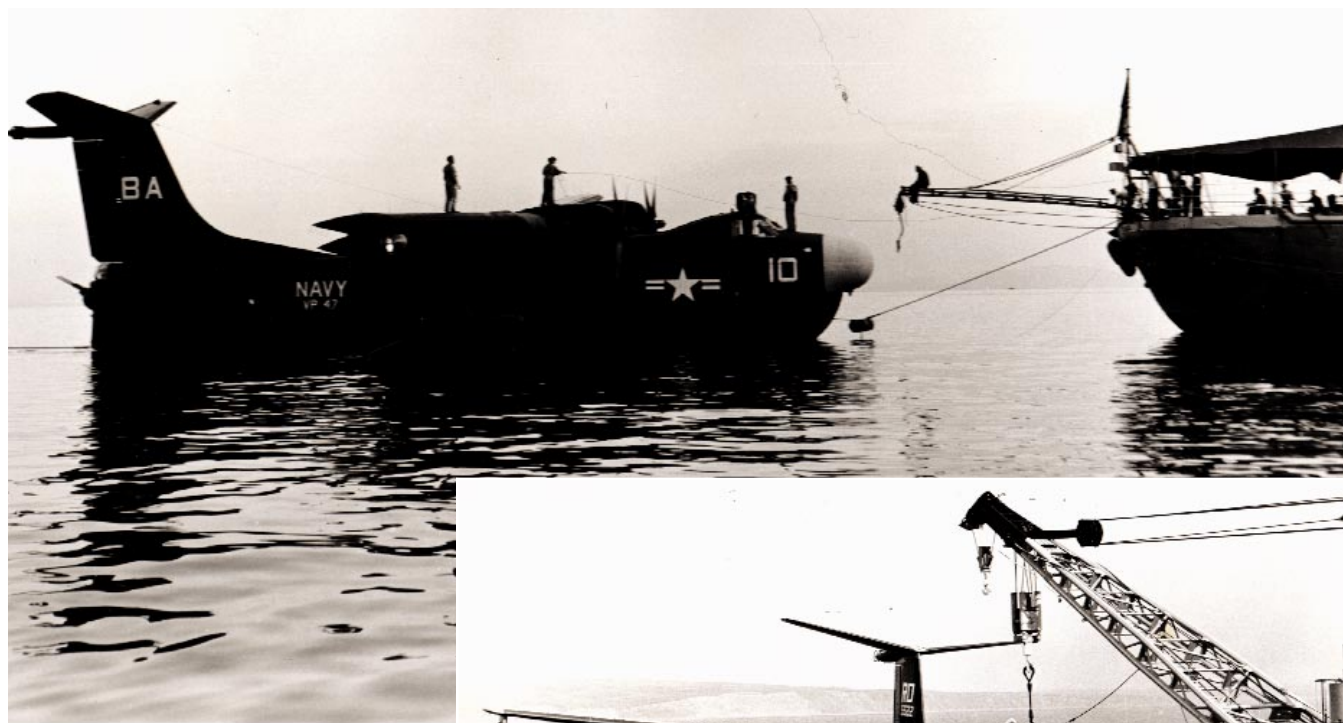
| <i>Wing</i>    | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------|------------------|------------------------|
| FAW-5          |                  | 1 Jun 1944             |
| FAW-8          |                  | 1 Oct 1944             |
| FAW-2          |                  | 9 Dec 1944             |
| FAW-1          |                  | 10 Feb 1945            |
| FAW-17         |                  | 16 Sep 1945            |
| FAW-2          | BA*              | Mar 1946               |
| FAW-14         | BA               | Mar 1949               |
| COMFAIRALAMEDA | BA/RD†           | Jun 1953               |
| FAW-4          | RD               | Aug 1960               |
| FAW-10         | RD               | 1 Mar 1965             |
| FAW-8          | RD               | Late 1965              |
| FAW-10         | RD               | Jun 1972               |
| COMPATWINGSPAC | RD               | 30 Jun 1973            |
| PatWing-10     | RD               | 1 Jun 1981             |

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

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

*Unit Awards Received*

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| NUC               | 1 Jan 1967                                | 18 Mar 1967 |
|                   | 19 Mar 1967                               | 10 Apr 1967 |
|                   | 2 Apr 1967                                | 31 Mar 1968 |
| MUC               | 1 Jun 1971                                | 15 Dec 1971 |
|                   | 2 Jul 1981                                | 4 Aug 1981  |
|                   | 5 Sep 1981                                | 22 Sep 1981 |
| RVNGC             | 21 Nov 1968                               | 31 Mar 1969 |
|                   | 1 Jan 1970                                | 31 Mar 1970 |
|                   | 1 May 1970                                | 31 Jul 1970 |
| (Det)             | 20 Apr 1970                               | 15 Jul 1970 |
| NEM               | 1 Jul 1974                                | 1 Apr 1976  |
| (Det)             | 8 Dec 1978                                | 6 Jun 1979  |
| (Det)             | 10 Jan 1981                               | 10 Jun 1981 |
| NOSM              | 26 Jul 1951                               | 5 Mar 1952  |
| KOSM              | 27 Jun 1950                               | 28 Dec 1950 |
|                   | 5 Dec 1952                                | 4 Jun 1953  |
| AFEM              | 1 Jul 1967                                | 30 Dec 1967 |
|                   | 15 Jan 1971                               | 15 Jul 1971 |
| (Det)             | 1 Jan 1971                                | 15 Jul 1971 |
| JMUA              | 25 Apr 1991                               | 3 Jun 1991  |



*A squadron P5M being placed in position for hoisting aboard the tender.*



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



## First VP-48

### Lineage

Established as Patrol Squadron TWO HUNDRED EIGHT (VP-208) on 15 December 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED EIGHT (VPB-208) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED EIGHT (VP-208) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) EIGHT (VP-MS-8) on 15 November 1946.

Redesignated Patrol Squadron FORTY EIGHT (VP-48) on 1 September 1948.

Disestablished on 31 December 1949.

### Squadron Insignia and Nickname

The original VP-48 insignia was approved by CNO on 14 March 1949, only months prior to the squadron's disestablishment. It would, however, be resurrected when Navy Reserve Squadron VP-731 was redesignated VP-48 in 1953. The members of the first VP-48 designed a circular insignia with an Amazon holding a shield overhead riding the back of a dragon. In the dragon's claws are a depth bomb and a cluster of lightning bolts. The obvious symbolism was the antishipping and ASW mission of the squadron represented by the bomb, the PBM's long-range surveillance by the radio wave lightning bolts, and the ability to strike from above as represented by the dragon's wings. Since female personnel were not present until the establishment of the second VP-48, it can safely be

assumed that inclusion of the Amazon was purely gratuitous. Colors: dragon, red, blue and green; wings, red-orange, red, blue and green; bomb, gray; bolts of lightning, yellow; female warrior, deep yellow with blond hair; shield, yellow, white and red; armor, white.

Nickname: None on record.

### Chronology of Significant Events

**15 Dec 1942:** VP-208 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3C Mariner. During this period the squadron came under the operational control of FAW-5. Due to the holidays, squadron personnel did not begin the training syllabus until 4 January 1943. On the 17th the first aircraft were received and flight familiarization training commenced.

**1 Feb–10 Mar 1943:** VP-208 was relocated to NAS Corpus Christi, Texas, for shake-down training, remaining under the operational control of FAW-5. Training was concluded on 10 March 1943.

**12 Mar 1943:** VP-208 reported aboard at NAS Key West, Fla., for training under the operational control of FAW-12. The squadron was assigned new PBM-3S aircraft with improved radar.



*The squadron's only insignia.*



**15 Apr 1943:** The squadron commenced its first operational patrols from an advanced base at Pelican Harbor, British West Indies, supported by the tender *Christiana* (YAG 32).

**15 Nov 1943:** VP-208 relocated to Grand Cayman, B.W.I., remaining there until 1 May 1944.

**8 May–30 Jul 1944:** VP-208 relocated to another advanced base at Royal Island, B.W.I., supported by *Christiana* (YAG 32). The squadron remained at this location until the end of July, when the squadron was transferred to NAS Norfolk, Va., on 30 July 1944.

**Aug 1944:** Following the relocation to NAS Norfolk, Va., the squadron was given home leave. VP-208 refitted at NAS Norfolk, Va., and received new aircraft, the PBM-5 Mariner on 22 August. Training on the new airframe continued at Norfolk through the first week of September.

**7 Sep 1944:** VP-208 relocated to NAAS Harvey Point, N.C., for further operational and predeployment training which continued until the end of October.

**4–15 Nov 1944:** The squadron was deemed ready for deployment and began the transcontinental flight from NAAS Harvey Point to NAS Alameda, Calif., where it came briefly under the operational control of FAW-8. The flight crews and ground staff took two weeks to thoroughly overhaul the aircraft for the pending transpac to Kaneohe, Hawaii.

**30 Nov 1944:** The aircrews departed NAS Alameda for NAS Kaneohe, Hawaii, in three aircraft elements. The ground support staff, equipment and supplies for the squadron proceeded aboard *Attu* (CVE 102). All personnel were aboard NAS Kaneohe by 8 December, coming under the operational control of FAW-2. Training in ASW and aerial gunnery commenced immediately. Crews received practical experience conducting operational patrols off the Hawaiian Islands.

**8 Feb 1945:** VPB-208 reported to FAW-1 at Saipan. Duties at this location consisted of antishipping patrols and reconnaissance.

**25 Feb 1945:** The squadron relocated to the waters off Ulithi, reporting with 13 serviceable aircraft. Tender support was provided by *Castle Rock* (AVP 35), *Casco* (AVP 12), and *Suisun* (AVP 53).

**16 Mar 1945:** A relatively rare bombing mission was scheduled for the squadron when it was selected to bomb the Japanese airfield on Yap Island. The chance of any encounter with enemy aircraft was almost nonexistent, as by this time in the war virtually all Japanese air assets had been eliminated in that theater of operations. Ground fire from these isolated outposts, however, was often exceptionally heavy and accurate, bringing down many unwary U.S. aircraft before the conclusion of hostilities.

**20 Mar–21 Jun 1945:** Twenty-one officers and 67 enlisted personnel departed for Guam to board

*Hamlin* (AV 15) for transport to Kerama Rhetto Island, Nansei Shoto. The Okinawa campaign had begun on 18 March, and Kerama Rhetto was occupied on 25 to 26 March. The first VPB-208 Mariner landed offshore on 31 March. The tender-based patrol squadrons conducted long-range antishipping searches over the East China Sea to protect assault forces from enemy surface force interference, flew antisubmarine patrols in the combat area, and provided air-sea rescue services for carrier operations through the end of the campaign on 21 June 1945.

**14 Jul 1945:** VPB-208 departed Kerama Rhetto for Chimu Wan, Okinawa, supported by the *Hamlin* (AV 15). The last wartime operational flight was made from this location on 11 August 1945. On the 15th the aircrews boarded *Kenneth Whiting* (AV 14) and *Corson* (AVP 37) en route to its next duty station, Tokyo Bay, Japan.

**31 Aug 1945:** VPB-208 took off from Chimu Wan, Okinawa, and flew north to Tokyo Bay to participate in duties with the U.S. occupation forces in Japan.

**31 Dec 1949:** VP-48 was disestablished.

### Home Port Assignments

| Location                              | Date of Assignment |
|---------------------------------------|--------------------|
| NAS Norfolk, Va.                      | 15 Dec 1942        |
| NAS Corpus Christi, Texas             | 1 Feb 1943         |
| NAS Key West, Fla.                    | 12 Mar 1943        |
| NAS Norfolk, Va.                      | 30 Jul 1944        |
| NAAS Harvey Point, N.C.               | 7 Sep 1944         |
| NAS Alameda, Calif.                   | Nov 1944           |
| NAS Kaneohe, Hawaii                   | Dec 1944           |
| Toyko Bay, Yokosuka Naval Base, Japan | Aug 1945           |
| NAS Norfolk, Va.                      | 3 Jan 1946         |
| NAS Jacksonville, Fla.                | May 1946           |
| NAS Trinidad, B.W.I.                  | Sep 1946           |

### Commanding Officers

|                            | Date Assumed Command |
|----------------------------|----------------------|
| LCDR D. C. Goodman         | 15 Dec 1942          |
| LCDR Anton J. Sintic, Jr.  | 19 Nov 1943          |
| LCDR William T. Sutherland | 4 Nov 1945           |
| CDR Robert D. Cox, Jr.     | Feb 1947             |
| CDR William S. Guest       | 20 Mar 1948          |
| CDR Alto B. Clark          | 29 Jun 1949          |

### Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| PBM-3C           | Dec 1942                 |
| PBM-3S           | Mar 1943                 |
| PBM-5            | Aug 1944                 |

**Major Overseas Deployments**

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Wing</i> | <i>Base of Operations</i>  | <i>Type of Aircraft</i> | <i>Area of Operations</i> |
|--------------------------|-----------------------|-------------|--|-------------------------|---------------------------|
| 15 Apr 1943              | *                     | FAW-12      | Pelican Harb.<br><i>Christiana</i> (YAG 32)  | PBM-3S                  | Carib                     |
| 15 Nov 1943              | *                     | FAW-12      | Gr. Cayman   | PBM-3S                  | Carib                     |
| 8 May 1944               | 30 Jul 1944           | FAW-12      | Royal Isl.<br><i>Christiana</i> (YAG 32)   | PBM-3S                  | Carib                     |
| 8 Dec 1944               | *                     | FAW-2       | Kaneohe  | PBM-5                   | EastPac                   |
| 8 Feb 1945               | *                     | FAW-1       | Saipan   | PBM-5                   | SoPac                     |
| 25 Feb 1945              | *                     | FAW-1       | Ulithi<br><i>Castle Rock</i> (AVP 35)<br><i>Casco</i> (AVP 12)<br><i>Suisun</i> (AVP 53) | PBM-5                   | SoPac                     |
| 31 Mar 1945              | *                     | FAW-1       | Kerama Rh.   | PBM-5                   | SoPac                     |
| 14 Jul 1945              | *                     | FAW-1       | Chimu Wan<br><i>Hamlin</i> (AV 15)<br><i>Kenneth Whiting</i> (AV 14)<br>Corson (AVP 37)  | PBM-5                   | WestPac                   |
| 31 Aug 1945              | Dec 1945              | FAW-17      | Tokyo  | PBM-5                   | WestPac                   |
| Sep 1946                 | Dec 1949              | FAW-11      | Trinidad   | PBM-5                   | Carib                     |

\* Continued combat deployments, moving from base to base.

**Wing Assignments**

| <i>Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-------------|------------------|------------------------|
| FAW-5       |                  | 15 Dec 1942            |
| FAW-12      |                  | 12 Mar 1943            |
| FAW-5       |                  | 30 Jul 1944            |
| FAW-8       |                  | 4 Nov 1944             |
| FAW-2       |                  | 8 Dec 1944             |
| FAW-1       |                  | 8 Feb 1945             |
| FAW-17      |                  | Sep 1945               |
| FAW-2       |                  | Dec 1945               |
| FAW-5       |                  | 3 Jan 1946             |

**Wing Assignments—Continued**

| <i>Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-------------|------------------|------------------------|
| FAW-11      | MB*              | 27 Sep 1946            |

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

**Unit Awards Received**

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| NOSM              | 2 Sep 1945                                | 16 Dec 1945 |



*A squadron PBM being secured for refueling from a tender, January 1948.*



## Second VP-48

### Lineage

Established as Reserve Patrol Squadron NINE HUNDRED FIVE (VP-905) in May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FIFTY ONE (VP-HL-51) on 15 November 1946.

Redesignated Reserve Patrol Squadron SEVEN HUNDRED THIRTY ONE (VP-731) in February 1950.

Redesignated Patrol Squadron FORTY EIGHT (VP-48) on 4 February 1953.

Disestablished on 23 May 1991.

### Squadron Insignia and Nickname

The first insignia for the squadron was submitted to CNO for approval shortly after its establishment in

1946. CNO did not approve the design until 11 December 1950. The central figure of the design was an owl, a wise creature of the night, carrying a bomb in its claws while observing the wave tops below. A set of headphones covered the owl's ears as it listened intently to transmissions revealing the enemy's presence. Colors: cloud, white; shield border,

red; background, medium blue; waves, dark blue; bomb, blue with red stripes; owl, black legs and wing tips; tail and neck, red-brown; owl's body and feet, yellow; radio waves, red.

When the squadron was augmented into the regular Navy and redesignated VP-48 in 1953, the command-



*The squadron's second design used an Amazon riding the back of a dragon.*

ing officer requested that the insignia of the former VP-48, disestablished in 1949, be authorized for use by the current squadron. Assuming that CNO's previous approval of the first VP-48 insignia on 14 March 1949 was still valid, the squadron put the design into use. It consisted of a circular insignia with an Amazon riding the back of a dragon, holding a shield overhead. In the dragon's claws were a depth bomb and a cluster of lightning bolts. The obvious symbolism was the anti-shipping and ASW mission of the squadron represented by the bomb, the long-range surveillance of the PBM by the radio wave lightning bolts, and the ability to strike from above as represented by the dragon's wings. Colors: dragon, red, blue and green; wings, red-orange, red, blue and green; bomb, gray; bolts of lightning, yellow; female warrior, deep yellow with blond hair; shield, yellow, white and red; armor, white.

On 7 May 1953 CNO indicated the Amazon was no longer appropriate and that a design proposed by the U.S. Army Heraldic Branch should be substituted instead. The squadron, which had been using the earlier VP-48 insignia, continued to do so while it submitted a counter proposal to the design from the Army. This



*The third squadron insignia used the pelican in its design.*

proposal was approved by CNO on 26 September 1956. The new design featured a pelican grasping an enemy submarine in its beak with a beam of light streaming from the upper starboard quadrant to the lower port quadrant. The pelican, with its similarity to the gull wings of the PBM Mariner seaplane, was used in this design to emphasize the ASW role of the



squadron. The beam of light streaming down alluded to the searchlights carried by the early ASW aircraft to spot the submarines on the surface at night. Colors: pelican, brown and white; beak, yellow with red inside; light beam, yellow; background, dark blue; submarine, black and white; design border, white. This design remained in use until the squadron was disestablished in 1991.

Nicknames: Boomerangers, 1975–1980.

Boomers, 1981–1991.

### *Chronology of Significant Events*

**May 1946:** VP-905 was established at NAS Grosse Ile, Mich., with an official active duty home port at NAS San Diego, Calif. The squadron came under the operational control of FAW-14 and administrative control of the Naval Air Reserve Training Command (NARTC). The squadron was one of 21 reserve squadrons established after the war to accommodate the large number of aircrews recently released from active duty and utilize the enormous stocks of aircraft in the inventory. The squadron flew the PBY-5A Catalina seaplane and the PV-2 Harpoon.

**15 Nov 1946:** All patrol squadrons were redesignated. Regular Navy squadron designations began with 1 and reserve patrol squadron designations began with 5. VP-905 was redesignated VP-ML-55. The ML for reserve patrol squadrons included twin-engine medium amphibian seaplanes, as well as twin-engine land-based bombers. Regular Navy patrol squadron ML designations were for twin-engine medium land-based bombers only. Amphibian medium seaplanes like the PBY-5A were in the AM category.

**Feb 1950:** VP-ML-55 was redesignated VP-731 during the reorganization of Naval Aviation reserve units in 1949, but did not take effect until February 1950. During this period the number of Naval Aviation Reserve squadrons was reduced from the 1949 total of 24 to 9. By this date the squadron had transitioned to the PBM-5 Mariner.

**29 Sep 1950:** VP-731 was called to active duty as a result of North Korean forces invading the Republic of Korea on 25 June 1950. The squadron reported for duty to Commander Naval Air Force Pacific Fleet at NAS San Diego, Calif. At the start of hostilities Navy patrol forces on active duty numbered just 20 squadrons and it quickly became apparent that this rather meager figure was inadequate to meet the increased demands. By the end of 1950 seven reserve patrol squadrons were called to active duty to augment the regular Navy patrol squadrons.

**7 Feb 1951:** VP-731 deployed to Buckner Bay, Okinawa, supported by *Suisun* (AVP 53). A detachment was maintained at NS Sangley Point, R.P., supported by *Salisbury Sound* (AV 13). Both sections conducted patrols over the Formosa Straits and China coast. A single

aircraft was detached to Hong Kong to provide courier service between Hong Kong and the R.P.

**29 May 1952:** VP-731 began its second WestPac deployment based at MCAS Iwakuni, Japan, supported by *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). The squadron began combat operations over the Korean coastline on 1 June 1952. During the deployment the squadron alternated between Korea and the Formosa patrol area.

**31 Jul 1952:** A PBM-5S2 Mariner flown by Lieutenant E. E. Bartlett, Jr., was attacked by two Chinese MiG-15 fighters while on a reconnaissance patrol over the Yellow Sea off the west coast of Korea. Two crewmen were killed in the attack, tail gunner Aviation Machinist Mate H. G. Goodroad and Airman Claude Playforth. Two other crewmen were seriously wounded. Lieutenant Bartlett was able to escape the MiGs and land his heavily damaged Mariner at Paengnyong-do, South Korea. Temporary repairs were made, enabling him to return to base at Iwakuni, Japan.

**Jul 1953:** VP-48 began its third WestPac deployment to Korea just as the hostilities ceased on 27 July 1953. The squadron was based at NAF Iwakuni, supported by *Kenneth Whiting* (AV 14) and *Gardiners Bay* (AVP 39). During a patrol on 30 July the port engine of a squadron PBM-5S2 caught fire causing the plane to crash. Only five of the 15 personnel on board survived and were picked up by a Coast Guard PBM.

**Jun 1954:** VP-48 transitioned from the PBM-5S2 Mariner to the Martin P5M-1 Marlin seaplane.

**3 May 1956:** Two VP-48 Marlins en route from NAS North Island to NAS Pearl Harbor, Hawaii, ditched due to low fuel state. One aircraft was taken under tow by a USCG vessel. The carrier *Wasp* (CV 18) stood by



*A squadron P5M being placed in position for hoisting aboard.*



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

until the tender *Pine Island* (AV 12) arrived to retrieve the second aircraft.

**22 Oct 1957:** VP-48 deployed to MCAS Iwakuni, Japan. While transiting via Hawaii, two aircraft were detached by Commander Fleet Air Hawaii for evaluation of an experimental seaplane fueling buoy. The two aircraft rejoined the squadron at Iwakuni on 2 November 1957.

**19 Mar–Sep 1964:** The squadron made its first deployment in over four years to WestPac, relieving VP-40 at NS Sangley Point, R.P. In the last month of the deployment, on 2 August 1964, the Gulf of Tonkin Incident brought VP-48 into the South China Sea to support fleet operations. During these operations the squadron accumulated over 1,500 hours on patrol.

**1 Oct 1965–Sep 1966:** VP-48 deployed a six-aircraft detachment to NS Sangley Point, R.P., rotating one relief crew and associated ground personnel to the detachment on a monthly basis. During the deployment the detachment conducted surveillance patrols over the South China Sea and Operation Market Time patrols over coastal Vietnam. While conducting these patrols the squadron was provided tender support at Cam Ranh Bay, South Vietnam, by *Pine Island* (AV 12), and after February 1966, *Salisbury Sound* (AV 13). When operating from Buckner Bay, Okinawa, the

squadron was supported by *Currituck* (AV 7). The six aircraft that had been operated by the VP-48 detachment were transferred to VP-50 upon the conclusion of the deployment.

**15 Nov 1966–Apr 1967:** VP-48 transitioned to the P-3A Orion and a permanent change of station to NAS Moffett Field, Calif. Effective 15 February 1967, VP-48 was administratively assigned to FAW-10 vice FAW-14. The squadron received its first P-3A on 23 January 1967. The final detachment of squadron personnel was transferred from NAS North Island in April 1967.

**24 Jul 1967–31 Jan 1968:** VP-48 deployed to MCAS Iwakuni, Japan, relieving VP-4. A two-aircraft detachment conducted operations from Guam and Midway islands. Additional detachments were maintained at NS Sangley Point, R.P., in support of Vietnam combat missions. On 16 January 1968, a P-3A, BuNo. 152144, was lost and the entire crew killed in an accident. On 23 January 1968, the squadron commenced 24-hour ASW protection for *Enterprise* (CVAN 65) Task Force in the Sea of Japan. The task force had been brought into the area as a result of the *Pueblo* Incident. *Pueblo* (AGER 2) was an intelligence monitoring ship that was seized by the North Koreans in international waters. The squadron returned to NAS Moffett Field in February 1968 and began transitioning to the P-3B Orion.

**1 Dec 1968:** VP-48 deployed to NS Adak, Alaska. The squadron earned a Meritorious Unit Citation for its performance in tracking Soviet naval units during the deployment.

**1 Apr 1970:** VP-48 deployed to NS Sangley Point, R.P., with a detachment at NAF Cam Ranh Bay, Vietnam. The detachment was responsible for detecting eight enemy trawlers attempting to ship arms and munitions to the Viet Cong. VP-48's performance during the deployment earned it a Meritorious Unit Commendation.

**1 May 1971:** VP-48 deployed to NS Sangley Point, R.P., with a three-aircraft/four-crew detachment at the Royal Thai Navy Base, U-Tapao, Thailand. On 25 May, upon the closure of NS Sangley Point, the squadron relocated to NAS Cubi Point, R.P.

**23 Jun–Dec 1972:** VP-48 began a three-way split deployment with one detachment of three aircraft/four crews at NS Adak, Alaska; a second detachment of three aircraft/four crews at NAS Agana, Guam; and the remaining three aircraft/ four crews at NAS Moffett Field, Calif. The Agana detachment had an interesting one-week assignment in December tracking Russian missile instrumentation ships and watching two Soviet missiles impact in the Soviet Missile Range landing zone.

**10 Jul 1978:** VP-48 deployed to NAF Misawa, Japan. Shortly after arrival at Misawa, the squadron was forced to fly away in the face of Typhoon Virginia to Cubi Point, R.P.

**10 Nov 1979:** VP-48 deployed to NAF Kadena, Japan, with a detachment at Diego Garcia, B.I.O.T. During the deployment the squadron played an important role in locating Vietnamese refugee boats for rescue units. The Diego Garcia detachment was on constant standby during the Iranian Crisis resulting from the overthrow of the Shah of Iran on 4 November 1979.

**2 Dec 1985–May 1986:** VP-48 deployed to NAS Adak, Alaska. On 7 May a major earthquake (7.7 Richter scale) struck while several squadron aircraft were airborne. The squadron executive officer communicated with the aircraft using a handheld transceiver until communications could be restored and the runways certified safe for landing.

**Jul 1986:** The squadron's P-3C baseline Orions began block modification to the P-3C MOD version with new inertial navigation systems, secure HF radios and Harpoon missile capability.

**15 Jun 1990:** The Boomers deployed a three-aircraft and four-aircrew detachment to Kadena Air Base, Okinawa. In Aug 1990, the detachment was relocated to NAS Cubi Point, R.P., in support of Operation Desert Storm.

**23 May 1991:** VP-48 was disestablished at NAS Moffett Field, Calif.

### Home Port Assignments

| <i>Location</i>                         | <i>Date of Assignment</i> |
|---|---------------------------|
| NAS Grosse Ile, Mich.                   | May 1946                  |
| NAS San Diego/NAS North Island, Calif.* | 29 Sep 1950               |
| NAS Moffett Field, Calif.               | 15 Feb 1967               |

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

### Commanding Officers

|                        | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| Unknown                | 1946–1949                   |
| LCDR H. S. Wilson      | 1950                        |
| LCDR W. T. O'Dowd, Jr. | 1951                        |
| CDR F. G. Vessell      | 1953                        |
| CDR J. C. Young        | 1954                        |
| CDR J. F. Davis        | 1955                        |
| CDR Robert C. Payne    | 1956                        |
| CDR Harry A. Haszard   | 20 May 1958                 |
| CDR K. M. E. Miller    | 10 Jun 1959                 |
| CDR A. D. Ronimus      | 30 Jun 1960                 |
| CDR Rae P. Madson      | 30 Jun 1961                 |
| CDR Warren E. Zaiser   | 6 Jul 1962                  |
| CDR K. E. Bailey       | 10 Jun 1963                 |

*A VP-48 P-3C preparing to land in February 1983. (Courtesy Rick R. Burgess Collection via Cdr R. S. Paroof).*





*Commanding Officers—Continued*

|                         | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR C. J. McGrath       | 1964                        |
| CDR William M. Shaver   | 7 Apr 1965                  |
| CDR Clarence O. Robins  | 26 Apr 1966                 |
| CDR Donald J. Childers  | 25 Apr 1967                 |
| CDR Paul J. Tetreault   | 22 Mar 1968                 |
| CDR Eugene G. Anderson  | 30 Apr 1969                 |
| CDR David B. Pitts      | 23 Apr 1970                 |
| CDR George S. Phillips  | 8 Apr 1971                  |
| CDR Myles E. Fladager   | 15 Apr 1972                 |
| CDR Daniel T. O'Donnell | 1973                        |
| CDR Thadeus W. Mills    | 1974                        |
| CDR Michael A Pearce    | 25 Mar 1975                 |
| CDR John G. Burton      | 30 Apr 1976                 |
| CDR John W. Ciboci      | 22 Apr 1977                 |
| CDR William T. Boyd III | 21 Apr 1978                 |
| CDR Duval S. Woodford   | 9 Mar 1979                  |
| CDR Edward J. Crowley   | 25 Apr 1980                 |
| CDR L. J. LeDoux        | 10 Aug 1981                 |
| CDR R. S. Parodi        | 1982                        |
| CDR J. S. Falls         | 8 Jul 1983                  |

*Commanding Officers—Continued*

|                          | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR D. L. Speed          | 15 Oct 1984                 |
| CDR Gregory A. Bushnell  | 8 Nov 1985                  |
| CDR Charles P. Isele     | 1986                        |
| CDR Robert M. Lunning    | 2 Oct 1987                  |
| CDR Richard Fleming, Jr. | 30 Sep 1988                 |
| CDR R. H. Fisher         | 17 Jul 1989                 |
| CDR Chalker W. Brown III | 25 May 1990                 |

*Aircraft Assignment*

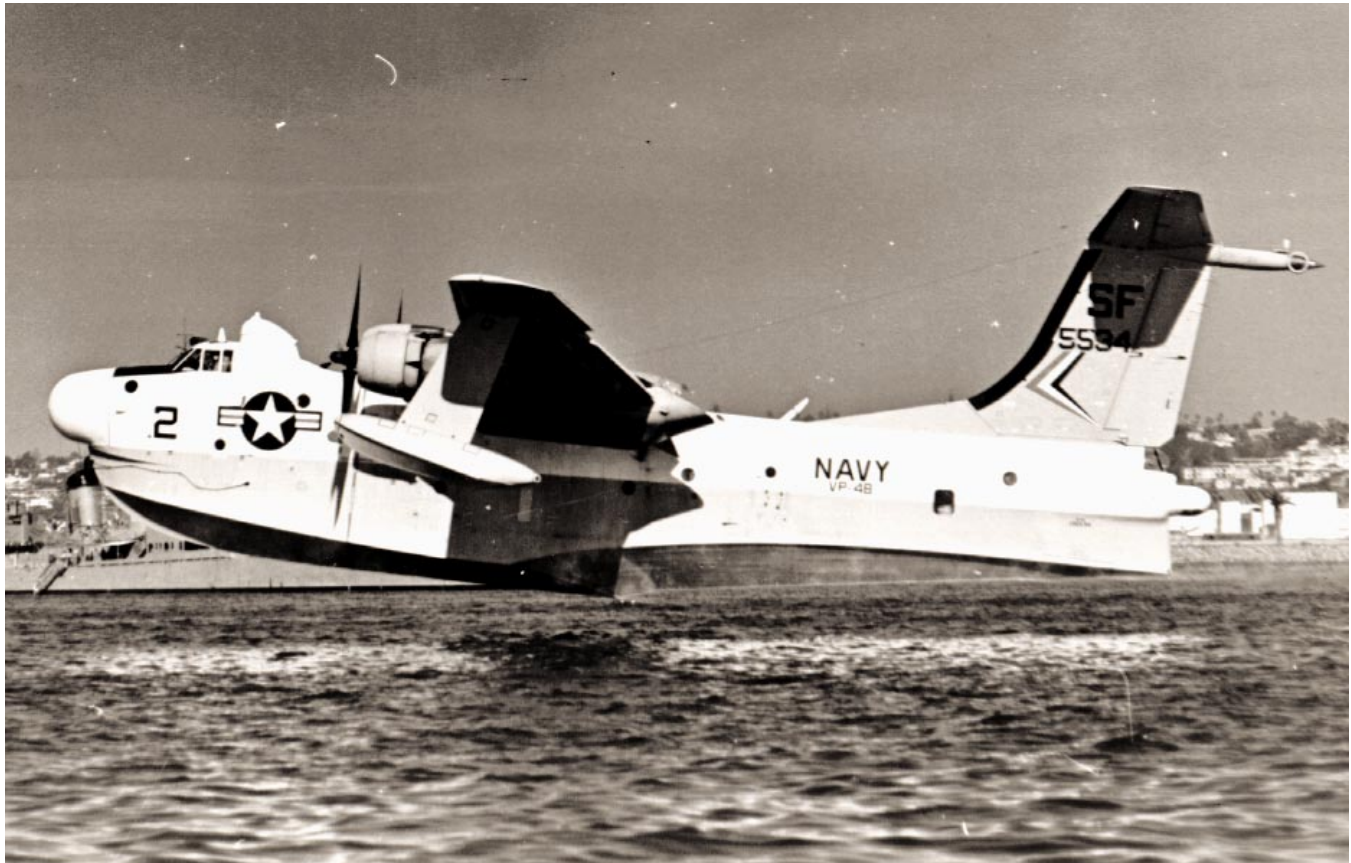
| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| PBY-5A/PV-2             | May 1946                        |
| PBM-5S2                 | 1950                            |
| P5M-1                   | Jun 1954                        |
| SP-5B                   | 1960                            |
| P-3A                    | Jan 1967                        |
| P-3B                    | Feb 1968                        |
| P-3C                    | Nov 1971                        |
| P-3C MOD                | Jul 1986                        |
| P-3C UIII               | Jan 1990                        |



*A squadron P5M being prepared for hoisting aboard a tender.*

**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> |
|--------------------------|-----------------------|-------------|--|-------------------------|---------------------------|
| 7 Feb 1951               | 13 Aug 1951           | FAW-1       | Buckner Bay<br><i>Salisbury Sound</i> (AV 13)<br><i>Suisun</i> (AVP 53)    | PBM-5S2                 | WestPac                   |
| 29 May 1952              | 8 Dec 1952            | FAW-6       | Iwakuni<br><i>Kenneth Whiting</i> (AV 14)<br><i>Gardiners Bay</i> (AVP 39) | PBM-5S2                 | WestPac                   |
| 18 Jun 1953              | 1 Jul 1953            | FAW-2       | Pearl Harbor   | PBM-5S2                 | EastPac                   |
| Jul 1953                 | Dec 1953              | FAW-6       | Iwakuni<br><i>Kenneth Whiting</i> (AV 14)<br><i>Gardiners Bay</i> (AVP 39) | PBM-5S2                 | WestPac                   |
| 19 Jan 1955              | 8 Aug 1955            | FAW-6       | Iwakuni  | P5M-1                   | WestPac                   |
| 4 May 1956               | 13 Nov 1956           | FAW-6       | Iwakuni  | P5M-1                   | WestPac                   |
| 22 Oct 1957              | 14 May 1958           | FAW-6       | Iwakuni  | P5M-1                   | WestPac                   |
| 5 May 1959               | 15 Nov 1959           | FAW-6       | Iwakuni  | P5M-1                   | WestPac                   |
| 18 Jan 1964              | 29 Jan 1964           | FAW-14      | Galapagos<br><i>Pine Island</i> (AV 12)                                    | SP-5B                   | SoLant                    |
| 19 Mar 1964              | 28 Sep 1964           | FAW-8       | Sangley Pt.  | SP-5B                   | WestPac                   |
| 1 Oct 1965*              | 27 Sep 1966           | FAW-8       | Sangley Pt.  | SP-5B                   | WestPac                   |
| 1 Oct 1965*              | 27 Sep 1966           | FAW-8       | Cam Ranh<br><i>Pine Island</i> (AV 12)<br><i>Salisbury Sound</i> (AV 13)   | SP-5B                   | WestPac                   |
| 1 Oct 1965*              | 27 Sep 1966           | FAW-8       | Buckner Bay<br><i>Currituck</i> (AV 7)                                     | SP-5B                   | WestPac                   |



*A squadron P5M just before touch down.*

*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> |
|--------------------------|-----------------------|-------------|---------------------------|-------------------------|---------------------------|
| 24 Jul 1967*             | 31 Jan 1968           | FAW-6       | Iwakuni                   | P-3A                    | WestPac                   |
| 28 Dec 1967*             | 8 Jan 1968            | FAW-8       | Sangley Pt.               | P-3A                    | WestPac                   |
| 24 Jul 1967*             | 8 Jan 1968            | FAW-8       | Guam                      | P-3A                    | WestPac                   |
| 24 Jul 1967*             | 8 Jan 1968            | FAW-2       | Midway                    | P-3A                    | WestPac                   |
| 28 Dec 1967*             | 8 Jan 1968            | FAW-8       | Sangley Pt.               | P-3A                    | WestPac                   |
| 1 Dec 1968               | 1 Jun 1969            | FAW-10      | Adak                      | P-3B                    | NorPac                    |
| 1 Apr 1970*              | 1 Oct 1970            | FAW-8       | Sangley Pt.               | P-3B                    | WestPac                   |
| 1 Apr 1970*              | 1 Oct 1970            | FAW-8       | Cam Ranh                  | P-3B                    | WestPac                   |
| 1 May 1971*              | 25 May 1971           | FAW-8       | Sangley Pt.               | P-3B                    | WestPac                   |
| 1 May 1971*              | 30 Sep 1971           | FAW-8       | U-Tapao                   | P-3B                    | WestPac                   |
| 25 May 1971*             | 1 Nov 1971            | FAW-8       | Cubi Pt.                  | P-3B                    | WestPac                   |
| 23 Jun 1972*             | Dec 1972              | FAW-10      | Adak                      | P-3C                    | NorPac                    |
| 23 Jun 1972*             | Dec 1972              | PatWing-1   | Agana                     | P-3C                    | WestPac                   |
| 31 Jul 1975              | 9 Feb 1976            | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 10 Feb 1977              | 10 Nov 1977           | PatWingPac  | Adak                      | P-3C                    | NorPac                    |
| 10 Jul 1978              | 10 Jan 1979           | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 10 Nov 1979              | 15 Mar 1980           | PatWing-1   | Kadena                    | P-3C                    | WestPac                   |
| 10 Feb 1981              | 9 Aug 1981            | PatWing-1   | Kadena                    | P-3C                    | WestPac                   |
| Apr 1982                 | Aug 1982              | PatWing-10  | Adak                      | P-3C                    | NorPac                    |
| 28 Jan 1983              | 11 Aug 1983           | PatWing-1   | Kadena                    | P-3C                    | WestPac                   |
| 28 May 1984              | 11 Dec 1984           | PatWing-1   | Misawa                    | P-3C                    | WestPac                   |
| 2 Dec 1985               | Jun 1986              | PatWing-10  | Adak                      | P-3C                    | NorPac                    |
| 4 May 1987               | 4 Nov 1987            | PatWing-1   | Cubi Pt.                  | P-3C MOD                | WestPac                   |
| 4 Dec 1988               | 7 Jun 1989            | PatWing-10  | Adak                      | P-3C MOD                | NorPac                    |
| 15 Jun 1990              | Aug 1990              | PatWing-1   | Kadena                    | P-3C UIII               | WestPac                   |
| Aug 1990                 | 14 Jan 1991           | PatWing-1   | Cubi Pt.                  | P-3C UIII               | WestPac                   |

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



*Squadron P-3s at NAS Agana, Guam.*



**Wing Assignments**

| <i>Wing</i>    | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------|------------------|------------------------|
| FAW-14         |                  | 1 May 1946             |
| FAW-14         | SF <sup>†</sup>  | Sep 1950               |
| FAW-10         | SF               | 15 Feb 1967            |
| ComPatWingsPac | SF               | 30 Jun 1973            |
| PatWing-10     | SF               | 1 Jun 1981             |

<sup>†</sup> The squadron's tail code SF was assigned when it was called to active duty on 29 September 1950 for the Korean War. VP-48 was the only squadron to keep the same tail code in 1957 when all the other patrol squadron tail codes were changed.

**Unit Awards Received**

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |             |
|-------------------|---|-------------|
| MUC               | 1 Dec 1968                                | 31 May 1969 |
|                   | 1 Apr 1970                                | 1 Oct 1970  |
| KSM               | 29 May 1952                               | 7 Dec 1952  |
|                   | 26 Jul 1953                               | 1 Mar 1954  |
| RVNGC             | 1 Apr 1970                                | 30 Sep 1970 |
|                   | 1 Nov 1970                                | 21 Nov 1970 |
| NEM               | 1 Jul 1977                                | 31 Dec 1978 |
| AFEM              | 31 Jul 1967                               | 31 Jan 1968 |
| SLOC              | 27 Oct 1990                               | 24 Nov 1990 |



*A squadron P-3C taxiing after landing, circa 1984.*