

First VP-62

Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 1 May 1942.

Disestablished on 1 July 1943.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 May 1942: VP-62 was established at NAS Alameda, Calif., under the operational control of FAW-14, as a seaplane squadron flying the Consolidated PBY-5A Catalina. Training continued at Alameda through early July 1942.

19–26 Jul 1942: VP-62 departed NAS Alameda for NAS Kodiak, Alaska. After reporting for duty to FAW-4, the squadron was ordered to Cold Bay, Alaska, where the squadron became operational on 26 July 1942.

5 Sep 1942: VP-62 was relocated to Dutch Harbor with a detachment at Umnak, Alaska. At Dutch Harbor the squadron relieved VP-41 and joined the 12 PBYs of VP-42 in conducting sector searches and antishipping patrols. The Japanese navy had occupied Attu and Kiska on 7 June 1942, putting Dutch Harbor right on the firing line. Most of the squadron aircraft were equipped with the often unreliable ASV Mark II radar. Due to the presence of enemy fighter aircraft, patrols had to be flown with takeoffs just before sunset and relying on radar for contacts.

Nov 1942: VP-62 was relieved and returned to NAS Seattle, Wash., for overhaul of the squadron aircraft and crew leave. During this period the squadron came under the operational control of FAW-6. The squadron departed Seattle in mid-December for NAS Adak, Alaska.

Dec 1942: VP-62 reported aboard at NAS Adak, coming under the operational control of FAW-4. The squadron deployed a detachment to Amchitka and conducted offensive patrols along the Aleutians.

Jun 1943: VP-62 was relieved for return to NAS Whidbey Island, Wash. Upon arrival, squadron personnel were given orders and home leave.

1 Jul 1943: VP-62 was disestablished at NAS Whidbey Island.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	1 May 1942
NAS Seattle, Wash.	Nov 1942
NAS Whidbey Island, Wash.	Jun 1943

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Francis R. Jones	1 May 1942

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	May 1942



A PBY-5A in flight, circa May 1942.

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>
19 Jul 1942	5 Sep 1942	FAW-4	Cold Bay	PBY-5A	NorPac
5 Sep 1942	Nov 1942	FAW-4	Dutch Harbor	PBY-5A	NorPac
5 Sep 1942*	Nov 1942	FAW-4	Umnak	PBY-5A	NorPac
Dec 1942	Jun 1942	FAW-4	Adak	PBY-5A	NorPac
Dec 1942†	Jun 1942	FAW-4	Amchitka	PBY-5A	NorPac

* The squadron maintained a detachment at UmNak, Alaska during their deployment to Dutch Harbor.

† The squadron maintained a detachment at Amchitka, Alaska during their deployment to Adak.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-14		1 May 1942
FAW-4		19 Jul 1942
FAW-6		Nov 1942
FAW-4		Dec 1942
FAW-6		Jun 1943

Unit Awards Received

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

Third VP-62

Lineage

Established as Fleet Air Photographic Squadron, Atlantic Fleet (FltAirPhotoRonLant), on 3 May 1942.

Redesignated Fleet Air Photographic Squadron TWO (FAPS-2) on 11 October 1942.

Redesignated Photographic Squadron TWO (VD-2) on 1 March 1943.

Redesignated Patrol Squadron (Photographic) TWO (VPP-2) on 15 November 1946.

Redesignated Patrol Squadron SIXTY TWO (VP-62) on 1 September 1948, the third squadron to be assigned the VP-62 designation.

Disestablished on 30 January 1950.

Squadron Insignia and Nickname

The only insignia on file for this squadron dates from the period in which it was designated VPP-2 in 1946. Although no letter from CNO is on file, it is believed to be the officially approved insignia for the squadron for that period. A globe was enclosed in a circular design superimposed over a fouled anchor, with two box cameras port and starboard of the globe. Above the globe was a single eye representing the primary mission of the squadron, reconnaissance, with the cameras as the recording media. The squadron designation VPP-2 was located at the bottom of the



The squadron's only insignia on record.

design. Colors: background, reddish brown; eye, white with brown iris and black pupil; water, blue; land, black; cameras, black; lettering, white.

Nicknames: None on record.

Chronology of Significant Events

3 May 1942: FltAirPhotoRonLant was established at NAS Norfolk, Va., as a separate command under the

operational control of Commander Patrol Wings, Atlantic Fleet. The squadron had already been in operation as a unit since 30 July 1941 flying a PBV-5 Catalina and SBD-3 Dauntless. The unit's mission prior to May 1942 was involved in completing an aerial survey in the Bahamas, Trinidad and Guantanamo Bay, Cuba. After its official establishment the squadron continued the survey of Great Exhuma and Hog Island in the Bahamas group.

1 Mar 1943: FAP-2 was redesignated VD-2. Until 13 May 1943, the squadron remained under Commander PatWingsLant. Subsequently, with the reorganization of Patrol Wings in 1943, the squadron came under the operational control of FAW-5.

16 Aug–16 Sep 1943: A detachment of VD-2 deployed to the Canadian Arctic to conduct mapping and aerial surveys. Three squadron aircrews of six officer pilots and 16 enlisted personnel were assigned to conduct photographic mapping of Frobisher Bay, Koksoak River and Ungava Bay. Aircraft used in the task were a PBV-5A Catalina, PV-1 Ventura and a SNB-1 Model 18 Kansan variant. The detachment returned to NAS Norfolk on 16 September 1943.



A PBV in flight.

17 Sep 1943: In a tragic accident, depth bombs being handled in Hangar V-30 by another squadron exploded, killing nine enlisted members of VD-2 and destroying half of the squadron's aircraft. The remaining aircraft were later moved to Hangar LP-2 for repairs. In the interim, squadron personnel were assigned to NAS Photographic Laboratory, Norfolk, Va., until VD-2 could again become operational.

1 Jan 1944: VD-2 conducted a split deployment, with one detachment mapping Haiti and the Dominican Republic, and the second detachment mapping Colombia and Venezuela. The squadron returned to NAS Norfolk at the end of April 1944.

1 Mar 1944: A special Aerial Mapping Unit detachment of six officers, six radiomen and eight photographers was transferred to Commander Fleet Air Wings, West Coast.

30 Apr 1944: A second detachment was formed from the ranks of VD-2 to staff a new Photographic Reconnaissance Training School at NAF New Cumberland, Pa. The school would train fleet officer and enlisted personnel in aerial survey and photographic mapping techniques. The detachment remained at NAF New Cumberland through September 1945.

12 May–31 Jul 1944: The remaining detachment of the squadron deployed once again to the North Atlantic to conduct aerial surveys of southern Greenland, Frobisher Bay and Ungava Bay, Canada. The detachment returned to NAS Norfolk on 31 July 1944.

14 Nov–29 Dec 1944: VD-2 conducted a resurvey of selected areas of the north coast of Venezuela, the east and west coasts of British Honduras, Guatemala, El Salvador, Nicaragua, Costa Rica and Panama. The squadron returned to NAS Norfolk on 29 December 1944.

18 Jan–Jul 1945: VD-2 returned to Central America to conduct aerial surveys of the east and west coasts of Mexico. The squadron returned to NAS Norfolk in mid-July 1945.

Jun 1946: VD-2 was relocated from NAS Norfolk, Va., to NAS Atlantic City, N.J. A few months earlier, the squadron had received seven PB4Y-1 Liberators to supplement the two SNB-1 Kansans and three SNJ-5 Texans in its normal operating complement.

Sep 1946: With postwar reductions in effect, the squadron was reduced to a complement of eight aircraft: six PB4Y-1P Liberators and two SNB-1 Kansans.

15 Nov 1946: VD-2 was redesignated VPP-2. The squadron remained at NAS Atlantic City, N.J., with an operating complement of seven PB4Y-1P aircraft. The squadron's location, mission and composition remained relatively unchanged through May 1948.

Jun 1948: VPP-2 was given a permanent change of station to NAS Patuxent River, Md. The authorized complement of aircraft remained at six PB4Y-1P Liberators, but the on-hand aircraft had dropped to only three PB4Y-1Ps and 1 SNB-3P Navigator.

1 Sep 1948: VPP-2 was redesignated VP-62, but its primary mission continued to be photographic reconnaissance and aerial mapping. The squadron complement of aircraft remained stable at approximately six operational aircraft on hand, usually five PB4Y-1P Liberators and one SNB-3P Kansan.

30 Jan 1950: VP-62 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	3 May 1942
NAS Atlantic City, N.J.	Jun 1946
NAS Patuxent River, Md.	Jun 1948

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John H. McElroy	3 May 1942
CDR Lloyd W. Parrish	27 Sep 1943
LCDR Peter J. Hughes	30 Mar 1945
CDR Murlin W. Alley	17 Jan 1946
LCDR Gordon K. Ebbe	17 Jan 1947
CDR E. L. Kiem	Sep 1948
CDR C. D. Simonsen	7 Sep 1949

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5	Jul 1941
SBD-3	Sep 1941
J2F-5	May 1942
PBY-5A	Sep 1943
PV-1	Sep 1943
SNB-1	Sep 1943
JRB-1	Jan 1946
SNJ-5	Jan 1946
PB4Y-1	Mar 1946
PB4Y-1P	Sep 1946
SNB-3P	Jun 1948

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
3 May 1942	May 1942	PatWingLant	Bahamas	J2F-5/SBD-3	Carib
16 Aug 1943*	16 Sep 1943	FAW-5	Canada	PBY/PV/SNB	NorLant
1 Jan 1944†	Apr 1944	FAW-5	Colombia	PV-1	SoLant
1 Jan 1944†	Apr 1944	FAW-5	Haiti	PV-1	SoLant
12 May 1944*	31 Jul 1944	FAW-5	Canada	PV-1	NorLant
14 Nov 1944	29 Dec 1944	FAW-5	Multi-site	PV-1	SoLant/Carib
18 Jan 1945	Jul 1945	FAW-5	Mexico	PV-1	Carib
30 Nov 1946*	20 Apr 1947	FAW-5	Central and South America	PB4Y-1	SoLant/Carib

A PV in flight.



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>
29 Aug 1947*	24 Oct 1947	FAW-5	Labrador	PB4Y-1	NorLant
10 Dec 1947*	24 Mar 1948	FAW-5	Central and South America	PB4Y-1	SoLant/Carib
14 May 1948*	15 Sep 1948	FAW-5	Newfoundland	PB4Y-1	NorLant
1 Jun 1948*	28 Sep 1948	FAW-5	Labrador	PB4Y-1	NorLant
29 Sep 1948*	13 Mar 1949	FAW-5	Central and South America	PB4Y-1	SoLant/Carib
16 May 1949*	15 Sep 1949	FAW-5	Newfoundland	PB4Y-1	NorLant
18 Oct 1949*	Jan 1950	FAW-5	Dhahran	PB4Y-1	Persian Gulf

* The squadron only deployed a detachment for this aerial survey.

† The squadron conducted a split deployment, operating detachments from different sites.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWingLant		3 May 1942
FAW-5	EF*	13 May 1943

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

Unit Awards Received

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

Fourth VP-62

Lineage

Established as Patrol Squadron SIXTY TWO (VP-62) on 1 November 1970, the fourth squadron to be assigned the VP-62 designation.

Squadron Insignia and Nickname

The squadron's only authorized insignia was approved by CNO on 3 August 1971. In the circular design an armored fist was shown crushing an enemy



The squadron's only insignia.

submarine. The fist was that of the god Orion from Greek mythology, which typified the type of aircraft flown by the squadron. In the foreground overlaid upon the fist and submarine are the letters LT, the squadron's tail code. At the bottom of the insignia has the squadron's designation PATRON 62 in black letters inside a white scroll. Colors: background, blue; tail code letters, orange; fist, yellow; arm, white; submarine, black.

Nicknames: Broad Arrows, 1976–present. This nickname was derived from an unofficial design of a broad arrow depicted on the tail of the squadron aircraft since 1976. The design depicts the arrowhead of an English longbow arrow, representing quality and precision.

Chronology of Significant Events

1 Nov 1970: VP-62 was established at NAS Jacksonville, Fla., under the operational control of

Commander Reserve Patrol Wings, Atlantic, with a detachment at NAS Atlanta, Ga. VP-62 was established from the personnel and assets of VPs 67F1 and 7F2 as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The concept, known as the 12/2/1 had 12 VP squadrons under two commands, Commander Fleet Air Wings Atlantic and Commander Fleet Air Wings Pacific, both under the control of one central authority, Commander Naval Air Reserve.

1 Jul–26 Sep 1971: VP-62 received its first Lockheed P-3A Orion, completing transition training on 26 September.

1 Apr 1972: The Atlanta Detachment merged with the squadron at NAS Jacksonville, Fla., combining assets and personnel.

Nov 1972: The squadron began receiving its first P-3A DIFAR-equipped aircraft as replacements for the older P-3A airframes. Transition was completed in late 1973.

Jul–Sep 1975: For the first time, the mini-det concept was employed in squadron deployments. Rather than sending the entire squadron for one two-week period, small detachments of two and three aircraft were sent to NAF Lajes, Azores, extending over a period of several weeks.

Jul 1976: VP-62 deployed to NAS Bermuda. Reserve crews obtained experience in provision of ASW coverage in the Atlantic theater of operation. For the first time, two reserve crews were selected to drop MK-46 torpedoes with practice warheads. Both crews scored direct hits on the target.

1977–1978: Mini-dets deployed over a 24-month period to participate in Colombian Counter Insurgency exercises, a NATO exercise in the Azores, torpedo exercises in Puerto Rico, and Mediterranean exercises based at Rota, Spain.

Feb 1978: A VP-62 P-3A flown by a Squadron Augmentation Unit flight crew made a wheels-up landing at the Jacksonville International Airport. The resultant accident damaged the aircraft beyond economical repair, but the flight crew escaped without injuries.

Spring 1978: Numerous mini-dets were deployed during the spring, with VP-62 members serving shoulder to shoulder with their counterparts in the fleet operating from Lajes, Azores, and Bermuda in tracking Soviet nuclear submarines.

May–Dec 1979: VP-62 received its first P-3B replacement for the P-3A DIFAR aircraft. Transition was completed by December.

19 May 1980: VP-62 was called upon to provide support during the Cuban refugee resettlement operation. Crews flying out of NAS Key West, Fla., spotted refugees on the open ocean and directed their rescue by Navy and Coast Guard vessels.



A VP-62 P-3A at NAS Moffett Field in April 1978 (Courtesy Rick R. Burgess Collection).

Aug 1981: VP-62 deployed to NAS Bermuda. During the two-week period of squadron operations, a record of four hurricanes in a row hit Bermuda. Nonetheless, the squadron participated in exercises Ocean Safari and Ocean Venture with no mission aborts.

Nov 1982: VP-62 deployed for annual active duty training to NAS Bermuda, with periodic detachments at NAS Keflavik, Iceland; NS Roosevelt Roads, P.R.; and NAF Lajes, Azores. During the deployment, it became the first reserve squadron to participate in drug interdiction flights in the Caribbean.

Fall 1983: The squadron's P-3B aircraft underwent refit to the TAC/NAV MOD updated airframe. The IRDS/HACLS modifications added infrared detection. The completion of these modifications gave squadron aircraft a Harpoon launch capability. The last aircraft modification was completed on 31 March 1985.

1 Apr 1987: VP-62 aircrews commenced transition training to the P-3C Update III aircraft with training being done by the fleet replacement squadrons, VPs 30 and 31. First delivery of the new aircraft occurred in November 1987. The aircraft had an entirely new underwater acoustic monitoring system, doubling the number of sonobuoys that could be monitored concurrently over earlier marks. Improvements in avionics, computers (AN/AYA-8) and cooling systems were added, along with a retractable forward-looking infrared turret under the chin and Harpoon air-to-surface missile capability. VP-62 completed transition to the P-3C U-119A on 31 March 1989, marking the first time in reserve patrol history that a reserve squadron received the latest state-of-the-art aircraft.

14 Jun 1988: VP-62 fired its first AGM-84 Harpoon missile during a live-fire fleet exercise. The missile was the first ever fired by a reserve aircrew from the P-3C U-119A aircraft. It scored a direct hit sinking the target, a former Army Corps of Engineers barge.

15-30 Jul 1989: VP-62 became the first reserve squadron to deploy for active duty training to Rota, Spain, with the P-3C U-119A aircraft.

May 1993: VP-62 became the first Navy patrol squadron to have a female assigned as a member of a combat aircrew. Lieutenant Commander Kay Hire was selected for duty as a Naval Flight Officer (NFO), serving aboard a P-3C U-119A as navigator/communicator.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Jacksonville, Fla.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Donald Smith	1 Nov 1970
CDR Kenneth E. Myatt	May 1972
CDR J. E. Durr	May 1974
CDR C. E. Combs	30 Oct 1976
CDR John T. Tate	15 Apr 1978
CDR Samuel B. Butler	15 Dec 1979
CDR Brian A. Young	Dec 1981
CDR Joe H. Weatherman	30 Jul 1983
CDR Robert J. Williams	8 Dec 1984
CDR Ellis Brigman	7 Jun 1986
CDR Douglas R. Birr	5 Dec 1987
CDR John H. Birge	18 Mar 1989
CDR John B. Miner	15 Sep 1990
CDR Jan S. Milligan	21 Mar 1992
CDR Barry A. LaVigne	16 Jul 1993
CDR George F. Poelker	1994

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Jul 1971
P-3A DIFAR	Nov 1972
P-3B	May 1979
P-3B TACNAVMOD	Nov 1983
P-3C U-119A	Nov 1987

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>
Sep 1972	Sep 1972	PatWing-11	Azores	P-3A	Lant
4 Aug 1973	2 Sep 1973	PatWing-11	Rota	P-3A DIFAR	Med

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1974	Jul 1974	PatWing-11	Rota	P-3A DIFAR	Med
Jul 1975	Sep 1975	PatWing-11	Azores	P-3A DIFAR	Lant
Jul 1976	Jul 1976	PatWing-11	Bermuda	P-3A DIFAR	Lant
1977	1977	PatWing-11	San Juan	P-3A DIFAR	Carib
Apr 1978*	Jun 1978	PatWing-11	Lajes	P-3A DIFAR	Lant
Apr 1978*	Jun 1978	PatWing-11	Bermuda	P-3A DIFAR	Lant
Aug 1978*	Aug 1978	PatWing-11	Rota	P-3A DIFAR	Med
Aug 1978*	Aug 1978	PatWing-11	Lajes	P-3A DIFAR	Lant
28 Jul 1979	26 Aug 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
19 May 1980	27 Jun 1980	PatWing-11	Key West	P-3B	Carib
Aug 1980	Aug 1980	PatWing-11	Lajes	P-3B	Lant
Aug 1981	Aug 1981	PatWing-11	Bermuda	P-3B	Lant
Nov 1982	Nov 1982	PatWing-11	Bermuda	P-3B	Lant
May 1983	May 1983	PatWing-11	Lajes	P-3B	Lant
12 Dec 1984	24 Dec 1984	PatWing-11	Roosevelt Rds.	P-3B	Carib
13 Jul 1985	13 Aug 1985	PatWing-11	Lajes	P-3B MOD	Lant
12 Jul 1986	12 Aug 1986	PatWing-11	Lajes	P-3B MOD	Lant
1 Sep 1987	Sep 1987	PatWing-11	Portugal	P-3C UIII	Med
Jul 1989	Jul 1989	PatWing-11	Rota	P-3C UIII	Med
14 Jul 1990	12 Aug 1990	PatWing-11	Rota	P-3C UIII	Med
1991	1991	PatWing-11	Bermuda	P-3 C UIII	Lant
8 Aug 1992	22 Sep 1992	PatWing-11	Bermuda	P-3C UIII	Lant
25 Feb 1993	3 Apr 1993	PatWing-11	Rota	P-3C UIII	Med
28 Jun 1993	24 Jul 1993	PatWing-11	Keflavik	P-3C UIII	NorLant
24 Jul 1993	22 Aug 1993	PatWing-11	Rota	P-3C UIII	Med

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

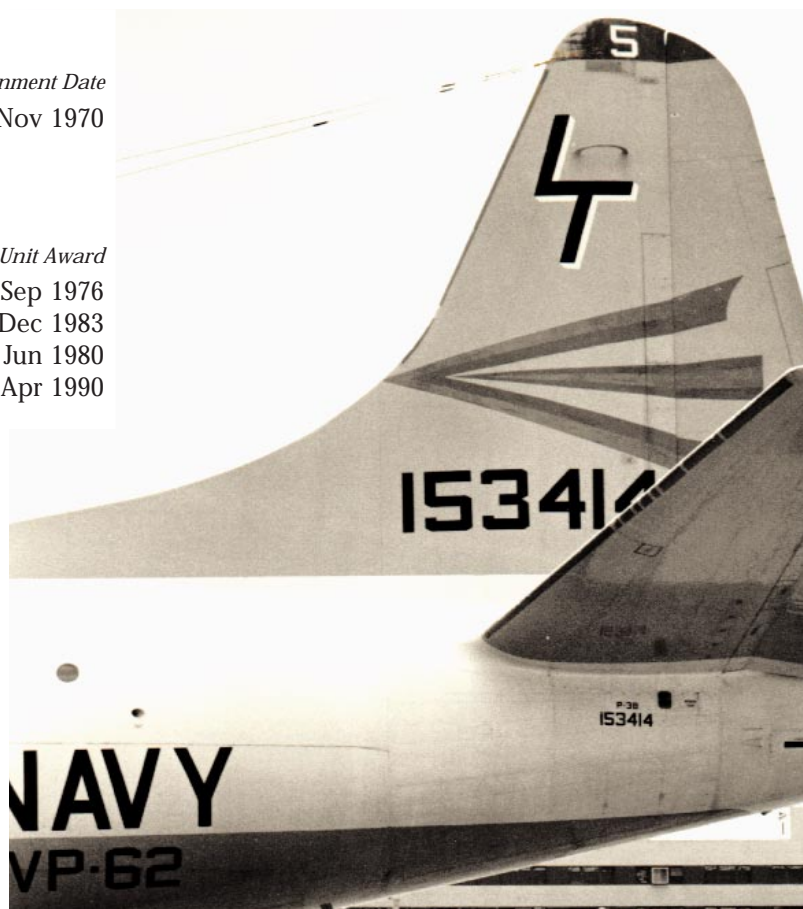
Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
ComResPatWingsLant	LT	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NAVE	1 Jul 1974	30 Sep 1976
	1 Jan 1983	31 Dec 1983
HSM	18 May 1980	27 Jun 1980
SLOC	2 Apr 1987	30 Apr 1990

A close up of a squadron P-3 tail showing the tail code LT and insignia design used for the aircraft.



VP-64

Lineage

Established as Reserve Patrol Squadron SIXTY FOUR (VP-64) on 1 November 1970.

Squadron Insignia and Nickname

The first squadron insignia was approved by CNO on 8 September 1971. The central feature of the design



The squadron's first insignia.

was the condor (*Gymnogyps californianus*), a large, far-ranging bird of prey with keen eyesight. The condor in the design was depicted rising from the sea with a submarine clutched in its talons. Colors: condor body, brown; eye, red; neck brown with white ruff; background, blue; clouds, white; sea, dark blue; submarine, dark brown; border, red; scroll, yellow; squadron designation in scroll, red.

The second squadron insignia was approved by CNO on 14 June 1976, and retained the condor theme but in a much modified form.



The squadron's second insignia was a modification of the first condor design.

The new design presented only the head of the condor with one raised claw. Super-imposed over the condor is the squadron designation VP-64. Across the top of the circular design is The ASW Sunday Punch, and across the bottom the text 'PATROL SQUADRON 64'. Colors: condor head, white, with orange beak, red wattle, black eyes and white ruff; VP-64, black letters with white outline; condor claw, orange with white nails; background, black; lettering surrounding design, orange against black background.

Nicknames: Condors, 1981–present.

Chronology of Significant Events

1 Nov 1970: VP-64 was established as a reserve patrol squadron at NAS Willow Grove, Pa., under the operational control of Reserve Patrol Wings, Atlantic. VP-64 was established from previously existing reserve VPs—66W1-W3, 21W4, 26W5 and 23W6—as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The concept, known as the 12/2/1 had 12 VP squadrons under two commands, Commander Fleet Air Reserve Wings Atlantic and Commander Fleet Air Reserve Wings Pacific, both under the control of one central authority, Commander Naval Air Reserve. VP-64 was initially equipped with 12 SP-2H aircraft, 60 officers and 323 enlisted personnel.

Jun 1973–Jun 1974: The squadron's first Lockheed P-3A DIFAR Orion arrived. Transition training for aircrews was completed in June 1974.

7 Feb 1977: VP-64 participated in ASW operations with CTG 84.3 in the Mediterranean for a period of three days. The squadron's performance during this period so impressed the task group commander that he nominated the Condors for a Meritorious Unit Citation, awarded 1 December 1977.

Oct 1982–Oct 1983: Crew transition training to the P-3A TAC/NAV MOD airframe was begun and completed in October 1983. The TAC/NAV MOD version replaced the ASN-42 navigation and tactical display systems with the LTN-72 inertial and Omega navigation systems and digital computer.

Jan 1987: Perimeter security at NAS Willow Grove was breached by a peace activist group. Several members of the group were able to damage one of the squadron's aircraft before base security was able to respond.

1990: The Condors traded in their 10 P-3A Orions for eight P-3B TAC/NAV MOD aircraft. The IRDS/HACLS modifications added infrared detection. The completion of these modifications gave squadron aircraft a Harpoon launch capability. The AGM-84A Harpoon missile capability was originally intended specifically for the elimination of Soviet surveillance trawlers in the event of war.

Apr–May 1993: The Condors deployed to Nimes, France, in support of joint French-American ASW exercises. A detachment was maintained at RNAS Souda Bay, Crete. Several crews were put on alert status at NAF Sigonella, Sicily, during the period of heightened tensions in the former Yugoslavian Republic in support of UN sanctions.

Jan–Mar 1994: VP-64 deployed several detachments to NS Roosevelt Roads, P.R., in support of operation Support Democracy. The detachments assisted in supporting UN sanctions against Haiti.

Apr 1994: VP-64 began the transition from the P-3B to the P-3C UII. It incorporated the latest in avionics and weapons systems, including a turret-mounted infrared detection device to drop out of the nose to identify targets day or night.

Jul–Sep 1995: VP-64 deployed several detachments to NS Roosevelt Roads, P.R., in support of DoD counter-narcotics patrols in the Caribbean theater.

During this period the Condors assisted in the tracking and seizure of narcotics shipments estimated at a street value of \$2.5 billion.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Willow Grove, Pa.	1 Nov 1970



A squadron P-3A in flight.

Commanding Officers

	<i>Date Assumed Command</i>
CDR J. W. Danaher	1 Nov 1970
CDR E. C. Neuman	13 Nov 1971
CDR John A. Mitchell	12 Jan 1974
CDR Gran F. Fuller	13 Jul 1975
CDR Peter E. Oechslin	22 Jan 1977
CDR William H. Stauffer	22 Jul 1978
CDR Kenneth R. Wall	8 Dec 1979
CDR J. J. Gareffa	Sep 1981
CDR Louis J. Dilullo	25 Sep 1982
CDR James T. Cress	24 Mar 1984
CDR Stephen T. Keith	Sep 1985
CDR Kenneth P. Barausky	Sep 1986
CDR Kenneth J. McNamara	Mar 1988
CDR John J. Cahill	Sep 1989

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Gerald E. Wilkinson	1991
CDR Paul E. Heinmuller	1992
CDR Robert S. Sherlock	1993
CDR G. Donald Steel	Oct 1994
CDR Robert C. Brown	1995

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Jun 1973
P-3A TAC/NAV MOD	Jun 1982
P-3B TAC/NAV MOD	1990
P-3C UII	Apr 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
1 May 1971	16 May 1971	FAW-11	Rota	SP-2H	Med
16 Jun 1974	29 Jun 1974	PatWing-11	Rota	P-3A DIFAR	Med
17 May 1975	15 Jun 1975	PatWing-11	Rota	P-3A DIFAR	Med
15 Aug 1976	15 Sep 1976	PatWing-11	Bermuda	P-3A DIFAR	Lant
18 Jun 1977	15 Jul 1977	PatWing-11	Rota	P-3A DIFAR	Med
26 Aug 1978	23 Sep 1978	PatWing-11	Rota	P-3A DIFAR	Med
2 Jun 1979	28 Jun 1979	PatWing-11	Lajes	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	Lajes	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	Bermuda	P-3A DIFAR	Lant
2 May 1980*	6 Jun 1980	PatWing-11	San Juan	P-3A DIFAR	Carib
2 May 1980*	6 Jun 1980	PatWing-11	Panama	P-3A DIFAR	Carib
1 Aug 1981*	29 Aug 1981	PatWing-11	Lajes	P-3A DIFAR	Lant
1 Aug 1981*	29 Aug 1981	PatWing-11	Bermuda	P-3A DIFAR	Lant
10 Apr 82	7 May 1982	PatWing-11	Lajes	P-3A DIFAR	Lant
1983	1983	PatWing-11	Portugal	P-3A MOD	Lant
1984	1984	PatWing-11	Lajes	P-3A MOD	Lant
1985	1985	PatWing-11	Lajes	P-3A MOD	Lant
1986	1986	PatWing-11	Lajes	P-3A MOD	Lant
May 1987	Jun 1987	PatWing-11	Rota	P-3A MOD	Med
Jun 1988	Jul 1988	PatWing-11	Rota	P-3A MOD	Med
Feb 1989	Mar 1989	PatWing-11	Rota	P-3A MOD	Med
Mar 1990	Mar 1990	PatWing-11	Rota	P-3A MOD	Med
Apr 1991	May 1991	PatWing-11	Bermuda	P-3B MOD	Lant
Apr 1993	May 1993	PatWing-11	France	P-3B MOD	Lant
Jan 1994	Mar 1994	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Jul 1995	Sep 1995	PatWing-11	Roosevelt Rds.	P-3C UIII	Carib

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
ComResPatWingLant	LU	1 Nov 1970	MUC	7 Feb 1977	10 Feb 1977
				1978	

Unit Awards Received

A VP-64 P-3A at NAS Glenview in October 1977 (Courtesy Rick R. Burgess Collection via John Eckberg).



VP-65

Lineage

Established as Patrol Squadron SIXTY FIVE (VP-65) on 16 November 1970.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 18 August 1971. The central character of the design was a faceless winged man (Neptune) poised with a trident over a surfaced submarine. The significance of design is readily apparent, as VP-65 was a reserve patrol squadron flying the Lockheed Neptune with a primary duty of ASW. Colors: black and white.



The squadron's first insignia.



The squadron's second insignia.

A second design was submitted by the squadron in 1980 and approved by CNO on 12 January 1981. The winged man in the design now had a face and was still astride the surfaced submarine, but was now fiercely jabbing the hapless victim with his trident. Colors: background and sea, blue; winged man, white with black outlines.

Nicknames: Tridents, 1971–present.

Chronology of Significant Events

16 Nov 1970: VP-65 was established at NAS Los Alamitos, Calif., as a result of a major reorganization of the Naval Air Reserve that took place in 1970. The 12 Reserve squadrons formed were structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization concept was known as 12/2/1. There were 12 VP squadrons under two commands, Commander Fleet Air Reserve Wings Atlantic and Commander Fleet Air Reserve Wings Pacific, under the control of one central authority, Commander Naval Air Reserve. VP-65 was formed from the personnel and assets of seven smaller units already in existence at NAS Los Alamitos: VP-65L1-L3, VP-22L7, VP-19L4, VP-6L5, and VP-40L6. It came under the operational and administrative control

of Fleet Air Reserve Wing, Pacific. The squadron's first assigned aircraft was the SP-2H Neptune.

18–30 May 1971: VP-65 participated in Operation Condeca Aguila II with Guatemala to evaluate the joint forces' ability to detect, identify and thwart seaborne aggressor efforts.

1–13 Jun 1972: VP-65 and VP-67 participated in exercises Halcon Vista VII and Condeca Aguila III with the Nicaraguan military forces.



A squadron SP-2H landing at Point Mugu, January 1971.

21 Jul–5 Aug 1973: VP-65 deployed to NAS Barbers Point, Hawaii, for mining and ASW exercises.

Oct 1974: The squadron's last SP-2H was officially transferred to the Naval Aviation Museum at Pensacola, Fla.

Jan 1975: The Tridents received the P-3A Orion as a replacement for the aging Neptune.

Aug 1975: VP-65 deployed a detachment to NAS Agana, Guam, while operational training in the P-3 airframe continued for the remaining aircrews at NAS Point Mugu, Calif.

Jun 1978: The Tridents deployed to NAS Agana, Guam, with detachments conducting maritime air patrol flights from NAS Cubi Point, Philippines, and Kadena AFB, Okinawa. One of the Cubi detachment aircraft, flown by PPC Lieutenant Commander F. Kluessendorf, experienced an engine failure during the takeoff roll on rotation. The propeller autofeather feature of the Orion aircraft prevented any instability during the takeoff, allowing the crew to safely return to Cubi for an uneventful landing.

1980: VP-65 deployed for its active duty training to NAS Agana, Guam and the Philippines, with detachments at Okinawa and Singapore searching for Vietnamese refugees.

25 Jun–29 Jul 1982: The Tridents deployed to NAS Cubi Point, Philippines, with operations conducted from Singapore, Okinawa, Guam and Thailand.

14 May–Jun 1984: VP-65 deployed to NAF Misawa, Japan. The squadron aircrews received real-world

training flying missions covering Soviet Bloc submarines transiting the WestPac theater of operations.

31 May–30 Jun 1985: The Tridents deployed to Misawa, Japan. Upon return from deployment the squadron began the ground training necessary for the transition from the P-3A to the P-3B TAC/NAV/MOD airframe. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

Nov 1986: VP-65 received a letter of commendation from the Secretary of the Navy for the squadron's role in Operation Close, a coordinated operation with the Coast Guard in support of their drug interdiction efforts.



A squadron P-3A in flight, August 1980.

Jul–Aug 1989: VP-65 conducted active duty training at NAF Misawa, Japan. The Tridents participated with fleet squadrons VPs 19 and 46 in support of TF 72. Out of 1,015 hours flown during the deployment, over 52 hours were flown while in direct contact with Soviet Bloc submarines.

Jun 1991: VP-65 deployed to NAF Kadena, Okinawa. Upon return from deployment the squadron began the transition from the P-3B MOD airframe to the P-3C Orion. The baseline P-3C incorporated the AN/ASQ-114 computer system for navigation and sensor functions, the first of its kind in a maritime patrol aircraft. It had an AN/AQA-7 Jezebel acoustic processing system with DIFAR and quadruple the number of directional sonobuoys, with a high capacity computer and related displays. Completion of transition training was accomplished by June 1993.

13–27 Aug 1993: Two VP-65 aircrews deployed to NAS Adak, Alaska, the last operational detachment to fly from the air station before it went into caretaker status.

Jan 1994: The Tridents began transition to the P-3C VII.5 Orion airframe. Update II.5 had improved electronics systems, new Integrated Acoustic Communi-

cation System (IACS), improved MAD, standardized wing pylons and improved wing fuel tank venting. Throughout the remainder of the year, detachments from VP-65 deployed to NAF Kadena, Japan; NAS North Island, Calif.; and NAS Barbers Point, Hawaii, as part of the increased integration of reserves into active duty Navy operations and exercises under CTF-72.

1995: VP-65 detachments deployed at various times throughout the year to NAS North Island, Calif.; NAF Misawa, Japan; Biggs Army Airfield, El Paso, Tex.; NAF Kadena, Okinawa; Utapao, Thailand; and NS Roosevelt Roads, P.R.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Los Alamitos, Calif.	16 Nov 1970
NAS Point Mugu, Calif.	6 Jan 1971

Commanding Officers

	<i>Date Assumed Command</i>
CAPT T. A. Trotter	16 Nov 1970
CAPT G. C. Sayer	20 May 1972
CAPT S. J. Gudmunds	16 Jun 1973
CAPT A. S. Frohlich	12 Jan 1975
CAPT R. P. Burroughs	27 Jun 1976
CDR Thomas W. Rhodes	18 Jun 1978
CDR H. A. Gullledge	2 Dec 1979
CDR Norman J. Haussmann	27 Sep 1981
CDR Glenn S. Lowes	30 Apr 1983
CDR David L. Hargis	22 Sep 1984
CDR Stephen P. Hawes	7 Sep 1985
CDR Jeffrey R. Pier	7 Mar 1987
CDR Gregory W. Brose	24 Sep 1988
CDR Harry Rector III	24 Mar 1990
CDR Paul F. Blunt	1992
CDR Michael Filkins	23 Jan 1993
CDR James J. Lind	8 Jan 1994
CDR Richard D. Hayes III	20 May 1995



A VP-65 P-3A at NAF Washington in April 1982 (Courtesy Rick R. Burgess Collection).

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Jan 1975
P-3B TAC/NAV MOD	Dec 1985

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P-3C	May 1991
P-3C UII.5	Jan 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
18 May 1971	30 May 1971	FAIRWPac	Guatemala	SP-2H	Carib
1 Jun 1972	13 Jun 1972	FAIRWPac	Nicaragua	SP-2H	Carib
24 Aug 1972	24 Sep 1972	FAW-11	Rota	SP-2H	Med
21 Jul 1973	5 Aug 1973	PatWing-2	Barbers Pt.	SP-2H	WestPac
Aug 1975	Aug 1975	PatWing-1	Guam	P-3A	WestPac
1976	1976	PatWing-1	Guam	P-3A	WestPac
1977	1977	PatWing-1	Guam	P-3A	WestPac
Jun 1978	Jun 1978	PatWing-1	Guam	P-3A	WestPac
1979	1979	PatWing-1	Guam	P-3A	WestPac
1980	1980	PatWing-1	Guam	P-3A	WestPac
20 Jul 1981	15 Aug 1981	PatWing-1	Kadena	P-3A	WestPac
25 Jun 1982	29 Jul 1982	PatWing-1	Cubi Pt.	P-3A	WestPac
20 Jun 1983	24 Jul 1983	PatWing-1	Cubi Pt.	P-3A	WestPac
14 May 1984	Jun 1984	PatWing-1	Misawa	P-3A	WestPac
31 May 1985	30 Jun 1985	PatWing-1	Misawa	P-3A	WestPac
18 Jul 1986	17 Aug 1986	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
25 Jun 1987	25 Jul 1987	PatWing-1	Misawa	P-3B MOD	WestPac
14 Jul 1988	13 Aug 1988	PatWing-1	Misawa	P-3B MOD	WestPac
Jul 1989	Aug 1989	PatWing-1	Misawa	P-3B MOD	WestPac
27 Apr 1990	27 May 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Jun 1991	Jun 1991	PatWing-1	Kadena	P-3B MOD	WestPac
13 Aug 1993	27 Aug 1993	PatWing-10	Adak	P-3C	NorPac



A close up of a P-3 tail showing the tail code PG and the squadron's first insignia.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PG	16 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
SLOC	2 Nov 1985	21 Dec 1985
	1 Oct 1988	31 Dec 1990

VP-66

Lineage

Established as Patrol Squadron SIXTY SIX (VP-66) on 1 November 1970.

Squadron Insignia and Nickname

The first insignia used by VP-66 was approved by CNO on 6 May 1971. The squadron designation was



The squadron's first insignia.

cleverly signified by a pair of winged dice, sixes uppermost, hovering over a whale-like silhouette representing a submarine in the sea below, hence, the first nickname, the Flying Sixes. Colors: sun and squadron designation letters, red; wings of dice, yellow; dice, white with black dots; sea, blue; whale, black; sky, tinted light blue.

A second insignia was approved by CNO on 25 February 1974. This design retained the two dice, but presented an entirely new background with a



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

striped globe surmounted by a halo of seven stars. The significance of the dice remained the same, while the globe represented the squadron's global mission scope, with the seven stars representing the seven seas of the world. Colors: gold border and lettering; black background; blue and red stripes on globe; globe, white; stars, silver; and dice, white with black dots.

The third squadron insignia was officially approved by CNO on 31 December



The third insignia design reflected the squadron's location close to Philadelphia and the Liberty Bell.

1984. The familiar dice were gone, replaced by a liberty bell surrounded by 13 stars representing the 13 colonies, or coincidentally, the 13 Reserve patrol squadrons established after the 1970 reorganization (VP-93 came into being as the thirteenth Reserve squadron in 1976). Colors: liberty bell, red; background, white; stars, blue.

Nicknames: Flying Sixes, 1971–1974.
Dicemen, 1975–1980.
Liberty Bells, 1981–present.

Chronology of Significant Events

1 Nov 1970: VP-66 was established at NAS Willow Grove, Pa., as a naval reserve patrol squadron flying the Lockheed SP-2H Neptune. The squadron was formed from VP-62R1-R3, VP-18R4, VP-44R5 and VP-16R6 after the closure of the facility at NARTC New York, N.Y. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic and Commander, Fleet Air Reserve Wings, Atlantic. VP-66 was established as a result of a major reorganization of Naval Air Reserve that took place in 1970. Twelve reserve squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization concept was known as 12/2/1. The 12 VP squadrons were under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC, and they were under the control of one central authority, Commander Naval Air Reserve.

Jan 1971: VP-66 split into two sections, port and starboard, to facilitate crew training and aircraft maintenance with drills twice a month.

Jan–May 1978: A new facility, Hangar 175, was completed at NAS Willow Grove, Pa., for VP-66. The squadron completed final movement into the new hangar with official acceptance ceremonies on 21 May 1978.

Jun 1980: VP-66 was called upon to provide sup-

port to the fleet during the Cuban Refugee Flotilla operations. Personnel deployed in the operation were given the Humanitarian Service Medal.

23 Jan–22 Feb 1982: VP-66 conducted its annual active duty training at NAS Bermuda. Upon return, the squadron began transition to the P-3A TAC/NAV MOD airframe. The TAC/NAV MOD version in 1975 replaced the ASN-42 inertial navigation system and tactical display systems with an LTN-72 inertial and Omega navigation system and digital computer. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

May 1983: VP-66 received a Navy Meritorious Unit Commendation for its performance in tracking Soviet submarines during the 1982 active duty training at NAS Bermuda.

1–30 Mar 1984: VP-66 became the first reserve P-3A TAC/NAV MOD squadron to deploy in the Atlantic, operating from NAF Lajes, Azores, with detachments at NAS Bermuda and NAS Keflavik, Iceland.

9–17 Nov 1985: A detachment from VP-66 participated in Operation Hat Trick II, operating out of NS Roosevelt Roads, P.R. It was a coordinated operation with the Coast Guard in the war against illegal drug traffic, involving general area surveillance and location of suspect vessels.

Feb–Mar 1987: VP-66 deployed to NS Rota, Spain, the first Reserve squadron to deploy to this site in over six years. Detachments were maintained during the active duty training at NAF Sigonella, Sicily, and NAF Lajes, Azores.

20 Apr 1990: VP-66 began transition from the P-3A TAC/NAV MOD airframe to the P-3B TAC/NAV MOD. The P-3B had more powerful engines and improved avionics.

20 Feb–6 Apr 1991: VP-66 deployed to NAS Bermuda, with remote site operations conducted at Goose Bay, Newfoundland, and Thule, Greenland, as part of Operation Icx-92. One highly unusual aspect of the deployment was the coordinated rescue effort of a French seaman by a VP-66 aircrew and the crew of a Commonwealth of Independent States Kilo-class submarine. The French sailboat *Vibel* had an injured crewman aboard. The VP-66 aircraft guided the former Soviet vessel to the French sailboat where medical treatment was given to the injured crewman.

1993: With the disestablishment of VAQ-33, VP-66 inherited two EP-3J aircraft, a formidable electronic warfare platform. The addition of these aircraft to the squadron resulted in a concomitant increase in manning levels to support the new mission being acquired.

1993: VP-66 deployed to NS Rota, Spain, with a detachment at NAF Sigonella, Sicily. The Sigonella detachment was heavily involved in support of the UN peacekeeping forces in Bosnia-Herzegovina.

1994: VP-66 deployed to NS Roosevelt Roads, P.R., to provide support of UN forces during the embargo of Haiti.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Willow Grove, Pa.	1 Nov 1970



A squadron P-3A at NAS Willow Grove.

Commanding Officers

	<i>Date Assumed Command</i>
CDR John L. Semcken	1 Nov 1970
CDR Richard J. Levendoski	Dec 1971
CDR Richard D. Winters	Jan 1974
CDR John R. Mulligan	19 Jul 1975
CDR Alan M. Kyle	29 Jan 1977
CDR Robert T. Wenzler	16 Sep 1978
CDR Walter S. Coleman	29 Mar 1980
CDR Joseph R. Avella	7 Nov 1981
CDR Larry R. English	21 May 1983
CDR Jon E. Forbes	16 Jun 1984
CDR Walter W. Dukiet, Jr.	7 Dec 1985
CDR James K. Brengle	13 Jun 1987
CDR William S. O'Brien	10 Dec 1988
CDR Thomas L. Jones	18 Aug 1990
CDR Claude E. Timmerman	Aug 1991
CDR James J. Wadkins	9 Jan 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Mar 1973
P-3A TAC/NAV MOD	Mar 1982
P-3B TAC/NAV MOD	Apr 1990
EP-3J	1993
P-3C	31 May 1994

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
15 May 1971	15 Jun 1971	FAW-11	Rota	SP-2H	Med
1974	1974	PatWing-11	Rota	P-3A	Med
31 May 1975	15 Jun 1975	PatWing-11	Rota	P-3A	Med
11 Sep 1976	24 Oct 1976	PatWing-11	Bermuda	P-3A	Lant
16 Jul 1977	15 Aug 1977	PatWing-11	Rota	P-3A	Med
1 Jul 1978	30 Jul 1978	PatWing-11	Rota	P-3A	Med
9 Feb 1980	9 Mar 1980	PatWing-11	Lajes	P-3A	Lant
Jun 1980	Jun 1980	PatWing-11	Cuba	P-3A	Carib
23 Jan 1982	22 Feb 1982	PatWing-11	Bermuda	P-3A	Lant
1 Mar 1984	30 Mar 1984	PatWing-11	Lajes	P-3A MOD	Lant
Apr 1985	May 1985	PatWing-11	Lajes	P-3A MOD	Lant
Jun 1987	Jul 1987	PatWing-11	Lajes	P-3A MOD	Lant
May 1988	Jun 1988	PatWing-11	Rota	P-3A MOD	Med
Mar 1989	Apr 1989	PatWing-11	Rota	P-3A MOD	Med
27 Jan 1990	25 Feb 1990	PatWing-11	Rota	P-3A MOD	Med
20 Feb 1991	6 Apr 1991	PatWing-11	Bermuda	P-3B MOD	Lant
1992	1992	PatWing-11	Bermuda	P-3B MOD	Lant
1993	1993	PatWing-11	Rota	P-3B MOD	Med
1994	1994	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGLANT	LV	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
MUC	11 Mar 1981
HSM	Jun 1980
(Sel. crews)	1 Nov 1985
	28 Feb 1986

A VP-66 P-3A at NAS North Island in January 1979 (Courtesy Rick R. Burgess Collection via Michael Grove).



VP-67

Lineage

Established as Patrol Squadron SIXTY SEVEN (VP-67) on 1 November 1970.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

The squadron's first and only insignia was approved by CNO on 15 October 1971. The design featured a hawk descending on a surfaced submarine. A lightning bolt held in the hawk's claws speared the subma-



The squadron's one and only insignia.

rine through its midsection. Below the design was the squadron's designation. The squadron nickname and insignia was inspired by a pair of these magnificent birds that lived in a park just west of NAS Memphis, Tenn. They were the supreme predators of the forest and VP-67 assumed a similar role in antisubmarine warfare on the high seas. Colors: border, yellow-orange; background, light blue; hawk, brown and white feathers; lightning bolt, yellow-orange; submarine, black; sea, blue.

Nickname: Golden Hawks, 1971–1994 (also unofficially called the Thunder Chickens).

Chronology of Significant Events

1 Nov 1970: VP-67 was established at NAS Memphis, Tenn., as a land-based patrol squadron flying the SP-2H Neptune. The squadron was formed in 1970 from the assets of VP-17M1, VP-60M2, and VP-68M3, which had been based at NAS Olathe, Kans., and NAS Memphis, Tenn. The new squadron came under the operational and administrative control of the Commander, Naval Air Reserve Forces, Pacific and Commander, Fleet Air Reserve Wings, Pacific. VP-66 was established as a result of a major reorganization of Naval Air Reserves that took place in 1970. Under the Reserve Force Squadron concept 12 land-based Naval Reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The reorganization plan was known as the 12/2/1 concept. There were 12 VP squadrons assigned to two major commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two major commands came under the control of one central authority, Commander Naval Air Reserve.

Jul 1974: The Golden Hawks deployed to Naval Air Reserve Unit (NARU) Point Mugu, Calif., for two



A squadron SP-2H in flight

weeks of intensive ground and air training in SP-2H operation and maintenance.

1976: Active duty training was performed by the squadron at NARU Memphis, Tenn., with detachments at NAS Bermuda and NAS Key West, Fla.

Jul 1977: The squadron's faithful SP-2H aircraft were turned in for new P-3A Orion replacements. While transition training on the P-3A was taking place, VP-67 was tasked with providing transition training to Argentine navy pilots whose squadrons were receiving the SP-2H. Transition training for all of the squadron's aircrews was completed by July 1979.

16 Jul-15 Aug 1979: Upon completion of transition to the P-3A, VP-67 deployed for its ADT to NAS Whidbey Island, Wash.; NAS Moffett Field, Calif.; and NAS Barbers Point, Hawaii.



A VP-67 P-3A at NAS Moffett Field in April 1979 (Courtesy Rick R. Burgess Collection).

May 1980: The Golden Hawks deployed for the first time in the P-3A Orion to Kadena AFB, Okinawa. Numerous ASW exercises were conducted in conjunction with elements of the 7th Fleet, regular Navy patrol squadrons, and the Japanese Maritime Self-Defense Force. On 15 May 1980, the squadron completed 25,000 accident-free flight hours.

22 Jan 1990: The squadron's official complement of aircraft was changed from nine P-3B MOD aircraft to eight aircraft.

1992: VP-67 conducted split deployments during 1992, with a three crew detachment to NAS Adak, Alaska, 26 February to 26 March; a two crew detachment to Goose Bay, Canada, 13 to 21 August; and a three crew detachment to NAS Adak, Alaska, 24 April to 26 May. Despite the difficulties in conducting deployments at such a variety of sites, the squadron never missed a sortie due to maintenance or bad weather.

30 Sep 1994: VP-67 was disestablished at NAS Memphis, Tenn.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Memphis, Tenn.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR D. J. Shumate	1 Nov 1970
CDR John W. Anthuis, Jr.	20 May 1972
CDR Stanford L. Brown	17 Nov 1973
CDR Jerry F. Healy, Jr.	17 May 1975
CDR Carter H. Scales	1977
CDR Robert E. Blair	Apr 1979
CDR Robert H. Tietz	Aug 1980
CDR Myron G. Hamm	1 Aug 1981
CDR D. F. John	12 Feb 1983
CDR Douglas A. Siebert	1984
CDR James E. Turner	15 Mar 1986
CDR E. M. Crayon	14 Mar 1987
CDR Herbert W. Foote	17 Sep 1988
CDR David L. Caswell	3 Mar 1990
CDR Earl A. Perry	21 Sep 1991
CDR Richard W. Munsell	19 Sep 1992
CDR S. J. Kuhar	18 Sep 1993

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Jul 1977
P-3B TAC/NAV MOD	Mar 1985

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1971	Jul 1971	FAW-11	Rota	SP-2H	Med
Jun 1972	Jun 1972	PatWing-11	San Salvador	SP-2H	Carib
Aug 1972	Aug 1972	PatWing-11	Rota	SP-2H	Med
1973	1973	PatWing-2	Barbers Point	SP-2H	WestPac
Jul 1975	Jul 1975	PatWing-11	Roosevelt Rds.	SP-2H	Carib
May 1980	May 1980	PatWing-1	Kadena	P-3A	WestPac
16 Jun 1981	19 Jul 1981	PatWing-1	Kadena	P-3A	WestPac

Major Overseas Deployments—Continued

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
28 May 1982	27 Jun 1982	PatWing-1	Cubi Point	P-3A	WestPac
27 May 1983	26 Jun 1983	PatWing-1	Cubi Point	P-3A	WestPac
12 Jun 1984	15 Jul 1984	PatWing-1	Misawa	P-3A	WestPac
28 Jun 1985	28 Jul 1985	PatWing-1	Misawa	P-3B	WestPac
23 Jul 1986	23 Aug 1986	PatWing-1	Misawa	P-3B	WestPac
12 Jun 1987	28 Jun 1987	PatWing-1	Misawa	P-3B	WestPac
20 May 1988	20 Jun 1988	PatWing-1	Misawa	P-3B	WestPac
17 Apr 1989	21 May 1989	PatWing-1	Misawa	P-3B	WestPac
30 Mar 1990	29 Apr 1990	PatWing-1	Misawa	P-3B	WestPac
7 Feb 1991	20 Feb 1991	PatWing-10	Panama	P-3B	Carib
1 Jun 1991	30 Jun 1991	PatWing-1	Kadena	P-3B	WestPac
9 Aug 1991	25 Aug 1991	PatWing-10	Panama	P-3B	Carib
26 Feb 1992*	26 Mar 1992	PatWing-10	Adak	P-3B	NorPac
24 Apr 1992*	26 May 1992	PatWing-10	Adak	P-3B	NorPac
13 Aug 1992*	21 Aug 1992	PatWing-10	Goose Bay	P-3B	NorPac
10 Apr 1993	12 May 1993	PatWing-1	Kadena	P-3B	WestPac

* These deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGPAC	PL	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
HSM (Crew 6)	31 May 1983



A close up of the tail of a squadron aircraft showing the tail code PL and the outline of a hawk.



A close up of the tail of a squadron aircraft showing the full design of the squadron insignia.

VP-68

Lineage

Established as Patrol Squadron SIXTY EIGHT (VP-68) on 1 November 1970.

Disestablished on 16 January 1997.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 8 November 1972. The central theme of the design was



The squadron's only insignia.

a heraldic collection of helmet, lightning bolt, sword, and four-pointed star. In the background of the design was the silhouette of a hawk. Colors: background, white; hawk, black; helmet, orange and red; sword, red; star, orange; lightning, orange.

Nicknames: Blackhawks, 1972–1997.

Chronology of Significant Events

1 Nov 1970: VP-68 was established at NAS Patuxent River, Md., as a Naval Air Reserve land-based patrol squadron flying the SP-2H Neptune. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic and Commander, Fleet Air Reserve Wings, Atlantic. VP-68 was established as a result of a major reorganization of Naval Air Reserves that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy

squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. The new squadron was comprised of elements of pre-existing reserve squadrons, VP-68A1 and VP-68A2 based at NAS Anacostia, D.C.

1971: VP-68 became the first East Coast reserve squadron to transition from the SP-2H to the P-3A Lockheed Orion.

Jul–Aug 1973: The Blackhawks were deployed to NS Rota, Spain. VP-68 became the first P-3A reserve squadron to operate in the Mediterranean, the Bay of Cadiz and the Straits of Gibraltar.

Jul–Aug 1975: VP-68 was the first reserve squadron to perform mini-det annual active duty for training while deployed to NAF Lajes, Azores. The squadron's aircrews were assigned under the operational control of fleet commanders and were tasked with operational readiness standards equal to that of the fleet.

3 May 1980: The Blackhawks were tasked with forming a detachment to assist in the search and patrol operations in the waters between Florida and Cuba during the Cuban Refugee Crisis. *Saipan* (LHA 2), several other Navy ships and all available patrol squadrons provided humanitarian search and rescue support operations for the vast sealift of Cuban refugees heading for the U.S. through the Florida Straits. Navy ships had been diverted from the annual combined training exercise Solid Shield to undertake the mission. VP-68 detachment's operations were concluded on 17 May 1980, resulting in the award of the Humanitarian Service Medal to the unit.

Aug 1983: VP-68 became the first Reserve patrol squadron to drop a live armed MK-46 torpedo.

Aug 1984: The Blackhawks received their first P-3B TAC/NAV MOD aircraft and began transition training on the new aircraft. The TAC/NAV MOD had more powerful engines and improved avionics. The IRDS/HACLS modifications in 1982 added infrared detection and Harpoon launch capability to the aircraft. This modernization of aircraft was in line with the Navy policy of keeping the Reserve Force operationally compatible with their active duty counterparts.

1 Apr 1985: VP-68 was relocated from NAS Patuxent River, Md., to NAF Washington, located at Andrews AFB, Md. The squadron was moved to make room at NAS Patuxent River for the JVX/V-22 Osprey tilt-rotor V/STOL program. During the relocation, the squadron continued the transition from the P-3A to the P-3B TAC/NAV MOD airframe, completing the task in November 1985.

Apr 1991: VP-68 received its first P-3C Update I for transition training, with the last of the squadron's eight aircraft being received in November 1991. Transition

training was completed in December 1992. The P-3C UI had a seven-fold increase in computer memory, an Omega navigation system, improved DIFAR and additional tactical display sensor stations.

Jun 1992: A five-crew detachment deployed for a two-week ADT while the remainder of the squadron completed P-3C UI transition training at NAF Washington.

Mar–Apr 1993: A four-crew detachment deployed to NS Rota, Spain, and NAS Sigonella, Sicily, to participate in Operation Maritime Guard. Crews five, two and ten followed this detachment at one-week intervals. Operation Maritime Guard was conducted in support of UN resolutions directed at the former states of Yugoslavia.

15 May 1994: The squadron became the first in the reserve patrol aviation community to reach the 100,000 mishap-free flight hour mark.

Oct 1994: VP-68 received its first P-3C UII.5 aircraft and began transition training while the remaining seven assigned P-3C UI aircraft were being replaced. The P-3C UII.5 had improved electronics systems, new Integrated Acoustic Communication System, improved MAD, standardized wing pylons and improved wing fuel tank venting.

Apr–May 1995: The Blackhawks deployed to NAS Sigonella, Sicily, in support of UN Operation Sharp Guard sanctions against the former Yugoslav republics. During the eight-week period the squadron flew 670 hours, including 46 armed missions.

16 Jan 1997: The squadron was disestablished at NAF Washington, Md.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Patuxent River, Md.	1 Nov 1970

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Washington, Andrews AFB, Md.	1 Apr 1985

Commanding Officers

	<i>Date Assumed Command</i>
CDR Donald Knuth	1 Nov 1970
CDR John L. Murdoch	8 Jul 1972
CDR Walter E. Barbee	2 Feb 1974
CDR R. S. Fitzgerald	9 Aug 1975
CDR C. R. Paty	12 Feb 1977
CDR James W. Hartley	29 Jul 1978
CDR Richard A. Perkins	26 Jan 1980
CDR Richard N. Harris	25 Jul 1981
CDR William T. Gaffney	19 Dec 1982
CDR James E. Batwinis	23 Jun 1984
CDR G. B. Gray	22 Jun 1985
CDR Bradford A. Kirley	13 Dec 1986
CDR Gregory W. Hinchliffe	18 Jun 1988
CDR Daniel I. Puzon	Mar 1990
CDR John R. Walker	Mar 1991
CDR A. Ray Miller, Jr.	Jun 1992
CDR Earle B. Fisher, Jr.	5 Dec 1993
CDR Robert A. Sinibaldi, Jr.	25 Feb 1995
CDR Jeffrey A. Lemmons	24 Feb 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	1971
P-3B TAC/NAV MOD	Aug 1984
P-3C UI	Apr 1991
P-3C UII.5	Oct 1994

A squadron P-3A in flight.



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>
Aug 1972	Sep 1972	PatWing-11	Lajes	P-3A	Lant
Jul 1973	Aug 1973	PatWing-11	Rota	P-3A	Med
Jul 1975	Aug 1975	PatWing-11	Lajes	P-3A	Lant
23 Oct 1976	5 Dec 1976	PatWing-11	Bermuda	P-3A	Lant
10 Sep 1977	25 Sep 1977	PatWing-11	Rota	P-3A	Med
Jul 1979	Jul 1979	PatWing-11	Lajes	P-3A	Lant
7 Mar 1980	6 Apr 1980	PatWing-11	Lajes	P-3A	Lant
3 May 1980	17 May 1980	PatWing-11	Guantanamo	P-3A	Carib
Jul 1981	Jul 1981	PatWing-11	Lajes	P-3A	Lant
Jul 1982*	Aug 1982	PatWing-11	Rota	P-3A	Med
Jul 1982*	Aug 1982	PatWing-11	Bermuda	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Bermuda	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Lajes	P-3A	Lant
Feb 1983*	Mar 1983	PatWing-11	Sigonella	P-3A	Med
Apr 1984	May 1984	PatWing-11	Lajes	P-3A	Lant
Feb 1986	Feb 1986	PatWing-11	Keflavik	P-3B MOD	NorLant
Mar 1986	Mar 1986	PatWing-2	Barbers Point	P-3B MOD	WestPac
May 1986	May 1986	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Aug 1986	Aug 1986	PatWing-11	Lajes	P-3B MOD	Lant
Jan 1987	Feb 1987	PatWing-2	Barbers Point	P-3B MOD	WestPac
Apr 1987	May 1987	PatWing-11	Lajes	P-3B MOD	Lant
May 1987	May 1987	PatWing-11	Roosevelt Rds.	P-3B MOD	Carib
Aug 1987	Aug 1987	PatWing-11	Bermuda	P-3B MOD	Lant
20 Feb 1988	20 Mar 1988	PatWing-11	Rota	P-3B MOD	Med
4 Mar 1989	3 Apr 1989	PatWing-2	Barbers Point	P-3B MOD	WestPac
17 May 1990	17 Jun 1990	PatWing-11	Rota	P-3B MOD	Med
Mar 1993	Apr 1993	PatWing-11	Rota/Sigonella	P-3B MOD	Med
Apr 1995	May 1995	PatWing-11	Sigonella	P-3 UII.5	Med

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
COMFAIRRESWINGLANT	LW	1 Nov 1970

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NEM	1 Oct 1981	31 Dec 1981
(Sel Crews)	1 Nov 1985	28 Feb 1986
	1 Jan 1988	31 Dec 1988
	1 Jan 1990	31 Dec 1990

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



VP-69

Lineage

Established as Patrol Squadron SIXTY NINE (VP-69) on 1 November 1970.

Squadron Insignia and Nickname

The squadron's current insignia was approved by CNO on 8 July 1971. The complex, but rather original design is comprised of a circle divided into two curved halves like the Asian Yin and Yang.



The squadron's Yin and Yang insignia.

The day side of the circle contains a silhouette of an aircraft being led by three stars located above the constella-

tion Orion. The slipstream of the aircraft extends into the water area of the lower segment of the circle. This signifies the hunter aspect of the squadron mission as depicted by the submarine silhouette in black. Colors: night side, dark blue; day side, light blue; aircraft, slipstream and stars, white; constellation Orion stars, white; submarine, black;

Nicknames: Totems, 1984–present.

Nicknames: Totems, 1984–present.

Chronology of Significant Events

1 Nov 1970: VP-69 was established at NAS Whidbey Island, Wash., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptune aircraft. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Pacific, and Commander, Fleet Air Reserve Wings, Pacific. VP-69 was established as a result of a major reorganization of Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve. Personnel and equipment from the disestablished VP-60T1 at NAS Whidbey Island were utilized to form VP-69.



A squadron SP-2H at NAS Whidbey Island.

2–31 Oct 1971: The squadron's scheduled deployment to NS Rota, Spain, was canceled at the last moment due to runway repairs at NS Rota. VP-69 deployed instead in two sections to NAS South Weymouth, Mass.

Jul 1972: VP-68 deployed to NAS Barbers Point, Hawaii, for its annual ADT. Crews were divided into two sections, flying the squadron's eight operational aircraft 16 days each. Training was conducted on flights to Midway Island, and in maintaining position fixes on the Soviet trawler fleet.

14 Jul 1973: VP-69 dedicated its new \$3 million hangar at NAS Whidbey Island.

8 Nov 1975: The squadron's first P-3A Orion was received as the replacement aircraft for the SP-2H Neptune. Both of the squadron's wings devoted their two-week ADT periods in November to ground training related to the P-3 transition.

14 Aug–12 Sep 1976: Annual ADT was conducted at NAS Barbers Point, Hawaii. Both consecutive two-week periods were devoted to transition training on



A VP-69 P-3A at NAS Barbers Point in June 1977 (Courtesy Rick R. Burgess Collection via John Ekberg).

the new P-3A aircraft then being flown by the squadron. During this period, Commander James P. McElhenny Jr., reported for duty with the squadron as its executive officer. This marked the first time in the reserve patrol community that a TAR officer had been assigned to a command billet in a Reserve squadron.

8 Jun–8 Jul 1978: VP-69 deployed for its annual ADT to NAS Agana, Guam. This deployment marked a change in CNO policy, involving reserve patrol squadrons directly in operational assignments rather than nonoperational training exercises. The squadron operated as a functional entity of Patrol Wing-1 Det Agana during the entire deployment under the new "one-Navy" policy.

Jan 1981: A squadron aircraft (BuNo. 152161) made a crash landing at NAS Whidbey Island without casual-

ties during a routine training flight. Three crew members were injured and the aircraft was damaged beyond repair.

May 1981: VP-69 deployed a five aircraft detachment to NAF Kadena, Okinawa, relieving VP-90. Many of the squadron's 111 sorties conducted during the deployment involved searches for Vietnamese refugees in the South China Sea.

4 Jan–23 Feb 1986: The squadron provided coverage for seven weeks of ADT operating out of Howard AFB, Panama, while conducting 33 drug interdiction flights resulting in 304 contacts.

Jan 1987: VP-69 completed the P-3A TAC/NAV MOD transition process two months ahead of schedule. The TAC/NAV MOD version replaced the inertial navigation and tactical display systems with low-frequency navigation system and digital computer. The IRDS/HACLS modifications added infrared detection and Harpoon launch capability to the aircraft.

Jan 1990: VP-69 received its first P-3B aircraft. The P-3B had more powerful engines and improved avionics.

Oct 1990: The squadron's last P-3A aircraft (BuNo. 152152) was flown to the Naval Aviation Museum at Pensacola, Fla.

Oct 1992: The squadron received its first P-3C UI aircraft. It had a seven-fold increase in computer memory, an Omega world-wide navigation system, increased sound processing sensitivity, improved magnetic tape transport, improved DIFAR and additional tactical display sensor stations. The month of December 1992 was spent by all hands in training related to the

transition to the new airframes. Transition was completed in May 1994.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Nov 1970

Commanding Officers

	<i>Date Assumed Command</i>
CDR Wendell P. Hurlbut III	1 Nov 1970
CDR Glenn R. Wiggins	13 May 1972
CDR Raymond L. Chalker	10 Nov 1973
CDR Alfred G. Wykoff	18 May 1975

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR James P. McElhenny	14 May 1977
CDR H. D. Evans	3 Jun 1979
CDR Patrick M. Schnauffer	17 Nov 1979
CDR Gerard R. Welter	Apr 1981
CDR Brian M. McGuinness	6 Nov 1982
CDR Michael F. Montgomery	Jun 1984
CDR Paul R. Kuntz	Dec 1985
CDR C. E. Howerter	Jun 1986
CDR R. A. Lundstrom	Jun 1987
CDR Robert O. Passmore	2 Dec 1989
CDR Max B. Norgart	22 Jun 1991
CDR Kenneth E. Thompson	6 Jun 1992
CDR Carlton D. Parker	25 Sep 1993

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Rodney A. Harris	21 Jan 1995
CDR Michael McGee	29 Jun 1996

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A DIFAR	Nov 1975
P-3A TAC/NAV MOD	May 1986
P-3B TA/CNAV MOD	Jan 1990
P-3C UI	Oct 1992
P-3C UIII	Jan 1995



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

Major Overseas Deployments

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
Jul 1972	Aug 1972	PatWing-2	Barbers Point	SP-2H	WestPac
9 Sep 1973	23 Sep 1973	PatWing-2	Barbers Point	SP-2H	WestPac
14 Aug 1976	12 Sep 1976	PatWing-2	Barbers Point	P-3A DIFAR	WestPac
Jul 1977	Aug 1977	PatWing-2	Barbers Point	P-3A DIFAR	WestPac
8 Jun 1978	8 Jul 1978	PatWing-1	Agana	P-3A DIFAR	WestPac
9 May 1979	10 Jun 1979	PatWingPac	Adak	P-3A DIFAR	NorPac
Apr 1980	May 1980	PatWing-1	Kadena	P-3A DIFAR	WestPac
May 1981	Jun 1981	PatWing-1	Kadena	P-3A DIFAR	WestPac
May 1982	Jun 1982	PatWing-1	Cubi Point	P-3A DIFAR	WestPac
May 1983	Jun 1983	PatWing-1	Cubi Point	P-3A DIFAR	WestPac
May 1984	Jun 1984	PatWing-1	Misawa	P-3A DIFAR	WestPac
4 May 1985	31 May 1985	PatWing-1	Misawa	P-3A DIFAR	WestPac
4 Jan 1986	23 Feb 1986	PatWing-10	Panama	P-3A DIFAR	Carib
Jul 1987	Aug 1987	PatWing-1	Misawa	P-3A MOD	WestPac
Jul 1988	Aug 1988	PatWing-1	Misawa	P-3A MOD	WestPac
Jul 1989	Aug 1989	PatWing-1	Misawa	P-3A MOD	WestPac
May 1990	Jun 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Jun 1991	Jul 1991	PatWing-1	Kadena	P-3B MOD	WestPac

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>
COMFAIRRESWINGSPAC	PJ	1 Nov 1970	NEM

Unit Awards Received

<i>Inclusive Date Covering Unit Award</i>
1 Jan 1991 - 31 Dec 1991



A close up of the tail of a squadron aircraft showing the tail code PJ and its insignia design relating to its nickname Totems.

VP-90

Lineage

Established as Patrol Squadron NINETY (VP-90) on 1 November 1970.

Disestablished on 30 September 1994.

Squadron Insignia and Nickname

VP-90 utilized four different insignia during its relatively short existence. The first, approved by CNO on 28 December 1971, featured an illustration of a large blackbird overlaid on a globe showing North and South America. Colors: bird, black with yellow feet and beak; oceans, light blue; and continents, white. A scroll at the bottom of the insignia was light blue with black letters PATROL SQUADRON 90.



The squadron's first insignia.

With the squadron's second design came its nickname, the Lions. The insignia was inspired by the "kingly demeanor and dynamic tenacity for which the squadron was justly recognized." The stylized rendering of the head of a lion is shown in black outline, with a gold background. A scroll at the bottom of the insignia was colored gold with black letters PATRON 90. This design was approved by CNO on 22 April 1974.



The squadron's second insignia.

The squadron's third insignia was in use less than six years. It was a more complex design featuring a rampant lion stabbing a trident into the broken hull of a submarine. Color: sky, light blue with white cloud; lightning from cloud, yellow; sea, dark blue; submarine, black with white hole in bow; breaking wave, white; lion, brown; trident, gold. A brown scroll at the top



The squadron's third insignia.

of the insignia read THE LIONS in black letters, while a second scroll at the bottom read PATRON 90. The design received CNO approval on 2 May 1985.

The last insignia of VP-90 was a return to the earlier, more stylized head of a lion. The squadron felt that

"the ferocious lion's head displays strength, aggressiveness, pride, and in general, a 'King of the Jungle' mystique." Colors: mane of lion, dark brown; face of lion, reddish brown with white muzzle; mouth, red with white teeth; eyes, white with black pupils; background, light tan; scroll



The squadron's last insignia.

on top of design, light reddish brown, with black letters; scroll at bottom of design, light reddish brown, with black letters PATRON 90.

Nicknames: The Lions, 1974–1994.

Chronology of Significant Events

1 Nov 1970: VP-90 was established at NAS Glenview, Ill., as a Naval Air Reserve land-based patrol squadron flying 12 Lockheed SP-2H Neptunes. The new squadron came under the operational and administrative control of Commander, Naval Air Reserve Forces, Atlantic, and Commander, Fleet Air Reserve Wings, Atlantic. VP-90 was established as a result of a major reorganization of the Naval Air Reserve that took place in mid-1970. Under the Reserve Force Squadron concept 12 land-based naval reserve patrol squadrons were formed and structured along the lines of regular Navy squadrons with nearly identical organization and manning levels. The 12/2/1 concept had 12 VP squadrons under two commands, COMFAIRESWINGLANT and COMFAIRESWINGPAC. These two commands came under the control of one central authority, Commander Naval Air Reserve.



A VP-90 P-3A at NAS Moffett Field in June 1978 (Courtesy Rick R. Burgess Collection).

1 Jul 1975: VP-90 was transferred from the administrative and operational control of Commander Reserve Patrol Wing Atlantic to Commander Reserve Patrol Wing Pacific, based at NAS Moffett Field, Calif.

May 1981: While on a WestPac ADT deployment, VP-90 participated in the successful rescue of 55 Vietnamese refugees in the South China Sea. Crews involved received the Humanitarian Service Medal from the Secretary of the Navy for this service.

30 Sep 1994: VP-90 was disestablished at NAS Glenview, Ill.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Glenview, Ill.	1 Nov 1970

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Jerry D. Lambden	5 Jan 1975
CDR Douglas L. Orme	19 Jun 1976
CDR Kenneth T. Hall, Jr.	10 Jun 1978
CDR Stanley R. Huff	8 Dec 1979
CDR Jay E. Langland	5 Dec 1981
CDR Carl R. Karlsson	11 Jun 1983
CDR Dennis J. Faulds	23 Jun 1984
CDR J. P. Kelly, Jr.	14 Dec 1985
CDR Mark T. Gilsdorf	13 Jun 1987
CDR Louis F. Rabe	3 Dec 1988
CDR Sam H. Kupresin	3 Jun 1990
CDR Roy A. Wiegand	7 Dec 1991
CDR George M. Black	12 Dec 1992
CDR Donald P. Hamblen	19 Mar 1994

Commanding Officers

	<i>Date Assumed Command</i>
CDR T. C. Mason	1 Nov 1970
CDR Robert W. Bohn	1971
CDR James R. Evans	10 Dec 1972

Aircraft Assignment

	<i>Date Type First Received</i>
SP-2H	Nov 1970
P-3A	Mar 1974
P-3B MOD	Jul 1984

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>
3 Jun 1972	1 Jul 1972	PatWing-11	Rota	SP-2H	Med
May 1975	Jun 1975	PatWing-11	Bermuda	P-3A	Lant
Apr 1976	May 1976	PatWing-1	Agana	P-3A	WestPac
8 Jan 1977	6 Feb 1977	PatWing-2	Barbers Pt.	P-3A	WestPac
14 Jan 1978	9 Feb 1978	PatWing-2	Barbers Pt.	P-3A	WestPac
10 Mar 1979	8 Apr 1979	PatWing-11	Lajes	P-3A	Lant
17 Mar 1980	13 Apr 1980	PatWing-1	Kadena	P-3A	WestPac
28 Feb 1981	28 Mar 1981	PatWing-2	Barbers Pt	P-3A	WestPac
26 Apr 1981	23 May 1981	PatWing-1	Kadena	P-3A	WestPac
30 Jan 1982*	14 Feb 1982	PatWing-11	Bermuda	P-3A	Lant
30 Jan 1982*	14 Feb 1982	PatWing-2	Barbers Pt.	P-3A	WestPac
4 Apr 1983	1 May 1983	PatWing-1	Cubi Pt.	P-3A	WestPac
7 Feb 1984	11 Mar 1984	PatWing-2	Barbers Pt.	P-3B MOD	WestPac
6 Apr 1985	5 May 1985	PatWing-1	Misawa	P-3B MOD	WestPac
27 Jun 1986	26 Jul 1986	PatWing-1	Misawa	P-3B MOD	WestPac
6 Feb 1987	8 Mar 1987	PatWing-1	Misawa	P-3B MOD	WestPac
26 Feb 1988	25 Mar 1988	PatWing-1	Misawa	P-3B MOD	WestPac
Mar 1989	Apr 1989	PatWing-1	Misawa	P-3B MOD	WestPac
Feb 1990	Mar 1990	PatWing-1	Kadena	P-3B MOD	WestPac
Mar 1991	Mar 1991	PatWing-1	Kadena	P-3B MOD	WestPac
Mar 1992	Mar 1992	PatWing-1	Kadena	P-3B MOD	WestPac
5 Apr 1993	8 May 1993	PatWing-1	Kadena	P-3B MOD	WestPac

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

Wing Assignments

Wing	Tail Code	Assignment Date
COMFAIRRESPAT- WINGLANT	LX	1 Nov 1970
COMFAIRRESPAT- WINGPAC	LX	1 Jul 1975

Unit Awards Received

Unit Award	Inclusive Date	Covering Unit Award
NAVE	1 Jan 1989	31 Dec 1989
HSM (Sel. crews)	May 1981	



A close up of a squadron P-3 tail showing the second insignia design.



A close up of a squadron P-3 tail showing the third insignia design.



A close up of a squadron P-3 tail showing the fourth and last insignia design.