

## Third VP-44

### Lineage

Established as Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 October 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FOUR (VPB-204) on 1 October 1944.

Redesignated Patrol Squadron TWO HUNDRED FOUR (VP-204) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FOUR (VP-MS-4) on 15 November 1946.

Redesignated Patrol Squadron FORTY FOUR (VP-44) on 1 September 1948, the third squadron to be assigned the VP-44 designation.

Disestablished on 20 January 1950.

### Squadron Insignia and Nickname

The only insignia approved for the squadron was authorized by CNO on 21 October 1943. The central figure of the design was an Indian, chosen by the squadron to represent the ability to stalk and kill his



*The squadron's only insignia.*

prey. The Indian in the design was peering over cumulus clouds used for cover while searching for the enemy; the dark blue background was symbolic of the night, when most squadron operations were conducted; the lantern in the Indian's right hand represented the flares used to illuminate targets; in the Indian's left hand was the squadron's primary weapon, the depth bomb used against submarines. On the Indian's headband was the Morse code representation of V for victory. Colors: background, royal blue; Indian outline and features, black; face highlights, yellow and brown; eyes, white; lantern, brown rim with yellow light; candle, gray brown; base of bomb, red;

tip of feather and ribbon on pigtail, red; headband, white with red and blue outlines.

Nickname: none on record.

### Chronology of Significant Events

**15 Oct 1942:** VP-204 was established at NAS Norfolk, Va., as a seaplane squadron flying the Martin PBM-3C Mariner. During the squadron's training period at Norfolk it came under the operational control of PatWing-5.

**27 Dec 1942:** The squadron was relocated to San Juan, P.R., for further training under the operational control of FAW-11, Caribbean Sea Frontier. Upon completion of the training syllabus in March, the squadron conducted operations from San Juan and Trinidad, flying antisubmarine patrols and convoy escort patrols. Advance base detachments were maintained during various times at Antigua; Coco Solo, C.Z.; Essequibo, British Guiana; Cayenne, French Guiana; Paramaribo, Surinam; and Guantanamo, Cuba. Tender support for most of the operations was provided by *Pelican* (AVP 6).

**28 Mar–7 Aug 1943:** VP-204 aircraft attacked German U-boats on eight separate occasions. During three of the attacks, intense AA fire from the submarines damaged the attacking aircraft. One submarine was sunk on 7 August 1943 after a running gun battle in the Caribbean southeast of Curacao, position 12-38N 64-15W. Lieutenant (jg) John M. Erskine, pilot of a squadron PBM-3S Mariner, attacked *U-615* on the surface on 6 August, causing moderate damage. The squadron conducted a hold-down of the submarine over night. On the morning of 7 August, Lieutenant Anthony R. Matuski spotted the U-boat when it surfaced and made an attack run. His aircraft was damaged by return fire and crashed, losing all hands. Lieutenant Lewis D. Crockett, flying a squadron aircraft, located the U-boat and conducted a bomb run that further damaged the vessel, but resulted in severe damage to his aircraft from AA fire. He remained on the scene until Lieutenant Holmes, pilot of a PV-1 Ventura from VB-130 arrived. The two aircraft conducted a coordinated bombing and strafing attack. However, the final blow to *U-615* was administered by Lieutenant (jg) John W. Dresbach, in a VP-204 Mariner, when he arrived on the scene and made a bombing and strafing attack on the U-boat. This attack resulted in mortal wounds to Dresbach, but was the final blow for the submarine. A U.S. Navy destroyer from Trinidad reached the area the next morning and rescued Kapitänleutnant Ralph Kapitzky and 45 of the U-boat's crew of 49.

**5 Jun 1944:** After numerous submarine contacts of mid-1943, few enemy U-boats were spotted in the Caribbean by the squadron. The last attack on an enemy submarine was conducted at night on 5 June 1944 off the coast of Puerto Rico using the wing-mounted searchlight. A damaged claim was submitted by the crew, but postwar examination of records indicate that the U-boat returned safely to port.

**27 Nov 1944:** The squadron was relocated to NAS Key West, Fla., with a detachment maintained at Royal Island, Bahamas, supported by *Christiania* (YAG 32). During this period VPB-204 came under the operational control of FAW-12, Gulf Sea Frontier. Duties consisted of convoy coverage and antisubmarine patrols.

**3 Mar 1945:** Seven officers and 23 enlisted personnel were detached for training in PBM-5 aircraft at NAAS Harvey Point, N.C. These aircraft were flown back in April to Key West to replace the older PBM-3S aircraft that the squadron had been flying.

**24 May 1945:** VPB-204 was transferred to NAS Coco Solo, C.Z., under FAW-3, Commander Pacific Sea Frontier. The squadron became fully operational in early June, receiving several new PBM-5E aircraft to supplement its complement. Duties consisted primarily of scouting patrols off Central America.

**4 Jul 1945:** NAS Coco Solo, C.Z., was officially designated the new home port for the squadron. As the war wound down over the ensuing months, long-range patrols gave way to an increasing number of passenger and cargo transport runs across the Caribbean.

**1946–1949:** The squadron maintained search and rescue detachments during various period at NAS Guantanamo Bay, Cuba and with various seaplane

tenders in different parts of the Caribbean. Routine operations was the by-word during this period in the squadron's history.

**1–20 Jan 1950:** VP-44 moved to NAS Norfolk, Va., to prepare for disestablishment. On 20 January 1950, VP-44 was disestablished.

### Home Port Assignments

Location	Date of Assignment
NAS Norfolk, Va.	15 Oct 1942
NS San Juan, P.R.	27 Dec 1942
NAS Key West, Fla.	27 Nov 1944
NAS Coco Solo, C.Z.	24 May 1945
NAS Norfolk, Va.	1 Jan 1950

### Commanding Officers

	Date Assumed Command
LCDR Warren G. Corliss	15 Oct 1942
LCDR William M. McCormick	6 Jun 1943
LCDR Edward M. Morgan	8 Oct 1943
LCDR Wilbur Y. Morton	16 Jun 1944
LCDR J. P. Seifert	2 Feb 1946
CDR L. T. McQuiston	12 Jul 1947
CDR A. M. Ellingson	8 Jul 1949
CDR C. J. Dobson	2 Aug 1949
CDR A. M. Ellingson	17 Oct 1949

### Aircraft Assignment

Type of Aircraft	Date Type First Received
PBM-3C	Oct 1942
PBM-3S	Oct 1944
PBM-5E	Mar 1945

### Major Overseas Deployments

Date of Departure	Date of Return	Wing	Base of Operations	Type of Aircraft	Area of Operations
27 Dec 1942	27 Nov 1944	FAW-11	San Juan <i>Pelican</i> (AVP 6)	PBM-3C	Carib
27 Nov 1944	23 May 1945	FAW-12	Bahamas <i>Christiania</i> (YAG 32)	PBM-3S	Carib
24 May 1945	1 Jan 1950	FAW-3	Coco Solo	PBM-5E	Carib

### Wing Assignments

Wing	Tail Code	Assignment Date
PatWing-5/FAW-5*		15 Oct 1942
FAW-11		27 Dec 1942
FAW-12		27 Nov 1944
FAW-3	CC†	24 May 1945
Commander Fleet Air		

### Wing Assignments—Continued

Wing	Tail Code	Assignment Date
Wings, Atlantic Fleet	CC	5 Jan 1950

\* Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

† The squadron remained part of FAW-3, but was assigned the tail code CC on 7 November 1946.

***Unit Awards Received***

*Unit Award*

*Inclusive Date Covering Unit Award*

None on record.

*A PBM in flight, circa 1942-1943, 80-G-K-13408.*





## Fourth VP-44

### Lineage

Established as Patrol Squadron FORTY FOUR (VP-44) on 29 January 1951, the fourth squadron to be assigned the VP-44 designation.

Disestablished on 28 June 1991.

### Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for review in August 1952, and was approved on 24



*The marlin design was the squadron's first insignia.*

September. The design incorporated the Marlin fish to represent the new P5M-1 with which the squadron was equipped. The Marlin was poised holding bombs in both fins above the conning tower of a partially submerged submarine. The gold background represented daylight, with silver stars to represent the night, establishing the image of an around-the-clock squadron. The silver dashes emanating from the eyes of the Marlin represented the electronics equipment employed by the squadron in ASW operations. Colors: outline of design and back of Marlin, deep blue; background, gold; stars and belly of Marlin, silver; submarine, black; waves, green and blue; markings on bombs and eye of Marlin, red.

The second VP-44 insignia was submitted to CNO in June 1961 and received approval on 25 July. The design featured King Neptune, representing the squadron's Lockheed P2V-2 Neptune aircraft, emerging from the



*The squadron's second insignia used King Neptune in its design.*

clouds above a broken submarine, trident poised for a strike. In a further, somewhat incongruous effort to establish identity, Neptune holds a dice cup in his left hand spilling out two dice with the fours on each one representing the squadron number. A large scroll at the bottom of the design contained the squadron's designation Patrol Squadron Forty Four. Original colors of the insignia are unknown.

Around the same time the second design was developed in 1961, the squadron became interested in a nickname, and even went so far as to propose finding a suitable mascot to go with the name. The pelicans

seemed a natural, but consultation with the Curator of Birds, New York Zoological Society, ruled out the feasibility of maintaining a live bird mascot. Instead, the squadron personnel came up with a new design that incorporated the nickname of the squadron, an ungainly pelican caricature wear-



*The third insignia used a cartoon pelican design.*

ing goggles and helmet, with a fused bomb held in its right appendage as viewed through the cross-hairs of a periscope. This insignia was approved by CNO on 11 April 1963. Colors: design outline, red; background, white; waves, blue-green; cross-hairs, black; pelican, brown with red helmet and red goggles; bomb, black; squadron designation letters, black on white background.

By 1984, the squadron decided that the cartoonish appearance of the VP-44 insignia was no longer in keeping with the state of modern Naval Aviation and a



*The squadron's fourth insignia was a more formal design using the pelican.*

new, updated design was selected. The pelican motif was retained with a more realistic appearing bird grasping a submarine in its beak. This design was approved by CNO on 20 November 1984. Colors: design outline, black; background, deep blue; pelican, gold; pelican beak, orange with red mouth; submarine, gray; letters Golden Pelicans, and PATRON 44, black on gold background.

In 1988, the squadron members elected to return to the previous pelican design with a rather unique twist. In addition to restoring the original design of the bird zooming in on the submarine as seen through the periscope, the visage of the former squadron commanding officer was substituted for the pelican's head. The subject of the design was reputed to be a "colorful and salty old aviator" who was VP-44's commanding officer when the first P-3s were received in 1962. This insignia was approved by CNO 2 November 1988. Colors were the same as the second design. The insignia remained in service until the squadron's disestablishment in 1991.

Nickname: Golden Pelicans, 1961–1991.

aka: The Budmen, 1989–1991.

### *Chronology of Significant Events*

**29 Jan 1951:** VP-44 was established at Breezy Point, NAS Norfolk, Va., as a seaplane squadron equipped with nine Martin PBM-5 Mariners, under the operational control of FAW-5. Upon arrival, new aircrews were sent to NAS Corpus Christi, Texas, for flight training on the Mariner airframe.

**May–Aug 1951:** VP-44 deployed to Bermuda to fly patrol and convoy flights during Convex Two fleet exercises. When the exercises concluded in June, the squadron proceeded to San Juan, P.R., where it received tender support from *Timbalier* (AVP 54). A detachment of six aircraft was maintained at Argentia, Newfoundland, through August 1951, when the squadron returned to NAS Norfolk, Va.

**Jan–Mar 1952:** VP-44 deployed to Bermuda for advanced base operations. During the deployment crews were sent to Baltimore, Md., for training on the P5M-1 Marlin. In March, a detachment was sent to Cuba for operations supported by *Duxbury Bay* (AVP 38). The squadron returned to NAS Norfolk, Va., in March 1952.

**23 Apr 1952:** VP-44 received its first P5M-1 Marlin. The squadron's new 36-ton seaplane was the first in service with a Navy patrol squadron. It had a better turning circle, newer ASW and radar equipment, sturdier hull design, and more powerful engines than the PBM series.

**13 Jul 1953:** The squadron experienced its first casualties when Crew 10 crashed at sea after developing engine trouble. Seven out of the aircraft's eleven crewmembers were lost in the crash.

**15 Jul–Sep 1954:** VP-44 deployed to Pembroke Dock, Wales, for 15 days of operations supported by *Currituck* (AV 7). The squadron departed Britain for the Mediterranean Sea in early August. After visiting numerous ports in the Mediterranean the squadron returned to NAS Norfolk, Va., on 6 September 1954. This deployment marked the first occasion that the P5M Marlin had been flown "across the pond" to Europe.

**Jan–Jun 1955:** VP-44 received the first of its new T-tail P5M-2 Marlins, so named due to the placement of the horizontal stabilizer at the top of the vertical tailplane instead of the base as in earlier models. In addition to improved power and endurance, the new aircraft were supplied with magnetic anomaly detection (MAD) gear to round out the electronic capabilities of the squadron. The squadron received its full complement of aircraft by 1 June.

**Feb 1955:** VP-44 conducted experiments in refueling while underway from a submarine. The tests, in which a specially equipped P5M-1 was towed by a moving submarine tanker, were judged highly successful.

**Feb 1955:** VP-44 made nationwide television news when the media learned that the squadron had been alerted to investigate a submarine contact off Nag's Head, N.C. The sighting stirred public fears generated by the developing Cold War. The 30-minute response from the squadron in getting airborne and its 24-hour readiness made a positive impression on the public.

**7–11 May 1956:** Four P5M Marlins from VP-44 formed a test detachment to operate in open sea using a submarine as a floating base. The Marlins refueled from the tanker submarine *Guavina* (SS 362) off Dry Tortugas Island, Key West, and Tampa, Fla. The exercise was designed to give seaplanes mobility in areas where bases were not established, and to allow the squadron's tender to stay submerged to avoid enemy detection. *Guavina* carried aviation fuel in her stern



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





*A squadron P-3C in flight, note the cartoon pelican insignia on the tail.*

tanks, berthed the aircrews on board, fed them, provided logistical support, and carried a limited supply of spare parts and ordnance.

**1 May 1959:** Under the terms of the still existing lend-lease agreement, the French Navy was leased a full squadron of ten P5M Marlins. VP-44 was tasked with training the officers and enlisted personnel at NAS Norfolk, Va. Upon completion of their training, the French Maritime Patrol Squadron flew to their home base at Dakar, West Africa.

**13 Feb 1960:** Lieutenant R.W. Myers and crew were forced to make an emergency landing in the open sea 360 miles out from San Juan, P.R., when the starboard engine of the P5M-2 Marlin, LM-8, caught fire. The crew extinguished the fire and Lieutenant Myers began taxiing the aircraft toward the nearest land, Grand Turk Island, Bahamas, some 200 miles away. *Abbot* (DD 629) followed the plane during the 23-hour taxi. At Grand Turk Island the tender *Albemarle* (AV 5) refueled the plane and then sailed with her as the plane taxied at 10 knots on its one good engine to Guantanamo Bay, Cuba. The seaplane taxied about 520 miles in two and one-half days, setting a world record for open sea taxiing.

**Dec 1960:** VP-44 began to transition from the P5M Marlin seaplane to the P2V Neptune, a land-based aircraft. Crews were given training at NAS Jacksonville, Fla., with the squadron becoming P2V operational in April 1961.

**4 Oct 1961:** VP-44 deployed to NAF Sigonella, Sicily, where it participated in numerous fleet exercises in the Mediterranean Sea and Project Mercury in the Atlantic.

**1 Apr–13 Aug 1962:** VP-44 received a change of permanent duty station when it was designated the second Atlantic Fleet patrol squadron to receive the P3V-1 (later redesignated the P-3A). The squadron moved from NAS Norfolk, Va., to NAS Patuxent River, Md. VP-44 received the first new P3V aircraft on 13 August. The squadron was declared operational in October.

**20 Oct 1962:** Defense Secretary Robert M. McNamara called for a buildup of active duty and reserve units in support of potential operations against Cuba. He later stated that “what was important in connection with the Cuban crisis was patrol aircraft. We had to locate and we didn’t know the location of every Soviet ship moving toward the Western Hemisphere. It was a tremendous operation. It required both Air Force aircraft and Navy aircraft to do it. We were short of each”. VP-44 achieved international recognition of sorts when aircraft LM-4 was photographed flying close surveillance over the Russian freighter *Anasov* during the return of Soviet missiles to the USSR. *Anasov* was the only Russian vessel refusing to uncover all of the missiles lashed to the deck. VP-44 aircraft verified that eight large oblong objects, which appeared to be missiles, were located on its deck and the ship was allowed to proceed.

**27 May 1968:** The Golden Pelicans were among the patrol squadrons and other naval units called upon to assist in the search for the ill-fated *Scorpion* (SSN 589), last heard from on 21 May, 50 miles south of the Azores. The futile search was called off on 5 June. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, *Scorpion’s* re-

mains were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

**10 Jul 1970:** The Golden Pelicans received a change of permanent duty station relocating them from NAS Patuxent River, Md., to NAS Brunswick, Maine. The squadron then came under the operational control of FAW-3. Within a year FAW-3 at NAS Brunswick was disestablished and FAW-5 was moved from NAS Norfolk, Va., to NAS Brunswick, comprised of the patrol squadrons stationed at that location and NAS Patuxent River, Md.

**15 Jul 1970:** With barely time to unpack, the squadron was tasked with a split deployment to Rota, Spain, with the remaining portion at NAS Brunswick settling into its new home. During the deployment the Pelicans were called upon to provide support to the fleet during the Jordanian crisis, resulting in the remainder of the squadron being ordered to NS Rota to augment 6th Fleet forces. The squadron's efforts earned its first Meritorious Unit Citation.

**24 Feb–May 1971:** The Pelicans relieved VP-8 at NAS Bermuda, B.W.I., with a detachment of four aircraft and four aircrews based at NS Roosevelt Roads, P.R. On 22 April, VP-44 sent a detachment of three aircraft and four aircrews to NAS Guantanamo Bay, Cuba, to maintain 24-hour surveillance on the Haitian coast after the death of President Duvalier. On 29 April, the detachment was relocated to NS Roosevelt Roads, P.R., and reduced to night coverage only. The detachment concluded operations on 6 May and returned to NAS Bermuda.

**18 Apr–Jun 1972:** VP-44 conducted a split deployment to NAS Bermuda and NAF Lajes, Azores, relieving VP-45. Additional detachments were temporarily based as needed at Soudha Bay, Crete, for work with the fleet in the Mediterranean Sea. On 3 June, aircraft BuNo 152182 from the Rota Detachment crashed into the mountainous terrain near Jesbel Musa, Morocco. All 14 crewmen were killed. No cause for the crash could be determined.

**12 Nov 1974:** VP-44 deployed to NAF Rota, Spain, relieving VP-23. A detachment was maintained at

Lajes, Azores. The squadron's success at ASW operations for the period earned it a second Meritorious Unit Citation.

**3 Sep 1980:** VP-44 deployed to NAF Kadena, Okinawa. The squadron operated throughout the western Pacific and Indian oceans providing the first Harpoon capable aircraft for battle group support.

**19 Jun–13 Jul 1985:** VP-44 had begun the customary predeployment stand down period to allow squadron members time to spend with their families. The Soviets chose this time to conduct a summer exercise in the western Atlantic, involving a dozen nuclear ballistic and guided missile submarines, the largest ASW exercise in the Atlantic since the end of WWII. Navy patrol squadrons on the East Coast went into round-the-clock operations. As the exercise gradually wound down, the Golden Pelicans returned to their roost to prepare for the coming deployment. On 13 July 1985, the squadron deployed to Rota, Spain, and Lajes, Azores, conducting tracking exercises with the fleet.

**10 Nov 1986:** VP-44 deployed to Keflavik, Iceland, relieving VP-8. The squadron's new AN/APS 137 radar was used for the first time under operational conditions.

**28 Jun 1991:** VP-44 was disestablished at NAS Brunswick, Maine.



*A squadron P-3C in flight, note the more formal pelican design insignia on the tail, circa 1984.*

### *Home Port Assignments*

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	29 Jan 1951
NAS Patuxent River, Md.	1 Apr 1962
NAS Brunswick, Maine	10 Jul 1970

**Commanding Officers**

	<i>Date Assumed Command</i>
CDR F. H. Rand	29 Jan 1951
CDR F. J. Grisko	Feb 1952
CDR R. K. Etnire	Jun 1953
CDR W. F. Laffey	Jun 1954
CDR M. J. Burns	Jul 1955
CDR H. E. Sorenson	Jul 1956
CDR R. D. Macklin	Aug 1956
CDR M. E. Haller	26 Aug 1957
CDR C. Thompson	3 Jul 1958
CDR L. W. Frawley	8 Jul 1959
CDR E. E. Wilson	1 Jun 1960
CDR R. L. Pierce	5 Jul 1961
CDR A. Serrell	6 Jul 1962
CDR J. L. Ball	19 Jul 1963
CDR P. F. Hunter	24 Jun 1964
CDR Jack H. McDonald	1 Jul 1965
CDR Edward C. Waller III	29 Jun 1966
CDR R. D. Synder, Jr.	7 Apr 1967
CDR T. H. Warren, Jr.	12 Mar 1968
CDR R. B. Olds	4 Apr 1969
CDR Thomas E. Curry	12 Mar 1970
CDR Felix P. Gigliotti	21 Dec 1970
CDR R. J. Smith	22 Oct 1971
CDR J. R. Wyly, Jr.	27 Oct 1972
CDR P. D. Smith	28 Sep 1973
CDR William P. Culhane	20 Sep 1974

**Commanding Officers—Continued**

	<i>Date Assumed Command</i>
CDR John Siembieda	8 Aug 1975
CDR Floyd W. Carter, Jr.	13 Aug 1976
CDR Michael C. Roth	15 Jul 1977
CDR W. L. Vincent	12 Jul 1978
CDR Donald W. Avery, Jr.	26 Jun 1979
CDR Richard Goolsby	3 Jul 1980
CDR Benjamin F. Folsom, Jr.	10 Jul 1981
CDR R. T. Fuller	Jul 1982
CDR Van L. McCullough	29 Jul 1983
CDR James L. Arnold	5 Oct 1984
CDR Richard Corn III	4 Feb 1986
CDR D. Scott Thompson	18 Feb 1987
CDR Stanley J. Lichwalla	4 Mar 1988
CDR W. C. Spearman	5 May 1989
CDR Alan M. Harms	Jun 1990

**Aircraft Assignment**

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
P5M-1	Apr 1952
P5M-2	Jan 1955
P2V-3	Dec 1960
P3V-1/P-3A	Aug 1962
P-3C UII	May 1978

A VP-44 P-3C(UII) preparing to land at NAS Moffett Field in June 1982 (Courtesy Rick R. Burgess Collection via Michael Grove).

**Major Overseas Deployments**

<i>Date of Departure</i>	<i>Date of Return</i>	<i>Wing</i>	<i>Base of Operations</i>	<i>Type of Aircraft</i>	<i>Area of Operations</i>
May 1951	Jun 1951	FAW-5	Bermuda	PBM-5	Lant
Jun 1951*	Aug 1951	FAW-5	Argentia	PBM-5	NorLant
Jun 1951*	Aug 1951	FAW-5	San Juan	PBM-5	Carib
			<i>Timbalier (AVP 54)</i>		



*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>
Jan 1952	Mar 1952	FAW-5	Bermuda	PBM-5	Lant
Mar 1952	Mar 1952	FAW-5	Cuba	PBM-5	Carib
15 Jul 1954	6 Sep 1954	FAW-5	<i>Duxbury Bay</i> (AVP 38) Wales, G.B.	P5M-1	NorLant
16 Aug 1957	31 Aug 1957	FAW-5	San Juan	P5M-1/2	Carib
8 Feb 1958	22 Feb 1958	FAW-5	San Juan	P5M-1/2	Carib
27 Jan 1960	12 Feb 1960	FAW-5	San Juan	P5M-2	Carib
4 Oct 1961	7 Mar 1962	FAW-5	<i>Albemarle</i> (AV 5) Sigonella	P2V-3	Med
Oct 1962	Nov 1962	FAW-5	Cuba	P3V-1	Carib
30 Apr 1963	25 May 1964	FAW-5	Argentina	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Keflavik	P-3A	NorLant
15 Jul 1967*	15 Sep 1967	FAW-5	Rota	P-3A	Med
27 Aug 1968	28 Feb 1969	FAW-5	Keflavik	P-3A	NorLant
27 Oct 1969	28 Feb 1970	FAW-5	Sigonella	P-3A	Med
15 Jul 1970	26 Oct 1970	FAW-3	Rota	P-3A	Med
24 Feb 1971	25 Jun 1971	FAW-5	Bermuda	P-3A	Lant



*A squadron P5M being placed on the deck of the seaplane tender Currituck (AV 7), December 1952, USN-476747.*

**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>
18 Apr 1972*	9 Oct 1972	FAW-5	Bermuda	P-3A	Lant
18 Apr 1972*	9 Oct 1972	FAW-5	Azores	P-3A	Lant
6 Jun 1973	8 Nov 1973	PatWing-5	Bermuda	P-3A	Lant
12 Nov 1974*	21 Apr 1975	PatWing-5	Rota	P-3A	Med
12 Nov 1974*	21 Apr 1975	PatWing-5	Lajes	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Bermuda	P-3A	Lant
13 Dec 1975*	12 May 1976	PatWing-5	Lajes	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Bermuda	P-3A	Lant
23 Mar 1977*	7 Sep 1977	PatWing-5	Lajes	P-3A	Lant
Mar 1979	5 Sep 1979	PatWing-5	Keflavik	P-3C UII	NorLant
3 Sep 1980	16 Feb 1981	PatWing-5	Kadena	P-3C UII	WestPac
5 Oct 1981*	23 Mar 1982	PatWing-5	Azores	P-3C UII	Lant
5 Oct 1981*	23 Mar 1982	PatWing-5	Rota	P-3C UII	Med
2 Jan 1983*	7 Mar 1983	PatWing-1	Okinawa	P-3C UII	WestPac
2 Jan 1983*	12 Jun 1983	PatWing-5	Bermuda	P-3C UII	Lant
13 Mar 1984	15 Aug 1984	PatWing-5	Sigonella	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Rota	P-3C UII	Med
13 Jul 1985*	17 Jan 1986	PatWing-5	Lajes	P-3C UII	Lant
10 Nov 1986	6 May 1987	PatWing-5	Keflavik	P-3C UII	NorLant
3 Jun 1988*	10 Dec 1988	PatWing-5	Rota	P-3C UII	Med
3 Jun 1988*	10 Dec 1988	PatWing-5	Lajes	P-3C UII	Lant
3 Nov 1989	May 1990	PatWing-5	Keflavik	P-3C UII	NorLant

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

**Wing Assignments**

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5	CC/LM <sup>†</sup>	29 Jan 1951
FAW-3	LM	10 Jul 1970
FAW-5/PatWing-5 <sup>‡</sup>	LM	Jan 1971

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

<sup>‡</sup> FAW-5 was redesignated Patrol Wing 5 (PatWing-5) and COM-PATWINGSLANT (a dual hatted command) on 1 July 1973. On 1 July 1974 Patrol Wing 5 was established as a separate command.

**Unit Awards Received**

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
MUC	9 Sep 1970	31 Oct 1970
	9 Mar 1976	30 Apr 1976
	13 Feb 1977	22 May 1977
	16 Mar 1979	12 Apr 1979
	15 Mar 1981	23 Mar 1982
NEM	1 Oct 1978	30 Sep 1979
	1 Oct 1980	31 Dec 1981
SLOC	2 Jan 1983	14 Jun 1983
JMUA	15 Aug 1990	12 Oct 1990

*A squadron P-3C in flight over New England in the fall.*

