

Third VP-23

Lineage

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

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

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

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

Disestablished on 28 February 1995.

Squadron Insignia and Nickname

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



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

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

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



The second insignia featured a sea hawk carrying munitions.

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

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



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

Nicknames: Seahawks, 1953–1995.

Chronology of Significant Events

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

Base Assignments

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

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

Commanding Officers

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

A squadron P-3C launching a Harpoon missile.



Commanding Officers—Continued

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

Commanding Officers—Continued

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

Aircraft Assignment

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



A squadron PB4Y-2 at Gibraltar, January 1951.



A squadron P-3C, 1979.

Major Overseas Deployments

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



A squadron PB4Y-2 on patrol.

Major Overseas Deployments—Continued

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

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



A squadron P-3 loaded with under wing stores.



A squadron SP-2H in flight.

Air Wing Assignments

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

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

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

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

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

Unit Awards Received

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



A squadron SP-2H on patrol.



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