

Third VP-45

Lineage

Established as Patrol Squadron TWO HUNDRED FIVE (VP-205) on 1 November 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED FIVE (VPB-205) on 1 October 1944.

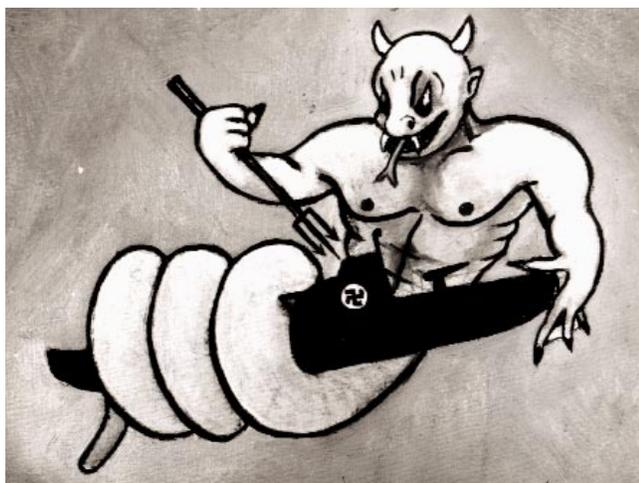
Redesignated Patrol Squadron TWO HUNDRED FIVE (VP-205) on 15 May 1946.

Redesignated Medium Patrol Squadron (Seaplane) FIVE (VP-MS-5) on 15 November 1946.

Redesignated Patrol Squadron FORTY-FIVE (VP-45) on 1 September 1948, the third squadron to be assigned the VP-45 designation.

Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO for approval in January 1944, and was approved on 1 February. The central character of the design was a sea monster wrapping its coils around a helpless



The squadron's World War II insignia.

German U-boat with its trident aimed at the conning tower. The monster symbolized the tenacity with which the squadron held its contacts and attacks against the submarine. Colors: sea monster, yellow body outlined in black; Nazi submarine, black with white insignia; trident, black; horns, white; tongue, red; eyes, white and black; teeth, white; claws, red.

The second insignia for VP-45 was submitted to CNO for approval on 4 February 1949, but for some undetermined reason was not approved until 1 December 1955. In the interim, however, the squadron used the design with later CNO approval simply making it official. The primary character of the design is a pelican, whose wing span in profile was highly sug-



The squadron's second insignia used a

gestive of the PBM-5 profile. Pelicans, like the Mariner, were known for distance flying, accuracy in spotting targets, and determined diving ability. The binoculars around the bird's neck represented the search mission and the periscope below, the submarine target. The bomb under each wing represented the position of the wing bomb bays of the PBM. Colors: pelican, gray with yellow beak; bombs, yellow; binoculars, black; ocean, dark blue; sky, light blue with white clouds; periscope, gray with white stripe. This insignia has been in use from 1949 to the present.

Nickname: Pelicans, 1949–1963.

Red Darters, 1968–1980.

Pelicans, 1981–present.

Chronology of Significant Events

1 Nov 1942: VP-205 was established at NAS Norfolk, Va., as a seaplane squadron flying the PBM-3 Mariner. During the first phase of training at Norfolk, the squadron came under the operational control of FAW-5.

26 Jan–Jun 1943: Upon completion of the first phase of training, VP-205 was relocated to San Juan, P.R., with tender support provided by *Albemarle* (AV 5). On 1 February 1943, the squadron came under the operational control of FAW-11. Training in advanced base operations continued along with regular operational patrol duties until June 1943. The squadron complement of aircraft was brought up to 13.



*Squadron PBMs being serviced by the seaplane tender *Timbalier* (AVP-54), 80-G-483683.*

2–10 Jun 1943: VP-205 was relocated to Trinidad, B.W.I. Duties consisted of antishipping and antisubmarine patrols. New PBM-3S aircraft with improved radar replaced the older PBM-3C versions. On 10 June 1943, one of the new VP-205 Mariners was lost at sea during a patrol, possibly due to enemy action.

3 Aug 1943: A Mariner piloted by Lieutenant (jg) C. C. Cox attacked a U-boat located on the surface and was shot down during the bomb run with the loss of all hands. Lieutenant Cox's attack resulted in the sinking of the submarine, later identified as *U-572*, Oberleutnant Heinz Kumentat commanding.

6 Aug 1943: A Mariner piloted by Lieutenant Anthony Matuski attacked a U-boat on the surface and was shot down with the loss of all hands. The heavily damaged submarine, *U-615*, was later dispatched by other aircraft.

7 Jul 1944: VP-205 was relocated to NAS Guantanamo Bay, Cuba. Duties consisted of long range antisubmarine patrols and convoy coverage.

19 Sep 1944: VP-205 was relieved for return to NAS Norfolk, Va. Personnel were given rehabilitation leave upon arrival and the PBM-3S aircraft were turned in for replacement with the PBM-5 version.

17 Oct 1944: Squadron personnel began returning from leave and check out in the new PBM-5 aircraft began. Reforming of the squadron and its assets was completed by the end of the month, and VPB-205 received orders to relocate to NAAS Harvey Point, N.C., for training.

29 Nov 1944–30 Jan 1945: Upon completion of training the squadron's area of operation was changed from the Atlantic to the Pacific. The cross-country flights from Harvey Point to NAS San Diego, Calif., and then on to NAS Alameda, Calif., commenced with all aircraft arriving safely by 1 December. Upon arrival, aircrews began preparing their aircraft for the immi-

nent transpac to Kaneohe Bay, Hawaii. During this period the squadron came under the operational control of FAW-8. The first elements of the squadron began their transpac to NAS Kaneohe on 21 December, with all aircraft arriving safely two days later. Operational training began immediately after the crews had settled into quarters. While at Kaneohe the squadron came under the operational control of FAW-2. From 23 to 30 January 1945, the squadron made several ferry flights between Kaneohe and NAS Alameda.

25 Mar 1945: VPB-205 relocated to the Marianas operating under FAW-1. On 1 April 1945, the squadron moved temporarily ashore at NAB Tanapag, Saipan. From this location the squadron flew antishipping patrols, occasional Dumbo missions and sector searches.

18 May 1945: VPB-205 was placed under the operational control of FAW-18 (TU 94.1.2). The squadron mission was changed from daytime to night antishipping patrols.

25 Aug 1945: VPB-205 was relocated from Saipan to Chimu Wan, Okinawa, under the operational control of FAW-1. Tender support was provided by *St. George* (AV 16). Duties consisted of antishipping patrols and long range searches.

23 Sep 1945: VPB-205 was relocated to Wakayama, Japan, to provide surveillance support during the military disarmament of the home islands, and courier/passenger services for the occupation forces. During this period the squadron came under the operational control of FAW-17.

21 Nov 1945: VPB-205 was relieved for return to NAS Norfolk, Va., for a period of training and overhaul.

Apr 1946: VPB-205 was assigned a new homeport at Bermuda.

1950: VP-45 received a permanent change of station to NAS Norfolk, Va., to participate in experiments with

Squadron P5Ms in flight over Coco Solo, Panama, 1956.





A squadron P-3C flying over a Soviet freighter.

specially modified PBM-5 aircraft to transport marine assault forces to the beach.

1 Sep 1956: VP-45 received a permanent change of station from NAS Coco Solo, C.Z., to Bermuda.

1961–1963: VP-45 participated in all of the Project Mercury space shots as a member of the Bermuda Recovery Unit.

25 Jan–May 1963: VP-45 deployed to NAS Guantanamo Bay, Cuba, during the Cuban missile crisis. The squadron was employed in shipping surveillance and ASW patrols, returning to NAS Bermuda in February. The squadron deployed again to Guantanamo on 27 March, returning to NAS Bermuda in May.

1 Jul 1963: VP-45 conducted its last deployment as a seaplane squadron at NAS Guantanamo Bay, Cuba. During the two-month deployment the squadron conducted numerous 12-hour search and rescue (SAR) missions for distressed or wrecked vessels in the Caribbean.

Sep 1963: The Pelicans established detachments at NAS Patuxent River, Md., and NAS Jacksonville, Fla., to begin transition from the SP-5B Marlin to the Lockheed P-3A Orion. VP-45 was the last patrol squadron in the Atlantic Fleet to use seaplanes, closing out 53 years of continuous service by these remarkable aircraft.

1 Jan 1964: Upon completion of transition training, the squadron was given a new homeport at NAS

Jacksonville, Fla., under the operational control of FAW-11.

17 Nov 1964: A squadron P-3A, BuNo. 151362, crashed in the Atlantic with the loss of all hands.

27 May 1968: The Red Darters 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 1968, 50 miles south of the Azores. The search proved futile, and the four VP-45 patrol aircraft were released for return to NAS Jacksonville, Fla., on 5 June 1968. *Scorpion* was struck from the Navy list on 30 June 1968. In late October of that same year, the remains of *Scorpion* were discovered in 10,000 feet of water 400 miles southwest of the Azores. No cause was ever determined for the sinking.

14 Dec 1968–5 Feb 1969: VP-45 deployed to NS Sangley Point, Philippines, with a detachment at U-Tapao, Thailand. The squadron's primary mission was coastal surveillance patrols in conjunction with Operation Market Time. On 5 February 1969, the squadron was called upon to assist in locating a cap-sized civilian vessel.

2 Jun 1969: Crew 20, returning from MCAS Iwakuni, Japan, in P-3A, BuNo. 151363, attempted a takeoff at NAS Adak, Alaska, to continue their return to NAS Jacksonville, Fla., from deployment. Apparent engine failure caused the crew to abort the takeoff, but the aircraft lacked sufficient runway to stop. The PPC, Commander R. A. Mason, elected to take the air-

craft off the runway into the tundra, rather than going over the end of the runway into the rocks and water. In doing so the landing gear collapsed and the starboard wing parted company with the aircraft. All 15 crewmembers exited the plane without injury shortly before it burst into flame.

19 Oct 1970: VP-45 deployed to NAF Sigonella, Sicily. The squadron provided support for the Sixth Fleet during the Jordanian crisis of 25 September 1970, when Palestinian commandos attempted to overthrow the government in Amman. The squadron received a Meritorious Unit Citation for its activities during this period.

Apr-Oct 1972: VP-45 began transition to the P-3C version of the Orion. The squadron was fully operational with the new aircraft by October 1972.

12 Aug-22 Nov 1975: VP-45 deployed to NAF Sigonella, Sicily. On 22 November, the squadron provided medical and logistical support following the collision of *Belknap* (DLG 26) and *John F. Kennedy* (CVA 67). NAF Sigonella served as the initial medical evacuation site.

1980: Reduced manning levels resulted in the reassignment of personnel to meet the drop in the squadron aircraft complement from 12 to 9 crews.

May 1980: The temporary lifting of the ban on immigration from Cuba resulted in a tremendous influx of refugees into the straits separating Cuba from the

ing crisis in Lebanon. An alert aircraft armed with MK-46 torpedoes and AGM-84 Harpoon missiles was kept on ready status to support the U.S. battle group off the coast of Beirut. For this support the squadron earned a Navy Expeditionary Medal.

2 Jul 1987: During the squadron's deployment to NAS Sigonella, Sicily, its aircraft supported Sixth Fleet operations near Libya, flying missions armed with AGM-84 Harpoon missiles.

Mar-Dec 1988: The first of VP-45's P-3C MOD (modification) aircraft returned from a refit to the P-3C UIII configuration. The remaining squadron aircraft completed retrofitting by December 1988. VP-45 was the first East Coast squadron to be equipped with the update III retrofit version, deploying to Bermuda in February 1989.

Nov 1989: VP-45 sent a detachment for the first time to NAS Key West, Fla., in support of Joint Task Force 4's drug interdiction program.

22 Jun 1990-10 Jan 1991: The Pelicans flew to their deployment site at NS Rota, Spain. During the deployment the squadron was called upon to support Operation Sharp Edge, the evacuation of U.S. citizens from Liberia during the period of civil unrest. In August, VP-45 became part of the UN blockade of Iraq after its occupation of Kuwait (Operation Desert Shield). All of the squadron's commitments (ASW coverage of the Mediterranean, Operation Sharp Edge and



A VP-45 P-3C at NAS Jacksonville in January 1980 (Courtesy Rick R. Burgess Collection).

tip of Florida. VP-45 was tasked with monitoring the flow of boats and their safe arrival at Florida while attempting to prevent the southward transit of additional vessels.

13 Apr-Aug 1983: The Pelicans deployed to NAF Sigonella, Sicily, relieving VP-49. Prior to deployment the squadron had completed an eight week modification program making VP-45 combat ready to employ the Harpoon ship-killer missile. The squadron spent much of August on standby during the escalat-

Operation Desert Storm) were met without injury or aircraft mishap during the entire deployment.

Apr-Jun 1991: VP-45 provided a detachment in support of Joint Task 4, based at NS Roosevelt Roads, P.R. The detachment compiled a database on maritime traffic that greatly enhanced the ability of the task force to track illegal narcotics operations in the Caribbean.

25 Feb-Sep 1992: The Pelicans deployed to NAS Keflavik, Iceland, with detachments at various times to

ten different sites. As Russian submarine traffic in the North Atlantic drastically diminished with the collapse of the Soviet Bloc, far fewer acoustic and photo intelligence opportunities were available to the squadron. Numerous exercises with NATO allies helped take up the slack during the deployment.

Sep 1993–Mar 1994: During the squadron's deployment to NAS Keflavik, Iceland, Russian submarine traffic continued to decrease, with far fewer captures than in previous years.

11 Dec 1994–May 1995: VP-45 deployed to NS Roosevelt Roads, P.R. The full-squadron deployment supported Joint Task 4 in the interdiction of drug trafficking in the Caribbean area. When the squadron returned to NAS Jacksonville, Fla., in May 1995, it marked its 25th consecutive year of Class A mishap-free flight operations.

Home Port Assignments

| <i>Location</i> | <i>Date of Assignment</i> |
|--------------------------|---------------------------|
| NAS Norfolk, Va. | 1 Nov 1942 |
| NS San Juan, P.R. | 26 Jan 1943 |
| NAS Trinidad, B.W.I. | 2 Jun 1943 |
| NAS Guantanamo Bay, Cuba | 7 Jul 1944 |
| NAS Norfolk, Va. | 19 Sep 1944 |
| NAAS Harvey Point, N.C. | 17 Oct 1944 |
| NAS Alameda, Calif. | 1 Dec 1944 |
| NAS Kaneohe, Hawaii | 23 Dec 1944 |
| NAS Norfolk, Va. | 21 Nov 1945 |
| NAS Bermuda, B.W.I. | Apr 1946 |
| NAS Norfolk, Va. | 1950 |
| NAS Coco Solo, C.Z. | Apr 1951 |
| NAS Bermuda, B.W.I. | 1 Sep 1956 |
| NAS Jacksonville, Fla. | 1 Jan 1964 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------|-----------------------------|
| LCDR A. S. Hill | 6 Nov 1942 |
| LCDR M. C. McGrath | 24 May 1943 |
| LCDR R. S. Null | 1 Oct 1943 |
| LCDR G. B. Cattermole | 23 Apr 1944 |
| LCDR H. E. Hanset | 9 Oct 1944 |
| LCDR N. K. Brady | 17 Nov 1945 |
| CDR W. L. Brantley | 15 Feb 1947 |
| LCDR W. M. Arnold | 10 Jun 1948 |
| CDR O. O. Dean | 25 Jun 1948 |
| CDR T. G. White, Jr. | 9 Dec 1949 |
| CDR W. W. Bemis | 5 Sep 1951 |
| CDR T. R. Perry | 30 Sep 1952 |
| CDR W. T. Luce | Jan 1954 |
| CDR W. J. Denholm | Jan 1955 |
| CDR E. W. Pollard | Mar 1956 |
| CDR H. E. Sorenson | Apr 1957 |
| CDR S. A. Thomas | 5 Apr 1958 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| CDR H. M. Durham | 3 Mar 1959 |
| CDR H. B. Palm | 17 Mar 1960 |
| CDR A. S. Lee | 20 Mar 1961 |
| CDR G. R. O'Bryan | 30 Mar 1962 |
| CDR J. R. Chappell | 25 Mar 1963 |
| CDR J. D. Collins | 21 Dec 1963 |
| CDR D. M. Hume | 17 Dec 1964 |
| CDR J. H. Chapman | 17 Dec 1965 |
| CDR J. W. Townes, Jr. | 4 Nov 1966 |
| CDR Harley D. Wilbur | 8 Nov 1967 |
| CDR William H. Saunders III | 2 Oct 1968 |
| CDR R. A. Mason, Jr. | 19 Aug 1969 |
| CDR S. J. McArdle, Jr. | 25 Aug 1970 |
| CDR Charles F. Cook | 11 Jun 1971 |
| CDR Paul E. Herring | 16 Jun 1972 |
| CDR Joseph M. Notargiacomo | 1 Jun 1973 |
| CDR Patrick F. Ryan | 3 Jun 1974 |
| CDR William T. Pendley | 19 Jun 1975 |
| CDR Steven F. Loftus | 17 Jun 1976 |
| CDR Charles J. McKinney, Jr. | 30 Jun 1977 |
| CDR William J. Rodriguez | Jun 1978 |
| CDR Robert F. Stephenson | 28 Jun 1979 |
| CDR Lester W. Carl | 27 Jun 1980 |
| CDR David C. Bennett | 25 Jun 1981 |
| CDR Richard H. Phelan | 2 Jul 1982 |
| CDR Joseph F. Phelan | 7 Jul 1983 |
| CDR Stoney L. Stoutamire | 31 Aug 1984 |
| CDR Thomas Lawler | 10 Jan 1986 |
| CDR R. L. Hume | 23 Jan 1987 |
| CDR Charles J. Dale | 19 Feb 1988 |
| CDR William B. Evers | 17 Apr 1989 |
| CDR James R. Cannon | 27 Apr 1990 |
| CDR Allen A. Efraimson | 26 Apr 1991 |
| CDR Robert B. Brannon | 17 Apr 1992 |
| CDR Robert W. Elliott | Apr 1993 |
| CDR Dennis W. Stevens | 22 Apr 1994 |
| CDR Brian J. Meyerriecks | 7 Apr 1995 |
| CDR Kenneth W. Deutsch | 12 Apr 1996 |
| CDR Jerry L. Hyde, Jr. | 28 Mar 1997 |
| CDR Gregory A. Miller | 27 Mar 1998 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| PBM-3C | Nov 1942 |
| PBM-3S | Jun 1943 |
| PBM-5 | Sep 1944 |
| P5M-1 | Apr 1954 |
| P5M-2 | Dec 1956 |
| SP-5B | Dec 1962 |
| P-3A | Sep 1963 |
| P-3C | Oct 1972 |
| P-3C UIII | Mar 1988 |
| P-3C UIIR | 1993 |



A squadron P5M-2 in flight, May 1962, USN-1060670.

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> |
|--------------------------|-----------------------|-------------|--|-------------------------|---------------------------|
| 26 Jan 1943 | * | FAW-11 | San Juan <i>Albemarle (AV 5)</i> | PBM-3C | Carib |
| 2 Jun 1943 | * | FAW-11 | Trinidad | PBM-3S | Carib |
| 7 Jul 1944 | 19 Sep 1944 | FAW-11 | Guantanamo | PBM-5 | Carib |
| 21 Dec 1944 | * | FAW-2 | Kaneohe | PBM-5 | WestPac |
| 25 Mar 1945 | * | FAW-1/18 | Tanapag | PBM-5 | SoPac |
| 25 Aug 1945 | * | FAW-1 | Chimu Wan <i>St. George (AV 16)</i> | PBM-5 | SoPac |
| 23 Sep 1945 | 21 Nov 1945 | FAW-17 | Wakayama | PBM-5 | WestPac |
| 5 Sep 1953 | 16 Sep 1953 | FAW-3 | Galapagos | PBM-5 | SoLant |
| 25 Jan 1963 | 21 Feb 1963 | FAW-11 | Guantanamo | SP-5B | Carib |
| 27 Mar 1963 | 26 May 1963 | FAW-11 | Guantanamo | SP-5B | Carib |
| 1 Jul 1963 | 30 Aug 1963 | FAW-11 | Guantanamo | SP-5B | Carib |
| May 1964 | 1 Feb 1965 | FAW-11 | Argentina | P-3A | NorLant |
| 17 Jul 1965 | 15 Jan 1966 | FAW-4 | Adak | P-3A | NorPac |
| 13 Jul 1966 | 13 Jan 1967 | FAW-11 | Bermuda | P-3A | Lant |
| 28 Jun 1967 | 15 Dec 1967 | FAW-11 | Bermuda | P-3A | Lant |
| 16 Dec 1968† | 1 Jun 1969 | FAW-8 | Sangley Pt. | P-3A | WestPac |
| 16 Dec 1968† | 30 May 1969 | FAW-8 | U-Tapao | P-3A | WestPac |
| 18 Apr 1968 | 28 May 1969 | FAW-8 | Cam Ranh B. | 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> |
|--------------------------|-----------------------|-------------|---------------------------|-------------------------|---------------------------|
| Nov 1969 | 17 Jul 1970 | FAW-11 | Rota | P-3A | Med |
| 19 Oct 1970 | 27 Feb 1971 | FAW-11 | Sigonella | P-3A | Med |
| Dec 1971 [†] | 20 Apr 1972 | FAW-11 | Rota | P-3A | Med |
| Dec 1971 [†] | 20 Apr 1972 | FAW-11 | Lajes | P-3A | Lant |
| Dec 1972 | 21 Jan 1973 | FAW-11 | Lajes | P-3C | Lant |
| 26 Jan 1973 | 28 Nov 1973 | FAW-11 | Sigonella | P-3C | Med |
| 11 Jul 1974 | 12 Dec 1974 | PatWing-11 | Keflavik | P-3C | NorLant |
| 12 Aug 1975 | 14 Jan 1976 | PatWing-11 | Sigonella | P-3C | Med |
| 26 Dec 1976 | 25 May 1977 | PatWing-11 | Keflavik | P-3C | NorLant |
| Feb 1978 | Jul 1978 | PatWing-11 | Sigonella | P-3C | Med |
| 8 May 1979 | 24 Oct 1979 | PatWing-11 | Sigonella | P-3C | Med |
| 1 Oct 1980 [†] | 14 Dec 1980 | PatWing-1 | Kadena | P-3C | WestPac |
| 1 Oct 1980 [†] | 15 Mar 1981 | PatWing-11 | Bermuda | P-3C | Lant |
| 10 Dec 1981 | 26 May 1982 | PatWing-11 | Sigonella | P-3C | Med |
| 13 Apr 1983 | 2 Oct 1983 | PatWing-11 | Sigonella | P-3C | Med |
| Sep 1984 [†] | 10 Feb 1985 | PatWing-11 | Rota | P-3C | Med |
| Sep 1984 [†] | 10 Feb 1985 | PatWing-11 | Lajes | P-3C | Lant |
| 8 Feb 1986 | 9 Aug 1986 | PatWing-11 | Bermuda | P-3C | Lant |
| 2 Jul 1987 | 10 Jan 1988 | PatWing-11 | Sigonella | P-3C | Med |
| 10 Feb 1989 | Aug 1989 | PatWing-11 | Bermuda | P-3C UIII | Lant |
| Nov 1989 | 23 Mar 1990 | PatWing-11 | Key West | P-3C UIII | Carib |
| 22 Jun 1990 | 10 Jan 1991 | PatWing-11 | Rota | P-3C UIII | Med |
| Apr 1991 | Jun 1991 | PatWing-11 | Roosevelt Rds. | P-3C UIII | Carib |
| 25 Feb 1992 | 10 Sep 1992 | PatWing-11 | Keflavik | P-3C UIII | NorLant |
| 24 Sep 1993 | Mar 1994 | PatWing-11 | Keflavik | P-3C UIIIR | NorLant |
| 11 Dec 1994 | Jul 1995 | PatWing-11 | Roosevelt Rds. | P-3C UIIIR | Carib |
| Jun 1996 | Sep 1996 | PatWing-11 | Sigonella | P-3C UIIIR | Med |
| Aug 1997 | Feb 1998 | PatWing-11 | Sigonella | P-3C UIIIR | Med |

* Continued forward deployment in the combat zone, moving from base to base.

† 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> |
|--------------------------------|--------------------|------------------------|
| FAW-5 | | 1 Nov 1942 |
| FAW-11 | | 1 Feb 1943 |
| FAW-5 | | 19 Sep 1944 |
| FAW-8 | | 1 Dec 1944 |
| FAW-2 | | 23 Dec 1944 |
| FAW-1 | | 25 Mar 1945 |
| FAW-18 | | 18 May 1945 |
| FAW-1 | | 25 Aug 1945 |
| FAW-17 | | 23 Sep 1945 |
| FAW-5 | EE* | Nov 1945 |
| FAW-11 | EE/LN [†] | Apr 1951 |
| FAW-5 | LN | 1958 |
| FAW-11/PatWing-11 [‡] | LN | 1 Jan 1964 |

* The squadron remained assigned to FAW-5, but was assigned the tail code EE on 7 November 1946.

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

‡ FAW-11 was redesignated Patrol Wing 11 (PatWing-11) on 30 June 1973.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Date Covering Unit Award</i> |
|-------------------|---|
| MUC | 9 Sep 1970 – 31 Oct 1970 |
| | 1 Oct 1982 – 1 Oct 1983 |
| | 10 Feb 1989 – 10 Aug 1989 |
| NOSM | 5 Oct 1945 – 21 Nov 1945 |
| RVNGC | 1 Jan 1969 – 30 Apr 1969 |
| NEM | 1 Jan 1984 – 31 Dec 1984 |
| HSM | 3 May 1980 – 4 May 1980 |
| SLOC | 12 Sep 1984 – 12 Feb 1985 |
| JMUA | 1 May 1991 – 21 Jun 1991 |
| AFEM | 5 Aug 1990 – 21 Feb 1991 |
| (Sel Crews) | 15 Oct 1980 – 31 Dec 1980 |
| | 20 May 1983 |



A squadron P-3C flying over a nuclear missile submarine.