

Second VP-40

Lineage

Established as Patrol Squadron FORTY (VP-40) on 20 January 1951, the second squadron to be assigned the VP-40 designation.

Squadron Insignia and Nickname

The squadron's first insignia was submitted to CNO and returned with approval on 19 April 1951, just months after the establishment of VP-40. The central character of the circular design was a hornet hovering over a periscope. The well-armed insect, in addition to a prodigious tail-mounted stinger, also possessed a dorsal ball turret and a depth charge



The squadron's first insignia.

clutched in its legs. A spyglass held to its eye was pointed at the periscope below. The hornet represented the squadron's PBM-5 seaplane, with its sting of heavy-caliber guns and depth charges. Its prey, the submarine, was indicative of the squadron's primary mission of antisubmarine warfare. Colors: periscope, telescope and bomb, black; hornet, black with yellow and pink markings; wings, light blue; water, yellow, blue and green; clouds, pink; sky, light blue.

When VP-40's Mariner PBM-5 aircraft were replaced in 1953 by the P5M Marlin, the squadron decided to change the insignia to better reflect the mission of the squadron and capture the essence of its unique aircraft. The new design was submitted to CNO and approved on 21 February 1955. The circular device featured a swordfish (or Marlin) spearing the hull of a submarine. Colors: background, yellow; Marlin, blue back with white belly, red mouth; submarine, blue-gray; bubbles, blue-gray; design outline, red. A squadron competition was held in 1967 to consider a new insignia, following the squadron's transition from the P-5 seaplane to the P-3 Orion land plane, but the majority of the personnel chose to retain the old insignia.



The squadron's second insignia used a Marlin in its design and reflected the use of the P5M Marlin.

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Nickname: Fighting Marlins, 1955–present.

Chronology of Significant Events

20 Jan 1951: VP-40 was established at NAS San Diego, Calif., under the operational control of FAW-14, as a seaplane squadron flying the Mariner PBM-5.

15 May–12 Dec 1951: The squadron conducted its first operational deployment to MCAS Iwakuni, Japan. Part of VP-40's complement of aircraft had been augmented prior to deployment with new PBM-5S aircraft. Upon arrival the squadron came under the operational control of FAW-6, relieving VP-892. The squadron's first combat patrols during the Korean War were flown on 9 June 1951. Over the next six months VP-40 patrolled the Tsushima Straits, flew cover for replenishment groups in the Yellow Sea and Sea of Japan and made weather reconnaissance flights for the fleet forces.

2 Sep 1952: VP-40 deployed to NS Sangley Point, Philippines, with operations conducted from Okinawa and the Pescadores Islands, relieving VP-892. During this period the squadron came under the operational control of FAW-2, patrolling the Formosa Straits. VP-40 returned to NAS San Diego in April and began refitting with the new P5M-1 Marlin seaplane.

1 Jul 1958: Six VP-40 P5M-2 seaplanes landed at Bangkok, Thailand, the first occasion on which any U.S. seaplane squadron had visited the city.



A squadron P5M being placed in the water.

1 Aug 1959: The squadron home port was changed from NAS San Diego, Calif., to NS Sangley Point, Philippines, to become the first permanently based seaplane patrol squadron in the Pacific. During the deployment the squadron adopted the motto "Laging Handa," Tagalog (a Philippine dialect) for "always ready."

2 Aug 1962: The VP-40 commanding officer, Commander N. P. Vegelan, and 11 of his crew were killed when aircraft QE-1 crashed into the side of a mountain.

22 Mar 1964: Six month deployments for WestPac patrol squadrons were resumed, necessitating a

change in VP-40's home port back to NAS North Island, San Diego, Calif.

27 Feb 1965: The Fighting Marlins deployed to NS Sangley Point, relieving VP-47. During the deployment the squadron received tender support from *Salisbury Sound* (AV 13) and *Currituck* (AV 7), while conducting operations from remote sites at Ko Samui, Thailand; Con Son Islands; and DaNang, South Vietnam.

15 Mar 1966: VP-40 deployed to NS Sangley Point, Philippines, with detachments at various locations throughout WestPac tended by *Salisbury Sound* (AV 13).

1 Mar 1967: Seaplane tender *Currituck* (AV 7) participated in the last official tender operation in a combat zone with the Navy while supporting VP-40 operations. During the Vietnam conflict VP-40 had rotated assignments with VP-50 out of NS Sangley Point, Philippines, and Cam Ranh Bay, South Vietnam, supported by tenders *Currituck* (AV 7), *Salisbury Sound* (AV 13) and *Pine Island* (AV 12). This was the last deployment for VP-40 as a seaplane squadron.

17 May 1967: Commander Hugh E. Longino, VP-40 commanding officer, conducted the last patrol in a squadron SP-5B over the South China Sea during the squadron's deployment to the Philippines. Later that month, the NS Sangley Point seadrome was closed and all remaining SP-5B aircraft were flown to Konan, Japan, where they were dismantled for scrap.

15 Nov 1967: The last flight of a SP-5B took place, marking the move of the squadron from NAS San Diego to NAS Moffett Field, and the transition to the land-based P-3B Lockheed Orion. The ceremonial flight closed an era of Navy seaplane operations that had begun in 1911.

12 Jul 1968: The last SP-5B Marlin was flown from NAS San Diego, Calif., to NAS Patuxent River, Md., for addition to the historic aircraft preservation program of the National Air and Space Museum, Smithsonian Institution. This aircraft is now on display at the National Museum of Naval Aviation, NAS Pensacola, Fla.

1 Feb 1969: The Fighting Marlins made their first deployment in the P-3B to MCAS Iwakuni, Japan, relieving VP-4. Advanced base elements were maintained at Cam Ranh Bay, Vietnam. Operations consisted of surveillance air patrols in the Sea of Japan, Sea of Okhotsk and North Pacific. Anti-infiltration patrols were conducted in the Yellow Sea in search of North Korean agent boats. Similar patrols were flown from NAF Cam Ranh Bay, Vietnam, against Viet Cong infiltration and supply routes.

15 Apr 1969: VP-40 assisted in the efforts to locate survivors of a Navy EC-121 shot down by the North Koreans in the Sea of Japan. Of 30 crewmembers in the missing aircraft, only 2 bodies were recovered; 28 were listed as missing.

1 May 1970: VP-40 deployed to NS Sangley Point, Philippines, with a detachment at the Royal Thai Naval Base, U-Tapao, Thailand. The squadron participated on a regular basis in Operation Market Time patrols along the 1,100-mile coastline of South Vietnam.

14 Jul 1971: VP-40 deployed to Okinawa with its new DIFAR-equipped aircraft, the first deployment of this aircraft by any WestPac patrol squadron. DIFAR (directional low frequency analysis and recording) was used in ASW for passive acoustic signal processing in tracking enemy submarines. A detachment was also maintained full time at Agana, Guam. In addition to participation in a multitude of operations throughout the Pacific, the squadron took part in experimental cloud seeding missions in the skies over Okinawa in an attempt to relieve the unusual drought conditions afflicting the region. The squadron returned to NAS Moffett Field in late December 1971, leaving a detachment at Cubi Point, Philippines, in the event of further escalation of events in the Pakistan/India dispute.

1 Aug 1972: VP-40 deployed to MCAS Iwakuni, Japan, with a detachment at RTNB U-Tapao, Thailand.

10 Aug 1975: In an experimental departure from routine WestPac deployments, VP-40 participated in a series of detachment deployments consisting of three aircraft and four aircrew elements assigned to NAS Adak, Alaska, for a nine month period. Deployments ended 10 May 1976 with the return of the last aircraft to NAS Moffett Field.

3 Jul 1980: VP-40 deployed to Misawa Air Base, Japan, with two-crew detachments at Cubi Point,



A VP-40 P-3C at NAS Glenview in February 1980 (Courtesy Rick R. Burgress Collection).

Philippines, and Diego Garcia, B.I.O.T. In August VP-40 was the first on the scene of a Russian *Echo* class nuclear submarine casualty in the Philippine Sea, observing closely the ensuing Soviet rescue and recovery operations.

Jun 1983: The Marlins deployed to NAF Misawa, Japan, with a two-crew detachment at Diego Garcia, B.I.O.T. In July, a second detachment was established at NAF Atsugi, Japan, to conduct exercises with the Japanese Maritime Self-Defense Force, ASW Operations Center.

1 Sep 1983: VP-40 engaged in the search for survivors and the flight data recorder of Flight KAL-007, the South Korean airliner shot down by a Russian SU-17 Flagon interceptor. During the search the squadron had frequent encounters with Soviet fighter aircraft.

Feb 1991: VP-40 deployed to NAF Misawa, Japan. During the deployment the squadron participated in Operation Desert Storm, operating from the island of Diego Garcia, B.I.O.T., flying sorties in support of the Persian Gulf operations.

10 Mar 1992: VP-40 celebrated 25 years of accident-free flying, one of only two P-3 squadrons to lay claim to this achievement as of that date.

13 Nov 1992: VP-40 began a multi-site deployment with detachments at NAS Adak, Alaska; Howard AFB, Panama; and Acapulco, Mexico. The detachments at the latter sites were in support of the drug interdiction program in the Central America region, Joint Task Force Four. During the deployment the squadron began replacing all of its P-3C UIII aircraft with P-3C UII.5 versions from VP-31. The change was necessitated by the pending change of home base from NAS Moffett Field, Calif., to NAS Brunswick, Maine, where all of the patrol aircraft were the UII.5 version.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS San Diego, Calif.	20 Jan 1951
NS Sangley Point, R.P.	1 Aug 1959
NAS North Island, San Diego, Calif.	15 Nov 1963
NAS Moffett Field, Calif.	15 Nov 1967
NAS Whidbey Island, Wash.	Spring 1993

Commanding Officers

	<i>Date Assumed Command</i>
CDR V. V. Utgoff	1951
CDR Miles S. Whitener	Jan 1952
CDR Joseph M. Kellam	Dec 1952
CDR Winton C. Sharpe	Jul 1954
CDR Donald C. Coy	Oct 1955
CDR Jack W. Clinton	Dec 1956
CDR C. B. Curtis, Jr.	23 Jul 1958
CDR I. G. Cockroft	2 Jul 1959

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR E. W. Meyers	30 Jul 1960
CDR J. S. Laney	1961
CDR N. P. Vegelahn	20 Jun 1962
CDR H. K. Cooley, Jr. (actg.)	3 Aug 1962
CDR J. R. Johnson	14 Sep 1962
CDR H. K. Cooley, Jr.	23 Aug 1963
CDR Frank J. Schneider	26 Jun 1964
CDR Harry J. Hinden	15 Jun 1965
CDR Hugh E. Longino	10 Jun 1966
CDR J. P. Smolinsky, Jr.	10 Jun 1967
CDR George A. Surovik	28 Jun 1968
CDR G. F. Murphy, Jr.	8 May 1969
CDR J. W. Newsome	26 Mar 1970
CDR J. T. Weir	16 Mar 1971
CDR R. E. Narmi	23 Feb 1972
CDR Oakley E. Osborn	28 Feb 1973
CDR B. C. Farrar	15 Jan 1974
CDR Eric A. McVadon	31 Jan 1975
CDR Ernest V. Haag	20 Jan 1976
CDR Thomas J. Leshko	14 Jan 1977
CDR Michael W. Gavlak	20 Jan 1978
CDR A. W. Hadley	Jan 1979
CDR A. D. Branch	11 Jan 1980
CDR D. S. Axtman	6 Feb 1981
CDR E. S. Wilson	23 Feb 1982
CDR G. W. Dye	18 Feb 1983
CDR A. L. Ross	4 May 1984
CDR James I. Munsterman	18 Jul 1985
CDR Jesse A. Prescott III	20 Oct 1986
CDR Keith D. Hahn	2 Oct 1987
CDR Lawrence D. Getzfred	15 Jul 1988
CDR Raymond R. Yeats	1989
CDR George C. Hill	Jun 1990
CDR Steven K. Shegrud	10 May 1991
CDR Timothy S. Norgart	29 May 1992
CDR James W. Gibson	1993
CDR James P. Toscano	6 May 1994
CDR James D. Scola	1995
CDR William M. Dunkin	29 Feb 1996
CDR Crawford A. Easterling III	27 Feb 1997

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-5	Jan 1951
PBM-5S	May 1951
P5M-1	Apr 1953
P5M-2	1957
SP-5B	Oct 1960
P-3B	Nov 1967
P-3B DIFAR	Dec 1970
P-3C	Sep 1974
P-3C UIII	Jul 1985
P-3C UII.5	1992/1993
P-3C UIII	1993



A squadron P-3C flying over NAS Moffett Field.

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 1951	12 Dec 1951	FAW-6	Iwakuni	PBM-5S	WestPac
2 Sep 1952	5 Apr 1953	FAW-1	Sangley Point	PBM-5S	WestPac
19 Jan 1954	1 Jul 1954	FAW-1	Sangley Point	P5M-1	WestPac
1 Apr 1955*	Sep 1955	FAW-2	Pearl Harbor	P5M-1	WestPac
3 May 1955*	26 Sep 1955	FAW-1	Sangley Point	P5M-1	WestPac
19 Jun 1956	Nov 1956	FAW-2	Pearl Harbor	P5M-1	EastPac
20 Jul 1957	14 Jan 1957	FAW-1	Sangley Point	P5M-1	WestPac
1 Jul 1958	Dec 1958	FAW-1	Bangkok	P5M-1	WestPac
27 Feb 1965	4 Sep 1965	FAW-8	Sangley Point	SP-5B	WestPac
14 May 1965	20 May 1965	FAW-8	Ko Samui	SP-5B	WestPac
			<i>Salisbury Sound (AV 13)</i>		
29 May 1965	3 Aug 1965	FAW-8	DaNang	SP-5B	WestPac
			Currituck (AV 7)		
			<i>Salisbury Sound (AV 13)</i>		
15 Mar 1966	3 Sep 1966	FAW-8	Sangley Pt.	SP-5B	WestPac
			<i>Salisbury Sound (AV 13)</i>		
24 Feb 1967	10 May 67	FAW-8	Sangley Pt.	SP-5B	WestPac
1 Mar 1967	30 Apr 67	FAW-8	Cam Ranh	SP-5B	WestPac
			Currituck (AV 7)		
			<i>Salisbury Sound (AV 13)</i>		
			<i>Pine Island (AV 13)</i>		
1 Feb 1969*	1 Aug 1969	FAW-6	Iwakuni	P-3B	WestPac
1 Feb 1969*	1 Aug 1969	FAW-8	Cam Ranh	P-3B	WestPac
1 May 1970	1 Nov 1970	FAW-8	Sangley Point	P-3B	WestPac
29 Apr 1970	30 Oct 1970	FAW-8	U-Tapao	P-3B	WestPac
14 Jul 1971	13 Jan 1972	FAW-1	Agana/Naha	P-3B DIFAR	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>
1 Aug 1972	14 Jan 1973	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
16 Nov 1972	20 Dec 1972	PatWing-1	U-Tapao	P-3B DIFAR	WestPac
1 Feb 1974	31 Jul 1974	PatWing-1	Iwakuni	P-3B DIFAR	WestPac
10 Aug 1975	10 May 1976	PatWingsPac	Adak	P-3C	NorPac
1 Feb 1977	1 Aug 1977	PatWing-1	Misawa	P-3C	WestPac
19 Jun 1978	10 Dec 1978	PatWing-1	Kadena	P-3C	WestPac
6 Jul 1979	10 Dec 79	PatWingsPac	Adak	P-3C	NorPac
3 Jul 1980	Dec 1980	PatWing-1	Misawa	P-3C	WestPac
Dec 1981	Jun 1982	PatWing-1	Misawa	P-3C	WestPac
Jun 1983	Dec 1983	PatWing-1	Misawa	P-3C	WestPac
Jan 1985	Jul 1985	PatWing-5	Keflavik	P-3C	NorLant
1 Aug 1986	14 Feb 1987	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1988	Aug 1988	PatWing-1	Misawa	P-3C UIII	WestPac
8 Jul 1989	Feb 1990	PatWing-1	Kadena	P-3C UIII	WestPac
Feb 1991*	3 Aug 1991	PatWing-1	Misawa	P-3C UIII	WestPac
6 Feb 1991*	10 Mar 1991	PatWing-1	Diego Garcia	P-3C UIII	IO
13 Nov 1992*	May 1993	PatWing-10	Adak	P-3C UII.5	NorPac
13 Nov 1992*	May 1993	PatWing-10	Panama	P-3C UII.5	Carib
13 Nov 1992*	May 1993	PatWing-10	Acapulco	P-3C UII.5	Carib
May 1994	Nov 1994	PatWing-1	Misawa	P-3C UIII	WestPac
May 1995	Nov 1996	PatWing-1	Diego Garcia	P-3C UIII	IO
May 1996*	Nov 1997	PatWing-1	Misawa	P-3C UIII	WestPac
May 1996*	Nov 1997	PatWing-1	Kadena	P-3C UIII	WestPac

* 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-14	CA*/QE†	20 Jan 1951
FAW-1	QE	1 Aug 1959
FAW-14	QE	15 Nov 1963
FAW-10	QE	15 Nov 1967
FAW-8	QE	1 Jan 1968
FAW-10	QE	1 Jan 1969
ComPatWingsPac‡	QE	30 Jun 1973
PatWing-10	QE	1 Jun 1981

* The squadron remained part of FAW-14, but was assigned the tail code CA on 20 January 1951.

† The squadron's tail code was changed from CA to QE in 1957. The document referencing this change was dated 9 December 1957, but the effective date for the change was most likely the beginning of FY 1958 (1 July 1957).

‡ FAW-10 was disestablished on 30 June 1973 and the squadron came under administrative control of Commander Patrol Wings Pacific (ComPatWingsPac).

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	1 Jan 1967	31 Mar 1968
	17 Jan 1991	7 Feb 1991
(Detachment)	Winter 1969	
MUC	1 May 1970	1 Nov 1970

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Jun 1971	20 Jul 1971
RVNGC	8 Mar 1965	1 Aug 1965
	1 May 1969	31 Jul 1969
	1 May 1970	31 May 1970
	31 Jul 1970	31 Oct 1970
AFEM	1 Feb 1969	14 Jun 1969
SASM	6 Feb 1991	10 Mar 1991
SLOC (Crew 10)	3 May 1990	7 May 1990
JMUA	17 Jan 1992	28 Feb 1992



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