

U.S. Navy Patrol Squadrons Service Details

Compiled by Jaap Dubbeldam

Front Line Squadrons operating the P-3 Orion

VP-1 Screaming Eagles (YB, 1969 – current)

Used the SP-2H Neptune as part of FAW-4 at NAS Whidbey Island until June 1969 when relocated to FAW-2 at NAS Barbers Point, Hawaii, where it transitioned to the P-3B Orion. VP-1 was the last fleet squadron to transition to the P-3 Orion with the first new aircraft arriving at NAS Whidbey Island on 1 July 1969 from NAS Moffett Field. Unlike many other squadrons that initially received the P-3A, VP-1 transitioned directly to the P-3B. VP-1 upgraded to the P-3B TAC/NAV Mod standard in July 1979 and received additional Super Bees in March 1982. The first P-3C Update I's arrived in October 1984 and in February 1991, VP-1 became the first Barbers Point based squadron to transition to the P-3C Update III. In May 1995 it was relocated back to NAS Whidbey Island. In early 1999 VP-1 transitioned to AIP aircraft, while in 2007 the squadron received some P-3C BMUP aircraft. Current with CPRW-10 at NAS Whidbey Island.

VP-4 Skinny Dragons (YD, 1966 – 2016)

Used the SP-2H Neptune as part of FAW-2 at NAS Barbers Point from 1964 until early 1966. The squadron received its first P-3A on 11 March 1966. Conversion to the P-3B LW started in June 1970, receiving most aircraft from VP-47. A VP-4 Det Special Projects was formed sometime in 1969 or 1970, which became VPU-2 on 16 July 1982. The P-3B TACNAVMOD 'Super Bee' variant was received starting in February 1979 and in February 1984 the squadron commenced transitioning to P-3C aircraft and had the honour of becoming the first P-3C squadron at NAS Barbers Point, Hawaii. In November 1989, the squadron transitioned to the P-3C Update I and in August 1991 the first P-3C Update III was received. During 1999 VP-4 received its first P-3C AIP aircraft. In July 1999, the squadron made the move to MCAS Kaneohe Bay, together with the other squadrons of Patrol Wing Two (CPRW-2). VP-4 again changed duty station, this time from MCAS Kaneohe Bay to NAS Whidbey Island, on 1 October 2016 and started the transition from the P-3C to the P-8A Poseidon. The final P-3C flight took place on 15 September 2016.

VP-5 Mad Foxes (LA, 1966 – 2012)

Operated from NAS Jacksonville as part of FAW-11 with SP-2E Neptunes until reequipped with the P-3A on 1 July 1966. In December 1971 VP-5 received its first P-3A DIFAR and the squadron transitioned to the P-3C in February 1974. During 1989-1990 the "Mad Foxes" transitioned from the baseline P-3C to the P-3C Update III. During 1991 VP-5 detached to Sigonella an Souda Bay to fly missions in direct support of Operations Desert Shield and Desert Storm. In 1998, the squadron transitioned to the Aircraft Improvement Program (AIP) modified P-3C and was the first East Coast squadron to deploy with the P-3C AIP model. Part of CPRW-11 at NAS Jacksonville. VP-5 was the second squadron which started transitioning to the P-8A Poseidon in 2012 while the final P-3C flight took place in December 2012.

VP-6 Blue Sharks (PC, 1966 – 1993)

Was equipped with the SP-2E Neptune at NAS Barbers Point as part of FAW-2. When the squadron received the first P-3A in September 1965 it withdrew the last SP-2E in the Pacific Fleet. By May 1966 the squadron had converted to the P-3A, which were replaced by P-3A DIFARs during 1972. VP-6 retained this variant until November 1974 when it replaced them with P-3B's formerly operated by VP-40. Starting in June 1977 the squadron received the P-3B TAC/NAV Mod, while in February 1990 VP-6 started transitioning to the P-3C Update II.5. The squadron was disestablished at NAS Barbers Point on 19 March 1993. The official disbandment was on 31 May 1993.

VP-8 Tigers (LC, 1962 - 2014)

This was the first fleet squadron to use the Orion when it took delivery of its initial P3V-1 on 13 August 1962 at NAS Patuxent River. The squadron remained at Patuxent River with the P-3A until 1973 when relocated to NAS Brunswick where it re-equipped with the P-3B during mid-1976. VP-8 was the last Atlantic Fleet squadron to fly the P-3B aircraft when it re-equipped with the P-3C Update II.5 in 1983. The squadron transitioned to the P-3C Update III in June 1994. In January 1999 VP-8 received its first P3C Anti-Surface Warfare Improvement Program (AIP) aircraft. In 2005 the squadron received some P-3C BMUP aircraft. Relocated to CPRW-11 at NAS Jacksonville on 31 May 2009. In 2014 VP-8 started the transition from the P-3C to the P-8A Poseidon. The final P-3C flight took place in July 2014.

VP-9 Golden Eagles (PD, 1963 – current)

This squadron used the SP-2H from NAS Alameda until December 1963 when it moved to NAS Moffett Field and converted to the P-3A. It became the first unit to receive the P-3B in January 1966 and retained this model until autumn 1976 when it transitioned to the computerized and upgraded P-3C Update I. In November 1986, VP-9 became the first squadron to operate Orions with the new APS-137 ISAR radar. The P-3C Update IIIIR was introduced in 1990, expanding the mission capabilities of the squadron. In November 1992, VP-9 moved to NAS Barbers Point, Hawaii and joined Patrol Wing Two. During the 1997–1998 Inter-Deployment Training Cycle (IDTC), the squadron was chosen to spearhead the Fleet introduction of the P-3C AIP aircraft. Since May 1999 the squadron was based at MCAS Kaneohe Bay, Hawaii, part of CPRW-2. VP-9 left Hawaii in March 2017 and moved to NAS Whidbey Island on return from a deployment to Japan in October 2017.

VP-10 Red Lancers (LD, 1965 – 2015)

Was stationed at NAS Brunswick as part of FAW-3 with the SP-2E until it received its first P-3A's in July 1965. Conversion to the P-3B started in June 1966. During the seventies, the earlier LW models were replaced by P-3B TAC/NAV/MOD models. During the thirteen years of P-3B operations the squadron made a total of 18 deployments before transitioning to the P-3C Update II in January 1980. In 1993 VP-10 transitioned to the P-3C Update II.5 and during 1995 the squadron received the first P-3C Update III. In late 1998 the squadron completed transition to the P-3C AIP. With these aircraft it flew SLAM strike missions against targets in Kosovo in 1999 during Operation Allied Force. In 2006 the squadron received some P-3C BMUP aircraft. On 1 June 2009, the squadron relocated from Brunswick to CPRW-11 at NAS Jacksonville, although it did not arrive at its new home until December 2009, when VP-10 returned from a deployment. VP-10 started the transition from the P-3C to the P-8A Poseidon in 2015. The final P-3C flight took place in February 2015.

VP-11 Pegasus (LE, 1967 – 1997)

Retained the SP-2H Neptune as part of FAW-3 at NAS Brunswick until January 1967 when it took delivery of the P-3B. In 1973 the squadron upgraded its P-3Bs to the P-3B DIFAR (directional frequency analysis and ranging) version, and in 1981 the squadron upgraded to the Update II version of the P-3C. VP-11 was deployed to NAS Sigonella in 1990 when Iraq invaded Kuwait, the squadron established the first patrol part of Operation Desert Shield. During its 1993 deployment to Sigonella and Jeddah, while flying in support of the embargo on the former Yugoslavia, VP-11 became the first P-3 squadron to fly armed with the AGM-65F Maverick anti-ship missile. In 1995 VP-11 upgraded to the Update IIIIR version of the P-3C. The Chief of Naval Operations ordered the squadron to be disestablished on 15 January 1997, although a small cadre of personnel remained until the disestablishment ceremony on 2nd August 1997 at NAS Brunswick on which date VQ-11 was established.

VP-16 War Eagles (LF, 1964 – 2012)

Used the SP-2E from NAS Jacksonville until approximately September 1964 when it re-equipped with the P-3A. During January 1971, all its P-3A's were fitted with DIFAR and the squadron retained this model until converting to the P-3C in August 1973. The squadron had one Orion out of nine that was equipped with Beartrap, at least from 1979 to 1982. VP-16 received its first P-3C Update III Orions in October 1990 which were partly replaced by the Aircraft Improvement Program (AIP) modified P-3C in 1999. Current with CPRW-11 at NAS Jacksonville. VP-16 was the first squadron to transitioned to the P-8A Poseidon during 2012. In July 2012, the final P-3C flight took place.

VP-17 White Lightnings (ZE, 1968 – 1995)

Used the SP-2H as part of FAW-4 at NAS Whidbey Island until October 1968 when it transitioned to the P-3A. Subsequently moved to FAW-2 at NAS Barbers Point in December 1968. Retained the P-3A until May 1975 when it commenced transition to the P-3B, receiving those aircraft previously assigned to VP-19. The squadron started transitioning to the P-3C Mod in January 1986, and the last P-3B left the squadron on 27 March 1986, bound for VP-65. VP-17 received the Update I version in 1991 from the squadrons at NAS Moffett Field and in September 1993 the squadron transitioned to the P-3C Update IIIR. **VP-17 was disestablished at Moffett Field on 31 March 1995.**

VP-19 Big Red (PE, 1963 – 1991)

Operated the SP-2H from NAS Alameda until June 1963 when it received the P-3A. Relocated to NAS Moffett Field on 1 September 1963. Converted to the P-3B in the summer of 1967. In April 1968, the squadron flew missions in support of operations in Vietnam, with detachments at Guam, Sangley Point, U-Tapao in Thailand and Iwakuni. In June 1968, operations shifted to the air base at Cam Ranh Bay, Vietnam. In May 1975 VP-19 became the first operational unit to receive the P-3C Update I. In August 1990 VP-19 had a detachment at Dhahran in the Persian Gulf to fly missions in support of Operation Desert Shield. VP-19 flew the Update I version until its disbandment on 31 August 1991. **The disestablishment ceremony was held at Moffett Field on 17 May 1991.**

VP-22 Blue Geese (QA, 1964 – 1994)

Was equipped with the SP-2E Neptune as part of FAW-2 at NAS Barbers Point. Converted to the P-3A during 1964 and retained these until January 1972 when progressively re-equipped with the P-3B's formerly operated by VP-48. It was the last fleet squadron to fly the P-3B TACNAVMOD version and on 11 September 1990 it flew the last P-3B mission. The squadron upgraded to the P-3C Update II.5 in 1990 and to the Update IIIR version in May 1992. On its last deployment in 1993, VP-22 flew in support of Operation Restore Hope in Somalia and in support of United Nations sanctions against Iraq. **The squadron was disestablished at NAS Barbers Point on 31 March 1994.**

VP-23 Sea Hawks (LJ, 1970 – 1995)

Retained the SP-2H at NAS Brunswick as part of FAW-3 until circa spring 1970 when it converted to the P-3B, receiving most of these from VP-24. The squadron had the honour to retire the last Neptune from active service. It was the second squadron to transition to the P-3C Update II in February 1979. Soon after it became the first operational Navy squadron to fire the Harpoon missile. In 1991, it was one of the squadrons to fly missions in the Gulf region in support of Operation Desert Storm. During 1993 the squadron upgraded to the P-3C Update II.5. The final deployment was at NAS Sigonella, Italy until June 1994. **VP-23 was disestablished at NAS Brunswick on 28 February 1995.**

VP-24 Batmen (LR, 1967 – 1995)

Used the SP-2H as part of FAW-5 at NAS Patuxent River until circa spring 1967 when it received the P-3B which it retained until converting to the P-3C in spring 1970. Relocated to NAS Jacksonville in October 1972 as part of FAW-11. Starting in 1986 the squadron transitioned to the P-3C Update IIIR version. VP-24 was very much involved in the Beartrap program and in 1991 it also flew missions in support of Operation Desert Storm.

The final deployment was to NAS Keflavik, Iceland until February 1995. **Two months later VR-24 was disestablished at NAS Jacksonville on 30 April 1995, while the ceremony was held on 13 April 1995.**

VP-26 Tridents (LK, 1966 – 2015)

Was equipped with the SP-2E Neptune as part of FAW-3 at NAS Brunswick until 1966. The squadron received its first P-3B on 5 January 1966 and became the Navy's first operational P-3B squadron. In 1967 the original P-3B LW Orions were replaced by P-3B HW's and subsequently by P-3B TACNAVMODs around 1975. On 24 November 1967 VP-26 deployed to Southeast Asia. Whilst flying Market Time patrol missions two aircraft were lost off the coast of South Vietnam with no survivors. In March 1979, it was the first squadron to transition to the P-3C Update II. On 1 Jul 1982 VP-26s Special Projects detachment (Old Buzzards) broke away and became a squadron of its own. VP-26 transitioned to the Update II.5 in 1993 and to the Update III in 1994. The squadron received its first P-3C AIP aircraft in September 2000. During 2007 the squadron received a number of P-3C BMUP Orions. Relocated from Brunswick to NAS Jacksonville in June 2010, when returning from a deployment.

In 2015 VP-26 started the transition from the P-3C to the P-8A Poseidon. The final P-3C flight took place in September 2015.

VP-28 Hawaiian Warriors (QC, 1965 – 1969)

Operated the SP-2H from NAS Barbers Point as part of FAW-2 until 1965. On 11 December 1964 VP-28 received its first two P-3A Orions and transition to the new aircraft was completed in April 1965. Retained this variant of the Orion until August 1969. **After six major overseas deployments with the Orion, VP-28 was decommissioned at NAS Barbers Point on 1 October 1969.**

VP-30 Pro's Nest (LL, 1962 – current)

Received the first P-3A in June 1962 for training duties at NAS Patuxent River and these were subsequently joined by the P-3B during 1966. P-3C's were added at the end of 1969 and all three variants were operated until just before the move to NAS Jacksonville in July 1975. The squadron also obtained three VP-3A's in 1977, while in June 1983 the first P-3C Update II.5 arrived, followed by the TP-3A 'bounce bird' for initial type conversion in 1986. The last P-3B left the squadron in 1985. During May 1987, the P-3C Update III was added to the inventory and the P-3C Update IIIR followed in June 1989. After VP-31 was disbanded in October 1993 VP-30 became the sole US Navy Orion training squadron. The last TP-3A was retired in 1999. The final VP-3A left the squadron in September 2005. The first production P-3C Update III AIP Aircraft was delivered to VP-30 on 29 April 1998. Current at NAS Jacksonville.

VP-31 Black Lightnings (RP, 1963 – 1993)

Received the P-3A in 1963 for training duties at NAS Moffett Field as Detachment 'A'. Det. 'A' was subsequently redesignated as VP-31 in January 1967, when the original VP-31 stood down at NAS North Island. The P-3B was added in 1966 and these were later boosted by the arrival of the P-3C in July 1970. From June until December 1974 the squadron was tasked with training Iranian navy aircrews on the specially configured version of the Orion, the P-3F. The first P-3C Update I arrived in June 1975, while in 1977 the VP-3A was added to the inventory for the VIP transportation. In December 1977, the first P-3C Update II arrived, followed in 1983 by the P-3C Update II.5. During January 1985, the P-3C Update III was received followed by the TP-3A in 1986, which model was retired in 1999. On 13 December

1989, the last P-3B TAC/NAV MOD was phased out. During 1993 VP-31 was disestablished due to the closure of NAS Moffett Field and the consolidation of training resources into one VP training squadron. **The disbandment ceremony was held at Moffett Field on 26 August 1993, while the squadron was officially disestablished on 1 November 1993.**

VP-40 Marlins (QE, 1967 – current)

Used the SP-5B Marlin from NAS North Island as part of FAW-14 when in April and May 1967, the squadron flew the last operational flight of a Navy seaplane. In November 1967, the squadron changed homeports to NAS Moffett Field and began its transition to the land-based P-3B. In 1970 the unit transitioned to the P-3B DIFAR which it retained until October 1974 when it commenced transition to the P-3C. In July 1985, the transition to the P-3C Update III started. During 1993 It transitioned back to the Update II.5 before returning again to the Update III configuration. In November 1993, the squadron arrived at its new home NAS Whidbey Island as part of CPW-10. The first P-3C AIP was accepted in 2000 while in 2006 VP-40 was selected as one of the few squadrons to fly the P-3C BMUP version, equipped with a Boeing LSRS pod. Current with CPRW-10 at NAS Whidbey Island.

VP-44 Golden Pelicans (LM, 1962 – 1993)

Was the second fleet squadron to receive the P-3A when it traded in its SP-2E Neptunes at NAS Patuxent River in August 1962. The earlier model P-3A's were replaced by P-3A with the Deltic upgrade in 1966. VP-44 relocated to CPW-5 at NAS Brunswick during 1970 and was the last fully operational squadron to use the P-3A. The final P-3A flight was made on 13 November 1978. The P-3A was finally replaced with P-3C Update II aircraft from September 1977. It was the first squadron to deploy Harpoon-capable Orions to the Indian Ocean and the first to deploy the ISAR radar to the Atlantic Ocean. **VP-44 retained the Update II variant until disbandment at Brunswick on 28 June 1993.**

VP-45 Pelicans (LN, 1963 – 2013)

Had the distinction of being the last Atlantic Fleet unit to use the SP-5B Marlin, while based at Kindley Field, Bermuda. The squadron began transitioning to the P-3A in September 1963 and became part of FAW-11 in 1964 bringing with them the first P-3A Orions to NAS Jacksonville. This model being retained until winter 1972 when the squadron transitioned to the P-3C. During their five-month deployment to Sigonella in 1973 VP-45 was the first squadron to fly the P-3C in the Mediterranean. In 1988, it became the first active duty patrol squadron to retrofit the P-3C baseline aircraft with the advanced Update III package. In 1998 VP-45 received the first P-3C AIP. Current with CPRW-11 at NAS Jacksonville. During 2013 VP-45 started the transition from the P-3C to the P-8A Poseidon. The final P-3C flight took place in June 2013.

VP-46 Gray Knights (RC, 1963 – current)

Used the SP-2H as part of FAW-14 at NAS North Island until January 1963 when reassigned to FAW-10 at NAS Moffett Field and re-equipped with the P-3A. The first P-3A was received on 29 January 1963. VP-46 received the P-3B during autumn 1966 and retained these until January 1977 when the squadron transitioned to the P-3C Update I. In February/March 1986 the P-3C UI aircraft received the Block Modification II Retrofit which meant that the squadron transitioned to the Update II and in March 1990 to the P-3C Update III. During 1993 VP-46 received the P-3C Update IIIR and on 14 November 1993 the squadron relocated to NAS Whidbey Island. In 1998 VP-46 transitioned to AIP aircraft, while it was one of a few squadrons to start operating the LSRS equipped P-3C BMUP version in 2006. During 2002 VP-46 deployed to the Arabian Gulf in support of Operation Enduring Freedom. Current with CPRW-10 at NAS Whidbey Island.

VP-47 Golden Swordsmen (RD, 1965 – 2017)

Operated the SP-5B Marlin as part of FAW-4 at NAS Whidbey Island until relocated to NAS Moffett Field on 1 March 1965, where it converted to the P-3A in the summer of 1965. Between February and July 1967 the P-3B was taken on charge and VP-47 became the first P-3B patrol squadron equipped with the Bullpup missile to deploy to WestPac. These were replaced by the P-3C from July 1970 as the first P-3C squadron in the Pacific Fleet. Transition to the P-3C Update III took place between October 1986 and spring of 1987, when the last P-3C MOD aircraft was replaced. VP-47 was one of the West Coast squadrons which operated with Bear Trap equipped P-3 Orions. On 21 June 1993 the squadron changed homeports again, this time to NAS Barbers Point, Hawaii. VP-47 received its first P-3C AIP in March 1999. Relocated to MCAS Kaneohe Bay, Hawaii, part of CPRW-2 in July 1999. VP-47 moved from MCAS Kaneohe Bay to NAS Whidbey Island on 1 April 2017. After returning from a deployment in March 2017 VP-47 started the transition from the P-3C to the P-8A Poseidon. The final P-3C flight took place in April 2017.

VP-48 Boomers (SF, 1966 – 1991)

Was equipped with the SP-5B at NAS North Island as part of FAW-14 until 1 November 1966 when it was reassigned to NAS Moffett Field for conversion to the P-3A. Transitioned to the P-3B during from February to late 1968. With the P-3B VP-48 made 6 deployments to Adak, Sangley Point, Cam Ranh, U-Tapao and Cubi Point. In November 1971, the squadron received its first P-3C, which were upgraded to P-3C TACNAVMOD during 1986. Transition to the P-3C Update III took place in January 1990. While operating the P-3C the squadron made 15 deployments to Cubi Point, Kadena, Misawa and Adak. **VP-48 was disestablished during a ceremony on 23 May 1991. Officially the squadron was disbanded on 31 August 1991.**

VP-49 Woodpeckers (LP, 1963 – 1994)

Used the SP-5B from Kindley Field, Bermuda until relocated to FAW-5 at NAS Patuxent River for P-3A conversion during August 1963. Retained the P-3A until circa summer 1970. The first P-3C was received in September 1969 and after the conversion to the new type VP-49 deployed to NAS Keflavik, Iceland, on 17 July 1970, taking the P-3C on its first deployment. The squadron moved to CPW-11 at NAS Jacksonville on 31 January 1972 and made 24 deployments to Keflavik, Sigonella, Bermuda and Rota. During 1989 the squadron upgraded to the P-3C Update IIIR. The deployment to Keflavik which started on 1 May 1990 was the first time the Update III package had conducted operations against the Soviet Red Banner Northern fleet. **On 1 March 1994 VP-49 was disestablished at NAS Jacksonville.**

VP-50 Blue Dragons (SG, 1967 – 1992)

Operated the SP-5B from NAS North Island as part of FAW-14 until summer 1967 when it reassigned to NAS Moffett Field and re-equipped with the P-3A. Transition to the P-3C began during May 1971 and in 1987 VP-50 was the first squadron to transition to the Update IIIR. In February 1988, the squadron became the first squadron to be operating all nine of its baseline P-3C aircraft in Update III configuration. **The disestablishment of VP-50 took place at NAS Moffett Field on 21 May 1992 after which the aircraft were transferred to VP-22. The official disbandment was on 30 June 1992.**

VP-56 Dragons (LQ, 1968 – 1991)

Was equipped with the SP-2H as part of FAW-5 at NAS Patuxent River until summer 1968 when it received the P-3B. During September 1969, the unit became the first operational P-3C squadron and moved to NAS Jacksonville in 1973. In 1989 VP-56 transitioned to the P-3C Update IIIR configuration. **The final deployment to NAS Keflavik ended in February 1991. The final flight was on 7 June 1991 and the squadron was disestablished at NAS Jacksonville on 28 June 1991.**

Reserve Force Squadron Service details

VP-60 Cobras (LS, 1974 -1994)

Commissioned at NAS Glenview with the SP-2H Neptune on 1st November 1970. The transition to the P-3A commenced in March 1974 and was completed by mid-May 1974. Between June and November 1980, the squadron transitioned to the P-3B. In March 1983, the first of the ten P-3B's was sent to NARF Alameda for retrofit to the P-3B TAC/NAV/MOD. The squadron did 14 major overseas deployment, most of these to the Pacific. In August 1993, the squadron made a live fire launch of a HARM and a Harpoon missile at NAS Point Mugu, but the next year VP-60 was disestablished at NAS Glenview, on 1 September 1994. **The disestablishment ceremony was held at NAS Glenview in March 1994.**

VP-62 Broad Arrows (LT, 1971 – current)

Was commissioned at NAS Jacksonville with the SP-2H on 1 November 1970. After six months, the squadron transitioned to the P-3A, the first of which was received in July 1971. These were replaced by P-3A DIFAR models in November 1972, which were used for several deployments until May 1979, when the squadron received its first P-3B. These aircraft were upgraded to the P-3B TAC/NAV/MOD in the fall of 1983. The squadron completed transitioning to the P-3C Update III on 31 March 1989, thus becoming the first Reserve squadron to be equipped with the current fleet aircraft. In June 1988 VP-62 became the first Reserve to live-fire an AGM-84 Harpoon missile. In 2005 the squadron received some P-3C BMUP aircraft from VP-66.

Current at NAS Jacksonville.

VP-64 Condors (LU, 1973 – 2004)

Commissioned at NAS Willow Grove on 1 November 1970 with the SP-2H. Transition to the P-3A DIFAR took place during the June 1973 to June 1974 time frame. Transition to the P-3A TACNAVMOD began in October 1982. 20 of the 25-plus deployments were flown both the P-3A models. In 1990 VP-64 traded in their ten P-3A Orions for eight P-3B TACNAVMOD. The last transition occurred in April 1994 to the P-3C Update II, while in 2003 some P-3C BMUP models were delivered to the squadron, which were used until 18 September 2004. On this date the squadron was renamed VR-64 and equipped with C-130T Hercules.

VP-65 Tridents (PG, 1974 – 2006)

The Tridents were commissioned at NAS Point Mugu with the SP-2H on 16 November 1970. The last Neptune was flown to the museum at NAS Pensacola on 30 October 1974. Transition to the P-3A occurred started in 1974 and was finished in January 1975. During 1991 the squadron transitioned to the P-3B TACNAVMOD, which it flew until 1994. The squadron made 11 P-3A deployments and 6 deployments with the P-3B. In Jun 1991 VP-65 deployed to NAF Kadena and upon return from deployment the squadron began the transition to the P-3C Update IIIR, which was completed in July 1993. In January 1994, the squadron began transition to the P-3C Update II.5. **The disestablishment of VP-65 took place at Point Mugu on 4 March 2006. The official disbandment was on 31 March 2006.**

VP-66 Liberty Bell (LV, 1973 – 2006)

Like its sister squadron (VP-64) this squadron was commissioned at NAS Willow Grove with the SP-2H on 1 November 1970. Transition to the P-3A took place in autumn 1973. From 1975 through 1980 the squadron adopted the name Dicemen, but this was changed to Liberty Bell in 1981. VP-66 transitioned to the P-3A TACNAVMOD in February 1982 and made several deployments in the 1980s to the Caribbean and Keflavik. In April 1990, the squadron traded its P-3A Orions in for the P-3B TACNAVMOD. In 1993 and 1994 the squadron flew missions in support of US and NATO operations in Bosnia and Haiti. From 31 May 1994, the squadron received the P-3C Update II. On 1 October 1993, the squadron assumed the mission of fleet electronic warfare training for which it received two EP-3J's from the then-disestablished VAQ-

33, which were transferred to VQ-11 in August 1997. The squadron completed transition to the P-3C BMUP in September 2003. The disestablishment of VP-66 took place at Willow Grove on 11 February 2006. The official disbandment date was 31 March 2006.

VP-67 Golden Hawks (PL, 1977 – 1994)

Commissioned at NAS Memphis with the SP-2H on 1 November 1970. In July 1977, the transition to the P-3A began, which was completed by July 1979. During March 1985, the squadron received its first of nine P-3B TACNAVMOD aircraft, which it flew until 1994. VP-67 made 11 P-3A deployment and 13 deployments with the P-3B to Cubi Point, Misawa, Kadena and Adak. The official disbandment was at NAS Memphis on 30 September 1994.

VP-68 Black Hawks (LW, 1978 – 1997)

Commissioned at NAS Patuxent River with the SP-2H on 1 November 1970, following the disestablishment of NARDET Patuxent. In May 1971 VP-68 was the first East Coast Reserve squadron to transition to the P-3A. In August 1984, the squadron received the first P-3B TACNAVMOD and this transition was completed in November 1985. In between the squadron relocated from Patuxent River to NAF Washington at Andrews AFB on 1 April 1985. In April 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. VP-68 received its first out of seven P-3C Update II.5 aircraft in October 1994. In April/May 1995 the squadron deployed to NAS Sigonella in support of UN Operation Sharp Guard sanctions against the former Yugoslav republics. The disestablishment ceremony was held at NAF Washington on 2 November 1996. The official disestablishment date was 31 December 1996.

VP-69 Totems (PJ, 1974 – current)

Commissioned at NAS Whidbey Island with the SP-2H in late 1970. Transition to the P-3A DIFAR began in autumn 1974 and was completed in November 1975. In 1981 a five-aircraft detachment flew 111 missions over the South China Sea searching for Vietnamese refugees. The P-3A TACNAVMOD entered the squadron in January 1987, although it quickly transitioned to the P-3B TACNAVMOD in January 1990. In October that year, VP-69 delivered the last P-3A to the Naval Aviation Museum in Pensacola. In October 1992, the squadron transitioned to the P-3C Update I and in January 1995 the squadron received the first P-3C Update III from VP-93. In 2004 VP-69 received the first of some BMUP aircraft. Current at Whidbey Island.

VP-90 Lions (LS, 1974 – 1994)

Commissioned at NAS Glenview with the SP-2H on 1 November 1970. P-3A transition commenced in March 1974 and was completed by mid-May 1974. The squadron made 11 deployments to Barbers Point, Cubi Point and Bermuda. In July 1984, the squadron transitioned to the P-3B TACNAVMOD. With the P-3B 10 deployments were made to Misawa and Barbers Point. In March 1994, the disestablishment ceremony was held at Glenview. The official disestablishment was on 30 September 1994.

VP-91 Black Cats (PM, 1970 – 1999)

Commissioned at NAS Moffett Field with the P-3A in November 1970, following the disestablishment of NARDET Moffett. It was the first Reserve squadron to operate the P-3 Orion. VP-91 re-equipped with the P-3B TACNAVMOD from October 1977 until April 1979. VP-91 was named Pink Panthers in 1970 until 1984, when the nickname was changed to Stingers (from Super B). When the squadron received the P-3C Update III in February 1990, the squadron was renamed Black Cats. In February 1991 VP-91 was the only Reserve squadron to participate in Operation Desert Storm. The last P-3C left Moffett in December 1998. VP-91 was disestablished on 1 April 1999, while the disestablishment ceremony was held at Moffett Federal Airfield on 13 March 1999.

VP-92 Minutemen (LY, 1976 – 2007)

Commissioned at NAS South Weymouth with the SP-2H on 14 November 1970. It was the last of the Orion Reserve squadrons to transition to the P-3A DIFAR, which began in October 1976. In 1984 the squadron transitioned to the P-3B TACNAVNOD and in July 1991 to the P-3C Update II. From July through August 1993 the squadron flew in Operation Maritime Guard against the former republic of Yugoslavia, during which reconnaissance missions were flown armed with Rockeye's and Harpoons. In 1995 the Base Realignment and Closure Commission voted to close NAS South Weymouth and as a result VP-92 relocated to NAS Brunswick in June and July 1996. Early in 1996 shortly before the move to Brunswick the squadron transitioned to the P-3C Update II.5 and VP-92 received examples of the P-3C Update III AIP and the P-3C BMUP during 2004 and 2005. In 2005 the decision to close NAS Brunswick also resulted in the decision to disestablish VP-92 on 30 November 2007. **In June 2007, the last Orion was transferred to VP-8 and the disestablishment ceremony was held on 13 October 2007.**

VP-93 Executioners (LH, 1976 – 1994)

Commissioned at NAF Detroit with the P-3A on 1 July 1976. VP-93 was the last reserve patrol squadron to be formed as part of the reorganization of the Naval Air Reserve during the 1970s. With the P-3A the squadron made 3 deployments. In the first months of 1981 the squadron transitioned to the P-3B and the squadron re-equipped with the P-3B TACNAVMOD in January 1986. 14 deployments were made with the P-3B to Lajes, Rota, Bermuda and Sigonella. VP-93 flew the Navy's last operational mission of the P-3B and ended its own flight operations on 24 March 1994. **On 17 September 1994 disestablishment ceremonies were held at NAF Detroit, with an official disestablishment on 30 September 1994.**

VP-94 Crawfishers (LZ / PZ, 1976 – 2006)

Commissioned at NAS New Orleans with the SP-2H on 1 November 1970. Transition to the P-3A started in October 1976, being the last of the Reserve VP squadrons. In September 1984, the squadron re-equipped with the P-3B TACNAVMOD which were replaced by the P-3C Update II.5 during September 1994. VP-94 has flown in support of Maritime Guard operations in the Adriatic and Operation Sharp Guard. It has also supported Support Democracy and Able Marine against Haiti. During 1999 the squadron was moved from the Atlantic wing to the Pacific wing, which also meant a change of the side code LZ to PZ. **VP-94 was disestablished on 31 March 2006, while the ceremony was held at NAS JRB New Orleans on 3 February 2006.** The finale four P-3C Orions had already left the airfield to Ft Worth in August 2005 because of Hurricane Katrina.

VP-MAU Brunswick Northern Sabres (LB, 1984 – 1991)

The Master Augment Unit (MAU) was officially established on 13 January 1984 at NAS Brunswick. It was the first Naval Reserve P-3 Augment Unit to fly state-of-the-art P-3C Update II aircraft. The MAU has also had custody of various older model aircraft for pilot and aircrew training. These included the TP-3A, UP-3A, P-3A, and P-3C Non-update aircraft. The squadron participated in an average of five OUTCONUS Annual Training periods per year in locations such as Keflavik, Lajes, Rota and Bermuda. **Both VP-MAU were disestablished due to budget cuts in early 1991. The disbandment ceremony was held at Brunswick on 2 June 1991 and the official disestablishment was on 30 June 1991.**

VP-MAU Moffett Rolling Thunder (PS, 1986 – 1991)

Commissioned at NAS Moffett Field on 20 December 1986 with the P-3C Update I, Update IIIR and the TP-3A. The squadron trained Reserves to augment active duty squadrons as necessary and as such participated in Operation Desert Storm in early 1991. **The disbandment ceremony was held at NAS Moffett Field on 17 August 1991 and the official disestablishment was on 30 September 1991.**

Special Project Squadron Service details

VPU-1 Old Buzzards (OB, 1982 – 2012)

During 1969 a Special Projects Detachment is formed at NAS Brunswick under CPW-5, using flight-crew members of VP-8. This detachment operates under the code name "Project Safire" and flies specially equipped P-3 Orions. Early 1970 VP-8 is still flying P-3A Orions. In the mid 1970's the project name "Church Plate East" is applied to the Special Project aircraft at NAS Brunswick. This detachment of VP-8 was transferred to VP-26 in October 1975. From 1976 to the end of 1979, VPU-1 operated with two P-3B's. During 1979 the Special Projects Detachment of VP-26 becomes a permanent detachment. On 1 July 1982 VPU-1 is established as an independent unit, and on 1 March 1996 it became a full command. In 1992 four P-3C Update I/II airframes were selected as baseline aircraft for the Special Projects replacement program designated P-317. The first P-3C was delivered during 1995. VPU Orions are known to operate under a project named "Reef Point" during 1997. The project name for VPU Orions is changed into "Storm Jib" during 1998 and on 8 April 1998 VPU-1 is renamed Special Projects Patrol Squadron (VPU)-1. On 1 July 2009 VPU-1 relocated from NAS Brunswick to NAS Jacksonville and switched from CPRW-5 to CPRW-11. **The squadron was disbanded on 31 August 2012 and the official disestablishment was held at NAS Jacksonville on 27 April 2012.**

VPU-2 Wizards (SP, 1982 – current)

Because of numerous WestPac commitments a similar Special Projects detachment (like VPU-1) was created in 1969 which was assigned to VP-4. Originally established as a small cadre of personnel assigned to a squadron to supplement aircrews on special R&D missions, the program's manning level, and responsibilities expanded steadily during the 1970's. Early 1970 VP-4 is still flying P-3A Orions while the squadron transitions from the P-3A to the P-3B LW starting June 1970. The first P-3B HW was received by the end of 1971 and in February 1979 the first P-3B TACNAVMOD was accepted by the squadron. On 15 November 1979, VP-4 Detachment Special Projects was established at Barbers Point, under the administrative control of Commanding Officer VP-4. On 16 July 1982, the detachment was commissioned as an independent unit (Patrol squadron Special Unit), and on 27 March 1996 VPU-2 was commissioned as a full squadron. The first P-3C was assigned to VPU-2 during 1992. On 14 April 1998 VPU-2 is renamed Special Projects Patrol Squadron (VPU)-2. Early 1999 VPU-2 completed an home port change from Barbers Point to MCAS Kaneohe Bay.