

VP-142

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY TWO (VB-142) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY TWO (VPB-142) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY TWO (VP-142) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jun 1943: VB-142 was established at NAS Whidbey Island, Wash., as a medium bomber squadron flying the twin engine PV-1 Ventura. During the training period the squadron came under the operational control of FAW-6.

7–19 Aug 1943: VB-142 departed NAS Whidbey Island for NAS Alameda, Calif., where the squadron prepared its aircraft and equipment for shipment to NAS Kaneohe. On 10 August, the squadron loaded its equipment, aircraft and personnel aboard *Prince William* (CVE 31). The squadron arrived at Pearl Harbor on the 16th and proceeded to unload and assemble the aircraft for the short hop to NAS Kaneohe, arriving there on 18 and 19 August 1943.

28 Aug–11 Dec 1943: After a brief period of combat oriented training at NAS Kaneohe, the squadron sent a detachment of six aircraft to Midway Island for experience in combat patrols and searches 500 miles to the west and southwest in the direction of enemy-held Wake Island. A second detachment of four aircraft and six crews was sent to Johnston Island to maintain patrols. Upon return of the detachments to Kaneohe on 11 November, the squadron readied its aircraft for its deployment to the combat zone further south. On 11 December, shortly before departure to the South Pacific, the squadron suffered its first casualty during a training mission, when one of the planes crashed during a practice strafing run, killing all hands on board.

19 Dec 1943–Mar 1944: VB-142 departed NAS Kaneohe for Hawkins Field, Tarawa Atoll (designated NAB/MCAS Betio on 1 April 1944). The atoll itself had only been wrested from the Japanese one month before and the SeaBees had not had time to do more than improve the existing runway. Ten tents were the only shelters available. Japanese bombers from the Marshalls carried out nightly nuisance air raids. The squadron began combat operations on 20 January,

conducting strikes against Emidj Island, Jaluit Atoll, Marshalls islands. By the 31st, the squadron was attacking enemy positions throughout the Marshalls in support of the occupation of Majuro and Eniwetok atolls. Bombing and night missions against the runways and installations on the island of Wotje continued through the end of March 1944. Hunting during this period was particularly good, since the Japanese high command was still using scarce cargo vessels to reinforce their beleaguered garrisons before the threatened invasions began. Squadron aircraft attacked eleven enemy vessels, sending five to the bottom and crippling several others. In over 300 bombing missions there was only one casualty. On 20 January, Lieutenant (jg) Milton C. Villa and his crew were shot down during a bombing attack on the Japanese seaplane base at Jaluit.

1 Apr 1944: A detachment was sent to the recently captured Majuro island. Night attacks against enemy airfields on Taroa Island were conducted from this base for a period of two weeks.

3 May 1944: Word was received that the enemy was planning a series of attacks from airfields located on Nauru Island. All 15 of the squadron's aircraft were utilized in a predawn strike against the island from the Tarawa home base. The airfield and other installations were heavily damaged and all squadron aircraft returned safely.

1–15 Jun 1944: The squadron flew nonstop missions in support of the early phases of the Marianas operations.

14–15 Jul 1944: The squadron conducted raids from Tarawa on enemy bases in the Marshalls group and on Nauru Island. During these raids the squadron encountered for the first time searchlights coupled with enemy AA defenses. Despite this new turn of events, no squadron aircraft were lost during any of the raids. On the 15th, the squadron was relieved by VB-150 for return to Kaneohe.

25–31 Jul 1944: VB-142 departed aboard *Windham Bay* (CVE 92) for its return to San Diego, Calif., arriving on 31 July. Upon arrival all hands were given rehabilitation leave and orders for reassignments to other squadrons.

5 Sep 1944–Jan 1945: VB-142 was reformed at NAS Moffett Field, Calif., coming under the operational control of FAW-8. Most of the ground crew and flight crew personnel were assigned to NAS Alameda, Calif., to facilitate training. The squadron was assigned the upgraded version of the Ventura, the PV-2 Harpoon, but none were on hand for training. On 23 October, the squadron personnel relocated to NAS Moffett Field to continue flight training on PV-1 Venturas. The first PV-2 Harpoons began arriving in mid-January 1945.

18 Feb–1 Mar 1945: VPB-142 boarded *Intrepid* (CV 11) for transportation to Pearl Harbor, Hawaii, arriving on 24 February. The squadron became operational at

NAS Kaneohe on 1 March, and commenced combat training and operational patrols in Hawaiian waters. Retrofits on the landing gear and gas tanks of the Harpoons delayed training somewhat. The new APA-16 radar bombsight was also installed on squadron aircraft during this period, greatly improving the Harpoon's hitting ability in both day and night attacks.

27 Mar–20 Apr 1945: Six of the squadron aircraft were flown to Midway for experience in operational combat patrols. On 2 April, the squadron had its first casualty of this combat tour when Lieutenant (jg) Allen W. Keagle struck the cable of a towed target sleeve, causing the aircraft to spin into the ocean. The entire crew was lost in the crash.

28 May–Jun 1945: Combat and operational training continued at Kaneohe until orders were received on the 28th for deployment to the combat zone. The squadron began its movement south on the 31st in three-aircraft elements to Tinian, becoming operational in early June. VPB-142 came under the operational control of FAW-18 at this time. The squadron was restricted to patrolling and short-range reconnaissance flights during this period due to reports of faulty wing structures in the Harpoons. Facilities at Tinian were a considerable improvement over Tarawa, but the boredom of routine and uninteresting terrain soon affected all hands.

27 Jun 1945: Lieutenant (jg) R. C. Janes and crew made an attack on a surfaced submarine that appeared to be carrying Kaiten miniature submersibles on its deck. The submarine was straddled by the depth charges and following the attack the crew observed two Kaitens, oil and other debris on the surface. Post war examination of Japanese records indicate that the submarine was *I-165*, Lieutenant Yasushi Ono commanding, which had departed the Inland Sea of Japan for a Kaiten attack on U.S. warships east of the Marianas. *I-165* was sunk by VPB-142 480 miles east of Saipan.

15–26 Aug 1945: The last combat patrol was flown over Truk. After landing, the crews learned that the Japanese had accepted the surrender terms. Armed patrols continued until 26 August. On that date, leaflets were dropped on Truk requesting that the commander

of the Japanese garrison indicate his willingness to surrender. The approved signal was spotted on the runway at Truk the next day in the center of South Maen airstrip.

21 Sep 1945: VPB-142 was relieved for return to the U.S. via Eniwetok, Majuro, Johnson Island and Kaneohe. The squadron embarked *Petrof Bay* (CVE 80) on 5 October 1945 arriving at San Francisco, Calif., on 10 October. Squadron personnel were given discharges or changes of duty upon arrival.

Jan–Jun 1946: The squadron was transferred to the East Coast and reformed at NAS Edenton, N.C. Due to demobilization the squadron never reached full operational status and was officially disestablished at NAS Atlantic City, N.J., on 14 June 1946.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Jun 1943
NAS Kaneohe, Hawaii	18 Aug 1943
NAS San Diego, Calif.	31 Jul 1944
NAS Moffett Field, Calif.	5 Sep 1944
NAS Kaneohe, Hawaii	1 Mar 1945
NAS Alameda, Calif.	10 Oct 1945
NAS Edenton, N.C.	2 Jan 1946
NAS Atlantic City, N.J.	24 May 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Clayton L. Miller	1 Jun 1943
LCDR John H. Guthrie	5 Sep 1944
LT(JG) Walter T. Palmer (actg.)	2 Jan 1946
LCDR Robert M. Strieter (actg.)	25 Jan 1946
CDR John J. Worner	8 Feb 1946
LCDR Robert M. Strieter	27 May 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jun 1943
PV-2	Jan 1945

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>
10 Aug 1943	28 Aug 1943	FAW-2	Kaneohe	PV-1	WestPac
28 Aug 1943	11 Nov 1943	FAW-2	Midway	PV-1	WestPac
19 Dec 1944	*	FAW-2	Tarawa	PV-1	SoPac
1 Apr 1944	*	FAW-2	Majuro	PV-1	SoPac
15 Jul 1944	31 Jul 1944	FAW-2	Kaneohe	PV-1	WestPac
18 Feb 1945	31 May 1945	FAW-2	Kaneohe	PV-2	WestPac
27 Mar 1945 [†]	20 Apr 1945	FAW-2	Midway	PV-2	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>
31 May 1945	21 Sep 1945	FAW-18	Tinian	PV-2	SoPac

* Continued combat deployment in the South Pacific, moving from base to base.

† A squadron detachment of six aircraft.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		1 Jun 1943
FAW-2		16 Aug 1943
FAW-14		25 Jul 1944
FAW-8		5 Sep 1944
FAW-2		24 Feb 1945
FAW-18		31 May 1945
FAW-2		Sep 1945

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		10 Oct 1945
FAW-5		2 Jan 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-148

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY EIGHT (VB-148) on 16 August 1943.

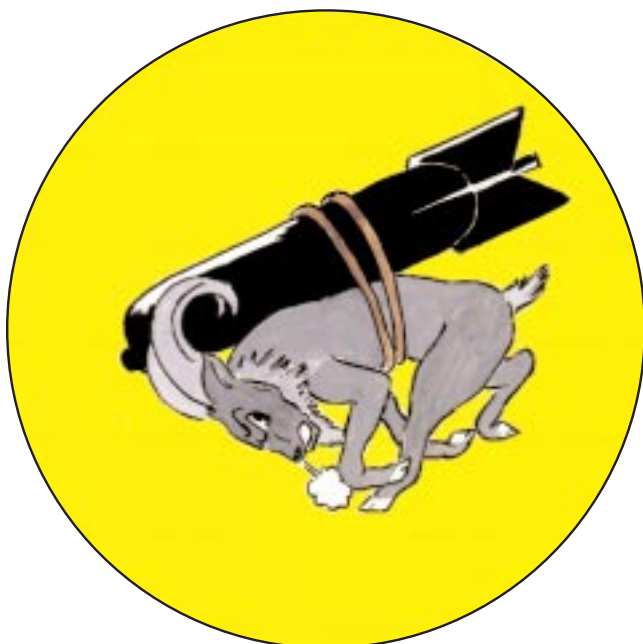
Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY EIGHT (VPB-148) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY EIGHT (VP-148) on 15 May 1946.

Disestablished on 15 June 1946.

Squadron Insignia and Nickname

The insignia submitted by the squadron in 1943 for CNO approval depicted a picture of a rabbit with a



The squadron's insignia.

bomb tied to its back. CNO disapproved this design, stating "as several other naval aviation activities display insignia with rabbits as their motifs, it is believed that the design having a goat as its central character would be more appropriate." VB-143 promptly complied and the new insignia design featured a goat with a bomb tied to its back. CNO approved the design on 27 November 1943. Colors: field, lemon yellow; goat, pearl gray; bomb, black with white highlights; rope, light brown.

Nicknames: None on record.

Chronology of Significant Events

16 Aug 1943–16 Jan 1944: VB-148 was established at NAS Alameda, Calif., as a medium bombing

squadron flying the PV-1 Ventura. During its entire training phase, the squadron remained under the operational control of FAW-8. After forming, the squadron was relocated to a training facility at NAAS Vernalis, Calif., where squadron personnel received ground training. On 3 October, the first Venturas arrived for the flight training phase of the syllabus. Upon completion of the flight training phase, the squadron's aircraft were flown to the Naval Ordnance Testing Station at Inyokern, Calif., where rocket launcher rails were installed. Training in use of the air-to-ground missiles ran from 31 December 1943 to 16 January 1944. On completion of the rocket attack training, the squadron returned to NAAS Vernalis to begin preparations for transportation to Hawaii.

3–12 Feb 1944: VB-148 loaded its equipment, aircraft and personnel aboard *Nehenta Bay* (CVE 74) for transport to Pearl Harbor, Hawaii. The squadron arrived on 10 February and quickly unloaded and re-assembled the aircraft for the short hop to NAS Kaneohe. Training under the operational control of FAW-2 began on 12 February.

20 Mar 1944: VB-148 departed Kaneohe in three aircraft elements for Renard Field, Russell Islands, to relieve VB-140.

3 Apr–May 1944: The squadron was sent to Munda, New Georgia, to provide fighter cover for C-47s carrying paratroops going into New Guinea. From this date until relieved, the squadron came under the operational control of FAW-1. On 14 April, the squadron suffered its first casualty of the tour when Lieutenant William T. Henderson was shot down while overflying the Kahili Airdrome at Bougainville. Henderson ditched the aircraft four miles east of Ballale Island and three of the crew of five were rescued by a Dumbo. The second squadron loss came on 3 May 1944, when Lieutenant William E. Davis and crew were declared missing in action after failing to return from a strike on Bougainville. The squadron remained at Munda until 20 May, when orders were received to relocate to Emirau. Twice daily long-range search and patrol missions to the western Carolines were coordinated with a destroyer squadron and CVE to pinpoint enemy dispositions and to conduct joint attacks against shipping. Two squadron aircraft were credited with downing two enemy twin engine bombers while on patrol.

26 Jul 1944: One of the squadron aircraft spotted a convoy of Japanese vessels while on patrol southwest of Truk. A six-plane strike was organized and subsequent attacks on the convoy resulted in the sinking of four ships totalling 2,200 tons, and the downing of two enemy escort fighters without any losses to the squadron.

22 Oct–15 Dec 1944: VPB-148 was relieved at Emirau by a Royal New Zealand Air Force squadron for return to Kaneohe, arriving there on 31 October.

Squadron personnel were put aboard *Chenango* (CVE 28) on 22 November, for return to the West Coast. After arriving at NAS Alameda, Calif., on 15 December, all hands were reclassified and given home leave.

10 Jan–Apr 1945: VPB-148 was reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. Training in the PV-1 Ventura was commenced on glide bombing, navigation, and advanced instrument flying. The syllabus was completed at the end of April 1945 and the squadron was relocated to NAS Moffett Field, Calif., to await transportation to Pearl Harbor.

30 May–16 Aug 1945: Personnel were loaded aboard *Copahee* (CVE 12) for transportation to Pearl Harbor, Hawaii. After arrival on 5 June, the squadron was assigned 15 PV-2 Harpoons at NAS Kaneohe, coming under the operational control of FAW-2. A detachment of six aircraft was formed immediately and sent to Midway Island. A second detachment of three aircraft was flown to Johnston Island. Both detachments engaged in ASW patrols and long range searches in the vicinity of the islands. At NAS Kaneohe, the remainder of the squadron began the combat training syllabus. The detachments returned on 16 August 1945 to NAS Kaneohe to complete their portion of the combat training.

Sep 1945: With the cessation of hostilities the squadron was left with little to do other than routine patrols in the vicinity of the Hawaiian islands.

15 Jun 1946: VPB-148 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	16 Aug 1943
NAAS Vernalis, Calif.	Sep 1943
NAS Kaneohe, Hawaii	12 Feb 1944
NAS Alameda, Calif.	15 Dec 1944
NAS Whidbey Island, Wash.	10 Jan 1945
NAS Moffett Field, Calif.	Apr 1945
NAS Kaneohe, Hawaii	5 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR W. R. Stevens	16 Aug 1943
LCDR Lloyd F. Jakeman	25 Aug 1943
LCDR A. B. Dusenbury	24 Jan 1945
LCDR H. F. Stanford	1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Oct 1943
PV-2	Jun 1945

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>
12 Feb 1944	*	FAW-2	Kaneohe	PV-1	WestPac
3 Apr 1944	*	FAW-1	Munda	PV-1	SoPac
20 May 1944	22 Oct 1944	FAW-1	Emirau	PV-1	SoPac
5 Jun 1945	*	FAW-2	Kaneohe	PV-2	WestPac
7 Jun 1945 [†]	16 Aug 1945	FAW-2	Midway	PV-2	WestPac
7 Jun 1945 [†]	16 Aug 1945	FAW-2	Johnston Isl.	PV-2	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

[†] The squadron conducted split detachment deployments to two or more sites on the same dates.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		16 Aug 1943
FAW-2		10 Feb 1944
FAW-1		3 Apr 1944
FAW-2		31 Oct 1944
FAW-8		15 Dec 1944
FAW-6		10 Jan 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		5 Jun 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-152

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY TWO (VB-152) on 1 April 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY TWO (VPB-152) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTY TWO (VP-152) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Apr 1944: VB-152 was established at NAS Clinton, Okla., as a medium bombing squadron flying the PV-1 Ventura. Unlike other PV-1 squadrons, VB-152 was organized as a special squadron under the operational control of the Training Task Force to carry a target seeking glider bomb known as Pelican. The device was equipped with beam-rider radar homing equipment developed by the Bureau of Ordnance Special Design Section in April 1942. Production of the missile was begun at Charleston, S.C., in September 1943. The missile was initially developed to be used against submarines and was designed around the casing of the standard 525-pound depth charge. The disadvantage of the missile was that it could not be used against defended targets because the signal was lost beyond 800 yards. In order for the missile to locate its target the mother ship had to continue on a straight course while painting the target with its radar beams.

29 Apr 1944: The squadron was split into three divisions for the purpose of operational training. Each was sent in turn to Houma, La., for training as Pelican carriers.

22 July–Oct 1944: After a number of test drops showing only limited success, the project was canceled in late July 1944. VB-152 transferred its specially modified Venturas to VB-153. Throughout the months of August and September, the squadron received standard training in preparation for normal combat deployment. During the month of October the squadron was given instrument flying training. During this period the squadron ferried new PV-1 aircraft from Philadelphia, Pa., to Clinton.

23 Nov–Dec 1944: The first division of VPB-152 flew to NAS Alameda, Calif., to prepare for overseas

duty. The squadron came under the operational control of FAW-8 at that time. The squadron's aircraft were flown to Livermore, Calif., for installation of long-range fuel tanks at the factory. During this interval, squadron personnel were sent to the Navigation Radar Lab at Alameda, Calif. In early December, the second division of the squadron returned from Philadelphia, Pa., with the remainder of the aircraft.

1–25 Jan 1945: The squadron was split into three divisions: two at Arcata, Calif., and the third at Moffett Field, Calif. All three divisions underwent rocket training through the 25th.

26 Jan–16 Feb 1945: The three divisions of the squadron rejoined the headquarters staff at NAS Alameda, Calif., where preparations were undertaken for the squadron's overseas deployment. On 10 February, the squadron departed aboard *Sangamon* (CVE 26), arriving at Pearl Harbor on the 16th.

17 Feb–30 Mar 1945: VPB-152 was transported to NAS Kaneohe, Hawaii, where the squadron's aircraft had drop tanks installed. FAW-2 assumed operational control over the squadron at this time. On 24 February, a detachment of six aircraft and seven crews was sent to Midway Island to relieve VPB-149 on patrol duty. The remainder of the squadron at Kaneohe began the standard precombat ground and flight training syllabus. On 30 March, the Midway detachment returned to Kaneohe and rejoined the squadron in training.

24 Apr–Jul 1945: VPB-152 was deployed to Peleliu Island, Palau island group, to relieve VPB-102. The squadron came under the operational control of FAW-18 at this time. Routine antishipping searches and patrols were conducted through 12 July. On that date, the squadron was assigned the mission of special weather flights and rescue missions, assisted by three aircraft from VPB-133.

2 Aug 1945: While on routine patrol Lieutenant (jg) William C. Gwinn spotted a large oil slick with 30 survivors in the water. Further examination of the area revealed another group of 150 survivors. An immediate call for assistance was made, with *Dumbos* and *Bassett* (APD 73) soon en route to rescue the survivors. It was discovered that these were the remainder of the crew of *Indianapolis* (CA 35), sunk by *I-58* while outbound from Tinian. The ship had gone down without a signal on 30 July, with the majority of the ship's company subsequently dying of exposure and shark attacks. The searches continued until 8 August, when rescue operations were secured.

26 Nov 1945: VPB-152 was transferred to Kobler Field, Saipan. In December, the squadron assumed the responsibility for the Saipan to Marcus Island freight,

mail, and passenger run with two planes making a round trip each Tuesday and Friday.

14 Jun 1946: VP-152 was disestablished at NAS Kaneohe, Hawaii.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George C. Atteberry	1944
LCDR Frank D. Heyer	15 Nov 1945

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Clinton, Okla.	1 Apr 1944
NAS Alameda, Calif.	23 Nov 1944
NAS Kaneohe, Hawaii	17 Feb 1945

Aircraft Assignment

<i>Location</i>	<i>Date Type First Received</i>
NAS Clinton, Okla.	Apr 1944
NAS Alameda, Calif.	Oct 1944
NAS Kaneohe, Hawaii	

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>
10 Feb 1945	24 Feb 1945	FAW-2	Kaneohe	PV-1	WestPac
24 Feb 1945	30 Mar 1945	FAW-2	Midway	PV-1	WestPac
24 Apr 1945	*	FAW-18	Peleliu	PV-1	SoPac
26 Nov 1945	*	FAW-18	Saipan	PV-1	SoPac
Jan 1946	14 Jun 1946	FAW-2	Kaneohe	PV-1	WestPac

* Continued combat deployment in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Training Task Force		1 Apr 1944
FAW-8		23 Nov 1944
FAW-2		17 Feb 1945
FAW-18		24 Apr 1945
FAW-2		Jan 1946

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	

VP-153

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY THREE (VB-153) on 15 April 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY THREE (VPB-153) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FIFTY THREE (VP-153) on 15 May 1946.

Disestablished on 14 June 1946.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Apr 1944: VB-153 was established at NAS Clinton, Okla., as a medium bombing squadron flying the PV-1 Ventura. Unlike other PV-1 squadrons, VB-153 was organized as a special squadron under the operational control of Training Task Force to carry a target seeking glider bomb known as Pelican. The device was equipped with beam-rider radar homing equipment developed by the Bureau of Ordnance Special Design Section in April 1942. Production of the missile was begun at Charleston, S.C., in September 1943. The missile was initially developed to be used against submarines and was designed around the casing of the standard 525-pound depth charge. The disadvantage of the missile was that it could not be used against defended targets because the signal was lost beyond 800 yards. In order for the missile to locate its target the mother ship had to continue on a straight course while painting the target with its radar beams.

22 Sep 1944: After a number of unsuccessful test drops, the Pelican program was put on hold and VB-153 reverted to the normal PV-1 training syllabus. It had been determined that the PV-1 medium bomber lacked sufficient range for carrying the device and associated gear.

4 Nov 1944–Mar 1945: VPB-153 was transferred to its new home port at NAS Moffett Field, Calif., under the operational control of FAW-8. The squadron's specially modified PV-1 Venturas were left behind with the HEDRON, since the modifications for the Pelican had reduced the range significantly from the standard PV-1. The squadron continued its operational training in preparation for its upcoming transfer overseas. Rocket training was undertaken at NAAS Arcata, Calif., and NAF Fallon, Nevada. On 28 February 1945, the squadron transitioned to the new PV-2 Harpoon. Shakedown was completed by the end of March.

24 Mar–Apr 1945: VPB-153 was transported by ship to Pearl Harbor, Hawaii, and NAS Kaneohe, under the operational control of FAW-2. Advanced op-

erational training was begun in early April for all hands. On 20 April, a detachment of six aircraft and eight crews was sent to Midway to fly routine search sectors.

6 May 1945: The squadron grounded all its aircraft due to a report that certain problems with wing spars in the PV-2 had caused crashes. The squadron and HEDRON maintenance personnel carefully checked out all of the aircraft before flights continued.

6 Jun–12 Jul 1945: VPB-153 received orders to proceed for duty at Agana, Guam, coming under the operational control of FAW-18. The squadron became operational at that site on 15 June and commenced flying routine patrols on the 20th. Each five-sector patrol was flown daily over a distance of 500 miles. Searches at this stage of the war were largely negative. On 12 July, the squadron flew air cover for the crippled SS *Boudinot*.

Oct 1945: VPB-153 was relieved for return to the West Coast.

20 Nov 1945: VPB-153 was reformed at NAS Edenton, N.C., with nine PV-2 Harpoon aircraft under the operational control of FAW-5.

6 Feb–20 Mar 1946: The home port for VPB-153 was officially changed from NAS Moffett Field, Calif., to NAS Edenton, N.C. On 20 March 1946, word was received that the squadron was to be disestablished. The nine aircraft complement was transferred to the HEDRON, with two aircraft transferred in from the Headquarters Detachment of FAW-5 until the disestablishment of the squadron.

14 Jun 1946: VPB-153 was disestablished at NAS Edenton, N.C.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Clinton, Okla.	15 Apr 1944
NAS Moffett Field, Calif.	4 Nov 1944
NAS Kaneohe, Hawaii	24 Mar 1945
NAS Moffett Field, Calif.	Oct 1945
NAS Edenton, N.C.	6 Feb 1946

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Elliott M. West	15 Apr 1944
LCDR Harold S. Nelson	20 Nov 1945
CDR C. A. Melvin	12 Mar 1946
LCDR Harold S. Nelson	9 Apr 1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1 (Mod)	Apr 1944
PV-1	Nov 1944
PV-2	Feb 1945

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>
24 Mar 1945	20 Apr 1945	FAW-2	Kaneohe	PV-2	WestPac
20 Apr 1945*	6 Jun 1945	FAW-2	Midway	PV-2	WestPac
6 Jun 1945	Oct 1945	FAW-18	Agana	PV-2	SoPac

* This deployment was only for a squadron detachment. The main body of the squadron remained at NAS Kaneohe, Hawaii.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
Training Task Force		15 Apr 1944
FAW-8		4 Nov 1944
FAW-2		24 Mar 1945
FAW-18		6 Jun 1945
FAW-8		Oct 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		20 Nov 1945

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
None on record.	