

VPB-145

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY FIVE (VB-145) on 15 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY FIVE (VPB-145) on 1 October 1944.

Disestablished on 18 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

15 Jul–14 Aug 1943: VB-145 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. The majority of pilots assigned had never flown a twin-engine aircraft. Fortunately, nearly all of the enlisted personnel came from HEDRON-12 and were familiar with the idiosyncrasies of the Ventura airframe. On 29 July, Lieutenant (jg) J. L. Broady crashed on the runway at Deland during a training flight, killing himself, his copilot and one passenger. The crash served to emphasize the importance of wearing full flight clothing despite the heat. The pilot and passenger had been able to exit the burning aircraft, but had earlier stripped to the waist due to the heat in the cockpit. Both died from severe burns 12 hours after the crash. General ground training and familiarization flight training in the Venturas continued through 14 August when the squadron was sent to NAAF Boca Chica, Fla., for advanced ASW training and shakedown.

16 Sep 1943: VB-145 deployed to NAF Natal, Brazil, under the operational control of FAW-16. Routine patrols, convoy coverage and ASW missions were assigned to the squadron over the offshore waters of the Caribbean convoy lanes. Patrols were coordinated with VB-107, a Liberator squadron assigned to Natal. Shortly after arrival, the squadron sent its aircraft, two or three at a time, to Ibura Field, NAF Recife, Brazil, where the fleet air wing had its principal maintenance facilities. The aircraft were stripped of all unnecessary gear; armor plate was repositioned from the back to the bottom of the aircraft to protect against U-boat AA fire; bomb bays were equipped to carry six 350-pound bombs and dorsal turrets were locked in the forward-firing position to supplement the nose guns when attacking surfaced submarines.

1 Nov 1943: A detachment of aircraft was sent to NAF Fernando de Noronha Island, 209 miles northeast of Natal, Brazil, for barrier sweeps. Aircraft did not re-

main on the island throughout the deployment, only when intelligence indicated that a submarine might be making a transit homeward.

13 Nov 1943: Lieutenant E. M. Jones and his crew were forced to ditch at sea after their radio compass failed. Jones had taken the wrong bearing until too much fuel had been consumed to make landfall. After the squadron searched the area for six days, hope was given up of finding the crew. Finally, on the seventh day, the crew drifted ashore and was saved.

21 Jun 1944: VB-145 aircraft were sent to NAF Recife for retrofitting with rocket launching rails. Rocket training was then undertaken by all flight crews at NAF Maceio, Brazil, firing live projectiles at offshore targets.

27 Aug 1944: Lieutenant (jg) C. W. Bleicher and his crew were returning from a patrol and lost their bearings while en route to base due to radio compass failure. With only a few minutes of fuel left, the pilot set the Ventura down in shallow water off the beach approximately 70 miles south of Fortaleza, Brazil. Only one crew member was injured in the crash and all exited the aircraft safely. An Army B-25 spotted the wreckage 10 minutes later and the crew was eventually rescued.

5–14 Sep 1944: A four-aircraft detachment was sent to Ascension Island. The Venturas had been specially equipped with bomb bay tanks to extend their range on patrols.

5 Dec 1944: A three-aircraft detachment was sent to NAF Aratu, Bahia, Brazil. It returned to NAF Natal on 23 January 1945.

1 Feb 1945: VPB-145 was relieved at NAF Natal by VPB-126 and sent to NAF San Julian, Cuba. The squadron remained in Cuba through 28 February, conducting channel patrols and convoy coverage.

2 Mar 1945: VPB-145 was relieved and returned to NAS New York, N.Y., arriving there on 9 March 1945. The squadron had no sooner arrived than orders were received to proceed to NAS Brunswick, Maine, under the operational control of FAW-9. There the squadron was assigned patrols over the northern convoy lanes.

24 Mar 1945: Lieutenant Jack R. Kreigh and his crew made a crash landing at the end of the runway at NAS Brunswick, after completely running out of fuel after getting lost on their first operational patrol. The aircraft was demolished after hitting several tree stumps, but the crew survived with only minor injuries.

1–18 Jun 1945: All squadron operations were suspended upon receiving word that VPB-145 was to be disestablished. From 9 to 14 June, squadron aircrews ferried the squadron's aircraft to NAS Clinton, Okla., for storage. On 18 June, VPB-145 was disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Jul 1943
NAAF Boca Chica, Fla.	14 Aug 1943
NAF Natal, Brazil	16 Sep 1943
NAF San Julian, Cuba	1 Feb 1945
NAS Brunswick, Maine	9 Mar 1945
NAS Quonset Point, R.I.	1 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR James E. Owers	15 Jul 1943
LT Donald E. Smith	11 Apr 1944
LCDR Philip V. Aaronson	1 Mar 1945

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1	Aug 1944

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>
16 Sep 1943	1 Feb 1945	FAW-16	Natal	PV-1	SoLant
1 Feb 1945	2 Mar 1945	FAW-12	San Julian	PV-1	Carib

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Jul 1943
FAW-16		16 Sep 1943
FAW-11		1 Feb 1945
FAW-9		2 Mar 1945

Unit Awards Received

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

VPB-147

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY SEVEN (VB-147) on 14 August 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY SEVEN (VPB-147) on 1 October 1944.

Disestablished on 2 July 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

14 Aug 1943: VB-147 was established at NAS Beaufort, S.C., under the operational control of FAW-5, as a medium bombing squadron flying the PV-1 Ventura. The squadron continued ground training and familiarization flights in the Ventura until 27 September, when it moved to NAS Quonset Point, R.I., for advanced ASW training.

23 Oct 1943: VB-147 was transferred to NAS New York, N.Y., under the operational control of FAW-9. The squadron remained at this location for three months flying operational patrols over the convoy approaches to New York Harbor. During this period, two entire combat crews were lost in accidents over the water near the field.

25 Jan 1944: The squadron returned to NAS Quonset Point, R.I., for training at the AsDevLant school for antisubmarine warfare. The squadron's PV-1 aircraft were fitted with rocket launcher rails and the crews flew 290 hours in firing trials with the new retrorockets.

24 Feb 1944: VB-147 finished its course in ASW and relocated to NAS Elizabeth City, N.C. From this location, the squadron continued its ASW patrols, search sweeps and convoy protection off the central portion of the East Coast.

4 May 1944: VB-147 departed the U.S. for NAAF Carlsen Field, Trinidad, arriving on 8 May, coming under the operational control of FAW-11. From 13 to 25 May and 1 to 30 June, a detachment of six aircraft was sent to NAAF Zandery Field, Surinam.

15 May 1944: One of the aircraft in the Zandery Field detachment became disoriented in a severe electrical storm at night. After fuel was exhausted the pilot had the crew parachute into the jungle below. The pilot followed after pointing the aircraft seaward and setting the autopilot. All landed safely, except for one member of the crew who had a broken rib. Ironically, the first aid kit caused the injury, when the crewman fell on it upon impact the ground. The crew was

picked up shortly after reaching the ground but the pilot wandered about in the jungle for seven days before being rescued.

3–13 Jun 1944: An eight-aircraft detachment was sent to NAS San Juan, P.R. The move was greeted with great cheer by all hands since none of the squadron assignments prior to that time had equaled San Juan in terms of habitability.

1 Dec 1944: VPB-147 was transferred to NAF Hato Field, Curacao, N.W.I.

Apr 1945: The squadron received its first PV-2 Harpoon aircraft. All of the squadron pilots were checked out in the aircraft before bring in PV-2s from the States to replace the worn-out Venturas. The old PV-1s were self-destructing as time went on. In May, one Ventura was written off when its landing gear collapsed on landing. A second Ventura lost power on takeoff, settling back onto the runway with its gear up.

15 May–Jun 1945: All operational flights ceased. On 22 May, orders were received to return to the U.S. The squadron departed on 1 June for NAS Quonset Point, R.I. Over the next month, squadron equipment was turned in to the HEDRON and personnel received orders for demobilization or transfer. Four squadron aircraft remained with HEDRON 9-1 and the squadron pilots flew remaining aircraft to NAS Clinton, Okla., for disposal.

2 Jul 1945: VPB-147 was disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Beaufort, S.C.	14 Aug 1943
NAS Quonset Point, R.I.	27 Sep 1943
NAS New York, N.Y.	23 Oct 1943
NAS Quonset Point, R.I.	25 Jan 1944
NAS Elizabeth City, N.C.	24 Feb 1944
NAAF Carlsen Field, Trinidad, B.W.I.	4 May 1944
NAF Hato Field, Curacao, N.W.I.	1 Dec 1944
NAS Quonset Point, R.I.	1 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Henry C. Delong	14 Aug 1943
LCDR Theodore H. Davis	17 Feb 1944
LCDR Paul B. Ellis	6 Jun 1944
LCDR Leo B. Riester	2 Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1943
PV-2	Apr 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>
4 May 1944	1 Dec 1944	FAW-11	Trinidad	PV-1	Carib
1 Dec 1944	1 Jun 1945	FAW-11	Curacao	PV-1/2	Carib



PV-1 Venturas at a Caribbean air station, circa 1944-1945, 80-G-K-143308.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		14 Aug 1943
FAW-9		23 Oct 1943
FAW-5		24 Feb 1944
FAW-11		4 May 1944
FAW-9		1 Jun 1945

Unit Awards Received

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

VPB-149

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY NINE (VB-149) on 16 September 1943.

Redesignated Patrol Bombing Squadron Squadron ONE HUNDRED FORTY NINE (VPB-149) on 1 October 1944.

Disestablished on 6 September 1945.

Squadron Insignia and Nickname

The squadron's only insignia was approved by CNO on 13 June 1945. It was one of many designed by the Disney studio for Navy patrol squadrons during WWII.



The squadron's Disney designed insignia.

The insignia featuring a "goose caricatured with a bomb as the body, wearing a battle cap, stepping jauntily from one cloud to another. Duffle bag containing varied bombs was thrown over his left shoulder." Colors: cap, deep blue with yellow visor; wings, light ocher; beak and feet, deep orange; eyebrows and pupils, black; eyeballs and collar, white; tie, yellow; bombs, black with yellow fuses; sack, dark tan; clouds, white with blue outlines.

Nickname: None on record.

Chronology of Significant Events

16 Sep–Dec 1943: VB-149 was established at NAS Beaufort, S.C., under the operational control of FAW-5, as a medium bombing squadron flying the PV-1 Ventura. Twelve aircraft were assigned as the squadron complement with three spares. The squadron remained at NAS Beaufort through the end of September getting organized and collecting supplies, equipment, personnel and aircraft. On 6 October, the flight crews flew to NAAS Boca Chica, Fla., for advanced ASW and shakedown training. The squadron was relocated to MCAS Cherry Point, N.C., on 21 November, for operations with the Eastern Sea Frontier in antisubmarine warfare. Concurrent with this reassignment was the transfer of administrative control over the squadron from FAW-5 to FAW-9. On 17 December 1943, the squadron returned to NAS Beaufort, having logged over 2,800 hours of flight time without having sighted an enemy submarine.

4 Aug 1944: VB-149 received orders transferring its operations to NAAF Otis Field, Mass., for training in ground school, rocket, fighter affiliation flights, formation flying, torpedo runs, bombing, strafing and use of LORAN and radar gear.

1 Oct 1944: VPB-149 was transferred to NAS Quonset Point, R.I., where the aircraft underwent necessary overhaul and all hands were given 10 days leave prior to assignment in the South Pacific theater of operations.

1 Nov–5 Dec 1944: The squadron departed NAS Quonset Point for NAS Alameda, Calif., with the last aircraft arriving on the 8th. The crews and ground staff began packing for the trip to NAS Kaneohe. On 29 November the entire squadron with its aircraft boarded *Wake Island* (CVE 65) bound for Hawaii. Upon arrival on 5 December the squadron came under the operational control of FAW-2 and commenced combat training at NAS Kaneohe.

14–31 Dec 1944: Six aircraft and nine crews were detached for duty and training at Midway. While the detachment was away, the remainder of the squadron continued its advanced training in all aspects of bombing, gunnery, jungle survival and navigation.

28 Feb 1945: VPB-149 was transferred to the island of Manus for duty with the Seventh Fleet.

1–27 Mar 1945: VPB-149 was relocated to Tacloban, Leyte, Philippines, as relief for VPB-137. Upon arrival on 10 March the squadron was placed under the operational control of FAW-10. Combat patrols extended to North Borneo, Palawan and eastern Luzon. From 20 to 27 March the squadron conducted daily strikes with 100-pound bombs, rockets and strafing against Japanese troop concentrations in the Negros area.

12 Mar 1945: Lieutenant E. A. Brigham and his crew became lost on patrol and ditched at sea off the west coast of Cebu. They were rescued by Philippine

guerrillas and returned to base two days later by a Dumbo PBV-5A. A second PV-1 flown by Lieutenant J. J. Boyd, lost in the same bad weather, went down at sea and all hands were lost.

22 Mar 1945: Lieutenant Commander Charles M. Wood, Jr., and crew failed to return after an attack on Pontevedra Village, Negros, Philippines.

29 Mar 1945: The squadron was transferred to NAB Samar, Philippines. Daily dawn-to-dusk antishipping patrols were conducted in the southern Visayan Islands area through mid-August. Aircraft maintenance and availability was a problem during this period because the CASU had little experience with PV-1 Venturas. The squadron's own ground staff and aircrew personnel did most of the work.

14 Aug 1945: VPB-149 was relieved for return to Pearl Harbor, Hawaii. Upon arrival, squadron personnel began preparations to depart for the U.S. aboard *Nassau* (CVE 16). The ship departed on 21 August and arrived on the 27th.

6 Sep 1945: VPB-149 was disestablished at NAS Alameda, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Beaufort, S.C.	16 Sep 1943
NAAS Boca Chica, Fla.	6 Oct 1943
MCAS Cherry Point, N.C.	21 Nov 1943
NAS Beaufort, S.C.	17 Dec 1943
NAAF Otis Field, Mass.	3 Aug 1944
NAS Quonset Point, R.I.	1 Oct 1944
NAS Alameda, Calif.	1 Nov 1944
NAS Kaneohe, Hawaii	5 Dec 1944
NAS Alameda, Calif.	27 Aug 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Milton W. Swan	21 Sep 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1943

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>
29 Nov 44	*	FAW-2	Kaneohe	PV-1	WestPac
28 Feb 45	*	FAW-1	Manus	PV-1	SoPac
1 Mar 45	*	FAW-10	Leyte	PV-1	SoPac
29 Mar 45	14 Aug 45	FAW-10	Samar	PV-1	SoPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		16 Sep 1943
FAW-9		21 Nov 1943
FAW-5		14 Jul 1944
FAW-8		Nov 1944
FAW-2		5 Dec 1944
FAW-10		10 Mar 1945
FAW-2		14 Aug 1945
FAW-14		27 Aug 1945

Unit Awards Received

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

Lt. D. H. Frissel receiving a citation from the squadron's commanding officer at NAS Beaufort, S.C., 19 July 1944, a squadron PV-1 in the background.



VPB-150

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY (VB-150) on 15 September 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY (VPB-150) on 1 October 1944.

Disestablished on 20 July 1945.

Squadron Insignia and Nickname

VB-150 submitted its request for an insignia twice before convincing CNO that it was truly appropriate. The design was finally approved by CNO on 21 August 1944. The squadron chose the devilfish (octo-



The squadron's cartoon insignia.

pus) as symbolizing the varied missions of which the PV-1 aircraft was capable. The devilfish was shown in a circular insignia riding a saddle on a rocket, carrying in its arms a camera, binoculars, bomb, machine gun and torpedo. Colors: background, light blue-gray; circle, white and orange; octopus, light green with white eyes and blue pupils; legs, green with yellow suckers; bomb, camera, binoculars, torpedo and machine gun, blue with white highlights; rocket, brownish orange with yellow, orange and brown exhaust; saddle, brown.

Nickname: Devilfish P-Viators, 1943–1945.

Chronology of Significant Events

15 Sep 1943–Mar 1944: VB-150 was established at NAS Alameda, Calif., under the operational control of

FAW-8, as a medium bombing squadron flying the PV-1 Ventura. On 1 December 1943, the squadron was relocated to NAAS Vernalis, Calif., where further training was conducted through 6 March 1944. On that date, the squadron was transferred back to Alameda to prepare for transport to Pearl Harbor.

18 Mar 1944: Squadron personnel, equipment, supplies and aircraft were loaded aboard *Nehenta Bay* (ACV 74) for transport to Hawaii. After arrival at NAS Ford Island, Pearl Harbor, Hawaii, on 23 March the squadron came under the operational control of FAW-2. By the 25th, the squadron and all of its assets had been relocated to NAS Kaneohe and combat training commenced. During this period squadron aircraft were fitted with rocket launching rails and chin packs containing 50-caliber machine guns.

10 Jul–Aug 1944: VB-150 was transferred to NAB Betio, Hawkins Field, Tarawa Atoll, under the operational control of FAW-1. On the 25th the squadron made its first operational attacks on radar and AA installations on the island of Nauru. Further strikes were made on Jaluit and Mille atolls through the end of August, with only one aircrew casualty and no aircraft losses.

28 Aug–Nov 1944: VB-150 was relocated to NAS North Field, Tinian. Operations continued from this site until 18 November when the squadron was moved to nearby West Field, Tinian, to make room for the growing numbers of Army B-29 Super Fortresses engaged in the bombing campaign against the Japanese home islands. Duties at Tinian consisted primarily of reconnaissance flights to Woleai Island, antisubmarine patrols and radar survey flights. On occasion, one aircraft would be detached for duty under Commander Air Defense Command at Kagman Field, Saipan. Attacks were frequently made on enemy bases on Pagan Island to prevent enemy attacks on the B-29 Superfortress bases on Saipan and Tinian.

26 Dec 1944: A solitary Japanese bomber dropped bombs at night on the CASU maintenance area on Tinian. The resulting explosions and fires destroyed a PB4Y-1 of another squadron, one of squadron's Venturas and damaged two other aircraft. This was the first operational loss experienced by the squadron.

5 Mar 1945: VPB-150 was detached for return to NAS Kaneohe, Hawaii, and the continental U.S. The squadron flew to Kaneohe, arriving on 10 March, and turned over its aircraft to the HEDRON. On the 16th squadron personnel boarded *Nassau* (CVE 16) for departure to San Francisco, Calif.

5 May 1945: The squadron began reforming at NAS Moffett Field, Calif., under the operational control of FAW-8, and familiarization training on the new PV-2 Harpoon was begun. Although 12 Harpoons had been assigned, maintenance problems resulted in no more than two aircraft available for training.

Jul 1945: On 19 July orders were received for a standdown and disestablishment. The squadron was formally disestablished at NAS Moffett Field on 20 July 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	15 Sep 1943
NAAS Vernalis, Calif.	1 Dec 1943
NAS Alameda, Calif.	6 Mar 1944

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	25 Mar 1944
NAS Moffett Field, Calif.	5 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR Robert S. Riddell	15 Sep 1943
LCDR James W. Lenney	5 May 1945



Squadron personnel in front of their PV.

A close up of crew members in front of a PV.



Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Nov 1943

Aircraft Assignment—Continued

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-2	Jul 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>
23 Mar 1943	*	FAW-2	Kaneohe	PV-1	EastPac
10 Jul 1944	*	FAW-1	Betio	PV-1	SoPac
28 Aug 1944	5 Mar 1945	FAW-1	Tinian	PV-1	SoPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		15 Sep 1943
FAW-2		23 Mar 1944
FAW-1		10 Jul 1944
FAW-2		5 Mar 1945
FAW-8		16 Mar 1945

Unit Awards Received

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

Squadron personnel in front of their PV.



VPB-151

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY ONE (VB-151) on 3 January 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED FIFTY ONE (VPB-151) on 1 October 1944.

Disestablished on 30 June 1945.

Squadron Insignia and Nickname

There was no official correspondence in squadron insignia records regarding an approval date for their insignia. However, squadron history records identify



The squadron's bat insignia.

its insignia as a black bat armed with a large yellow bomb carried in his feet and two smaller bombs slung on each wing. He is ferociously firing the fixed forward guns across a great crimson "setting sun" of Japan.

Nickname: None on record.

Chronology of Significant Events

3 Jan 1944: VB-151 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6, as a medium bombing squadron flying the PV-1 Ventura. Training and shakedown was conducted at Whidbey Island through mid-April 1944.

15 Apr–Jul 1944: The squadron flew to NAS Alameda, Calif., to begin preparations for its trans-

portation to Pearl Harbor, Hawaii. The squadron departed from San Francisco, Calif., aboard *Sitkoh Bay* (CVE 86) on 30 April, arriving at Pearl Harbor on 6 May. The equipment and aircraft were unloaded and flown to NAS Kaneohe, Hawaii, on the 7th. Training at Kaneohe continued through the end of July.

5 Aug 1944: VB-151 was transferred to NAB Hawkins Field, Tarawa. Bombing missions were conducted against the Nauru and Jaluit islands.

29 Aug–18 Nov 1944: VB-151 was relocated to NAB North Field, Tinian, Marianas Islands. Daily search sectors of 400, 500 and 600 miles were flown. Frequent attacks were conducted against the Yap, Woleai, Rota and Pagan islands. One flight crew was shot down over Woleai by AA fire; all hands were lost. On 18 November, the squadron was relocated to more civilized conditions at West Field, Tinian.

1 Jan–18 Feb 1945: The squadron was engaged in air cover for Cruiser Division 5 en route to attack Iwo Jima. From 13 to 18 February 1945, VPB-151 engaged in advance air screen tasking against enemy ships, submarines and aircraft for the Fifth Fleet, preparatory to the attack on the Japanese home islands and Iwo Jima.

13–19 Mar 1945: Six squadron aircraft were sent to Iwo Jima to provide antipicket boat sweeps in advance of TF 58.

4–30 Jun 1945: VPB-151 was relieved by VPB-142 for return to NAS Kaneohe and the continental U.S. After arrival at Kaneohe, the squadron turned over its aircraft to the HEDRON and boarded *Breton* (CVE 23) bound for NAS San Diego, Calif. Upon arrival on the 21st, all hands were ordered to prepare for disestablishment. On 30 June 1945 VPB-151 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	3 Jan 1944
NAS Alameda, Calif.	15 Apr 1944
NAS Kaneohe, Hawaii	7 May 1944
NAS San Diego, Calif.	21 Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
CDR Paul Masterton	3 Jan 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jan 1944

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>
6 May 1944	*	FAW-2	Kaneohe	PV-1	WestPac
5 Aug 1944	*	FAW-1	Tarawa	PV-1	SoPac
29 Aug 1944	4 Jun 1945	FAW-1	Tinian	PV-1	SoPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		3 Jan 1944
FAW-2		6 May 1944
FAW-1		10 Sep 1944
FAW-2		4 Jun 1945
FAW-14		21 Jun 1945

Unit Awards Received

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

VPB-197

Lineage

Established as Patrol Squadron TWENTY ONE (VP-21) on 1 September 1938.

Redesignated Patrol Squadron FORTY FIVE (VP-45) on 1 July 1939.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 December 1939.

Redesignated Patrol Squadron TWENTY SIX (VP-26) on 15 April 1941.

Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 July 1941.

Redesignated Patrol Bombing Squadron FOURTEEN (VPB-14) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETY SEVEN (VPB-197) on 2 December 1944.

Disestablished on 1 April 1946.

Squadron Insignia and Nickname

The only insignia on record for this squadron was submitted for approval to BuAer shortly after its redesignation from VP-14 to VPB-14 in 1944. It consists of a



The squadron's pine tree insignia.

picture of a Sitka spruce tree enclosed within a circular border. The squadron's home port was Seattle, Wash., and its usual range of operations suggested an indigenous tree as an emblem. The Sitka was chosen as most typical of that region. Colors: circular border,

black; background, white; tree, green. The insignia was used by the squadron until its disestablishment in 1946.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1938: VP-21 was established at FAB Pearl Harbor, Hawaii, under the operational control of PatWing-2.

27 Jun 1939: VP-21 had been detailed in May 1939 to NAS San Diego, Calif., to pick up 15 new PBY-4s from the factory. The transpac back to Pearl Harbor was completed on this date without mishap.

1 Jul 1939: Due to the reorganization of patrol squadrons, VP-21 was redesignated VP-45 and assigned to PatWing-4 shortly after its return from the States with new aircraft.

1 Mar 1940: The expansion of patrol squadrons due to the threat of war resulted in the splitting of several existing squadrons to create the core of new squadrons. VP-14 was split to help form a new patrol squadron, VP-13, also stationed at Pearl Harbor. Both squadrons were then quickly brought up to full strength with the addition of new aircraft and personnel.

1 Dec 1940: VP-14 was transferred to NAS San Diego, Calif., under PatWing-1 operational control. Upon arrival a period of intense training was commenced, bringing all new aircrews in the squadron up to full readiness. The training continued through 1 March 1941 when the squadron was officially reassigned to NAS Kaneohe, Hawaii and PatWing-2's operational control.

14 Apr 1941: The squadron returned to Pearl Harbor, Hawaii, with new PBY-5s and combat-ready aircrews. Upon arrival, the squadron briefly shared facilities with VP-20. The recent expansion of patrol aviation assets had created the need for matching expansion of ground facilities at Pearl Harbor.

15 Apr–1 Jul 1941: VP-14 was redesignated VP-26 and relocated to the recently completed facilities at NAS Kaneohe, Hawaii. The squadron maintained the VP-26 designation for only a few months and on 1 July 1941 it was redesignated VP-14 again.

23 Nov 1941: VP-14 had flown to NAS San Diego, Calif., earlier in the month for replacement of its older aircraft. New PBY-5s were picked up at the factory for the transpac back to Hawaii. The squadron returned to NAS Kaneohe, Hawaii, on this date.

7 Dec 1941: Prior to the onset of the attack on Pearl Harbor the squadron had launched three aircraft for routine patrol. Squadron aircraft 14-P-1, flown by Ensign William P. Tanner, spotted a Japanese midget submarine at the entrance to the harbor and assisted *Ward* (DD 139) in sinking the intruder. The Japanese plan had been to drop off the midget submarines 5 to 10 miles from Pearl Harbor, passing through the en-

trance to the harbor 20 minutes before sunrise. They were to surface when the air attack began, shoot both torpedoes and then depart the harbor. Lieutenant Naoji Iwasa, whose midget submarine had been released by *I-22*, was sunk by *Ward* and Ensign Tanner. Iwasa had tried to follow the tug *Antares* through the harbor entrance while *Antares* had a barge in tow. During the attack on Pearl Harbor seven of the squadron's aircraft were destroyed on the ground and three were badly damaged. While surprised by the audacious attack, ground crews strove to save their aircraft, pulling them from burning hangars. Despite his wounds, Aviation Ordnance Chief John W. Finn was credited with shooting down an attacking Japanese aircraft, one of the three shot down at NAS Kaneohe that day. He was later awarded the Medal of Honor for his bravery under fire and for leading the efforts to save the remaining squadron aircraft.

17 Dec 1941: By this date the squadron was again operational with replacement aircraft flown in from the States.

7 Jan 1942: One aircraft was sent on detachment to Palmyra Island and a second was sent to Johnston Island to conduct sector searches of the approaches to the Hawaiian islands. On 12 January a third aircraft was detached to Hilo. At this point there was great concern that the Japanese would attempt to follow up on their successful attack with an invasion of the islands.

7 Feb 1942: As the Japanese continued their victorious advance to the South Pacific, the Allies consolidated as many assets as possible to meet the threat. VP-14 sent a detachment of six aircraft to bases at Suva and Noumea, while the remainder of the squadron continued sector searches from NAS Kaneohe, Hawaii. On 4 March 1942, two additional aircraft were sent to assist the detachment at Noumea.

19 Mar–1 Apr 1942: Two of the aircraft detached to Noumea returned to NAS Kaneohe for refit, followed on the 25th by four more. The squadron concentrated on maintenance and crew training during this period. On 1 April 1942, the 11 war-weary aircraft in the squadron's inventory were transferred to other squadrons, leaving the squadron with only two operational aircraft at NAS Kaneohe.

18 Apr 1942: The last two squadron aircraft from the Noumea detachment returned to NAS Kaneohe.

10 May 1942: A squadron detachment of six aircraft was sent to Noumea with one remaining at NAS Kaneohe. By 1 July 1942, the inventory of squadron aircraft had increased to 10, with 7 at Kaneohe and 3 at Noumea.

26 Aug 1942: Lieutenant Robert B. Clark was awarded the Navy Cross for his actions on 26 August 1942. While flying a patrol mission Lieutenant Clark reported the position of an enemy task force north of the Solomon Islands while his aircraft was engaging

an attack of eight enemy Zero fighters. By superb handling of his aircraft he was able to maneuver his plane in a position which enabled his waist gunners to shoot down two of the enemy planes and drive off the others. Despite serious damage to his plane and casualties among his crew, he made a difficult crash landing at Ontong, Java. He managed the meager resources available on the island and after seven days he and his crew were rescued.

15 Sep 1942: By this date VP-14 had 11 aircraft total, all at NAS Kaneohe, Hawaii. The squadron completed its refitting by 1 October 1942, replacing worn-out aircraft with new stateside replacements and completing overhauls on remaining equipment. The new squadron aircraft were the amphibious version of the Catalina, the PBY-5A.

30 Nov 1942: After completion of the shakedown period for the new aircraft, VP-14 sent a detachment of six aircraft to various advance bases around the Hawaiian islands, keeping the remainder at NAS Kaneohe. The detachments returned to NAS Kaneohe on 1 January 1943.

15 Feb 1943: Some of VP-14's personnel were reassigned to form the nucleus for a new land-bomber squadron. The remainder of VP-14 personnel reformed at NAS Kaneohe with new crews to replace those lost in the reassignment and establishment of a new squadron.

14 Jun 1943: After the new crews had been trained the squadron was brought up to operational status once more and detachments were deployed to advance bases on Midway. Those remaining at NAS Kaneohe participated in daily patrols and operational training. The detachments returned to Kaneohe on 3 July 1943.

9 Aug 1943: A detachment of five aircraft and six crews deployed to NAF Canton Island. The detachment returned to NAS Kaneohe at the end of the month.

1 Sep 1943: VP-14 deployed as a squadron to NOB Espiritu Santo, departing in increments of three aircraft. By 24 September 1943, nine aircraft had arrived on the island, coming under the operational control of FAW-1.

1 Oct–Dec 1943: The nine VP-14 aircraft and crews were detached to operate with the tender *Wright* (AV 1) in Segond Channel until the remainder of the squadron arrived. The last aircraft landed at Espiritu Santo on 8 October 1943 and the squadron then began daily searches, antishipping patrols and Dumbo missions in the vicinity of Espiritu Santo. These missions were continued through 9 December 1943.

10 Dec 1943: VP-14 relieved VP-23 aboard *Chandeleur* (AV 10) at Halavo Bay, Florida Islands.

28 Dec 1943: A detachment of four aircraft and five crews deployed to Coos Bay, Treasury Islands, as an advance echelon.

1 Jan 1944: The remainder of the squadron moved to the tender *Wright* (AV 1) at Rendova, Treasury Islands. Both squadron and detachment aircraft participated in Dumbo missions and snoopers patrols in the area surrounding the Treasury Islands.

17 Jan 1944: Squadron personnel aboard *Wright* (AV 1) were relocated to Hawthorn Sound, New Georgia. Their mission, and that of the detachment at Coos Bay, continued to consist of Dumbo missions and patrol searches.

1 Feb–Mar 1944: The Coos Bay detachment rejoined the squadron at Hawthorn Sound, and the squadron provided support to surface forces during the landing on Green and Emirau islands, which continued through 31 March 1944.

18 Apr 1944: *Wright* (AV 1), which had served as home for the squadron since January, was replaced by *Pocomoke* (AV 9). The shortage of accommodations resulted in three aircraft and four crews being detached to *Chincoteague* (AVP 24) at the Treasury Islands, with the balance of the squadron temporarily based ashore at Halavo Bay.

25 May 1944: The Treasury Island detachment rejoined the squadron at Hawthorn Bay. The entire squadron began aircraft overhaul and refits that lasted through 31 May 1944.

1 Jun 1944: Six aircraft and six crews were detached to Green Island for patrol duty in conjunction with VP-91, based aboard *Chincoteague* (AVP 24) and *Coos Bay* (AVP 25). On 5 June 1944, the detachment was enlarged with the addition of three more aircraft. All detachment aircraft returned to Halavo Bay to rejoin the rest of the squadron on 8 June 1944.

12 Jun 1944: VP-14 was relieved by VP-44 at Hawthorn Sound, New Georgia. The squadron began the long journey of island-hopping back to NAS Kaneohe.

15 Aug 1944: After shore leave, the squadron was reformed at NAS Kaneohe for training in preparation for another combat tour.

1 Oct 1944: VP-14 was redesignated VPB-14 and within a short period of time all personnel were shipped back to the continental U.S. for conversion training from seaplanes to landplanes.

2 Dec 1944: VPB-14 was redesignated VPB-197 and the squadron was transferred to NAAS Camp Kearney, Calif., under the operational control of FAW-14, for completion of training on the PB4Y-1 and a new mission assignment. The new mission was to train replacement crews on the PB4Y-1 Liberator before their assignment overseas. A collateral duty included regular flights to Oahu, Hawaii, for the transportation of high-priority cargo and VIPs.

1 Apr 1946: VPB-197 was disestablished at NAAS Camp Kearney, Calif..

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
FAB Pearl Harbor, Hawaii	1 Sep 1938
NAS San Diego, Calif.	1 Dec 1940
NAS Kaneohe, Hawaii	15 Apr 1941
NAS San Diego, Calif.	Oct 1944
NAAS Camp Kearney, Calif.	2 Dec 1944

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Frederick M. Trapnell	1 Sep 1938
LCDR William T. Rassieur	25 May 1940
LCDR Thurston B. Clark	25 Nov 1941
LCDR Bruce A. VanVoorhis	Dec 1942
LCDR Earnest L. Simpson, Jr.	12 May 1943
LCDR James D. Wright	15 Aug 1944
LCDR Joseph L. Hall	2 Dec 1944
CDR Carl H. Amme, Jr.	5 Mar 1945
LCDR Whitney Wright	23 Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Sep 1938
PBY-4	Jun 1939
PBY-5	Apr 1941
PBY-5A	Oct 1942
PB4Y-1	Oct 1944

A squadron PBY-5 taxiing near Noumea, New Caledonia, circa early 1942.



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>
7 Feb 1942	18 Apr 1942	FAW-2	Noumea	PBY-5	SoPac
10 May 1942	15 Sep 1942	FAW-2	Noumea	PBY-5	SoPac
9 Aug 1943	30 Aug 1943	FAW-2	Canton	PBY-5A	SoPac
1 Sep 1943	12 Jun 1944	FAW-1	Espiritu Santo <i>Wright</i> (AV 1)	PBY-5A	SoPac
10 Dec 1943	*	FAW-1	Halavo Bay <i>Chandeleur</i> (AV 10)	PBY-5A	SoPac
28 Dec 1943	*	FAW-1	Coos Bay	PBY-5A	SoPac
1 Jan 1944	*	FAW-1	Rendova <i>Wright</i> (AV 1)	PBY-5A	SoPac
17 Jan 1944	*	FAW-1	Hawthorn Sd. <i>Wright</i> (AV 1) <i>Pocomoke</i> (AV 9) <i>Chincoteague</i> (AVP 24)	PBY-5A	SoPac
1 Jun 1944	*	FAW-1	Green Island <i>Chincoteague</i> (AVP 24) <i>Coos Bay</i> (AVP 25)	PBY-5A	SoPac
8 Jun 1944	12 Jun 1944	FAW-1	Halavo Bay	PBY-5A	SoPac

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

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-2		1 Sep 1938
PatWing-4		1 Jul 1939
PatWing-1		1 Dec 1940
PatWing-2/FAW-2 [†]		14 Apr 1941
FAW-1		1 Sep 1943
FAW-2		Jun 1944
FAW-14		Oct 1944

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
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[†] Patrol Wings (PatWing) were redesignated Fleet Air Wings (FAW) on 1 November 1942.

Unit Awards Received

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



A squadron PBY-5 with the pine tree insignia on the fuselage just forward of the blister.

VPB-198

Lineage

Established as Bombing Squadron ONE HUNDRED NINETY-EIGHT (VB-198) on 12 September 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED NINETY-EIGHT (VPB-198) on 1 October 1944.

Disestablished on 1 April 1946.

Squadron Insignia and Nickname

None found, but squadron records refer to a design showing "a wise old buzzard cracking the whip over its progeny and in unprintable language ordering them to fly."

Nickname: None on record.

Chronology of Significant Events

12 Sep 1944: VB-198 was established at NAS Moffett Field, Calif., under the operational control of FAW-8, as an Operational Training Unit flying the PV-1 Ventura. The mission of the squadron was to train and supply pilots and crews for all operational squadrons in the Pacific. Formerly, entire squadrons had been rotated back to the U.S. upon relief, but the new Integrated Aeronautics Program called for rotation of personnel

and aircraft only. The first four crews to complete the training program departed on 20 November to relieve combat zone personnel who had completed their tours. On the average, 26 flight crews were undergoing training in different phases of the syllabus.

Apr 1945: The original 20 war-weary PV-1 Venturas used by the squadron for training were replaced by new PV-2 Harpoons.

1 Apr 1946: VPB-198 was disestablished at NAS Moffett Field, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Moffett Field, Calif.	12 Sep 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT Marion D. Trewhitt	12 Sep 1944
LCDR Alexander B. Dusenberry	5 Jan 1945
LCDR Lloyd F. Jakeman	12 Jan 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Sep 1944
PV-2	Apr 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>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-8		12 Sep 1944

Unit Awards Received

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

VPB-199

Lineage

Designated Patrol Bombing Squadron ONE HUNDRED NINETY-NINE (VPB-199) on 1 October 1944.

Disestablished on 2 November 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Oct 1944: VPB-199 was established at NAS Whidbey Island, Wash., under the operational control of FAW-6, as an Operational Training Unit flying the PV-1 Ventura. The mission of the squadron was to train and supply pilots and crews for all operational squadrons in the Pacific. Formerly, entire squadrons had been rotated back to the U.S. upon relief; but the new Integrated Aeronautics Program called for rotation of personnel and aircraft only.

Aug 1945: PV-2 Harpoons were received as replacements for war-weary PV-1 Venturas.

2 Aug 1945: At 2330 hours, while engaged in a scheduled night flight, Lieutenant Jay R. Ellenberger and his crew of four were killed when their PV-2 Harpoon crashed and burned about 11 miles south of

Port Angeles, Wash. Although no cause could be determined for the accident, it was noted that all of the squadron crews were at that time in the process of transitioning from the older PV-1 Ventura to the more powerful PV-2 Harpoon. Lack of familiarity with the newer aircraft could have contributed to the crash, or wing spar problems found in the early PV-2 models could have been responsible.

2 Nov 1945: VPB-199 was disestablished at NAS Whidbey Island, Wash. During its one year of existence the squadron trained 204 combat aircrews.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Oct 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT L. S. Billmeyer, Jr.	1 Oct 1944
LCDR C. L. Tetley	14 Nov 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Oct 1944
PV-2	Aug 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>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		1 Oct 1944

Unit Awards Received

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

Squadron personnel at an awards ceremony with their PVs in the background.



VPB-200

Lineage

Established as Bombing Squadron TWO HUNDRED (VB-200) on 1 April 1944.

Redesignated Patrol Bombing Squadron TWO HUNDRED (VPB-200) on 1 October 1944.

Disestablished on 24 October 1945.

Squadron Insignia and Nickname

The insignia in the squadron history file has no record of formal CNO approval and appears to date



The squadron's cartoon insignia.

from around the time the squadron was redesignated VPB-200 in October 1944. The circular design featured a head-on view of a generic cartoon patrol landplane with the cockpit as eyes, the nose turret as nostrils and wings as arms carrying a telescope and large bomb. A sailor's white hat was perched on top of the face and a set of earphones adorning the grimacing features. Lightning bolts emanated from the radome. Colors: unknown.

Nickname: None on record.

Chronology of Significant Events

1 Apr 1944: VB-200 was established at NAS Kaneohe, Hawaii, as a combat replacement unit pro-

viding instruction on multiengine patrol aircraft. The personnel and equipment for the new squadron were drawn from the HEDRON Multiengine Replacement Unit, FAW-2. The squadron's primary duties included training replacement crews, ferrying aircraft and stand-by offshore patrol for ASW and rescue work. Sections of the squadron operated on Johnston and Midway islands for rescue duties. Training squadrons like VB-200 (later VPB-200) and VP-200 (later VPB-100) trained fresh crews arriving from the U.S. in their final phases of combat training before being sent into the combat zone. VB-200 trained crews in land-based aircraft such as the PB4Y-1 Liberator, PB4Y-2 Privateer and PV-1 Ventura.

Oct 1944: The training squadrons at NAS Kaneohe, Hawaii, initially worked with intact squadrons destined for combat deployments. In October 1944 the policy was changed to keep squadrons in the operational areas while sending in new crews to replace combat losses and crews due for rotation based on time-in-theater points.

May 1945: VPB-200 conducted experiments for BuAer in picking up mail with hooks from surface vessels towing kites and balloons. Several successful trials were conducted but the method did not become a standard operating procedure throughout the fleet.

24 Oct 1945: VPB-200 was disestablished at NAS Kaneohe, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Kaneohe, Hawaii	1 Apr 1944

Commanding Officers

	<i>Date Assumed Command</i>
LT Paul C. Lovelace	1 Apr 1944
LT Clifton E. Jackson	Jul 1944
LCDR Paul C. Lovelace	15 Jan 1945
LCDR Frank M. Hertel	5 Aug 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 1944
PB4Y-1	Apr 1944
PB4Y-2	Aug 1944
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>
None.					

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		1 Apr 1944

Unit Awards Received

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



Squadron personnel at quarters at NAS Kaneohe Bay, Hawaii.

VPB-202

Lineage

Established as Patrol Squadron TWO HUNDRED TWO (VP-202) on 15 September 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED TWO (VPB-202) on 1 October 1944.

Disestablished on 20 June 1945.

Squadron Insignia and Nickname

No insignia on record.

Nickname: Leeman's Demons, February 1943–October 1944.

Chronology of Significant Events

15 Sep 1942–Jan 1943: VP-202 was established at NAS Norfolk, Va., as a medium seaplane squadron flying the PBM-3 Mariner under the operational control of PatWing-5. The squadron remained at Norfolk in training and in November began receiving the newer PBM-3C with radar. Familiarization training, radar bombing, gunnery and navigation training continued through the end of January 1943.

8 Feb–Nov 1943: VP-202 relocated to NAS Key West, Fla., under the operational control of FAW-12. The aircraft were modified at this time to the "S" or "stripped" configuration. Armor plate, gun turrets and all excess gear was removed to lighten the aircraft and make room for more fuel storage to enable the aircraft to patrol further in the ASW role. A three-aircraft detachment was maintained at Grand Cayman, B.W.I., from 28 February through 18 November 1943. The squadron's principal duties were patrol and convoy coverage.

1–28 Dec 1943: VP-202 transferred to NAS Norfolk, Va., under FAW-5, for refitting with new PBM-3Ds. The shakedown and familiarization training continued through the 27th. On 28 December the squadron began ferrying its new aircraft to NAS San Diego, Calif., as a stopover en route to NAS Kaneohe, Hawaii.

7–22 Jan 1944: VP-202 deployed in elements of three aircraft to NAS Kaneohe, Hawaii. On 15 January the squadron began departing in elements to Tarawa, under the operational control of FAW-2. The squadron was the first combat squadron of Mariner seaplanes to operate in the Pacific theater. While on Tarawa the squadron patrolled the Japanese-held Marshall and Caroline islands. On 31 January Japanese airfields in the Taroa Island group were bombed and strafed in a night raid.

1 Feb 1944: VP-202 relocated to Majuro, in the Gilbert-Ellice Island area. From this base the squadron flew missions against Ponape. These raids were the

first ever made against the Japanese installations on Ponape.

6 Feb 1944: The squadron was sent to Kwajalein, still under combat by opposing American and Japanese ground forces. One aircraft crashed during an attempted night landing, killing five of the crew.

24 Feb–Jun 1944: VP-202 relocated to Eniwetok on the heels of the invasion forces. The condition of the squadron's aircraft by this date was so poor that it was forced to return to Hawaii for much needed repairs. The squadron was relieved on 1 March for return to NAS Kaneohe, with the last aircraft arriving on 15 March. Through mid-June VP-202 remained at Kaneohe with a detachment of three aircraft at Kwajalein. The squadron underwent maintenance and overhaul, with two 700-mile sector searches assigned daily from NAS Kaneohe.

15 Jun 1944: VP-202 deployed to NAB Ebeye, Kwajalein Atoll, with the last aircraft arriving on 25 June. The squadron remained under the operational control of FAW-2, CTG 49.3. Primary duties of the squadron were daily mail flights from Kwajalein to Saipan and Eniwetok. The Japanese shore batteries on Saipan at this time were still active. The squadron pilots would land 3,000 yards from shore and watch the splashes of shells as the enemy gunners opened fire on them.

17 Jul–Sep 1944: The squadron relocated from Kwajalein to Saipan, with tender support provided by *Chandeleur* (AV 10) and *Mackinac* (AVP 13). A detachment of three crews and aircraft operated off *Pocomoke* (AV 9) with VP-16. This detachment was moved to *Shelikof* (AVP 52) on 19 August to operate with VP-18. Constant patrols were flown over the islands of Guam, Rota, Pagan and the Bonin Islands, within 700 miles of Tokyo. The wear and tear on the aircraft and particularly the engines began to show. The entire squadron stood down on 1 through 11 September for maintenance and overhaul.

12–19 Sep 1944: Squadron tenders *Chandeleur* (AV 10) and *Pocomoke* (AV 9) departed Saipan for Kossel Passage, Palau. The squadron followed and arrived on the 17th, coming under the operational control of FAW-1. VP-202 was back in operation by the 19th, flying daylight patrols.

27 Sep 1944: VP-202 relocated to Ulithi, with tender services provided by *Onslow* (AVP 48). Duties at this location consisted of antishipping patrols and daylight searches.

18 Oct 1944: VPB-202 was relieved at Ulithi for return to Hawaii. Upon arrival on 30 October, squadron personnel enjoyed the rest facilities at the Royal Hawaiian Hotel while awaiting transportation back to the U.S. A CVE was loaded with squadron personnel and arrived at San Diego, Calif., on 21 November 1944. All personnel were given orders to new squadrons and home leave.

1 Jan–Jun 1945: VPB-202 reformed at NAS San Diego, Calif., under the operational control of FAW-14. It remained at San Diego in training until disestablished on 20 June 1945.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR C. C. McCauley	16 Nov 1942
LCDR Robert W. Leeman	18 Jul 1943

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	15 Sep 1942
NAS Key West, Fla.	8 Feb 1943
NAS Norfolk, Va.	1 Dec 1943
NAS Kaneohe, Hawaii	Jan 1944
NAS San Diego, Calif.	21 Nov 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3	Sep 1942
PBM-3C	Nov 1942
PBM-3S	Feb 1943
PBM-3D	Dec 1943

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>
23 Feb 1943 [†]	18 Nov 1943	FAW-12	G. Cayman	PBM-3S	Carib
7 Jan 1944	*	FAW-2	Kaneohe	PBM-3D	WestPac
15 Jan 1944	*	FAW-2	Tarawa	PBM-3D	SoPac
1 Feb 1944	*	FAW-2	Majuro	PBM-3D	SoPac
6 Feb 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
24 Feb 1944	*	FAW-2	Eniwetok	PBM-3D	SoPac
1 Mar 1944	*	FAW-2	Kaneohe	PBM-3D	SoPac
15 Jun 1944	*	FAW-2	Kwajalein	PBM-3D	SoPac
17 Jul 1944	*	FAW-2	Saipan	PBM-3D	SoPac
			<i>Chandeleur (AV 10)</i>		
			<i>Mackinac (AVP 13)</i>		
			<i>Pocomoke (AV 9)</i>		
			<i>Shelikof (AVP 52)</i>		
12 Sep 1944	*	FAW-1	Palau	PBM-3D	SoPac
			<i>Pocomoke (AV 9)</i>		
			<i>Chandeleur (AV 10)</i>		
27 Sep 1944	18 Oct 44	FAW-1	Ulithi	PBM-3D	SoPac
			<i>Onslow (AVP 48)</i>		

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

† This deployment was only for a detachment of the squadron.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5 [†]		15 Sep 1942
FAW-12		8 Feb 1943
FAW-5		1 Dec 1943
FAW-2		7 Jan 1944
FAW-1		12 Sep 1944
FAW-2		18 Oct 1944
FAW-14		21 Nov 1944

† Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

Unit Awards Received

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



A squadron PBM.

VPB-203

Lineage

Established as Patrol Squadron TWO HUNDRED THREE (VP-203) on 1 October 1942.

Redesignated Patrol Bombing Squadron TWO HUNDRED THREE (VPB-203) on 1 October 1944.

Disestablished on 30 June 1945.

Squadron Insignia and Nickname

Although a design had been submitted by VP-203 in 1943 featuring the Disney character Pluto, it was never



The squadron's Disney insignia that was not approved for use.

approved by CNO. The squadron had failed to enclose a copyright waiver from Disney Studios and the squadron designation had not been removed from the drawing. The practice of using Disney-designed cartoon characters was quite common throughout the fleet, but the Navy was strict on adherence to the copyright provisions.

Nickname: Midnite Mariners, 1944–1945.

Chronology of Significant Events

1 Oct 1942: VP-203 was established at NAS Norfolk, Va., as a medium seaplane patrol squadron flying the PBM-3C Mariner. While in training the squadron came under the operational control of PatWing-5. The squadron complement was 15 aircraft, three of which were spares.

10 Dec 1942–Feb 1943: A six-aircraft detachment of the squadron flew to NS San Juan, P.R., for a period of shakedown and ASW training, coming under the operational control of FAW-11. The remainder of the squadron joined the detachment at intervals over the next two weeks. The squadron's first operational loss occurred on 31 December 1942 when Lieutenant (jg) E. M. Vogel crashed on takeoff in San Juan Bay, killing three of the crew. When aviation gasoline supplies ran short at San Juan, six aircraft were sent to Guantanamo Bay, Cuba, for training on 31 January 1943. In February the squadron was transferred back to NAS Norfolk, Va. All of the aircraft arrived at Norfolk by 1 March, ready for return to operational status.

1 Mar–Jun 1943: VP-203 commenced regular operational duties under the operational control of FAW-5, escorting convoys and conducting ASW patrols. The first attack on a U-boat took place on 10 June 1943, but with negative results due to a defective bomb-release mechanism.

17 Jun 1943: The squadron's PBM-3Cs underwent conversion to the "S" or "stripped" model. Turrets, armor plate and other extraneous gear were removed to make room for extra fuel and to lighten the aircraft to enable a greater range on patrols.

18 Jul 1943: Lieutenant Commander Morris D. Burns relieved Lieutenant Commander James R. Reedy as the squadron's commanding officer. Commander Reedy and approximately half of the squadron pilots and plane crews detached to form a new PB4Y Liberator squadron, VB-110. Four crews from VP-209 and five from VP-211 were transferred to VP-203 to bring it back up to full manning.



Squadron personnel with their PBM-3 in the background, 80-G-37118 (Courtesy Captain Jerry Mason, USN).



Squadron PBM-3Cs at NAS San Juan, 12 March 1943, 80-G-28394 (Courtesy Captain Jerry Mason, USN).

1–25 Sep 1943: Attacks were made on U-boats on 1 and 4 September. Both obtained negative results. On 25 September, the squadron moved to a new home port at NAS Floyd Bennett Field, N.Y., placing the squadron under the operational control of FAW-9. Its principal duties remained the same as before, ASW and convoy escort.

4 Oct 1943: VP-203 received orders to deploy to NAF Aratu, Bahia, Brazil, to relieve VP-74. The squadron was then placed under the operational control of FAW-16. The squadron's aircraft continued to arrive at Aratu through 23 November, a detachment of five aircraft was formed and sent to NAF Natal, Brazil, for advanced base operations. This group conducted sweeps out to 600 miles from shore.

5 Jan 1944: While on patrol Lieutenant S. V. Brown sighted a suspicious-looking merchant vessel. Subsequent investigation proved that the ship was actually the German blockade runner *Burgenland*. *Omaha* (CL 4) and *Jouett* (DD 396) were dispatched to the scene and sank the ship after a running gun battle.

16 Jan 1944: VP-203 relocated its administrative headquarters to NAF Galeao, Rio de Janeiro, Brazil, with one detachment. One squadron detachment remained at NAF Natal and another at NAF Aratu, Brazil. The Aratu detachment rejoined the squadron at Galeao on 23 January.

4 Apr 1944: A U-boat was spotted on the surface at night using the wing-mounted Leigh searchlight. The aircraft made a strafing run, forcing the submarine to crash dive, but with negative results.

21 Apr 1944: Lieutenant (jg) W. N. Britton and his crew spotted 20 British sailors adrift in a small life raft, survivors of a torpedoed merchantman. Ironically, none of the 20 sailors in the raft had been harmed during their ordeal until Britton's crew dropped supplies of food and water directly on the raft, knocking one man unconscious. The victims were safely picked up a short time later.

16 May 1944: The Natal detachment relocated to Aratu, then on to Florianopolis, Brazil, for advanced base operations. Tender support was provided by *Matagorda* (AVP 22). These operations were discontinued on 30 July, and they rejoined the Aratu detachment. On 14 August the remainder of the squadron, including the headquarters group, joined the detachment at Aratu. One detachment remained at Galeao until 5 November.

20 Jul 1944: The squadron's second operational loss occurred when Lieutenant Livio DeBonis and his crew failed to return from a routine patrol. A merchant ship later confirmed that an aircraft crashed, with no survivors, at coordinates matching DeBonis' patrol sector.

4 Oct 1944: Four VPB-203 crews were detached from the squadron and ordered to duty at NAS Corpus Christi, Texas. The losses were not filled, decreasing the squadron aircraft complement from 15 to a total of 9.

21 Nov 1944: One of the squadron aircraft was lost en route from Natal to Aratu during an intense tropical thunderstorm. Aircraft wreckage, an oil slick and empty life rafts were found at sea, but no survivors.

5 Jan 1945: A detachment of aircraft was sent to NAF Aratu, Bahia, Brazil, with tender services provided by *Rehoboth* (AVP 50) and later *Matagorda* (AVP 22). A second detachment was formed on the 21st at Bahia based on *Rockaway* (AVP 29) and a third detachment was sent to Natal, Brazil.

29 May 1945: VPB-203 was relieved for return to San Juan, P.R., where all of the squadron aircraft were turned over to HEDRON-11. Squadron personnel were transported aboard *U. S. Grant* (AP 29) to New Orleans, La., then by train to NAS Norfolk, Va., where the squadron was disestablished on 30 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Oct 1942

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NS San Juan, P.R.	Dec 1942
NAS Norfolk, Va.	1 Mar 1943
NAS Floyd Bennett Field, N.Y.	25 Sep 1943
NAF Aratu, Brazil	4 Oct 1943
NAF Galeo, Brazil	16 Jan 1944
NAF Aratu, Brazil	14 Aug 1944
NS San Juan, P.R.	29 May 1945
NAS Norfolk, Va.	Jun 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR John W. Gannon	1 Oct 1942
LCDR James R. Reedy	1 Apr 1943
LCDR M. D. Burns	18 Jul 1943
LCDR Robert W. Robbins	15 Dec 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBM-3C	Oct 1942
PBM-3S	Jun 1943



A PBM at a Brazilian air station, circa 1945, 80-G-K-5330.

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 Dec 1942	1 Mar 1942	FAW-11	San Juan	PBM-3C	Carib
4 Oct 1943	*	FAW-16	Aratu	PBM-3S	SoLant
16 Jan 1944	*	FAW-16	Galeao	PBM-3S	SoLant
16 Jan 1944	*	FAW-16	Natal	PBM-3S	SoLant
16 May 1944	*	FAW-16	Florianopolis <i>Matagorda</i> (AVP 22)	PBM-3S	SoLant
14 Aug 1944	*	FAW-16	Aratu	PBM-3S	SoLant
5 Jan 1945	*	FAW-16	Bahia <i>Rehoboth</i> (AVP 50) <i>Matagorda</i> (AVP 22)	PBM-3S	SoLant
5 Jan 1945	*	FAW-16	Bahia <i>Rockaway</i> (AVP 29)	PBM-3S	SoLant
5 Jan 1945	29 May 1945	FAW-16	Natal	PBM-3S	SoLant
29 May 1945	Jun 1945	FAW-11	San Juan	PBM-3S	Carib

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



Humboldt (AVP 21) tending a PBM at Bahia, Brazil, April 1945, NH-78793.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-5/FAW-5 [†]		1 Oct 1942
FAW-11		Dec 1942
FAW-5		1 Mar 1943
FAW-9		25 Sep 1943
FAW-16		4 Oct 1943
FAW-11		29 May 1945
FAW-5		15 Jun 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
		[†] Patrol Wing 5 (PatWing-5) was redesignated Fleet Air Wing 5 (FAW-5) on 1 November 1942.

Unit Awards Received

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



A squadron PBM-3C in flight, 28 May 1943, 80-G-66473 (Courtesy Captain Jerry Mason, USN).