

Heavy Patrol Squadrons (Landplane) (VP-HL) Histories

VP-HL-1 to VP-HL-5

VP-HL-1

Lineage

Established as Bombing Squadron ONE HUNDRED SIXTEEN (VB-116) on 1 December 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED SIXTEEN (VPB-116) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED SIXTEEN (VP-116) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) ONE (VP-HL-1) on 15 November 1946.

Disestablished on 22 May 1947.

Squadron Insignia and Nickname

The insignia for this squadron was one of many designed for the Navy by Walt Disney studios. It was approved by CNO



The squadron's insignia.

on 4 March 1944. It was a caricature of Zeus leaning over a cloud holding a bomb in his upraised right hand, with a trident in his left hand. The design was enclosed in a square frame. The analogy is straightforward, with a nautical Zeus, king of the gods, wielding Father Neptune's

traditional weapon, the trident, against the foe. The primary allusion to the squadron's mission was the upraised bomb in Zeus' right hand. Colors: Zeus, tan body; hair and beard, yellow; trident, brown handle with yellow fork; bomb, steel gray and black; background, blue; cloud, light blue.

Nicknames: Blue Raiders, 1943–1946.

Chronology of Significant Events

1 Dec 1943–May 1944: VB-116 was established at NAAS Camp Kearney, Calif., under the operational control of FAW-14. No aircraft were assigned to the squadron until March 1944, when the first PB4Y-1 Liberator was received. Training consisted of ground school and flight training at Camp Kearney and advanced base operations training at Holtville, Calif. All training was completed by mid-May and preparations were begun for the transpac from NAS San Diego, Calif., to NAS Kaneohe, Hawaii.

24 May–Jun 1944: The squadron's advance echelon departed aboard *Breton Woods* (CVE 23) for Pearl Harbor, Hawaii. The squadron aircrews departed in three-aircraft elements beginning on 2 June 1944. Upon arrival at NAS Kaneohe, Hawaii, the squadron began the combat training syllabus for crews destined for the South Pacific combat zone. Training consisted of navigation, gunnery, bombing and aircraft recognition. Operational patrols of the approaches to Hawaii were conducted during the training phase.

7 Jul–24 Aug 1944: VB-116 was deployed to Eniwetok, commencing operational patrols and sector searches by the 12th. Truk and Ponape were the frequent targets of the squadron's missions. Occasional escorts were provided for VD-4 during low level photographic reconnaissance flights over Truk. During the first two weeks of August, VB-116 flew several missions with VB-109 against enemy positions on Truk, Wake Island and Ponape. From 17–24 August 1944, the squadron flew special search patrols with VB-102 operating from Isley and East Fields, Saipan.

27 Aug 1944: VB-116 was relocated to North Field, Tinian, coming under the operational control of FAW-1. The squadron conducted long-range sector searches and made frequent attacks on enemy shipping. During the Palau landings the squadron provided coverage for the task force.

12 Oct 1944: Lieutenant William M. Miller and his crew, in company with another VPB-116 aircraft flown by Lieutenant William B. Oliver, searched the waters off Iwo Jima for survivors of a squadron plane believed lost in that area. When enemy fighters rose to

intercept the pair they continued their sweep and withdrew in company together. In the ensuing air-to-air combat the two bombers downed six of the eight attacking fighters. Miller and Oliver were subsequently awarded the Navy Cross for their actions.

4 Mar 1945: VPB-116 began staging missions through Iwo Jima on its patrols. The outbound patrol leg consisted of 1,200 miles via Iwo Jima and the leg of the patrol to Tinian was 1,000 miles. On 1 April a detachment of three aircraft was deployed to the forward base at Iwo Jima.

5 Apr 1945: VPB-116 was relocated to Peleliu to fly three daytime search sectors and one night ASW patrol. The squadron returned to its previous sites at Tinian and Iwo Jima on 30 April. The Iwo Jima detachment was enlarged when the tempo of operations and available targets shifted closer to the Japanese home islands. On 1 May 1945, operational control of the squadron was shifted to FAW-18. Missions from May to the end of the war entailed sector searches, ASW patrols and weather flights for the fleet. The squadron ceased combat operations in September and assumed the primary mission of weather flights until rotated back to the U.S. in October 1945.

27 Aug 1945: In a little-known twist of history, VPB-116 stole the limelight from General Douglas MacArthur and his staff. It has been widely recorded in the history books that Colonel Charles Tench, a member of MacArthur's staff, was the first American to set foot on Japanese soil at the Atsugi naval air base on 28 August. In fact, Lieutenant Commander Walter C. Michaels, commanding officer of VPB-116, landed at

Atsugi in his PB4Y-2 Privateer on Monday, 27 August 1945. It was recorded in the war diary of the squadron that Michaels was experiencing "mechanical difficulties" which were repaired, and he returned to Iwo Jima completed the same day.

22 May 1947: VP-HL-1 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Camp Kearney, Calif.	1 Dec 1943
NAS Kaneohe, Hawaii	2 Jun 1944
NAS San Diego, Calif.	Oct 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Donald G. Gumz	1 Dec 1943
LCDR Allen R. Waggoner	3 Feb 1945
LCDR Walter C. Michaels	11 Jul 1945
LCDR Daniels	1945
CDR L. W. Mather	Dec 1945
LCDR B. F. Jones	Apr 1946
LCDR J. W. Newhall	Feb 1947

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PB4Y-1	Mar 1943
PB4Y-2	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>
2 Jun 1944	*	FAW-2	Kaneohe	PB4Y-1	EastPac
7 Jul 1944	*	FAW-2	Eniwetok	PB4Y-1	SoPac
27 Aug 1944	*	FAW-1	Tinian	PB4Y-1	SoPac
1 Apr 1945	*	FAW-1	Iwo Jima	PB4Y-1	WestPac
5 Apr 1945	*	FAW-1	Peleliu	PB4Y-1/2	SoPac
30 Apr 1945	Oct 1945	FAW-1	Tinian/Iwo	PB4Y-1/2	SoPac

* 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>
FAW-14		1 Dec 1943
FAW-2		2 Jun 1944
FAW-1		27 Aug 1944
FAW-18		1 May 1945
FAW-14	WC†	Oct 1945

† The squadron remained a part of FAW-14, but was assigned the tail code WC on 12 December 1946.

Unit Awards Received

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

VP-HL-3

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY EIGHT (VB-138) on 15 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY EIGHT (VPB-138) on 1 October 1944.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY FOUR (VPB-124) on 15 December 1944.

Redesignated Patrol Squadron ONE HUNDRED TWENTY FOUR (VP-124) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) THREE (VP-HL-3) on 15 November 1946.

Disestablished on 22 May 1947.

Squadron Insignia and Nickname

The only known insignia for this squadron was submitted for approval after it had been designated VPB-



The squadron's insignia.

124. CNO approved the design on 26 March 1945. The outline of a sailing vessel described as a "Privateer on the prowl . . . with great thunderheads in the background" was enclosed within a circular background. The winged pirate vessel in the insignia alluded to the type of aircraft flown by the squadron, the PB4Y-2 Privateer. Colors: circumference of design, yellow; background, black; cloud, white; ship, black; wings, yellow.

Nicknames: None on record.

Chronology of Significant Events

15 Mar 1943: VB-138 was established at NAS Whidbey Island, Wash., as a land-based bombing squadron flying the PV-1 Ventura twin-engine medium bomber. During training the squadron came under the operational control of FAW-6. Training continued through the end of June when the squadron received orders on the 28th to proceed to NAS Alameda, Calif., to await transportation to Pearl Harbor, Hawaii.

14 May 1943: Lieutenant (jg) B. L. Lough and his crew were killed during a training flight when their Ventura crashed into Mount Washington during zero visibility conditions.

5 Jul–27 Sep 1943: VPB-138 departed with all of its equipment from NAS Alameda aboard *Pybus* (ACV 34) bound for NAS Pearl Harbor, Hawaii, arriving on 12 July. After unloading, the aircraft were flown to NAS Kaneohe, Hawaii. Combat and operational training was begun immediately. On 27 July the squadron was divided into two echelons. A nine-aircraft detachment was sent to Canton Island to serve as air cover for a photographic squadron that was charting enemy-held Baker Island. The remaining six aircraft stayed at NAS Kaneohe to continue training. On 6 August 1943, Lieutenant Robert E. Slater and crew were killed in an accident during a torpedo run off Oahu. The five flight crews remaining at Kaneohe joined the rest of the squadron at Canton on 10 August 1943. VB-138 returned to NAS Kaneohe on 27 September 1943 and all aircraft were checked and given maintenance prior to deployment into the combat zone in the South Pacific.

15 October 1943: VB-138 was deployed to the Russell Islands under the operational control of FAW-1. For a three-month period the squadron conducted bombing missions and harassment raids on Japanese targets located on New Ireland and New Britain.

1 Feb 1944: VB-138 was transferred to the Sterling Islands. Bombing and harassment strikes were conducted as before, with several strikes on Rabaul. Antishipping sweeps and Dumbo missions were conducted as mission requirements allowed.

22 Feb 1944: Lieutenant (jg) Anthony J. Ditter and one enlisted crewman were killed when their aircraft was shot down by enemy AA fire over Cape St. George, New Ireland, while on a bombing mission. The remaining four crewmen were rescued at sea by a destroyer.

14–19 May 1944: The squadron was relieved at Sterling and flew back to NAS Kaneohe, Hawaii, for transportation back to the West Coast aboard *Atamaha* (CVE 18). After arrival at NAS Alameda, Calif., on 19 May 1944, squadron personnel were given home leave.

25 Jun–Nov 1944: VB-138 reformed at NAS Whidbey Island, Wash., flying the PV-1 Ventura as on the previous tour, but with transition to the newer model PV-2 Harpoon in the syllabus. During the training period the squadron came under the operational control of FAW-6. On 1 November 1944, the training syllabus on the PV-2 Harpoon was terminated due to production difficulties with the aircraft. All hands were transferred to NAS Hutchinson, Kans., for conversion training to the PB4Y-1 Liberator. Ground personnel were separated from the squadron at Hutchinson on 17 November 1944 and flown to NAAS Brown Field, Calif., where they established the squadron headquarters.

15 Dec 1944: Flight training was completed at Hutchinson by mid-December, and the squadron was redesignated VPB-124. The flight crews departed Hutchinson individually to report to NAAS Camp Kearney, Calif., where the squadron was reformed a second time and rejoined by its ground staff. VPB-124 came under the operational control of FAW-14 during this period. Seven PB4Y-2 Privateers and two PB4Y-1 Liberators were assigned to the squadron. Training over the next three months alternated between the airfield at Camp Kearney and NAAS San Nicholas Island off the coast of California.

3 Jan 1945: Lieutenant (jg) Thomas F. Pierce and his entire crew escaped serious injury after a forced landing during a night takeoff. The aircraft was declared a total loss.

6 Feb–May 1945: While the squadron was still undergoing training back in the U.S., CNO directed that VPB squadrons 109, 123 and 124 be sent to FAW-2 and be equipped to employ the SWOD Mark 9 (Bat) guided missile in combat. On 1 April the ground staff of the squadron detached and departed aboard *Bon Homme Richard* (CV 31) for NAS Pearl Harbor, Hawaii. The flight crews departed NAAS Camp Kearney, Calif., on 10 April for the transpac to NAS Kaneohe, Hawaii. Upon its arrival at NAS Kaneohe the squadron began training in use of the new weapon. The Bat guided missile was in essence a bomb with wings and control surfaces launched toward a target by a mother ship. Similar ordnance had been successfully employed by the Germans in the Mediterranean with great effect. It offered the advantage of being a stand-off weapon that allowed the bomber crew to remain out of effective AA range of a surface target while launching the winged bomb at the vessel. The Bat could guide itself to its target by means of target echoes of pulsed microwave radiation emitted by the missile's built-in radar system. It could see its target under any condition of visibility. The weapon presented such a small cross-section that it was nearly impossible for AA fire to destroy it before impact. Unfortunately, the Bat suffered from problems relating to the high humidity of the tropics and bugs characteristic of electronic devices of that period. Training in deployment of the Bat and advanced combat training continued at NAS Kaneohe through the end of May 1945.

30 May 1945: VPB-124 departed NAS Kaneohe for NAB Tinian, arriving on 2 June 1945, under the operational control of FAW-18. Long-range searches and reconnaissance flights were begun immediately. On 6 June 1945, Lieutenant (jg) E. W. Osborn was forced to ditch his aircraft off the coast of Saipan after experiencing difficulty in transferring fuel from the bomb bay tanks. The crash resulted in the loss of one crew-

man. The remaining ten crewmen were picked up by the air-sea rescue unit based at Saipan.

16 Jun 1945: The squadron completed its duty assignment with FAW-18 and detached for duty with FAW-1 at Yontan Field, Okinawa. Here the squadron joined a second Bat-equipped squadron, VPB-123. This location was much closer to the Japanese home islands and presented a greater opportunity for strikes against large ship targets using the Bat. Unfortunately, a limited number of Bat missiles were available and the word was going around to the effect that the Bat wasn't living up to its advance billing. After getting settled the squadron began flying antishipping strikes and attacks against ground targets along the China coast, the Tsushima Straits and coastal regions of Korea and Kyushu, Japan

26 Jun 1945: Both aircraft of a two-plane element, each carrying a crew of 12, failed to return from a long-range search mission along the China coast in the vicinity of Shanghai. The lead aircraft was flown by the commanding officer, Commander C. E. Houston, the second by Lieutenant (jg) J. R. Crist. All 24 personnel were listed as missing in action after negative searches for survivors (8 of the 12 crew in Commander Houston's aircraft survived the war as POWs, including Houston).

27 Jun 1945: Lieutenant J. E. Vincent and his crew were shot down by enemy AA fire over the southern coast of Korea with no survivors.

7 Jul 1945: Lieutenant R. J. Brower and crew were lost to enemy AA fire during an attack on an enemy sub chaser off the coast of Kyushu.

10 Jul 1945: Lieutenant G. E. Miller brought a badly damaged PB4Y-2 in for a wheels up crash landing at Yontan Field, Okinawa, after an attack on enemy ground installations. There were no injuries to the crew but the aircraft was surveyed.

24 Jul 1945: Both aircraft of a two-plane element, piloted by Lieutenants J. E. Ramsey and G. E. Miller, were lost during operations along the west coast of Korea. Searches for survivors were unsuccessful.

29 Jul 1945: The primitive living conditions at Yontan Field, Okinawa, and the high casualty rate began to wear down the flight crews. Bat operations had ceased the month before because the squadron was reluctant to use the missile except under almost ideal conditions. However, two planes were loaded with a missile each day to stand by in preparation for a strike in case a suitable target was sighted. One aircraft did make two drops, one landing inside the turning circle of the target vessel. The second drop was obscured at the last minute by a cloud so that no hit could be claimed, even though smoke was seen rising above the position of the target. Squadron flight personnel were ordered to Tinian for a period of rest

and rehabilitation, providing a break from combat operations.

10 Aug 1945: By 10 August 1945, the squadron was ordered to vacate the Yontan Field facilities to make way for the increase in USAAF personnel and material inbound for the anticipated occupation of Japan. VPB-124 headquarters and ground crew were moved to NAB Yonabaru, Okinawa, while the flight crews operated from the facilities at Tinian. From this location the squadron provided air cover for surrender of Truk and Marcus islands. With the cessation of hostilities on 15 August, the squadron began its demobilization with rotation of crews back to the West Coast. Remaining flight personnel engaged in routine patrols and weather flights in support of the fleet. On 8 September 1945, the flight crews detached from Tinian and FAW-18 to rejoin the headquarters stationed at Yonabaru. In two months of combat the squadron had flown 124 combat missions, sinking 29 enemy ships with the loss of 18 officers, 54 enlisted personnel, and 9 aircraft.

12 Dec 1945: VPB-124 transferred from Yonabaru, Okinawa, to NAS Barbers Point, Hawaii. When the movement was completed on 18 December, the squadron came under the operational control of FAW-2. By the end of the month the squadron was reduced from its complement of 12 aircraft to 9, and from 18 to 11 crews. Over the next several months the squadron was employed in ferrying overage Privateers from NAS Kaneohe, Hawaii, to the West Coast of the U.S. Several of the flight crews were demobilized when they ferried aircraft back to the States.

2 Jul 1946: The air-sea rescue activity in the Hawaiian area was disestablished in July and the rescue function was assumed by the operational patrol squadrons assigned to FAW-2. VPB-124 was assigned the Johnston Island station as its responsibility. One aircraft and crew were maintained on the island at all times, with duty being rotated among the crews each

week. Ferrying duties continued, with several new Privateers being flown to Okinawa in exchange for worn out aircraft. Several of the latter were subsequently flown to the West Coast.

22 May 1947: VP-HL-3 was disestablished at NAS Barbers Point, Hawaii.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	15 Mar 1943
NAS Alameda, Calif.	28 Jun 1943
NAS Kaneohe, Hawaii	12 Jul 1943
NAS Alameda, Calif.	19 May 1944
NAS Whidbey, Wash.	25 Jun 1944
NAS Hutchinson, Kans.	1 Nov 1944
NAAS Brown Field, Calif.	17 Nov 1944*
NAAS Camp Kearney, Calif.	15 Dec 1944
NAS Kaneohe, Hawaii	Apr 1945
NAS Barbers Point, Hawaii	12 Dec 1945

* Ground personnel and headquarters staff only.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Murray Hanson	15 Mar 1943
LCDR Charles E. Houston	26 Jun 1944
LCDR John M. Miller	26 Jun 1945
LCDR Delbert M. Minner	2 Nov 1945
LCDR John W. Roberts	21 Oct 1946
LCDR R. J. Sutherlin	21 Mar 1947

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 1943
PB4Y-1	Nov 1944
PB4Y-2	Dec 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>
12 Jul 1943	†	FAW-2	Kaneohe	PV-1	EastPac
27 Jul 1943	†	FAW-2	Canton	PV-1	EastPac
15 Oct 1943	†	FAW-1	Russell Is.	PV-1	SoPac
1 Feb 1944	14 May 1944	FAW-1	Sterling Is.	PV-1	SoPac
10 Apr 1945	†	FAW-2	Kaneohe	PB4Y-2	EastPac
2 Jun 1945	†	FAW-18	Tinian	PB4Y-2	SoPac
16 Jun 1945	†	FAW-1	Yontan	PB4Y-2	WestPac
10 Aug 1945	†	FAW-1	Yonabaru	PB4Y-2	WestPac
12 Dec 1945	22 May 1947	FAW-2	Barbers Pt.	PB4Y-2	EastPac
2 Jul 1945	22 May 1947	FAW-2	Johnston Is.	PB4Y-2	EastPac

† Continued combat deployments in the South Pacific, moving from base to base.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-6		15 Mar 1943
FAW-2		12 Jul 1943
FAW-1		15 Oct 1943
FAW-14		19 May 1944
FAW-6		25 Jun 1944
FAW-14		15 Dec 1944
FAW-2		10 Apr 1945
FAW-18		2 Jun 1945
FAW-1		16 Jun 1945
FAW-18		10 Aug 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		8 Sep 1945
FAW-2	BC [§]	12 Dec 1945

[§] The squadron remained a part of FAW-2, but was assigned the tail code BC on 7 November 1946.

Unit Awards Received

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



A squadron PB4Y-2 in flight.

VP-HL-5

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY THREE (VB-143) on 15 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY THREE (VPB-143) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY THREE (VP-143) on 15 May 1946.

Redesignated Heavy Patrol Squadron (Landplane) FIVE (VP-HL-5) on 15 November 1946.

Disestablished on 27 May 1947.

Squadron Insignia and Nickname

The only known insignia for this squadron was approved by CNO on 12 April 1946, while it was still designated VPB-143. The insignia reflected the



The squadron's insignia.

squadron's past history by depicting a cartoon of a gooney bird, a symbol of the squadron's tour of duty on Midway Island. The gooney bird was well equipped, sporting a pilot's ball cap, binoculars around its neck, carrying a machine gun on one wing and a 500-pound bomb on the other. The

odd-looking bird had lightning-like flashes coming out of its two tail feathers while it stood on top of a hemisphere map. The machine gun and bomb were representative of the armament carried by the squadron's aircraft, the PB4Y-1 Liberator and PB4Y-2 Privateer. The electric impulses were representative of the radar used by the squadron to home in on its targets. The globe was indicative of the long range of the squadron aircraft on patrols. Colors: background, bright yellow with green outline; gooney bird, dark gray body, orange beak, green cap, orange talons; bomb, gun and binoculars, black; lightning and binocular straps, red; globe, blue oceans with green land masses; latitude/longitude lines, dark blue.

Nicknames: None on record.

Chronology of Significant Events

15 Jun–26 Jul 1943: VB-143 was established at NAS Deland, Fla., as a medium bombing squadron flying the

twin engine PV-1 Ventura. While at Deland, the squadron came under the operational control of FAW-12. On 26 July, the squadron was relocated to NAAS Boca Chica, Fla., for operational, shakedown and ASW training.

16 Aug 1943: VB-143 was given orders to depart Boca Chica for duty at NAF Recife, Brazil, under the operational control of FAW-16. The squadron was fully operational within a month and was able to claim that throughout the duration of its stay at Recife no ships were sunk in any of the convoys protected by the squadron.

28 Jan 1944: The squadron was relocated from Recife to Ipitanga Field, Brazil, located approximately 30 miles from Bahia. At this station the squadron was involved in cooperative efforts with ZP-42 (an LTA squadron), VP-204 and VP-211 (both PBM-3S Mariner squadrons). VB-143 was given the dawn and dusk sweeps, convoy coverage and any night missions that were required.

10 May 1944: VB-142 was ordered to Hato Field, Curacao, N.W.I., for work with VS-37 in patrolling the immediate area surrounding the islands. Operational control over the squadron was exercised by FAW-11. No contacts were made during this period, and no vessels or convoys were attacked.

24 Jun–Oct 1944: The squadron was relieved for return to NAAS Boca Chica, Fla., under the operational control of FAW-12. On 5 July 1944, the squadron was detached from FAW-12 to become a squadron in training under the operational control of FAW-5 at Boca Chica. The squadron began an intensive course on rocket firing and updated ASW techniques, expecting orders to duty as a PV squadron. On 24 October 1944 the squadron was informed that it was to become a patrol bombing squadron flying the PB4Y-1 Liberator.

5 Nov 1944–Mar 1945: The squadron commanding officer, Lieutenant Commander Edmonds David and six crews were flown to NAF Chincoteague, Va., for a conversion training course on the PB4Y-1. The remainder of the squadron was required to maintain 12 Ventura crews in readiness at NAAS Boca Chica, Fla., until relieved by another squadron. The last crews in training at NAF Chincoteague returned to Boca Chica in mid-March 1945, having completed the first part of their training in PB4Y-1 aircraft. They rejoined the squadron as it continued its training program in the use of radar bombing equipment.

28 Apr 1945: The commanding officer and nine crews with six aircraft departed NAAS Boca Chica, Fla., for NAS New York, N.Y., leaving nine crews and six aircraft at Boca Chica still in radar bombing training. On 19 May, the Boca Chica section completed training and reported for duty at NAS Quonset Point, R.I. Both squadron sections came under the command of FAW-9 during this tour of duty, completing 26 ASW and convoy patrol missions through 22 May.

13 Jun 1945: The squadron's 12 PB4Y-1 Liberators were turned over to HEDRON-9.

20 Jun–Jul 1945: VPB-143 reported for duty under training at NAAS Camp Kearney, Calif., under the operational control of FAW-14. Twelve new PB4Y-2 Privateer aircraft were assigned to the squadron. Training on bombing, radar attack, gunnery, fighter affiliation and long-range search problems continued through the end of July.

9 Aug 1945: The advance echelon of ground staff and six spare crews departed by ship for NAS Kaneohe, Hawaii. The 12 remaining crews flew the squadron's 12 PB4Y-2 Privateers from Camp Kearney, Calif., to NAS Kaneohe on 21 August, arriving on the 22nd. The combat training syllabus in gunnery, radar bombing and search was begun immediately.

Sep 1945–May 1947: Although training continued through the end of September 1945, the end of hostilities left the squadron with no further mission to perform. NAS Kaneohe became the squadron's home port and it remained there with a reduced aircraft complement of 9 PB4Y-2 Privateers until its disestablishment on 27 May 1947.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Jun 1943
NAAS Boca Chica, Fla.	26 Jul 1943

Home Port Assignments—Continued

NAF Recife, Brazil	16 Aug 1943
Ipitanaga Field, Brazil	28 Jan 1944
Hato Field, Curacao, N.W.I.	10 May 1944
NAAS Boca Chica, Fla.	24 Jun 1944
NAS New York, N.Y.	28 Apr 1945
NAS Quonset Point, R.I.*	19 May 1945
NAAS Camp Kearney, Calif.	20 Jun 1945
NAS Kaneohe, Hawaii	21 Aug 1945

* A squadron detachment was based at NAS Quonset Point while the main squadron was at NAS New York.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Charles D. Hoover	15 Jun 1943
LCDR Edmonds David	4 Jun 1944
LCDR J. W. Hough	1946

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jun 1943
PB4Y-1	Nov 1944
PB4Y-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>
16 Aug 1943	*	FAW-16	Recife	PV-1	SoLant
28 Jan 1944	*	FAW-16	Ipitanga	PV-1	SoLant
10 May 1944	24 Jun 1944	FAW-11	Curacao	PV-1	SoLant
22 Aug 1945	27 May 1947	FAW-2	Kaneohe	PB4Y-2	EastPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Jun 1943
FAW-16		16 Aug 1943
FAW-11		10 May 1944
FAW-12		24 Jun 1944
FAW-5		5 Jul 1944
FAW-9		28 Apr 1945
FAW-14		20 Jun 1945
FAW-2	BD [§]	22 Aug 1945

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
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[§] The squadron remained a part of FAW-2, but was assigned the tail code BD on 7 November 1946.

Unit Awards Received

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

