

VPB-121

Lineage

Established as Patrol Squadron NINETEEN (VP-19) on 1 October 1937.

Redesignated Patrol Squadron FORTY THREE (VP-43) on 1 July 1939.

Redesignated Patrol Squadron EIGHTY ONE (VP-81) on 1 July 1941.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY ONE (VPB-121) on 1 October 1944.

Disestablished on 1 June 1946.

Squadron Insignia and Nickname

The CNO-approved insignia for VP-81 was the Polar Bear, often known as the patrolman of the north. It is indigenous to the northern regions and was symbolic



The squadron's polar bear insignia.

of the offensive power of a patrol squadron. In the design, the bear stood on a pinnacle that represented Mt. Edgecombe, the volcanic cone just outside Sitka Harbor. Above the bear was the constellation of Ursa Major pointing to an accentuated Polaris. The squadron retained the insignia after its redesignation from VP-81 to VPB-121.

Nickname: None on record.

Chronology of Significant Events

1 Oct 1937: VP-19 was established at FAB Seattle, Wash., and assigned six P2Y-3 flying boats.



A P2Y taxiing.

17 Mar 1938: PatWing-4 squadrons VPs 16, 17 and 19 participated in Fleet Exercise XIX as part of White Force. The combined squadrons provided patrol sector searches out to 600 miles. Attacks against the Black Force were judged to have inflicted major damage to elements of the enemy fleet. The exercise featured the first operational use by the Navy of long-range radio bearings for aeronautical navigation.

1 Jun 1938: VP-19, refitted with six new P2Y-3s, deployed to FAB Japonski Island, a recently completed seaplane base in Alaskan waters. Detachments were rotated to Sitka, Alaska, during the eight-week tour of duty. The squadron returned to FAB Seattle on 1 August.

20 Mar 1941: VP-43 was directed to fly its aging P2Y-3s to NAS Pensacola, Fla., for PBY Catalina replacements. The replacements, however, were in San Diego, Calif., requiring the squadron to travel there by train to pick up the new aircraft, arriving on 3 May 1941. There was a delay in accepting the aircraft while the Consolidated Aircraft Company installed self-sealing fuel cells, armor and upgraded waist gun stations. The squadron flew the new Catalinas back to NAS Pensacola when the work was completed.

13 Jun 1941: VP-43 was relocated from NAS Pensacola to NAS Norfolk, Va. On 13 June the squadron turned over its new PBY-5s to VP-52 which had just arrived at NAS Norfolk from Argentia, Newfoundland. In the aircraft exchange the squadron received VP-52's well-used PBY-5s.

8 Jul 1941: The squadron, which had been depleted by transfers to other squadrons, was brought up to full strength. A flight training and ground school training syllabus on the PBY-5 aircraft was begun for new squadron personnel at NAS Norfolk, Va.

22 Oct 1941: VP-81 was assigned the additional mission of an Operational Training Unit (OTU) for patrol squadrons attached to the Atlantic Fleet. The

squadron was relocated from NAS Norfolk, Va., to NAS Key West, Fla. Operational patrols were conducted in conjunction with training flights off the East Coast.

21 Dec 1941: The squadron claimed a U-boat sunk off the coast of Key West, Fla. Postwar examination of enemy records does not indicate any losses in that locality on that date.

1 Sep 1942: VP-81 was transferred to NAS San Juan, P.R., under the operational control of PatWing-12. The squadron conducted ASW searches in the Caribbean area.

1 Jun 1943: The squadron was relocated to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. ASW patrols, night antishipping patrols and convoy coverage were the primary duties of VP-81.

1 Aug 1943: VP-81 was transferred to NAS San Diego, Calif., in preparation for the transpac to the South Pacific. New amphibious models of the Catalina, PB5Y-5As, were assigned as replacement aircraft while the squadron underwent additional training for its upcoming combat assignment.

1 Nov 1943: The squadron flew its transpac to NAS Kaneohe, Hawaii, where additional training was given before further reassignment to the combat zone.

25 Nov 1943: VP-81 was transferred to Henderson Field, Guadalcanal. The squadron relieved VP-54. Its duties consisted of search missions of the Saint George Channel, providing convoy coverage and nighttime Black Cat operations. The squadron came under the operational control of FAW-1.

3 Feb 1944: VP-81 was transferred to Munda, New Georgia Islands. Black Cat operations were conducted in conjunction with nearby PT-boat squadrons. Bombing strikes against land-based installations were carried out in the Choiseul Bay area.

7 May 1944: VP-81 was relocated to Piva Yoke, Bougainville, where Black Cat nighttime operations were conducted against enemy shipping.

1 Jul 1944: The squadron returned to NAS San Diego, Calif.

8 Sep 1944: Upon return from leave, squadron aircrews were reassigned PB4Y-1 Liberators in place of Catalinas. Ground school and flight training took place at NAAF Camp Kearney, Calif. The squadron came under the operational control of FAW-14. Training had progressed to the advanced syllabus at NAS Brown Field, Calif., in preparation for the upcoming second combat tour in the Pacific. While in training, the squadron was assigned the PB4Y-2 Privateer in place of the older Liberator aircraft.

6 Jan 1945: VPB-121 flew its transpac to NAS Kaneohe, Hawaii, where the squadron began intensive training in radar navigation. Operational search patrols in the vicinity of the Hawaiian Islands were also assigned as part of the training.

26 Jan–1 Feb 1945: The squadron was relocated to Midway Island and put on barrier patrols and daytime

ASW patrols, returning to NAS Kaneohe on 1 February 1945.

1 Mar–1 Apr 1945: VPB-121 was transferred to Eniwetok. On 7 March 1945, the squadron conducted its first strikes on land installations at Wake Island. The missions continued through 1 April, when Ponape was added to the target list.

3 Jul 1945: VPB-121 was transferred to the island of Tinian. On 8 July a detachment was assigned to Iwo Jima.

3 Aug 1945: Two Privateers from the Iwo Jima detachment spotted a downed P-51 pilot floating near the enemy-occupied island of Sagami Nada. While directing an American submarine to the location, the two aircraft sank one enemy ship that tried to interfere, and downed three Japanese fighters. Lieutenant Ralph D. Ettinger and his crew accounted for two of the eight fighters that attacked the Privateers. For his bravery in leading the defense against superior enemy forces for over 40 minutes of constant action, Ettinger was awarded the Navy Cross. Lieutenant Commander Raymond J. Pflum, commanding officer of VPB-121, was the pilot of the second aircraft. His crew shot down one of the enemy fighters and was responsible for sinking the Japanese cargo vessel. He was also awarded the Navy Cross.

7 Aug 1945: Two of the squadron's Privateers were caught by five enemy fighters in the area of Sagami Wan. One enemy aircraft was shot down and one of the squadron PB4Y-2 bombers was shot down in flames, with no survivors.

1 Sep 1945: VPB-121 was assigned weather flights out of Iwo Jima until the end of September when the squadron was relieved for return to NAS San Diego, Calif..

1 Jun 1946: VPB-121 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Seattle, Wash.	1 Oct 1937
NAS Pensacola, Fla.	20 Mar 1941
NAS Norfolk, Va.	13 Jun 1941
NAS Key West, Fla.	22 Oct 1941
NAS San Juan, P.R.	1 Sep 1942
NAS Guantanamo Bay, Cuba	1 Jun 1943
NAS San Diego, Calif.	1 Aug 1943
NAS Kaneohe, Hawaii	1 Nov 1943
NAS San Diego, Calif.	1 Jul 1944
NAAF Camp Kearney, Calif.	8 Sep 1944
NAS Brown Field, Calif.	Nov 1944
NAS Kaneohe, Hawaii	6 Jan 1945
NAS San Diego, Calif.	Sep 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Dolph C. Allen	1 Oct 1937
LCDR Harry F. Carlson	Jun 1939
LCDR Walter C. Holt	Jul 1940
LCDR Frank B. Schaeede	2 Jun 1941
CDR Benjamin E. Moore, Jr.	20 Jan 1942
CDR Thomas B. Haley	30 Jun 1942
CDR James R. Compton	Jan 1943
CDR Eugene P. Rankin	Sep 1943
CDR Raymond J. Pflum	8 Sep 1944

Commanding Officers—Continued

	<i>Date Assumed Command</i>
CDR Harold R. Swenson	19 Sep 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Oct 1937
PBY-5	May 1941
PBY-5A	Aug 1943
PB4Y-1	Sep 1944
PB4Y-2	Oct 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>
1 Jun 1938	1 Aug 1938	PatWing-4	Japonski Is.	P2Y-3	NorPac
1 Sep 1942	1 Jun 1943	FAW-12	San Juan	PBY-5	Carib
1 Jun 1943	1 Aug 1943	FAW-11	Guantanamo	PBY-5	Carib
1 Nov 1943	*	FAW-2	Kaneohe	PBY-5	EastPac
25 Nov 1943	*	FAW-1	Guadalcanal	PBY-5A	SoPac
3 Feb 1944	*	FAW-1	Munda	PBY-5A	SoPac
7 May 1944	1 Jul 1944	FAW-1	Bougainville	PBY-5A	SoPac
6 Jan 1945	*	FAW-2	Kaneohe	PB4Y-2	EastPac
1 Mar 1945	*	FAW-2	Eniwetok	PB4Y-2	SoPac
3 Jul 1945	*	FAW-1	Tinian	PB4Y-2	SoPac
1 Sep 1945	30 Sep 1945	FAW-1	Iwo Jima	PB4Y-2	WestPac

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

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-4		1 Oct 1937
PatWing-5		20 Mar 1941
PatWing-8		Jul 1941
PatWing-5		Dec 1941
PatWing-12/FAW-12†		1 Sep 1942
FAW-11		1 Jun 1943
FAW-14		1 Aug 1943
FAW-2		1 Nov 1943
FAW-1		25 Nov 1943
FAW-14		1 Jul 1944
FAW-2		6 Jan 1945

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-1		3 Jul 1945
FAW-14		19 Sep 1945

† Patrol Wing 12 (PatWing-12) was redesignated Fleet Air Wing 12 (FAW-12) on 1 November 1942.

Unit Awards Received

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

VPB-125

Lineage

Established as Patrol Squadron TWENTY (VP-20) on 1 September 1938.

Redesignated Patrol Squadron FORTY FOUR (VP-44) on 1 July 1940.

Redesignated Patrol Squadron SIXTY ONE (VP-61) on 6 January 1941.

Redesignated Patrol Squadron EIGHTY TWO (VP-82) on 1 July 1941.

Redesignated Bombing Squadron ONE HUNDRED TWENTY FIVE (VB-125) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY FIVE (VPB-125) on 1 October 1944.

Disestablished on 8 June 1945.

Squadron Insignia and Nickname

The first insignia for the squadron was submitted by VP-44 and approved by CNO on 20 April 1940. The design was in the form of a horseshoe with a buoy in the background. The squadron wished to use this insignia because the horseshoe, a typical good luck piece, had not been adopted by any other Navy or Marine Corps squadron. The buoy in the design was identified with seaplane operations of the period. Commander Patrol Wing 4, while forwarding the request, stated that “while the desire of the squadron to adopt a good luck sign is appreciated . . . the Wing Commander feels that the success of Patrol Squadron FORTY-FOUR has been due less to good luck than to good judgment and good piloting.” Colors: horseshoe, rust red; water, blue; buoy, yellow.



The squadron's second insignia was a Disney design.



The squadron's first insignia.

The Walt Disney studios designed the second squadron insignia, a practice followed by many Navy and Army squadrons during WWII. The design, approved

by CNO on 20 January 1944, was a caricature of a goose walking on the clouds holding two bombs in its left arm and one in the right wing/hand. The goose was dressed in a jacket with high collar and bow tie, wearing a small hat on its head. Colors: background, light blue; tie and button, orange; hat, beak and feet, yellow; coat, green. The insignia was displayed on VPB-125 aircraft until its disestablishment.

Nickname: None on record.

Chronology of Significant Events

1 Sep 1938: VP-20 was established at NAF Seattle, Wash., flying the Consolidated P2Y-3 seaplane, under operational control of PatWing-4.

Jan 1940: The squadron deployed a detachment to Sitka, Alaska, to test new wing deicers. During the testing, tender support was provided by *Teal* (AVP 5).

6 Jan 1941: The squadron was redesignated VP-61 and transferred to NAS Alameda, Calif., under operational control of PatWing-6.

1 Jun 1941: The squadron was transferred to NAS Norfolk, Va. The last plane arrived there on 11 June 1941.

15 Aug 1941: VP-82 was transferred to NAS Floyd Bennett Field, N.Y., under the operational control of PatWing-8. The squadron began a period of antisubmarine and search tactics training. Crews were alternated for four days of indoctrination training aboard tender *Pocomoke* (AV 9) at Gardner, Long Island.

15 Oct–Nov 1941: On 15 October the squadron was transferred to NAS Norfolk, Va., under PatWing-5. By 28 October 1941, the squadron had received its full allotment of 15 aircraft and was relocated again, this time to NAS Quonset Point, R.I. This squadron probably set a record for patrol squadrons during the war in the greatest number of aircraft exchanges in a six-month period. An article in the squadron newsletter dated 2 August 1941 read, “It is believed that this



A squadron PBY in flight, circa 1940.

squadron has the distinction of completing the greatest number of reassignments of aircraft in the shortest time. From the period 29 March to 26 July (less than four months) four complete new assignments of airplanes, including spare parts, have been accomplished. The models assigned included P2Y-3, PBY-3, PBY-4 and PBY-5. Up to date, no repeat on any one plane has resulted. It is felt that this record should stand for some time but any squadron desiring to become a competitor for the honor should do so with circumspect." Three months after the article was published the squadron transitioned to a fifth model, the PBO-1! From October through 11 November 1941, the squadron's 40 pilots accompanied Army crews in Lockheed Hudson bombers flying from the factory at Burbank, Calif., to Norfolk, Va. This training was for transition from the Navy's PBY Catalina flying boats to the Hudson bomber, designated by the Navy as PBO-1s. Assignment of these aircraft, originally destined for the British and painted with British markings, was the beginning of what became an extensive use of landplanes by patrol squadrons during the war and, although it was not yet apparent, was the first move toward the eventual elimination of the flying boat from patrol aviation.

1 Jan-May 1942: Twelve aircraft of VP-82 were transferred to Argentia, Newfoundland, to provide convoy coverage, harbor patrol and antisubmarine sweeps. The squadron came under the operational control of PatWing-7 while at Argentia and NAS Quonset Point, R.I. The crews were berthed during this period aboard *Pocomoke* (AV 9). From January through May, the crews began shifting to other ten-

ders, including *George E. Badger* (AVD 3) and *Barnegat* (AVP 10). The berthing situation stabilized on 22 May 1942, when the crews were berthed ashore at the air station barracks.

28 Jan 1942: The squadron claimed a U-boat sunk off Cape Race. Postwar examination of enemy records do not indicate any losses during that period.

1 Mar 1942: A second U-boat was claimed sunk by Ensign Tepuni flying a PBO-1 Hudson, also near Cape Race. German Navy records indicate that this was *U-656*, Kapitanleutnant Ernst Kroning commanding, with a crew of 45. *U-656* was the first German submarine sinking attributed to U.S. forces in WWII.

15 Mar 1942: VP-82 claimed a heavy damage assessment on a German submarine in the rich hunting grounds off Cape Race. Postwar examination of German records indicate that *U-503*, Kapitanleutnant Otto Gericke commanding, was actually sunk by the squadron.

28 May 1942: A three-aircraft detachment returned to NAS Quonset Point. On 30 May a second three-aircraft detachment from Argentia was sent to NAS Norfolk, Va. A few PBY-5A Catalinas were added to the squadron's complement at NAS Quonset Point for patrol duties.

8 Jun 1942: Three aircraft departed NAS Quonset Point for NAS Jacksonville, Fla..

9 Jun 1942: VP-82 was transferred from the operational control of PatWing-7 to PatWing-9. On the same day, the remaining aircraft at NAS Quonset Point were flown to NAS Jacksonville, Fla. Upon arrival on 11 June, the detachment began convoy coverage patrols with VP-94.



A squadron PBO-1 at Argentia, Newfoundland, early 1942, 80-G-14911 (Courtesy Captain Jerry Mason, USN).

10 Jun 1942: The Argentina detachment of six PBOs rejoined the squadron headquarters at NAS Quonset Point, R.I.

16 Jun 1942: The six-aircraft detachment at Jacksonville, Fla., completed its operations with VP-94. Three aircraft returned to NAS Norfolk for patrol duties, the other three returned to NAS Quonset Point.

23 Jul 1942: RAF Squadron 53 joined the Quonset Air Detachment. The British patrol squadron assisted VP-82 in convoy patrol, ASW sweeps and photo flights.

11 Aug 1942: A detachment of one officer and 76 enlisted personnel departed NAS Norfolk aboard SS *Mermah* for an advanced base at Trinidad. Five aircraft of RAF Squadron 53 departed from MCAS Cherry Point, N.C., to join the detachment at Trinidad, followed by nine VP-82 aircraft from NAS Norfolk on 13 and 15 August. At Trinidad, the detachment came under the operational control of PatWing-11.

29 Sep 1942: The NAS Quonset Point squadron headquarters detachment began to transition from the PBO to the PV-1 Ventura twin-engine medium bomber, an improved successor to the PBO Hudson, with upgraded avionics and more powerful engines.

15 Nov 1942: The NAS Quonset Point headquarters detachment of VP-82, 12 aircraft, and a few RAF air-

craft of Squadron 53 deployed to Argentina. ASW patrols and convoy coverage began on 17 November.

27 Apr 1943: A squadron aircraft attacked *U-174*, Oberleutenant Wolfgang Grandefeld commanding, on the surface near Cape Race. The U-boat heavily damaged the *Ventura* with its 20-mm AA guns before sinking.

17 Jun 1943: VB-125 returned to NAS Quonset Point, R.I., from its deployment to Argentina, Newfoundland. It is believed the Trinidad detachment rejoined the parent organization during this period and was included in the reforming and retraining taking place.

4 Jul 1943: VB-125 transferred to NAS Boca Chica, Fla. The squadron provided ASW coverage and convoy patrols from Tampa, Banana River and Miami, Fla.; Camaguey and Nassau.

1 Oct 1943: A three-aircraft detachment was sent to NAF San Julian, Cuba, for ASW patrols.

1 May 1944: VB-125 transferred from Boca Chica, Fla., to NAF San Julian, Cuba, joining the detachment sent there previously. The squadron continued under the operational control of FAW-12.

11 Feb–Mar 1945: The squadron was relieved by VPB-145 and received orders to deploy to Natal, Brazil, under the operational control of FAW-16. The



Squadron PV-1s at NAS Argentina, December 1942, 80-G-37868 (Courtesy Captain Jerry Mason, USN).



The squadron PV-1, number 125-B-6, that sank U-174 on 27 April 1943, 80-G-71986 (Courtesy Captain Jerry Mason, USN).



Crew members with their PV-1 that sank U-174, 80-G-71987 (Courtesy Captain Jerry Mason, USN).



Lt(jg) Thomas Kinaszcuk, pilot of the PV-1 that sank U-174, 80-G-71985 (Courtesy Captain Jerry Mason, USN).

squadron arrived at Natal on the 18th, and began barrier sweeps on the 28th. During March, the squadron maintained detachments at Forteleza, Fernando de Noronha and Ascension Island. The detachments rejoined the squadron at Natal at the end of March.

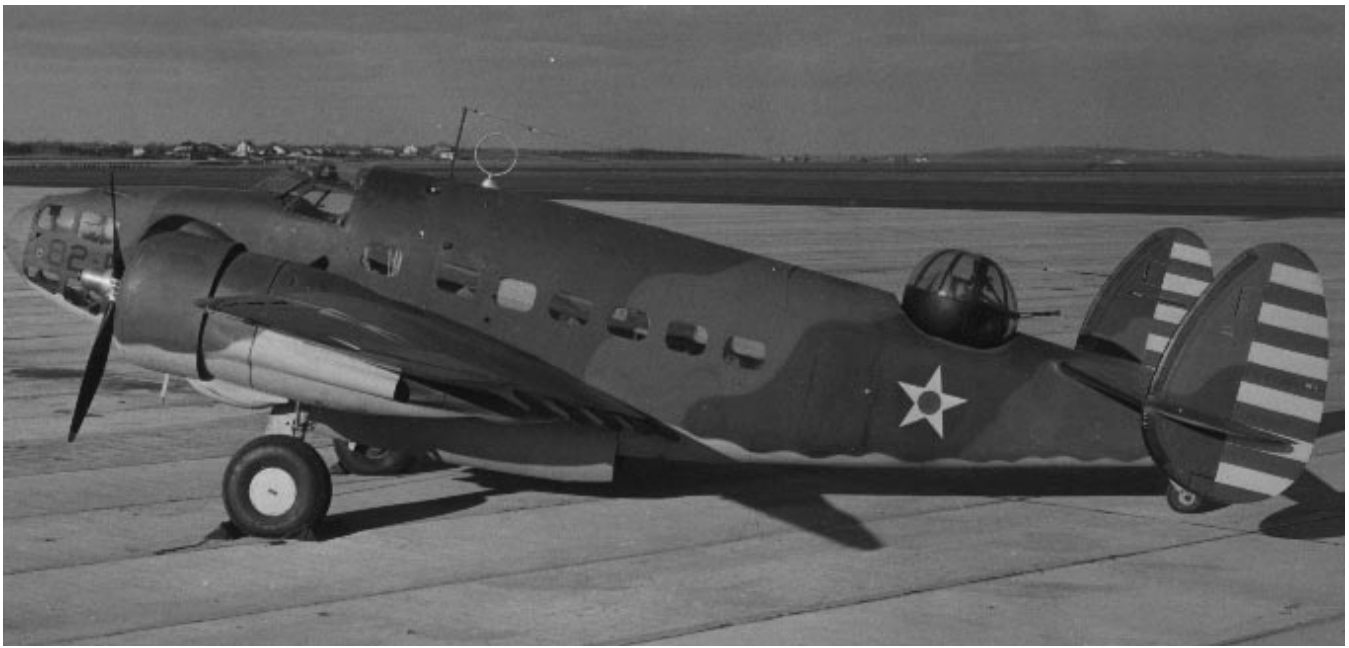
27 Apr–May 1945: VPB-125 began its relocation to Elizabeth City, N.C., arriving on 30 April. The squadron came under the operational control of FAW-9. During the month of May the squadron maintained a six-aircraft detachment at NAS Brunswick, Maine.

1 Jun 1945: The Brunswick detachment rejoined the squadron at NAS Elizabeth City in preparation for disestablishment.

8 Jun 1945: VPB-125 was disestablished.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAF Seattle, Wash.	1 Sep 1938
NAS Alameda, Calif.	6 Jan 1941
NAS Norfolk, Va.	1 Jun 1941
NAS Floyd Bennett Field, N.Y.	15 Aug 1941
NAS Norfolk, Va.	15 Oct 1941
NAS Quonset Point, R.I.	28 Oct 1941
NAS Boca Chica, Fla.	4 Jul 1943
NAF San Julian, Cuba	1 May 1944



A squadron PBO-1 at Argentia, Newfoundland, 80-G-14910 (Courtesy Captain Jerry Mason, USN).

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Natal, Brazil	11 Feb 1945
NAS Elizabeth City, N.C.	30 Apr 1945

Commanding Officers—Continued

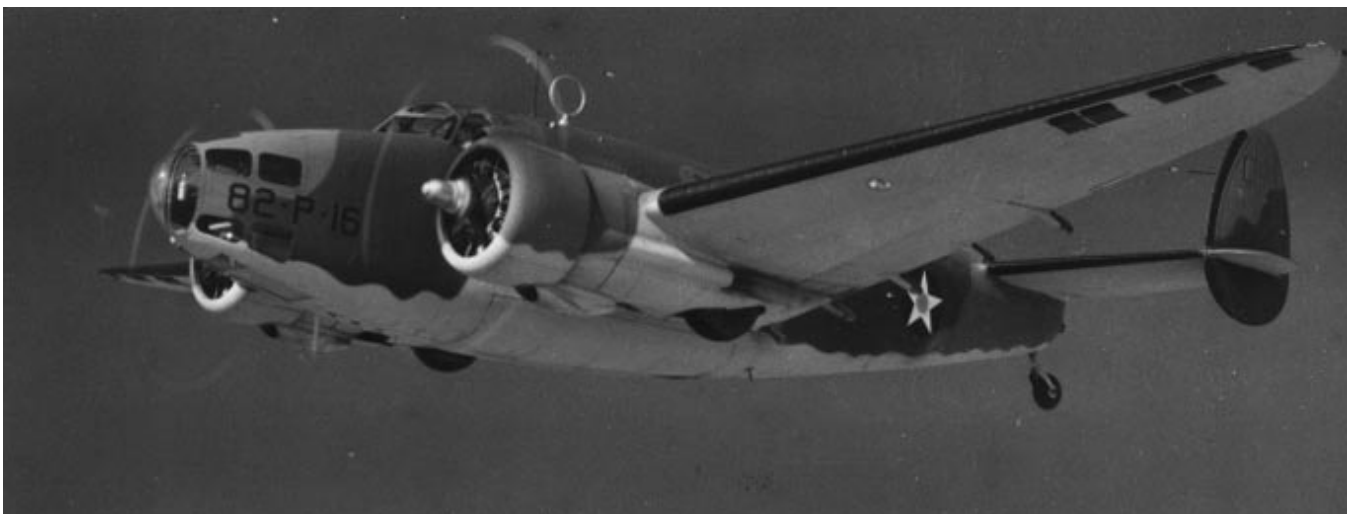
	<i>Date Assumed Command</i>
LCDR Robert J. Slagle	26 Aug 1944
LCDR Julius E. Gibbs	6 Feb 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William D. Johnson, Jr.	1 Sep 1938
LCDR William L. Erdmann	3 Jan 1940
LCDR J. D. Greer	19 Jun 1942
LCDR W. W. Hollister	26 Oct 1942
LCDR F. M. Slater	23 Mar 1943
LCDR W. A. Smyth	31 Aug 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
P2Y-3	Sep 1938
PBY-3	Mar 1941
PBY-4	Apr 1941
PBY-5	May 1941
PBO-1	Nov 1941
PBY-5A	May 1942
PV-1	Sep 1942



Squadron PBO-1s in flight, 80-G-14912 (Courtesy Captain Jerry Mason, USN).

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>
Jan 1940	Feb 1940	PatWing-4	Sitka	P2Y-3	NorPac
1 Jan 1942	10 Jun 1942	PatWing-7	Teal (AVP 5) Argentina Pocomoke (AV 9) George E. Badger (AVD 3) Barnegat (AVP 10)	PBO-1	NorLant
11 Aug 1942*	17 Jun 1943	PatWing-11	Trinidad	PBO-1	Carib
15 Nov 1942	17 Jun 1943	PatWing-7	Argentina	PV-1	NorLant
1 Oct 1943	11 Feb 1945	FAW-12	San Julian	PV-1	Carib
11 Feb 1945	27 Apr 1945	FAW-16	Natal	PV-1	SoLant

* This deployment only involved a squadron detachment.



A squadron PV-1 at NAS Argentina, December 1942, 80-G-37867 (Courtesy Captain Jerry Mason, USN).

Air Wing Assignments

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-4		1 Sep 1938
PatWing-6		6 Jan 1941
PatWing-5		Jun 1941
PatWing-8		15 Aug 1941
PatWing-5		15 Oct 1941
PatWing-9		28 Oct 1941
PatWing-7		1 Jan 1942
PatWing-9/FAW-9*		9 Jun 1942

Air Wing Assignments—Continued

<i>Air Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-7		Nov 1942
FAW-9		Jun 1943
FAW-12		Jul 1943
FAW-16		11 Feb 1945
FAW-9		27 Apr 1945

* Patrol Wing 9 (PatWing-9) was redesignated Fleet Air Wing 9 (FAW-9) on 1 November 1942.

Unit Awards Received

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
NUC	15 Jan 1942	10 Jun 1942

Unit Awards Received—Continued

<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>	
	1 Apr 1943	30 Apr 1943



A squadron PV-1 takes off from Natal, Brazil, 25 April 1945, 80-G-49001 (Courtesy Captain Jerry Mason, USN).

VPB-126

Lineage

Established as Patrol Squadron NINETY THREE (VP-93) on 5 January 1942.

Redesignated Bombing Squadron ONE HUNDRED TWENTY SIX (VB-126) on 1 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY SIX (VPB-126) on 1 October 1944.

Disestablished on 27 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

5 Jan 1942: On this date, the squadron was established at NAS Norfolk, Va., under the operational control of Patrol Wing 9. The men and material assigned to the squadron had been sent to NAS Banana River, Fla., for flight training in the PBM Mariner seaplane and would not have been present for any ceremony, even had one been planned. However, due to the shortage in Mariner aircraft, the squadron personnel were transferred to NAS Norfolk where most of the first month of training was conducted in PBY-5A Catalinas. Cross-country flying and navigation skills were improved when the squadron was assigned the mission to ferry PBY aircraft from the West Coast back east.

5 April 1942: The squadron received orders to transfer to NAS Quonset Point, R.I., in preparation for overseas deployment.

12 May 1942: VP-93 deployed to NAF Argentia, Newfoundland. The squadron was ready for combat operations on 20 May, under the tactical control of Patrol Wing 7 and administrative control of Patrol Wing 9. The squadron split into two detachments, with one remaining at Argentia and the other in Greenland. *Pocomoke* (AV-9), anchored in Placentia Harbor, Argentia, Newfoundland, provided the supply and maintenance facilities critical to the squadron's upkeep in the frigid conditions of the North Atlantic. Convoy coverage was extremely difficult due to constant heavy fog and frequent failures of the primitive radar sets in use by the squadron at the time. Weather was the direct cause of death for Lieutenant (jg) Wilson B. Rippey and his crew, who were forced to set down on the surface after losing their bearings. Rescue aircraft could not locate Rippey and his crew before heavy seas sank their aircraft.

1 Sep-Dec 1942: A detachment of squadron aircrews was sent to NAS Quonset Point, R.I., for check-out in the PBO aircraft. The decision had been made to replace the squadron's PBY-5A aircraft with the PV-1,

an improved version of the PBO, when sufficient numbers of the former became available. By the completion of training enough aircraft had been received to outfit the squadron. These were ferried back to NAF Argentia on 2 December 1942. Three of the PBY-5As were retained for utility work and the rest of the Catalinas were flown back to the U.S. With the conversion of the squadron from seaplanes to landplanes, the designation of the squadron was changed to VB-126.

17 Jun 1943: VB-126 returned to NAS Quonset Point, R.I., after a 13-month deployment at NAF Argentia, Newfoundland, coming under the operational control of FAW-9. By this date, the battle for the North Atlantic with the German wolf packs had been won and no replacement squadrons were sent to Argentia. The squadron spent the next year and a half divided into detachments at NAS Quonset Point, NAS New York and MCAS Cherry Point, N.C.

10 Jan-Jun 1945: VPB-126 departed NAS New York, N.Y., for deployment to NF Natal, Brazil. Soon after arrival, the squadron split into detachments with sections at various times at Fortaleza, Brazil, and Ascension Island. The routine of daily patrols was broken on 3 May 1945 by a two-week period of training for eight pilots in the use of wing-mounted HVAR rockets at Maceio, Brazil. The lack of enemy activity and the general winding down of the war effort resulted in the return of the squadron to the U.S. on 21 May 1945. Upon arrival at NAS Floyd Bennett Field, New York, N.Y., the squadron began preparations for disestablishment. The formal disestablishment took place at NAS Floyd Bennett Field, N.Y., on 27 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	5 Jan 1942
NAS Quonset Point, R.I.	5 Apr 1942
NAS New York, N.Y.	Dec 1943
NAF Natal, Brazil	Jan 1945
NAS Floyd Bennett Field, N.Y.	21 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Claude W. Haman	5 Jan 1942
LCDR William B. Short	22 Oct 1942
LCDR Bernard W. Dunlop	18 Sep 1943
LCDR William H. Munson	7 Aug 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PBY-5A	5 Jan 1942
PBO	1 Sep 1942
PV-1	1 Mar 1943



Squadron personnel with their PV-1 in the background at NAS Quonset Point, September 1943, 80-G-383780 (Courtesy Captain Jerry Mason, USN).

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 May 1942	17 Jun 1943	PatWing-7/9*	Argentia	PBY-5A PBO/PV-1	NorLant
10 Jan 1945	21 May 1945	FAW-17	Natal	PV-1	SoLant

* Tactical control was maintained by PatWing-7 and administrative control by PatWing-9.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
PatWing-9		5 Jan 1942
PatWing-7/9/FAW-7/9*		12 May 1942
FAW-9		17 Jun 1943
FAW-16		10 Jan 1945
FAW-9		21 May 1945

* Tactical control was maintained by PatWing-7 and administrative control by PatWing-9. Patrol Wings (PatWings) 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.	

VPB-127

Lineage

Established as Bombing Squadron ONE HUNDRED TWENTY SEVEN (VB-127) on 1 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY SEVEN (VPB-127) on 1 October 1944.

Disestablished on 10 July 1945.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 2 April 1943. The central character of the design was known as Pee-Wee One. This cartoonish figure was riding a bomb downwards, holding binoculars to his eyes. His head was strangely shaped and somewhat



The squadron's cartoon insignia.

resembled the PV-1 Ventura that the squadron flew. Pee-Wee was the "symbol of the spirit that was built into the squadron airplanes, and his primary function was to guard and protect the aircraft and those who fly them." Colors: field, gray; bomb, blue with gray markings; figure, blue with black outlines; face and hands, pink; binoculars, black; shoes, reddish brown.

Nickname: None on record.

Chronology of Significant Events

1 Feb–19 Apr 1943: VB-127 was established on 1 February at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. The squadron remained at Deland for ground school and flight training in SNB-1 twin Beechcraft until the arrival of the squadron's Venturas on 19 March. Training continued at Deland until mid-April. On 19 April, the squadron was relocated to NAAF Boca Chica, Fla., for operational training. Although the squadron was not the first landplane patrol squadron in the Navy, it had the distinction of being the first to have the new VB designation that officially replaced the former VP prefix for all land-based patrol squadrons after 1 March 1943.

10 May 1943: The squadron began its flight south to Panamarin Field, NAF Natal, Brazil, coming under the operational control of FAW-16 after its arrival on 14 May. Repair and maintenance facilities were inadequate, forcing the squadron to cannibalize one of its own aircraft shortly after arrival to have a supply of parts for the others. The primary missions assigned were antishipping patrols, ASW coverage and convoy protection on an average of two or three times each week. Patrols usually lasted six and a half hours, the maximum endurance of the Ventura with a margin for safe return to base. Patrols were run in cooperation with VBs 129 and 107, also based at NAF Natal.

21 Jun 1943: An eight-aircraft detachment was sent to NAF Fortaleza, Brazil. This split arrangement remained in effect during the entire deployment. The same repair and maintenance problems existed as at Natal. One perfectly good aircraft was grounded and designated as spare parts.

30 Jul 1943: Lieutenant (jg) W. C. Young and crew attacked and sank *U-591*, Oberleutnant Raimar Ziesmer commanding, off Recife, Brazil. Twenty-eight survivors out of a crew of 49, including the commanding officer, were picked up by *Saucy* (PG 65).

1 Aug 1943: Lieutenant J. R. Marr lost power in his starboard engine on takeoff from NAF Natal and crashed into the water. The accident killed five personnel and injured five others, most of whom had been aboard as passengers en route to Natal on administrative matters.

2 Sep 1943: VB-127 was withdrawn from NAF Natal and assigned duty in the Mediterranean. On 6 September, the squadron reported to FAW-15 after arriving at NAF Port Lyautey, F.M. The mission at this location remained much the same as at Natal, antishipping and ASW patrols over the convoy lanes. On 30 November, a detachment was sent to Agadir, F.M., for ASW sweeps in the vicinity of the Canary Islands. The sweeps covered the principal islands of the group at a distance of six miles off shore.

29 Sep 1943: Lieutenant (jg) T. W. DuBose crashed into the top of a hill 15 miles northeast of Ben Ahmed, F.M. Cause of the accident was unknown and all hands were lost.

28 Oct 1943: Lieutenant A. C. Berg and Lieutenant (jg) W. C. Young were on ASW patrol in two squadron Venturas in the vicinity of the Canary Islands when attacked by two Spanish CR-42 fighters from Gando Field. The attackers were repulsed with no injuries to personnel or damage to either VB-127 aircraft. One of the CR-42s was hit and made a forced landing on the beach near Gando Field.

24 Feb 1944: *U-761* was detected by PBV-5 Catalinas of VP-63 during an attempt to pass through the Straits of Gibraltar. The two VP-63 PBVs, piloted by Lieutenants Howard Baker and T. R. Woolley, used their MAD gear to detect, track and assist in the sinking of *U-761*, Oberleutnant Horst Geider commanding. The U-boat was attacked by a British Catalina of RAF Squadron 202 and a PV-1 Ventura of VB-127. Lieutenant P. L. Holmes, pilot of the VB-127 Ventura, assisted in the kill by dropping depth charges on *U-761* when it surfaced. It was the first sinking of a submarine aided by MAD equipment. Following the attack by VB-127, the U-boat was scuttled near Tangier, in view of approaching British destroyers. The crew of 51 was picked up by HMS *Anthony* and *Wishart*.

4 Apr 1944: Lieutenant (jg) D. L. Schlater and crew were killed in a crash during a test hop eight miles from Port Lyautey. Cause of the crash was never determined.

24 Jun–27 Sep 1944: A four-aircraft detachment was sent to Algiers, Algeria, for temporary duty with the Commander, Eighth Fleet. On 28 June two more aircraft joined the detachment. Principal duties involved transportation of personnel, cargo and mail from Algiers to Naples, Italy, prior to the invasion of southern France. The detachment rejoined the squadron at NAF Port Lyautey on 27 September.

8 May 1945: Victory in Europe Day (VE Day) was proclaimed with the sounding of all the station air-raid sirens. Celebrations lasted through 9 May. Operational flights officially ended on 16 June.

21 Jun–10 Jul 1945: VPB-127 was relieved for return to the United States, arriving at NAS Quonset Point, R.I., on 23 June 1945. After issuing orders for demobilization or extension of duty to the personnel remaining, VPB-127 was formally disestablished at NAS Quonset Point, R.I., on 10 July 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	1 Feb 1943
NAAF Boca Chica, Fla.	19 Apr 1943
NAF Natal, Brazil	14 May 1943



A PV-1 receiving a wash down at NAS Port Lyautey following a routine mission, May 1945, 80-G-K-5245.

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAF Port Lyautey, F.M.	6 Sep 1943
NAS Quonset Point, R.I.	23 Jun 1945

Commanding Officers—Continued

	<i>Date Assumed Command</i>
LCDR Alvin C. Berg	8 Sep 1944
LCDR Gordon L. Taylor	15 Apr 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR William E. Gentner, Jr.	1 Feb 1943
LCDR Richard L. Friede	7 Jul 1943

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 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>
10 May 1943	*	FAW-16	Natal	PV-1	SoLant
21 Jun 1943 [†]	*	FAW-16	Fortaleza	PV-1	SoLant
2 Sep 1943	*	FAW-15	Port Lyautey	PV-1	Med
30 Nov 1943 [†]	*	FAW-15	Agadir	PV-1	Med
24 Jun 1944 [†]	21 Jun 1945	FAW-15	Algiers	PV-1	Med

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

[†] Deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		1 Feb 1943
FAW-16		14 May 1943
FAW-15		2 Sep 1943
FAW-5		21 Jun 1945

Unit Awards Received

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

A PV-1 taxiing at NAS Port Lyautey, May 1945. 80-G-K-5246.



VPB-129

Lineage

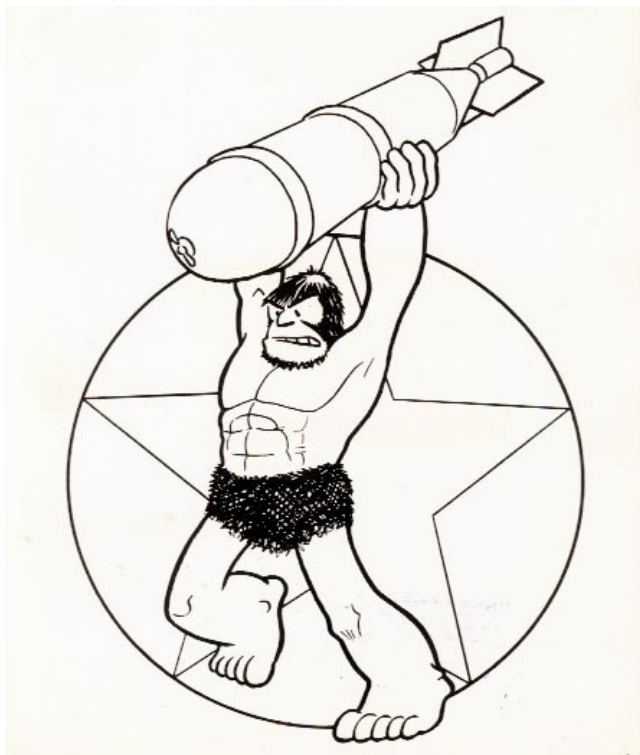
Established as Bombing Squadron ONE HUNDRED TWENTY NINE (VB-129) on 22 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED TWENTY NINE (VPB-129) on 1 October 1944.

Disestablished on 4 June 1945.

Squadron Insignia and Nickname

The insignia for VPB-129 was approved by CNO on 30 June 1944. Centered in the design was the caveman cartoon character Alley Oop, poised to throw a large



The squadron's cartoon insignia.

bomb on an unseen enemy below. The white star on a blue circle used to identify U.S. military aircraft was a backdrop for Alley Oop. The use of the large bomb was symbolic of the squadron's role as a medium bombing squadron flying the PV-1 Ventura. Colors: field, royal blue; star, white; bomb, egg yolk yellow; Alley Oop, white skin wearing black trunks.

Nickname: None on record.

Chronology of Significant Events

22 Feb–May 1943: VB-129 was established at NAS Deland, Fla., under the operational control of FAW-12,

as a medium bombing squadron flying the PV-1 Ventura. The squadron started out with the handicap of having only one pilot who had qualified previously as a patrol plane commander. After completing the customary ground school training, the flight crews were introduced to twin-engine operation in the SNB-1 Kansan, before getting orientation to the more powerful Ventura. The squadron was relocated on 10 May to NAAF Boca Chica, Fla., for shakedown and advanced flight training. Maintenance problems were gradually worked out after the newly established HEDRON system was in place and functional. Shakedown training was cut short by operational demands.

30 May 1943: VB-129 was transferred to NAF Natal, Brazil, under the operational control of FAW-16. The squadron hastily departed NAAF Boca Chica in elements of three aircraft, the last arriving at Natal on 5 June. Conditions at NAF Natal were at that time very primitive. There was no Navy establishment and the small Army Post Exchange was the only place where basic amenities could be obtained. ASW patrols, convoy escort and barrier sweeps commenced upon arrival. The squadron's first operational casualty occurred when one of its aircrews failed to return from a routine familiarization flight. Extensive searches of the sector gave no clue to the crew's fate until a section of wingtip washed up on the beach days later.

15 Jun 1943: The squadron was relocated to NAF Recife, Brazil, to continue the ASW patrols, convoy escort and barrier sweeps as before. The base at Recife was still in the process of being set up. The HEDRON was not yet functional and had no shops or adequate berthing facilities. The nearby town of Pernambuco had more to offer on liberty than Natal, and a strong British presence made American visitors feel welcome.

24 Jul 1943: VB-129 was transferred to NAF Ipitanga, Bahia, Brazil. VPB-129 was the first Navy squadron to use the facility, which had been previously shared by the Army and Pan American Airways. The squadron shared the field with a Brazilian Air Force squadron flying Hudsons (three crews and three aircraft). This squadron and VP-74, a PBM squadron located at NAF Aratu, near the town of Bahia, came under the command of VB-129's skipper, who was the senior naval officer present. Sweeps were coordinated between the three squadrons. The field had only one airstrip bordered by high sand hills. The city of Bahia was located 30 miles away, but did have a naval presence in the form of a Navy base. Buildings that existed at Ipitanga Field were quickly converted to barracks, chow hall and recreational facilities. R&R was spent by squadron personnel on five-day leave periods to Rio de Janeiro, the Brazilian capital. It was on one of these trips that the squadron incurred its second major loss when the NATS transport aircraft crashed, killing three squadron officers and three enlisted personnel. The

squadron maintenance program at Ipitanga Field was hampered by the inadequacies of the understaffed and poorly equipped HEDRON. It was always necessary to lend HEDRON enlisted personnel to accomplish the maintenance required while at this field. During operations from Ipitanga the elimination of drop tanks and two depth bombs improved the safety record of the squadron and eased the load on the aircraft.

30 Jul 1943: Lieutenant Commander Thomas D. Davies and crew sighted a fully surfaced submarine during a coastal barrier sweep northeast of Bahia. The U-boat crew attempted to fight it out with their 20-mm AA fire, but the bow guns of the Ventura quickly cleared the decks of the submarine, allowing Davies to make a perfect drop with four Mark 47 depth charges athwart the still surfaced U-boat. The submarine *U-604*, Kapitänleutnant Horst Höltring commanding, submerged after the attack then surfaced again at a 60-degree angle with the screws out of the water. The U-boat again submerged. Later, German prisoners of war indicated that damage to the U-boat was so severe that it had to be scuttled on 11 August.

7 Feb 1944: VB-129 was relieved for return to NAS Quonset Point, R.I., under the operational control of FAW-9. All hands were given 15 days home leave with orders to return on 24 February for AsDevLant school

for HVAR rocket projectile training. Each student was required to fire at least 56 rockets before being qualified. During this interval, eight of the squadron aircraft were refitted with rocket rails.

27 Mar 1944: VB-129 was put back on operational patrols from NAS Quonset Point, R.I., under the operational control of FAW-9 and the Eastern Sea Frontier. Missions consisted of ASW sweeps, convoy coverage and sweeps of convoy tracks.

4 May 1944: The squadron was transferred to NAS Elizabeth City, N.C., with the same mission assignment as at Quonset Point.

4–11 Nov 1944: VPB-129 was temporarily detached for a week to conduct ASW sweeps and convoy patrols from NAS New York, N.Y.

3 Dec 1944–Mar 1945: A three-aircraft detachment was sent to NAS Brunswick, Maine, for ASW duty. The detachment was rotated among all the squadron aircrews through 13 March 1945 when the detachment rejoined the squadron at NAS Elizabeth City, N.C.

21 May 1945: Orders were received for disestablishment of the squadron. Aircraft were ferried to NAS Clinton, Okla., and personnel were given their orders for demobilization or extension of duty.

4 Jun 1945: VPB-129 was formally disestablished at NAS Quonset Point, R.I.



The squadron's attack on U-604 on 30 July 1943 resulted in so much damage to the submarine that the crew was forced to scuttle it on 11 August 1943.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	22 Feb 1943
NAAF Boca Chica, Fla.	10 May 1943
NAF Natal, Brazil	30 May 1943
NAF Recife, Brazil	15 Jun 1943
NAF Ipitanga, Brazil	24 Jul 1943
NAS Quonset Point, R.I.	7 Feb 1944
NAS Elizabeth City, N.C.	4 May 1944
NAS Quonset Point, R.I.	May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Jamie E. Jones	22 Feb 1943
LCDR Lester E. Geer	27 May 1944

Aircraft Assignment

	<i>Type of Aircraft</i>	<i>Date Type First Received</i>
	PV-1	Apr 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>
30 May 1943	*	FAW-16	Natal	PV-1	SoLant
15 Jun 1943	*	FAW-16	Recife	PV-1	SoLant
21 Jul 1943	7 Feb 1944	FAW-16	Bahia	PV-1	SoLant

* 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		22 Feb 1943
FAW-16		30 May 1943
FAW-9		7 Feb 1944
FAW-5		4 May 1944
FAW-9		21 May 1945

Unit Awards Received

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

VPB-132

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY TWO (VB-132) on 15 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY TWO (VPB-132) on 1 October 1944.

Disestablished on 30 May 1945.

Squadron Insignia and Nickname

VB-132 had submitted a proposed insignia to BuAer on 2 June 1943, but BuAer replied, "The insigne forwarded ... is returned herewith, not approved, since the design submitted encroaches on the insigne of Bombing Squadron 103. ..." Apparently, the squadron did not submit another design due to the press of operational commitments.

Nickname: None on record.

Chronology of Significant Events

15 Mar 1943: VB-132 was established at NAAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. Ground school and orientation to the Ventura was completed on 14 June when the squadron was relocated to NAAS Boca Chica, Fla., for shakedown and advanced ASW training. On 5 July the squadron completed this phase of training and remained at Boca Chica for operational ASW patrols under Commander Gulf Sea Frontier.

14 May 1943: Lieutenant (jg) Robert L. Wist and three of his crew were killed in a crash during a night training flight.

22 Jun 1943: Lieutenant Lawrence J. Carl and his crew of four were killed in a crash during a search mission.

4 Aug 1943: A six-aircraft detachment was sent to NAF San Julian, Cuba, for ASW sweeps of convoy routes in the Caribbean. The detachment rejoined the squadron at Boca Chica on 13 October 1943.

18 Oct 1943: VB-132 was transferred to NAS Quonset Point, R.I., for training under AsDevLant in HVAR rocket-projectile training.

10 Dec 1943: VB-132 was deployed to Craw Field, NAF Port Lyautey, F.M., under the operational control of FAW-15, arriving for duty on 24 December 1943. Because there was not enough room on the aircraft for everyone in the squadron, 15 enlisted personnel travelled aboard the tender *Albemarle* (AV 5) to Port Lyautey, having left for that purpose on 19 November. The squadron flew a circuitous route through Florida; Puerto Rico; Belem, Brazil; Natal, Brazil; Ascension Island; Liberia, Africa; Mauritania, W. Africa; Tindouf,

Algeria; and Marrakech, F.M. Primary duties assigned were ASW patrols in cooperation with elements of the 8th Fleet in the Mediterranean.

10 Jan 1944: Lieutenant Edward P. Wood and his crew of five were killed in a crash at sea during an ASW patrol 30 miles west of Craw Field, Port Lyautey, F.M.

7 Feb 1944: VB-132 was relocated to Advance Base Unit Number One, NAF Agadir, F.M., becoming operational on 14 February. A six-aircraft detachment was returned to NAF Port Lyautey on the 14th to conduct ASW patrols in the waters around Gibraltar. The primary mission of the squadron at this location was to provide ASW coverage for the Canary Islands.

1 Jul 1944: Ensign Louie H. Hatchett and four of his crew were killed in a crash during a gunnery training flight 20 miles northwest of NAS Port Lyautey, F.M. On this date the squadron began receiving pilots and crews of Free French Patrol Squadron 1 (VFP-1) for training. The orientation course on the PV-1 Ventura was completed on 16 November 1944. When all squadron aircraft, supplies and equipment were turned over to VFP-1.

16 Oct 1944: Lieutenant (jg) Thomas J. Galvin and his crew of four were killed in a crash near Naples, Italy, while on temporary duty with the HEDRON, FAW-15.

19 Nov 1944: VPB-132 was relieved for return to the U.S., arriving at NAS Norfolk, Va., on 24 November. All hands were given home leave. The squadron was reformed at NAS Norfolk on 28 December 1944, under the operational control of FAW-5.

1 Feb 1945: VPB-132 was transferred to NAS New York, N.Y., with the Fleet Air Detachment under operational control of FAW-9 and CTG 02.7, ComEastSeaFron. The squadron conducted ASW sweeps and patrols over the convoy lanes leading into New York Harbor.

14 Mar 1945: Naval Aviation Mobile Training Unit #103 arrived at NAS New York to train VPB-132 personnel in the operation of PB4Y-2s. No Privateer aircraft were assigned to the squadron at this time. Training proceeded with the three aircraft that MTU-103 brought with them.

21-30 May 1945: VPB-132 received orders to disestablish. All aircraft were flown to NAS Clinton, Okla., on 23 May. All personnel were transferred to NAS Quonset Point, R.I. on 25 May. On 30 May 1945, VPB-132 was officially disestablished at NAS Quonset Point, R.I.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	15 Mar 1943

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAAF Boca Chica, Fla.	14 Jun 1943
NAS Quonset Point, R.I.	18 Oct 1943
NAF Port Lyautey, F.M.	10 Dec 1943
NAAF Agadir, F.M.	7 Feb 1944
NAS Norfolk, Va.	19 Nov 1944
NAS New York, N.Y.	1 Feb 1945
NAS Quonset Point, R.I.	25 May 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Thomas H. Moorer	15 Mar 1943
LCDR Carl R. Doerflinger	1 Jan 1944
LCDR Peter Shumway	13 Sep 1944
LCDR Carl D. Bauer	1 Mar 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	15 Mar 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>
4 Aug 1943	13 Oct 1943	FAW-12	San Julian	PV-1	Carib
10 Dec 1943	7 Feb 1944	FAW-15	Port Lyautey	PV-1	Med
7 Feb 1944	19 Nov 1944	FAW-15	Agadir	PV-1	Med

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		15 Mar 1943
FAW-9		18 Oct 1943
FAW-15		10 Dec 1943
FAW-5		19 Nov 1944
FAW-9		1 Feb 1945

Unit Awards Received

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

A squadron PV-1 in flight, circa 1943.



VPB-134

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY FOUR (VB-134) on 29 March 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY FOUR (VPB-134) on 1 October 1944.

Disestablished on 25 April 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

29 Mar 1943: VB-134 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. After a period of ground training and introduction to the PV-1 Ventura, the squadron was relocated to NAAF Boca Chica, Fla., for shakedown and advanced ASW training, which was completed by the end of July.

5 Jul 1943: Lieutenant Richard R. Barnes and his eight crew members were killed on takeoff from NAS Deland on the day the squadron began its transfer to NAAF Boca Chica, Fla. The Army had only recently turned over the Boca Chica facility to the Navy. Most members of the squadron wished they had kept it, as the basic amenities of life were absent or totally substandard and the clouds of mosquitoes at night were unbearable. The sand fleas took over in the daytime.

25 Jul–1 Sep 1943: VB-134 was transferred to MCAS Cherry Point, N.C., under the operational control of FAW-5, relieving VB-126. The squadron was assigned patrol sectors, providing four dawn-to-dusk escort cover patrols for convoys along that portion of the eastern seaboard. The PBM squadrons at NAS Norfolk, Va., VPs 201 and 203, conducted the daytime patrols over the same sectors. On 1 September administrative and operational control over the squadron was transferred to FAW-9.

21 Nov 1943: VB-134 was sent to the AsDevLant training course for rocket projectiles at NAS Quonset Point, R.I., returning back under the operational control of FAW-5.

5 Dec 1943: Lieutenant Walter Craig was caught by a gust of wind on landing and rolled inverted over the flight line. He applied full power to attempt to pull out, but struck the corner of a hangar before he could recover. The entire aircrew of four, plus five enlisted personnel working in the hangar, were killed in the crash and fire.

24 Jan 1944: The squadron received orders on 27 December 1943 to proceed to Ibura Field, NAF Recife,

Brazil, to relieve VB-143. VB-134 departed NAS Quonset Point on 24 January 1944, with the last Ventura arriving at Recife on 8 February. Upon arrival the squadron came under the operational control of FAW-16. From this base the squadron conducted dawn-to-dusk coverage of convoys between Rio de Janeiro, Brazil, and Trinidad.

16 Feb 1944: A three-aircraft detachment was sent to NAF Maceio, Brazil, 90 miles south of Recife.

5 Apr 1944: The entire squadron joined its detachment at Maceio. A three aircraft detachment was left at NAF Recife, to assist in training the First Brazilian Air Group, also stationed at Ibura Field, Recife. Two squadron members were among those who flew to NAS Quonset Point, R.I., to pick up new PV-1 Venturas for delivery to the Brazilian Air Group. This detachment remained at NAF Recife until 26 October 1944 when it rejoined the squadron at NAF Fortaleza.

28 Apr 1944: VB-134 was relocated to NAF Pici Field, Fortaleza, Brazil. A three-aircraft detachment was sent to NAF Tirirical Field, Sao Luiz, Brazil. The detachment remained at Sao Luiz until 6 February 1945, when it rejoined the squadron at Fortaleza. Pici Field was adequate for general purposes, maintenance was the only major shortcoming. The HEDRON assigned there could conduct routine 30 to 60 hour engine checks, but the more extensive 240 hour checks, engine changes and major repairs had to be done at Ibura Field, NAF Recife.

27 Nov 1944: Ensign Charles M. Rockwell struck the surface while conducting rocket-firing training at sea approximately 15 miles from NAF Maceio. All hands except one were able to exit the aircraft without serious injury before it sank. The cause of the accident was diving at too low an altitude while firing, and running into the water spray from the rockets, ripping off the port engine and starboard propeller. Rockwell was able to recover with the remaining momentum bringing the damaged aircraft back to 200 feet, then ditching it in a controlled crash. A Coast Guard cutter standing by picked up the men within six minutes of ditching.

18 Dec 1944: Lieutenant (jg) Wolfe and his crew, and four passengers were killed on takeoff from Pici Field, Fortaleza, when his port engine exploded and the aircraft spun into the ground inverted. The crash resulted in a general squadron standdown while all of the aircraft were inspected. Several were found to have major deficiencies requiring several months to make them airworthy.

11 Feb 1945: A detachment was sent to NAF Fernando de Noronha, returning to NAF Fortaleza on 21 February to rejoin the squadron in time to prepare for the return to NAS Norfolk, Va.

1 Mar–25 Apr 1945: VPB-134 was transferred to NAS Norfolk, Va., arriving 7 March 1945. Upon arrival the squadron came under the operational control of

FAW-5. All squadron aircraft were turned over to the HEDRON and its personnel given demobilization or extension orders. VPB-134 was disestablished at NAS Norfolk, Va., on 25 April 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	29 Mar 1943
NAAF Boca Chica, Fla.	5 Jul 1943
MCAS Cherry Point, N.C.	25 Jul 1943
NAS Quonset Point, R.I.	21 Nov 1943
NAF Recife, Brazil	24 Jan 1944
NAF Maceio, Brazil	5 Apr 1944
NAF Fortaleza, Brazil	28 Apr 1944

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAS Norfolk, Va.	1 Mar 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Frederic N. Howe	29 Mar 1943
LCDR John G. Waldmann	28 Oct 1943
LCDR Walter G. Barnes, Jr.	2 Feb 1945

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Apr 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>
24 Jan 1944	*	FAW-16	Recife	PV-1	SoLant
16 Feb 1944	*	FAW-16	Maceio	PV-1	SoLant
28 Apr 1944	1 Mar 1945	FAW-16	Fortaleza	PV-1	SoLant
11 Feb 1945 [†]	1 Mar 1945	FAW-16	Fernando	PV-1	SoLant

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

† Deployment dates are only for a squadron detachment.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		29 Mar 1943
FAW-5		25 Jul 1943
FAW-9		1 Sep 1943
FAW-5		21 Nov 1943
FAW-16		24 Jan 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-5		1 Mar 1945

Unit Awards Received

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

VPB-137

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY SEVEN (VB-137) on 17 February 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY SEVEN (VPB-137) on 1 October 1944.

Disestablished on 20 July 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

17 Feb 1943: VB-137 was established at NAS Alameda, Calif., under the operational control of FAW-8, as a medium bombing squadron flying the PV-1 Ventura. Squadron personnel underwent intensive ground and flight training through early May when orders were received for the transpac to Hawaii.

9 May–30 Jun 1943: The squadron aircraft and personnel were loaded aboard ship for transport to NAS Kaneohe, Hawaii, arriving on 16 May 1943. Upon arrival, the squadron came under the operational control of FAW-2. On 18 May a detachment of six-aircraft was sent to Midway Island for operational patrols and advanced training. A second detachment of three-aircraft was sent to Wallis Island, NAAF Funafuti, in the Ellice Island group, on 30 June, making VPB-137 the first Ventura-equipped squadron to operate in the South Pacific.

2 Jul–Nov 1943: VB-137 was transferred to Wallis, joining the detachment already there. Through the middle of November, the squadron patrolled the areas around Wallis and Funafuti Islands. During the invasion of the Gilberts and Marshalls, the squadron provided low-altitude reconnaissance for the task force commanders. In mid-November the squadron was flown to a back area in western Samoa for two weeks of overhaul and change of aircraft engines.

Dec 1943: VB-137 was relocated to Betio, 710 miles from Funafuti, only a week after Tarawa fell. Living conditions were very primitive, with the crews sleeping on the ground the first three nights until tents could be erected. Sniper activity continued for weeks after the squadron arrived.

15 Jan 1944: VB-137 was relieved for return to NAS Kaneohe, Hawaii, and then on to the U.S. for home leave and reforming. During combat operations from 18 May 1943 to 13 January 1944, the squadron lost eight aircraft and three crews in combat and two others in accidents.

2 Mar 1944: VB-137 reformed at NAS Alameda, Calif., under the operational control of FAW-8. On 24 March, the squadron was moved to NAAS Crow's Landing, Calif., for advanced flight training, returning to Alameda on 1 August 1944.

9 Aug 1944: VB-137 aircraft, equipment and personnel were loaded aboard *Nassau* (CVE 16) for transportation to Hawaii, arriving at Ford Island on 15 August. After unloading, all personnel, aircraft and equipment was delivered to NAS Kaneohe under the operational control of FAW-2.

22 Aug 1944: A six-aircraft detachment was sent to Midway Island to conduct daily patrols. Three more aircraft augmented this detachment three days later. All nine aircraft returned to NAS Kaneohe on 4 September.

3 Sep 1944: A three-aircraft/four-crew detachment was sent to Johnston Island to conduct daily patrols. A second detachment of three-aircraft replaced the first detachment on 19 September.

15 Oct 1944: VPB-137 deployed south to Mokerang Field, Los Negros, Admiralty Island, under the operational control of FAW-17. The squadron arrived on 26 October and became operational on the 31st.

29 Nov 1944: VPB-137 moved by sections to Morotai, N.E.I., coming under the operational control of FAW-10. The squadron conducted daily patrols with occasional strikes on Japanese installations on Tobi Island.

1 Jan 1945: VPB-137 moved to Tacloban Field, Leyte, Philippines. On 3 January, a surprise air raid destroyed nine squadron aircraft and damaged two. Missions during this period included daily searches, with occasional taxi hops to Samar, Mindoro, Lingayen, Clark Field, Morotai and Owi.

17 Feb 1945: The squadron mounted a four-aircraft strike on Surigao Town, Luzon, Philippines.

11 Mar–May 1945: A detachment of six-airplanes was sent to Clark Field, Luzon, with another detachment of eight aircraft remaining at Tacloban. On 15 April, the Tacloban detachment relocated to Samar. On 27 May the Clark Field detachment joined the Samar detachment.

10–31 May 1945: VPB-137 aircraft attacked the butanol refineries at Mato and Shoka, Formosa; Japanese infantry units in upper Cagayan Valley, Luzon; and railroad facilities at Shoka, Shinei, Taito and other locations on Formosa.

8 Jun 1945: VPB-137 was relieved for return to the U.S., arriving at NAS Kaneohe, Hawaii, on 9 June. The squadron remained at Kaneohe until arrangements could be made to transport them back to the States. On 2 July the squadron boarded a ship bound for San Diego, Calif. Upon arrival on 9 July, all hands were given leave.

20 Jul 1945: VPB-137 was disestablished at NAS San Diego, Calif.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Alameda, Calif.	17 Feb 1943
NAS Kaneohe, Hawaii	16 May 1943
NAS Alameda, Calif.	Jan 1944
NAAS Crows Landing, Calif.	24 Mar 1944
NAS Alameda, Calif.	1 Aug 1944
NAS Kaneohe, Hawaii	15 Aug 1944
NAS San Diego, Calif.	9 Jul 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Edward R. Sanders	16 Feb 1943
LCDR J. A. Porter	2 Mar 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Mar 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>
9 May 1943	*	FAW-2	Kaneohe	PV-1	EastPac
30 Jun 1943	*	FAW-1	Funafuti	PV-1	SoPac
Dec 1943	15 Jan 1944	FAW-1	Betio	PV-1	SoPac
15 Aug 1944	*	FAW-2	Kaneohe	PV-1	SoPac
15 Oct 1944	*	FAW-17	Los Negros	PV-1	SoPac
29 Nov 1944	*	FAW-10	Morotai	PV-1	SoPac
1 Jan 1945	*	FAW-10	Leyte	PV-1	SoPac
15 Apr 1945	8 Jun 1945	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-8		17 Feb 1943
FAW-2		16 May 1943
FAW-1		30 Jun 1943
FAW-2		15 Jan 1944
FAW-8		2 Mar 1944
FAW-2		15 Aug 1944
FAW-17		15 Oct 1944
FAW-10		29 Nov 1944

Wing Assignments—Continued

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-2		8 Jun 1945
FAW-14		9 Jul 1945

Unit Awards Received

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

VPB-139

Lineage

Established as Bombing Squadron ONE HUNDRED THIRTY NINE (VB-139) on 1 April 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED THIRTY NINE (VPB-139) on 1 October 1944.

Disestablished on 13 September 1945.

Squadron Insignia and Nickname

The insignia submitted by VB-139 was accepted by CNO on 16 May 1944, with the reservation that "the color red is not used in the insignia, and the numeral designation is removed." The squadron's submission



The squadron's VeeBee insignia.

made a clever play on its designation as a V BEE, with the V standing for victory, and the BEE as the personification of the bombing squadron flying missions over the entire face of the globe. The BEE in the design holds a bomb in each foreleg and sports a cigar in his mouth. The BEE was superimposed over the letters VB and is looking downward on a hemisphere showing the Aleutians and northern Japan. Colors: field, deep purplish-blue; bee's body, striped rust and purplish-blue; face, rust; eyeballs, purplish-blue with white pinpoints; upper arm, rust; lower arm, purplish-blue; bombs and cigar, tan; mouth, white; continents, white with purplish-blue water.

Nickname: V-BEES, 1944–1945.

Chronology of Significant Events

1 Apr 1943: VB-139 was established at NAS Ault Field, Whidbey Island, Wash., under the operational control of FAW-6, as a medium bombing squadron flying the PV-1 Ventura. Ground school and familiarization flights in the Ventura continued at Whidbey Island until the end of July. During this period, commanding officer, Lieutenant Commander G. H. Hughes became ill and was relieved of command. On 22 July, the squadron was relocated to NAS Alameda, Calif., where new instrument panels were installed in all of the aircraft. Upon returning to Whidbey Island, the squadron flight crews began training with a new instrument flying syllabus.

1 Oct 1943: VB-139 departed NAS Whidbey Island for its first combat tour in three five-plane sections, arriving at NAF Amchitka, Aleutians, between 7 and 10 October. The squadron then came under the operational control of FAW-4 and was assigned routine search sectors. Missions were generally uneventful but weather always posed a serious hazard. Yet despite the poor weather conditions, the ground crews always managed to have the Venturas ready for the next mission.

1 Nov 1943: A three-aircraft detachment was sent to NAS Adak, Alaska, for patrol duties and special training. On 8 December, three other squadron aircraft relieved this detachment. The first detachment continued on to a new assignment at NAS Attu, Aleutians.

10 Dec 1943: The entire squadron relocated to Casco Field, NAS Attu, relieving VP-136. Routine searches out to 350–550 miles were conducted until 19 January 1944, when the squadron undertook several photographic reconnaissance and bombing missions over the northern Kurile Islands. Occasionally, attacks were made on picket boats as well. On one such attack an aircraft was badly shot up, and the copilot, Lieutenant (jg) Clifford Thumbs, was killed. Planned shipping attacks generally never came about due to the vagaries of the weather. Icing was always a problem and crews never knew after returning from a mission whether the home field would be socked in with heavy fog. On one mission during this period, Lieutenant W. S. Whitman and his crew of five never returned and were listed as missing in action.

19 Jan–Apr 1944: Lieutenant Mantius of VB-136 had earlier demonstrated that the PV-1 could fly operationally as far as the Kuriles. On 19 May, Lieutenants R. A. MacGregor, D. M. Birdsall and T. H. McKelvey made the first night flights over the same area in VB-139 Venturas. Until this flight, it had been assumed that only the B-24 and PBY aircraft had the range to make strikes on the Kuriles. For the next four months the squadron became a part of Empire Express missions over the Kuriles, making photographic runs and bombing through the clouds.

30 Jun 1944: VB-139 was relieved for return to NAS Whidbey Island, Wash. Upon arrival, personnel were given home leave.

1 Aug 1944–Feb 1945: VB-139 reformed at NAS Whidbey Island, Wash., under the operational control of FAW-6. The squadron received all new equipment and aircraft, the PV-2 Harpoon. During January, the crews spent a great deal of time in rocket-projectile firing. Much emphasis was placed on mastering the new GCA equipment. NAS Attu had recently installed this new form of landing control, and it greatly reduced the risks faced by the squadron when returning from long missions and had the field covered by fog. Training and flight familiarization was completed by the end of February 1945.

26 Feb 1945: VPB-139 deployed to Casco Field, NAS Attu, arriving on 16 March. It relieved VPB-136. Upon arrival the squadron came under the operational control of FAW-4 and was assigned routine searches and patrols in conjunction with VPB-131.

27 Mar 1945: One of the squadron aircraft crashed on Shemya and burned, but the crew was able to exit safely and without injury.

6 Apr–Jun 1945: Four VPB-139 Harpoons attacked Kokutan Zaki, Kuriles, with rockets and machine guns. On 6 May, attacks against ground targets were stopped on the order of BuAer. Problems with the strength of the wings and stabilizers on high-G pullouts over the targets confined Harpoon squadrons thereafter to patrols and occasional attacks on surface vessels until the HEDRONS and PATSUs made repairs. Throughout the month of May searches and photographic runs were made over Minami Zaki and the Okhotsk areas in the Kuriles. Little enemy fighter opposition was ever encountered on these missions. AA fire, however, was always present. On 10 May, a group of eight aircraft attacked radar installations at Minami Zaki, Shimushu, and five of the eight were hit by AA fire. All returned to base with no casualties. On 22 April Lieutenant William D. See and his crew of five failed to return from a patrol and were listed as missing in

action. In June, the squadron made several strikes on Shimushu and numerous ships in the harbors. Although fighter opposition was often present, few attacks were ever pressed home.

24 Jul 1945: A detachment of six VPB-139 aircraft was relocated to NAF Amchitka, Aleutians, with the rest remaining at NAS Attu. Duties consisted of routine patrols, searches and mail runs between the island outposts.

20 Aug–13 Sep 1945: VPB-139 was relieved by VPB-135 for return to NAS Seattle, Wash., arriving on 23 August less one aircraft with a breakdown at NAS Kodiak. All aircraft were turned over to HEDRON-6, and all personnel were given extension or demobilization orders on 31 August. Squadron files arrived from NAS Attu on 11 September, and the squadron was disestablished on 13 September 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Whidbey Island, Wash.	1 Apr 1943
NAF Amchitka, Aleutians	7 Oct 1943
NAS Attu, Aleutians	10 Dec 1943
NAS Whidbey Island, Wash.	30 Jun 1944
NAS Attu, Aleutians	26 Feb 1945
NAS Seattle, Wash.	23 Aug 1945

Commanding Officers

	<i>Date Assumed Command</i>
LCDR George H. Hughes	1 Apr 1943
LCDR W. R. Stevens	8 Jul 1943
LCDR Glenn A. David	4 Aug 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	May 1943
PV-2	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>
1 Oct 1943	*	FAW-4	Amchitka	PV-1	NorPac
1 Nov 1943	*	FAW-4	Adak	PV-1	NorPac
10 Dec 1943	30 Jun 1944	FAW-4	Attu	PV-1	NorPac
26 Feb 1945	*	FAW-4	Attu	PV-1	NorPac
24 Jul 1945	20 Aug 1945	FAW-4	Amchitka	PV-1	NorPac

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



Squadron PV-2s returning to Attu after a strike on the Kuriles in 1945.

Wing Assignments

Unit Awards Received

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>	<i>Unit Award</i>	<i>Inclusive Date Covering Unit Award</i>
FAW-6		1 Apr 1943	None on record.	
FAW-4		1 Oct 1943		
FAW-6		30 Jun 1944		
FAW-4		26 Feb 1945		
FAW-6		20 Aug 1945		

Ordnance crew loads rockets on a squadron PV-2 at Attu.



VPB-141

Lineage

Established as Bombing Squadron ONE HUNDRED FORTY ONE (VB-141) on 1 June 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY ONE (VPB-141) on 1 October 1944.

Disestablished on 16 June 1945.

Squadron Insignia and Nickname

None on record.

Chronology of Significant Events

1 Jun 1943: VB-141 was established at NAS Deland, Fla., under the operational control of FAW-12, as a medium bombing squadron flying the PV-1 Ventura. Ground training and introduction to the flying characteristics of the Ventura continued through 19 July, when the squadron was sent to NAAF Boca Chica, Fla., for advanced ASW training and shakedown.

9 Aug 1943: VB-141 was deployed to NAS Guantanamo Bay, Cuba, under the operational control of FAW-11. Assignments consisted of convoy coverage over the Caribbean routes and occasional ASW sweeps.

1 Oct 1943: The squadron was relocated to NAS San Juan, P.R. Assignments continued as before until 10 October when a detachment of six aircraft was sent to Atkinson Field, British Guiana. On the next day, a second detachment of six aircraft was sent to Edinburgh Field, Trinidad. Convoy coverage and ASW sweeps were continued from both locations. Most of the squadron patrols covered the inshore areas, while PBM and PBY squadrons assigned to those bases took the patrol sectors further out.

18 Oct 1943: Both VB-141 detachments were assigned to Trinidad, until 29 October when one of the detachments was sent to Curacao, N.W.I.

13 Nov 1943: Lieutenant (jg) Leck M. Evans and his crew of four failed to return from a patrol mission and were listed as missing.

15 Nov 1943: The Trinidad detachment joined the detachment at NAF Hato Field, Curacao, N.W.I.

19 Dec 1943: The squadron's only sighting of a U-boat was made on this date, a few days after a U.S. tanker, *SS McDowell*, had been sunk. VB-141 conducted continuous sweeps in the area until the U-boat surfaced at 1630 on 19 December. One attack was delivered with negative results before the U-boat submerged and made good its escape.

22 Dec 1943: Lieutenant (jg) William W. Lomas and his crew of five were killed in a crash while taking off on a routine night convoy coverage mission.

Jan 1944: Commander, Caribbean Sea Frontier called off the continuous convoy coverage patrols for Ventura squadrons. Instead, daily patrols of one to five missions per day were substituted, except when a positive U-boat sighting was made.

19 Mar 1944: A six-aircraft detachment was sent to NAS Coco Solo, Panama, C.Z.

7 Apr 1944: The nine aircraft remaining at Curacao returned to NAS San Juan, P.R. Over the next several months, a four-aircraft detachment rotated between Curacao and San Juan. Rocket launching rails were added to the aircraft at this time and 31 pilots were sent back to NAAS Boca Chica, Fla., for rocket-projectile firing training.

7–8 Jul 1944: All of the squadron aircraft returned to NAS Beaufort, S.C., under the operational control of FAW-9. Convoy coverage patrols and training were the primary activities of the squadron through February 1945. During its deployments the squadron experienced severe maintenance problems with the Ventura aircraft. When stationed in the Caribbean, one of the squadron aircraft was designated to be a parts plane, so that the others could be kept in the air. Upon return to the States, with a ready supply of parts at hand, maintenance problems seemed to get worse rather than better.

5 Oct 1944: Lieutenant Dean H. Ringgenberg and two of his crew were killed in a midair collision with another aircraft over Beaufort, S.C.

Feb 1945: A detachment was sent to NAS Brunswick, Maine, to protect the northern convoy routes.

Apr 1945: A detachment of five crews was sent to NAS Quonset Point, R.I., to pick up five new PV-2 Harpoons. Training was well underway and most of the pilots were qualified on the new aircraft when a dispatch was received from BuAer grounding all PV-2 aircraft until modifications could be made to wings and tail structures. The aircraft were repaired by the HEDRON at NAS Quonset Point, R.I., and flown to the squadron at NAS Beaufort.

24 Apr–Jun 1945: A three-aircraft detachment was sent to MCAS Cherry Point, N.C., returning to NAS Beaufort, S.C., on 7 May. At that time, all ASW missions were secured and primary tasking involved providing assistance to the new Air Sea Rescue units along the Atlantic coast. By the end of the month demobilization planning was underway, with many personnel being detached prior to disestablishment of the squadron. VPB-141 was officially disestablished at NAS Beaufort, S.C., on 16 June 1945.

Home Port Assignments

<i>Location</i>	<i>Date of Assignment</i>
NAS Deland, Fla.	1 Jun 1943

Home Port Assignments—Continued

<i>Location</i>	<i>Date of Assignment</i>
NAAF Boca Chica, Fla.	19 Jul 1943
NAS Guantanamo, Cuba	9 Aug 1943
NAS San Juan, P.R.	1 Oct 1943
NAAF Edinburgh Field, Trinidad, B.W.I.*	18 Oct 1943
NAF Hato Field, Curacao, N.W.I.*	15 Nov 1943
NAS Beaufort, S.C.	7 Jul 1944

* Squadron detachments were based at these sites during its Caribbean deployment.

Commanding Officers

	<i>Date Assumed Command</i>
LCDR Paul C. Griggs	1 Jun 1943
LCDR Thomas W. Hillis	26 Sep 1944

Aircraft Assignment

<i>Type of Aircraft</i>	<i>Date Type First Received</i>
PV-1	Jul 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>
9 Aug 1943	*	FAW-11	Guantanamo	PV-1	Carib
1 Oct 1943	*	FAW-11	San Juan	PV-1	Carib
10 Oct 1943 [†]	*	FAW-11	Br. Guiana	PV-1	Carib
11 Oct 1943 [†]	*	FAW-11	Trinidad	PV-1	Carib
15 Nov 1943 [†]	*	FAW-11	Curacao	PV-1	Carib
19 Mar 1944 [†]	*	FAW-3	Panama	PV-1	Carib
7 Apr 1944	7 Jul 1944	FAW-11	San Juan	PV-1	Carib

[†] Continued combat deployment in the Caribbean, moving from base to base.

[†] These deployment dates are only for squadron detachments.

Wing Assignments

<i>Wing</i>	<i>Tail Code</i>	<i>Assignment Date</i>
FAW-12		1 Jun 1943
FAW-11		9 Aug 1943
FAW-9		7 Jul 1944

Unit Awards Received

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