

IN REPLY ADDRESS
COMMANDANT
TWELFTH NAVAL DISTRICT
AND REFER TO

OFFICE OF COMMANDANT
TWELFTH NAVAL DISTRICT
SAN FRANCISCO, 2, CALIFORNIA

MES


ND12-12-ce
(SC)A12-1
Serial 05754

DECLASSIFIED

~~CONFIDENTIAL~~

2nd Endorsement on
NAAS, Vernalis ltr NA27-10355-(10-Sr)
A12-1, Ser 597 dtd 12 Oct 1945.

~~CONFIDENTIAL~~

29 October 1945

DECLASSIFIED

From: Commandant Twelfth Naval District
To: CNO (Op-33-J-6)
Subject: Unit History, NAAS, Vernalis; forwarding of.
1. Forwarded.

C. E. Odegaard

C. E. ODEGAARD
By direction of the Commandant

cc: NAAS, Vernalis

05
NOV 27 1945
A12-1/10A
181
950658

A12-1

NABL2-19-mk(mlm), A12, N1-9(Vern).

Serial: 0426

24 OCT 1945

~~CONFIDENTIAL~~

DECLASSIFIED

End-1 (On NAAS, Vernalis, ltr NA27-10355-(10-Sr), A12-1, Ser 597 dtd 12 Oct 1945.)

To: CNO (Op-33-J-6).

Via: ComTwelve.

Subj: Unit History, NAAS, Vernalis; forwarding of.

1. Forwarded.

By direction ComNavAirBases:

Carlyle Ingram
 CARLYLE INGRAM
 Chief Staff Officer
 Naval Air Bases, 12ND
 NAS, Alameda

Q
J. Baccis
2001? Encl. 1
Encl. 2 - 1 ea of 9 photos

cc: NAAS, Vernalis.

AB-876

IN REPLY REFER

TO NO.

NA27-10355-(10-Sr)

A-12

597

NAVAL AIR BASES, 12th N.D.
~~NAVAL AIR CENTER, ALAMEDA~~

U. S. NAVAL AUXILIARY AIR STATION
VERNALIS, CALIFORNIA

12 October 1945

To: Office of Chief of Naval Operations, Aviation History Unit,
Op-33-J-6

Via: (1) ComNAB, 12ND, NAS, Alameda, Calif.
(2) ComTWELVE.

Subj: Unit History, NAAS, Vernalis, California.

Ref: (a) CNO ltr. Op-33-J-6-JEJ, Serial 118433 dtd 14 March 1945.
(b) Manual for Historical Officers, NavAer 00-25Q-26.
(c) NAB ltr. Serial 2106 dtd 24 March 1945.

1. In accordance with references (a) and (b), Unit History of NAAS, Vernalis, California is submitted herewith as enclosure 1.
2. One extra copy of subject history is enclosed for retention by ComTWELVE Historical Officer as required by reference (c).

H. R. Bowes
H. R. BOWES,
Comdr., USN
Commanding Officer

Encl.

1. (HW) Unit History

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U. S. NAVAL AUXILIARY AIR STATION
VERNALIS, CALIFORNIA

UNIT HISTORY

CHRONOLOGY

United States Naval Auxiliary Air Station, Vernalis, California was commissioned on 8 June 1943, at a ceremony attended by Captain Frank McCrary, USN, Commanding Officer of Naval Air Station, Alameda, and officers of his staff. At the conclusion of the commissioning procedure, Lieutenant E. A. Quarterman, USNR, of Modesto, California, assumed the duties of Officer-in-Charge of the new Station. Lieutenant W. B. Taylor, USNR, of Jackson Heights, Long Island, New York, was named Assistant Officer-in-Charge.

On 9 October 1944, Lieutenant Commander William Janeshek, USN, of Port Washington, Wisconsin, was named Commanding Officer to relieve Lieutenant E. A. Quarterman, and Lieutenant Commander A. P. Kolonie, USNR, of Burlingame, California, was named as the Executive Officer.

Lieutenant Commander Janeshek remained in command until 26 March 1945 when he was relieved by Commander Harvey R. Bowes, USN, of Modesto, California, who remains in command of the station at the present time with Lieutenant Commander Kolonie as Executive Officer.

NARRATIVE

Naval Auxiliary Air Station at Vernalis was constructed to meet the demand for additional training and station facilities in the rapidly-expanding aeronautical organization of the 12th Naval District. The obvious and imperative need was to establish small auxiliary units sufficiently close to Naval Air Station, Alameda, to function smoothly and yet far enough away from the heavily-populated industrial areas of the San Francisco Bay District. Upon the recommendation of the authorities of Naval Air Station, Alameda, a site was chosen in San Joaquin and Stanislaus Counties some 5 miles northwest of the town of Vernalis. The particular location combined the favorable features of year-round flying weather in a flat valley area which rendered airport construction work relatively simple and provided the necessary facilities at a distance of 60 air miles from Alameda.

Under authority of applicable Acts of Congress*, 700 acres of land were purchased outright from civilian sources** for \$33,300 and in June, 1942, construction work was started on a 500' x 4000' runway. In November of that year, contracts were let for the construction of the first and most essential buildings, additional runway area and gasoline storage requirements. At a later date, an additional 160 acres were acquired from John Gallagher

for use as a Dive Bombing Range. Construction work continued after the commissioning of the station and up until the end of the war in the Pacific. On 15 August 1945, a contract for a Forward Firing Rocket Loading Platform was cancelled shortly after the work had been started.

In the organization pattern, Naval Auxiliary Air Station, Vernalis, originally functioned as a subsidiary of Naval Air Station, Alameda. Later, however, with the creation of the command, Commander, Naval Air Bases, the station at Vernalis was placed under the jurisdiction of that command.

At the time of its inception, Naval Auxiliary Air Station, Vernalis, was intended to support the operations of two bombing squadrons (Vice OpNav Letter of 10 December 1942). In accordance with this original plan, it was used by PB4Y's and PV's. Subsequently, when more suitable fields became available for the heavy planes and Fleet requirements were adjusted to current needs, the station function was changed to support the operations of carrier-based squadrons which were completing advanced training and to base such squadrons pending their assignment and arrival of transportation. In this latter capacity, the station was used as a base by Air Groups, Torpedo, Fighter, Bomber and Composite Squadrons. The normal messing

and berthing allowance of the station is 333 Commissioned Officers, 2386 Enlisted Men.

At the time of writing, the station is in a state of flux which will vary with the requirements of ComFair, Alameda. Present indications are that the station will be officially de-commissioned on 15 December 1945 and enter upon a Care-taker Status as of that date.

* Act of Congress approved June 15, 1940 (Public No. 635, 76th Congress; 54 statute 400) and Act of Congress approved June 26, 1940 (Public No. 667, 76th Congress; 54 statute, 599) and pursuant to the Acts of August 1, 1888 (25 Statute 357, USC, Title 40 Sec 1421 USC, Title 40 Sec 258a and supplementary and amendatory Acts.

** Edward Murphy et al 639.34 acres for \$32,400
Carroll Bertch 60.1 acres for 900

11 October 1945

APPENDICES TO
UNIT HISTORY
U. S. NAVAL AUXILIARY AIR STATION
VERNALIS, CALIFORNIA

NOY	Spec.	Project	Contractor	Cost
6489	11431	Additional Paving and Drainage	Macco Bros.	\$119,800.00
6709	11617	Arch Type Magazine	Stalts Inc.	66,150.00
6870	11760	Additional Runway	Union Paving Co.	241,800.00
7584	12383	Officers' Recreation Building	C. N. Swanson	16,703.00
6639	11557	Outdoor Recreation Facilities	K. E. Parker	19,043.00
7531	12339	Gasoline loading stands	McDonald & Kalin	4,189.00
7532	12340	Wells and Pumps	Pacific Electric & Machine Co.	10,700.00
4165	CPFF	General Construction	Johnson Drake & Piper	841,455.00
5966	CPFF	General Construction	Johnson Drake & Piper	6,155.00
8517	13175	Weaving Surface for Roads	Standard Materials	12,395.00
8574	13223	Extend Storehouses and Roadway	Coast Counties Construction Co.	25,987.80
8908	13501	Radio Transmitter Bldg.	Scott Buttiner Elect. Co.	12,583.00
9077	13651	Temporary Bldg. for Laundry Facilities	Wells P. Goodenough	16,530.00
9598	14109	Barracks Storehouses, Training Building	Nielson Erbenbraut & Summers	264,350.00
9832	14310	Expansion of Facilities	Johnson Drake & Piper	444,700.00
9834	14312	Gasoline Storage	Central Calif. Construction Co.	22,007.00
10515	14920	Permanent Air Port Lighting	Clifford Elect. Co.	16,293.00
11800	16081	Extension to Welfare Bldg.	G. W. Williams	26,992.00
11897	16167	Changes to Elect. Distribution System	Scott Buttiner Elect. Co.	10,410.00
11936	16203	Semi Permanent light marking of Taxiways	Frank Electric Co.	5,250.00

TOTAL \$2,183,492.80

U.S. NAVAL AUXILIARY AIR STATION, VERNALIS, CALIFORNIA

In full operating status on 1 September 1945, ^{26/} advice was received on 6 September 1945, that effective 15 October 1945, NAAS VERNALIS was to be reduced to caretaker status, i.e., a non-operating condition requiring a minimum strength personnel unit, the mission of which is to maintain physical U.S. possession of the property involved, and to ^{43/} guard such property against deterioration, damage, looting and theft. On 5 November 1945, the Chief of Naval Operations advised that on 15 March 1946 the post war status of this activity was to be surplus. The transition to caretaker status was accomplished on 15 March 1946 and a naval officer, as caretaker, posted. Declared to WAA on 15 March 1946. Disestablished on 15 May 1946. The WAA assumed custody on 17 October 1946, this command relinquished jurisdiction and removed caretaker.

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO No.

NAVY DEPARTMENT
BUREAU OF ORDNANCE
WASHINGTON, D. C.

MAIL ROOM

CONFIDENTIAL

From: The Chief of the Bureau of Ordnance
To: The Vice Chief of Naval Operations

Via: (1) The Chief of the Bureau of Aeronautics ←
(2) The Chief of the Bureau of Yards and Docks

Subject: Air Stations and Outlying Fields - Magazines for, in accordance with present plane program

References: (a) Vice CMD ltr Op-40-B AVG SC A21-1 Doc. 65980 Serial C100240 of Dec. 10/42 to all Bureaus
(b) BuOrd ltr NA/S78(A23) of Nov. 25/42 to Baker
(c) BuOrd ltr NA/S78(A23) of Nov. 30/42 to Baker
(d) SecNav ltr PK200 CAJ:hjs FM 1104 1039 of Nov. 4/42 to all Naval Activities
(e) Vice CMD ltr SO 1222 1009 of Dec. 23/42 to all Bureaus

Enclosures: (A) List of temporary steel magazines to be provided at air stations and outlying fields.
(B) List of permanent type magazines to be provided at air stations

1. In order to provide stowage facilities at various air stations and outlying fields to conform with current directives and in accordance with the number and type of planes assigned by reference (a) (present plane program), it is requested that the Bureau of Yards and Docks provide and erect magazines as listed on enclosures (A) and (B).

2. In order to expedite approval of this project, no estimates have been included in the above noted enclosures (A) and (B), and it is requested that, in their endorsement, the Bureau of Yards and Docks provide such estimates. It is noted that enclosure (A) lists outlying fields and those air stations where temporary type steel magazines, based on loads rather than allowances, are to be provided; enclosure (B) lists air stations where permanent type magazine facilities, based on allowances, are requested.

3. Only stations where no magazines have previously been provided are included in this program; the augmentation of existing magazine facilities where necessary to meet the requirements of the present plane program will be the subject of separate correspondence.



RG 72
ENTRY 17A BUREAU OF AERONAUTICS CONFIDENTIAL CORRESPONDENCE
Box 1162 1441-2261
Folder NA 27

Authority: NND 72004
By: JH NARA Date: 4/14/05

Following to be steel arch-type earth-covered magazines:

CONFIDENTIAL

	High Explosives	Fuze & Det-onator	Small Arms	Pyro-technics	Incendiary	Inert	Torpedoes
A. North Atlantic Area							
AF, Reykjavik, Iceland	11-20'x50'	4-10'x10'	2-20'x50'	1-20'x20'	1-20'x20'	6-20'x50'	2-25'x50'with racks
NAS Brunswick, Me.	10- "	3- "	3- "	1- "	1-20'x50'	6- "	1-25'x30' " "
AAF Lewiston, Me.	2- "	1- "	1- "	1-10'x20'	---	1- "	-----
AAF Sanford, Me.	1- "	1- "	1-20'x30'	1-10'x10'	---	1-20'x40'	-----
AAF Rockland, Me.	1-20'x20'	1- "	1-10'x10'	1- "	---	1-10'x10'	-----
AAF Beverly, Mass.	1- "	1- "	1- "	1- "	---	1- "	-----
AAF Westerly, R.I.	2-20'x50'	1- "	1-20'x50'	1-10'x20'	---	1-20'x50'	-----
AAF Charleston, R.I.	2- "	1- "	1- "	1- "	---	2- "	-----
AAF Marthas Vineyard, R.I.	2- "	1- "	2- "	1- "	---	1- "	1-25'x30'with racks
B. Middle Atlantic Area							
NAS Atlantic City, N.J.	10-20'x50'	3-10'x10'	4-20'x50'	1-20'x20'	---	6-20'x50'	1-25'x50'with racks
AAF Rio Grande, N.J.	2- "	1- "	1- "	1-10'x20'	---	2- "	-----
AAS Monogram, Va.	5- "	2- "	3- "	1-10'x10'	---	3- "	-----
AAS Chincoteague, Va.	5- "	2- "	2- "	1-20'x20'	---	3- "	-----
AAS Oceana, Va.	1- "	1- "	1-20'x40'	1-10'x10'	---	1-20'x30'	-----
AAS Pungo, Va.	1- "	1- "	1- "	1- "	---	1- "	-----
AAS Greeds, Va.	1- "	1- "	1-20'x20'	1- "	---	1-20'x20'	-----
AAS Fentress, Va.	1- "	1- "	1-20'x40'	1- "	---	1-20'x30'	-----
AAS Mantee, N.C.	2- "	1- "	1-20'x50'	1-10'x20'	---	1-20'x50'	-----
AAS Harvey Point, N.C.	9- "	3- "	2- "	1-20'x50'	---	4- "	1-25'x50'with racks
C. South Atlantic Area							
NAS Beaufort, S.C.	9-20'x50'	3-10'x10'	4-20'x50'	1-20'x20'	---	5-20'x50'	2-25'x50'with racks
D. Caribbean - Panama Area							
AAF Surinam	1-20'x20'	1-10'x10'	1-10'x10'	1-10'x10'	---	1-10'x10'	-----
AF, San Julian Airport, Cuba	1- "	1- "	1- "	1- "	---	1- "	-----
F. West Coast Area							
AAS Camp Kearney Field, Cal.	2-20'x50'	1-10'x10'	1-20'x30'	1-10'x20'	---	1-20'x40'	-----
AAS Otay Mesa Field, Cal.	1- "	1- "	1-20'x50'	1-10'x10'	---	1-20'x50'	-----
AAS Ream Field, Cal.	1- "	1- "	1-20'x40'	1- "	---	1-20'x30'	-----
AAF Salton Sga, Cal.	1- "	1- "	1-20'x50'	1- "	---	1-20'x50'	-----
AAS Holtville, Cal.	4- "	2- "	3- "	1-10'x20'	---	3- "	-----
AAF(LTA) Del Mar Field, Cal.	1-20'x20'	1- "	1-10'x10'	1-10'x10'	---	1-10'x10'	-----
AAF Vernalis, Cal.	5-20'x50'	2- "	2-20'x50'	1-20'x20'	---	3-20'x50'	-----
AAF Crows Landing, Cal.	5- "	2- "	2- "	1- "	---	3- "	-----

Authority: MWJ 7 200-4
 By: NARA Date: 4/14/05

Following to be steel arch-type earth-covered magazines:

CONFIDENTIAL

REPRODUCED AT THE NATIONAL ARCHIVES

Authority: **MM2 7 20044**
 By: **HNARA** Date: **4/14/05**

	High Explosives	Fuze & Det-onator	Small Arms	Pyro-technics	Incendiary	Inert	Torpedoes
F. West Coast Area							
AAF Santa Rosa, Cal.	3-20'x50'	1-10'x10'	1-20'x50'	1-10'x20'	---	1-20'x50'	-----
AAF Pasco Nobles, Cal.	1-20'x50'	1- "	1-20'x30'	1-10'x10'	---	1-20'x40'	-----
AAF Monterey, Cal.	2- "	1- "	1-20'x50'	1-10'x20'	---	2-20'x50'	-----
AAF Hollister, Cal.	2- "	1- "	1- "	1-10'x10'	---	1- "	-----
AAF Gotati, Cal.	2- "	1- "	1- "	1- "	---	1- "	-----
AAF Concord, Cal.	1- "	1- "	1-20'x20'	1- "	---	1-20'x20'	-----
AAF Watsonville, Cal.	2- "	1- "	1-20'x50'	1-20'x20'	---	1-20'x50'	-----
AF, Crescent City, Cal.	2- "	1- "	1- "	1-10'x20'	---	1- "	-----
AAS Shelton, Wash.	2- "	1- "	1- "	1- "	---	1- "	-----
AAS Mt. Vernon, Wash.	2- "	1- "	1- "	1- "	---	1- "	-----
AAS Arlington, Wash.	2- "	1- "	1- "	1- "	---	1- "	-----
AAS Quillayute, Wash.	5- "	2- "	2- "	1-20'x20'	---	2- "	-----
AAS Astoria, Ore.	3- "	1- "	1- "	1-10'x20'	---	1- "	-----
AAS North Bend, Ore.	2- "	1- "	1-20'x40'	1-10'x10'	---	1-20'x30'	-----
H. Alaskan Area							
AAF Yakutat, Alaska	1-20'x20'	1-10'x10'	1-10'x10'	1-10'x10'	---	1-10'x10'	-----
AAF Annette Island	1- "	1- "	1- "	1- "	---	1- "	-----
AAF Seward	1- "	1- "	1- "	1- "	---	1- "	-----
AAF Otter Point	5-20'x50'	2- "	1-20'x50'	1-20'x20'	---	2-20'x50'	1-25'x30' with racks
AAF Gold Bay	10- "	3- "	2- "	1-20'x50'	---	3- "	2-25'x50' " "
AAF Atka	3- "	1- "	1-20'x20'	1-10'x20'	---	1- "	1-25'x30' " "
AAF Adak	5- "	2- "	1-20'x50'	1-20'x20'	---	2- "	1-25'x30' " "

ENCLOSURE "A"

Following to be provided as permanent type magazines:

CONFIDENTIAL

	High Explosive	Fuze & Det-onator	Small Arms sq. ft.	Pyro sq. ft.	Incendiary sq. ft.	Inert sq. ft.	Torpedoes
A. North Atlantic Area							
NAS Willow Grove, Pa.	3-25'x50'	1-10'x14'	2500	200	--	2000	1-25'x50'with racks
F. West Coast Area							
MCAS Santa Barbara, Cal.	5-25'x50'	2-10'x14'	4000	200	250	3000	1-25'x50'with racks
NAS Kennewick, Wash.	6- "	2- "	5000	300	--	4000	2- " " "
CGAS Port Angeles, Wash.	1- "	1-10'x7'	200	50	--	400	_____

ENCLOSURE "B"

Authority **MWD 73004**
 By **JF NARA** Date **4/14/05**

Refer to No.

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

CONFIDENTIAL

MEMORANDUM

May 15, 1943.

From: The Board to Inspect and Review Progress of Aviation Shore Facilities.
To : Captain H. B. Sallada, Director of Plans, Bureau of Aeronautics.
Subject: Naval Air Center, Alameda.
Enclosure: (A) Marked Sketches of Santa Rosa, Vernalis and Crows Landing.

1. The Board has just completed conferences at the Naval Air Center, Alameda, with particular reference to the provision of runways for operation of heavy bombers (PB4Y). The following data is forwarded for information and necessary action in advance of the Board's return to the Bureau.

(A) Santa Rosa.

The Board's previous report of the Naval Air Center, Alameda, dated February 5, 1943, pointed out that it is desirable that the two concrete runways (150' x 7000') be widened to 200' and stabilized to an overall width of 300', making the side slopes as flat as possible for safety. This was also recommended by the Commanding Officer of the Naval Air Center by confidential letter of March 19, 1943, to the Bureau of Aeronautics. Also, included in that recommendation, is the stabilizing of the taxiways 10' on each side and the relocation of the side ditches. The estimated cost of all of this work is \$238,000. It is understood that this is included in the May 1, 1943, list submitted to the Secretary of the Navy.

The Board considers that it is more important now than at the time of the previous Board report that these runways and taxiways be widened, because of their contemplated use by heavy bombers (B-24's or PB4Y's). The marked sketch attached herewith indicates generally the above described projects.



R 672 ENTRY 17A
Box 1163 Folder NA-27 (1)

Authority: NND 730024
By: [Signature] NARA Date: 4/14/05

Subject: Naval Air Center, Alameda.

In addition to the above proposed projects, the taxiways should be increased in width from 50' to 75', and the Board has requested the District Public Works Officer to forward estimates to the Bureau covering the additional cost of this work.

The North - South runway (150' x 7000') is complete with the exception of a 150' strip at the intersection of the East - West runway. The District Public Works Officer was requested to complete this portion immediately and to expedite the removal of the windmill, and the power and telephone lines at the south end of the runway, so that this runway would be usable.

(B) Vernalis.

This field now has one runway 500' wide which is being extended to a length of 7000'. There is some question as to the wheel load which this runway will support, but the District Public Works Officer is of the opinion that it will be adequate for operation of heavy bombers with adequate maintenance, and recommends that operations be carried on for several months before making a final decision. This runway is in the direction of the prevailing wind, but data obtained over a period of four months indicates that there will be East - West winds for an approximate average of 30% of the time. Under date of March 19, 1943, the Commandant, Naval Air Center, Alameda, requested the installation of an East - West runway 300' by 4000', and for a 50' taxiway, but at that time heavy bombers were not considered in the design. Commander Fleet Air, Alameda, therefore strongly recommends that this new East - West runway be revised to 200' by 5000', with wheel loadings satisfactory for heavy bombers. New taxiways 75' wide, designed for heavy bombers, will also be required, connecting the ends of the runways with the warming-up apron, as indicated on attached sketch. The District Public Works Officer has been requested to forward to the Bureau necessary plans and estimates for this work.

(C) Crows Landing.

This field is to be used for heavy bombers. There are two concrete runways (150' x 7000') with 50' taxiways, full length, that are just being completed at this location. The wheel loadings are adequate, but the runways should be widened from 150' to 200', with 50' shoulders, and the taxiways from 50' to 75', with 10' shoulders. The Commandant, Naval Air Center, has already recommended in his letter of March 19, 1943, to the Bureau, that the additional 50' width in the runways and the 50' stabilized

Authority NMD 730024
By MM NARA Date 4/14/05

Subject: Naval Air Center, Alameda.

shoulders on each side, and the 10' stabilized shoulders on each taxiway be provided, at a total estimated cost of \$642,000, including the relocation of the side ditches. The District Public Works Officer has been requested to forward estimates to the Bureau covering the additional cost of widening the taxiways from 50' to 75', as shown on the attached sketch.

(D) Gunnery Areas.

Data concerning the acquisition of gunnery areas has been forwarded to the Bureau of Aeronautics some time back and Commander Fleet Air has requested that immediate action be taken to acquire this land. So far the station has not been informed as to the action taken in regard to this matter.

(E) Magazines.

The Naval Air Station is still uninformed as to the number, size, and location of magazines required in all fields, including those for Sea Frontier Bases: Crescent City, Eureka, and Santa Maria.

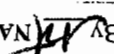
(F) Target Ranges.

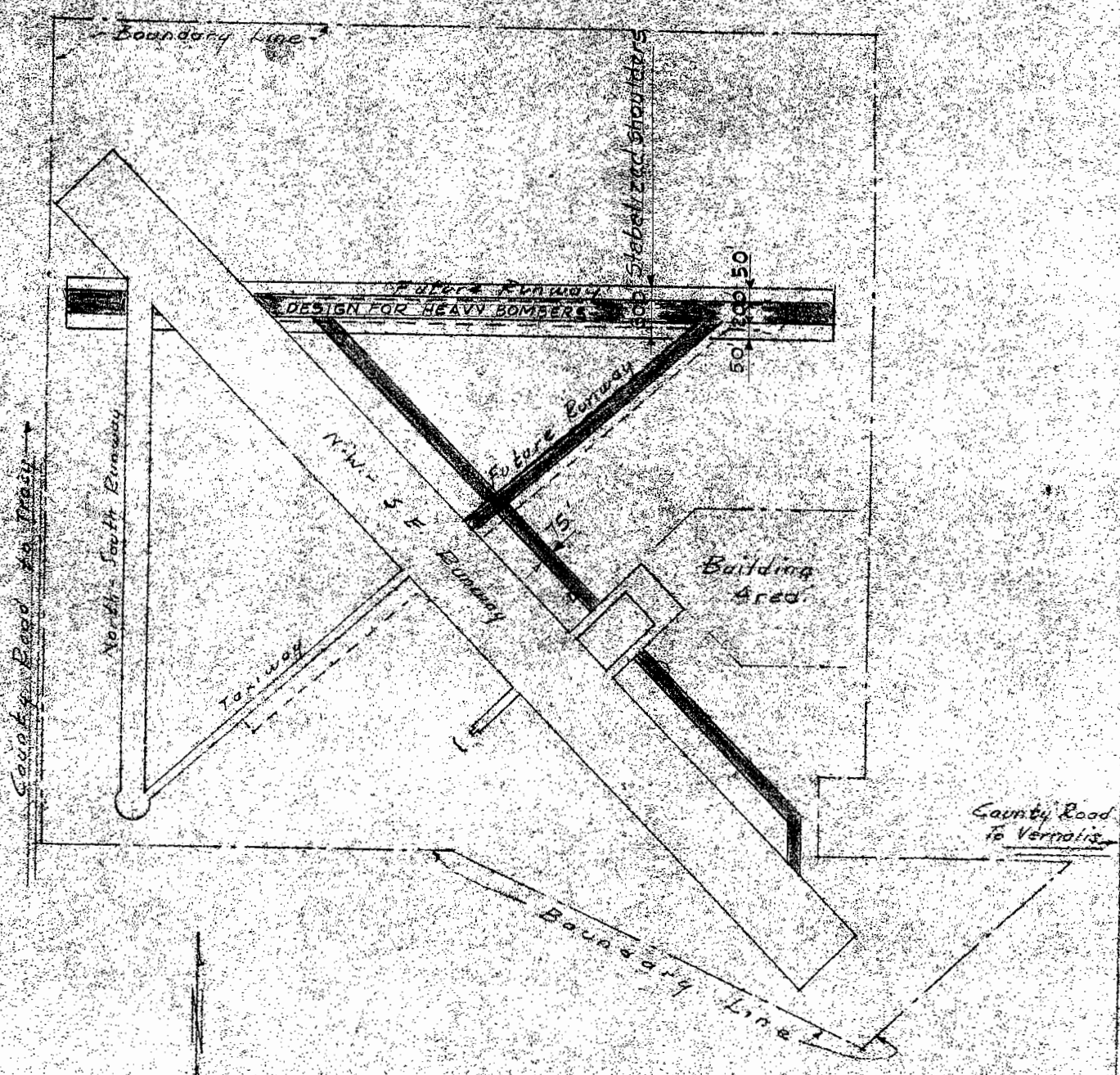
Data for leasing target sites at Crows Landing, Vernalis, Hollister, and Lovelock has been forwarded by the Commandant, Naval Air Center, to the Bureau, under dates of December 9, 1942, March 31, 1943, March 23, 1943, and April 30, 1943, respectively. The Center has not been informed of the action being taken and requests that this matter be expedited.

2. There are many other things that the Board will cover in its final report, but the above are the projects which are considered urgent for the operation of B-24 bombers.


I. M. McQUISTON.

cc: Commander, Fleet Air, Alameda.
Commandant, Naval Air Center, Alameda.
Commander Perkins, BuAer.
Assistant Chief, BuAer.
Commander F. A. Zunino, BuAer.
~~Commander S.T. Barker, B-Docks~~

Authority MND 730024
By  NARA Date 4/14/05



Scale 1" = 1000'

Date May 15, 1943

CONTRACT	NAVAL OPERATING BASE, SAN FRANCISCO, CAL. TWELFTH NAVAL DISTRICT
SPECIFICATION	NAVAL AIR STATION ALAMEDA, CALIF. OUTLYING LANDING FIELDS
REQUISITION	TRACY (VERNALIS) CALIF. PROGRESS-CHART RUNWAY PAVING
DRAWN BY	APRVD.....19.....
DA-13009	PUBLIC WORKS OFFICER

Authority MND 730024
By M/NARA Date 4/19/05

In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D. C.

Refer to No.

Aer-PL-35-LG
NA27(1)

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

CONFIDENTIAL

From: The Chief of the Bureau of Aeronautics.
To : The Vice Chief of Naval Operations.
Via : The Chief of the Bureau of Yards and Docks.

SUBJECT: Inspection and Review of Progress at the
614493 Naval Air Center, Alameda, Calif.

Reference:

- (a) BuAer 2nd end. to CO NAS Alameda, Serial 52832 dated 10 April 1943.
- (b) Letr. from CO NAS Alameda to BuAer, NA27-80-cl, A1-1, L1-2(1) dated 14 June 1943.
- (c) Conf. letr. from CO NAS Alameda to BuAer via ComTwelve and NOB San Francisco, NA27-80-cl, A1-1, L1-2(1) dated 3 June 1943.
- (d) BuAer letr. to BuDocks, Serial 101607 dated 2 July 1943.

Enclosure: (Herewith)
(A) Board Report #14 dated 3 June 1943.

1. On May 12, 13, and 14, 1943, the Board to Inspect and Review Progress at Aviation Shore Facilities inspected the Naval Air Center, Alameda, for the second time. Enclosure (A), herewith, is the board's report on deficiencies noted at the various facilities under the Naval Air Center. This report is forwarded for the information of the Vice Chief of Naval Operations via the Bureau of Yards and Docks for such comments as that bureau desires to make on items under its cognizance.

2. The following comments are made by this bureau on the matters commented upon by the board in enclosure (A), paragraph 6. Paragraph designations correspond to those of enclosure (A).

- (1) Funds for the widening of runways and taxiways at Crows Landing and Santa Rosa have been authorized.
- (2) Funds for construction of an E/W runway 5000' x 200' and 75' taxiway at Vernalis have been authorized.



030561

TR6 72 ENTRY 17A

BUREAU OF AERONAUTICS CONFIDENTIAL
CORRESPONDENCE, 1922-1944

Authority AND 730024
By M. NARA Date 4/19/05

CONFIDENTIAL

SUBJECT: Inspection and Review of Progress at the
Naval Air Center, Alameda, Calif.

(3) Comments on paragraph 4(c) of the board's report.

614493 The Bureau of Aeronautics will make every effort possible to process all projects expeditiously. Delays in this bureau were in most cases necessary because of inadequate information in the original request from the field. The engine test cells, as originally planned by the station, did not include facilities for large size engines. This bureau requested the Bureau of Yards and Docks to have the Officer-in-Charge of Contract NOy-5879, New York, prepare revised plans. These drawings were completed May 3, 1943, and sent to Alameda for approval. No further delay on this project is anticipated. Similar delay in approval of plans for the A&R shop extension at Alameda was caused by changes in the plans felt to be necessary by this bureau.

(4) Comments on paragraph 4(d) of the board's report.

This bureau acknowledges that certain delays occurred in forwarding requests for the acquisition of land to the Bureau of Yards and Docks for the required action.

In the case of Watsonville, the acquisition of land for the building area was held up pending a definite decision to transfer facilities originally planned at Paso Robles to Watsonville. Inasmuch as this bureau had advised the Civil Aeronautics Administration to discontinue work on the runways at this field during the rainy season, the delay in the acquisition of land for the construction of facilities was not considered seriously to affect completion of the project.

Requests for the leasing of bombing targets at Crows Landing, Vernalis, and Hollister were held up in this bureau as follows:

Crows Landing - Received from Bureau of Yards and Docks 12 May and returned 24 May.

Vernalis - Received from Bureau of Yards and Docks 13 May and returned 2 June.

CONFIDENTIAL

SUBJECT: Inspection and Review of Progress at the
Naval Air Center, Alameda, Calif.

Hollister - Received from Bureau of Yards and Docks
13 May and returned 8 June.

614493
The above delays in this bureau were due to considerable congestion at that time in the cognizant office. Steps have been taken to relieve this situation. It is noted that the above requests for leases from the field were sent to this bureau via the Bureau of Yards and Docks. This unnecessary processing consumed considerable time that would have been avoided had correspondence been forwarded direct to the Bureau of Aeronautics.

- (5) Comments on items listed in paragraph 4(e) of the board's report:

PROJECTS PREVIOUSLY RECOMMENDED BY THE BOARD

Naval Air Station, Alameda

- (1) & (2) Although this bureau believes that additional barracks and BOQ capacity will be required at the Naval Air Station, Alameda, sometime in the future, on the basis of existing complements and capacities it appears that additional barracks are not an immediate necessity. Furthermore, in view of unsatisfactory construction delays encountered in the Alameda area due to labor difficulties and material shortages it would be inadvisable to initiate additional construction which is not absolutely necessary at this time.
- (3) The request for a public works shop, previously submitted for approval to the Secretary of the Navy, was returned for reconsideration. By reference (a) this bureau requested the Naval Air Station, Alameda, to restudy the station's needs for this project, and submit information needed for a more thorough justification. The bureau has not yet received a reply to reference (a). By copy of this letter the Commanding Officer, Naval Air Station, Alameda, is requested to forward the above required data at an early date.
- (4) Funds have been provided for an ordnance office and additional pyrotechnic storage at this station.

030561

CONFIDENTIAL

SUBJECT: Inspection and Review of Progress at the
Naval Air Center, Alameda, Calif.

- (5) By reference (d) this bureau forwarded to the Bureau of Yards and Docks a request for the acquisition of land for the purpose of an inland gunnery range in the Fallon, Nevada, area. Funds for the development of facilities at the Fallon airport have been requested by this bureau.

614493

Naval Auxiliary Air Stations

- (1) By reference (b) the Commanding Officer, Naval Air Station, Alameda, asked that the request for gas service pits be deferred. It is felt that the existing service pits supplemented by gasoline trucks provide a more satisfactory solution to the problem and that materials involved are no more critical.
- (2) This bureau intends to recommend construction of necessary extensions to parking areas at Hollister and Monterey.
- (3) By reference (b) the Commanding Officer, Naval Air Station, Alameda, cancelled the request for oil drum storehouses.

NEW PROJECTS RECOMMENDED BY COMMANDANT, NAVAL AIR CENTER, AND COMMANDER FLEET AIR ALAMEDA

Naval Air Station, Alameda

- (1) The recommendation for additional office space for the supply department as set forth in the board report and as requested by reference (c) does not furnish sufficient information on which to base a request for funds. By copy of this letter the Commanding Officer, Naval Air Station, Alameda, is requested to submit detailed justification data for this project in accordance with current Bureau of Aeronautics directives.
- (2) Funds have been provided for an additional open storage area for salvage of material from damaged aircraft.

030561

-4-

Authority MND 730026
By *[Signature]* Date 4/19/05

CONFIDENTIAL

SUBJECT: Inspection and Review of Progress at the
Naval Air Center, Alameda, Calif.

614493

-
- (3) Funds have been provided for a salvage and reclamation shop for the supply department.
 - (6) Comments on items listed in paragraph 5 of the board's report.
 - (1) This bureau does not consider the extension of runways at the Naval Air Station, Alameda, urgent at this time and does not recommend the diversion of labor and critical materials from more urgent projects. The existing runways at this field are considered adequate to support present operations.
 - (2) This bureau concurs in the remarks of the board relative to additional landplane apron at this station as set forth in enclosure (F) of the board's report.
 - (3) The need for an additional seaplane hangar at this station is not considered urgent at this time. When the hangar presently under construction is complete, there will be adequate facilities to meet the requirements of the Naval Air Transport Service as set forth in the latest Vice Chief of Naval Operations directive. When information is received from the Vice Chief of Naval Operations indicating a need for an additional hangar this bureau will take appropriate action.

3. As noted by the board, the development of facilities under the Naval Air Center, Alameda, has proceeded more slowly than was originally anticipated. This has been largely due to labor shortages and delay in procurement of materials, and to some extent, delay in the preparation of plans and specifications, and in the acquisition of land.

Copy to:
Asst. SecNav for Air (with encl.)
ComNavAirCen Alameda " "
ComTwelve (less encl.)
ComFair Alameda (with encl.)
CO NAS Alameda (less encl.)

JOHN S. MCCAIN
Rear Admiral, U.S.N.
Chief of the Bureau of Aeronautics

030561

Authority: AMD 730024
By: [Signature] NARA Date: 4/14/05

BOARD REPORT
OF
INSPECTION AND REVIEW OF PROGRESS
AT
NAVAL AIR CENTER, ALAMEDA, CALIFORNIA

Encl. (A)

Report #14

Authority MND 730024
By *MA* NARA Date *4/19/05*

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

Refer to No.

Aer-MA-33-JS

CONFIDENTIAL

3 June 1943

From: Senior Member, Board to Inspect and Review Progress of Aviation Shore Facilities.

To: The Chief of the Bureau of Aeronautics.

Via: (1) The Director of Plans.
(2) The Assistant Chief, Bureau of Aeronautics.

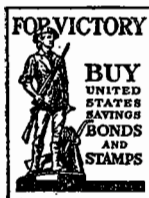
SUBJECT: Inspection and Review of Progress at Naval Air Center, Alameda, California.

Reference: (a) VCNO Conf. letter to All Bureaus and Offices, Serial 0100240, dated December 10, 1942.
(b) Conf. Board Report #4 of Inspection and Review of Progress at the Naval Air Center, Alameda, dated February 5, 1943.
(c) Preliminary Report of Inspection and Review of Progress at NAC, Alameda, dated May 15, 1943.

Enclosure: (A) Map showing Location of Facilities Under the Naval Air Center, Alameda, Calif.
(B) Copy of reference (c).
(C) List of Personnel on Board, NAC, Alameda as of May 5, 1943.
(D) Table of Design Wheel Loads at Landing Fields under NAC, Alameda, California.
(E) Wind Rose Data for Vernalis, California.
(F) Explanation of Projects Recommended by Comdt., NAC, Alameda, California.

1. On May 12, 13, and 14, 1943, the Board accompanied by Captain G. H. De Baun, USN, Office of Vice Chief of Naval Operations (DNC), visited the Naval Air Center, Alameda, California. Conferences were held with the following:

Rear Admiral W. K. Harrill, USN, Commander Fleet Air Alameda.
Capt. F. R. McCrary, USN (RET.), Commandant, Naval Air Center, Alameda, and Commanding Officer, Naval Air Station, Alameda.
Comdr. T. G. Richards, USN, Operations Officer, Naval Air Center, Alameda.
Comdr. C. L. Macrae, CEC, USNR, Public Works Officer, 12th Naval District.
Capt. H. C. Gwynne, (SC), USN, Supply Officer, NAS, Alameda.
Comdr. B. J. Connell, USN, A&R Officer, NAS, Alameda.
Lt. Comdr. J. S. Moulton, CEC, USNR, Asst. District Public Works Officer, 12th Naval District.
Lt. Comdr. L. J. Archer, CEC, USNR, Public Works Officer, NAS, Alameda.
Lt. J. D. Wadell, USNR, Staff, Commander Fleet Air, Alameda.



SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

2. The Board made a previous visit to the Naval Air Center, Alameda during January 1943, at which time the Auxiliary Air Stations were inspected and the progress of development was reported by reference (b). The purpose of the recent visit was to supplement the previous inspection and to review current progress. In addition, by request of the Chief of the Bureau of Aeronautics and because of runway failures experienced at other locations, the Board reviewed the status of existing landing field facilities with respect to their adequacy for the operations of PB4-Y bombers.

3. With few exceptions, as noted on enclosure (D), the runways of fields under the Naval Air Center have been structurally designed to accommodate the high wheel loads of heavy bombers. However widths, lengths, and layouts of runways are not adequate. Commander Fleet Air Alameda anticipates the need of at least three fields in the Alameda area capable of supporting continued operation of heavy bombers and proposes that the runways at Crows Landing, Vernalis, and Santa Rosa be improved for this purpose. Enclosure (A) shows their location with respect to other fields in the Alameda area. The Board visited these fields for the purpose of assisting in a determination of the improvements required to properly accommodate PB4-Y bombers. After consultation with operating personnel and after considering various factors such as the comparative inexperience of pilots undergoing training in PB4-Y operation, it was determined that runways should be a minimum of 200 feet in width and 5000 feet in length. Each field is discussed as follows.

✓ Naval Auxiliary Air Station, Crows Landing

This field has two existing concrete runways 150' wide by 7000' long with taxiways 50' wide which are just being completed. The estimated wheel load capacity is 37,000 lbs. In order to permit continued operation of PB4-Y bombers, it is considered advisable to widen the runways from 150' to 200' with 50' shoulders, and the taxiways from 50' to 75' with 10' shoulders. A sketch indicating the scope of this work is included with enclosure (B).

✓ Naval Auxiliary Air Station, Vernalis

This field now has one main NW-SE runway 500' wide which is being extended to a length of 7000', and a small NS runway 150' wide by 4000' long. There is some question as to the wheel loading which the main runway will support, but the District Public Works Officer is of the opinion that it will be adequate for the heavy bomber wheel loads if the surface is properly maintained to prevent infiltration of moisture and consequent softening of the subgrade. The Board is of the opinion, therefore, that no steps toward reconstruction of this runway should be taken unless operations over a period of several months indicate its necessity.

SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

Naval Auxiliary Air Station, Vernalis (Cont'd.)

The main runway is in the direction of the prevailing wind averaged for the entire year, but data obtained over a period of four months, enclosure (E), indicates that there will be E-W winds for an approximate average of 30% of the time. Under date of March 19, 1943, the Commandant of the Naval Air Center, Alameda requested the installation of an E-W runway 300' x 4000' and for a 50' taxiway, but at that time heavy bombers were not considered in the design. Commander Fleet Air Alameda, therefore, strongly recommends that this new E-W runway be revised to 200' x 5000' and that it be designed for heavy bombers. New taxiways 75' wide connecting the ends of the runways with the warming-up apron will also be required. A sketch showing the recommended improvements is included in enclosure (B).

Naval Auxiliary Air Station, Santa Rosa

This field has two concrete runways 150' wide by 7000' long with 50' wide taxiways, all nearing completion. The Board's previous report, reference (c), indicated the desirability of widening these runways and the necessity for developing runways for PB4-Y operation now makes this action almost mandatory. The Board now considers it advisable to widen both runways to 200' with 50' shoulders on each side and to widen the taxiways from 50' to 75' with 10' shoulders on each side. Side ditches should be relocated and their slopes flattened to minimize chances of accident. A sketch indicating the scope of this work is included with enclosure (B).

4. The present status of completion of activities under the Naval Air Center, Alameda, California, is as indicated in tabular form below.

<u>Station</u>	<u>Planes</u>	<u>Usable Date</u>
<u>Naval Air Center, Alameda, Calif.</u>		
NAS, Alameda, Calif.	2 CV Groups 4 VP Sqdns.	Now
NAAS, Arcata	1 VB (Med.)	6/30/43
NAAS, Crows Landing	2 VB (Large)	3/20/43 *
NAAS, Hollister	2 CV Sqdns.	6/20/43
NAAS, Monterey	4 CV Sqdns.	Now
NAAS, Santa Rosa	4 CV Sqdns.	6/20/43 *
NAAS, Vernalis	2 VB (Large)	6/15/43 *

Authority AND 730024
By NARA Date 4/14/05

SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

<u>Station</u>	<u>Planes</u>	<u>Usable Date</u>
<u>Naval Air Center, Alameda, (Cont'd.)</u>		
NAAS, Watsonville	2 CV Sqdns.	Work not started.
NAAS, Fallon, Nevada (or Lovelock)	1 CV Group	Work not started.
NAAS, Concord	Daily Operations	5/30/43
NAAS, Cotati	Daily Operations	4/15/43
NAAF, Eureka (LTA & HTA)	9 Seaplanes 2 ZNP	Now
NAF, Hawthorne, Nevada		Now
NAAS, Paso Robles		Abandonment Recommended
NAS, Moffett Field, Calif. (LTA)	12 ZNP 15 ZNN 1 VB (Large)	Now
NAAF, Mills Field	4 VJ7 Plus Coast Guard	Now #
NAAS, Oakland Airport	NATS	Now

* This date does not take into consideration the proposed improvements to runways.

Work on Naval Air Transport Service facilities not yet started.

Development of facilities at the Naval Air Center has proceeded more slowly than was anticipated at the time of the Board's previous visit due to the following factors.

- (a) Shortage of labor in the San Francisco area.
- (b) Difficulty and delay experienced in procurement of materials.
- (c) Delay in preparation of plans and specifications.
- (d) Delay in acquisition of land.
- (e) Need of additional projects not yet authorized.

SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

Discussion of these factors is given in more detail below:

(a) Shortage of labor in the San Francisco area.

There is an acute shortage of labor of all classifications in the San Francisco area. This shortage is principally due to the following causes.

- (1) Drafting of all classifications into military forces.
- (2) Inadequate rubber and gasoline allowances limit the distance from home which an employee may travel to reach his job.
- (3) Lack of housing facilities adjacent to certain remote auxiliary fields makes it necessary at times for men to refuse work.
- (4) The local shipyards have drawn heavily on the labor market by paying high wages.
- (5) Wage determinations established by the Department of Labor have in some instances been below the current local rates.

The resulting shortage of labor has not affected the quality of construction, but has unquestionably resulted in some delay. Every effort is being made to recruit an adequate number of workmen.

(b) Difficulty and delay experienced in procurement of materials.

The Board was advised that the largest contributing factor in preventing early completion of work, aside from bad weather, was the delay experienced in receiving clearance of critical materials from the War Production Board and other government agencies. This situation exists throughout the country due to the general shortage of materials and equipment. It is believed that every effort is being made to secure prompt delivery of materials through contact with the Priorities Board of the 12th Naval District.

(c) Delay in preparation of plans and specifications.

Approved plans and specifications have not been expeditiously submitted to the contractors for construction. For instance, the construction of the extension to Engine Test Cells has been delayed about six months awaiting necessary information from the Bureau of Aeronautics relative to mechanical equipment. Sufficient information is now at hand

SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

to permit continuance of construction of these stands at an early date. Plans for the addition to B.O.Q. messhall, which was authorized January 8, 1943, were not approved by the various cognizant station authorities until just recently and completion is not expected before July 1943. Practically the same situation obtains for the ~~AMR~~ shop extension.

(d) Delay in acquisition of land.

The acquisition of land at various locations has taken a considerable amount of time and has resulted in delays in completing development. Information on the land in question was obtained by the Board and is given briefly below.

(1) Land for building site at Watsonville (35 acres)

Acquisition of this land was requested by letter from the Commanding Officer dated December 9, 1942. The Bureau of Aeronautics forwarded information to the Bureau of Yards and Docks on 12 April 1943. Final action has not yet been taken.

(2) Crows Landing Bombing Target

Acquisition of leasehold interest in this target site was requested by Commanding Officer's letter of March 29, 1943. The Bureau of Aeronautics forwarded this letter to the Bureau of Yards and Docks for action on May 24, 1943.

(3) Vernalis Bombing Target Site

Acquisition of leasehold interest in this target site was requested by the Commanding Officer by letter dated March 31, 1943. The Bureau of Aeronautics forwarded to the Bureau of Yards and Docks for action on June 2, 1943.

(4) Hollister Bombing Target Site

Acquisition of leasehold interest in this target site was requested by letter from Commanding Officer dated March 23, 1943. No action has yet been taken.

(e) The need for additional projects not yet authorized.

There are a number of additional projects required in order for the Naval Air Center to perform its function efficiently. Some of these projects were recommended by the Board in its previous report, reference (b). Others are new projects the need for which has now become clearly evident. All are listed below with appropriate comments.

SUBJECT:

Inspection and Review of Progress at Naval Air Center,
Alameda, California.

PROJECTS PREVIOUSLY RECOMMENDED BY THE BOARD

Naval Air Station, Alameda, Calif.

	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(1) <u>Barracks and messing facilities for 2000 men</u>	\$ 750,000	\$120,000	\$870,000
(2) <u>Bachelor Officers' Qtrs. (150)</u>	96,800	27,000	123,800
(These items have been deferred by the Bureau of Aeronautics.)			
(3) <u>Public Works Shop</u>	150,000	25,000	175,000
(This item considered of first priority by the station.)			
(4) <u>Ordnance office and pyrotechnic storehouse</u>	27,000	3,000	30,000
(5) <u>New Inland Gunnery Range for NAC, Alameda</u>			No estimate.

(Surveys of several proposed areas for gunnery ranges have been made by the Air Center and representatives of the Bureau of Aeronautics, but to date no site completely satisfactory to operating personnel has been definitely selected.)

Naval Auxiliary Air Stations

	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(1) <u>Gasoline Service Pits</u>	\$ 51,000	-	\$51,000
(2) <u>Extensions to Parking Areas</u>	98,000	-	98,000
Hollister.....\$ 28,000 Monterey..... 70,000 (Other parking apron extensions have been provided.)			
(3) <u>Storehouses</u>	9,600	-	9,600

NEW PROJECTS RECOMMENDED BY COMMANDANT, NAC, AND COMFAIR, ALAMEDA

Naval Air Station, Alameda, Calif.

	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(1) <u>Additional office space for Supply department</u>	\$ 75,000	\$ 5,000	\$80,000

This project is to provide a building 75' x 100' of two-story temporary type wood frame construction upon existing pile foundations. The present office spaces occupied by Supply are crowded with desks back to back and have very

Authority: NMD 730024
By: [Signature] NARA Date: 4/14/05

SUBJECT:

Inspection and Review of Progress at Naval Air Center,
Alameda, California.

little passage ways to permit access. It is considered that this is not a healthy condition either from the point of view of permitting efficient working conditions or safety in exit in cases of emergency. It would appear that the workload of Alameda will not be lessened in the near future and therefore additional expansion of the force will be required.

	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(2) <u>Additional open storage area</u> <u>for salvage</u>	\$ 9,100	-	\$9,100

This project is for the grading of an area 200' x 400' to afford necessary handling room for damaged planes and parts. The Naval Air Station at Alameda has become the principal receiving activity for all crashed and damaged planes, including complete engines and major structural spares from the Central, South and Southwest Pacific areas. The amount of this receipt has grown and will continue to grow with the progress of operations in those theaters. This material represents an important source of operating spares and accessories as well as critical metals which are turned back into upkeep as well as new constructions in aeronautical operations. Although a considerable amount of this salvage work is carried on in open areas, the weights and types of equipment used in its handling requires solid surfaces.

	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(3) <u>Salvage and reclamation shop</u> <u>for Supply Department</u>	\$ 39,500	-	\$39,500

This project is for the purpose of purchasing a used steel frame corrugated iron building 60' x 200' which is now owned by a private corporation in Oakland, California. A new floor and necessary foundations will have to be provided. The need of a Salvage and Reclamation Shop is equal in importance to the need for additional area for salvaging of material. Protection is required for the salvaged accessories and parts reclaimed from damaged planes received at the activity. Considerable quantities of this material will be in the form of generators, carburetors and structural surfaces requiring disassembly and work in a closed area and protection pending the transfer to the A&R Department or movement of material considered reissuable upon receipt.

SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

5. In addition to the projects listed above, the Commandant of the Naval Air Center, and the Commander Fleet Air Alameda have recommended the approval of certain others which are presented below for consideration by the Bureau. Formal requests for some projects have already been submitted, and the Board was advised that requests for the remaining projects will be submitted in the near future. Explanation of these items is given in enclosure (F).

<u>Naval Air Station, Alameda</u>	<u>Construction</u>	<u>Collateral</u>	<u>Total</u>
(1) Extension of two runways northwest of landing field	\$ 812,000	-	\$812,000
(2) Additional concrete apron west of landplane hangars	144,000	-	144,000
<i>no unit</i> (3) Seaplane Hangar East of Hangar #40	600,000	40,000	640,000

6. As stated above, progress of construction has been slower than was anticipated at the time of the Board's previous visit. Usable completion dates are in general from two to three months behind those anticipated. Certain recommendations are offered below.

Recommendations

The Board recommends that:

- (1) Immediate action be taken by the Bureau of Aeronautics to secure authorization and funds for widening of runways and taxiways at Crows Landing and Santa Rosa to permit continuous operation of PB4-Y bombers.

COMMENT: The Board initiated this action by submitting its preliminary report, reference (c). The Bureau of Aeronautics has requested approval of funds for this work.

- (2) The Bureau of Aeronautics take immediate action to effect the development of the Naval Auxiliary Air Station, Vernalis for PB4-Y bombers as described in paragraph (2) above.

COMMENT: The Board initiated action to this end in its preliminary report, reference (c), dated May 15, 1943.

- (3) Appropriate action be taken by the Bureau of Aeronautics and the Public Works Offices of the 12th Naval District and the Naval Air Center, Alameda to assure expeditious preparation and approval of plans and specifications for new construction.


SUBJECT: Inspection and Review of Progress at Naval Air Center,
Alameda, California.

- (4) Appropriate action be taken by cognizant Bureaus to expedite land takings and leaseholds required by Naval Air Center, Alameda.
- (5) Action be taken by the Bureau of Aeronautics to provide the facilities listed in paragraph 4(e) above.

COMMENT: It is noted that the Bureau has deferred action on the additional barracks and bachelor officers' quarters at the Naval Air Station, Alameda. This was done to make materials and labor available for other construction at the station considered to be of a more urgent nature.

- (6) Consideration be given to the authorization of projects listed in paragraph (5) above.

COMMENT: Explanation of these projects is given in enclosure (F).


I. M. McQuiston, Captain, USNR
Senior Member

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

MEMORANDUM

May 15, 1943

From: The Board to Inspect and Review Progress of Aviation Shore Facilities.
To: Captain H. B. Sallada, Director of Plans, Bureau of Aeronautics.
Subject: Naval Air Center, Alameda.
Enclosure: (A) Marked Sketches of Santa Rosa, Vernalis and Crows Landing.

1. The Board has just completed conferences at the Naval Air Center, Alameda, with particular reference to the provision of runways for operation of heavy bombers (PB4Y). The following data is forwarded for information and necessary action in advance of the Board's return to the Bureau.

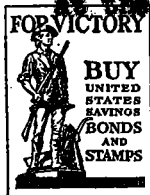
(A) Santa Rosa

The Board's previous report of the Naval Air Center, Alameda, dated February 5, 1943, pointed out that it is desirable that the two concrete runways (150'x7000') be widened to 200' and stabilized to an overall width of 300', making the side slopes as flat as possible for safety. This was also recommended by the Commanding Officer of the Naval Air Center by confidential letter of March 19, 1943, to the Bureau of Aeronautics. Also, included in that recommendation, is the stabilizing of the taxiways 10' on each side and the relocation of the side ditches. The estimated cost of all this work is \$238,000. It is understood that this is included in the May 1, 1943, list submitted to the Secretary of the Navy.

The Board considers that it is more important now than at the time of the previous board report that these runways and taxiways be widened, because of their contemplated use by heavy bombers (B-24's or PB4Y's). The marked sketch attached herewith indicates generally the above described projects.

In addition to the above proposed projects, the taxiways should be increased in width from 50' to 75', and the Board has requested the District Public Works Officer to forward estimates to the Bureau covering the additional cost of this work.

The North-South runway (150'x7000') is complete with the exception of a 150' strip at the intersection of the East-West Runway. The District Public Works Officer was requested to complete this portion immediately and to expedite the removal of the windmill, and the power and telephone lines at the south end of the runway, so that this runway would be usable.



E. I. B.

RG-72 ENTRY 17A
Box 1163 Folder NA-27 (1)

Authority MND 73024
By *[Signature]* Date 4/14/05

Subject: Naval Air Center, Alameda.

(B) Vernalis.

This field now has one runway 500' wide which is being extended to a length of 7000'. There is some question as to the wheel load which this runway will support, but the District Public Works Officer is of the opinion that it will be adequate for operation of heavy bombers with adequate maintenance, and recommends that operations be carried on for several months before making a final decision. This runway is in the direction of the prevailing wind, but data obtained over a period of four months indicates that there will be East-West winds for an approximate average of 30% of the time. Under date of March 19, 1943, the Commandant, Naval Air Center, Alameda, requested the installation of an East-West runway 300' x 6000', and for a 50' taxiway, but at that time heavy bombers were not considered in the design. Commander Fleet Air, Alameda, therefore strongly recommends that this new East-West runway be revised to 200' by 5000', with wheel loadings satisfactory for heavy bombers. New taxiways 75' wide, designed for heavy bombers, will also be required, connecting the ends of the runways with the warming-up apron, as indicated on the attached sketch. The District Public Works Officer has been requested to forward to the Bureau necessary plans and estimates for this work.

(C) Cross Landing.

This field is to be used for heavy bombers. There are two concrete runways (150' x 7000') with 50' taxiways, full length, that are just being completed at this location. The wheel loadings are adequate, but the runways should be widened from 150' to 200', with 50' shoulders, and the taxiways from 50' to 75', with 10' shoulders. The Commandant, Naval Air Center, has already recommended in his letter of March 19, 1943, to the Bureau that the additional 50' width in the runways and the 50' stabilized shoulders on each side, and the 10' stabilized shoulders on each taxiway be provided, at a total estimated cost of \$642,000, including the relocation of the side ditches. The District Public Works Officer has been requested to forward estimates to the Bureau covering the additional cost of widening the taxiways from 50' to 75', as shown on the attached sketch.

(D) Gunnery Areas.

Data concerning the acquisition of gunnery areas has been forwarded to the Bureau of Aeronautics some time back and Commander Fleet Air has requested that immediate action be taken to acquire this land. So far the station has not been informed as to the action taken in regard to this matter.

(E) Magazines.

The Naval Air Station is still uninformed as to the number, size, and location of magazines required in all fields, including those for Sea Frontier Bases: Crescent City, Eureka and Santa Maria.

Authority MND 730224
By M. NARA Date 4/14/05

Subject: Naval Air Center, Alameda.

(F) Target Ranges.

Data for leasing target sites at Grows Landing, Vernalis, Hollister, and Lovelock has been forwarded by the Commandant, Naval Air Center, to the Bureau, under dates of December 9, 1942, March 31, 1943, March 23, 1943, and April 30, 1943, respectively. The Center has not been informed of the action being taken and requests that this matter be expedited.

2. There are many other things that the Board will cover in its final report, but the above are the projects which are considered urgent for the operation of B-24 bombers.

/s/ I. M. McQuiston,
Captain, USNR

CC: Commander, Fleet Air, Alameda
Commandant, Naval Air Center, Alameda
Commander Perkins, Dulac.
Commander F. A. Zuzino, Dulac
Commander S. T. Barker, Dulocks

Authority MND 730024
By *[Signature]* NARA Date 4/14/05

24 SEP 1943

CONFIDENTIAL

End-1 (BuAero's conf. ltr. Aer-PL-35-LG, NA27(1), Ser. C-14493,
to VCNO via Budocks, dated 9 July 1943, w/encls.)

From: Chief of the Bureau of Yards and Docks.
To: Vice Chief of Naval Operations.

Subj: Inspection and Review of Progress at the Naval
Air Center, Alameda, California.

1. Forwarded.

2. The following comments are made by this Bureau on matters
commented on by the Board, Enclosure (A), Paragraph 6. Paragraph
designations correspond to those of Enclosure (A).

1(a) Naval Auxiliary Air Station, Crows Landing

Funds in the amount of \$852,000 for widening of taxiways
and runways have been released by the Secretary of the Navy. A
new lump sum contract for this work was awarded on 10 June and
construction will be completed about 10 October 1943.

1(b) Naval Auxiliary Air Station, Santa Rosa

Funds in the amount of \$903,000 for widening of taxiways
and runways have been released by the Secretary of the Navy. A new
lump sum contract for this work was awarded on 19 June and con-
struction will be completed about 19 October 1943.

2 - Naval Auxiliary Air Station, Vernalis

The Secretary of the Navy has released funds in the amount
of \$155,000 for the construction at this Station of an E-W runway
5000' x 200' and a 75' parallel taxiway, based on using the same
type of asphalt concrete construction employed on the existing NW-
SE runway. The Bureau was recently informed that this type of con-
struction is not adequate for the continued operation of PB4Y's
without excessive maintenance. The problem of runway design at
this Station is being restudied in the light of recent experience
in constructing runways for heavy planes, and revised recommendations
have been made to the Bureau of Aeronautics for heavier type pave-
ments. Construction will be initiated in the near future subject
to the approval of the Bureau of Aeronautics.

-1-

CONFIDENTIAL

Authority: NMD 730024
By: [Signature] NARA Date: 4/19/05

CONFIDENTIAL

Subj: Inspection and Review of Progress at the Naval Air Center,
Alameda, California.

3 - Progress

The Bureau is of the opinion that construction progress on aviation activities in the Twelfth Naval District is generally satisfactory. No serious delays have been experienced on any project. Present Bureau policy of closing out old cost-plus-a-fixed-fee construction contracts and the accomplishment of new work under competitive lump sum contracts, requires somewhat more time before actual construction can be started due to the necessity of more complete plans and specifications than were required under fixed-fee contracts. It is felt, however, that an exceptionally high type of construction is being obtained and the initial time lag is generally compensated for by an earlier completion date. Construction of aviation facilities in the Twelfth Naval District is under the direction of the District Public Works Officer, who is also responsible for the expeditious handling of much construction work in the District for other Bureaus.

4 - Acquisition of Land

Every effort is being made to expedite the acquisition of land. However, all land takings or leaseholds must be approved by the Bureau of Aeronautics, the Vice Chief of Naval Operations, and Congressional committees, and this processing requires considerable time. The necessity for accurate legal descriptions, maps, etc., is obvious. By the use of written permissions of owners for the Navy to enter on land prior to declarations of taking, actual construction in the field is seldom delayed.

5 - PROJECTS PREVIOUSLY RECOMMENDED BY THE BOARD

NAVAL AIR STATION, ALAMEDA

(1) and (2) - Barracks and Messing Facilities and BOQ:

The Secretary of the Navy has recently released funds in the amount of \$712,000 for the construction of Barracks and Messing Facilities to accommodate 2320 men and 1800 men, respectively, and a temporary BOQ for 150 officers. This money has been released to the field for construction; plans and specifications are now being prepared, and a lump sum construction contract will be awarded in the near future.

CONFIDENTIAL

Authority: NMD 730024
 By: [Signature] NARA Date: 4/14/05

~~CONFIDENTIAL~~

Subj: Inspection and Review of Progress at the Naval Air
Center, Alameda, California.

5 - (cont'd)

(3) - Public Works Shop:

The Secretary of the Navy has recently released funds in the amount of \$150,000 for the construction of a new Public Works Office and Shop. Plans and specifications are now being prepared and a lump sum construction contract will be awarded in the near future.

(4) - Ordnance Office and Pyrotechnic Storehouse:

Funds have been provided for this project and construction is under way.

(5) - New Inland Gunnery Range, Fallon, Nevada:

The Secretary of the Navy has recently released funds in the amount of \$1,555,000 for the construction of facilities for a new inland Gunnery Range to be located at Fallon, Nevada. Personnel and other facilities will be located at the CAA Airport, Fallon, Nevada. Plans and specifications are being prepared, field surveys are under way, and a lump sum contract for construction will be awarded in the near future. The use of the land for the Gunnery Range itself has been cleared with the Secretary of the Interior, as practically all of the required area is public land under the jurisdiction of the Department of the Interior.

NAVAL AUXILIARY AIR STATIONS

(1) - Gasoline Service Pits:

In the basic letter transmitting the Board Report, the Bureau of Aeronautics stated that the construction of gasoline service pits has been deferred. To improve the tank truck loading facilities, additional gasoline truck loading stands are being constructed at Auxiliary Air Stations, Santa Rosa, Crows Landing, Vernalis, Hollister, Monterey, and Watsonville.

-3-

CONFIDENTIAL

Authority: NMD 730024
By: AT NARA Date: 4/14/05

CONFIDENTIAL
Subj: Inspection and Review of Progress at the Naval Air Center,
Alameda, California.

5 - (cont'd.)

(2) - Extensions to Parking Areas:

The Bureau of Aeronautics has released funds in the amount of \$28,000 for additional parking area at Hollister. Funds for the construction of additional parking area at Monterey have been included in a request now before the Secretary of the Navy for approval for \$353,000 for incidental construction at Auxiliary Air Stations, Hollister, Cotati, Concord, Monterey, and Watsonville. If approved, this money will be used to finance widening of runway shoulders, relocation of drainage ditches, additional parking area at Watsonville, a small auditorium at Monterey, and a small operations building at Concord.

(3) - Storehouses:

This item is covered by the Bureau of Aeronautics in the basic letter.

6 - RECOMMENDED NEW PROJECTS:

NAVAL AIR STATION, ALAMEDA:

1 - Additional office space for Supply Department:

This Bureau has not yet received recommendations from the Bureau of Aeronautics for the construction of this project.

2 - Additional open storage area for salvage:

This project is being handled by the Bureau of Aeronautics as noted in the basic letter.

3 - Salvage and reclamation shop for Supply Department:

This project is being handled by the Bureau of Aeronautics in the basic letter.

The proposed projects at the Naval Air Station, Alameda, for runway widening, additional concrete apron, and seaplane hangar have been covered by the Bureau of Aeronautics in the basic letter.



-4-

CONFIDENTIAL

L. B. Corbys
Assistant to Chief of Bureau
By direction

Authority: NMD 730024
By: [Signature] NARA Date: 4/14/05

NA27/A1-1 1314
Serial YD CONFIDENTIAL
C5J

-5-

(End-1 to VCNO)

Subj: Inspection and Review of Progress at the Naval Air
Center, Alameda, California.

CC: Asst. SecNav for Air.
BuAero.
Coml2.
ComFair, Alameda.
Comdt. Naval Air Center,
(NAS), Alameda.
CO, NAS, Alameda.

24 SEP 1943
31
L5-4/NA27
1 2

-5-

CONFIDENTIAL

Sign on p. 4

Authority MND 730024
By NARA Date 4/19/05

Op-31-D15 AVG
NA27(1)

CONFIDENTIAL


2nd Endorsement

C22816

2 - OCT 1943

From: The Vice Chief of Naval Operations.
To: The Chief of the Bureau of Aeronautics.
SUBJECT: Inspection and Review of Progress at
the Naval Air Center, Alameda, California.
(BuAer Conf. Ltr. Aer-PL-35-IG, NA27(1),
Ser. C-14493, to VCNO via BuDocks, dated
9 July 1943, with enclosures)

1. Returned.
2. It is noted favorable action has been taken on most of the items recommended for accomplishment in enclosure (A) of the basic letter.



HUGH H. GOODWIN
By Direction

Authority MND 75024
By NARA Date 4/14/05

28106

28106

No. 28106

NUMBER

DATE

ALAM 6502

10 Feb. 1943

TAKEN BY:

NAS Alameda

LOCATION

SUBJECT:

NAS Vernalis, Calif.

Building area. Alt. 1000';
 F. L. 8.25". Filter Aero
 No. 1. Looking northeast.

RELEASED FOR PUBLICATION:

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JAN 13 1960

DATE:

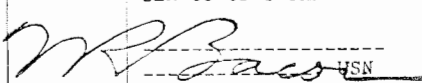
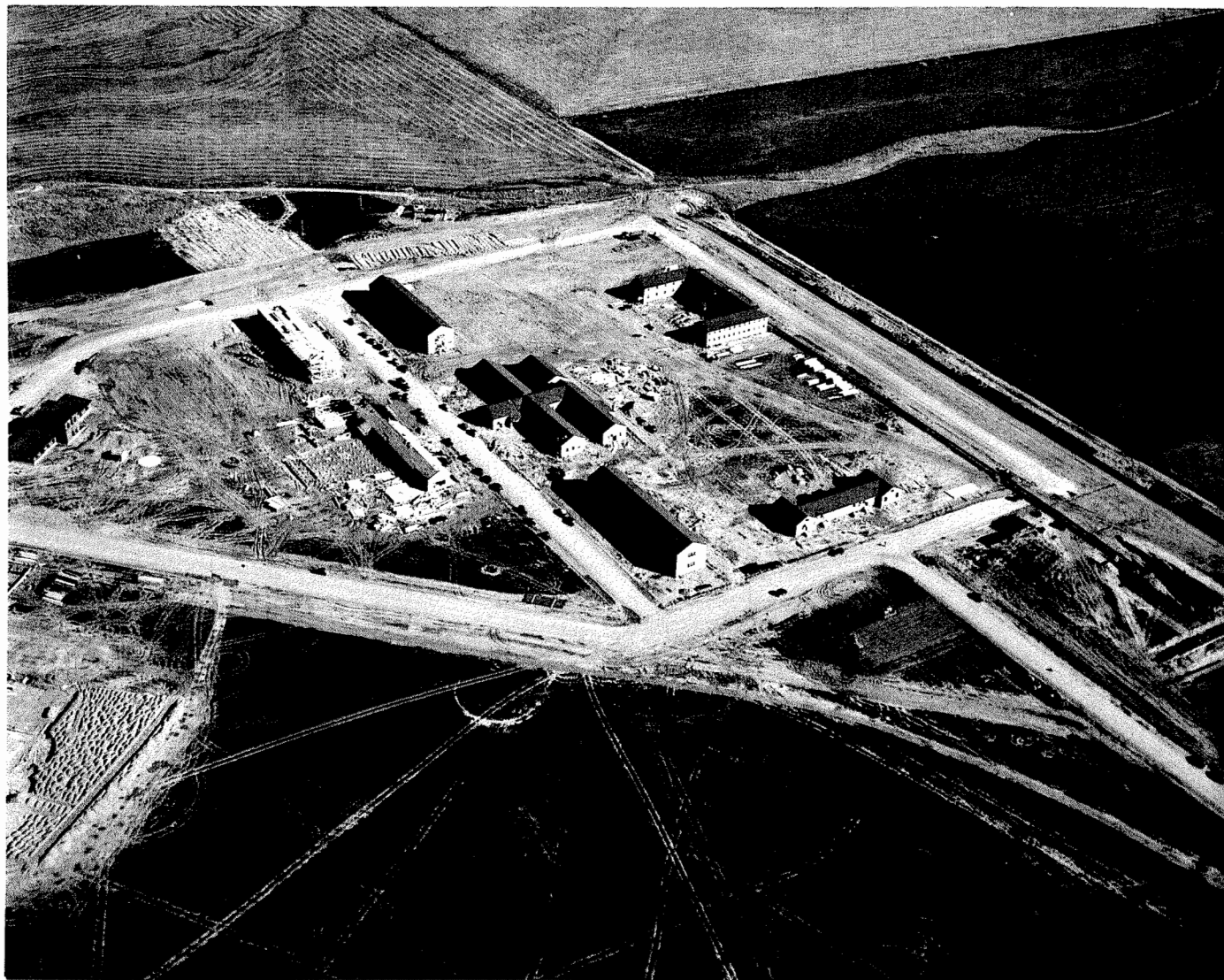
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SER 63 OF 8 JAN 1957


 W. B. Bacon
 COMMANDING OFFICER


NOTES:

U. S. GOVERNMENT PRINTING OFFICE: 1943 O-310

060954

60954 NEG

N. Aer. 452

NUMBER

DATE

9 April 1943

TAKEN BY:

NAS Alameda

LOCATION:

SUBJECT:

Aerial of AAS Vernalis,
Calif. Alt. 10,000';
F. L. 8.25". Looking
northeast. Filter Aero
#1.

Handing 7 cells

RELEASED FOR PUBLICATION:

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NND 983069

DEC 15 1959

DATE:

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SER 63 OF 8 JAN 1957

W. B. Bauer

COMMANDING OFFICER



NOTES:

U. S. GOVERNMENT PRINTING OFFICE

NUMBER

DATE

12 May 1944

TAKEN BY:

NAS Alameda

LOCATION:

SUBJECT:

NAS Vernalis, Vernalis,
Calif. F.L. 8 $\frac{1}{4}$ ". Aerial.
Looking north. Alt. 1500'

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DATE:

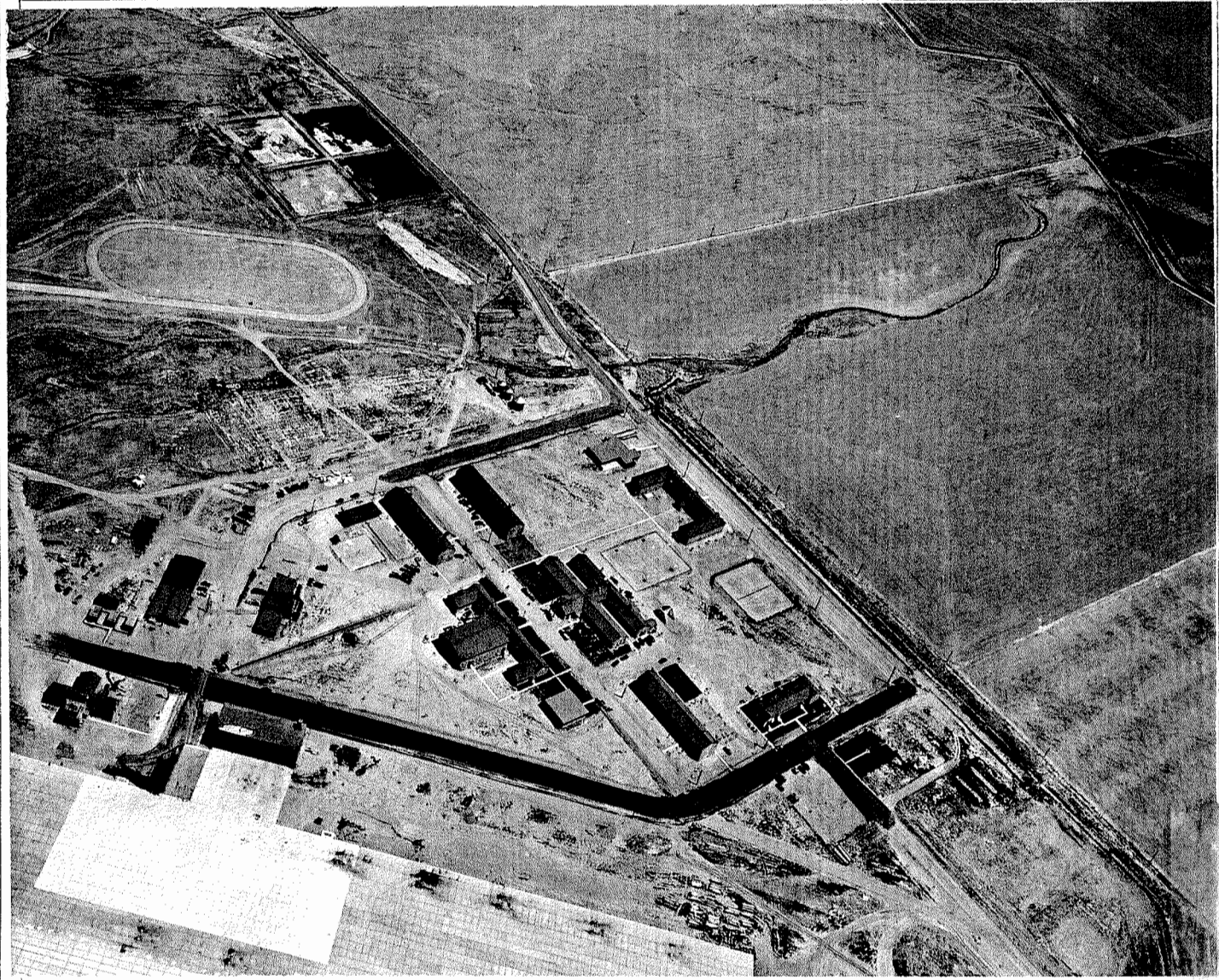
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BUREAU OF AERONAUTICS

236329 NEG

NAVIER-452



NOTES:

U. S. GOVERNMENT PRINTING OFFICE

236332NEG

NAVAER-452

NUMBER DATE
10 May 1944

TAKEN BY:
NAS Alameda

LOCATION:

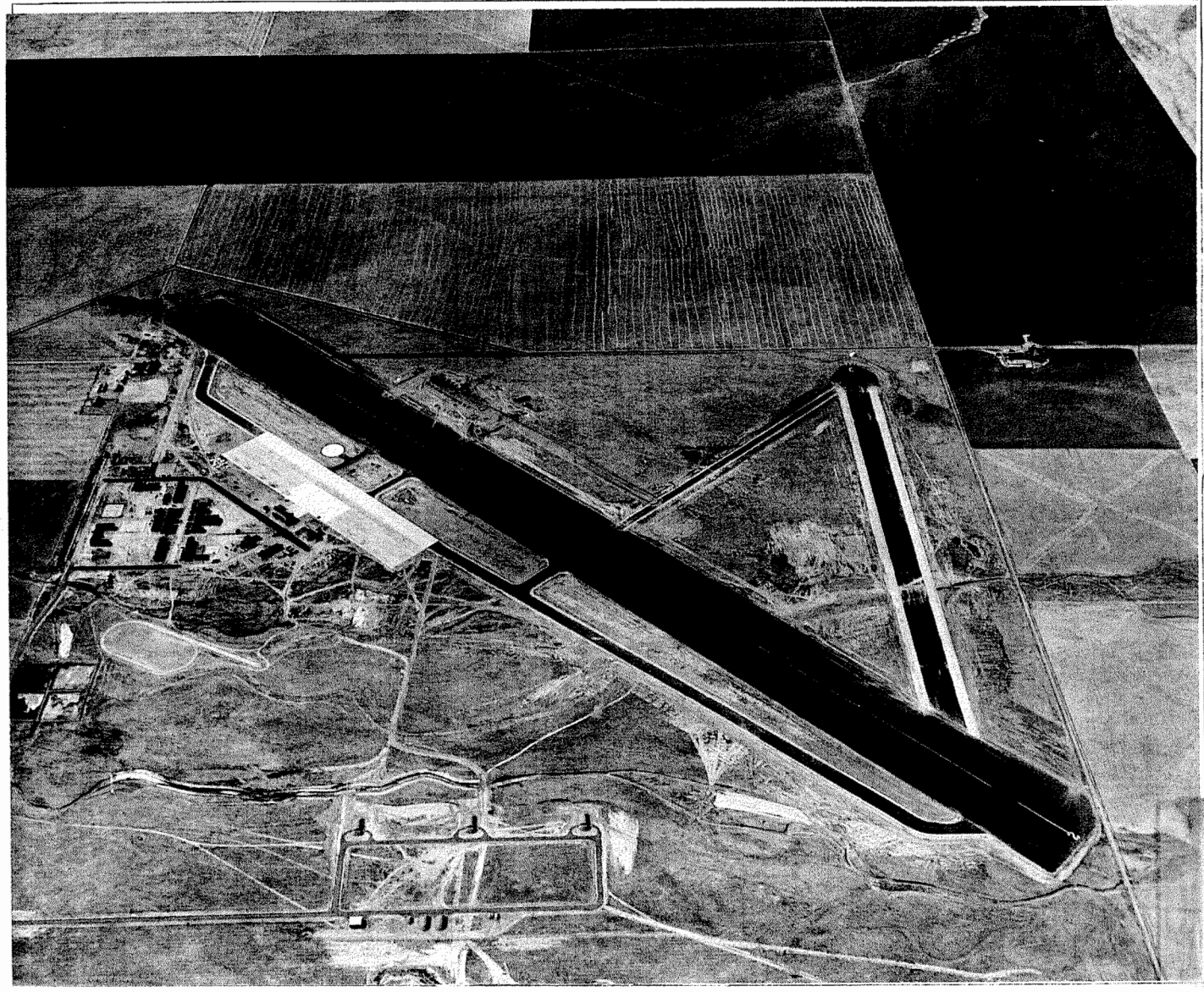
SUBJECT:
NAS Vernalis, Vernalis,
Calif. F.L. 8 1/4". Aerial.
Looking south. Alt. 8500'

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U. S. GOVERNMENT PRINTING OFFICE: 1943

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