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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

PAOLO E. COLETTA, *Editor*
K. Jack Bauer, *Associate Editor*



Greenwood Press
Westport, Connecticut • London, England

providing space for a Surface Reserve Division, NAS Akron originally planned to activate one CVL (light carrier) air group and one basic CV FASRON (Fleet Aircraft Service Squadron). For a beginning, thirty-two of the seventy-five planes promised were assigned, among them F6F *Skyrays*, TBM Martin torpedo planes, and various SNB *Navigators*, and SNJ *Texans*. In 1950 NAS Akron had on board an air wing of eleven squadrons, 231 officers and 1,030 enlisted Reservists, and 44 Marine Organized Reservists. In addition, it supported an Associated Volunteer Air Unit at Pittsburgh and was making good progress in setting up an Organized LTA squadron that would provide training for some 150 officers and men.

Following the commissioning of the station in January 1948, the original plank owners began working to transform the empty hangar they inherited into a live air station. Classrooms and shops were built and a gasoline tank farm was installed, and in June its first air group, Comdr. Cook Cleland commanding, was commissioned. Cleland, incidentally, had served in the USS *Lexington* and won the Thompson Trophy in the National Air Races held in Cleveland in 1949.

With 100 percent complement on board, NAS Akron built up a backlog of Volunteer Reservists and also a list of stationkeepers who wished to serve. A primary reason for the attractiveness of the station was its public affairs program, which took exhibitions of Reserve training equipment to such nearby universities as Kent State and was among the first to use television to show the public the type of training offered.

For bombing, rocket-firing, and gunnery practice, the air squadrons used facilities at NAS Grosse Ile (q.v.), while the Marines took their two weeks of active duty training at MCAS Cherry Point, N.C. (q.v.).

Beginning on 10 November 1948, NAS Akron was given a secondary mission: to provide support for a national stockpile of strategic and critical materials, with its mission further expanded on 4 May 1954 to include the provision of facilities to support the naval and Marine Air Reserve Training program (HTA and LTA) and operational or training flights for naval aviators in the Akron area. Nevertheless, by the summer of 1957 the Chief of Naval Air Reserve Training told the Chief of Naval Operations that he saw no need for the construction of a proposed naval air station for the Akron/Cleveland area as a replacement for NAS Akron. With no need seen in Washington for a jet base in the area, the new project was shelved. The deferring of the new base resulted from a series of events beginning in April 1953, when the Air Force was designated by the Secretary of Defense as the host service in a joint Navy-Air Force Reserve Air Base to be constructed in the Greater Cleveland area. A site was selected near South Aurora, Ohio, and in 1955 the Navy approved the expenditure of \$3,864,000 as its share of the total construction cost of \$24 million. In March of that year the Air Force told the CNO that with a change in its Reserve program no base was needed in the Cleveland area. Moreover, the Secretary of Defense had been requested to relieve the Air Force as the executive agent of the project. In May, the Secretary of the Navy asked the Secretary of Defense to designate his service

as the executive agent for the joint venture, with the Air Force to remain as a tenant. While in October the Secretary of Defense proved agreeable, he suggested that another site be chosen because the Aurora populace was "contentious" and because Air Force funds had been reprogrammed and were no longer available for the project. In consequence, the Navy resurveyed the site at South Aurora and another to the south, at Ravenna Arsenal, just east of the town of Ravenna, but the Air Force declined a request from the Secretary of the Navy to cooperate in a joint base and said that it would base its Reserve Troop Carrier Unit at the Akron-Canton Airport. The Navy found this airport site undesirable for its uses because a primary runway, to be 7,000 feet in length, had not yet been constructed and the site was too far from the Cleveland population center. While studies continued for several years, the Navy decided to close the facility and disestablished it on 1 February 1958.

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AKUTAN, ALASKA, NAVAL FUELING DEPOT, 1943-1946

Akutan (54°08'N., 164°49'W.) is one of the Fox Islands of the Aleutians. Beginning in January 1943, it served as a naval fueling depot to supply ships at nearby Dutch Harbor (q.v.). It also had a naval intelligence unit. Later the base provided coal and oil for Soviet vessels carrying lend-lease goods. The depot closed in 1946.

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SUSAN H. GODSON

ALAMEDA, CALIF., NAVAL AIR STATION, 1938

Naval Air Station Alameda is located on the east side of San Francisco Bay at the western end of the town of Alameda, just south of the Oakland end of the Bay Bridge. It covers 2,720 acres, of which 1,108 are under water, with most of the construction accomplished on hydraulically-filled ground and on piles.

In December 1917, a young visionary named John J. Mulvany decided that Alameda Island would be an ideal site for a naval base. Through his efforts, a special Navy Yard Committee advocated purchase of the land. Congress did nothing for many years, but the Navy continued to lobby for the site, and several congressional committees visited Alameda to view the proposed location. Mean-

while improvements at the site had been made by Pan American Airways, the City of Alameda, and the Army. The city reclaimed about 135 acres at the northwest corner in 1931 and completed improvements for Benton Field by 1934; and Pan Am constructed three hangars, a water well and tank, and an administration building on the part of the field known as Alameda Airport. Finally, in 1936, President F. D. Roosevelt was presented with Public Resolution Number 19, which offered the land from the City of Alameda for the sum of \$1—that sum to pay for the paperwork involved.

In its report, dated 1 December 1938, Rear Adm. A. J. Hepburn's board on shore establishments divided air stations into major and secondary ones and concluded that the plans for the major station at Alameda were adequate but that its facilities must be expanded so that it could support two and later four carrier groups, five patrol plane squadrons, and two utility squadrons and have facilities for complete plane and engine overhaul. In keeping with the board's recommendations, Congress provided \$63 million for air bases in the United States, including \$10,118,000 for Alameda, which would be one of the new or expanded existing stations and in addition to its plane squadrons would have carrier piers and various outlying fields. Funds provided in 1940 under a cost-plus-fixed-fee contract allowed for the construction of two 242-by-320 foot seaplane hangars, seaplane ramps and parking areas; grading and surfacing of runways; extending the assembly and repair shop; and expanding the barracks to accommodate 1,140 additional men.

On a rectangular site with its axis in an east-west direction, a square flying field was built at the western end while shops, hangars, administration and personnel structures occupied the eastern half. To the south of the building area was a seaplane area, including a lagoon enclosed by a breakwater and a jetty. South of the jetty and outside of the rectangle were two aircraft-carrier piers and a storage area. The five landplane runways in four directions ranged in length from 3,500 to 6,000 feet. Active construction began in 1938, with permanent buildings erected until the attack on Pearl Harbor and temporary ones thereafter—all built on piles.

Construction was unhurried until World War II began in Europe. On 1 November 1940, NAS Alameda was turned over to a staff of 200 civilian employees and a small complement of naval personnel. Yet on 7 December 1941, when the Japanese struck Pearl Harbor, the buildings at the Alameda site were still gaunt steel frameworks and the runways had just been completed. Thereafter construction was greatly speeded up at the "aviation gateway to the Pacific." Although construction work was slowed by transportation problems in a heavily populated area and a shortage of labor, on 15 April 1941 work began on 600 housing units for married civilians, with the work completed by 29 December 1941. By that time more than \$1 million had been spent to improve the radio station there.

Between 7 December 1941 and 16 April 1942, the prospective personnel of NAS Moffett Field (q.v.) was assembled and organized at NAS Alameda. With

the Moffett station placed in commission on 16 April 1942, Alameda could proceed with its major mission, that of serving as a maintenance and upkeep base for fleet air units.

With blackout instructions issued on 7 December 1941, it was felt safe for Patrol Squadron (VP) 44 (six PBY *Catalina* seaplanes) to come on board. On 12 December, in accordance with orders from the Assistant Secretary of the Navy, all employees were required to work at least an eight-hour day, six days a week. On 17 December, Commander Patrol Wing 8, Capt. John Dale Price, USN, and patrol squadrons assigned to Patrol Wing 8 (VP-51, 71, 72, 84, 91, and 92) arrived and were temporarily based at Alameda along with other fleet air detachments. As the senior naval aviator on board, Captain Price assumed command of all training, operational, and ferry flights of fleet air units; maintained operational flights necessary for inshore and offshore patrols; covered convoys and fleet units while they operated within flight distance from Alameda; and in addition controlled flights of ZP (Blimp Squadron) 32 based at Moffett Field. If Captain Price's major duty was to commission and train new squadrons, Alameda also maintained a radio school ship, aircraft identification school, and a link trainer school. By January 1943, station personnel numbered 100 officers and 3,543 men including Marines. On 26 January 1943, the tender USS *Teal* was assigned to Captain Price for duty with Patrol Wing 8. While some aircraft were flown off to Hawaii and to the Atlantic Fleet, Alameda refurbished air groups from various carriers, including the *Hornet*, and during the first quarter of 1943 shipped out nine SOC-1s, three J2Fs, one SO-3C Curtiss and four OS3U Vought observation planes, seventeen F2V-3 Boeing fighters, fifteen F4F fighters, two SB2-2C Curtiss scout bombers, and one TBD Douglas torpedo bomber while it received a hundred aircraft. For defense, Alameda relied upon the Army, which had 37 officers and 308 men on the station.

With 115 naval officers, 2,637 men, and 2,973 civilians, Alameda settled into its wartime routine of supporting various ships, shipping out aircraft, and carrying out routine inshore and offshore patrols. For example, on 15 May 1942, the USS *Trigger* picked up twenty-four submarine-type torpedoes, on the twenty-first the *Woodworth* picked up five destroyer-type torpedoes and electric exploders, and on the twenty-second the *Hammondspont* picked up sixteen airplane torpedoes. Meanwhile a ground school and a free gunnery training unit had been established. Torpedoes were issued to the USS *Wahoo* on 2 August, the SS *John Martin* on the tenth, and the USS *Conyngham* and *Chandeleur* late in August; they were also sent to secret advance bases known by such code names as White Poppy 51, Roses 51, and Fan Tan One. It is easy to surmise that these secret advance bases were located in the South Pacific area. By October 1943, with the Central Pacific drive under way, shipments to advance bases greatly increased, including aircraft and their weapons. Shipments of planes in June had been fourteen; in September, ninety-five. For pilot training, Alameda twice daily furnished target towing service.

Throughout 1943 Alameda continued its offshore and inshore patrols, schools,

logistic support to many classes of ships, and logistic support to advance bases, with shipments to Pearl Harbor greatly decreasing but those to the South and Southwest Pacific greatly increasing. Alameda also heavily augmented its forwarding of many types of aircraft. In July 1943, there were 7,226 men on board, with 2,337 of them being station personnel. While a low pressure chamber was used to train 120 officers and 300 men during that month, Alameda shipped out 2,865,764 pounds of materiel. During the fall its personnel increased in number, with 8,711 on board in September, of which 2,688 were station personnel, and 9,115 in October, of which 2,885 were station personnel. During October it commissioned squadrons VF-18 and VB-144 for CVL 37 and Royal New Zealand Air Force Squadrons 1, 2, 3, 5, 6, and 9. It also shipped out 123 Army and 233 Navy aircraft. In November, while American PV-1 *Venturas* and other U.S. Navy aircraft were equipped by the supply department, nine Canadian and twelve Australia-New Zealand aircraft were also supplied. By December, there were 10,172 personnel on board, of which 3,291 were station personnel. Of these, Fleet Air accounted for 5,210.

Early in 1944, Alameda had the honor of flying out Adm. William F. Halsey, Rear Adm. Jesse B. Oldendorf, and Vice Adm. "Pete" Mitscher in addition to Capt. Felix B. Stump, Secretary of the Navy Frank Knox, and Under Secretary of the Navy James V. Forrestal, the last two of whom made inspection trips of the battle area in the Central and South Pacific. During January, while equipment was furnished to many American, Canadian, and Australian aircraft, Alameda shipped 1,005,539 pounds of supplies to forward bases and sixty-two Army aircraft, with the weight to Pearl Harbor and the advance bases reaching a grand total of 5,692,345 pounds in February. Meanwhile several outlying fields, such as the one at Fallon, Nev. (q.v.), were completed, and the piles for a new carrier pier were hammered into place. In June, with the Naval Air Center, Fleet Air Detachment, and VR-4, NAS Alameda's population grew to 28,553, including 8,574 civilians. Wartime expenditures to Alameda amounted to \$85,483,934. It was from Alameda, incidentally, that the famed Gen. Jimmy Doolittle and his B-25 aircraft were loaded aboard the carrier *Hornet* for the first attack of the war on the Japanese homeland—on Tokyo, Nagoya, Osaka and Kobe.

By 1945 the runways at Alameda had been extended in length from 7,200 to 8,000 feet and thus were able to accommodate the latest models of aircraft, and there were quarters for 3,600 officers and barracks for 29,000 men. In addition there were a 1,200-foot carrier pier, a 320-by-822 foot steel intermediate overhaul shop, and thirty-five standard 228-man barracks. Building costs approximated \$10 million. Meanwhile, beginning in 1942, outlying fields were obtained at Crows Landing (q.v.), Santa Rosa (q.v.), Monterey (q.v.), and South San Francisco. Still more construction followed in 1945, when two steel seaplane hangars and a 6,809-foot breakwater were built, and the City of Alameda, 30,000 strong in 1941, numbered 75,000 in 1945, with many of its citizens working at the air station.

Like the other large air stations, Alameda served not only as an operating base but as an operational training center.

Although operations slowed down drastically following the war, Alameda continued to provide facilities and to support fleet aviation. It was soon busy training pilots and aircrewmembers to fly advanced and ever-changing aircraft, including jets, with heavy emphasis on the last since the Korean War. Its ground school offered training in all phases of aviation from basic navigation to gunnery and to simulated instrument flying. While enlisted men were prepared for advancement in rate, pilots were offered refresher courses in areas including celestial navigation and use of radar, loran, radio codes, blinker lights, and signal flags. In addition, there was an \$875,000 aviation torpedo attack trainer, a new missile rework facility, and data processing facilities. Students were taught to use the five waterproofed kits that made up a complete shipwreck unit including a life raft and outboard motor; fuel; emergency rations; and reflective paddles in case the 9.5 horsepower motor did not work. Aircraft flying in all directions across a movie screen provided targets for aerial gunnery practice. To instruct fighter pilots to use instruments, after 1949 an F8F flight trainer was employed. With its huge film library, which served the entire Twelfth Naval District, Alameda's ground school contained more synthetic training devices than most other naval air stations in the world. A high tempo of operations was maintained throughout the Vietnam War.

To maintain the channel shipworthy, each year a million cubic yards of silt must be dredged. A 1,000-foot-wide channel is maintained from the piers at Alameda to the deep water of San Francisco Bay. These piers have complete facilities to accommodate the largest aircraft carriers. New housing construction has provided station military personnel with modern quarters and various facilities for families. Among these are a family service center, career information office, child care center, credit union, legal aid, library, chaplain, Red Cross counseling and assistance center, and recreational services department. In 1967 the aircraft field was named in honor of Fleet Admiral Chester W. Nimitz.

One of the largest facilities at NAS Alameda is the Naval Air Rework Facility, the principal tenant. An industrial component of the Naval Air System Command, it was commissioned on 1 April 1967. Occupying 139 acres, it is one of six Naval Air Rework Facilities and employs almost 5,000 civilian employees, about 75 percent of them being blue-collar workers. The annual budget is \$200 million, of which approximately \$120 million is allocated to wages and salaries. It is commanded by an aeronautical engineering duty officer and organized into five directorates: management services, production, quality and reliability, weapons systems management, and Naval Air Engineering Support. It has over two million square feet of covered space in seventy buildings. Upon call, it sends special groups to repair aircraft stationed abroad yet repairs about 200 aircraft at the facility annually, with each aircraft requiring an average of forty working days. About 700 missiles, each requiring forty working days, are also repaired quar-

terly. Base Mobile Facilities consisting of 20-by-7-by-8-foot aluminum shells carry equipment and serve as maintenance shops, photographic laboratories, and office spaces. These Base Mobile Facilities can be airlifted to any station or aircraft carrier.

Other tenant activities at Alameda are:

- Naval Air Reserve Unit
- Naval Weather Service Facility
- Navy Public Works Center
- Navy Recruiting
- Navy Regional Medical Center Branch Clinic
- Naval and Marine Corps Reserve Training Center
- Coast Guard Training Center
- Seabee Training Unit
- Naval Oceanographic Detachment
- Marine Air Group 42

Other tenants at NAS Alameda include schools for remedial studies, general education, a high school, a four-year liberal arts college (Chapman), Technical Training International, and Embry-Riddle Aeronautical University. An opportunity also exists to acquire a master's degree in management from the University of Southern California. The station newspaper is named *The Carrier*.

Marine Air Group 42 is the largest contingent of Marines in Northern California. It provides training, supervision, and support for five Selected Marine Corps Reserve Units—175 active officers and enlisted men who fly A-4 *Skyhawks* and CH-53 *Sea Stallion* helicopters. The Naval Reserve Unit is the nation's largest single Air Reserve activity, comprising as it does seven Reserve Force Squadrons, four Flying Reinforcing Units, fourteen Ground Sustaining Units, and ten Air Intelligence Units. Involved are 2,000 Selected Air Reservists.

Since 1965 NAS Alameda has been the homeport of the *Enterprise* (CVN-65) and *Coral Sea* (CVA-43).

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SUE LEMMON

ALBANY, GA., NAVAL AIR STATION, 1967–1974

Located outside of Albany, Ga., a town of about 60,000 persons in southwest Georgia, NAS Albany lay about 180 miles south of Atlanta. It covered an area of 2,193 acres near the Flint River and had a 12,050-foot runway. Originally established in July 1941 for use as an Army flying school, it was named Turner Field in honor of an Army Air Forces lieutenant who was killed in a training accident. Following World War II, the field was deactivated but was reopened as Turner SAC Air Force Base in the fall of 1947 and became the home of the Thirty-first Fighter Wing. When the Air Force disestablished its installation on 30 June 1967, the Navy obtained control, with commissioning ceremonies held on 1 July, Capt. Ruben Lee Johns, USN, commanding. He was relieved on 11 July 1969 by Capt. Herbert Kaminer Manship, USN. During the following year NAS Albany was in development status while the Navy renovated some buildings formerly used by the Air Force and erected new facilities including a gym, additional enlisted barracks, another bachelor officers quarters, and a \$2.5 million hospital.

Like the other Naval Reserve Air Stations, Albany would maintain and operate facilities and provide services and material support to aviation activities of the Navy's operating forces and other designated activities and units. Its first tenant command, Reconnaissance Attack Wing 1, came aboard from NAS Sanford, Fla. (q.v.), when that station was decommissioned early in 1968. That wing, which kept six of its ten squadrons aboard at all times, had originally been commissioned at NAS Norfolk (q.v.) in 1951 and soon transferred from P2V-3C *Neptunes* to RA-5C *Vigilantes*, supersonic jets that could fly twice the speed of sound. Between 1951 and 1963 its planes were equipped for long-range delivery of nuclear or conventional weapons in any weather, at any time of the day or night, and as a secondary mission engaged in in-flight refueling. In addition, NAS Albany flew and maintained aircraft assigned to the Naval Air Logistics Command Atlantic Fleet for support of airlift requirements and units assigned to the East Coast. For this purpose it used various types of both light and heavy helicopters. NAS Albany was assigned the additional role as an Air Force satellite base with the Nineteenth Bombardment Wing (H), SAC, on board.

NAS Albany controlled 59,355 aircraft during the year 1968 and also provided services and support for a squadron of Marine aircraft from MCAS Cherry Point, N.C. (q.v.), during the final quarter of the year. In 1969 it controlled 85,122 aircraft with an average of 826 IFR (Instrument Flight Rules), 4,956 VR (Visual Rules), and 499 radar IFR. On board were 99 officers, 707 men, and 453 civilians. They manned departments concerned with support, maintenance, air traffic control, field utilities, ground electronics, fire protection, weapons, and air operations including Search and Rescue (SAR). For the last there were two