

Patrol Squadron Shore Establishments

THIS IS NOT AN INCLUSIVE LIST of all naval aviation shore establishments. The list was compiled to provide background information on shore establishments used by patrol squadrons. Naval shore establishments that are not normally used by patrol squadrons are not included in this list.

Shore Establishments in the United States

NAF/NAS/NS Adak, Alaska—NAF Adak was established on 21 November 1942 and redesignated NAS on 1 April 1943, with an auxiliary airfield on Kiska, Aleutians, after the island had been retaken from the Japanese on 11 September 1943. The airstrip was named Mitchell Field on 2 February 1944 in honor of Ensign Albert E. Mitchell, who lost his life in the Aleutians earlier in the war. One of several islands in the Aleutian chain that extends across the Bering Sea, Adak's suitable deep-water bay was the primary reason for its development as a major base during WWII. An advance seaplane base was established there by the tender *Teal* (AVP 5), which put North Pacific forces within 250 miles of occupied Kiska and in a position to maintain a close watch over enemy shipping lanes to that island and to Attu. The tender *Casco* (AVP 12) was damaged at Nazan Bay by a torpedo from *RO-61* and was beached while repairs were completed. The air station was placed in inactive status on 15 February 1947. NAS Adak was redesignated an NAF on 16 June 1948 and then redesignated an NS on 1 July 1950. NS Adak was redesignated NAF on 1 July 1994 and finally disestablished on 18 February 1998.

NAS Alameda, California—The Naval air station at Alameda was located on the east side of the San Francisco Bay, south of Oakland. The site, already developed as a Pan American and community airport, was turned over to the Navy in 1938 for one dollar. Although still unfinished, the station was established on 1 November 1940. Work on the airfield facilities was still not complete at the outbreak of WWII, but

the base was made operational in December 1941 to house personnel from NAS Moffett Field, which was not put into operation until 16 April 1942. In the spring of 1942 three auxiliary fields were built to support NAS Alameda: NAAF Cotati, NAAF Concord and NAAF Hollister. Later, fields were built at Crows Land, Santa Rosa, Vernalis and South San Francisco. VP-44 was the first patrol squadron to use NAS Alameda, coming aboard on 7 December 1941. PatWing-8 headquarters moved to Alameda that same month. The primary mission of the base during the war was maintenance of fleet air units. The role of the base as a major repair facility was emphasized in 1967 when it became one of six Naval Air Rework Facilities in the U.S. The airfield was named Nimitz Field on 26 January 1967, in honor of Fleet Admiral Chester W. Nimitz, Commander-in-Chief, Pacific during WWII and later CNO. NAS Alameda was disestablished on 30 September 1997.

NAF Amchitka, Alaska—The island of Amchitka was occupied by U.S. forces in January 1943. On 24 February 1943 NAF Amchitka was established to support the requirements for one Navy patrol squadron at the U.S. Army field on that site. Amchitka served as the headquarters for FAW-4 and detachments of VP-61 during the invasion of Attu in May 1943. After the occupation of Attu, the role of Amchitka was downgraded to that of aerology reporting. The facility was disestablished on 11 January 1946. During the 1960s, Amchitka was used as a testing site for nuclear devices. Several West Coast patrol squadrons participated in these tests, flying patrols over the testing area to monitor Soviet naval vessels and to gather airborne particulate samples after the detonations.

NAS/NS Anacostia, District of Columbia—Anacostia was established as a naval air station on 18 December 1918 on a portion of the Army field. It was one of the air bases recommended under the Helms Board plan to be used by naval aviation as an experimental station. During the period between the wars NAS Anacostia served as home to the Navy Pigeon Training School, the first Aerology School for weather

forecasting and as a flight test and evaluation center. A naval reserve air base was established to coexist on the site. On 26 September 1935, the Army turned over the entire establishment of the adjacent Bolling Field to the Navy, creating more runway space for land-based naval aircraft. During WWII the Navy's testing and evaluation center was moved from NAS Anacostia to NAS Patuxent River, Md. On 1 July 1946 a Naval Air Reserve Training Unit was activated at Anacostia. VP-900 was the first reserve patrol squadron (PV-2 Harpoons and PBY-5A/6A Catalinas) to make Anacostia its home port. The reserve components on the base were relocated to NAF Andrews, Md. NAS Anacostia was officially disestablished as an active air station on 1 January 1962. NS Anacostia currently serves as the home for a detachment from HMX-1 that provides helicopter transportation for the president.

NAF Andrews, Andrews AFB, Maryland—(See NAF Washington)

NAF Annapolis, Maryland—Annapolis became the earliest site for Naval Aviation when Captain Washington I. Chambers was detailed on 6 July 1911 to the Naval Academy for the purpose of establishing a flying camp. The site he chose was at Greenbury Point, across the Severn River from the Academy. Flying operations began in September and ended in December with the onset of poor flying weather. The pilots assigned to the U.S. Naval Aviation Camp at Greenbury Point were then transferred to San Diego, Calif., to establish another camp at the Glenn Curtiss facility on North Island. Flying operations resumed at Greenbury Point in the spring of 1912. In the spring of 1913, the facility had its first fatality when Ensign W. G. Billingsley was thrown from his aircraft, a B-2 Wright hydroaeroplane. The accident led to the development of the seatbelt, which became mandatory for all naval aircraft. Operations ceased at Greenbury Point on 4 January 1914 when all naval personnel were relocated to NS Pensacola, Fla., to establish a new flying school for the Navy. A naval air activity was reestablished at Annapolis in 1926 as a seaplane base to provide aviation training to Naval Academy cadets. The activity was greatly expanded during WWII and on 20 March 1950 was redesignated a naval air facility. Seaplane training was then relocated to NAS Norfolk, Va. On 1 January 1962, the NAF was disestablished and its assets were relocated to Andrews Air Force Base, Md., as part of NAF Andrews, which had been officially established on 1 January 1962.

NAAF/NAF Annette Island, Aleutian Islands, Alaska—One of three auxiliary airfields supporting NAS Sitka, Alaska, Annette Island was established on 1 March 1943 as an auxiliary airfield and redesignated NAF on 17 March 1943. NAF Annette Island was disestablished on 16 December 1944.

NAAS/NAS Astoria, Oregon—Established on 15 December 1940 as NAAS Tongue Point, this facility was capable of supporting up to 36 patrol seaplanes. The auxiliary field at Clatsop County Airport supported Navy landplanes, including PV-1 Venturas. On 31 May 1944, Tongue Point, Clatsop Airport and Moon Island Airport were redesignated NAS Astoria. The facility was disestablished on 1 August 1946.

NAF/NAAF Atka, Aleutians, Alaska—Atka is the largest of the Andreanof Islands and was established as a naval air facility in November 1942. It was redesignated a naval auxiliary air field in February 1943, serving as a refueling site for patrol planes during the campaign in the Aleutians. The occupation of Kiska soon made the base superfluous, and it was disestablished on 1 September 1945.

NRAB/NAS Atlanta, Marietta, Georgia—Established as a Naval Reserve Air Base in March 1941, on the site of an Army base (Camp Gordon) unused since WWI. The facility, located near Marietta, was redesignated NAS on 1 January 1943. It became a reserve naval air station in 1946, with nine reserve squadrons operating from there and two at satellite fields at Birmingham, Ala., and Charleston, S.C. Reserve patrol squadron VP-901 with PBY-5A Catalinas, was established at NAS Atlanta in May 1946. NAS Atlanta was relocated to newly built facilities adjacent to Dobbins AFB, Marietta, Georgia, in April 1959.

NAS Atlantic City, New Jersey—The naval air station at Atlantic City was established at the municipal airport in July 1942 and served as a patrol base for 24 land planes protecting the convoy approaches to the East Coast. Several patrol squadrons rotated through this facility during the war. Construction of a permanent facility at nearby Egg Harbor was begun in October 1942. The new facility was established on 24 April 1943, and the old municipal airport, now named Bader Field, was turned over to the Army Air Corps. The principal wartime role of the air station was training fighter squadrons for the fleet. After the war activity decreased only slightly. By 1950 the facility was designated an all-weather station. The first Navy Air Reserve squadrons reported aboard on 6 July 1950. Over the next eight years, several reserve patrol squadrons flew to NAS Atlantic City to perform ACDU-TRA training flights. The air station was disestablished on 1 July 1958 due to increasing civilian air traffic and suburban buildup around the base.

NAF/NAS Attu, Alaska—Attu, the largest of the Near Islands chain in the Aleutians, was occupied by the Japanese on 7 June 1942. On 28 May 1943, General Yamaziki was invited to surrender via an air drop from a VP-43 Catalina. He refused and the U.S. Army recaptured Attu on the 29th. NAF Attu was es-

tablished on 8 June 1943 with an auxiliary airfield on the island of Shemya. When Attu was taken back from the Japanese it provided better facilities for seaplane operations. VP-45 was the first seaplane squadron to receive support from NAF Attu via the service provided offshore by the tender *Casco* (AVP 12). During WWII operations from Attu included night bombing and reconnaissance missions to the northern Kuriles, the northernmost of the Japanese home islands. The airfield was redesignated a naval air station on 17 September 1943. It was disestablished on 1 January 1949.

NAS Banana River, Florida—This facility was established as a secondary seaplane base for NAS Jacksonville, Fla., on 1 October 1940. The base served as a PBM Mariner training and ASW patrol site during WWII and was inactivated on 1 August 1947 and disestablished on 1 October 1947. On 1 July 1951, the site was turned over to the U.S. Air Force for use as the USAF Eastern Space and Missile Center.

NAAF/NAAS Bar Harbor, Maine—(see NAS Brunswick, Maine) This base was originally established on 1 September 1943 as an NAAF secondary field to NAS Brunswick, Maine. It was redesignated an NAAS on 22 August 1945 and was disestablished on 15 November 1945.

NAS Barbers Point, Oahu, Hawaii—Barbers Point was first surveyed by the Navy in July 1940 and established as a naval air station on 15 April 1942. NAS Barbers Point was utilized for advanced combat training for fighter and bomber crews prior to assignment to forward areas. The base was home to CASU-2, which overhauled engines and aircraft for the fleet. By the end of WWII the facility had grown to a force of over 4,000 officers and men. Postwar budget cuts reduced the on-board complement to 378 officers and men, and the future of the base seemed uncertain. In 1949 the naval air activities in Hawaii were consolidated at Barbers Point. The first half of 1950 saw the arrival of the first patrol squadron, VP-6, from NAS Whidbey Island, Wash. During the Korean conflict, NAS Barbers Point once again assumed a wartime role training aircrews for combat. It also served as a base for supplying UN forces with cargo and replacement personnel. The post-Korean War period saw a continued increase in the scope of activities and construction of facilities at NAS Barbers Point. When Commander Fleet Air Hawaii moved its headquarters to Barbers Point in 1959, Fleet Air Wing 2 came aboard as well. This provided the air station with a new role of supporting operational and training missions in the VP community. In June 1973, Commander Fleet Air Hawaii was disestablished and the air station began reporting to Commander Naval Air Pacific. The airstrip was named John Rodgers Field on 10 September 1974,

in honor of Commander John Rodgers for his exploits in early Naval Aviation. NAS Barbers Point was disestablished on 1 July 1999.

NAAS Barin Field, Florida—One of six auxiliary air stations serving NAS Pensacola, NAAS Barin Field was established for intermediate training on 5 December 1942 and disestablished on 15 March 1947. The facility was reestablished as NAAS Barin Field on 15 January 1952 for basic and advanced training. It was placed in an inactive status on 31 October 1958 and is currently used as an OLF for Whiting Field.

NAS/MCAAS/MCAS Beaufort, North Carolina—The last of 23 naval air stations begun during the naval construction program of 1942. Facilities included barracks for 2,800 men, four nose hangars, one full hangar, storehouses and fuel storage for 350,000 gallons of aviation gas, and four 6,000-foot asphalt runways. Established as a NAS on 15 June 1943, redesignated MCAAS on 26 June 1956 and then redesignated MCAS on 1 March 1960.

NAS/NARF Birmingham, Alabama—(see NAS Atlanta, Ga.) This airfield was built as an adjunct to the civilian airport at Birmingham, Ala., and was established as a naval air station on 15 September 1948 and served as a secondary reserve training base for NAS Atlanta. It was redesignated a naval air rework facility on 25 June 1956. The NARF was in turn disestablished on 1 October 1957 when the facilities were sold to a civilian firm that continued running the air rework facility under government contract.

NAAF/NAAS/NAS Boca Chica, Florida—Boca Chica was established as an NAAF on 1 April 1943. It was redesignated an NAAS on 23 October 1943 and became an NAS on 8 February 1945. During the war the base was used by patrol squadrons for advanced training in ASW off the coast of Florida. With the end of WWII, vast cutbacks in military spending ensued and many bases, including Boca Chica, were closed. NAS Boca Chica was officially disestablished on 31 March 1945.

NAAS Bronson Field, Florida—One of six auxiliary air stations serving NAS Pensacola, Fla., NAAS Bronson Field was established for training on 18 November 1942 and disestablished on 15 March 1947. After disestablishment it became an OLF for NAS Pensacola.

NAAS Brown Field, Otay Mesa, California—Brown Field was established as a naval auxiliary air station on 17 March 1943 for NAS Camp Kearney (later renamed NAS Miramar). It was named in honor of Commander Melvin S. Brown, who was killed in a plane crash in 1936. Commander Brown participated in the first trans-Atlantic flight of the NC flying boats in

1919. During WWII the field was used to train air units and patrol squadrons preparing for duty in the Pacific. On 1 June 1946 the field was put in a caretaker status. With the increase in Naval Aviation activity brought about by the Korean War, Brown Field was restored to life once again as an ALF for NAS San Diego, Calif., on 1 November 1951. The ALF was redesignated NAAS Brown Field on 1 July 1954. On 2 November 1954, the Convair XFY-1 Pogo made its first historic vertical takeoff and landing at NAAS Brown Field. During this period the field was home to one utility squadron, a Regulus air missile detachment, two antisubmarine squadrons and one fleet aircraft service squadron detachment. On 1 July 1961, the field reverted to an ALF, with minimal staff on board. On 1 September 1962 the field was disestablished and custody given to the City of San Diego.

NAS Brunswick, Georgia—This base was one of the sites recommended under the Helms Board plan to be used by Naval Aviation as a patrol air station. By 13 November 1918 the construction was complete and personnel assigned, but with no assigned seaplanes. By 20 May 1919 the base was listed as being in a non-operating status. It was officially disestablished 12 October 1920. (see NAS Glynco, Georgia for WWII period)

NAS/NAF Brunswick, Maine—This base was established as a naval air station on 15 April 1943 to train Royal Canadian Air Force pilots and was disestablished on 15 December 1946. Five auxiliary landing fields in Maine had been attached to NAS Brunswick: Bar Harbor, Lewiston, Sanford, Rockland and Casco Bay. Brunswick was reactivated as an NAF on 15 March 1951 to serve as the home for Fleet Air Wing 3. Records indicate it was scheduled for redesignation to an NAS on 15 September 1951. Brunswick has remained an active naval air station since 1951.

NAAS Camp Kearny, California—During WWI the U.S. government purchased the Kearny Ranch located 13 miles north of San Diego, Calif. The Army established Camp Kearny as a military training base for lighter-than-air craft and also as an aircraft target bombing range. With the outbreak of WWII, the southern portion of the base was given to the Navy for use as an auxiliary airfield for NAS San Diego, Calif. Officially established as an NAAS on 20 February 1943, this facility served as a major training and staging area for patrol squadrons preparing for the transpac to WestPac and the South Pacific combat zone. The Army relinquished its control of the northern portion of Camp Kearny, and both sections of the base were consolidated on 1 May 1946 and redesignated Marine Corps Air Station Miramar. It reverted to Navy control on 30 June 1947 and was redesignated NAAF. On 1 April 1952 the facility was redesignated

NAS Miramar. On 14 June 1955, the airfield was named Mitscher Field in honor of Admiral Marc A. Mitscher, Naval Aviator No. 33, leader of fast carrier task forces in WWII and Deputy CNO (Air). The air station reverted for a second time to Marine Corps control and was redesignated MCAS Miramar on 1 October 1997.

NAS Cape May, New Jersey—This facility was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol air station. It was established as an NAS on 6 October 1917, but not turned over to the Navy until 4 December 1917. During WWI 12 seaplanes and 1 dirigible were assigned to the station. The Cape May station remained Navy property after the war until 1926 when the seaplane hangar and several of the buildings were transferred to the Coast Guard. On 16 September 1940 the base was reestablished as a naval air station to support two carrier squadrons. The old WWI dirigible hangar was torn down and an eight-spoke airfield with taxiways was built. On 1 May 1946 the airfield was reduced to caretaker status. The facility was disestablished on 1 June 1946 and turned over for the second time to the Coast Guard, which has continued to use it through the 1990s.

NAAF/NAAS Casco Bay, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF secondary seaplane base for NAS Brunswick on 14 May 1943. It was designated an NAAS on 22 August 1945, put in caretaker status on 15 May 1946, and officially disestablished on 15 December 1946.

NAAS/NAS Cecil Field, Florida—(see NAS Jacksonville, Fla.) Cecil Field was established as an NAAS for NAS Jacksonville on 20 February 1943. It was named for Commander Henry B. Cecil, Naval Aviator No. 42, lost in the crash of the dirigible *Akron* (ZRS-4) on 4 April 1933. NAAS Cecil Field was disestablished on 1 March 1948 and reactivated on 1 November 1948. It was redesignated an NAS on 30 June 1952. Due to budget cutbacks and base closures, NAS Cecil Field was closed in 1999.

NAS Charleston, South Carolina—(see NAS Atlanta, Ga.) This was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a kite balloon station. It was under construction during WWI but not completed before the war came to an end. During WWII the base was established as an NAS secondary to NAS Atlanta, Ga., on 15 June 1942. It was disestablished on 1 August 1946.

NAS Chatham, Chatham Port, Massachusetts—This was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a

patrol station. The contract for construction of the base was let on 8 September 1917, but NAS Chatham was not completed until late March 1918. Twelve seaplanes and one dirigible conducted patrols over the sea lanes from this base. By 20 May 1919, the base was listed as being in a nonoperational status.

NRAB/NAS Chicago, Illinois—(see NAS Glenview, Ill.)

NAAS/NAS Chincoteague, Virginia—NAAS Chincoteague was established on 5 March 1942 at Chincoteague Island, Va., to serve as an outlying field for the housing, maintenance and training of carrier fighter squadrons assigned to NAS Hampton Roads, Va. By 1944 the facility was used to provide operational training to PB4Y-2 Privateer crews. It was redesignated an NAS on 1 January 1950 and used as a naval aviation ordnance test station. On 1 July 1951 the base was redesignated an NAAS and on 1 January 1955 redesignated an NAS. VP-8 was based there from April 1958 until the station was closed in 1959. The facility was disestablished on 30 June 1959 and transferred to NASA to supplement their operations at nearby Wallops Island.

NAS Clinton, Oklahoma—This facility was established under the Special Task Air Group training command as an NAS on 1 June 1943. The flat, open spaces surrounding the base made secrecy of special test projects easier to maintain. VBs 152 and 153 were established in August 1943 and April 1944, respectively, and located at NAS Clinton, to test the target seeking glide bomb known as Pelican. The Pelican was equipped with a beam-rider radar homing device developed by the Bureau of Ordnance Special Design Section in April 1942. After a number of tests in early 1944, with only limited success, the project was cancelled in late July 1944. Numerous other special projects were also tested there during the war. With the end of hostilities the base was placed in caretaker status by December 1945 and formally disestablished on 1 June 1946.

NAAF Cold Bay, Alaska—(see NAS Kodiak, Alaska) This small facility, located on Shumagin Island, served as a refueling stop and temporary base for seaplanes operating as detachments from Dutch Harbor. The bay on Shumagin Island had been in use by the Navy as an anchorage since 1929. After the Japanese invaded the Aleutians in June 1942, the Cold Bay site was established as a naval section base in July 1942. It was redesignated an NAAF on 5 September 1942, and was disestablished on 7 November 1944, after the withdrawal of Japanese forces from the Aleutians.

NAAS Corry Field, Florida—One of six auxiliary air stations serving NAS Pensacola, Fla., Corry Field was established as an NAAS on 15 January 1943 for use in

primary training and disestablished on 20 March 1946. The station was reestablished as an NAAS for basic training on 11 August 1948 and disestablished on 30 June 1958.

NAAS/NAAF Crows Landing, California—This site was established on 25 May 1943 to serve as an auxiliary airfield for PB4Y-1 and 2 squadrons operating out of NAS Alameda, Calif. It was also used by bomber crews as a glide bombing and air-to-ground gunnery range. The station was inactivated on 1 July 1946, but continued to serve as an auxiliary and emergency landing field for NAS Moffett Field, Calif., until closure of that facility in 1994.

NAS Deland, Florida—NAS Deland was established as a primary training base on 17 November 1942. It also served as an advanced training site for patrol bombers conducting operational ASW patrols off the coast of Florida. The facility reverted to caretaker status on 15 April 1946 and was disestablished on 15 June 1946.

NAF Detroit, Michigan—NAF Detroit was established on 8 November 1969 following the closure of NAS Grosse Ile, Mich. The latter facility was too small for the reserve's transition to jet aircraft and larger patrol planes. The new base became a tenant command at Selfridge Air National Guard Base, Mount Clemens, Mich. The relocation of reserve patrol squadrons to NAF Detroit, Selfridge Field, marked a return of naval reserve aviation, originally based there from 1927 to 1929. NAF Detroit became home to the VP-93 Executioners on 1 July 1976. Facilities were shared with Army, Air Force, Coast Guard and Marine Corps reserve units. Patrol squadron operations ceased at NAF Detroit with the disestablishment of VP-93 on 30 September 1994.

NAS/NAF Dutch Harbor, Aleutians—Situated on Unalaska, an island in the Aleutians purchased from Russia in 1867, Dutch Harbor was the second location in the Aleutians the U.S. had once started to fortify. The first fortifications began on Kiska in 1916 but was abandoned shortly thereafter and never completed due to the Washington Conference of 1921–1922, in which the U.S. agreed not to fortify the Aleutians. Construction of air facilities at Dutch Harbor was commenced in 1940, not as a bastion against Japanese aggression, but against potential Russian incursions. The base was established as an NAS on 24 June 1941. On 4 June 1942, the Japanese forces made their move on the island chain, landing first on Kiska, 700 miles from NAS Dutch Harbor. Attu, at the tail end of the Aleutian chain, was also occupied at that time. Dutch Harbor served briefly as FAW-4 headquarters from July to August 1942. On 1 July 1944, the air station was redesignated an NAF, and serviced nearly all of the patrol

squadrons operating in the theater until the conclusion of WWII. The facility was officially disestablished on 1 November 1947.

NAS/MCAS Eagle Mountain Lake, Texas—The Marine Corps established an air station at Eagle Mountain Lake on 13 July 1942 as a training facility for Marine Corps aviators. On 1 July 1943, the Navy redesignated the facility an NAS under the Training Task Force Command. The station was used as a training facility and to provide support for seaplane squadrons conducting transcontinental flights. Nearby NAAF Rhome Field, Rhome, Texas, served as the auxiliary airfield for NAS Eagle Mountain Lake. The bases supported one combat wing and station personnel, totaling 141 officers, 1,003 enlisted personnel and 75 aircraft. The air station was a convenient halfway stopping point for Navy seaplanes, affording refueling and maintenance facilities for transiting aircraft. On 31 March 1944, the station was returned to the Marine Corps along with Rhome Field, and redesignated an MCAS. The station supported 54 fighter and dive bombing aircraft and Rhome Field supported an additional 18 aircraft. On 1 April 1946 MCAS Eagle Mountain Lake was reduced to caretaker status and disestablished on 15 December 1946.

NAS/MCAS/NAAS Edenton, North Carolina—SecNav established NAS Edenton on 13 July 1942 as a training facility under the Commandant, Naval Air Operational Training Command. It was transferred to the Marine Corps on 9 July 1943 and redesignated MCAS Edenton. The base served as a glider training center and later as a two-engine landplane training site with 36 PV-1 Venturas and 18 SNB-1 Kansans. On 1 March 1945 the station was returned to the Navy and redesignated NAS Edenton. With the end of WWII and subsequent base closures, the station was inactivated on 1 August 1946. It was reactivated as an ALF for MCAS Cherry Point, N.C., on 14 January 1952. On 2 August 1955 it returned to Navy control as an NAAS, remaining under the military command of MCAS Cherry Point. The facility was officially disestablished on 31 December 1958. On 9 January 1959, the field was redesignated an OLF for MCAS Cherry Point.

NAS Elizabeth City, North Carolina—Originally constructed as a Coast Guard air station at a site selected in 1938 on the banks of Davis Bay off the Pasquotank River, the station was taken over by the Navy and established as an NAS on 6 March 1943. The north end of the station was enlarged by the addition of over 100 buildings needed for crew training on the PV-1 Ventura, PBY Catalina, PBM Mariner and Free French SBD dive-bomber squadrons. The facility served as the central base for the Eastern Sea Frontier Command. It operated the largest search and rescue

unit on the East Coast with 55 aircraft available for duty in a special rescue squadron. The station returned to Coast Guard control on 15 March 1946 and was officially disestablished as an NAS on 15 June 1946.

NAAS/NAS Ellyson Field, Florida—Ellyson Field was one of six auxiliary air stations serving NAS Pensacola, Fla. It was established on 1 October 1941 as an ALF and operated as such until 20 January 1943 when it was redesignated an NAAS and used for primary training. The station went into caretaker status on 15 January 1946 and was inactivated on 15 March 1947. It was reactivated as an ALF on 3 December 1950 to serve as a helicopter training facility. ALF Ellyson Field was redesignated an NAAS on 1 November 1967 and then became an NAS on 31 July 1968. NAS Ellyson Field was disestablished on 31 December 1973.

NAAF Fleming Field, Minnesota—(see NAS Minneapolis, Minn.) Fleming Field was established as an NAAF for NAS Minneapolis on 20 July 1943. The NAAF was named in honor of Captain Richard E. Fleming, USMC, killed while leading an attack on an enemy cruiser in the Battle of Midway. Disestablishment date is uncertain, but it is believed to be in the 1946 time frame.

NRAB Floyd Bennett Field, New York—When the decision was made in 1928 to develop a municipal airport for New York City, Barren Island, located in Jamaica Bay on the southern tip of Brooklyn, was selected for the site. The new field was named for its native son Warrant Officer Floyd Bennett, Medal of Honor recipient and companion of Lieutenant Commander Richard E. Byrd (later Admiral) during his flight over the North Pole in 1926. The field was dedicated by the city on 23 May 1931, with facilities for both landplanes and seaplanes. From 1931 to 1941 the field served as the takeoff point for many record-breaking flight attempts, including flights by Wiley Post, Howard Hughes, Amelia Earhart, Roscoe Turner, Laura Ingalls, Jimmy Doolittle, Jacqueline Cochran and Douglas "Wrongway" Corrigan. A portion of the new facility was established as an NRAB on 11 June 1931. On 23 April 1938 Floyd Bennett Field also became the site of a Coast Guard air station. It was redesignated NAS New York on 2 June 1941, retaining the original name Floyd Bennett Field for the name of the runway. (See NAS New York)

NAS Ford Island, Pearl Harbor, Hawaii—The Sixth Aero Squadron, U.S. Army, became the first tenant of a new airfield on a cane-covered island ten miles west of Barbers Point, Hawaii, in late 1917. The Navy's Pacific Air Detachment, with its four seaplanes, did not arrive at Pearl Harbor until early 1920 and moved to

Ford Island a year later. The Army continued to occupy the west end of the field, while the Navy utilized and expanded the east side of the island. Commander John Rodgers, Naval Aviator No. 2, officially established the new naval base as NAS Pearl Harbor on 17 January 1923. In the years that followed, Ford Island played a significant role in civil aviation as well as in naval aviation. On 20 March 1936, Amelia Earhart Putnam crashed at NAS Pearl Harbor on the beginning of the second leg of her attempted around-the-world flight. Between 1936 and 1940, the facility provided services for the Pan American Airways Clipper aircraft that were beginning to pioneer a Pacific air route to Manila, Philippines, and the Far East. On 26 September 1935, an agreement was reached with the Army whereby the Navy took over Luke Field on Ford Island and the Army moved to Hickam Air Field five miles to the east. When the Japanese attack on Pearl Harbor took place on 7 December 1941, the aircraft based at Ford Island were neatly lined up outside their hangars for an inspection that had taken place the day before. All but two of the station's aircraft, which were airborne at the time, were disabled or destroyed in the attack. In the months that followed the base on the small island expanded to its fullest capacity to accommodate the flood of personnel and aircraft arriving from the mainland. With the conclusion of the war, operations on Ford Island declined. The inability of the base to handle large jet aircraft and the demise of Navy seaplane squadrons spelled the end for the historic facility. On March 1962, NAS Ford Island was officially disestablished after more than 40 years of service.

NRAB/NAS Glenview, Illinois—Originally established as NRAB Chicago, Ill., on 28 August 1937, the base was moved that same year to the Curtiss-Reynolds Airport at Glenview when it became apparent that the former facility was too small for the larger, higher speed aircraft coming off the assembly lines. By 1942, wartime demands for training centers resulted in the conversion of reserve bases to primary training commands. NRAB Chicago was accordingly established as NAS Chicago on 1 January 1943. On 5 May 1944, the station was renamed NAS Glenview. Carrier qualification training was conducted from the station in coordination with two carriers operating on Lake Michigan. These two carriers, *Wolverine* (IX 64, former *Seandbee*) and *Sable* (IX 81, former *Greater Buffalo*), were converted vessels that had once plied their trade on the Great Lakes. In July 1946, NAS Glenview ceased to function as a primary training command and became the home of the Naval Air Reserve Training Command headquarters. VP-904 was the first reserve patrol squadron to fly from NAS Glenview after its establishment as the headquarters for the Naval Air Reserve Training Command on 1 July 1946. In the

years that followed, two reserve patrol squadrons, VP-60 and VP-90, flew from the field until their disestablishment in 1994. The facility was disestablished on 30 September 1995.

NAS Glynco, Georgia—The base, on the site of the former NAS Brunswick, was reopened and expanded in January 1943 and renamed NAS Glynco. During WWII it served as an NAS for the Navy's lighter-than-air patrol squadrons. NAS Glynco was disestablished during the 1974 round of base closures. (See NAS Brunswick, Ga., for the early history of the base.)

Naval Aviation Camp Greenbury Point, Maryland—(see NAF Annapolis, Md.)

NAAS Green Cove Springs, Florida—NAAS Green Cove Springs was established on 11 September 1940. It was named NAAS Lee Field on 12 March 1941 in honor of Ensign Benjamin Lee, who lost his life in a crash at Killingholme, England, during WWI. It served as an auxiliary air station for nearby NAS Jacksonville, Fla. Lee Field was renamed NAAS Green Cove Springs on 9 August 1943 and was disestablished on 15 December 1945.

NAS Grosse Ile, Michigan—NRAB Detroit was established in 1928 on Grosse Ile Island in the Detroit River. The facility, redesignated an NAS on 1 January 1943, was renamed NAS Grosse Ile in late 1943 or early 1944. The station served as a flight training center for American and British pilots into the early 1960s. VP-905, established on 1 July 1946, was the first reserve patrol squadron assigned to the base. With the advent of jet aircraft and the subsequent requirement for longer runways and larger maintenance facilities, NAS Grosse Ile's small station was no longer suitable, and it was disestablished on 8 November 1969. The activities at Grosse Ile were relocated to NAF Detroit, Selfridge Air National Guard Base, Mount Clemens, Mich. (see NAF Detroit).

NAS Hampton Roads, Virginia—(see NAS Norfolk, Va.)

NAAS Harvey Point, North Carolina—Harvey Point was established as an NAAS on 15 June 1943 and was capable of servicing up to 48 patrol aircraft (four squadrons) at a time. It was used during WWII primarily as a training base for establishing new seaplane squadrons. During the period 7 October 1943 to late 1945, NAAS Harvey Point also served as the headquarters for FAW-5 and HEDRON 5-2. The NAAS portion of the base was disestablished on 1 September 1945 and the site served as a storage area for the Navy's surplus PBM Mariners. The base was reactivated in 1958 to support sea trials for the P6M Seamaster seaplanes. The demise of the Navy seaplane program resulted in the closure of the base once again in 1963.

NAS Hatboro, Pennsylvania—(see NAS Willow Grove, Pa.)

NAS Jacksonville, Florida—The citizens of Duval County, Fla., took the unusual step in 1939 of purchasing 3,260 acres of land near Mayport, Fla., and giving clear deed and title to the Navy for its use as an air station and carrier base. NAS Jacksonville was established on 15 October 1940, fourteen months before U.S. entry in WWII. During the war years NAS Jacksonville served as one of the major naval air training centers, producing more than 11,000 pilots and 10,000 aircrewmembers who had undergone primary and operational training at the air station. To support NAS Jacksonville, auxiliary airfields were opened during the war at Cecil Field and Lee Field near Green Cove Springs, Fla. In 1945 the headquarters for FAW-11 was established at NAS Jacksonville. ComNavAirLant replaced this command on 1 July 1973, when fleet air wings were redesignated patrol wings and NAS Jacksonville became headquarters for PatWing-11. In 1946, VP-906 (later redesignated VP-741), a reserve patrol squadron, began operations at NAS Jacksonville. By 1949, two active duty patrol squadrons, VPs 3 and 5 and two reserve patrol squadrons, VPs 861 and 741, were home ported at NAS Jacksonville. On 14 October 1960, the runway at NAS Jacksonville was named Towers Field in honor of Admiral John H. Towers, Naval Aviator No. 3, a leader in Naval Aviation from 1911 to his retirement in 1947. NAS Jacksonville continues to have patrol squadrons based at the station.

NAS/MCAS Kaneohe Bay, Oahu, Hawaii—Construction of Kaneohe as a seaplane base began in 1939 and the airfield for landbased aircraft was added in 1940. NAS Kaneohe Bay was formally established on 15 February 1941 for use as a seaplane base for Navy patrol squadrons. The Kaneohe installation served as an important staging point for carrier and patrol squadrons deployed for combat in the Pacific. The base was inactivated on 30 June 1949 and redesignated an MCAS on 15 January 1952. MCAS Kaneohe Bay is scheduled to be redesignated an NAS sometime in 1999 or 2000.

NAS Key West, Florida—Key West is an island at the end of a chain running from the southern tip of Florida. In 1823 Commodore David Porter established a naval depot at Key West, which later became a major coaling station for the fleet. It played a major role in the Civil War because it was the only southern port in Union hands at the start of the war. The base lay dormant until the 1890s when Spanish activities in Cuba elevated its importance as a major forward area base. After the Spanish-American War, another period of inactivity ensued until the U.S. entered WWI. Favorable flying weather and a strategic location in the Caribbean made this a prime location for an air sta-

tion. NAS Key West was established on 17 December 1917 and was tasked with providing the fleet with oil during WWI. Eighteen seaplanes assigned to the Seventh Naval District were based at NAS Key West and patrolled the sea lanes off the east coast of Florida to protect cargo vessels from German submarines. The air base also served as a major training site for Naval Aviators, with over 500 pilots completing the flight training syllabus at NAS Key West by the end of WWI. The base was disestablished 15 June 1920 and was reestablished as a seaplane station on 15 December 1940. NAS Key West served as one of the Neutrality Patrol bases and had a squadron of destroyers and a PBV Catalina squadron assigned to the station. After the attack on Pearl Harbor, the Seventh Naval District was based at NAS Key West. After WWII NAS Key West was used for training and experimental purposes. It was a major player in the Cuban Missile Crisis, supporting several patrol squadrons which maintained surveillance over the approaches to Cuba from 22 October through 20 November 1962. During the next three decades NAS Key West provided valuable training for East Coast squadrons with its Tactical Aircrew Combat Training System and real-world, computer controlled combat simulation training. NAS Key West also serves as a base for air-sea rescue operations.

NAS Kodiak, Alaska—The first base on Kodiak, located on the southwest gulf of Alaska on the Shelikof Strait, was a Navy radio station constructed in 1911. The site was further extended in 1939 to serve as a naval section base. The naval air station was established on 15 June 1941, with auxiliary airfields at Cold Bay, Shumagin Islands (1 August 1942) and Sand Point Island, Alaska (April 1943). After the war, the base continued to serve as a weather reporting station and monitoring site for the approaches to the U.S. The NAS portion of the base was disestablished on 1 October 1950, and the remaining facilities were turned over to the Coast Guard in June 1972.

NAAS Lee Field, Florida—(see NAAS Green Cove Springs, Fla.)

NAAF/NAAS Lewiston, Maine—(see NAS Brunswick, Maine) The air facility at Lewiston was established as an NAAF in April 1943, to provide support for NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 1 December 1945 during the first round of postwar base closings.

NRAB/NAS Long Beach, Los Angeles, California—The City of Long Beach deeded the land needed to establish an airfield to the Navy in 1928. The facility was established as an NRAB on 10 May 1928 and served in that capacity until the outbreak of WWII. On 31 May 1942, NRAB Long Beach was redesignated an NAS. It was officially disestablished on 31

May 1942 and by 1 August 1942, all its assets were relocated to Los Alamitos, Calif.

NRAB/NAS/NAAS Los Alamitos, California—

NRAB Los Alamitos was formally established on 31 May 1942, after the relocation of assets from NAS Long Beach. It was redesignated an NAS to provide support for carrier-based aviation in January 1943. The station was redesignated an NAAS in December 1943 and returned to its NAS designation in September 1945. It became the home port for Navy reserve squadron VP-908 on 1 July 1946. In 1946 the administration of reserve squadrons at NAF Litchfield Park, Ariz., came under NAS Los Alamitos. VP-772 was called to active duty from Los Alamitos in September 1950 to serve in the Korean War. The facility was disestablished in 1972 and turned over to the California Air National Guard.

NRAB/NAS Memphis (Millington), Tennessee—

The history of NAS Memphis began in WWI when the Army Signal Corps leased the area near Millington, Tenn., for a flying school. The school, located on a pasture called Park Field, taught students the basics of flying in the JN-4 Jenny biplane. After the Armistice, the War Department purchased the field, closing the deal on 23 March 1920. In 1923 many of the WWI structures were torn down and the site lay fallow, serving as a transient Army camp until the outbreak of WWII, when the decision was made to make the facility an airfield again. NRAB Memphis was established on 15 September 1942 to provide primary flight training for cadets. On 1 January 1943, the base was redesignated an NAS. In the postwar period NAS Memphis serviced as a reserve air station. VP-67 was established at NAS Memphis on 1 November 1970. NAS Memphis was redesignated Naval Support Activity Memphis on 30 September 1995, after 25 years of service in the reserve patrol community. In addition to supporting the reserve community, NAS Memphis had been a host to a total of 24 other commands.

NAS/NRAB/NARTU Miami, Florida—NAS Miami began supporting a squadron of 12 seaplanes for coastal ASW patrols even before the construction of the air station was completed. The CNO (Aviation) Weekly Bulletin of 15 December 1917 references NAS Miami. However, the official establishment date is unknown. NAS Miami was disestablished on 20 May 1920. On 15 November 1932, NRAB Miami was established at Opa Locka airport, northwest of Miami. The facility was redesignated an NAS on 15 August 1940 and served as an intermediate flight training center for the dive bomber community. Crews from PB4Y-1 Liberators were trained at Master Field, purchased by the Navy in 1942 along with Miami Municipal Airfield. In 1946 Master Field was designated an NARTU. VP-910, flying PB5A Catalinas, was the first reserve pa-

trol squadron to be home ported at NARTU Miami. NARTU Miami was disestablished on 30 June 1959.

NAS/NAF Midway Island—Midway Island, located 3,200 miles due west of San Francisco, Calif., is part of the Hawaiian chain of islands. It came under U.S. Navy Department administration on 20 January 1903 but was not incorporated in either the Territory of Hawaii or the State of Hawaii. It was first utilized by Naval Aviation when *Pelican* (AVP 6) anchored there and its two aircraft conducted flight operations around the island in 1924. It became a site for commercial aviation on 12 April 1935 when Pan American Airways' ship *North Haven* arrived at Midway to set up a seaplane base. Weekly Clipper seaplane service followed soon after, connecting the continental U.S. to Hawaii and the Asian mainland. Construction on an airfield began in March 1940 with the establishment of NAS Midway on 1 August 1941. In addition to the runways for land-based aircraft, NAS Midway Island serviced patrol seaplanes needed for long-range surveillance around the approaches to the island. It was from NAS Midway on 3 June 1942 that Lieutenant Howard P. Ady, Jr., executive officer of VP-23, spotted strike force vessels of the Japanese Fleet approaching the island for what would become the epochal Battle of Midway. On 19 August 1942 the land-based airstrip was named Henderson Field in honor of Major Lofton R. Henderson, USMC, lost in action during the Battle of Midway (an airfield on Guadalcanal was also named in his honor). In the postwar years the Midway facilities continued to serve as a convenient halfway stop for Naval Aviation and NATS aircraft. During the Cold War period several AEW squadrons and patrol squadron detachments utilized the air station facilities. In October 1978 the naval air station was redesignated NAF Midway Island. NAF Midway Island was disestablished on 30 September 1993.

NRAB/NAS Minneapolis, Minnesota—The Navy began construction of a new naval reserve air station at Wold-Chamberlain Airport, Minneapolis, in 1928. It was established as NRAB Minneapolis on 1 October 1928 and redesignated NAS Minneapolis on 1 January 1943. During WWII it served as a training facility for aviation cadets. NAAF Fleming Field was established on 20 July 1943 to provide support for NAS Minneapolis. After the war NAS Minneapolis was placed in a maintenance status from 1 October 1945 through mid-1946. It was placed back in operational status for the reserves on 19 June 1946 and became the home port for reserve patrol squadron VP-911 on 6 July 1946. On 1 July 1963, the name of the station was changed to NAS Twin Cities. In 1970, NAS Twin Cities was disestablished and redesignated Naval Air Reserve Detachment (Glenview). In 1979, the facility was redesignated again, as NARC Twin Cities.

NAS Miramar, California—(see NAAS Camp Kearney, Calif.)

NAS Moffett Field, California—In 1930 the citizens of Santa Clara County, in competition with other West Coast counties, raised sufficient funds to purchase 1,000 acres of land near Sunnyvale, Calif. The property was conveyed to the Navy for the sum of one dollar. Construction commenced immediately, and on 12 April 1933 NAS Sunnyvale was established. The base was to become the new home for the dirigible *Macon* (ZRS-5). Eight days before the establishment of NAS Sunnyvale, *Macon's* sister ship *Akron* (ZRS-4) crashed with the loss of all hands, including the Chief of BuAer, Admiral William A. Moffett. On 17 May 1933, the facility was renamed NAS Moffett Field in honor of the admiral. On 12 February 1935, one year, nine months and 50 flights later, *Macon* shared *Akron's* fate, crashing in the waters off Point Sur, Calif. The loss of the two airships ended the need for the new base and its huge hangar. In 1935 the facility was turned over to the Army for use as a primary training center. It remained under Army control until August 1941. The Navy reestablished NAS Moffett Field on 16 April 1942. Although intended primarily as a lighter-than-air training base, NAS Moffett Field provided training to transport and patrol squadrons prior to combat deployment in the Pacific. During the postwar years the base became a major NATS center. It supported a variety of fighter and transport squadrons until January 1963 when VP-31 arrived. VP-31 was a fleet readiness patrol squadron responsible for training crews transitioning to the P-3 Orion. VP-91, a reserve squadron, was established at Moffett on 1 November 1970 and continued operations there after the Navy officially closed NAS Moffett Field on 1 July 1994. Active duty patrol squadrons were subsequently transferred to NAS Barbers Point, Hawaii, or NAS Whidbey Island, Wash. Moffett Field continued operations under the control of NASA.

NAS Montauk, Long Island, New York—NAS Montauk was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol station. The base was built on the northeastern tip of Long Island on a 33-acre site. NAS Montauk was officially established in early August 1917. Lieutenant (later Vice Admiral) Marc A. Mitscher was the first commanding officer. Twelve seaplanes and two dirigibles conducted patrols from this base during WWI. By 20 May 1919, the base was listed as being in a nonoperating status and was officially disestablished on 4 August 1919.

NAS/CGAS Moorehead City, Cape Lookout, North Carolina—Construction of this patrol base was begun in 1918. It was one of the air bases recommended under the Helms Board plan to be used by

Naval Aviation as a patrol station. From 17 September 1918, it served as a refueling station for aircraft flying from NAS Hampton Roads, Va. A squadron of six aircraft was regularly maintained there during WWI. On 1 February 1919, the station was officially detached from NAS Hampton Roads and began operations as an established NAS. By 20 May 1919 the base was listed as being in a nonoperating status. On 24 March 1920 the base was put back into operation as a Coast Guard air station.

NAF/NRAB/NAAS Mustin Field, Philadelphia, Pennsylvania—(See NAS Willow Grove, Pa.) Mustin Field was established at the Philadelphia Navy Yard in 1926, after the training school in Rockaway, New York, was closed. It was established as NAF Mustin Field on 17 September 1926, in honor of Captain Henry C. Mustin, Naval Aviator No. 11. The station consisted of 53 enlisted, 16 officers, four seaplanes and seven landplanes. In 1939 the base was redesignated NRAB Mustin Field and became a primary flight training unit. Satellite fields were added in 1942 after the pace of instruction picked up. One such field, Pitcairn Airfield, was to become the replacement for NRAB Mustin on 1 January 1943, when it was redesignated NAS Hatboro, Pa. The NRAB was moved to the new air station at Hatboro, but was soon renamed again when its mailing address was moved to a new post office at Willow Grove, Pa. Mustin Field was redesignated an NAAS for flight testing with the Philadelphia Naval Aircraft Factory on 20 July 1943 and was formally disestablished on 7 October 1958.

NRAB/NAS New Orleans, Louisiana—The first base at New Orleans was established on 16 July 1941, as a naval reserve air base, situated along the banks of Lake Pontchartrain on the northern edge of the city limits. With the outbreak of WWII, the base was quickly enlarged and converted into a primary training center for aviation cadets, one of 16 such sites throughout the U.S. The facility was redesignated an NAS on 1 January 1943. In the postwar period NAS New Orleans continued in the training role, this time for Navy and Marine Corps air reservists. The introduction of jet aircraft and the need for larger shops, hangar and administrative areas led to a search for a new base of operations. The site chosen was 15 miles south of the city on marshy land. Construction began in 1954 and the new NAS New Orleans was established on 13 December 1957. The runway was named Alvin Callender Field in honor of Captain Alvin A. Callender, RFC, on 26 April 1958. Callender, a native of New Orleans, was killed in aerial combat during WWI while flying with the Royal Flying Corps of Canada (he was not a U.S. Naval Aviator). The new base was large enough to accommodate Navy, Marine Corps, Air Force, Louisiana Air National Guard and

Coast Guard reserve units. VP-94, a reserve patrol squadron, was established at NAS New Orleans in November 1970.

NAS New York, New York—NRAB Floyd Bennett Field was redesignated NAS New York on 2 June 1941 and was the home port for numerous patrol squadrons. On 1 January 1946 the station was placed in a reduced operational status. On 1 July 1946, the base came under the Naval Air Reserve Training Command and home port for reserve VP-913. The base was officially disestablished in 1971.

NAS Norfolk, Virginia—Although not one of the sites originally selected by the Helms Board plan for Naval Aviation, the Hampton Roads, Va., facility had been used by the Navy for seaplanes since 1915. It was formally included in the Navy Yard Development Plan of 21 June 1916 and was used extensively for both seaplane and balloon training until May 1918, when all training ceased and combat ASW patrols commenced. The base was officially established as NAS Hampton Roads on 27 August 1918. Twenty-four seaplanes conducted patrols from the station during WWI. With the conclusion of the war the facilities at Hampton Roads were used once again for training and experimentation work, as well as regular squadron operations. In August 1932 the air station was redesignated NAS Norfolk. The naval air detachment, with several seaplanes and landplanes, was responsible for training student officers and conducting operational patrol flights along the Atlantic seaboard. During the 1930s NAS Norfolk functioned as a support unit for carrier aircraft and patrol planes assigned to PatWing-5. The airstrip was named Chambers Field on 27 April 1938, in honor of Captain Washington I. Chambers, first officer-in-charge of aviation and director of early efforts to find a place for aviation in the fleet. Prior to 1941, several large carrier air groups and three to four patrol squadrons were permanently or temporarily located at the air station. The advent of WWII caused significant expansion of the base facilities to include new runways for land-based aircraft and permanent hangars. One of the worst Navy noncombat disasters during WWII occurred in September 1943 when 24 depth charges exploded while being transported at the air station. The explosion caused more than 400 injuries and 20 deaths, as well as the destruction of numerous buildings. By mid-1944 NAS Norfolk was serving as the home port for 36 Navy patrol aircraft (three squadrons) and two carrier air groups. After WWII NAS Norfolk also became a naval reserve air station in July 1946 and also hosted reserve patrol squadrons. NAS Norfolk was disestablished on 24 November 1998. However, the runway is still used and falls under Naval Station Norfolk.

NAS North Island, San Diego, California—San Diego may be recognized as one of the birthplaces of Naval Aviation, the site where Lieutenant T. G. Ellyson began his training to become Naval Aviator No. 1. During the winter of 1911 he underwent training with Glenn Curtiss at his camp on North Island. By the time America entered WWI, the Navy had recognized the need for aviation bases to conduct training and anti-submarine patrols. San Diego, already a major naval base, was selected as a site for a new air station on 27 July 1917 and Lieutenant E. Winfield Spencer was detailed there to officially establish NAS San Diego as a permanent air station on 8 November 1917. The location chosen was on a sandy spit of land in the middle of the bay called North Island, where Ellyson and Curtiss had previously set up an aviation camp for instructing pilots. Construction of permanent buildings was begun in early 1918, and expansion of the facilities continued even after the war since the base had become a major site for the repair and servicing of fleet seaplane squadrons. In late 1921 the Navy's first officially designated patrol squadron, VP-1, was established at NAS San Diego with six aging WWI-vintage F-5L seaplanes. In April 1926, the Secretary of the Navy directed that flight schools be established at Hampton Roads, Va., and San Diego, Calif. On 26 September 1935, the Army began turning over Rockwell Field on North Island to the Navy, a process that extended into 1939. Throughout WWII NAS San Diego fulfilled many roles: the jumping off point for patrol squadrons starting their transpac for Hawaii and then on to the combat zones in the Pacific; a major training center; and a servicing and repair center for the carrier squadrons. In 1949 Commander Naval Air Force, Pacific Fleet was headquartered at NAS San Diego. In early 1955 NAS San Diego was officially redesignated NAS North Island. The runway was named Admiral Halsey Field on 20 August 1961 in honor of Fleet Admiral William F. Halsey, Commander Third Fleet during WWII.

NRAB/NAS/NAAS Oakland, California—Located at the Oakland Municipal Airport on the east bank of San Francisco Bay, NARB Oakland was established 1 August 1928 to provide facilities for Naval Air Reserve training. Primary flight training moved to Livermore, Calif., and NRAB Oakland became a NATS terminal. It was redesignated NAS Oakland in January 1943 and then became NAAS Oakland in May 1943. In May 1945 it was redesignated an NAS. After WWII it had reserve squadrons assigned until they were transferred to NAS Alameda. VP-907 (PV-2 Harpoons and PBY-5A Catalinas) was established there on 1 July 1946. The Navy turned the land over to the city of Oakland to for the expansion of the municipal airport and disestablished NAS Oakland on 30 June 1961. Navy activities at NAS Oakland were transferred to NAS Alameda, Calif.

NAAF/NAAS/NAS Oceana, Virginia—On 25 November 1940, the Navy purchased 328.9 acres of swampland in eastern Virginia and constructed a small airfield with 32 officers and 172 enlisted assigned. The new field served as an NAAF for NAS Norfolk, Va. In 1943 the staff was expanded and the runways lengthened. On 17 August 1943, the facility was redesignated NAAS Oceana, Va. The station continued to grow and was officially redesignated an NAS on 16 February 1954, as an all-weather center for jet traffic in the Tidewater area of Virginia. On 4 June 1957, the runway was renamed Soucek Field in honor of Vice Admiral Apollo Soucek, chief of BuAer from 1953 until his death in 1955. In 1997 the base occupied 5,916 acres.

NAS Olathe, Kansas—This facility was one of many air stations built during WWII as a primary training site for aviation cadets. It was established as an NAS on 1 October 1942 and designated as a primary training site on 9 August 1943. It went into reduced operational status on 1 June 1946 and returned to full operations when redesignated a reserve training site on 7 June 1948. VP-915 (PV-2 Harpoons and PBY-5A Catalinas) was the first reserve patrol squadron established at NAS Olathe on 1 July 1946. The facility was disestablished on 28 May 1970.

NAAF/NAAS Otis Field, Massachusetts—This airfield was named in honor of WWI Naval Aviator Lieutenant J. S. Otis. It was established on 10 May 1944 as an NAAF and redesignated an NAAS on 22 August 1945. The facility serviced up to 25 aircraft and was a support station for NAS South Weymouth and NAS Squantum, Mass. It was disestablished on 15 December 1946.

NAF Otter Point, Umnak, Alaska—This seaplane base was established on 22 October 1942 on Umnak Island, the third-largest island in the Aleutian chain. The new naval air facility was located approximately 50 miles west of Dutch Harbor. Chernofski Harbor, across from Umnak Pass on Unalaska Island, was used as an auxiliary base for NAF Otter Point. Navy landplanes used the adjacent Army airfield at Fort Glenn. After the occupation of Attu and Kiska the need for these bases diminished and NAF Otter Point was disestablished on 31 December 1944, followed by Chernofski Harbor in May 1945.

NAS Palmyra Island, Hawaii—Palmyra Island is an atoll in the Hawaiian island group located approximately 960 miles south of Honolulu. In the mid-1930s the island came to the attention of the Navy as a potential advanced base site for tender-supported patrol seaplane squadrons. Construction at the site began in January 1940 and the facility was officially designated a naval air station on 17 August 1941. During the war

the station served as a waystation and refueling stop for aircraft in transit between the combat zone to the south and the Hawaiian Islands. With the end of the war and the improved range of aircraft the usefulness of the facility came to an end and it was disestablished on 15 February 1947.

NAS Patuxent River, Maryland—The development of a naval air testing station at Patuxent River was the outgrowth of a need to consolidate the testing of naval aircraft being done in the 1930s at NAS Anacostia, D.C.; NAS Philadelphia, Pa.; NAS Norfolk, Va.; and NAF Dalhgren, Va., into one single location. Construction was completed and the air station was officially established on 1 April 1943. The runway was named Frederick M. Trapnell Field on 1 April 1976, in honor of Vice Admiral Frederick M. Trapnell. On 1 April 1985, VP-68 was relocated from NAS Patuxent River, Md., to NAF Washington, Andrews AFB, Md., to provide room for the V-22 Osprey test program.

NAS Pensacola, Florida—The Pensacola site was selected as a naval aeronautic station and located on a 1,434-acre plot of land that had been in use by the Navy as a navy yard since 1825. The navy yard was closed in 1911 as an economy move and then reopened in January 1914, when Lieutenant John H. Towers was given orders to develop the site for a naval aeronautic station. The new air base, officially established on 16 November 1914, was supported by *Mississippi* (BB 23), which operated as station ship for the facility. Although originally intended primarily for aviation training, during WWI the base supported a patrol squadron of 12 seaplanes, conducting ASW patrols off the coast of Florida. In 1922 the lighter-than-air base at Station Field (renamed Chevalier Field in 1936) was used to extend the existing runways for land-based training aircraft. In 1935, the Naval Aviation Cadet program came into being, with the first class receiving training at NAS Pensacola in August 1935. Eventually six auxiliary airfields named after pioneer naval aviators were established: Corry, Saufley, Ellyson, Bronson, Barin and Whiting. During the course of WWII over 21,000 cadets received training at Pensacola, in addition to several thousand foreign flight trainees and enlisted pilots. After the war, the role of Pensacola as the preeminent training site for Navy aviators was consolidated with the Naval Air Training Command in 1948.

NAF/NAS/NAWC-WD Point Mugu, California—NAF Point Mugu was established on 29 November 1945, 55 miles northeast of Los Angeles, Calif. It became the focus of the Navy's missile efforts during WWII when the Pilotless Aircraft Unit at MCAS Mojave, Calif., was relocated in December 1945 to the newly established NAF Point Mugu. The base was briefly disestablished on 1 October 1946 and then reestablished

as an NAS and Support Missile Test Center on 1 August 1949. The station became the home port of VP-65 on 6 January 1971. In April 1974, the first launch of the Navy's Harpoon missile by a reserve patrol squadron occurred at Point Mugu when a VP-65 P-3A Orion fired the missile at a target on the sea test range. The NAS became part of the Naval Air Warfare Center Weapons Division on 21 January 1992. On 2 December 1998 it reverted back to an NAS.

NAAF Port Althorp, Aleutian Islands, Alaska—One of three NAAFs serving NAS Sitka, Alaska. NAAF Port Althorp was established on 17 March 1943 and disestablished on 1 June 1944.

NAS/NARF Quonset Point, Rhode Island—In 1892 the state of Rhode Island purchased a parcel of land that it donated six years later to the federal government at the start of the Spanish-American War. The point of land was called Quonset, a shortened version of the Indian word Seconiqueonset. This parcel, designated Camp Green, was jokingly referred to as the "Camp Ground." It continued to be used through the following decades for training the Rhode Island National Guard. One of its earliest introductions to aviation came when Lindbergh landed there during a barnstorming tour in 1927. In 1939 the Navy selected the site for aviation operations in the northeastern U.S. because it was relatively free of fog and had a deep channel to the sea. The first patrol aircraft began operations there on 17 December 1940, providing coverage for the first Neutrality Patrol operations. The station was established as NAS Quonset Point on 1 July 1941 and construction was completed by October 1941. It was here that the world-famous Quonset huts were designed and fabricated, with over 32,000 units being shipped all over the world. During WWII the base served as a training center for "90-day wonders" (officer candidates put through an abbreviated 90-day training course), such as Henry Fonda and Dana Andrews. ASW patrols were flown from Quonset Point over the convoy lanes approaching the eastern U.S. coastline. The base also served as headquarters for Commander Fleet Air, whose territory extended from Argentia, Newfoundland, to Cape May, N.J. At one time or another during its 33-year history, seven patrol squadrons called NAS Quonset Point home. After WWII, commands at the base were reorganized as overhaul and repair departments. In 1967, Quonset Point was designated a naval air rework facility, and in June 1974, the base was officially deactivated and placed in caretaker status.

MCAAF/MCAS/NAAS Rhome Field, Texas—(see NAS Eagle Mountain Lake, Texas) Rhome Field was established as an MCAAF for nearby MCAS Eagle Mountain Lake on 1 December 1942. It was originally intended for use as a glider training site. It was reded-

icated an NAAS in July 1943, serving as a training field and mid-way stopping point for land-based aircraft crossing the continent (seaplanes used NAS Eagle Mountain Lake). The facility reverted to an MCAAF in March 1944 and was disestablished on 28 July 1945.

NAS/NRAB Rockaway, Rockaway Beach, New York—This base was one of the air bases recommended under the Helms Board plan to be used by Naval Aviation as a patrol station. It was built on a 94-acre plot that provided the location necessary for covering the main approaches to New York City. Established as an NAS on 15 October 1917, it provided support for operational patrols and served as a kite balloon training site. Twenty-four seaplanes and one dirigible conducted patrols from the station during the war. The station was redesignated an NRAB in 1926 and disestablished in May 1930.

NAAF/NAAS Rockland, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF on 15 April 1943 and provided support to NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 15 March 1946.

NRAB/NAS St. Louis, Missouri—The first aviation organization established at Saint Louis was formed by a group of naval reserve officers intent on organizing an aviation unit. The unit was activated in 1925 and by 1928 was redesignated the Naval Aviation Reserve Division. For the first three years of its existence, the unit rented its aircraft until a wealthy industrialist donated an airplane for the division's use in late 1928. In 1930 the unit was redesignated an NRAB and trained with Navy aircraft, and two years later was given hangar space at nearby Lambert Field. The inception of the Naval Aviation Cadet program in 1935 brought about expansion of the program and the facilities at Lambert Field. On 1 January 1943 the facility was redesignated NAS St. Louis. Following the war a reserve air training program began at NAS St. Louis on 1 December 1945, and reserve patrol squadron VP-918 (PV-2 Harpoons and PBY-5A/6A Catalinas) was established there in May 1946. Encroachment of suburbs around the base in the late 1950s and the crash of a Navy F3H Demon in a local neighborhood led to demands for removal of the base. NAS St. Louis was disestablished on 1 February 1958.

NAS San Diego, California—(see NAS North Island, Calif.)

NAAS San Nicolas Island, California—A small airstrip on this barren site was established as NAAS San Nicolas Island on 26 September 1944 for use by patrol bombers operating out of NAS San Diego, NAAS Camp Kearney and NAAS Crows Landing, Calif. San Nicolas Island is one of the Channel Islands, located

approximately 75 statute miles from Los Angeles, Calif. It was disestablished on 15 December 1946.

NAAF Sand Point Island, Alaska—(see NAS Kodiak, Alaska) NAAF Sand Point Island was established in April 1943 to provide support for NAS Kodiak. It was disestablished on 6 November 1944 after the withdrawal of the Japanese from the Aleutians.

NRAB Sand Point, Seattle, Washington—(see NAS Seattle, Wash.)

NAAF/NAAS Sanford, Maine—(see NAS Brunswick, Maine) This facility was established as an NAAF on 15 April 1943 and provided support to NAS Brunswick, Maine. It was redesignated an NAAS in August 1945 and disestablished on 1 February 1946.

NAAS/NAS Saufley Field, Florida—NAAS Saufley Field was one of six auxiliary air stations established to serve NAS Pensacola, Fla. It was established as an NAAS for primary training on 1 March 1943. On 31 July 1968 it was redesignated NAS Saufley Field, and was disestablished on 1 December 1976.

NRAB/NAS Seattle, Washington—King County, Wash., deeded a plot of land on the shore of Lake Washington to the U.S. government in October 1925. The land included the hillside and an adjoining county-run airstrip that the Navy soon built into a naval reserve air base for seaplane training. The facility was officially established as NRAB Sand Point on 3 November 1925. NRAB Sand Point was redesignated NAS Seattle on 22 November 1928 and was used by active duty naval aviation forces. At its height during WWII, it housed more than 900 military personnel and 1,300 civilian workers on 600 acres jutting into Lake Washington. In 1949 NAS Seattle became a base for primary reserve training, capable of handling only a limited amount of aircraft traffic. In February 1954 Commander Fleet Air Seattle was redesignated Commander Fleet Air Whidbey, with a corresponding transfer of the headquarters to NAS Whidbey Island. The Navy ceased air operations at NAS Seattle in 1970 and ceded several hundred acres to the city. The remaining 151-acre portion of the base was closed in 1995.

NAAF Shemya, Alaska—Shemaya Island is part of the Semichi group in the Aleutian chain. NAAF Shemya was established on the island on 29 June 1943 to serve as a refueling base for Catalina patrol aircraft of FAW-4. The airfield was occasionally used as a stopover point for aircraft en route to Russia as part of the Lend-Lease Agreement. The facility was officially disestablished on 4 January 1946.

FAB/NAS Sitka, Alaska—Officially established as an FAB on 1 June 1938. The small naval air base was located on Japonski Island, a 200-acre piece of land situated across the channel from the town of Sitka, Alaska. The facility had begun life in 1902 as a Navy coaling station. Oil soon supplanted coal and a new radio station was added to the assets on board, but as radio ranges increased the station fell into disuse. The Bureau of Aeronautics took an interest in the facility in the mid-1930s as a potential advanced base for seaplane operations. It was subsequently reactivated as NAS Sitka in September 1938. The station was disestablished on 24 January 1941 and then reestablished in March 1943 to serve as a base of operations against the incursions of the Japanese in the Aleutians. Three auxiliary airfields were established in 1943 to support Sitka: Yakutat, Annette Island and Port Althorp. NAS Sitka was disestablished for the last time on 15 August 1944, after the Japanese threat to the Aleutians had been countered.

NRAB/NAS Squantum, Massachusetts—This historic air station was situated on a plateau named "Squantum," by Captain Myles Standish in 1621 after his Indian guide. In 1910 the Harvard Aeronautical Association first brought aviation to the site with a series of international air meets. After WWI, interest in aviation among veterans helped convince BuAer of the need for a naval reserve air base at Squantum and on 13 August 1923 NRAB Squantum was officially established, making the base the birthplace of naval reserve aviation. In 1927, Lieutenant Noel Davis, commanding officer of NRAB Squantum, was killed while preparing for a New York to Paris flight. His memory is perpetuated today by the Noel Davis Trophy presented annually to Naval Air Reserve squadrons scoring the highest in their category. During WWII Squantum served as a primary training site for aviation cadets flying the N3N Yellow Perils. The base was officially redesignated a naval air station on 5 March 1941. After the war the base reverted to the training of reserves. VP-919 (PBY-5A) was the first reserve patrol squadron to be established at Squantum in May 1946. As was the case with many of the early air stations, the advent of jet propulsion spelled the doom of small field operations. NAS Squantum was disestablished on 1 January 1954 and all of its operations were relocated to NAS South Weymouth, Mass.

NAS South Weymouth, Massachusetts—NAS South Weymouth was established on 5 March 1942 as a lighter-than-air station. The runway was named Shea Field on 15 March 1946, in honor of Lieutenant Commander John J. Shea, killed in action while serving aboard *Wasp* (CV 7) in 1942. NAS South Weymouth was disestablished on 30 June 1949 and reestablished as a reserve NAS on 4 December 1953 when the naval reserve base at NAS Squantum, lo-

cated two miles away, was disestablished. VP-92, the last reserve patrol squadron to operate from NAS South Weymouth, was relocated on 8 June 1996 to NAS Brunswick, Maine. NAS South Weymouth was officially disestablished on 30 September 1997.

NAAS Tongue Point, Oregon—(see NAAS/NAS Astoria, Oregon)

NAS/NARC Twin Cities, Minnesota—(see NAS Minneapolis, Minn.)

NAAS Vernalis, California—NAAS Vernalis was one of seven auxiliary air stations built to provide support for NAS Alameda, Calif. It was established on 8 June 1943 and disestablished on 15 May 1946.

NAF Washington, Andrews AFB, Maryland—NAF Andrews, Andrews AFB, Md., was established on 1 January 1961 and replaced NAS Anacostia, D.C., which was closed on the same day. NAF Andrews was established because NAS Anacostia was unable to handle the new advance jet aircraft and many of the reserve aviation units moved from NAS Anacostia to NAF Andrews. NAF Andrews was redesignated NAF Washington sometime in 1965. Reserve patrol squadrons from NAS Patuxent River eventually transferred to NAF Washington.

NAS Whidbey Island, Oak Harbor, Washington—NAS Whidbey Island was established on 21 September 1942 as a torpedo-rearming and seaplane station on the western coast of Whidbey Island. The seaplane base was located at the edge of Oak Harbor, Wash., approximately five miles from the air station. The runway at the air station was named Ault Field and dedicated on 25 February 1943, in honor of the late Commander William B. Ault, a squadron commander who was killed in May 1942 during the Battle of Coral Sea. During WWII the fitting of rocket launchers and rocket firing training became a specialty at NAS Whidbey Island. After the war the station was placed in a caretaker status until December 1949 when operations were resumed as a multi-aircraft, all-weather air station. NAS Whidbey is the largest naval aviation activity in the northwest.

NAAS/NAS Whiting Field, Milton, Florida—NAAS Whiting Field was established on 16 July 1943 as one of six auxiliary air stations established to support NAS Pensacola, Fla. NAAS Whiting Field was redesignated an NAS on 31 December 1946 and back to an NAAS on 11 August 1948. In the latter part of 1968 it was again redesignated NAS Whiting Field.

NAS Willow Grove, Pennsylvania—Located approximately 20 miles north of Philadelphia, NAS Willow Grove is the reserve training center for the six-state area of Pennsylvania, New Jersey, New York,

Connecticut, Delaware and West Virginia. The air station was once Pitcairn Airfield, named after the developer of the famed autogiro. The facility was originally based at NAS Mustin Field at the Philadelphia Navy Yard but was relocated to Pitcairn Airfield on 1 January 1943 when the shortage of space at Mustin Field became acute. The new air station was first established as NAS Hatboro, Pa. The name was selected because it was the closest post office to the site. The post office address was soon relocated to the Willow Grove community and the base was subsequently renamed NAS Willow Grove. In October 1943, the new base was assigned the task of modifying PV-1 Venturas with new radar equipment for patrol squadrons. NATS also used the new facilities through the end of 1946. After the war NAS Willow Grove was redesignated a reserve training station on 1 December 1945. Reserve squadrons from Willow Grove were called to active duty for the Korean War, the Berlin Blockade, Vietnam and the Persian Gulf. Today two reserve patrol squadrons call Willow Grove their home port, VP-64 Condors (arrived 1 November 1970) and VP-66 Liberty Bells (arrived 1 November 1970). Today, the air station is the reserve training center for the six-state area of Connecticut, Delaware, New Jersey, New York, Pennsylvania and West Virginia.

NAAF Yakutat, Alaska—NAAF Yakutat was one of three NAAFs established to support NAS Sitka, Alaska. It was established as an NAAF on 21 December 1941 and disestablished on 31 May 1944.

U.S. Naval Aviation Shore Establishments outside the United States

NAAF Agadir, French Morocco—The airstrip at Agadir served as an auxiliary field for NAS Port Lyautey, F.M. FAW-16 established NAAF Agadir in March 1943 to service detachments of patrol squadrons assigned to Port Lyautey (PBY-5A and PV-1 aircraft). Both British and USAAF squadrons utilized the base during the war. The facility was disestablished on 11 June 1945.

NAB/NAS Agana, Guam—Acquired from Spain as a result of the Spanish-American War in 1898, Guam was originally developed as a coaling station for the Asiatic Fleet. In January 1921, USMC Flight L was sent to Guam to establish an air facility, although no station had been authorized yet. By the time the Washington Naval Treaty of 1922 was signed, all of the construction on the facility had been completed except for the dredging of the deep water channel. A token military force was maintained on the island until 31 December 1936, when efforts were made to renovate and extend

the existing facilities. Guam fell to the Japanese on 10 December 1941, and construction of new facilities commenced immediately. The Japanese airfield on Orote Peninsula was captured by U.S. Marines on 2 August 1944, with reconstruction work commencing immediately. The first U.S. aircraft landed on the newly rebuilt field on 29 August 1944. The facility was established as an NAB on 21 October 1944. Having survived Congressional base closures after WWII, NAB Guam was redesignated NAS on 1 January 1947. FAW-1 maintained its headquarters at Agana until it was relocated to San Diego, Calif., in 1954. VP-HL-1 and VP-HL-2 were the first patrol squadrons to be based there in 1946. On 15 February 1973, the airstrip was named Brewer Field in honor of Commander Charles Brewer, Jr., commanding officer of VF-15 during WWII. NAS Agana was disestablished on 31 March 1995.

NAF Amapa, Brazil—This base was established in early 1943 by the U.S. Army and was the most northern of the Brazilian airfields. NAF Amapa was established at this site on 26 November 1943. It shared a portion of the field with the USAAF and provided support for landplanes, generally the PB4Y-1 Liberator. VP-83 aircraft provided ASW coverage from this base for convoy routes between Trinidad, B.W.I., and Bahia, Brazil. NATS occasionally used the airfield as a refueling stop. NAF Amapa was disestablished on 30 June 1945 and returned to the Army.

NAF/NAAF Antigua, British West Indies—(see NAS San Juan, Puerto Rico) NAF Antigua was one of two NAFs established to support NAS San Juan, P.R. It was established on 1 February 1942. NAF Antigua was redesignated an NAAF on 20 January 1944 and then redesignated an NAF on 1 July 1946. It was disestablished on 15 July 1947.

NAB Apamma Atoll, Gilbert Islands—This small island in the Gilberts chain was occupied by the Japanese in December 1941 and retaken by U.S. Forces on 19 November 1943. On 17 December 1943, the runway, which had been under construction by the Japanese, opened as O'Hare Field, named after Lieutenant Edward H. O'Hare, a Navy ace who was awarded the Medal of Honor for his action in defense of carriers off Rabaul. The Seabees completed the construction and the facility was officially designated NAB Apamma on 15 April 1944. NAB Apamma remained on active duty for only a short period due to the fast moving pace of the war and was disestablished on 16 October 1944.

NAF Aratu, Bahia, Brazil—The seaplane base at Aratu, near Bahia, Brazil, was built by the Army in early 1943. The Navy established NAF Aratu there on 26 November 1943 to service PBM Mariner and later, PB5A Catalina patrol aircraft. VP-203 and



The seaplane base at NAS Aratu, Brazil, with PBMs on the ramp, 13 September 1943, 80-G-361038 (Courtesy Captain Jerry Mason, USN)

VP-211 aircraft patrolling from this base provided part of the coverage needed by convoys proceeding along the Brazilian coastline. The facility was returned to the Army on 30 June 1945 when the NAF was disestablished.

NAS Arcachon, France—This WWI base was completed barely in time to see actual service before the Armistice on 11 November 1918. It was located on a sandy site on the eastern side of Cape Ferret in the Bordeaux area. French labor strikes delayed the completion of the base and American workers were brought in to finish the work. The station was established on 8 June 1918, but the first patrols did not begin until 4 October due to a lack of aircraft. The station was disestablished by 7 January 1919.

NAS/NAF/NS Argentia, Newfoundland—Argentia is located in southeast Newfoundland on Placentia Bay. The naval air station was established there on 15 July 1941 because Placentia Bay was the only harbor in Newfoundland free of ice year-around. The bay was an excellent landing area for seaplanes and the adjacent village was connected to St. Johns by rail. The station was expanded and a runway for land-based aircraft, hangars, shops and barracks were also built. Port facilities to support escort destroyers and patrol craft were developed and a British naval air station was also constructed. On 1 June 1943 the U.S. Navy portion of the airstrip was named Bristol Field for Rear Admiral Arthur L. Bristol, USN, who was largely responsible for the planning and construction of the facility. Twenty-four patrol aircraft were operating from the Navy field at the height of its activity in mid-1944. On 1 November 1944 it was redesignated NAF Argentia. In the postwar years the facility supported SAR missions and ice patrols. On 27 February 1947 the



PBYs in Little Placencia Harbor, Argentina, Newfoundland, 1942, 80-G-7446 (Courtesy Captain Jerry Mason, USN).

facility was again redesignated a naval air station. In May 1949 the Coast Guard took over the responsibility for SAR and ice patrols. NAS Argentia was subsequently disestablished on 1 July 1950 and the air station assets became part of NS Argentia. The introduction of AEW brought Naval Aviation back to Argentia in 1955, taking over part of the former McAndrew Air Force Base. However, Argentia did not receive a new aviation designation but continued to operate as a naval station. Navy patrol squadrons operated out of Argentia with decreasing frequency as the years went by. In 1968 VPs 10 and 11 were the last squadrons deploying to Argentia. Along with several other Navy commands, the P-3 patrol squadrons moved their operations to NAS Keflavik, Iceland, during the mid-1960s, severing their connection to NS Argentia.

NAAF Atkinson Field, Essequibo, British Guiana—This Latin American base was established as NAAF Atkinson Field on 1 February 1942. Located at Essequibo, its mission was to support operations in the Caribbean for patrol aircraft, usually the shorter-range PV-1 Venturas. VBs 131 and 141 and VP-92 operated from the facility at various times. The naval facility was shared with the Army at Essequibo. Operations were discontinued at the facility in late 1945.

NAF/NAS Atsugi, Japan—In 1938 the Japanese Imperial Naval Air Force began construction of an airfield at Atsugi, 25 miles southwest of Tokyo, for testing of large experimental aircraft. With the outbreak of the war the facilities were expanded to include an engineering and mechanics school. As the war progressed, many of the facilities were moved underground into a mammoth 12-mile complex that housed barracks, galleys and airplane hangars. On 30 August 1945, General Douglas MacArthur landed at Atsugi air base en route to Tokyo to receive the surrender of Japanese forces. Until the outbreak of the Korean War, the base at Atsugi was abandoned and used only as storage for equipment from nearby Camp Zama, a U.S. Army base. U.S. Navy Seabees arrived at Atsugi in October 1950 and set about restoring the runways and above-ground hangar facilities. The base was officially established as NAS Atsugi on 1 December 1950. VP-6 was the first operating unit to be based at NAS Atsugi in a rotational status in January 1951. The first dependents arrived at Atsugi in November 1951 along with the staffs for Commander Fleet Air Japan and Commander Fleet Air Wing Six. Commander Fleet Air Western Pacific moved his headquarters to NAS Atsugi in 1954. During the Korean

War several Navy patrol squadrons operated from NAS Atsugi, including VPs 6, 772, 871 and 22 in 1951; VPs 22 and 29 in 1952; and VP-57 in 1953. With the draw down of military forces at the end of the Vietnam conflict, operations at NAS Atsugi were reduced and several commands relocated. In July 1971 NAS Atsugi was redesignated NAF Atsugi. With the change air operations control was turned over to the Japanese Maritime Self Defense Force. NAF Atsugi is the home port for squadrons assigned to Carrier Air Wing 5.

NAF Baranquilla, Colombia—In the spring of 1943 the U.S. Navy established a refueling depot and air station at the Pan American airfield at Soledad Airport, six miles south of the city of Baranquilla. A seaplane base, NAF Baranquilla, was established on 1 May 1943 on the Magdalena River. The new NAF provided coverage of the shipping lanes out of the oil ports of Colombia and the approaches to the Panama Canal. On 11 May 1944, VP-84 (flying PBY-5A Catalinas) was transferred to NAS Coco Solo, C.Z. A detachment from the squadron was sent to Barranquilla to conduct ASW sweeps of the tanker lanes. This detachment was the last to deploy there during the war because the German submarine threat had been largely eliminated by late 1944. The facility was disestablished on 15 April 1946.

NAF Belem, Brazil—By the summer of 1942 the U.S. Army was already hard at work converting the existing Pam American and Brazilian airlines facilities at Belem for military use. Belem is located on the south bank of the Rio de Para in the state of Para in northeastern Brazil. Two existing 5,000 foot paved runways at Val de Caens and a seaplane ramp in Belem harbor, as well as housing and fueling installations at both sites, provided a basis for a U.S. Navy development. Naval construction began on 22 September 1942 and included a seaplane ramp, additional hangars and other support structures. NAF Belem was established on 26 November 1943 as a support facility aboard the existing U.S. Army field at Belem. The base was located on the south bank of the Amazon River. The seaplane tender *Humboldt* (AVP 21), followed by *Barneгат* (AVP 10), provided support for VP-94 until shore-based facilities were completed. The facility later supported up to 24 patrol aircraft at a time, or two full squadrons, when VP-45 arrived in May 1944. NAF Belem was disestablished on 15 June 1945 and the facility was turned over to the U.S. Army.

NAS/NAF/NS Bermuda—Patrol aviation history on the island of Bermuda began with the declaration of neutrality by President Roosevelt in 1940. Three PBY Catalinas of VP-53 arrived in November of that year to extend the Neutrality Patrols further eastward from the Atlantic coast. Naval Operating Base Bermuda and

NAS Bermuda were established on 1 July 1941 and for the duration of the conflict served as a base for destroyers and seaplanes covering the convoy routes of the middle Atlantic. Patrol squadrons were withdrawn from Bermuda after WWII and the air station was redesignated an NAF on 1 July 1945. The NAF was redesignated an NAS again on 27 February 1947 and then disestablished on 1 July 1950. The air station assets were transferred to the control of NS Bermuda. Patrol squadrons returned again when the Korean War brought home the necessity of advanced ASW patrols to counter the increasing Soviet submarine threat. VP-49, flying PBM Mariners, was the first to return and make NS Bermuda its homeport, followed by VP-45 in 1956. Both squadrons were withdrawn in August 1963 when the era of the seaplane was coming to an end. The seaplane squadrons were replaced by land-based patrol squadrons flying the new P-3 Orions operating from Kindley Air Force Base, Bermuda. Thereafter, East Coast patrol squadrons rotated to Bermuda every six months. Kindley Field, the new home for the Navy patrol squadrons, had its start as Fort Bell. The facility was renamed Kindley Air Force Base after the U.S. Army Air Corps was redesignated the U.S. Air Force in 1947. With the advent of the Cold War and the increasing threat of Soviet ballistic missile submarines, the importance of the ASW role for the patrol squadrons led to the transfer of the Air Force assets at Bermuda to Navy control on 1 July 1970 and its establishment as NAS Bermuda. The station was disestablished during the FY 1995 round of base closures on 1 September 1995.

NAB/MCAB Betio, Tarawa Atoll, Gilbert Islands—Betio, the principal island of the Tarawa Atoll, was taken from the Japanese after an amphibious assault on 20 November 1943. Hawkins Field was in operation by 18 December 1943, with construction continuing over the next several months on runway expansion. NAB and MCAB Betio were established on 1 April 1944 and served as the principal base for bombing and harassment raids on Japanese bases in the Marshall Islands and Nauru Island. The NAB and MCAB portion of the airfield was disestablished on 9 December 1944, as the progress of the war moved the advanced bases further afield from Betio.

NAF Biak Atoll, Schouten Islands, Dutch New Guinea—Naval Seaplane Base 2, located on Mios Woendi a few miles south of Biak, was established as NAF Biak on 20 July 1944. It was established to serve as a base for FAW-17 operations in the southwest Pacific. Catalina squadrons VPs 11, 34 and 52 flew patrols out of Woendi from July 1944 through May 1945. The facility was disestablished on 19 January 1946.

NAF Cam Ranh Bay, Republic of Vietnam—Facilities at Cam Ranh Bay were first developed by the

Japanese during their occupation of French Indochina during WWII. The facilities were destroyed by Task Force 38 in 1944. The U.S. Navy returned to the area in 1964 when the decision was made to support the beleaguered South Vietnamese government. The site was developed as the headquarters for coastal interdiction of supplies for the Viet Cong, known as Operation Market Time. The naval air facility was completed in April 1967, supporting detachments of Neptune and Orion squadrons during their WestPac deployments to Japan and the Philippines. The facility was disestablished in April 1972 during the U.S. withdrawal of forces and turnover of installations to the Vietnamese navy.

NAF Canton Island, Phoenix Group, Central Pacific—This small island was first developed by Pan American Airways for use by its fleet of aircraft flying between Hawaii and the southwest Pacific. Canton Island came under the joint control of Britain and the U.S. under the terms of a 1939 agreement. It was established as a naval air facility on 13 September 1943 to service seaplane squadrons operating out of NAS Kaneohe, Hawaii. Operations from Canton during the war gave the crews combat experience before they were sent to the hot spots in the Pacific. It was disestablished on 14 October 1946.

NAF Caravelas, Brazil—Construction of a base for airships and aircraft was begun in October 1943 at Caravelas, located in the state of Bahia in eastern Brazil. The site was chosen because it provided good access to an extensive ASW patrol zone in the South Atlantic. The existing Air France and Brazilian air force facilities included turf runways and a corrugated metal hangar. The naval LTA facilities were completed in five months and work on the aircraft base, designed for operation of six patrol bombers, began in January 1944. NAF Caravelas was completed in 10 months and maintained an operational average of 6 patrol aircraft during the war. However, as the war progressed the need for ASW patrols moved elsewhere and NAF Caravelas was used primarily for emergency landings. NATS aircraft landed at the facility on a daily basis for topping off, as well as for cargo and passenger discharge. NAF Caravelas was disestablished on 1 August 1945 and returned to the custody of the Brazilian Air Force.

NAAF Carlsen Field, Trinidad, British West Indies—(see NAS Port of Spain, Trinidad)

NAB Chimu Wan, Ryukyu Islands, Okinawa, Japan—The seaplane base at Chimu Wan was established in July 1945 during the buildup of forces on Okinawa for the invasion of the Japanese home islands. On 14 July 1945, VPB-208 (PBM-5 Mariners) departed Kerama Rhetto for Chimu Wan, supported by

Hamlin (AV 15). They were followed by VPB-26 (PBM-5 Mariners) on 15 July, VPB-22 (PBM-3D Mariners) on 16 August and VPB-205 (PBM-5 Mariners) 25 on August. *St. George* (AV 16) provided additional tender support. The last wartime operational flights for these squadrons were made from this location by VPB-208 and VPB-16 on 11 August 1945. The base was disestablished after it was destroyed by typhoons in September and October 1945.

NAS/FAB Coco Solo, Panama, Canal Zone—Coco Solo, meaning “lone coconut” in Spanish, was established on the shore of Limon Bay, in close proximity to the Caribbean entrance to the Panama Canal on 6 May 1917. A submarine base had been established at Coco Solo several weeks earlier. Twelve seaplanes were assigned for ASW patrols from the station. Later several small Navy blimps and a Kite Balloon station were added to the base. The station remained active after World War I and VP-10 was home ported there in May 1924, flying six F-5L seaplanes. By July 1928 NAS Coco Solo was still growing with the addition of two more runways and permanent support facilities. In 1930 two seaplane ramps were installed. The air station was redesignated a FAB on 1 July 1931 and returned to its NAS designation on 30 September 1939. The development plan for 1940 included expansion to serve seven seaplane patrol squadrons. During WWII NAS Coco Solo was home port for Fleet Air Wing 3 and the station also hosted a major Assemble and Repair Department. The Army’s France Field runway was located one-half mile from the air station and was connected to NAS Coco Solo by a taxiway. Landplanes based at Coco Solo used the France Field runway. During World War II the air station served as a major hub for antisubmarine air operations covering both the Caribbean and Pacific approaches to the Panama Canal, as well as naval forces deploying to the South Pacific. In 1947 the naval operating base was formed combining the naval air station, naval station, naval hospital and another base called Coco Solito. NAS Coco Solo was disestablished and placed in a partial maintenance status on 1 July 1950. It was reactivated on 15 February 1951 as a BuAer funded naval station and was home port for VP-45 and later VP-34. The last aircraft from VP-45 departed the naval station in September 1956 and it was again placed in a caretaker status. In the fall of 1961 NS Coco Solo was officially disestablished.

NAAF Corinto, Nicaragua—During WWII, Corinto was the northern terminus for patrol missions flown by VPs 206 and 207 operating from the Galapagos Islands to safeguard the Pacific approaches to the Panama Canal. It was officially designated NAAF Corinto on 20 January 1943. The base at Corinto was established on a strategic landlocked harbor formed

by the junction of six rivers and Carden Island, lying at the entrance to the harbor on the east. NAAF Corinto, adjacent to the town of Corinto, is approximately 65 miles from Managua, the capital city. During the war the facility supported 100 officers and 700 enlisted personnel. It was disestablished on 6 June 1946.

NAS Cubi Point, Philippines—The development of an airfield at Cubi Point arose from the impossibility of expanding the existing limited facilities at NS Sangley Point in 1949. Civilian contractors refused to submit bids due to the difficulties involved in building such a facility out of a tropical jungle. Seabee Construction Unit Battalion 1 was assigned the task of constructing the new airfield in 1950. The base took five years to complete and NAS Cubi Point was officially established on 25 July 1956. By the mid-1960s, the involvement of the U.S. in the Vietnam conflict made Subic Bay and Cubi Point a major hub in carrier and patrol squadron operations. Patrols for operation Market Time, the maritime interdiction effort to stop North Vietnamese resupply in the coastal waters off Vietnam, were run from Cubi. On 21 December 1972, the runway was named Admiral A. W. Radford Field in honor of Naval Aviator and former Chairman of the Joint Chiefs of Staff Admiral Arthur W. Radford. The cessation of U.S. involvement in Vietnam in 1973 did not bring an end to patrol operations from Cubi Point. During the 1980s patrol squadrons were kept on the alert searching for Vietnamese boat people fleeing the country in search of freedom. During this same period, the increasing Soviet naval presence in the South China Sea required constant surveillance. The final event for the station came on 12 June 1991 when nearby Mount Pinatubo erupted, burying the area in up to ten inches of ash. At the time, the U.S. and Philippine governments were at loggerheads over renewal of the base leasing agreements. The destruction of so much of the facility by the volcano was the final act for the Americans and Cubi Point was officially disestablished on 30 October 1992, followed by the removal of the last American military personnel on 24 November 1992.

FASU/NSA DaNang, Republic of Vietnam—During the Vietnam War the DaNang facility was one of the largest Navy support bases in the country. Marine Corps forces landed at DaNang in 1965 and port facilities were rapidly developed thereafter. A U.S. Marine Corps facility and a U.S. Air Force facility were constructed side by side. On 15 October 1965 Naval Support Activity DaNang was officially established. VP-2 (SP-2H Neptunes) and VP-40 (SP-5B Marlins) were the first patrol squadrons deployed to DaNang, arriving in mid-1965. Fleet Air Support Unit DaNang was officially activated on 1 April 1968 at NSA DaNang. The mission of FASU was to provide services,

material and ordnance to support the operations of Naval Aviation units operating in Vietnam. FASU DaNang was disestablished on 4 March 1973 and NSA DaNang was officially disestablished on 29 March 1973.

NAF/NSA Diego Garcia Island, British Indian Ocean Territories, Indian Ocean—The island of Diego Garcia, situated in the middle of the Indian Ocean, was acquired by the British in the early 19th century. A small British garrison remained there until the U.S. became involved in the Vietnam War. In early 1970 the British and American governments, in cooperative agreement, began to build up the island's facilities to create a large, modern naval base and ship repair facility and an enlarged airfield, primarily as a counter to a growing Soviet presence in the Indian Ocean. NAF Diego Garcia was established on 26 February 1981. The use of the island as a military base and its strategic importance has aided naval operations during the fall of the Shah of Iran in 1979, the Gulf Crisis of 1987, the Gulf War of 1991 and the buildup of a Chinese naval presence in the 1990s. The loss of extensive USAF and Navy facilities in the Philippines in 1992 further solidified the need for the facility as one of the few remaining deployment sites under exclusive U.S. and British control, without concerns about host-nation agreements. The naval air facility was disestablished in the late 1980s and the base operations as naval support activity. It still remains a frequent deployment site for detachments of Pacific Fleet patrol squadrons and other aviation units.

NAF Dunkeswell, Devonshire, England—The U.S. Army Air Force had begun working with the RAF Coastal Command at RAF Dunkeswell early in 1943, conducting ASW sweeps over the English Channel and the Bay of Biscay. On 24 September 1943, the 19th USAAF squadron departed Dunkeswell to join the 8th Air Force, followed by the 22nd USAAF on 28 September. Three Navy squadrons, VBs 103, 105 and 110, undertook the ASW role previously flown by the USAAF in England. The USAAF squadrons were phased out and their equipment, similar to that on the PB4Y-1 aircraft, was turned over to the Navy. The USAAF flew its last ASW mission from Dunkeswell on 31 October 1943, and the 4th USAAF squadron departed on 6 November. VPB-105 moved aboard RAF Dunkeswell on 12 October 1943 and VB-110 on 30 October 1943. VPB-103 had been based there since 30 August 1943, sharing the field with the USAAF. FAW-7 established its headquarters there at roughly the same time. The three squadrons at RAF Dunkeswell came to be known by several names over the next year: Dunkeswell Air Group, Land Plane Air Group, and finally Patrol Air Group One. Each squadron had the luxury of being assigned its own PATSU. On 4 January

1944 RAF Dunkeswell came under U.S. Navy control and was redesignated an NAF. The facilities under the Royal Air Force had been extremely spartan. With the change of Dunkeswell to an NAF conditions improved dramatically. On 9 January 1945, VPB-112 received orders to cease operations and prepare for transfer from NAF Port Lyautey, F.M., to Upottery, Devon, England. Operations began from this base on 15 February. Upottery was a satellite field to NAF Dunkeswell, where VBs 103, 105 and 110 were based. VPB-107 later joined VPB-112 at Upottery after being transferred from Natal, Brazil. Both NAF Dunkeswell and its satellite field at Upottery were returned to RAF control on 31 July 1945.

NAF Dunkirk-Calais, France—This base, headquartered at Autingues, a few miles south of Ardres, had the singular distinction of being home to the first squadron of land-based Navy aircraft. The Northern Bombing Group, conceived by Lieutenant Commander Kenneth Whiting in 1917, was assigned the mission to bomb the German submarine pens in the Low Countries (Ostend, Zeebrugge and Bruges). The plan called for the establishment of a base at Dunkirk, with work beginning on 30 April 1917. An assembly and repair base to support the bombing group was established at Eastleigh, England. The Dunkirk base was established on 13 June 1917 and began limited operations in October 1917. However, the lack of adequate aircraft kept the unit from becoming fully operational. U.S. Navy pilots comprised the Night Wing, Northern Bombing Group and U.S. Marine Corps pilots the Day Wing, Northern Bombing Group. The 30 Italian Caproni bombers originally intended for use by the Night Wing, Northern Bombing Group proved to be virtually unusable due to engine problems, forcing the Americans to train on the few Handley-Page bombers that the RAF could spare. The USMC pilots of the Day Wing, Northern Bombing Group were more fortunate in having the more reliable DH-4 aircraft. All of the bases associated with the Northern Bombing Group were disestablished by 15 February 1919.

NAF Eastleigh, Southampton, England—This facility was established in 1917 by Lieutenant Commander Kenneth Whiting, Naval Aviator Number 16, with the primary mission of providing support for the Northern Bombing Group at Dunkirk. It was officially established as an NAF on 20 July 1918. Eastleigh served as an assembly center for aircraft received from the U.S. and repaired other base aircraft with combat or operational damage. Eastleigh was formally disestablished on 10 April 1919.

NAB/NAF Ebeye Island, Marshall Islands—(see NAB Kwajalein) This small air base in the Marshall Island group was established on 14 May 1944 with the

mission of servicing patrol seaplanes and tenders. It lies three miles north of Kwajalein Island. The Japanese seaplane facilities escaped destruction during the invasion and once the base was secured from the Japanese, Seabees completed upgrading the facilities, adding repair shops, barracks, a small clinic and storage buildings. The base was redesignated an NAF on 27 February 1947 and disestablished on 15 June 1947.

NAAF Edinburgh Field, Trinidad, British West Indies—(see NAAF Port of Spain)

NAF/MCAF Emirau, New Ireland, Bismarck Archipelago—This small island in the St. Matthias Islands group was established as a naval air facility and Marine Corps air facility on 28 February 1944. Emirau was captured from the Japanese in early 1944 and was used to counter Japanese air bases on the nearby island of Kavieng. Several patrol squadrons operated briefly from the two landing strips built on the island during the war. The facility was disestablished on 1 March 1945.

NAB Eniwetok Atoll, Marshall Islands—The island of Eniwetok was occupied by the Japanese in November 1942. They were fully aware of the strategic value of the island's position in the Marshall chain. U.S. Marines captured the island on 23 February 1944 after stiff enemy resistance. With the assistance of the Army engineers and Navy Seabees, the base was developed as a springboard for the occupation of the remaining Marshall Islands. NAB Eniwetok was established on 10 May 1944 and the runway was named Stickell Field in honor of Lieutenant John H. Stickell, who died from wounds received in action during a low-level attack on Jaluit. Parry Island, where the Japanese had already built a seaplane base, was further developed to support U.S. Navy patrol seaplane squadrons. Several squadrons staged through Eniwetok during the Marshall Islands campaign. The naval air base was disestablished on 23 June 1947.

NOB Espiritu Santo, New Hebrides Islands—Espiritu Santo is the largest of the New Hebrides Islands. Its importance during WWII lay in its strategic position in relation to the Solomon Islands. The island was occupied in June 1942 and construction of base facilities began immediately. An airfield for Army bombers was built at Turtle Bay to support the landings at Guadalcanal and Tulagi. The site served throughout the war as a major rework and repair center for aircraft squadrons. VP-44 was the first patrol squadron to arrive at Espiritu Santo in December 1942. The Naval Air Center Command, controlling eight Navy and Marine Corps fields on the island, became fully operational on 1 July 1943. The base was officially disestablished on 12 June 1946.

NAF Esquibo, British Guiana—The naval air facility was developed to service seaplanes operating from the Esquibo River. It was established as an NAF on 8 July 1946 and disestablished on 1 April 1947.

NAF Fernando de Noronha, Brazil—This facility, located on a small volcanic island 210 miles off the eastern coast of Brazil, was established by the Army in an agreement with the Brazilian government in early 1943. It was established as a naval air facility on 26 November 1943. The U.S. Navy utilized the field to support patrol squadron detachments of up to six aircraft, usually the shorter range PV-1 Ventura landplanes of VPBs 125, 134 and 145, operating out of Fortaleza, Brazil. VPBs 45 and 94 also deployed detachments to this facility. The NAF portion of the base was disestablished on 30 June 1945.

NAF Fonseca, Nicaragua—At the onset of WWII, the vulnerability of the Panama Canal from the Pacific Ocean approaches led to a search for suitable base sites on the Pacific side of the continent. The closest suitable base was found at Money Penny Anchorage at Fonseca Bay, Nicaragua, in the spring of 1942. It was intended that Fonseca would be the northwestern apex of the air search triangle that guarded the western approaches to the canal. Unfortunately, the shallow depth of the bay made deliveries of supplies difficult, necessitating the use of lighters. The seadrome approaches were unsheltered from foul weather blowing in from the west, making seaplane operations hazardous. Patrol squadrons were moved to Corinto, Nicaragua, in late 1943 and NAF Fonseca was disestablished on 25 October 1943.

NAF Fortaleza, Brazil—The northern coast of Brazil provided ideal locations for the development of ASW facilities during WWII to cover the vital South Atlantic shipping routes. Initial naval air patrols at the existing Army installations at Pici Field, Fortaleza, in the state of Ceara in northeastern Brazil, began in March 1943. However, operational experience quickly indicated the need for additional expansion. Consequently, further work began on 14 April 1943 Pici Field. Both Army and Navy flight operations continued throughout the construction. VB-130 arrived at the facility in August 1943. NAF Fortaleza was officially established on 26 November 1943 operating in conjunction with seaplane patrols from Port of Spain, Trinidad and ASW patrols from NAF Fortaleza to cover the vital shipping routes off northern South America. NAF Fortaleza was disestablished on 30 June 1945.

NAF French Frigate Shoals, Tern Island, Hawaiian Islands—A small naval air facility was established on Tern Island on 17 March 1943 to provide support for various seaplane patrol squadrons operating in the area. The island was occupied by a small

detachment of U.S. Marines after it was discovered that the Japanese had used the island as a staging area for a two-seaplane (Emily) raid on Pearl Harbor in March 1942. The decision to build an NAF to serve as a forward outpost for Pearl Harbor was made after the Battle of Midway. It was disestablished on 9 June 1946.

NAS Fromentine, France—This base was one of the few constructed in France during WWI solely with American labor and materials. It was located below the Loire estuary on the southern end of the island of Noirmoutier. Construction began on 4 February 1918 and NAF Fromentine became fully operational on 17 August 1918. Over 200 patrols were conducted from this site before the Armistice. It was disestablished on 28 January 1919.

NAAF Funafuti Island—This small island base was established as a naval air facility on 15 November 1943 to support seaplane squadrons in the Ellice Islands chain. It was closed on 1 March 1946 and officially disestablished on 11 November 1947.

NAF/NAAF Galapagos, Seymour Island, Ecuador—The Galapagos Islands group are among the most desolate and barren places on earth. There are ten principal islands and many smaller ones, all of volcanic origin. A detachment of VP-207, based at Salinas, Ecuador, was ordered to Seymour Island in June 1943 to provide support for the seaplane squadrons flying ASW patrols from that location. The site was officially designated NAF South Seymour Island on 1 August 1942. VP-206, based at Corinto, Nicaragua, also flew patrol missions between that base and Galapagos. Seaplane operations were conducted from Aeolian Bay, on the northwestern side of Seymour Island. Eight to twelve aircraft could be parked on the apron for maintenance or during rough weather. The island was shared with the USAAF, whose airfield was on the south side. The NAF was redesignated NAAF Galapagos Island on 14 July 1944 and redesignated an NAF on 13 September 1945. NAF Galapagos was disestablished on 16 May 1946.

NAF Galeao, Rio de Janeiro, Brazil—NAF Galeao was established on 2 December 1942 and shared a portion of the field with the Brazilian Army. It provided support for up to 12 PBV-5A Catalina patrol aircraft. The facility was a favorite of Navy patrol squadrons due to its proximity to Rio de Janeiro. The NAF facilities were disestablished and turned over to the Brazilian Army on 15 November 1944.

NAAF Goat Island, Jamaica—On 2 September 1940 the U.S. and Britain signed the "Destroyers for Bases" agreement which provided the U.S. with access to bases in Antigua, the Bahamas, Bermuda, British

Guinea, Jamaica, Newfoundland, St. Lucia and Trinidad in return for 50 American destroyers. In order to patrol the approaches to the Caribbean via the Windward Passage the U.S. Navy established NAAF Goat Island on 4 April 1941. It was located in Portland Bight, 30 miles southwest of Kingston. Construction of the facility was completed in the summer of 1942 and the facility became operational on 15 August 1942. NAAF Goat Island was reduced to caretaker status in September 1944 and inactivated on 25 November 1946. It was disestablished on 1 December 1946.

NAS/NAF/NAAF Great Exuma, Great Exuma Island, Bahamas—This small station situated in the lush tropical paradise of the Bahamas was established as a naval air station on 5 January 1942. It served as a refueling base and forward area patrol site for detachments of up to six patrol aircraft at a time. It was redesignated an NAF on 13 May 1944 and then an NAAF on 28 September 1944. On 1 July 1946 it was redesignated an NAF and disestablished on 1 July 1947.

NAAF Green Island—Green Island is an atoll in the Solomon Islands, situated between Buka and New Ireland islands. On 15 February 1944 the island was occupied by troops of the Third New Zealand Division. The atoll was quickly developed into a base from which bombers could strike enemy positions on New Britain, New Ireland, Rabaul, Kavieng and Truk. In less than 3 weeks after Green Island was occupied by Allied forces fighter aircraft were flying from the new runway. The seaplane ramp was completed on and the facility was designated an NAAF on 15 June 1944. VP-44 moved to Green Island on the day it was established as an NAF. It was the only patrol squadron assigned to the island. Most of the aircraft on Green Island were nonpatrol types from Marine Corps squadrons. A PATSU was available for maintenance of squadron aircraft and personnel. Patrol missions involved flying daily search sectors extending in a northerly direction to within 200 miles of Truk. VP-44's patrol missions ended after 18 August and the primary mission of the squadron was changed to neutralizing 17 nearby enemy airfields. Night Black Cat raids were flown to prevent shipping from resupplying the bypassed Japanese garrisons. Nightly hunts were usually coordinated with one of the PT boat squadrons stationed on Green Island. The Cats would spot the target in the dark with their radar and then illuminate the scene for the PT boats. Both would then join in on the kill. Black Cat missions were officially terminated on 10 February 1945 due to the complete neutralization of Rabaul and the primary mission of the squadron having shifted to Dumbo work. NAAF Green Island was disestablished in March 1945.

NAS/NS Guantanamo Bay, Cuba—Lieutenant John H. Towers first brought Naval Aviation to Guantanamo

Bay when he established the Aviation Instruction Camp there during the annual fleet exercises of 1912. The floatplanes proved useful to the battleships by spotting their shell impacts in the target zones. They also found that submarines running at shallow depths could easily be seen from above. During WWI a small detachment of naval patrol aircraft was maintained and supported in the bay area by tenders *Shawmut* (CM 4) and *Sandpiper* (AVP 9). By 1921 a permanent presence ashore was established at Hicacal Beach and the bluffs of Leeward Point. The facilities built at the site included a seaplane ramp, pier, shops and living quarters. From 1922 through 1934 the base was used for training with the dirigibles *Shenandoah* (ZR-1), *Macon* (ZRS-5), *Los Angeles* (ZR-3) and *Akron* (ZRS-4). The runway was named McCalla Field in honor of Captain Bowman H. McCalla, skipper of the armored cruiser *Marblehead* (C 11), who participated in the capture of Guantanamo Bay and commanded a base established there during the Spanish American War. In 1939 the mooring masts and tracks for the dirigibles were removed and replaced with a landing field large enough for multiengine aircraft. From 1939 through 1941, expansion of the facilities continued, with NAS Guantanamo Bay officially established on 1 February 1941. Construction on the air station was not complete until after the U.S. entry in WWII and it was not until October 1942 that PBM Mariner seaplanes began running ASW patrol tracks between Banana River, Florida, and Guantanamo. The base was at its wartime peak of activity by the summer of 1943, with support provided by NAAF Little Goat Island, Jamaica. Activity declined after the war but was revived with the beginning of the Korean conflict. In January 1953 the runway at Leeward Point was expanded to accommodate jet aircraft. McCalla Field was relegated to handling propeller aircraft and line maintenance. The importance of the base was reemphasized in January 1961, when President Eisenhower severed diplomatic relations with Cuba after Castro nationalized U.S. assets. In October 1962, elements of the fleet and several of the patrol squadrons stationed on the East Coast utilized NAS Guantanamo as a forward support base while enforcing the Cuban quarantine. NAS Guantanamo Bay was disestablished on 16 February 1993. However, the runways continue in operation and come under the control of Naval Station Guantanamo Bay.

NAF Hato Field, Curacao, Netherlands West Indies—The island of Curacao, with an area of 173 square miles, lies 46 miles north of Venezuela. The naval air facility was completed by the Army in October 1943 and was established as NAF Hato Field in October 1943. Navy patrol bomber squadrons used the base throughout the remainder of WWII as an advanced base for ASW patrols and convoy protection. NAF Hato Field and nearby Camp Parera were disestablished in October 1945.

NAB Henderson/Carney Field, Guadalcanal—The island of Guadalcanal was the centerpiece of the first U.S. counteroffensive of the war in the South Pacific. A Japanese construction battalion of 2,600 men and an Imperial Army detachment of 400 infantry began construction on an airfield in June 1942. On 7 August 1942, the First Marine Division occupied the site of the airfield on Lunga Point, pushing the Japanese defenders back into the jungle. Seabees worked around the clock to get the airfield into shape, using abandoned Japanese construction equipment and materials. It became operational on 20 August 1942 and was named after Major Loften R. Henderson, USMC, who was lost in action during the Battle of Midway (an airfield at Midway Island was also named Henderson Field). The Navy called its portion of the airstrip Carney Field in honor of Captain James V. Carney, USN, killed early in WWII. VP-12, a PBY-5A squadron, arrived there in December 1943 to conduct nighttime operations against Japanese shipping. Squadrons continued to operate from the strip until the end of the war and the airfield was disestablished on 12 June 1946.

NAS Ile Tudy, France—This was one of the bases obtained intact from the French during WWI, including the seaplanes and mechanics to go along with them! The station, located to the south of Brest, was turned over to the U.S. Navy and was in full operation by 28 February 1918. It was officially established on 14 March 1918. Aircraft from this base were credited with the sinking of a German U-boat in the Raz de Sien. The base was disestablished by 25 January 1919.

NAF Ipitanga, Brazil—This facility was established by the U.S. Army in early 1943. The Navy established NAF Ipitanga on 26 November 1943 to provide support for up to six land-based aircraft. The NAF portion of the field was disestablished on 1 July 1945.

NAS Isley Field, Saipan, Marianas Island—Originally named Aslito Field by the Japanese until its capture by U.S. forces on 18 June 1944, the Navy used this small airfield on Saipan as one of many refueling and repair sites for patrol squadrons in the Marianas Islands. The airfield was named Isley Field on 30 June 1944, for Commander Robert H. Isely, who lost his life leading his squadron in an attack on Aslito Field while it was held by the Japanese. It was established as an NAS on 15 July 1947 and then disestablished on 15 October 1947.

NAF/NAS/MCAF/MCAS Iwakuni, Japan—This base was formerly a Japanese naval air station established on 8 July 1940. Although home to 96 trainer aircraft and 150 fighters, the air station managed to escape damage during the B-29 raids of 1945. The field came under Royal Australian Air Force (RAAF) control in March 1948 and became heavily engaged in support-

ing patrol seaplane operations during the Korean War. The RAAF turned the base over to the USAF in April 1952. The Navy established NAF Iwakuni on a section of the station on 15 May 1952. The facility was greatly expanded and by 1 October 1954 the U.S. Air Force turned it over to the Navy. The naval air facility was replaced by the establishment of NAS Iwakuni on 1 October 1954. On 1 January 1958 NAS Iwakuni was redesignated MCAF Iwakuni. Since 20 July 1962 it has operated as a Marine Corps air station.

NAB Jamaica, British West Indies—(see NAS Guantanamo Bay, Cuba)

NAS/NAF Johnston Island—This island facility was established as a naval air station on 15 August 1941 and used as a refueling station for seaplane patrol squadrons operating out of Kaneohe, Hawaii. The base was located 720 miles northeast of Hawaii. The U.S. had originally claimed the site in 1936, and patrol aircraft first used it during Fleet Exercise XVIII in 1937. With the outbreak of WWII, runways were constructed on the island to support land-based aircraft. As the combat zone moved further south, the role of Johnston Island was relegated a support base for NATS aircraft en route to the South Pacific. It was redesignated NAF Johnston Island in February 1947 and inactivated on 13 June 1947 and then turned over to USAF control on 1 July 1948.

NAF Kadena, Okinawa, Japan—(see NAF Naha)

NAF/NS/NAS Keflavik, Iceland—Discovered by Viking Leif Ericsson in the 10th century, this ice-bound island in the far north remained under Norwegian and Dutch rule until WWII. Great Britain was the first nation to send troops to Iceland to preempt occupation by the Germans. Iceland, proclaimed neutral, was forced to accept the British presence when a base was established in May 1940. U.S. Marines replaced the British troops at the request of the Icelandic government on 7 July 1941, followed shortly thereafter by U.S. Army and Navy personnel. A naval station at Keflavik was soon established and quickly expanded after U.S. entry in WWII. The original agreement between Iceland, the U.S. and Great Britain required the withdrawal of all military forces after the conclusion of the war in Europe. The military forces were withdrawn in September 1946, only to return in 1949 when Iceland became a member of NATO. Further agreements with the U.S. in 1951 obligated the U.S. to provide for the national defense of Iceland, with the U.S. Navy handling maritime patrol. NAF Keflavik was established on 1 July 1960. In 1961, Commander Barrier Force, Atlantic, moved its headquarters to Keflavik and NAF Keflavik was redesignated Naval Station Keflavik on 1 June 1961. Commander Barrier Force, Atlantic was replaced in 1965 by Fleet Air, Keflavik. On 1

November 1985 NS Keflavik was redesignated NAS Keflavik. With the heightening of the Cold War, NAS Keflavik soon became the “ASW Capital of the World.” Since the end of WWII, the Navy has deployed patrol squadrons to Keflavik for six-month deployments to guard against the submarine threat in the North Atlantic.

NAF Kenitra—(see NAS Port Lyautey)

NAS Killinghome, Humber Estuary, England—Lieutenant Commander Kenneth Whiting took formal command of this base from the British on 30 May 1918. American naval aviators flew British Short seaplanes from this base over the North Sea, protecting convoys and preventing German sweepers from disturbing the Allied mine fields. At the height of the war, 46 seaplanes operated from Killinghome. It was officially disestablished on 6 January 1919.

NAB Kwajalein, Marshall Islands—This large atoll situated in the middle of the Marshall Islands group was occupied by the Japanese prior to WWII. Three facilities had been constructed on the islands: Ebeye, a seaplane base and repair facility (see Ebeye entry); Roi-Namur, an airbase; and Kwajalein, a major naval installation for servicing fleet surface units. After the successful U.S. invasion and occupation of the islands, the Seabee units began the reconstruction of the aircraft landing fields at Roi and Ebeye. The airstrip at Roi was named Dyess Field on 16 April 1944, in honor of Lieutenant Colonel Aquilla J. Dyess, USMCR, killed leading the assault on Roi-Namur. The first Army fighter strikes from Roi against Maleolop took place on 13 February 1944. Ebeye was a fully functional bomber and fighter base for the Navy by December 1944, although patrol seaplane squadrons were operating from the site much earlier. The Army turned over control of Kwajalein to the Navy on 1 July 1945. The base continued its existence after the war, serving as a staging point for trans-Pacific flights. Longer range aircraft negated the need for the facility and it was deactivated in 1959. On 1 July 1964, the Navy transferred all of its facilities on Kwajalein to the Army. The U.S. Air Force maintains a small portion of the facility for observation of missile launches from Vandenberg Air Force Base, Calif.

NAS L’Aber Vrach, Brest, France—This air station was one of the few built by the Americans on French soil and placed in operation before the end of WWI. It was established on 4 June 1918. The first operations commenced on 2 September 1918, with ten American-made HS-1 flying boats providing convoy protection in the waters off the Brest Peninsula. The air station was disestablished on 22 January 1919.

NAF Lajes, Portugal—The Azores Islands group, consisting of nine volcanic islands located 800 miles

west of Portugal, were discovered by explorers led by Portugal’s Prince Henry the Navigator in 1427. After a long existence as a backwater of civilization, the strategic importance of the islands in the protection of convoys in the Atlantic was recognized at the start of WWI. With America’s entry into the war the 1st Marine Aeronautic Company was sent to the island of Sao Miguel on 19 January 1918 to establish a base of operations for its 12 floatplanes near the town of Ponta Delgada. This base was disestablished on 1 September 1919. The British acquired Lajes Field, on the island of Terceira, in a behind-the-scenes agreement with neutral Portugal in the early months of WWII. U.S. forces were not permitted to establish an independent base but were allowed to operate under the control of the British on Terceira. On 6 January 1944, the U.S. Navy established its headquarters at a site then named Lagens Airfield. On 29 July 1944 the first aircraft of VB-114 arrived to begin ASW operations in the Atlantic. Throughout the war, patrol squadrons operated under the terms of the original British agreement with Portugal and all aircraft wore the dual insignia of British roundels and U.S. stars. NAF Lajes was established on 18 January 1957 as a tenant command of the U.S. Air Force 1605th Air Base Wing on Terceira. Lajes subsequently served as a deployment site for Navy patrol squadrons conducting split deployments. NAF Lajes was disestablished on 30 September 1993.

NAS Le Crossic, France—Le Crossic was one of the French bases turned over to the U.S. Navy, with its Tellier seaplanes, in June 1917, and was fully operational by 18 November 1917. It was established as a naval air station on 27 November 1918. It was located on two small islands 18 miles from St. Nazarine. The base provided cover for convoys approaching the Loire River. NAS Le Crossic was disestablished on 28 January 1919.

NAS Lough Foyle, Ireland—The base at Lough Foyle was one of four built in Ireland to guard the entrances to the Irish Sea. It was located 18 miles in from the sea on the northwest shore of the loch by that name, nine miles from Londonderry. The station did not become operational until 7 June 1918 and was established on 1 July 1918. Poor weather conditions and difficulties in supply caused problems, but regular patrols were carried out from 3 September 1918 until the end of WWI. NAS Lough Foyle was disestablished on 22 February 1919, reverting to British control as an RNAS seaplane base.

NAF Maceio, Brazil—NAF Maceio was established on 14 December 1943 on an air base constructed by the U.S. Army. Located approximately 200 miles south of Recife, Brazil, it allowed the Navy to fill the patrol gap between Recife and Bahia. The facility was capable of servicing a full squadron of land-based aircraft

and another of seaplanes. The seaplanes used Lagoa de Norte (North Lake) for takeoff and landings. The NAF portion of the base was disestablished on 11 October 1945.

NAF Majuro, Marshall Islands—NAF Majuro was established on 4 May 1944 to support both seaplanes and land-based aircraft operating in the Marshalls, Marianas and Caroline Island groups. It was reduced to an inactive status on 1 January 1947 and disestablished on 1 June 1947.

NAF Manus, Admiralty Islands—Manus, the largest of the Admiralty Islands, was established as a naval base, naval air transport center, and an NAF on 18 May 1944. Lombrum Point was the main seaplane repair base for the vicinity while the base at Pityilu serviced land-based aircraft. The facilities on the island were disestablished on 1 September 1947.

NAB Marcus Island—Marcus Island was still under Japanese control as late as November 1944. After its capture efforts were made to construct a minor air facility as a refueling site and emergency landing strip. It was designated an NAF on 1 November 1945. The facility was disestablished on 12 May 1946.

NAF Misawa, Japan—Misawa, located 300 miles north of Tokyo in northern Honshu, was not established as a naval air facility until 1975. The site had originally been an air base built by the Imperial Army in 1938. It was taken over by the Imperial Navy in 1942 and used as a research and development center for new fighter variants. Kamikaze special attack forces took over the facility in 1944 through the end of the war. Most of the base was destroyed by B-29 attacks in 1945. The base was occupied by the U.S. Army in September 1945 and greatly expanded by the U.S. Air Force to support jet fighter squadrons during the Korean War. Commander, Fleet Air Western Pacific established its headquarters detachment there in 1970. In 1975 the Fleet Air Western Pacific detachment was disestablished and NAF Misawa was established on 1 October 1975. Patrol squadrons and a detachment of Patrol Wing 1 were relocated to NAF Misawa on 30 June 1976.

NAB Morotai, Netherlands East Indies—Morotai is an island of the Molucca group situated between the western tip of Mindanao in the Philippines and the eastern tip of New Guinea. On 15 September 1944 Allied troops captured the island from its Japanese defenders. The enemy airfields and port facilities were greatly expanded by the Eighty-fourth Naval Construction Battalion to provide support for the invasion of Luzon and Borneo in early 1945. The combined Army and Navy air facility utilized tents for living quarters for 1,800 officers and men and quonset

huts for the radio station and ships' service. Frame structures were eventually erected for other facilities, such as shops, sick bay and galleys. VPB-104 was the first patrol squadron to arrive on 3 November 1944. During the first month after its arrival the squadron experienced 46 enemy air raids. The Navy portion of the airfield was designated NAB Morotai on 20 November 1944. The facility was disestablished on 21 January 1946 and turned over to the Royal Australian Navy.

NAF Naha, Okinawa—NAF Naha was established on 1 October 1947, placed in inactive status on 30 June 1949 and disestablished on 20 April 1950. The 162-acre base was reactivated as an NAF on 15 February 1951. NAF Naha supported tender-based seaplane operations and served as a center for NATS operations throughout the Korean conflict. After the Korean War NAF Naha continued operations as a facility for patrol squadrons. In 1960 the U.S. and Japanese governments signed the Japan Facilities Adjustment Program agreement that returned Okinawa to Japanese administration effective 15 May 1972. Under the agreement Japan funded the construction of facilities for the displaced command at Kadena Air Force Base, Okinawa, the largest base in the 5th Air Force, covering more than 5,700 acres of land. The relocation program was completed in two phases. In the first phase, VP-17 became the last patrol squadron to deploy to NAF Naha on 10 December 1974. By 7 May 1975, the establishment date for NAF Kadena, all aircraft facilities at NAF Naha and most tenant commands had relocated to NAF Kadena, Koza, Okinawa. The relocation to the new base took less than two weeks without disruption to the operational missions. The second phase, begun in May 1976, saw the relocation of the last administrative support activity from Naha to Kadena, completed in September 1976, the effective date NAF Naha was disestablished and returned to the Japanese government.

NAF Naples, Italy—The port of Naples was taken during the invasion of Italy on D-plus-22, 1 October 1943. With the creation of NATO the city became the headquarters of Allied Forces South in June 1951. The facilities established at Naples by FASRON-77 served to support aviation in the U.S. Sixth Fleet and the Mediterranean. It was redesignated an NAF on 27 February 1956, serving as a site for patrol squadrons deploying to the Mediterranean for operations with the Sixth Fleet. NAF Naples was disestablished in 1976 and Naval Support Activity Naples took over the job of providing limited air support for naval aviation units.

NAF Narsarsuak, Greenland—On 9 April 1941, by agreement with the Danish government, the U.S. accepted the responsibility for the defense of Greenland. Patrol squadron VP-6 (CG) was established as a Coast Guard squadron under Navy control at NAF

Argentia, Newfoundland, on 5 October 1943 and departed immediately for its new home at Narsarsuak, Greenland. The squadron operated from a small field with the code name *Blue West-One* (BW-1), under the operational control of FAW-9. The 10 (later 12) PB-5A Catalinas conducted SAR missions from the base, with two aircraft detachments frequently assigned to Reykjavik, Iceland, and Argentia, Newfoundland. Operational conditions from the field were primitive, with 4,000-foot mountains on either side of the runway and the Narasarsuak Fjord at the far end. Flying conditions were frequently IFR, with the installation of radar sets on the aircraft in 1943 a welcome addition. SAR operations continued from the field after the conclusion of the war until August 1945 when VPB-6 (CG) returned to NAF Argentia, Newfoundland, and reverted back to Coast Guard control. The NAF was disestablished on 5 February 1951.

NAF Natal, Brazil—Pan American Airways had begun development of this site in November 1940. The advent of WWII interrupted the use of the facilities for commercial purposes and by October 1941 a

detachment of VP-83 began operations from the field. The naval air facility was officially established on 25 September 1943, utilizing a portion of the Army field to service patrol aircraft. The HEDRON for FAW-16 was based at NAF Natal from April through July 1943. The NAF portion of the field was disestablished on 24 June 1945.

NAS Paimboeuf, France—Paimboeuf was another of the French bases turned over to the U.S. Navy in June 1917, including its operational aircraft. It was established as a naval air station on 1 March 1918. It was disestablished on 26 January 1919 and returned to French navy control.

NAF Paramaribo, Surinam, Dutch Guiana—NAF Paramaribo was established on 1 February 1942 to provide support for small detachments of patrol seaplanes operating away from their primary support base. The base grew in February 1943 when the U.S. Army constructed facilities for an LTA detachment and a NATS center at the Army's Zandery Field. VP-204, flying PBM-3C Mariners, was relocated to San Juan,



Presidents Roosevelt and Vargas and Admiral J. H. Ingram inspect NAS Natal, Brazil, 28 January 1943, 80-G-35144 (Courtesy Captain Jerry Mason, USN)

P.R., on 27 December 1942 and was the first patrol squadron to maintain a detachment at Paramaribo. VPBs 212 and 213, both Mariner squadrons, provided detachments later in the war. Tender support for most of the detachment operations was provided by *Pelican* (AVP 6) until relieved by *Thrush* (AVP 3) in November 1944. On 1 October 1943, VB-131, flying PV-1 Venturas, arrived at Zandery Field for ASW and convoy patrol duty. The field was shared with an Army detachment flying B-25s armed with 75-mm cannon in the nose. Since the B-25s did not have radar they flew only in daylight. The VPB-131 crews took the "night shift." The NAF portion of the base was disestablished on 14 August 1944 and the remainder of the facility was disestablished on 22 October 1945.

NAF Pici Field, Fortaleza, Brazil—The USAAF had established an agreement with the Brazilian government that allowed them access to Pici Field at Fortaleza in early 1943. In August 1943 the U.S. Navy ordered VB-130 (a landplane squadron flying the PV-1 Ventura) to Pici Field where they shared the facilities with the Army. NAF Fortaleza was officially established on 26 November 1943. It supported ASW patrols in offshore waters in conjunction with the seaplane squadrons based at nearby NAS Port-of-Spain, Trinidad. Several other squadrons were eventually rotated through Pici Field before being assigned further south to NAF Recife, Brazil. The NAF portion of the facility was disestablished on 30 June 1945.

NAF/NAS Port Lyautey, French Morocco—The naval air facility at Port Lyautey was established on 12 January 1944, only a short distance from the port. Craw Field, the original name of the airstrip, included two 6,000-foot runways in the valley of the Wadi Sebou. The field had been occupied by the U.S. Army after the capitulation of the Vichy French. During the course of the war, several PB4Y-1 and PBY-5 squadrons were based at Port Lyautey to conduct ASW operations against German and Italian submarines operating in the Mediterranean. The Navy retained the facilities at Port Lyautey after the war because the site was strategically located as a focal point for incoming air traffic from the U.S. The increasing responsibilities of the Sixth Fleet in the Mediterranean meant a corresponding increase in the need for aircraft, personnel and major maintenance, all available through Port Lyautey. After a brief period of disestablishment from 1 January 1948, the NAF was reestablished on 1 July 1950 and on 4 April 1956 was redesignated NAS Port Lyautey. On 6 December 1963 the facility was redesignated NAF Kenitra and on 16 December 1963 it was turned over to the Moroccan government.

NAAF/NAF Port of Spain, Trinidad, British West Indies—The seaplane base at Port of Spain was established on 1 August 1941. After the U.S. entry in WWII

the base was used to combat the U-boat threat off the coast of Brazil. ASW operations were conducted by Catalinas of VP-53 beginning in September 1943, in cooperation with the landplane base at Pici Field, Fortaleza, Brazil, where Navy PV-1 Venturas and Army bombers operated. The Pici Field units generally patrolled the close inshore waters off the coasts of Brazil, due to their shorter range, while the seaplane squadrons from Port of Spain flew the longer-range patrol sectors in the mid-Atlantic. A squadron of PV-1 Venturas from VB-130 relieved VP-53 in June 1943 and began operations from the U.S. Army's Carlsen Airfield. The Navy portion of Carlsen Airfield was established as NAAF Edinburgh Field on 27 May 1943, redesignated NAAF Carlsen Field on 6 March 1944. On 20 July 1944 the base was designated as a blimp base, NAF (LTA) Carlsen Field, then disestablished on 10 January 1950. The naval operating base continued for some years after WWII, turning over control of the facilities to the newly formed independent nation of Trinidad in 1967. The seadrome was last used by VP-34 in June 1955.

NAS Porto Corsini, Italy—Established as NAS Porto Corsini on 25 July 1918, the facility was initiated the same night by a bombing raid from Austrian seaplanes operating from Pola, 86 miles across the Adriatic. Throughout WWI U.S. Naval Aviators assigned to this air station used Italian Macchi seaplanes in their combat tours on the southern front. Although routine patrols comprised the primary duties of the 21 aircraft operating from this base, the bombing of the Austrian base at Pola was the chief enterprise. Porto Corsini was one of the few Italian bases to be completed and manned by Americans before the Armistice and to see actual combat. The air station was disestablished on 31 December 1918.

NAAF Puerto Castilla, Honduras—The facility was located on a man-made island on the leeward side of Punta Cazines, which partially enclosed the natural harbor of Trujillo Bay. The site was leased to the U.S. without cost by the Honduran government with the proviso that control would revert to Honduras upon cessation of hostilities. The naval fuel depot Puerto Castilla was established on 10 November 1942 and redesignated NAAF Puerto Castilla on 16 May 1944. It was disestablished on 15 July 1944 and turned over to Honduras in February 1946.

NAB Puerto Princessa, Palawan, Philippine Islands—Facilities for a major naval air base were established at Palawan on 5 May 1945. The base served as an administrative center for FAW-17, three patrol bomber squadrons and two patrol seaplane squadrons. It remained in service until after the war when the Navy turned it over to the Army in December 1946. The base was formally disestablished on 8 February 1947.

NAF Recife, Brazil—The airfield at Recife was established by the U.S. Army through agreements with the Brazilian government in 1943. The U.S. Navy established an NAF on the Army base on 1 October 1943. The NAF serviced land-based patrol planes, primarily PV-1 Venturas from VBs 129, 134 and 143. NAF Recife was the home base for FAW-16's HEDRON from August 1943 through the end of the war. The NAF portion of the field was disestablished on 17 July 1945.

FAB/NOB/NAF Reykjavik, Iceland—Established as FAB Reykjavik on 21 January 1942, this base supported one squadron of patrol seaplanes near the capital city of Iceland. It was expanded to a two-squadron operation and redesignated NOB Reykjavik on 7 July 1942, then redesignated NAF Reykjavik on 6 August 1942. On 20 December 1943 NAF Reykjavik was disestablished and turned over to the British. On 1 November 1945 the British returned the air facility, the fuel depot and ammunition depot to the U.S. Navy. NAF Reykjavik was disestablished on 21 January 1947.

NAB Roi-Namur, Marshall Islands, South Pacific—(See NAB Kwajalein) Established as an air base on Kwajalein atoll on 15 May 1944, NAB Roi-Namur was disestablished on 1 July 1964 when the Navy transferred all of its assets on Kwajalein to the U.S. Army.

NAAF/NAF/NAS/NS Roosevelt Roads, Puerto Rico—NAAF Roosevelt Road was established on 1 August 1943 to provide support for NAS San Juan. It was redesignated an NAF on 15 February 1946 and an NAS on 1 June 1947. The air station was placed in a partial maintenance status from 30 April 1950 until 1 July 1950 when it was officially disestablished. The runway continued to remain in service and came under NS Roosevelt Roads and provides support to various naval aviation units.

NAS/NS Rota, Spain—This base is located north of the Bay of Cadiz, near the town of Jerez, approximately 60 miles northwest of Gibraltar. NAS Rota had its origin in the 1953 agreements between Spain and the U.S. establishing a joint Spanish-American base. The port and naval air station were part of the integrated base system in Spain that included three major Air Force fighter-bomber bases at Torrejon, Zaragoza and Moron. NAS Rota was established 1 October 1957 and the first patrol squadron, VP-5, arrived in September 1958. On 8 May 1959 NAS Rota was redesignated a naval station. The base, with its central location to the Mediterranean, has served as a major deployment site for patrol squadrons since its activation.

NAF St. Eval, England—On 17 August 1943, VB-103 became first operational squadron at NAF St. Eval,



The U.S. Navy turns over five PV-1s to the Brazilian Navy at Ibura Field, Recife, Brazil, 30 March 1944, 80-G-45325 (Courtesy Captain Jerry Mason, USN).

England. Special training in ASW techniques was given to Navy aircrews by the RAF at St. Eval for patrols over the Bay of Biscay. Upon completion of training at the end of August, VB-103 moved to RAF Dunkeswell in Devonshire, England. NAF St. Eval served as a training site throughout WWII and at the end of the war it became the aircraft storage site for FAW-7 squadrons departing the area for return to the U.S. The facility reverted to RAF control by the end of 1946.

NAS St. Trojan, France—This base was built by French labor under U.S. contract for the Navy during WWI. It was located on the Straits of La Maumusson to protect steamers entering the Gironde River. Operations began on 29 June 1918 with the arrival of two French seaplanes equipped with new 280-hp Renault engines. The NAS was established on 14 July 1918 and regular convoy patrols began five days later. NAS St. Trojan was disestablished on 19 February 1919.

NAAF Salinas, Ecuador—The seaplane base, located at the edge of Santa Elena Bay two miles from the town of Salinas, was capable of supporting up to 12 aircraft. The airfield, situated near the town of Salinas on the northwestern edge of Ecuador, two miles south of the seaplane base, was capable of supporting up to 24 patrol aircraft. It was established as an NAAF on 1 August 1942. On 3 August 1942, VP-32, flying PBV-5 Catalinas, was the first patrol squadron to deploy a detachment to Salinas. While based there the detachment operated under the Sixth Bomber Command, USAAF. The NAAF served as part of the patrol triangle comprised of the Galapagos Islands; Fonseca, Nicaragua (moved to Corinto in 1943) and Salinas. Patrol squadrons flew security patrols in the Pacific sector of the Panama Sea Frontier. Three daily patrols were flown between Salinas, Ecuador; Galapagos Islands, Ecuador; and Corinto, Nicaragua. NAAF Salinas was disestablished on 1 February 1946 and the facility was returned to the government of Ecuador.

NAB Samar, Philippines—This small air base was established on 23 December 1944 to serve as a base for transients, supply depot and patrol base. The air base was disestablished on 3 June 1947.

NAB/NAS/NS Sangley Point, Philippines—Sangley Point is located eight miles west of Manila. The Spanish first occupied the site in the 17th century, founded along with the adjoining city of Cavite in 1614. The Spanish navy built a shipyard at Sangley Point in 1884. After the Americans took possession of the Philippines in 1898 the facilities were greatly expanded for use by the Asiatic Fleet. Aviation first came to the Philippines in civilian guise in the 1930s, when Pan American Airways built its seaplane station at

Cavite for the China run. By the outbreak of WWII the base had become a major port facility for the U.S. Navy. Patrol Wing 10, with four tenders and patrol squadrons 101 and 102, were stationed at Cavite, but withdrew on 14 December 1941 in the face of overwhelming Japanese attacks. Following the liberation of the port in February 1945 the reconstruction of the site began. The base was officially designated NAB Sangley Point on 4 October 1945. On 27 February 1947 it was redesignated NAS Sangley Point. On 1 June 1950 it was redesignated NS Sangley Point. Generally, three patrol squadrons at a time operated from NS Sangley Point from 1950 until its disestablishment on 1 July 1971.

NAS/NAF San Juan, Puerto Rico—Established on 1 May 1940, NAS San Juan was capable of accommodating up to 24 patrol aircraft. Auxiliary fields at NAAF Antigua, B.W.I., and NAAF Roosevelt Roads, P.R., were established on 1 February 1942 and 1 August 1943, respectively. On 1 June 1947 the station was downgraded to an NAF. On 30 June 1950 it was placed in an inactive status with a portion of the facility used by the Coast Guard.

NAAS/NAF San Julian, Cuba—Recognizing the need to augment antisubmarine patrols in the Yucatan Channel, NAAS San Julian was established on the western tip of Cuba at Pan American's Isabel Rubio Airport on 26 June 1942. The area was considered ideally situated for further development and the Army began construction of an airfield on 1 November 1942. When construction was completed on 1 July 1943 the new facility was redesignated NAF San Julian. Although the facility was under Army administration and operational control all air activities and operations were Navy. On 1 April 1944 the Army transferred control of NAF San Julian to the Navy. NAF San Julian was disestablished on 20 May 1946.

NAF Santa Cruz, Brazil—Santa Cruz is located just north of Vitoria, in the state of Espirito Santo in southeastern Brazil. NAF Santa Cruz was established on 15 December 1943 and used extensively by NATS as well as by various patrol squadrons. It was disestablished on 3 September 1945 and transferred to the custody of the Brazilian air force.

NAF Sao Luiz, Brazil—The U.S. Army built this airfield in early 1943. Established on 3 December 1943, NAF Sao Luiz was one of the smaller bases used in the ASW campaign against the German U-boats off the coast of Brazil. It shared a portion of the Army airfield and provided ground support facilities for up to six landplanes and a detachment from a blimp squadron. The NAF portion of the field was disestablished on 5 July 1945, and both the Army and Navy sections were returned to Brazilian control in late 1945.

NAF/NAS Sigonella, Catania, Sicily—Located on the plain to the south of Mount Etna, the air facility was one of several in the Mediterranean developed as part of the NATO compact. The air facility was begun in 1957 and officially established as NAF Sigonella on 1 June 1959. NAF Sigonella was redesignated NAS Sigonella on 1 July 1981 and is a tenant command, sharing the facility with the Italian air force. East Coast patrol squadrons have conducted deployments to the site since its establishment.

NAF South Seymour Island, Ecuador—(see NAF/NAAF Galapagos)

NAS Tanapag Harbor, Saipan, Marianas Islands—Saipan is the second largest island of the Marianas group, situated north of Tinian and Guam. The Marianas (not including Guam) were ceded to Japan after WWI and were colonized. Guam was taken by the Japanese in December 1941 and U.S. forces invaded the island in June 1944 and it was secured by 9 July. Tanapag Harbor had been developed as a seaplane base for the long-range Japanese four-engine Emily Kawanishi H8K, Navy Type 2 flying boats. The base was reconditioned by Seabees and ready for use on 25 July 1944. It was designated NAS Tanapag on 1 October 1944. Several of the VPB seaplane patrol squadrons were stationed at Tanapag during WWII. VPBs 13 and 15 flew PB2Y-5 Coronados from the harbor. After the war the decision was made to concentrate all naval facilities at Guam. NAS Tanapag was disestablished on 15 March 1948.

NAB Tinian, Mariana Islands—The extensive Japanese airstrips on Tinian were quickly put in order after its occupation by U.S. forces in July 1944. On 20 November 1944 the West Field facility was designated an NAB and used by Navy PB4Y patrol squadrons flying long-range bombing strikes against Japanese shipping. By December 1944 the first USAAF B-29 bombers were landing on the expanded runways of North Field, despite more than 20 air raids by the Japanese during that period. On 5 August 1945 a

USAAF B-29 named Enola Gay departed the Army side of the Tinian airfield to drop the first atomic bomb on Japan. The Navy disestablished the NAB side of the base on 1 December 1946.

NAS Treguier, France—This base was located on a narrow river of the Breton shore 12 miles from the English Channel. It was built and equipped by the French, and turned over to the U.S. Navy on 15 August 1918. NAS Treguier was established on 1 November 1918 and served as a base for patrols over the Channel. The base reverted to French navy control on 19 January 1919.

NAF Upottery, England—(see NAF Dunkeswell, England)

NAS Wexford, Ireland—This air station was built during WWI at a site formerly used by the RNAS to protect the southern entrance to the Irish Sea. It was located at Ferrybank, on sheltered Wexford harbor. All the construction was done by American labor and finished on 18 September 1918. Operations began in October 1918 and the station was closed on 15 February 1919.

NAS Whiddy Island, Ireland—Local contractors completed NAS Whiddy Island located two miles from the town of Bantry Bay. The base was also known as Bantry Bay Station. The first U.S. naval personnel arrived on 12 March 1918 and flight operations began on 25 September 1918. The base operated only seven weeks under wartime conditions and was closed on 15 February 1919.

NAAF Zandery Field, Surinam (Dutch Guiana)—The airfield was built by the U.S. Army in 1943 for emergency lighter-than-air craft landings. The Navy side of the airstrip was expanded and designated NAAF Zandery Field on 21 March 1944. Several squadrons of Navy landplanes used the Army facilities at Zandery Field during 1943 and 1944. The NAAF was disestablished on 16 August 1944.