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Via: (1) Commander, Naval Air Bases, FOURTEENTH Naval District.
(2) Commandant, FOURTEENTH Naval District.
Subj: U.S. Naval Air Station, Honolulu History - Submission of.
Ref: (a) CNO Ltr Op-33-J-6-JEJ ser 118433 of 14 March 1945.

1. Enclosure 1 is submitted in accordance with reference (a).



D. S. INGALLS

Encl:
1. NAS Honolulu History

U.S. NAVAL AIR STATION, HONOLULU, T. H.

HISTORY

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History
of
U.S. Naval Air Station, Honolulu, T.H.

1. INTRODUCTION

During the six months following the Battle of Pearl Harbor, 7 December 1941, the dredging of the sea plane runways at Keehi Lagoon and the construction of land plane runways at the adjacent John Rodgers Airport was proceeding at a rapid pace under the U.S. Army Engineers. The design of the runways provided for the accommodation of the largest sea planes and land planes. The dredging and construction was being financed through "Rivers and Harbors" appropriations furnished the U.S. Army Engineers from the 1st Deficiency Act, 1941, in the amount of \$3,300,000.¹

Much of the area embraced within the extended land plane runways was under water, and the plan submitted by the U.S. Army Engineers and sponsored by the Administrator of Civil Aeronautics, U.S. Department of Commerce, included the joint development of Keehi Lagoon and John Rodgers Airport by using the dredged coral from the sea plane runways to fill the designated land plane areas.

The Territory of Hawaii had acquired the John Rodgers Airport site, comprising 885 acres on the shoreline of Kalihi Basin, 5 miles west of

¹ SecNav Conf ltr Ser 069740 to Administrator of Civil Aeronautics, of 28 Aug 1942.

the City of Honolulu, in 1927 from the S. M. Damon estate for the sum of \$27,410.² The site was regarded as ideal as a landing field because of its proximity to Honolulu, the opportunity for expansion and the absence of natural and man-made obstructions. At the time of the purchase 766 acres was under water and the balance, 119 acres, was forthwith developed as the only territorially owned airport in the Hawaiian Islands.

The airport was dedicated on 21 March 1927 by the Honorable E. P. Warner, Assistant Secretary of the Navy, in Charge of Aeronautics, and was named John Rodgers Airport in commemoration of Commander John Rodgers, U.S. Navy, flight leader of the U.S. Navy's Trans-Pacific flight in 1925. Upon completion of the single runway in 1928, John Rodgers Airport was used exclusively by amateurs who used two small hangars built and maintained by Inter-Island Airways, Limited.³ The airport was primarily used for amateur flying until the Hawaiian Airlines inaugurated inter-island air service for passengers and freight in 1935.

In 1930 the possibility of dredging Kalihi Basin was considered by the Territorial Aeronautical Commission, which then had jurisdiction over the airport and the Department of Public Works prepared plans for the dredging of the basin with a view towards accommodating sea planes near the John Rodgers Airport site. However this ambitious project was abandoned because of the limited funds appropriated by the territorial

²Report of Supt of Public Works, T.H. to the Governor of T.H. for the year ending 30 June 1927. (Files, Supt of Public Works, T.H.)

³I bid, Report of 1935.

legislature.⁴ Throughout the early period and until the federal government became interested, the maintenance of the airport was financed through territorial appropriations and the labor performed largely by prison labor assigned from the nearby territorial penitentiary.

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The aforementioned U.S. Army Engineers' plan proposed three sea plane runways, in the form of a triangle, each two to three miles long, 1000 feet wide and 10 feet deep. Dredging began in October 1941, the Army dredge "Jefferson" being assigned to the work. By 7 December 1941 approximately 5% of the necessary dredging for one of the sea plane runways, then called runway "A", was completed.⁵ The plan proposed sufficient fill to bring the land plane runways and adjacent taxiing and parking areas to a level of 7.5 feet above the mean low water level. Approximately 10% of the proposed fill had been pumped in as of 7 December 1941.⁶

The potentialities of the location of Keehi Lagoon and John Rodgers Airport had been recognized by the Civil Aeronautics Administrator, and construction proceeded on the understanding that the federally financed developments would culminate in a great commercial airport owned and operated by the Territory of Hawaii in conformity with the rules and

⁴Annual Report of the Territorial Aeronautical Commission, T.H., 1 July 1930 - 30 June 1931. (Files, Supt Pub Works, T. H.)

⁵Report of Joseph V. Hudgson, Airport Engineer, T. H., to the Governor T.H. for 1941 (Files, Supt Pub Works, T.H.)

⁶I bid.

regulations of the Civil Aeronautics Administrator, U.S. Department of Commerce. These understandings were incorporated in an agreement entered into by the Territory of Hawaii dated 15 December 1941, entitled "Agreement with the United States Relative to Operation and Maintenance of the John Rodgers Airport and Keehi Lagoon Seaplane Base".⁷

The military events in the early part of 1942 brought about no immediate reversal as to the plan for operating the airport when construction was completed. But in view of the critical military situation at the end of the first six months of the war, with the Battle of Midway climaxing the end of the period, it was manifest that the plans for a great commercial airport would have to be postponed, and that upon completion of the land plane and sea plane runway, the airport would of necessity be taken over and operated by one of the military services. The immediate question presented, therefore, was whether this great airport was destined to become a U.S. Army Air Base, or a U.S. Naval Air Station.

⁷Sec 1(d) of the Agreement provides: "The Superintendent of Public Works agrees in so far as he is authorized by law that, continuously during the term of this agreement, the Airport will be operated as such, and for no other purpose, and that unless utilized exclusively for military purposes, it will at all times be operated for the use and benefit of the public, on reasonable terms and without unjust discrimination, and without grant or exercise of any exclusive right for use of the Airport within the meaning of Section 303 of the Civil Aeronautics Act of 1938, provided, however, that continued use as an airport is possible and practicable. (Files, Supt of Pub Works, T.H.)

2. ACQUISITION BY THE NAVY

The development of John Rodgers Airport and the adjacent Keehi Lagoon through Federal appropriations had not been overlooked by naval authorities. Secretary of the Navy Knox, in a letter to the Administrator of Civil Aeronautics observed:⁸

"The completion of the Keehi Lagoon Commercial Seaplane Project, located adjacent to John Rodgers Airport between Hickam Field, Pearl Harbor, and the City of Honolulu, is of immediate importance to the Navy, but is also considered to be of great future importance to the Trans-Pacific commercial airline interests of the United States."

On 27 June 1942 Admiral Nimitz appointed a Joint Army-Navy Board on aviation facilities in the main Hawaiian group, naming Major General W. H. Hale, U.S. Army, senior member.⁹ This Joint Army-Navy Board, known generally as the Hale Board, considered in its Report¹⁰ the number of enemy carrier aircraft which could then be brought against points in the Hawaiian Islands, pointed out the need of new air bases in the Hawaiian group, and in Appendix "A" to the Report lists Keehi Lagoon and John Rodgers Airport, Oahu, as being able to accommodate, upon the completion of proposed facilities, 2 CV groups of 180 planes and 5 VP squadrons of 60 planes. Appendix "B" to the Report, entitled "Aviation Facilities Built and Building: Additional Facilities Requested" comments as follows:

"Keehi Lagoon and John Rodgers Airport, Oahu.

⁸ SecNav Cong ltr Ser 069740 to Administrator of Civil Aeronautics of 28 Aug 1942.

⁹ CinCPac Secret ltr Ser 0140 to Com Gen Haw Dept, of 27 June 1942.

¹⁰ Encl A Com Gen Haw Dept ltr to CinCPac, of 22 July 1942 (14ND Classified files).

No facilities at present.
Extension of landing mat now under construction
to accommodate 2 CV groups.
Completion of 3 seaplane runways.
Ramps for operation 5 VP squadrons.
Berthing and Messing facilities for 405 officers
and 2942 men (portable type construction)."

Appendix "C" to the Report states in part as follows:

"Nuupia Pond, Kaneohe and Keehi Lagoon, John Rodgers Airport -
Development of.

.....

7. Upon the completion of Keehi Lagoon, its seaplane runways will be capable of accommodating the largest seaplanes that may be developed within the next several years. The reason for this is that all normal approaches from the sea are wholly unobstructed. This situation will not obtain with respect to the extension of the seaplane runway into Nuupia Pond.

"8. If the seaplane runway at Kaneohe Bay is extended into Nuupia Pond, the natural hazards of operation of big boats will continue, particularly at night, as the normal approach for landing is toward the hills to leeward, several hundred feet in height. These hazards are further aggravated by low lying clouds frequently banked up against the hills. Very often unsettled weather on the windward side of the island in that area makes it necessary for patrol planes to be rerouted from Kaneohe to Pearl upon returning to base during the night.

"9. It is true that the extension of the seaplane runways into Nuupia Pond would improve operation conditions and reduce existing hazards to some extent. However, consideration should be given to the fact that the hazards of operation which exist at present, and which may be alleviated somewhat for present types of planes by extension of the present seaplane runway, will again develop in more aggravated form as the size of big boats increases. It may therefore be said that, regardless of any development of the seaplane area in Kaneohe Bay, operating conditions in that area for large seaplanes invariably will be more unfavorable than those on the Honolulu side, (Keehi Lagoon).

"10. On December 16, 1941 the Secretary of the Navy addressed a letter to the Secretary of War requesting that Keehi Lagoon be completed at the earliest practicable date, regardless of cost.

"11. On June 27, 1942, the Commandant, Fourteenth Naval District, reported to the Commander-in-Chief, Pacific Fleet, that runway "A" at Keehi Lagoon would be ready for use in from 4 to 6 months and as to relative priority of seaplane dredging at Keehi Lagoon

and Nuupia Pond, Kaneohe. Currently, one dredge is at work on runway "A" which, when completed, will be approximately 15,500 by 1000 feet, dredged to 10 feet.

.....

"16. Recommendations:

- (c) That Runway "A", Keehi Lagoon, be completed to a minimum area of approximately 10,000-12,000 by 1,000 feet as early as practicable, as indicated in Appendix "E".
- (d) That upon completion of Runway "A" at Keehi Lagoon as per subparagraph (c) above, the dredge continue on Runway "B".
- (f) That both Keehi Lagoon and Kaneohe dredging be completed as soon as practicable."

Appendix "F" to the Report contains the following recommendations:

"1. Priority, with respect to Navy projects, should be established in accordance with the following:

- A. Naval Air Station, Maui.
- A. Runway "A", Keehi Lagoon, John Rodgers Airport.
- A. Barbers Point, Oahu.
- A. John Rodgers Airport.
- B. Nuupia Pond Development, Naval Air Station, Kaneohe.
- C. Installation of facilities at Barking Sands, Kauai.
- D. Completion of Runways "B" and "D", Keehi Lagoon project.
- E. Installation of facilities at Homestead, Molokai.
- F. New site at Speckelsville, Maui."

Almost simultaneously with the filing of the Hale Board Report in July 1942, Vice Admiral David W. Bagley, Commandant of the Fourteenth Naval District, requested the views of Lieutenant General Delos C. Emmons, Commanding General, Hawaiian Department as to the Navy's acquisition of the Keehi Lagoon property and proposed, in respect to the operation of the airport as follows:

"Due to the anticipated seaplane transport, as well as carrier

aircraft activity in Keehi, as soon as facilities are available, it is considered highly desirable at this time that the Navy obtain an approval of the Commanding General for the Navy operation and administrative control of the subject facilities for the duration of the present war."¹¹

Lieutenant General Emmons' reply, dated July 13, 1942, did not approve of the outright acquisition of the project by the Navy but instead suggested that the Navy obtain a long term agreement with the Territory of Hawaii. As to the Navy's control of the airport, Lieutenant General Emmons concurred in the Commandant's proposal as follows:

"1. The operation and administrative control of Keehi Lagoon-John Rodgers Airport by the Navy for the duration of the present war is approved by the Army under the following conditions:

a. Facilities will be kept available for administrative control and operational use of:

- (1) Commercial aircraft.
- (2) One Army fighter squadron. Facilities to include dispersal area for airplanes of squadron and housing of personnel.
- (3) One transport squadron. Facilities for personnel to include housing facilities for personnel.
- (4) U.S. Army Ferry Command.

b. Operational use may be made by Army air units of all types when required by the tactical situation as now covered by joint agreement."¹²

Thereafter, based upon the above agreements and understandings with the Army, the Navy obtained a permit from the Territory of Hawaii to develop and operate John Rodgers Field and Keehi Lagoon areas as a naval air station, the permit being executed by the Superintendent of Public Works on behalf of the Territory of Hawaii on 24 June 1943 and reciting

¹¹ Coml4 Secret ltr Ser 00582 to Com Gen Haw Dept of 2 July 1942.

¹² Com Gen Haw Dept ltr AG 601.1 to Coml4 of 13 July 1942. (14ND Classified Files)

in part as follows:

"NOW, THEREFORE, permission is hereby given to The United States of America, for the use of the Navy, to enter upon any of the lands or premises mentioned in the foregoing paragraph for the purpose of constructing improvements for military purposes.

"This permit is granted for the duration of the war and six months after the termination of the unlimited national emergency declared by the President on May 27, 1941."¹³

3. DEVELOPMENTS PRIOR TO COMMISSIONING

Although the agreement between the Army and Navy in July 1942 had established that John Rodgers Airport and adjacent sea plane runways would be a naval air station, with limited use by the Army, the type and character of the naval-air-st^ation-to-be remained considerably in doubt.

The Hale Board in July 1942 proposed, as previously mentioned, that Keehi Lagoon be utilized as a base for 2 CV groups and 5 VP squadrons, but success at Guadalcanal and the establishment of bases in the South Pacific in the latter part of 1942 and the early part of 1943 permitted a different view to be taken as to the most advantageous use to which new air fields under construction in the Hawaiian islands could be put. This period represented a transition in naval strategy from the defensive to a limited offensive and as a corollary to the transition, plans were developed for the enlargement and extension of the Naval Air Transport

¹³"Permit to Enter and Construct", executed by Supt of Public Works, T.H. 24 June 1943 (Files, Supt of Pub Works, T.H.)

Service to support fleet operations. The facilities of U.S. Naval Air Station, Pearl Harbor, out of which NATS operated in 1942 and 1943, were inadequate due to the short runway and shipping congestion. The sea plane runway at Pearl City used by Pan American Airways, because of the limitation of space, could not be expected to accommodate the operations contemplated.

On April 3, 1943 Vice Admiral John H. Towers, Commander Air Forces Pacific, proposed that the contemplated utilization of Keehi Lagoon be reconsidered and recommended that Keehi Lagoon become primarily a naval air transport terminal. Vice Admiral Towers, in his report¹⁴ to Admiral Nimitz, Commander in Chief, U.S. Pacific Fleet, stated in part as follows:

".....
2. The Keehi Lagoon development as originally conceived several years ago was for the purpose of providing facilities for commercial aircraft. It was supported by the Navy Department from its inception. Later it became a combined project for commercial and naval aviation. The Hale Board Report proposed that the scope of planned development be expanded to include facilities for two carrier groups and five patrol squadrons. It may be pointed out that at the time that report was submitted Pearl Harbor was the only base of operations for carriers in the Pacific and a study of the rather voluminous correspondence on the subject indicates a prevailing thought that concentration of carrier groups in the Hawaiian Area would become more and more intense. Actually, the reverse has occurred. The campaign in the South Pacific has brought about developments of a large number of naval bases and airfields in that general area, and carriers, their groups, and in most cases the replacement groups habitually base in that area. For the past several months there has not been more than one carrier group based here at any one time. Likewise, there has been a great development of patrol plane facilities in the South Pacific and a movement of more squadrons to that area."

Vice Admiral Towers pointed out that the Army requested facilities at

¹⁴ComAirPac Conf ltr Ser 0508 to CinCPac of 3 Apr 1943. (14ND Classified files.)

Keehi Lagoon for one Army fighter squadron, a troop carrier squadron and for the transient aircraft of the Army Ferry Command, while the Navy planned facilities for 2 CV groups and 5 VP squadrons and observed: "It is obvious that such numbers are far beyond the capacity of the station, and even if there were physical room, operational difficulties and hazards would be insuperable."¹⁵ Thereupon Vice Admiral Towers recommended the following revision in planning for Keehi Lagoon:

"6

- "(a) Eliminate facilities for the two CV groups, for reasons set forth in paragraph 3.
- (b) Reduce facilities for patrol squadrons to two, for reasons set forth in paragraph 4. Leave space for future expansion.
- (c) Eliminate facilities for Army fighter squadron, for reasons that it is in no way essential that it be based there and, further, because there is ample capacity elsewhere at Army fields on Oahu, and further because experience has shown that joint operation of large numbers of transports and fighters in close proximity offers unacceptable hazards.
- (d) Eliminate facilities for Army planes being ferried, continuing the use of Hickam Field instead or such other Army Field as Army may decide.

If the above four recommendations are accepted, the load will be reduced to a practical figure, all combat land types removed, and critical operational hazards eliminated.

.....

7. The above proposals are believed to be in the best interests of both services, in that if accepted they bring the project into the realm of practicability and permit prompt planning and construction on a reasonable basis. Attention is invited to the fact that the Navy Department's sanction of elimination of the facilities for the two carrier groups and three patrol squadrons must be procured."¹⁶

The recommendations of Vice Admiral Towers were adopted by the Bureau of

¹⁵Ibid.

¹⁶Ibid

Aeronautics and plans for the naval facilities at Keehi Lagoon thereupon were prepared upon the basis that the airport would be primarily a terminal for naval transport aircraft, both land plane and sea plane. The elimination of the proposed 2 CV groups, the reduction of proposed patrol squadrons, and the adoption of Vice Admiral Towers' views in the matter is expressed in a communication from the Chief of the Bureau of Aeronautics to the Vice Chief of Naval Operations of 15 May 1943 as follows:

"

3. For reasons cited by Commander, Air Force, Pacific Fleet, this Bureau concurs in the advisability of reducing the scale of development of the subject project for Navy use. This Bureau is in accord with the recommendation that no facilities be provided for CV group operations at Keehi Lagoon-John Rodgers Airport. With respect to seaplane developments, however, in view of the necessity of providing seaplane facilities for Navy Air Transport Service requirements in the Hawaiian area, it is recommended that the seaplane facilities be developed to support a total of three VP squadrons."¹⁷

The nature and character of the naval air station at Keehi Lagoon having finally been agreed upon, orders were issued providing for the commissioning of the air station on 1 January 1944. The prospective name of the naval air station was U.S. Naval Air Station, Keehi Lagoon, Territory of Hawaii. However, prior to its commissioning Secretary of the Navy Knox, on 26 December 1943, redesignated the naval air station as "U. S. Naval Air Station, Honolulu, Territory of Hawaii."¹⁸

¹⁷Chief of BuAer End, Secret, Ser SO410 to VCNO of 15 May 1943 on Coml4 ltr to BuAer, Secret, Ser 00157 of 23 April 1943. (14ND Classified files.)

¹⁸Sec Nav Circ ltr, Ser 266113 of 26 Dec 1943.

4. CONSTRUCTION

By conferences and correspondence in July 1942 the Commandant of the Fourteenth Naval District and the Commanding General, Hawaiian Department, had come to an agreement, as previously noted, as to the control of and as to the respective operations of the Army and Navy at the naval-air-station-to-be, but no definite agreement was reached as to their respective construction responsibilities until December 1942. The division of construction responsibilities is incorporated in Vice Admiral David W. Bagley's confidential letter¹⁹ to the Commanding General, Hawaiian Department, of 8 December 1942, which in part states:

".....

"2. It is estimated that the three land plane runways under construction at John Rodgers Airport by Army forces with funds of Civil Aeronautics Administration Docket 904-52-2, \$2,100,000, with present priority can be started about 1 January 1943 and completed in June 1943. It is understood that Army forces have sufficient surfacing equipment and personnel to complete this item concurrently with Army items of higher priority but that earlier completion can not be accomplished because of the shortages in the production of crushed rock aggregates. The Navy would be confronted with the same problem if the jurisdiction of construction were transferred. The recommendation contained in reference (a) that the Army complete construction of the runways is satisfactory. The 14th Naval District construction forces will assist in the work by making up deficiencies in crushed rock aggregate whenever possible.....

".....

"g.

(a) The 14th Naval District will seek funds for the construction of the housing and service facilities at Keehi Lagoon and John Rodgers Airport recommended in the "Report of Joint Army-Navy Board on Aviation Facilities in the Main Hawaiian Group".

¹⁹ Coml4 conf ltr Ser 03390 to Com Gen Haw Dept of 8 Dec 1942.

- (b) The Army will complete the paving of runways at John Rodgers Airport.
- (c) The Army will complete the dredging of the Keehi Lagoon Seaplane runways."

The Navy had thus committed itself to the task of constructing the housing and service facilities at the air station and the commandant thereupon prepared detailed plans for these facilities, the total cost being estimated at \$16,225,100, which plans were forwarded to ComAirPac on 7 April 1943.²⁰ Construction, however, was not immediately undertaken mainly because of the limited quantity of coral available. The dredged coral in vast amounts was needed in all of the construction projects.²¹ It was piped from the dredge into stock piles or directly into the large underwater areas which had to be filled. Coral was required for the preparation of subgrades for the asphalt land plane runways, taxiways, plane parking areas and roads, and for the fill in raising the extensive areas upon which the navy installations, the barracks, bachelor officers' quarters, mess halls, warehouses and other buildings would be built.

²⁰ Coml4 Secret ltr Ser 00135 to ComAirPac of 7 Apr 1943.

²¹ Com Gen Haw Dept ltr to Coml4 of 10 July 1943 (14ND Classified files) lists the total coral fill requirements submitted by the Navy as follows:

65,000 cubic yards for Navy housing area for Navy officers and enlisted men and aviation storage area
12,000 cubic yards for the Navy administration area
108,000 cubic yards for access roads on the westerly and southwesterly side of Rodgers Airfield
50,000 cubic yards for access roads on the easterly side of Rodgers Airfield
125,000 cubic yards of fill of additional taxiways between the paved runways of Rodgers Airfield proper
150,000 cubic yards for the areas to be utilized in relocating present Army facilities which must be moved to permit Navy housing and administration areas to be completed.

The Army and Navy had difficulty in agreeing upon coral priorities. General Richardson, then Commanding General, Hawaiian Department, had proposed²² on July 10, 1943, that all material dredged from sea plane runway "B" would be deposited for use by the Army for construction of a taxiway connecting the airport with Hickam Field and for other Army projects; that material dredged from runways "A" and "D" would be deposited in a stock pile for Navy developments on the airport. Vice Admiral Ghormley's reply to this proposal is contained in his letter of 2 August 1943 in which he states, in part:

".....

"2. In regard to use of dredged coral, since the CAA and Rivers and Harbors funds were provided for Keehi Lagoon-John Rodgers project, it is considered that all available spoil should be utilized in the completion of the airport before any is diverted to other areas of either the Army or the Navy. Further, to provide complete facilities for operations from this field, the areas bounded by red lines on Enclosure (A) should be filled to finish grade, as the construction of runways only will not make the field completely usable. Large areas for aircraft plane parking and dispersal are necessary for both services. The areas between runways, and at the east and west ends of the field must be used for this purpose since no other areas are available in the vicinity. In addition to the material indicated for Navy use in reference (a), sufficient material should be provided to fill all areas between runways to grade. The areas at the east and west ends of the field to the access roads should be utilized as dredging disposal areas and filled to grade."²³

The problem of obtaining sufficient coral for all of the purposes was

²² Com Gen Haw Dept ltr to Com14 of 10 July 1943 (14ND Classified files).

²³ Com14 Secret ltr Ser 00349 to Com Gen Haw Dept of 2 Aug 1943.

intensified by the results of field tests²⁴ indicating that the planned elevation, six feet above mean low water level, was insufficient to support the tremendous weight of the multi-engined land planes, then in production at the Douglas, Boeing and Consolidated aircraft plants, which the field was intended to accommodate. The fill in the runway and waterfront areas thereupon had to be increased to a minimum elevation of $8\frac{1}{2}$ feet above the mean low water level. In carrying out the stepped-up program of dredging operations, additional dredges were assigned to the task and at one time **nine dredges**²⁵ were involved in the dredging of the indispensable coral.

With increased quantities of coral available as a result of the stepped-up dredging operations, construction of the buildings and facilities began forthwith under the supervision of the District Public Works Office. The Fifth U.S. Naval Construction Battalion, the first to arrive at Pearl Harbor, which had recently completed naval installations at French Frigate Shoals and other projects in the Hawaiian group, moved to the station with its full complement of 1400 officers and men, bulldozers, cranes, trucks, and a variety of other heavy equipment, in September 1943. Four barracks, now numbered 71, 72, 121, and 122 were

²⁴The field load tests simulated plane wheel loads of 40,000 lbs on 455 sq. inches or 60,000 lbs on 707 sq. inches. See Com 14 Secret ltr Ser 00456 to Com Gen Haw Dept of 12 Sept 1943.

²⁵Com Gen U.S. Army Forces, Central Pacific Area ltr PLD-R-ENGR-686/G to Com 14 of 22 Feb 1944 (14ND Classified files) indicates the following dredges were participating: **JEFFERSON, HINDES, POINT LOMA, SAN JOAQUIN, TURBINE, PACIFIC, MACKENZIE, NEPTUNE, MONIGHAN.**

the first buildings completed and were ready in October 1943. Two chief petty officers' quarters, now numbered buildings number 63 and 64, were finished in November 1943; and bachelor officers' quarters No. 1 and Mess Hall No. 1 were completed in December 1943.

The construction of roads, runways and installations at the naval air station has been done with amazing rapidity. At the present time there are three seaplane runways completed with specifications as follows:²⁶

Runway "A"	1000' x 2.9 miles - AZ 233° 00' 00" - average depth 10'
Runway "B"	1000' x 3 miles - AZ 264° 00' 00" - average depth 10'
Runway "D"	1000' x 2 miles - AZ 334° 00' 00" - average depth 10'

There are at present four landplane runways plus the Hawaiian Airline runway which is being used as a taxiway. These runways are of asphaltic concrete construction with a packed coral sub-grade, and have specifications as follows:^{26(a)}

Runway "A"	200' x 7700' - AZ 270° 00' 00" (with taxiway extending from west end of runway to Hickam Field)
Runway "B"	200' x 7000' - AZ 233° 00' 00"
Runway "C"	200' x 6100' - AZ 330° 00' 00"
Runway "D"	200' x 6950' - AZ 233° 00' 00"

There are approximately 4 miles of taxiways, 75' wide, on the station. At one time the need for blacktopping for roads, runways, and recreational areas was so great that an asphalt plant was erected on the station to mix materials for blacktopping. At the present time there is a total of 1,650,000 square yards of blacktopping on the station - 32,600 square yards in recreational areas, 115,000 square yards in roads, 177,000 square yards used by the Army, Navy and Hawaiian Airlines for parking areas and taxiways,

²⁶ Pub Wks Dept, NAS, Hon files.

^{26(a)}
Ibid.

and the remainder is in runways.

There is a total of $8\frac{1}{2}$ miles of roads on the station. Perimeter Road, the main road surrounding the station, is approximately 5.4 miles long and 24' wide. By travelling around Perimeter Road in a clockwise fashion, most of the important installations on the station are obvious. Passing by the NATS area, all of the NATS installations - the Air Evacuation Hut, the Operations and Terminal building, one enlisted men's galley, the Mail and Freight Handling building, 2 ten-place nose hangars, and all of the seaplane ramps and floating finger piers used by seaplanes are visible. Also located on the NATS side of the field is the crash boat area, in which the enlisted men operating the crash boats are quartered and all of the crash boat and docking facilities are located. Immediately southwest of runway "C" are located 5 two-place nose hangars.

The supply area which is the next area to be seen travelling around Perimeter Road consists of three 20' x 40' quonset huts which are used as supply offices and four aviation warehouses, 90' x 400' in size. The next notable construction is the transportation area from whence all transportation pool equipment is dispatched. Service stations and garage facilities to service station vehicles are located in this area. Moving past the transportation facility the aviation gasoline storage area is visible. This area consists of one crew's ready room which is a quonset 20' x 48' in size, one oil and grease storage shop 40' x 100' in size with a capacity of 50,000 gallons of bulk oil. A 100' x 40' quonset (stran steel) cylinder shed and a repair and maintenance shop for the tank truck circulatory system is located in this area. The aviation gas tank farm is one of the most important

installations on the station, and is the next visible installation. Aviation gas is stored in two types of storage tanks. There are ten reinforced concrete tanks and sixteen steel gasoline storage tanks with a total gasoline storage capacity of 1,000,000 gallons. The storage area is connected by pipeline to all of the seaplane docks and gas is pumped from the storage area to the seaplane docks. This storage area is connected by 6 $\frac{1}{2}$ " piping to the War Reserve line. There is also one paint storage locker in this area which is approximately 40' x 100' in size. Most of the supply facilities are located in this area except four wooden warehouses which are located on the other side of the station and one 40' x 100' stran steel warehouse located at Utility Flying Unit for air cargo.

The road then crosses the taxiway to Hickam Field which connects with runway "A" and passes a recreation area in which three softball and one baseball diamond are located and coming then to the quarters area.

The officers' club and the officers' recreational area containing tennis and handball courts is the first construction in this area. There are two senior BOQs opposite this area, of wooden construction, 202' x 38' in size which will house approximately 42 officers each. There are eight junior BOQs in this area, wooden construction, 220' x 38' in size which will house 98 officers each. There are also seven stran steel junior BOQs, 168' x 41' in size, housing 82 officers each and one converted junior BOQ, 168' x 36', which will house 82 officers. The total housing facility for officers on the station at the present time is approximately 1608 officers (war time capacity). There is one four-wing officers' mess with a 2880 galley capacity in this area. The men's barracks are located beyond this general area.

There are sixteen wooden barracks, 168' x 36' in size with a capacity of 230 men each, eleven stran steel barracks, 168' x 41' in size, with a 325 man capacity, and one wooden barracks, 168' x 36' in size, which will house 312 men, making a total housing capacity of about 7648 men. There are five CPO barracks, 168' x 36' in size, which will house 86 men each making a total housing capacity of 430 men. Proceeding through the barracks area on Perimeter Road, after passing the CPO quarters the station Ship's Service is seen which is capable of accommodating approximately 5000 men depending on the stock kept on hand. The station laundry, which is capable of handling 66,000 bundles per week is located in this area. The laundry, the four aviation supply warehouses, two cold storage buildings with a 60,000 cubic foot capacity, and three dry storage buildings are located to the left of Perimeter Road as it passes through Barracks Avenue. The Seabee maintenance shops complete with carpenter and paint shops are located in this area, across from Ship's Service. The dispensary with a 64 bed capacity is located on the left of Perimeter Road. There are two theatres in the center of the barracks area with a 3300 man capacity each and a Catholic chapel which can accommodate 94 persons at a time. The Protestant chapel has not been completed at this time. Protestant services are held in a temporary building which will accommodate 450 men at a time.

Tennis courts and enlisted men's recreational area surround the Ship's Service area. Proceeding further along Perimeter Road the Hawaiian Airlines area, complete with administration building and terminal, is passed. Across Perimeter Road from Hawaiian Airlines administration building is the Naval Air Station, Honolulu administration building near which the station and squadron

commanding officers' quarters are located. Immediately behind this area is the WAVE area consisting of one two-deck stran steel women officers' quonset in which all station WAVE officers, nurses, and all flight nurses are housed and two two-deck strant steel quonsets in which enlisted station WAVEs are quartered. Recreational facilities for the WAVEs - tennis courts, volley ball courts and recreation huts are located in the WAVE area. The next construction of any size after the administration building has been passed is the Marine area, containing the ordnance quonset, Marine OOD quonset, office of the commanding officer of the Marine detachment, and the Marine classroom.

The Army area - the operation and housing area for the 19th Troop Carrier Squadron, the Air Transport Command and the 15th Service Squadron, is the next area passed. Perimeter Road, at "Gate No. 1" turns south past the station pistol range to the left and returns to the NATS area, completing the circle which the road makes. South of the quarters area, in the center of the station, the Utility Flying Unit which consists of one operations room, one pilots' ready room and one passenger waiting room, one crews' ready room, one quonset used by Inter-island Air Freight and one Pan American nose hangar is located.

Keehi Beach, which is located in a southwesterly direction from the station and is a part of seaplane runway "B", has the following facilities: beach office, officers' Ship's Service hut, first aid station, officers' dressing rooms, ladies' dressing room, enlisted WAVEs dressing room, enlisted men's Ship's Service, enlisted men's gear room, CPO dressing room, four enlisted men's dressing rooms and two storage and security watch quonsets.

A review of the chronological progress of construction of important installations at U.S. Naval Air Station, Honolulu, and of the U.S. Naval Construction Battalions and private contractors involved is condensed and summarized in Appendix A. The total cost of all of the buildings and installations, as of 1 July 1945, amounted to approximately \$50,000,000.^{26(b)}

26(b)

Pub Wks Dept, NAS, Hon files.

5. ORGANIZING THE STATION

Vice Admiral Ghormley, Commandant of the Fourteenth Naval District delegated the planning for the organization of the station to Commander Charles C. Briant, District Aviation Officer. Both Commander Briant, and Vice Admiral David W. Bagley, the former commandant, had long urged the Navy's acquisition of the Keehi Lagoon-John Rodgers Airport site as a base for the expanding naval aviation activities in the Hawaiian group, and were thoroughly familiar with the complexities involved in the coordination between the Army-Navy in respect to operation and construction of the station.

Throughout 1943 Commander Briant was engaged in estimating the supply and complement requirements of the air station and advising the Bureaus concerned of the needs. In carrying on this work he was assisted particularly by Lieutenant James W. Murray, USNR, Assistant in the Office of the District Aviation Officer, and by Lieutenant Rolland A. Helsel (SC), USNR, who was borrowed from the Staff of U.S. Naval Air Station, Pearl Harbor, T. H., on a temporary duty basis to assist in the supply estimates.

In October 1943 Commander Walter M. Hanson, USNR, reported to the Commandant, Fourteenth Naval District, as "prospective executive officer of U.S. Naval Air Station, Keehi Lagoon" and shortly thereafter Lieutenant Glenn E. Mann, USNR, and Lieutenant Rolland A. Helsel (SC), USNR, and Lieutenant Phillips W. Genovese (CE), USNR, who were on duty in the district at other stations, were assigned to the new naval air station as prospective first lieutenant, supply officer and public works officer, respectively.

In the meantime the Bureau of Personnel had issued orders to numerous A-V(S) officers, most of whom having received indoctrination training at the officers' school at U.S. Naval Air Station, Quonset Point, Rhode Island, to report to the new naval air station. Invariably the BuPers orders used the designation "U.S. Naval Air Station, Keehi Lagoon", which name was a complete mystery to many of the young ensigns fresh out of indoctrination school. One of the ensigns²⁷ who had received such orders was stationed at the time at U.S. Naval Air Station St. Simons Island, Georgia, inquired of various naval aviators who had recently returned from tours of duty in the Pacific as to the location of Keehi Lagoon. The usual reply was, "Never heard of it". However, one reply suggested that Keehi Lagoon was a code word for a new advanced naval air base in the Solomons, immediately adjacent to Japanese held territory. This seemed plausible and the ensign proceeded to draw his last will and testament and bid his final and permanent goodbye to friends and family.

There being no buildings at the naval air station except barracks, office space for the nucleus of the staff was provided in the District Administration Building, the space consisting of two desks and a hallway next to the office of Commander Charles C. Briant, District Aviation Officer, and adjacent to the office of Captain M.C. Robertson, Chief of Staff to the Commandant. The powerful and authoritative voices of Captain Robertson and Commander Briant struck terror into the hearts of the young ensigns who from day to day reported in to Commander Hanson. One of

²⁷ A.B. Page, USNR, now attached to CNO, Washington, D. C.

the young ensigns²⁸ fresh from Quonset Point made the serious mistake of reporting in grays. He was immediately spotted by Commander Briant who told him, "Ensign, the uniform of the day for officers in the Fourteenth Naval District is khaki." The ensign meekly replied, "Aye, Aye, Sir," reversed direction, marched to the nearest Ship's Service and proceeded to spend the last portion of his dead horse on a complete khaki ensemble. Another officer,²⁹ obviously accustomed to leisure, was climbing the steps of the administration building at a slow and carefree pace, taking in all the new sights within view, and met head-on the stern countenance of Captain Robertson. The Captain said, "Young man, climb that ladder like you had something to do."

By December 15, 1943, one BOQ was completed, a quonset hut had been assembled for offices, and the staff of the new air station moved aboard. Simultaneously forty seamen, under boatswain's mate first class Robert S. Midyette, the first group of men assigned to this station, and the detachment of ninety-nine Marines, under Major Thomas C. Kerrigan, USMCR, moved into one of the recently completed barracks.

All day long for the next two weeks all hands went to work breaking open crates of bunks, mattresses, chairs, desks, and filing cabinets, and proceeded to assert some semblance of order for the day of commissioning. When the weather was clear the men swore at the rock dust which drifted down in clouds from the huge Army rock-asphalt mixer. When it was

²⁸

F. L. Lauerman, USNR, now attached to NAS, New York, New York.

²⁹

L. T. Day (SC), USNR, now attached to DesCruPac.

rainy the men swore at the mud, and at night the men swore at the mosquitos, big as horseflies, which came in swarms from the swamps and nearby unfilled under-water areas. Only a few of the officers ventured ashore at night for the only road connecting the station to the outside world was a winding mud track through the lumber piles of the adjacent yard of the Advanced Base Construction Battalion headquarters. Men had taken the wrong turn on this road and had been lost for hours among the maze of lumber piles.

The day of commissioning, 1 January 1944, finally arrived and Major T. C. Kerrigan, Officer-in-Charge of the Marine Detachment, borrowed Marine Units from practically every detachment on Oahu in order to present to the visiting dignitaries a picture of security and order. The ceremonies were held on the asphalt mat in front of the partially completed nosehangar in the NATS area. Among the guests were Lieutenant General Robert C. Richardson, Commanding Officer, U.S. Army Central Pacific Areas; Ingram M. Stainback, Governor of the Territory of Hawaii; Vice Admiral John H. Towers, Commander, Air Forces, Pacific; Vice Admiral Robert H. Ghormley, Commandant Fourteenth Naval District; Captain M. C. Robertson, Chief of Staff; and Commander Charles C. Briant, District Aviation Officer.

The principal address was made by Vice Admiral Ghormley who reviewed the planning of the station and envisioned, upon the completion of the great land plane and sea plane runways, a naval air station which would be a base for the largest land planes and sea planes for both military services. At the end of his address the first R5D to land, piloted by

Lieutenant (junior grade) Robert L. Granger, USNR, Air Transport Squadron Ten, came in on one of the recently completed land plane runways and Lieutenant (junior grade) Granger, upon the landing and parking of his plane, came forward to receive the congratulations of Vice Admiral Ghormley and other distinguished military personages who were present. The Colors were hoisted and Vice Admiral Ghormley announced the commissioning of U.S. Naval Air Station, Honolulu, T. H.

The station was now established and duties were assigned among the plank owners as follows:

MANN, G. E.	Lieut. D-V(S)	Executive Officer
HELSEL, R. A.	Lieut. SC-V(G)	Supply and Accounting Officer
GENOVESE, P. W.	Lieut. CEC-V(S)	Public Works Officer
GROSS, G. M.	Lieut. A-V(S)	Operations Officer
SMITH, L. A., Jr.	Lieut. A-V(S)	Personnel Officer
KLINEFELTER, T. W.	Lieut. A-V(S)	First Lieutenant
HENDERSON, J. G.	Lieut. A-V(S)	Permanent Day Duty Officer
DAY, L. T.	Lieut. SC-V(G)	Disbursing & Commissary Officer
CASTRO, A. H. F.	Lieut. SC-V(G)	Storage Officer
LANGON, E. C.	Lieut. D-V(S)	Communications Officer
HAYS, G. B.	Lt.(jg) A-V(S)	Control Tower Officer
LEAVITT, H. "N"	Lt.(jg) A-V(S)	Asst. Operations Officer
GRASER, H. R.	Lt.(jg) A-V(S)	Transportation Officer
JOHNSTON, R. P.	Lt.(jg) D-V(S)	Communications Dept
FLOYD, L. C.	Lt.(jg) D-V(A)	Communications Watch Officer
PAGE, A. B.	Ensign A-V(S)	OinC, B.O.Q.
LAUERMAN, F. T.	Ensign A-V(S)	Ship's Service Officer
BRIGEL, R. S.	Ensign A-V(S)	Welfare & Recreation Officer
MOREHEAD, T. T.	Ensign A-V(S)	Control Tower Officer
PAGE, W. S.	Ensign C-V(S)	Communications Watch Officer
STURM, G. W.	Ensign D-V(S)	Naval Air Transport Service
DOREN, Alfred	Mach. USN	Fuel Officer
SCOTT, G. C.	Mach. A-V(S)	Naval Air Transport Service
CABANILLAS, R., Jr.	RadElec A-V(RS)	Radio Maintenance
BOOTH, P. W.	CSCCLK USN	Asst. to Pers. Officer
BAXTER, Edris E.	APC USN	Asst. to Disbursing Officer
CRUTCHFIELD, W. J.	APC USN	Asst. to Commissary Officer
WHITE, N. J.	APC USN	Asst. to Supply Officer
GEDDES, R.	Pharm. USN	Medical Department
KERRIGAN, T. C.	Major USMCR	C.O. Marine Barracks
McKONE, M. W.	2nd Lt. USMCR	Marine Company Officer
SCHNEIDER, G. R.	2nd Lt. USMCR	Marine Company Officer
VERTELNEY, G. S.	2nd Lt. USMCR	Marine Company Officer
WEST, S. E.	1st Lt. USMCR	Marine Company Officer

A milestone in the development of the station was an announcement by the Supply Officer that henceforth no issues of supplies would be made without the submission of stub requisitions. This was a body blow to the officers who had for weeks merely walked up to the warehouse and selected what was needed. No one complied with the "new requirement" until it was ultimately found that it was easier to fill out a stub requisition than go on nightly "mid-night procurement" details. The above has no importance in the history of the station except perhaps to show that the first complement was hardly a salty crew, and without background or previous experience in dealing with naval supplies.

Although Commander Hanson and Lieutenant Mann, the acting commanding officer and executive officer, respectively, maintained offices, for approximately a week prior to commissioning, in two rooms of the recently completed chief petty officers' quarters, the first officially designated administration building was a quonset hut which held, somehow, the offices of the following: commanding officer, executive officer, personnel officer, first lieutenant, and their assistants. This quonset hut was a madhouse particularly at times when the commanding officer held mast. Witnesses would have to wait their turn outside because there simply wasn't room for more than two persons in addition to the men and officers who conducted their work therein.

The first recreational facility established, and the only one for the ensuing five months, was the "Gooney Roost Theatre" at which three or four year old movies were shown each night. This was located between

the chief petty officers' quarters and "Boys' Town"³⁰ and benches were provided for approximately 400. The benches and all other available space were immediately occupied by fourteen hundred Seabees at the end of the working day, 1630. "First come first served" and there were no reserved seats. Those who arrived only an hour or so before the show brought cranes, bulldozers, firetrucks and other forms of heavy equipment which could provide vantage points.

The permanent commanding officer of the station, Captain David S. Ingalls, USNR, arrived on 1 April 1944. Captain Ingalls had a distinguished record in World War I, winning the highest decorations and gaining wide acclaim as the only U.S. Navy air ace. The Second World War found him back in the Navy and his immediately preceding duty prior to his arrival at this station was at Guadalcanal as executive officer of ComAir Center, Forward Areas. His former experiences as Assistant Secretary of the Navy for Air, a directorship in American Air Lines and an executive position with Pan American Airways qualified him particularly for the assumption of the command of this great terminal air station.

With the reporting aboard of Captain Ingalls, Commander Hanson assumed the position of executive officer and Lieutenant Mann took over the job of first lieutenant. Later, on 23 May 1944, Commander Hanson was ordered to become the commanding officer at U.S. Naval Air Facilities, Barking Sands, Kauai, T. H., and upon the decommissioning thereof to become

³⁰ "Boys' Town" was an affectionate term adopted for CPO #2 which was the quarters assigned to warrants, ensigns and a considerable number of lieutenants (junior grade).

the commanding officer at U.S. Naval Air Station, Palmyra, T. H. Lieutenant Commander Mann, in the meantime promoted, became executive officer on 23 October 1944 and remained such until April 1945 when Lieutenant Commander T. P. Heffelfinger, USNR, assumed the duties of executive officer.

After coming aboard, Captain Ingalls held daily meetings with the officers responsible for the construction projects with a view toward completing every project then under way by 1 September 1944. Then all the departments were advised that September 1st represented a deadline by which full and complete organization was to be effected. The construction projects and the organization of the departments were completed by the time of the deadline and the commanding officer planned an "open house" at the station for 6 September 1944. Numerous high naval and military personages and civilian officials were invited to and were present at the open house, including Admiral Chester W. Nimitz, Vice Admiral Robert A. Spruance, Vice Admiral John H. Towers, Lieutenant General Robert A. Richardson, Rear Admiral William R. Furlong, Rear Admiral John Gaffney, Rear Admiral Alfred M. Pride and Ingram M. Stainback, Governor of Hawaii. These distinguished guests were taken upon a tour of the station which began at the newly completed passenger terminal building, then proceeded through the recently extended Overseas Air Cargo Terminal building, thence by the ten bay nose hangar to the four new aviation supply warehouses and thence to Keehi Beach which had recently been constructed out of the coral embankment on the shore line of Keehi Lagoon.

After a water carnival at the Keehi Beach, the procession continued around Perimeter Road, by the bulk fuel storage area, across runway 8

where numerous Army bombers were parked, and then proceeded along the road flanked by new BOQs to the new officers' mess. Up to this point the officers had eaten general mess rations in one wing of the enlisted men's mess hall. Dinner was served at the new officers' mess, this being the first meal prepared at this new location with the elaborate new facilities provided. Thereupon the party proceeded to the new amphitheatre, seating approximately 3500 men, and there Vice Admiral Ghormley made the principal address dedicating the theatre.

Shortage of personnel always presented a serious problem to the expanding station and the prospect of some relief presented itself when Congress on 27 September 1944 authorized the overseas assignment of WAVES. Early in October 1944 Lieutenant Commander Joy Hancock, USNR (W) and Lieutenant Commander Jean Palmer, USNR (W) arrived in the Territory of Hawaii to make the initial survey of the area in preparation for the assignment of WAVES to the Fourteenth Naval District. Recommendations for housing, recreation, types of billets to be filled by WAVES and total number of WAVES needed for the Fourteenth Naval District were made at this time.

On 18 December 1944 Ensign Florence Erickson, USNR (W) arrived at the U.S. Naval Air Station, Honolulu, as Women's Reserve Representative for this station for the purpose of making plans for the first group of WAVES to arrive here. On 6 January 1945 the first group of 206 WAVES arrived in the Islands after a rough trip on the Matsonia which traveled from San Francisco via Seattle through rough weather. Five WAVE officers and ninety-one enlisted WAVES were assigned to the Naval Air Station, Honolulu. In

this group were yeomen, storekeepers, storekeepers (disbursing), aviation machinist's mates, specialists (Y), specialists (S), specialists (M), pharmacist's mates, and seaman. The WAVE complement was later increased to a total of 206 enlisted WAVES and 11 WAVE officers.

6. ACTIVITIES ON THE STATION

The planning, the construction, and the organization of the station through the years 1942, 1943 and 1944, has heretofore been described, and it is appropriate at this time to consider the results obtained and view the station as a functioning organization. A summary of the Station activities, NATS activities, and the Army activities conducted on the Station is hereinafter set forth.

A.

Station Activities

(1) Operations. The Control Tower manned by trained personnel of Operations controls all landings and take-offs on the sea plane and land plane runways. The Tower is located above the air passenger terminal building and is equipped with the most modern radio and signalling devices. All Army, Marine and Hawaiian Airline planes, as well as Naval Air Transport planes and other naval aircraft using the field, are subject to the traffic rules³¹ administered by the Control Tower division of Operations.

The administration of the Utility Flying Unit, Air-Sea Rescue Unit, and the other phases of Operations,³² including the maintenance of station and itinerant aircraft, is conducted in an area at the northwest section of the field. The Utility Flying Unit³³ provides air freight and passenger

³¹ Lt. G.B. Hays, USNR and Lt. H.N. Leavitt, USNR, assistant operations officers, prepared the traffic rules in January 1944.

³² Operations officer: 1 Jan 1944 - 1 May 1944, Lt. G.M. Gross, USNR; 1 May 1944 - 1 June 1945, Lt. G.B. Hays, USNR; 1 June 1945 -, Lt. G.F. Williams, Jr. USNR.

³³ OinC UFU: 1 June 1944 - 1 July 1944, Lt. Comdr. S.F. Weaver, USNR; 1 July 1944 - , Lt. Comdr. H.G. McDonough, USN.

service between the important naval air stations in the Hawaiian group. 106 passengers, a ton of mail and $8\frac{1}{2}$ tons of cargo are carried on the average on daily outgoing flights and a substantially similar number of passengers and amount of mail and cargo arrive daily on the incoming scheduled flights. The headquarters of this inter-island Navy air line was first established at the U.S. Naval Air Station, Pearl Harbor, but was moved to this station in June 1944 when facilities for the handling of passengers and cargo were completed. Seven transport planes operate on a daily schedule which calls for, on the average, of seven flights per day. The priorities for space on the inter-island flights is handled at the Station Air Priorities Office, a division of Operations.

The Air-Sea Rescue Unit,³⁴ a division of Operations, is a unit trained to locate crashes at sea and operates in conjunction with the aviation rescue vessels of the Boat division. The planes of the Air-Sea Rescue Unit are specially equipped with rescue and locating devices.

The Boat division³⁵ of Operations is located on the waterfront and besides its sea rescue responsibilities it is responsible for the docking of all sea planes and keeping the sea plane channels clear. Working in conjunction with the Air-Sea Rescue Unit personnel of the Boat division have rescued twenty-nine fliers who have crashed at sea during the past six months.

³⁴The ASR Unit was established on the station 1 March 1945.

³⁵OinC, Boats: 1 July 1944 - , Lt. T.W. Klinefelter, USNR.

(2) Communications.³⁶ The Communications Center, operated as a department of the station, handles on the average 1500 dispatches daily which represents one of the largest loads of any among the communication centers in the Fourteenth Naval District. The Communications Center is located on the third deck of the Air Passenger Terminal Building. It is responsible for handling and processing of all NATS as well as station dispatches. The Center is a bee hive of activity with its teletypes, radio receiving and sending units and coding machines operating around the clock.

(3) First Lieutenant.³⁷ The quartering of the 7000 enlisted men in thirty barracks and the 1200 officers on the station in seventeen bachelor officers' quarters is one of many responsibilities of the First Lieutenant. The two fire stations and the crash crews standing by twenty-four hours a day on the runways are a part of the First Lieutenant's organization, as is the Master-at-Arms force and the Ordnance Division. On 28 November 1944 a police force, to be known as the Station Patrol was organized and activated. Its mission is to preserve and maintain order, to enforce the Articles for the Government of the Navy, Station Regulations and Orders, to protect lives and property, and to provide the Commanding Officer with a trained corps of Naval personnel for performance of general police duties and for directing special activities where a high standard of military etiquette, bearing and deportment is desirable.

³⁶ Communications Officer: 1 Jan 1944 - 1 Apr 1945, Lt. E.C. Langan, USNR; 1 Apr 1945 - , Lt. A.C. Newsom, USNR.

³⁷ First Lieutenant: 1 Jan 1944 - 1 Apr 1944, Lt. T.W. Klinefelter, USNR; 1 Apr 1944 - 1 June 1944, Lt. G.E. Mann, USNR; 1 June 1944 - 1 Sep 1944, Lt (jg) G.W. Sturm, USNR; 1 Sep 1944 - 1 May 1945, Lt.Co mdr. T.P. Heffelfinger, USNR; 1 May 1945 - , Lt.Comdr. H.M. Meyers, USNR.

The Station Patrol at its inception consisted of twenty men, but it has been augmented to its present strength of thirty two men.

The patrolmen wear khaki shirts and trousers with rate insignia on the shirts, overseas cap with the letters "SP" sewed to the left of the peak, black brassards and "SP" in large yellow letters, and black shoes and socks. This uniform, with side-arms, is worn on duty only.

The patrol stands regular foot watches and beats. The patrol has two motorcycle patrolmen and a patrol wagon, known in the vernacular as a "Black Maria" or "Paddy Wagon". The petty officer in charge of the patrol has an emergency equipped jeep.

The patrol has accomplished its mission with a "Very Well Done" and has eliminated the use of untrained barracks Master-at-Arms for special watches.

(4) Commissary.³⁸ 7000 rations are prepared daily for the naval enlisted personnel and civilians working on the station in the two mess halls operated by the Commissary Department. One of the mess halls is located in the waterfront area so that the men working in this area may be served with-

³⁸ Commissary Officer; 1 Jan 1944 - 15 June 1944, Lt. L.T. Day, (SC), USNR; 15 June 1944 - , Lt. T.W. Hammond, (SC), USNR.

out delay and inconvenience. The other mess hall is located in the barracks area. The bakery and the cold storage warehouses are also located in the northwest section of the station and are operated by the Commissary Department.

(5) Medical.³⁹ The Dispensary, Dental Clinic, and First Aid Stations fall within the jurisdiction of the Medical Department. The Dispensary is located in a modern building in the barracks area and contains operating rooms, X-ray rooms, a hospital ward, and rooms devoted to the treatment of eye, ear, nose and throat. Special diets for patients are prepared at the dispensary kitchen located within the dispensary.

(6) Supply.⁴⁰ Procurement and issuing of all supplies, including aviation maintenance material, is vested in the Supply Department which maintains seven warehouses on the station and numerous branch offices for receiving and issuing supplies. This Department also operates fuel storage and issuing and is responsible for the transportation of gasoline from the storage areas to transport planes. Aviation gasoline is piped in from Army storage areas and stored in below ground tanks adjacent to the land field.

(7) Transportation.⁴¹ Over 500 ⁶⁰⁰ vehicles costing in excess of a million

³⁹ Senior Medical Officer: 1 Jan 1944 - 15 Mar 1944, Lt. Comdr. Colonnell, (MC), USNR; 15 Mar 1944 - 1 Feb 1945, Capt. P.E. Spangler, (MC), USNR; 1 Feb 1945 - , Capt. W.B. Davidson, (MC), USNR.

⁴⁰ Supply Officer: 1 Jan 1944 - , Lt. R.A. Helsel, (SC), USNR. Storage Officer: 1 Jan 1944 - 15 May 1945, Lt. A.H.F. Castro, (SC), USNR; 15 May 1945 - , Lt. (jg) J.P. Healy, (SC), USNR. Stock Control Officers: 1 June 1944 - , Lt. (jg) E.J. Unwin, (SC), USNR, Lt. (jg) J.F. Wachs, (SC), USNR, Lt. (jg) D.Z. Logan, (SC), USNR. Fuel Officer: 1 Jan 1944 - , J.M. Sprague, (SC), USNR.

⁴¹ Transportation Officer: 1 Jan 1944 - 1 Apr 1945, Lt. (jg) H.R. Graser, USNR; 1 Apr 1945 - 1 May 1945, ChMach G.N. Tibbetts, USN; 1 Apr 1945 - , Lt. J.R. Shreiner, USNR.

dollars have been assigned to the station in order to maintain complete transportation facilities. Bus service around the field and to points in the Pearl Harbor Navy Yard are maintained on schedule throughout the day and night. A transportation pool is maintained at the air passenger terminal for the pick-up and delivery of passengers and plane crews arriving and departing on NATS planes. At the main pool at the Transportation building located at the south end of the field, passenger vehicles, trucks and heavy equipment, including cranes and tractors, are maintained and dispatched each day in conformity with the needs of the various departments and activities on the station. Repair and overhaul facilities are located in the main transportation building and in adjacent quonset huts.

(8) Overseas and Air Cargo Terminal. Overseas Air Cargo Terminal is a department of the station manned by specially trained supply officers familiar with the rules and regulations in respect to air cargo priorities. The Air Cargo Terminal is located in the waterfront area. Special equipment, including lift-bed trucks and finger lifts are used in the loading and unloading of the transport planes and in moving the cargo about in the warehouse of the large terminal.

(9) Public Works.⁴² The Public Works Department is responsible for all utilities on the station, including power, light, sewers, water, telephone and the maintenance of refrigeration units. The planning and construction of all buildings and installations is under the supervision of the Public Works Officer. Construction Battalion Maintenance Unit No. 564⁴³ has been

⁴²Public Works Officer: 1 Jan 1944 - 15 Mar 1944, Lt. P.W. Genovese (CEC), USNR; 15 Mar 1944 - 15 July 1944, Lt. G.M. Lindsay, (CEC), USNR; 15 July 1944 - , Lt. E.L. Eustis, Jr., (CEC), USNR.

⁴³OinC, CBMU 564: 1 Jan 1944 - 1 Apr 1945, Lt. R.L. Sheppe, CEC, USNR; 1 Apr 1945 - , Lt. A.I. Lewis, (CEC), USNR.

assigned to the station to provide the specially trained personnel for maintenance and construction.

(10) Ship's Service.⁴⁴ The main store is located in the northwest area between officers' country and the barracks area. Ship's Service branches include a store in the Nose Hangar and refreshment stands in the NATS working area and at Keehi Beach. The laundry, with facilities to accommodate 5,000 men, is an important division of Ship's Service. Gross sales for all Ship's Service activities have grown from \$3,000 in January 1944 to nearly \$300,000 in the month of June 1945.

(11) Officers' Mess and Officers' Club.⁴⁵ The main officers' mess is located in the northwest section of the station, near the BOQs. A restaurant located near the air passenger terminal is also maintained for the convenience of air passengers of officer status. The officers' club, with adjacent tennis courts is located near Gate No. 3, one of the entrances to the station. Weekly dances, informal in nature, are held each Tuesday night, and once each month the station sponsors a formal dance at the officers' club.

(12) Disbursing.⁴⁶ The Disbursing Department handles the pay accounts of all station and construction battalion personnel, as well as their allotments, and other checkages. On pay days enlisted personnel are paid at various points on the station near their place of work, this procedure

⁴⁴Ship's Service Officer: 1 Jan 1944 - 1 July 1945, Lt. (jg) F.T. Lauerman, USNR; 1 July 1945 - , Lt. W.B. Fuller, USNR.

⁴⁵Mess Treasurer: 1 June 1944 - 15 July 1944, Lt. T.F. McManus, USNR; 15 July 1944 - 1 Apr 1945, Lt. Comdr. A.W. Starr, USNR; 1 Apr 1945 - 15 June 1945, Lt. J.G. Henderson, USNR; 15 June - , Lt. Comdr. J.M. Hallahan.

⁴⁶Disbursing Officer: 1 Jan 1944 - 15 May 1944, Lt. L.T. Day, (SC), USNR; 15 May 1944 - , Lt. (jg) D. Howig, (SC), USNR.

having been found to add to the efficiency of the station.

(13) Marine Detachment.⁴⁷ A guard company of Marines assigned to the station provides for the station's internal security. Sentry posts are established at the five station gates and marine personnel man the two-way radio equipped jeeps which patrol the station throughout the twenty-four hours.

(14) Executive. The functions of the Executive Department are divided into the following divisions:

(a) Personnel.⁴⁸ All orders relating to the transfer of personnel are processed in this division, and personnel records, including data in respect to advancements, qualifications, etc., are maintained for both officers and men attached to the station.

(b) Officer of the Day.⁴⁹ Maintenance of the log, issuing passes and dispatches, preparation of watch schedules, ordering confinements and handling emergencies comprise the primary duties of the officer of the day, whose office is located at the entrance of the administration building.

⁴⁷ C.O. Marine Barracks: 1 Jan 1944 - 1 Oct 1944, Maj. T.C. Kerrigan, USMCR; 1 Oct 1944 - 1 Dec 1944, Capt. F.H. Brinkman, USMCR; 1 Dec 1944 - , Maj. R.W. Stephan, USMCR.

⁴⁸ Personnel Officer: 1 Jan 1944 - 1 May 1945, Lt. L.A. Smith, Jr., USNR; 1 May 1945 - , Lt. J.M. DeCamp, USNR.

⁴⁹ Officer of the Day: 1 Jan 1944 - 1 Sep 1944, Lt. J.G. Henderson, USNR; 1 Sep 1944 - 1 Nov 1944, Lt. C.T. McClure, USNR; 1 Nov 1944 - 15 Feb 1945, Lt. (jg) A.E. Koerner, USNR; 15 Feb 1945 - 16 Mar 1945, Lt. J.E. Shiflette, USNR; 16 Mar 1945 - , Lt. R.M. Fraser, USNR.

- (c) Legal.⁵⁰ Matters involving discipline are processed, and opinions as requested by the commanding officer are prepared. Requests for emergency leave or discharge are reviewed and legal assistance to personnel is provided.
- (d) Public Relations.⁵¹ This division publishes the station newspaper, the weekly "Air News", maintains records in respect to achievements of personnel on the station which are made available to the Navy Department and other interested agencies.
- (e) Welfare and Athletics.⁵² Operates the two theatres, Keehi Beach, tennis courts, ball fields, and arranges periodic off station organized recreation. This division organizes the baseball, basketball and volley ball leagues, schedules the games and provides referees and supervision in respect to same.
- (f) Education.⁵³ Besides providing the course books for advancement in rating, this division sponsors lectures and courses on a variety of subjects which are open to all personnel on the station.

⁵⁰Legal Officer: 1 June 1944 - 1 Oct 1944, Lt. L.A. Smith, Jr., USNR; 1 Oct 1944 - 1 Dec 1944, Lt. C.T. McClure, USNR; 1 Dec 1944 - 6 Jan 1945, Lt. F.X. Brownstein, USNR; 6 Jan 1945 - 10 July 1945, Lt. (jg) A.B. Page, USNR; 10 July 1945 - , Lt. J.M. DeCamp, USNR.

⁵¹Public Relations Officer: 15 Sep 1944 - , Lt. R.M. Singer, USNR.

⁵²Welfare and Recreation Officer: 1 May 1944 - 1 Sept 1944, Lt. P.J. Sullivan; 1 Sep 1944 - , Lt. C.G. Roberts, Jr., USNR.

⁵³Education Officer: 6 Jan 1945 - , Lt. (jg) D.M. Kyle, USNR (W).

- (g) Chaplains.⁵⁴ The two station chaplains conduct regular religious services on the station and stand ready to consult with the men as to any type of personal problem. The chaplains assist particularly in interviewing men in regard to circumstances requiring emergency leave or discharge for dependency reasons.
- (h) WAVE Administration.⁵⁵ All requests for extended or special leaves and other matters involving WAVE personnel are reviewed by the Women's Reserve representative, and the WAVE master-at-arms force and barracks detail is supervised within this division.
- (i) Central Files.⁵⁶ The station records, correspondence and reports are classified and filed by this division, and the daily guard mail runs are a part of its responsibilities.

B.

NATS Activities

Prior to the outbreak of the war, air transportation in the Pacific had been developed by Pan American Airways. Even as late as 1942 flying the Pacific was a considerable adventure. Following the outbreak of the war, commercial aviation in the Pacific west of Honolulu came to a stand still because of the loss of many bases to the Japanese. The Navy saw the advan-

⁵⁴ Chaplains: Lt. C.W. Ham, (ChC), USNR, 1 Feb 1944 - 1 June 1945; Lt. W.M. Slavin, USNR, 20 May 1944 - .

⁵⁵ WR Representative: 1 Dec 1944 - , Lt. (jg), F.L. Erickson, USNR (W).

⁵⁶ Captain's Writer (in charge of Central Files) 1 Jan 1944 - , CSC P.W. Booth, USN.

tages of incorporating Pan American Airways, with their experienced personnel in its plans for Pacific Air Transport Operations. In September of 1942 Pan American Airways was being taken under contract by the Navy with the idea of utilizing the know-how, experience, and organization of Pan American Airways to the maximum extent in training, organizing and expanding the Naval Air Transport Service in the Pacific and on 7 October 1942 Pan American Airways entered into regular contractual operations for the Navy Department,⁵⁷ and on the last day of the month Naval Air Transport Service, Pacific was created.⁵⁸

VR-2, the Pioneer Squadron of the Naval Air Transport Service made its first trans-ocean flight to Pearl Harbor in mid-May of 1942 and by the end of 1942, the Naval Air Transport Service, Pacific was assuming the responsibility of a regular schedule of operations covering approximately 11,907 statute miles of routes west of San Francisco, to Australia.

Although Naval Air Transport Service was started in October of 1942 it did not establish headquarters in Pearl Harbor until April 1943 at which time Squadrons VR-2 and VR-10 were commissioned at U.S. Naval Air Station, Pearl Harbor, T. H.⁵⁹ By the autumn of 1943 construction of facilities to support operations of Naval Air Transport Service at Keehi Lagoon was progressing rapidly. Sea plane runways had been dredged, and ramps had been constructed, and in October of 1943 work started on the nose-bay hangar at U.S. Naval Air Station, Honolulu - the new home of VR-10 and headquarters of Commander, Naval Air Transport Service, Pacific.

⁵⁷ Contract #15158 between the Navy Dept and Pan American Airways, Inc., of 7 Oct 1942.

⁵⁸ VCNO, Conf ltr Ser 089340 of 31 Oct 1942.

⁵⁹ "History of NatsPac", of 1943, Volume ONE. (ComNatsPac, Conf files).

Elaborate plans were being made in November for the prospective move from Naval Air Station, Pearl Harbor, to Naval Air Station, Honolulu. A conference was held, the NatsPac Supply Officer, Pan American Stores' representative and the prospective supply officer of U.S. Naval Air Station, Honolulu being present, to plan and coordinate the efforts of all activities concerned so that operations would not be hindered or slowed down during the move. VR-10 had the job of moving 131 officers, 1,148 men, 14 aircraft and supplies plus the job of continuing regular service on the Pacific routes embracing a schedule including the following islands: Oahu to Midway, Canton, Palmyra, Wallis Island, Upolu, Tutuila, Tona-Tabu, Suva, Efate, Espiritu, Noumea, Brisbane and Auckland.

NatsPac added another squadron, VR-11, in September 1943. This squadron was commissioned 1 September 1943 at Naval Auxiliary Air Station, Oakland, California,⁶⁰ and was transferred from Nats West Coast to NatsPac on 15 December 1943. This squadron moved to U.S. Naval Air Station, Honolulu on 21 January 1944.⁶¹ On 2 October 1943, Captain D.W. Tomlinson assumed command of NatsPac.⁶²

By January of 1944, from the standpoint of operations and on-schedule flights, NatsPac began to have the appearance of an airline. By February 1944, U.S. Naval Air Station, Honolulu was on its way to becoming the key center of NatsPac operations. VR-10 was declared a maintenance squadron responsible for the maintenance of all aircraft attached to VR-2, VR-11 and Pan American Airways operating out of Naval Air Station, Honolulu.

⁶⁰ VCNO Dispatch, Ser 031458 to Commander Nats, West Coast of 3 Aug 1943.

⁶¹ CNO Dispatch, Ser 292000 of November 1943.

⁶² "History of NatsPac", of 1943, Volume ONE. (ComNatsPac, Conf files).

A big event in the history of the U.S. Naval Air Station, Honolulu, occurred when the world famous Mars landed at the airport on 23 January 1944.⁶³ In March of 1944 the Mars was assigned to VR-2 for regularly scheduled transport operations.

On 2 April 1944 the Nats staff moved to Naval Air Station, Honolulu to the third deck of the nose hangar, thus enabling it to command and deal more directly and efficiently with the various squadrons stationed at U.S. Naval Air Station, Honolulu. Since the station was new and still in the process of being built by the U.S. Naval Construction Battalions, the housing and messing needs and problems of the squadrons were many, but by 15 August 1944 the new sea-front galley for use by the Nats crews for messing had been completed, thus offering a 24 hour a day service with capacity for 1250 men. Also the new restaurant for officers had been completed. The completion of the new theatre with a seating capacity of 5000 and the swimming beach boosted the morale of the Nats crews and contributed greatly to their efficiency. The many vexing problems had to be faced - the maintenance problems, lack of spare parts which grounded aircraft, training new personnel, plus the fact that their transport route had been increased remarkably. Nats planes landed at Guam on 10 August 1944 for the first time since its recapture from the Japs. Guam, Saipan, Iniwetok, Johnston, Kwajalein, Tarawa, Funa Futi, Guadalcanal, Manus, Peleliu, Biak, Hollandia, and Sidney were now being serviced by Nats planes. In these planes were passengers of every rank and rate - key personnel being rushed from one Pacific base to another, and wounded men who are

⁶³ "History of NatsPac", of 1944, Volume ONE. (ComNatsPac, Conf files).

alive today because they were transported by air to hospitals where their wounds could be best treated. Possibly the highest publicized cargo transported by Nats planes in the Pacific at this time was whole blood bound for Leyte beach-head, 8,000 miles from the west coast. The first Nats planes on this assignment arrived at U.S. Naval Air Station, Honolulu on 17 November 1944, the ten portable refrigerators containing 16 pints of blood each were re-iced at the naval air station terminal and the "Skymaster" set out on the second leg of its journey to make history in military medicine.⁶⁴

Authority to form and commission AirTransRon-12 as Naval Air Transport Service, Pacific, Headquarters Squadron at Naval Air Station, Honolulu came to ComNatsPac in an airmailgram from CNO dated 17 May 1944. On 1 June 1944 Lieutenant Commander Henry Eickhoff Jr. assumed temporary command of VR-12 until 30 July 1944 when Lieutenant Commander Marion Hoblit became commanding officer.⁶⁵

NatsPac added another squadron in May 1944, VR-13, commanded by Commander Jack Thornburg. Headquarters of this squadron were never located at Naval Air Station, Honolulu, but moved directly from NAAS, Oakland, California to Los Negros.

By spring of 1945 the war had swung to the west and north so completely that the needs of the Navy for air transportation to the South Pacific did not justify continuing Nats service to this area. Many Nats units in the South Pacific were closed out. Sidney, Brisbane and Efati were decommissioned

⁶⁴"History of NatsPac", of 1944, Volume Six. (ComNatsPac, Conf files).

⁶⁵"History of NatsPac", of 1944, Volume Seven. (ComNatsPac, Conf files).

late in 1944 and Suva, Auckland, Eniwetok and Tarawa were ordered closed early in 1945.⁶⁶ On 31 March 1945 the five remaining ground units along the South Pacific seaplane routes - Palmyra, Canton, Espiritu, Funa Futi, and Noumea, were scheduled for decommissioning.⁶⁷ A corollary however, to the South Pacific close-out was the step-up in Nats Central Pacific operations.

Nats Pacific's new air evacuation squadron, VRE-1 was planned during March 1945 and extensive plans were being made at the same time for VRE-1 evacuation service from the Japanese-held islands.⁶⁸

An enlarged program for the air-evacuation of wounded in the Pacific was placed under ComNatsPac by the commissioning of Air Evacuation Squadron ONE and Air Transport Evacuation Squadron ONE on 21 March 1945 to be based at Guam.⁶⁹

The NatsPac planes continued the ever increasing task of transporting blood, averaging 14,500 pints monthly to the United States Naval Blood Center at Guam in the first months of 1945. Just before the Iwo Jima operation the shipments reached a thousand pints daily.⁷⁰

The Naval Air Station, Honolulu Terminal is at the present time crowded with Nats passengers. In February 1945, 14,140 passengers were processed at the terminal, and in March the figure grew to 17,836. As the war progresses moving entirely to a Pacific front, the squadrons attached to NatsPac, Air Evacuation, Group ONE, commanded by Captain William L. Erdman, USN, Air Evacua-

⁶⁶ "History of NatsPac", Volume Seven (ComNatsPac, Conf files).

⁶⁷ Ibid

⁶⁸ "History of NatsPac", Volume One (ComNatsPac, Conf files).

⁶⁹ Ibid

⁷⁰ Ibid

tion Squadron ONE, commanded by Commander Jack W. Thornburg, USNR, VR-4 commanded by Commander Kenneth B. Haugen, USNR, VR-10 commanded by Commander Wendell F. Peterson, USNR, VR-12 commanded by Lieutenant Commander Marion L. Hoblit, USNR, will continue to grow changing only in organization and area of operation and as they increase in size, the facilities at the Naval Air Station, Honolulu, must of necessity continue to increase to meet their demands.

C.

Army Activities

The Army Area, housing the 19th Troop Carrier Squadron, the ATC, and the 15th Service Squadron is located at the northeaster corner of U.S. Naval Air Station, Honolulu immediately north of runway "A".

The 19th Troop Carrier Squadron, formerly the 19th Transport Squadron, was the first armed forces unit of any kind to be stationed in the area of Naval Air Station, Honolulu. Since moving to this area in May, 1945, the squadron has maintained steady schedules of flights to the outlying islands of the Hawaiian group, carrying personnel and freight, in C-47 and C-53 type aircraft. Many extended flights have been made both to the forward areas and to the mainland, these flights being made chiefly in four-engined aircraft of the converted B-24 type. The squadron had an active part in the Battle of Midway by flying medical supplies, personnel, and airplane parts to and from Midway. And during other campaigns of the Pacific Theater the squadron actively participated by evacuating wounded personnel and performing other transport duties. For several months crews and planes of the squadron operated in the Ellice, Gilbert and Marshall Islands as part of the Central Combat Air Transport Service, in some cases planes of this squadron

being the first to land on these islands after their capture from the Japanese.⁷¹

Another one of the principal activities on board the Naval Air Station is the Air Transport Command. The mission of the Air Transport Command is twofold, one, the transportation of men and materials by air, and two, the delivery of tactical and combat aircraft to overseas destinations.

The 1522nd Advanced Base Unit, the Air Transport Command, is concerned solely with the handling of ferried aircraft being flown either by Air Transport Command personnel or combat and tactical crews enroute to their overseas destination. This function involves routine maintenance of the aircraft, housing and feeding of the air crews, and the briefing of pilots and navigators for their next flights.

Originally all tactical and combat planes being delivered to overseas destinations by Air Transport Command landed at Hickam Field. On May 23, 1944, Station #5, Pacific Wing, Air Transport Command, which had existed on paper since October 18, 1943, was placed in active operation at this station with Lieutenant Colonel Paul G. Wehle in command. On July 3, 1944 Station #5 (redesignated "1522nd AAF Base Unit, Central Pacific Wing, Pacific Wing, Pacific Division, ATC") received its first aircraft: two C-47's.⁷² Since that date, all army combat planes from Fairfield and, more recently from Mather Field, have used Naval Air Station, Honolulu, as their Hawaiian destination.

⁷¹Noel M. Chase, Capt., AC., Pub Rel Officer, 19th Troop Carrier Squadron files.

⁷²Files, Historical Officer: Capt. Cunningham, Hickam Field.

The operation of the Air Transport Command unit here has grown from July 3, 1944 when it received its first two aircraft to the stupendous operation today: in the month of April alone, 1945, 396 four-engine planes, 152 two-engine planes, and 84 one-engine planes passed through this Air Transport Command unit bound for the Far Eastern Air Force (New Guinea and Philippines), the 7th Air Force (Marianas), Lend Lease planes (New Zealand, Australia, Netherland East Indies), a total of 633 tactical and combat planes ferried. The Royal Air Force has also used the base to some extent in ferrying aircraft to forward areas. The four naval air station runways are used.

The types of planes ferried through this activity include B-24s, B-25s, B-29s, C-46s, C-47s, C-87s and OA-10s.⁷³

The base unit personnel figures have grown from one officer and 264 enlisted men on 30 November 1943 (actually aboard this station in June 1944) to 56 officers and 831 men on 31 May 1945. From 30 to 350 transient officers and men, crews of the ferried aircraft, are ever present.

Another army activity located at Naval Air Station, Honolulu is the Fifteenth Air Service Squadron which arrived in this theater 15 October 1944 via Panama after approximately eighteen months service in Brazil. Hangars, warehousing facilities and shops are still under construction at this time. The Fifteenth Air Service Squadron was located here to support Air Transport Command activities. This squadron provides necessary personnel, equipment and supplies to perform maintenance and supply on the third echelon of Air Transport Command. The emphasis, in this assignment, is placed on movement of VHB aircraft through this theater to forward areas.

⁷³Ibid.

Maintenance has been accomplished on the following types of aircraft since October 1944: AT-6, A-24, B-17, B-24, B-25, B-29, B-32, C-45, C-46, C-47, C-53, C-54, C-57, C-87, CB-24, F-7, F-5, L-4, BL-30, OA-10, P-38, P-47.⁷⁴

The difficult problems faced by this squadron have been many. The responsibility of installing armament on B-24 and B-25 aircraft destined for delivery to the Royal Australian Air Force faced the squadron. In eighteen days 29 aircraft were armed. This work is still continuing.

In December 1944, responsibility was assumed for air corps supply to 19th Troop Carrier Squadron to the same extent as this service was being rendered to Air Transport Command.

Conversion of F7A and B-24 aircraft to cargo type planes for 19th Troop Carrier Squadron was initiated on 29 November 1944, and to date two F7As have been so converted - a job requiring some 10,500 man hours. At the present time two B-24s are being converted to cargo planes for that activity.

The 15th Air Service Squadron has handled the repair on C-54s for the 1521 Base unit also. Installation of litter carriers on C-54s was another special job which this organization was asked to perform. This job was finished 2 May 1945.

The responsibility for removal of all army crashes from runways at this field, and initiating certificates of destruction for crashes is the 15th Air Service Squadron's.

The complement of this unit was 8 officers and 191 men on 15 October 1944 and 9 officers and 268 men on 3 May 1945.

⁷⁴C.O. 15th Air Service Squadron files.

The housing facilities and recreational facilities for the army units are located near the army administrative area. There are enlisted quarters adequate for approximately 2160 men and there are three mess halls. There are seven BOQs, one officers' mess hall and two officers' clubs. There are two first aid stations and one dispensary for the three army units. The administration building, one large nose hangar, three small nose hangars, two large warehouses and approximately 75 small buildings used as shops and offices, comprise the administrative army area. Recreational facilities include two theatres with a seating capacity of approximately 200 each, one basketball court, three volleyball courts and three beer gardens.

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APPENDIX A.

<u>CONSTRUCTION PROJECT</u> (Description)	<u>COMPLETION DATE</u>	<u>CONSTRUCTION UNIT INVOLVED</u>
1. Public Works Offices & Garage	12/15/43	5th NCB
2. Mail & Freight Bldg.	1/1/44	5th NCB
3. Post Office	3/10/44	NOy 7288
4. Dry Storage #1	4/1/44	NOy 7288
5. Enlisted Men's Mess Hall & Galley	5/25/44	5th NCB, NOy 7288
6. Administration Bldg.	6/10/44	NOy 7288
7. Armory	6/10/44	NOy 7288
8. Guard House & Brig	7/8/44	NOy 7288
9. Seaplane Piers & Floats	7/15/44	133rd NCB
10. Advanced Base Mess Hall & Galley at Seafront	7/15/44	129th NCB
11. Theatre #1	8/1/44	13th NCB
12. Bakery	8/3/44	NOy 7288
13. Paint & Oil Storage	8/5/44	13th NCB
14. Dry Storage #2	8/15/44	129th NCB
15. Warmup Platforms	8/15/44	133rd NCB
16. Dry Storage, SSAR	8/23/44	129th NCB
17. Fuel Gas Dist. to Mess Halls	8/28/44	13th NCB
18. Cold Storage #1	9/1/44	NOy 7288
19. Ship's Service Bldg.	9/1/44	13th NCB
20. Laundry	9/1/44	NOy 7288
21. Razing & Relocating	9/9/44	5th, 129th, 13th NCB's
22. Operation & Passenger Terminal	9/15/44	129th NCB
23. Seaplane Ramps (3)	9/15/44	5th, 129th, 133rd NCB's
24. Enlisted Men's Barracks (wood) (17)	9/20/44	5th, 129th, 133rd NCB's NOy 7288.
25. Public Works Carpenter Shop	9/20/44	129th NCB
26. Laundry Extension	9/20/44	13th NCB
27. Steam Dist. System	9/23/44	13th NCB, NOy 7288
28. Nose Hangar #1	10/1/44	5th, 67th, 95th, 133rd, 129th, 13th NCB's
29. Central Boiler Plant	10/1/44	NOy 7288
30. Officers' Mess Hall & Galley	10/1/44	133rd NCB
31. Oil Drum Storage, Wood Frame	10/1/44	64th NCB
32. Bottled Gas Storage, SSAR	10/10/44	133rd NCB
33. Fire Station (2)	10/15/44	NOy 7288, 133rd NCB
34. Radar Tower	10/15/44	129th NCB
35. Telephone Bldg.	11/1/44	5th, 129th NCB's
36. Enlisted Men's Mess Hall & Galley #2	11/1/44	133rd, 129th NCB's
37. Jr. BOQ's (7) Wood	11/15/44	NOy 7288, 129th NCB

38. Fire Hose Drying Towers (2)	11/27/44	64th NCB
39. Boat House Facilities	12/2/44	64th NCB
40. Aviation Storage Warehouse (4)	12/12/44	129th, 133rd NCB's
41. Transportation Machine & Repair Shop	12/12/44	129th NCB
42. Officers' Club	12/13/44	95th, 64th NCB's
43. Dispensary	12/15/44	NOy 7288
44. Dental Dispensary	12/15/44	129th NCB
45. Shoreline Preparation	12/16/44	5th, 64th, 129th, 133rd, 67th NCB's
46. Storage Bldg. SSAR, UFU	12/23/44	129th NCB
47. Enlisted Men's Brks, SSAR (11)	1/1/45	64th, 129th NCB's
48. Conversion of Messmen's Brks. to Jr. BOQ	1/10/45	129th NCB
49. Parking Areas (Airplane)	2/1/45	5th, 67th, 95th, 133rd, 129th, 13th NCB's
50. BOQ, SSAR (7)	2/6/45	64th, 129th NCB's
51. PAM Nose Hangar, UFU	2/7/45	129th NCB
52. Quonset Huts (6) for UFU offices	2/15/45	129th NCB
53. Addition to Mail & Freight Bldg.	2/27/45	129th NCB
54. Gate Houses & Fencing	2/28/45	NOy 7288, 129th NCB
55. Av Gas Storage (500,000 gals) & Dist. System	3/1/45	67th, 129th, 133rd NCB's
56. Runway "D"	3/7/45	129th NCB, NOy 7288
57. CPO Brks (5)	3/18/45	5th, 129th NCB's, NOy 7288
58. PAM Nose Hangars (5)	3/18/45	129th NCB
59. Flight Commissary Bldg.	3/19/45	CBMU 564
60. Taxiways	3/27/45	67th, 129th 133rd NCB's
61. Cold Storage #2, w/Butcher Shop and Dairy	4/4/45	64th, 129th NCB's
62. Water Supply & Dist.	6/1/45	5th, 67th, 129th, 133rd NCB's NOy 7288
63. Sewerage Disposal	6/1/45	5th, 67th, 129th, 133rd, 13th NCB's NOy 7288
64. Waves' Qtrs. (2) SSAR	6/15/45	129th NCB, NOy 7288
65. WOQ (1) SSAR	6/15/45	129th NCB, NOy 7288
66. Link Trainer Bldg.	6/19/45	7 CBMU 564
67. Sr. BOQ (2) Wooden	6/25/45	NOy 7288
68. Roads & Park ng Areas	7/1/45	5th, 67th, 129th, 133rd, 64th NCB's, NOy 7288
69. Add. Av Gas Storage (500,000 gal)	7/1/45	CBMU 564
70. Add. Wave Qtrs. (2) SSAR	20% compl. 7/1/45	NOy 7288
71. Rec. & Chapel Bldg.(1) SSAR	20% compl. 7/1/45	129th NCB, CBMU 564
72. Wave Rec. Bldg.	20% compl. 7/1/45	CBMU 564

73. Nose Hangar #2	85%	compl.	7/1/45	129th NCB, NOy 7288
74. Clearing & Grading	95%	compl.	7/1/45	5th, 129th NCB's, NOy 7288
75. Recreational Facilities	95%	compl.	7/1/45	129th, 64th, 95th, 133rd NCB's
76. Enlisted Men's Barracks, Alum (1)	95%	compl.	7/1/45	NOy 7288
77. Telephone System	96%	compl.	7/1/45	5th, 67th, 133rd, 13th NCB's, NOy 7288
78. Elec. Supply & Dist. System	98%	compl.	7/1/45	5th, 67th, 129th, 133rd NCB's, NOy 7288
79. Storm Drainage	98%	compl.	7/1/45	5th, 64th, 67th, 129th, 133rd NCB's, NOy 7288
80. Theatre #2	99%	compl.	7/1/45	129th NCB