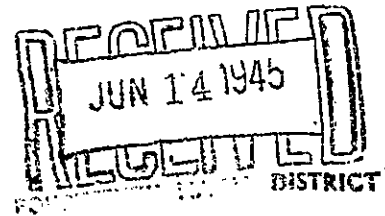


IN REPLY  
REFER TO

NA70/A2-11/P16-3(1)

Serial 0306

NAVAL AIR STATION  
Navy Number 14 (One Four)  
c/o Fleet Post Office  
San Francisco, California



10/61

13 JUN 1945

C O N F I D E N T I A L

From: Commanding Officer.  
To: Chief of Naval Operations.  
Via: Commander, Naval Air Bases,  
FOURTEENTH Naval District.

Subj: History of Naval Air Station, Navy No. 14 -  
Forwarding of.

Ref: (a) CNO Aviation Circular Letter No. 74-44  
dated 25 July 1944.

1. In compliance with reference, enclosure, which  
was prepared by the Station Historical Officer,  
Lieutenant (jg) Alvin J. Klein, USNR, is respectfully  
submitted.

A handwritten signature in cursive script, appearing to read "Erl C. B. Gould".

ERL C. B. GOULD.

Encl.

1. (HW) History of Naval Air Station, Navy No. 14.  
(one copy to CNO and one copy to CommAB14ND)



In compiling this paper, I have had to ask many questions, the answers to which form an integral part of this history. I wish to express my thanks and appreciation to the following people:

Mr. R. E. Hill, Senior Construction Engineer for Naval Air Stations, Fourteenth Naval District, for his valuable and generous help in tracing the beginnings of this station and its construction facts and figures.

Lieutenant Commander W. L. Fogarty, USNR, for his helpful suggestions.

Lieutenant H. D. Lester, USNR, Photographic Officer, for his cooperation in obtaining and producing the various pictures, without which an important part of this history would be lacking.

Bora M. Odell, Y2c, V-10, USNR, for her willing, friendly help in handling the stenographic portion of this job.

The Public Relations Department, for its help in locating and identifying photographs.

*Alvin J. Klein*  
Alvin J. Klein,  
Lt. (jg), S, USNR.





History of  
NAVAL AIR STATION, BARBER'S POINT

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NARRATIVE

**CONFIDENTIAL**

In order more fully to give the background of the present magnificent and extensive Naval Air Station, Barber's Point, Oahu, T. H., we must go back to its insignificant beginnings. Originally, the only air activity in the immediate surrounding area was the Ewa Mooring Mast, located here for a number of years, and built in the early 30's for the use of the dirigible, Akron. This mooring mast was erected on a plot of land approximately 3000' by 3000', the land having been leased from the Campbell estate directly, or indirectly from the Hawaiian Meat Company, Ltd., which company had a large acreage under lease. The rental fee was very moderate, there being one stipulation: the area could not be fenced, the reason being that this whole area was, and to some extent still is, covered with the Keawe tree, the beans of which are a very good food for the cattle that roamed the area at that time. The complete lighter-than-air mooring mast and appurtenances consisted of a 10,000-gallon storage facility for aviation gasoline; a small telephone line (trench type) of about 2 to 6 cables; a 2" water pipe from the Ewa plantation, and a machinery house consisting of the necessary machinery to moor the airship; and other miscellaneous equipment. About the year 1932 the mooring mast was cut down to the so-called "stub-mast" and so remained until its eventual dismantling authorized by letter on the 24th of May, 1942. No records were found indicating that a dirigible was ever moored at Ewa mooring mast.

Some time during the years 1939 or 1940, the lease to this small tract of land ran out. Negotiations were started for the acquisition of about 7000

acres of land surrounding the Ewa mooring mast. The idea at the time was to divide the land in such a way as to make part of it into an emergency landing field, and the remainder into a bombing range. This didn't come to pass, but more than 3500 acres were eventually acquired. This land has since been built into two stations, Naval Air Station, Barber's Point, the larger, and Marine Corps Air Station, Ewa, the smaller. There was constructed along the present site of that part of the main road running parallel to the beach, a range five miles long, properly marked, and used as a means of timing an airplane's land speed over a measured course.

About the 12th of July, 1940, on an oral order from the Pacific Naval Air Bases (contractors), James B. Mann, Surveyor, Honolulu, T. H., started a survey of the land at Barber's Point. Between the 12th and the 31st, there were men actually at work on the site of the future Naval Air Station. During the interim from July 1940 until June 1941, a topographic survey and aerial photographs, and a preliminary survey and investigation for a fresh water source were completed. We note that in order to make the survey, the Keawe (pronounced Kay-ah'-vay, and similar to the Mesquite found in the desert regions of the United States) was of such density that it had to be cut in 400 foot centers before sights could be taken. (See first aerial photo, Appendix E.) Preliminary plans for Naval Air Station, Barber's Point, were issued in October, 1941. The field work started in November, 1941. According to the Public Works data sheet, the station was established 14 April 1942. It is believed,

however, that this was emergency use of the landing strip of the Ewa Mooring Mast field, before the Marine Corps Air Station was officially established on 1 September 1942, and we find Naval Air Station, Barber's Point, actually commissioned 15 April 1942. (Until the Ewa field was separately established and commissioned, it was often referred to as part of Barber's Point Airfield.)

The original layout for Barber's Point was prepared by the design section of the Fourteenth Naval District Public Works department. Certain changes and modifications were of necessity made, owing to the scarcity of certain building materials. At the outbreak of war, work had only just begun on the Naval Air Station, Barber's Point; all work was halted and every effort was expended to make the Ewa field as operational and extensive as possible. When enough barracks and other living and working facilities were completed, work at the present Barber's Point Naval Air Station was continued in earnest. So we find that at the outbreak of war, the present-day station that this is, was nothing more than a few cuts in the extensive Keawe undergrowth, with great clouds of coral dust from cleared areas clouding the air at the slightest breath of wind. We now have two great stations--one Naval and the other Marine--and we shall note just how the boundary line between these two stations came about. It seems that when it was evident that there should be two stations here, Colonel Claude A. Larkin, of Marine Corps Air Station, Ewa, and the then commanding officer of Barber's Point Naval Air Station, Captain MacComsey, USN, and Mr. R. E. Hill, senior construction engineer for naval air stations, Fourteenth Naval District,

were in a conference to determine the boundary line. Mr. Hill took a red pencil in hand and arbitrarily drew two lines, one of which ran about 40 feet east of the incoming railroad tracks. The other line connected with it at approximate directions of southeast. Although this boundary line, we might say, was arrived at quite by chance, it was agreed to by Colonel Larkin and Captain MacComsey. Thus, we find the first dividing line between the two great stations.

The original directive on the need for this facility by the Navy is in Circular Letter 290-43. As authorized under Supplemental Agreement No. 2 to Contract NOy 4173, dated 28 October 1941, the original work was designed to supply facilities for land base operations of two Navy aircraft carrier groups, plus utilities and facilities for station personnel. Included were land runways, two hangars, necessary shops for storage and utilities, and accommodations for 2000 enlisted men, 250 officers, and 800 civilians. It is interesting at this time to note that Naval Air Station, Barber's Point, was originally designed as an auxiliary or outlying air field of the Fleet Air Base at Ford Island. Following the outbreak of war, additional authorizations were issued, which increased the station's capacity to a point at which it could sustain four carrier groups. This increase in capacity was brought about primarily by increasing the personnel accommodations to a rated capacity of 4000 enlisted men, 450 officers, and 1200 civilians. (Appendix B). Additional magazines and training facilities were also added. The size of runways and plane parking areas was also increased. A tunnel-type water system was developed. Under

this contract (NOy 4173) the length of time necessary for all construction was approximately 18 months. We find the contractors' forces leaving the station in two sections: the first, on 4 May 1943, and the second, on 15 July 1943, from which time forth, construction battalions and construction battalion maintenance units, plus so-called station forces, have continued with the construction. The approximate cost of the construction under this contract was \$19,263,266.

Construction wasn't without its difficulties. Due to the fact that the area of Barber's Point is of exposed coral rock, with accumulations of coral sand and light soil only in low spots, it was found that in order to construct foundations of buildings and trenches for all types of pipe, it was necessary to blast and use pneumatic jack-hammers rather than the usual way of pick and shovel or machine digging. Other difficulties due to the coral formations were the so-called "Pukas" (native word for hole), found in the coral. These had to be filled, and entailed a great deal of additional work. In the construction of the landing mats, a system of sluicing was introduced so that sand from the beach could be washed into these numerous "pukas", thereby bringing them up to the level of the surrounding coral. Other delays in construction and usable completion of buildings were the shipping difficulties of the times. Such equipment as boilers, auxiliary boilers, and plant equipment were the most difficult to obtain within the time limits prescribed, and when delayed would hold up usable completion for varying periods of time. Because of a lack of

available facilities, it was necessary to construct a quarry and a crushing plant, a concrete batching plant, and an asphaltic concrete plant. (Appendix E). These, in themselves, were sizable construction undertakings. These facilities, however, have provided materials not only for the Barber's Point Naval Air Station and Ewa Marine Corps Air Station, but in addition for numerous other jobs in this area.

The Barber's Point Naval Air Station development enjoyed a great advantage over earlier projects, in that it was authorized, in virtually its final form, before operations had progressed beyond the preliminary stage. Since the completion of the original contract, due to surveys such as that of the Joint Army-Navy Board for study of future employment of Air Forces in the Pacific Ocean Area, and the McQuiston board, a departmental group which arrived in this area subsequent to the Joint Army-Navy Board to make a survey of additional aviation shore facilities required to provide for the recommended increase in operating capacities at existing air stations in the Hawaiian Area, other construction has been authorized in increments (Appendix A) and work continues on various projects. Additional nose hangars, parking areas, B-1-B buildings housing various fleet units and personnel recreational facilities, additions to the various departments and housing and working facilities for an inshore patrol squadron based aboard this station, have been completed or are in the process of completion. Included in this group is the progressive engine overhaul shop. This engine overhaul shop is the Navy's first mechanized progress-



ive engine overhaul. October 30, 1944, marked another important milestone in the history of Barber's Point: the first engine to come off the new engine overhaul line, a gleaming, 2000 h.p. radial type engine was wheeled out, hoisted aboard the special trailer, (Index E) designed to carry the engine stand and engine, and then moved off to the test cells for checking. The engine overhaul is housed (Index E) in 36 buildings of the advance base type, the dis-assembly line being 435 feet long and the assembly being 450 feet long. Requiring the service of 900 to 1000 men, but at present (May 1945) using about 850 men, the unit handles the largest engines used by the Navy. The minimum time required for an engine to go through the mill is about 10 days, after which it is tested for 8 hours, preserved and then sent to supply for re-issue. Grading was started on 14 May 1944, and pouring for the foundations was started on 19 July 1944. During the month of April 1945, 261 major engine overhauls and 11 minor overhauls were accomplished, and it is expected that an increase up to approximately 500 engines a month will take place in the near future. At this time (May 1945) engine overhaul facilities are considered to be 95% complete.

Commander, Naval Air Bases (confidential letter, serial 04195, dated 24 July 1944, to CO, NAS, Barber's Point) established a facility for open parking of preserved aircraft, as an activity of the Naval Air Station, Barber's Point, and this activity was assigned to the Commanding Officer of this station for administration, operation, and maintenance.

ComAirPac, in order to relieve congestion and hazards, concomitant with

the practice of parking aircraft preserved for shipment along the taxi strips and operating fields, considered it very desirable to stow these planes in one central location at Iroquois Point. Iroquois Point is approximately 5 miles east of Naval Air Station, Barber's Point. (Appendix E)

CinCPOA (second endorsement on ComAirPac confidential letter, serial 01255 of 6 April 1944) designated an area not to exceed 150 acres, to be located on waste land acquired at Iroquois Point; the storage area to be as simple a type as possible, consistent with security of the parked aircraft.

The commissioning of planes has been accomplished at presently-established air stations, namely Barber's Point and Marine Corps Air Station, Ewa, and now primarily at the Iroquois Point area itself.

The approximate cost of construction materials for this project was \$190,000, with an estimated 330,000 man hours of labor required and furnished by construction battalion forces. This project was placed in operation on 15 October 1944.

Since that time, in addition to being a plane pool, this organization has become the main salvage activity of carrier aircraft in the Hawaiian area. It also has cognizance over the Naval Air Bases, Fourteenth Naval District, Transportation Pool, including the security and minor upkeep of pool vehicles (ser. 1724, 30 April 1945, Naval Air Bases to Barber's Point). The complete activity is a function of the Supply Department, Naval Air Station, Barber's Point.

The primary mission of the Naval Air Station, Barber's Point, is to main-

tain and operate a base for Naval aircraft and aviation personnel, providing facilities for operation, berthing, supply, servicing, overhaul, storage and repair of aircraft, and for the quartering, messing, and training of personnel. At this point we interject a brief description of the permanent CASU on board this station, inasmuch as the growth and expansion of the CASU is a reflection of the growth of the activity as a whole.

The primary mission of CASU TWO is to service and maintain squadron aircraft in a combat ready status. The service and maintenance of these aircraft includes all types of minor repairs, such as engine changes, checks, minor structural repairs, installation and operations of radio and radar gear; arming of planes with ammunition, bombs, torpedoes, rockets, etc.

Keeping planes in an "up" status is the major task of CASU TWO. These planes must be kept up for the purpose of training pilots and combat aircrewmembers so that they may be used as replacements in the Fleet.

Upon commissioning, CASU TWO was designated a single CASU, with a total of 90 planes. The complement of men was 309. In March, 1944, ComAirPac designated CASU TWO a double CASU, plane complement, 180 (men 1230). In August, 1944, BuPers designated CASU TWO a triple CASU, total plane complement 270. In March, 1945, ComServPac established a new complement for CASU TWO, from 1632 men to 2834 (approximately). The total number of enlisted personnel is that of a quadruple CASU plus a single CASU.

It is noted, however, that actually the number of planes for the single,

double, triple, and quadruple-single CASU, were always doubled on CASU TWO, which when designated a double CASU had a plane complement of approximately 270. When designated a triple CASU the total number of planes was 360. With the new complement established by ComServPac the estimated number of planes to be serviced by the number of men (2834) would be approximately 450. At present, May 1945, there are 583 planes on this station serviced by CASU TWO.

The officer personnel is that of a quadruple CASU, since it was not considered necessary to increase the complement of officers due to the fact that the number of officers now attached is in general suitable for the needs of CASU TWO.

The administrative organization of Naval Air Station, Barber's Point, is as follows: Commanding Officer, Executive Officer, Marine Barracks, Ordnance Dept., Public Works Dept., First Lieutenant Dept., Medical Dept., Operations Dept., Executive Dept., A & R Dept., Supply and Accounting Dept., Combat Aircrew Training Unit, Communications Dept., Inspection and Survey Dept., and Public Relations Dept.

The Commander, Naval Air Bases, Fourteenth Naval District, is the immediate superior in command of Naval Air Station, Barber's Point. There are various units on board; they are self-administered and under the jurisdiction of ComAirPac, although Barber's Point Naval Air Station is responsible as set forth in Navy Regs.

Early in the career of Barber's Point, there were Army fighter squadrons

based here, whose duty it was to protect this part of the island. They were on a constant alert status. As time went on, these squadrons were removed. We find, then, that at first we were serving somewhat as a defensive station, in addition to our other duties. According to letter (23 Sept. 1943) from CincPac a change from the defense to the offense was promulgated, and the Naval Air Station, Barber's Point, along with the whole Hawaiian area, became offensive in scope and concept, training squadrons and serving as a staging and re-staging area for various units. (CASU's, Gropacs, Argus units, Acorns, note chronology) Following this stage, we find that although we still train squadrons to go directly from here to the carriers and thence to the war zones, we have been left behind by the progress of the war, but only geographically. We are not now (23 Sept. 1943 to present time, May, 1945) a forward area that we once were, but a rear area, and it is our duty to back up the aviation fighting units with all facilities and skills at our disposition. Facilities have been increased to take on an ever-increasing load of squadrons and units.

In July, 1942, after a survey by two representatives of the Bureau of Aeronautics on available facilities for the training and refreshing of Free Gunners, it was deemed necessary that additional training facilities be constructed in the Hawaiian Area, based on the belief that no amount of initial training on the mainland would eliminate the need for constant refresher work with aircraft armament for the forces present in and passing through the Hawaiian Islands. At that time, July, 1942, the only existing Free Gunnery Training Unit

in the Hawaiian Islands was that conducted by Patrol Wing One, at Naval Air Station, Kaneohe Bay.

It was recommended by the Bureau of Aeronautics that Gunnery Facilities be set up at Naval Air Station, Barber's Point, under station cognizance, and steps were taken to provide funds for the necessary ranges, equipment, and instruction buildings. The construction was turned over to the station as being usably complete in July of 1943, with a quota of 55 students for that month. As increased facilities and instructor personnel became available, the student intake proportionately increased from 80 a month in August, 1943, (number of student hours not available for this date), to a student peak of 2183 (33,602 student hours) in April, 1945, and a student hour peak of 43,792 hours (2133 students), in January, 1945.

Originally the unit was designated as an Aerial Free Gunnery Unit (AFGU), but since the unit embraces training in subjects additional to actual free gunnery, such as recognition, fixed gunnery, drone firing, turret gunnery, sighting, handling, maintenance and repair of 30 and 50 caliber guns, the name was changed to Combat Aircrew Training Unit (CATU) about November, 1944.

On the ranges and in the classrooms of the school personnel from all branches of the service have added to their skill in firearms: Aircrewmen; Pilots; SeaBees; Marines, and at times the Army brings its own turrets and ammunition to our ranges for practice. Included in the ranges is the skeet range; the malfunction range; various small arms ranges; shotgun range, and the towed

sleeve range. Apropos at this time, we add that the services of four pilots and three planes are used during the course of a day for the towed sleeve range. The usual time flown each day is six hours. Included also in the curriculum is drone firing. The unit is at the present time (May 1945) an auxiliary unit only, but upon the receipt of additional drones the scope of the training will be increased. At this time the drones are operated for a period of three hours weekly. There is a very low loss of drones, due to the fact that an excellent job of reconditioning is done by the drone crew, which is composed of one officer and eight men. The installation of fuses and the firing of rockets are to be undertaken in the near future.

The work of the Combat Aircrew Training Unit is carried on by a total of 22 officers and 186 men. (May, 1945).

As a result of Inspector General Pacific confidential letter S 3-1, dated 1 September 1944 to CincPac and CincPOA, CincPac directed that a study and report be made of crowded conditions existing at Ford Island, (Naval Air Station, Pearl Harbor) and steps necessary for the alleviation thereof. As a result, it was proposed and finally authorized to remove the Inshore Patrol squadrons from Ford Island to Naval Air Station, Barber's Point. These squadrons are VS-46, VS-53, and VS-69, (Task Unit 97.9.9) totaling 82 officers, 390 men, and 48 planes. This move not only alleviated crowded housing and messing facilities, but also eliminated the dangers of landing and take-off of bomb-loaded aircraft at Ford Island on daily missions of the squadrons.

The approximate cost for living facilities, working facilities, and grading, amounts to \$234,000. At the present time (May 1945) additional hard-surfaced areas for parking Inshore Patrol planes, estimated cost \$12,285, has been requested. The Inshore Patrol started operations from Barber's Point on 4 April 1945. This Patrol is located at the southeast portion of the field, at approximately the intersection of runways C and B.

Carrier landing practice, night and day, is practically a constant activity at this station. After practice on a marked portion of the field, the size of a carrier deck, pilots are qualified or refreshed on actual shipboard landings. Barber's Point Naval Air Station and the various squadrons and carriers work in close cooperation and harmony to fulfill this most important training activity. Radio contact between Barber's Point and the carrier is maintained by the station's Communications Department. Operations from our field are conducted on the basis of a 24-hour day; exercises, carrier landing practice during the day; attack and combat practice, and carrier landings during the night.

Under the cognizance of the operations department, is the HE Mark I Catapult and Arresting Gear Unit, constructed at the port side and head of runway "4". The Commander Air Force, Pacific Fleet by letter (conf. serial 03974 of 22 Sept. 1944) requested of the Chief of Naval Operations this construction, and the Chief of Naval Operations (conf. serial 01310630, 6 Oct. 1944) made available the equipment and personnel. Authorization for the actual construction was made on 18 November 1944, and in addition to the erection of the catapult and arrest-



ing gear, it included the grading and oiling of a coral strip 100' wide by 1000' long, (the grading and oiling has been enlarged to approximately 2000 feet). Construction was completed and the project turned over to the station as usably complete on 10 Feb. 1945. (DPWO letter, 0567 dated 10 Feb. 1945).

Actual use of the catapult and arresting gear was initiated on 11 Feb. 1945 when six FM-2's of VF-100 were arrested and 1 F6F-5 of the same air group was catapulted. The maximum number of arrested landings for a day was on 4 March 1945 when 69 planes were arrested. The maximum number of planes catapulted in a day was 22, on 16 May 1945. The equipment has been used by both Navy and Marine Corps pilots, and many pilots have expressed to the officer-in-charge their appreciation for being trained on the catapult and arresting gear at an air station rather than on board a ship.

There has been some use of the equipment during the hours of darkness, but at the present time (May 1945) not to a great extent. An officer and five men are at present the operating force of the Catapult and Arresting Gear.

Making all this possible is our landing mat, which is the major construction of Barber's Point, and is notable for both size and simplicity. The main runway is the largest in the Pacific, being 1000 feet wide by 8300 feet long, and the cross-runway 750 feet wide (at ends) by 8400 feet long. Having been laid out in the path of prevailing northeast trade winds, with no fog at any time and an average temperature of 74.6° F., has made for uninterrupted flying at Barber's Point.

By letter (Com 14 ser 9480 dated 9 Apr. 1944), Commandant Fourteenth Naval District requested of the Bureau of Ordnance that the status of the torpedo shop at Naval Air Station, Barber's Point, be changed from one making preliminary and final adjustments to that of one making major overhauls on the Mark 13 type torpedo. Shop equipment and supply and ready tools were procured from other torpedo shop activities in the district that were demobilized.

Upon the removal of the special ordnance project from part of the torpedo shop building, about September 1944, an additional space was made available to the torpedo shop. The change over, installation of equipment and machinery, was accomplished by the regularly assigned torpedo shop personnel. On 4 December 1944, the first major overhaul of a Mark 13 type torpedo was begun.

The mission of the torpedo shop is to make all preparations for the firing of Mark 13 torpedos, and after firing and recovery, to undertake the complete major overhaul. Considering that a big proportion of the pilots firing the torpedos have had only one or two drops previous to arrival at this station, a loss of approximately 3% including mechanical failures, is not thought to be high. The torpedo shop is equipped to handle a total of 90 major overhauls of the Mark 13 type torpedo a month, but have averaged (up to May 1945) 60 per month, which has been the maximum that has been required of them.

The flask and head shop, which in most torpedo shops is included in the main shop, has been removed and put into a 20' by 48' quonset hut. This move was made to relieve the floor load in the main shop, and has worked out to ad-

vantage. The operating force of the torpedo shop is 4 officers and 92 men.

As an adjunct to the training activities at Barber's Point, and as a help to all air stations in the area, is a part of the Haleiwa air strip, loaned to us by the Army, and used for carrier landing practice. The loaned portion of Haleiwa air field is an activity of Commander Naval Air Bases, Fourteenth Naval District, and under the jurisdiction and operation of Barber's Point. By letter (DPWO ltr serial 30413 of 8 November 1944, to OinC Hawaiian Area NCB), Barber's Point was directed to remove certain hazards and to pave a landing strip 100 feet by 600 feet. (Appendix E). In a minimum of time, the Public Works Department of Barber's Point accomplished this construction, and soon planes from various stations in the Hawaiian area were making their touch-and-go landings.

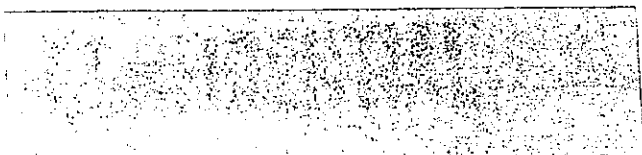
Other training activities include the following: Night Attack and Combat Training Unit; Carrier Aircraft Pilot Replacement Group (AG-100); Fighter Direction Annex; Photographic School; Fuel School; and Camera Repair School. From these schools there comes a steady stream of graduates, whose service to the Navy has been increased by instruction and practice in the latest techniques, instruments, and equipment.

Naval Air Station, Barber's Point, is a proud station--proud of its achievements; proud of its growth and size; proud of the fulfilling of its mission in the Air Arm of the Navy, and proud of its morale: proud to say, "We stand ready, no effort to be spared, to do anything required of us".

C H R O N O L O G Y

NAVAL AIR STATION

BARBER'S POINT, OAHU, T.H.



Barber's Point is named after Capt. Henry Barber, who was shipwrecked here nearly 150 years ago. On a voyage to China in 1796, Capt. Barber, commanding the British brig Arthur, called at Honolulu for supplies. He left Honolulu about 6 p.m., October 31. At 8:10 p.m., Barber's ship struck a coral shoal to the west of Pearl Harbor. The Arthur cleared the shoal, but was driven on the reef and broke up. Capt. Barber and his crew of 22 men took to the boats. Six, however, were drowned. The survivors landed near the point which ever since has been named after Barber. The Hawaiian name for this is "Laeloa", which means "long cape" (headland).

Naval Air Station, Barber's Point, Oahu, T.H., was commissioned on the 15th day of April, 1942. We have, in our narrative, deemed it pertinent to include the events and happenings leading up to the actual commissioning of this station. The commanding officers and their dates of command are as follows:

Capt. H. F. MacComsey, USN, from 13 April 1942 to 6 July 1943.

Capt. D. S. MacMahan, USN, from 7 July 1943 to 17 August 1944.

Capt. Erl C. B. Gould, USNR, from 17 August 1944.....

13 April 1942	First CO, Capt. H. F. MacComsey, USN, assumed command.
15 April 1942	Barber's Point commissioned.
15 May 1942	Serviced VP-44, gasoline and oil.
27 May 1942	Groups from Hornet and Yorktown serviced.

13 June 1942                      Hornet air group arrived.

28 June 1942                      Hornet air group departed.

7 July 1942                        Saratoga air group arrived.

23 July 1942                      First movies for all personnel, in mess hall (Appendix E)

1 August 1942                     Preparation of site, including filling and grading,  
usably complete.

16 Sept. 1942                     Permanent Officer-of-the-Day watch established.

1 Oct. 1942                        Sewage and drainage systems usably complete.

31 Oct. 1942                      Daily train service to and from Honolulu. (Oahu Rail-  
way and Land Co.)

8 Nov. 1942                        Air Group 11 came on board.

10 Nov. 1942                      Mail service (guard) by plane between Kaneohe, Pearl  
Harbor, and Barber's Point.

23 Nov. 1942                      First dental office. Equipment: one portable field  
outfit.

1 Feb. 1943                        Air raid drill. VT-11 (Model TBF) departed. Radio  
transmission facilities usably complete.

9 Feb. 1943

72nd Fighter Squadron, consisting of 21 aircraft (Model P40-K), with a complement of 25 officers and 229 men, departed for Bellows Field. The 19th Fighter Squadron arrived on board, with 32 aircraft (Model P40-F), 26 officers and 238 men. Note: the 72nd Fighter Squadron and its successor, the 19th Fighter Squadron, were on a constant alert status.

11 Feb. 1943

The 243rd and 244th VMSB Squadrons arrived on board, aircraft based at Ewa. The officers and men departed for Ewa on the 26th of February.

15 Feb. 1943

VF-11 (Model F4F) arrived. Departed 18 Feb. 1943.

23 Feb. 1943

Armory turned over to station.

24 Feb. 1943

Paving of the original land plane runways completed.

1 March 1943

VMF-215 (Model F4U-1) on board. VMF-222 (Model F4U-1) on board. Aviation Operations bldg. usably complete.

4 March 1943

Post Office turned over to station. British Fighter Squadrons 882, 896, and 898 from HMS Victorious, arrived on board.

5 March 1943

Additional portions of British Fighter Squadrons 882, 896, and 898 arrived on board.

17 March 1943

Part of VMF-215 and VMF-222 departed.

27 March 1943

Additions to VMF-222 arrived on board.

30 March 1943

Parts of VMF-215 departed.

1 April 1943                      Dispensary (150 beds) usably complete.

5 April 1943                      Theater turned over to station. (1200 capacity).

6 April 1943                      British Torpedo Squadrons commenced night flying.

9 April 1943                      Parts of British Fighter Squadrons 882, 896, and 898 departed.

10 April 1943                      More portions of British Fighter Squadrons 882, 896, and 898 departed. Link Trainer building turned over to station.

12 April 1943                      Portions of VMF-215 departed. Eight tennis courts for enlisted personnel completed.

15 April 1943                      More of VMF-222 departed.

16 April 1943                      Part of VMF-222 on board. Part of British Fighter Squadrons 882, 896, and 898 arrived on board.

20 April 1943                      Part of VMF-222 departed. Part of VMF-215 departed.

22 April 1943                      Fire station and Public Works garage turned over to station.

1 May 1943                        Command Center - bombproof - usably complete.

4 May 1943                        Part of 72nd C.B.s arrived on board.

5 May 1943                        Part of VMF-222 arrived on board.



6 May 1943	Part of VMF-222 departed. Part of British Fighter Squadrons 882, 896, and 898 departed. Officers' Club turned over to station.
7 May 1943	Parts of British Fighter Squadrons 882, 896, and 898 departed.
8 May 1943	Part of VMF-222 departed.
11 May 1943	Planes of Air Group 12 on board.
24 May 1943	Part of VT-12 on board. (F4U-1).
25 May 1943	BOQ "C" turned over to station.
27 May 1943	Part of VT-12 departed. (Model TBF). Part of British Torpedo Squadron 832 departed.
30 May 1943	Part of 19th Army Fighter Squadron departed.
1 June 1943	Part of VF-9 (Model F6F-3) on board. Part of VF-9 (Model TBF-1) on board. VB-9 (Model SBD-4) on board. Part of Fleet Air Base Unit 1 departed. Part of VB-137 (Model PV-1) departed.
2 June 1943	More of Air Group 9 on board.
4 June 1943	BOQ "D" turned over to station.
8 June 1943	Part of VD-3 on board. Brig turned over to station.

10 June 1943 Air Group 9 departed for USS Essex.

12 June 1943 More of VD-3 on board. Aircraft storehouse, paint and oil storehouse, and Public Works and Maintenance building, turned over to station.

13 June 1943 Part of VC-12 arrived on board.

14 June 1943 Bowling alley turned over to station.

13 June 1943 More of VD-4 on board.

1 July 1943 Gasoline storage and distribution (1,167,000) usably complete.

7 July 1943 Second CO, Capt. D. S. MacMahan, USN, assumed command. Five splinter-proof shelters on beach completed.

14 June 1943 More of Air Group 9 on board.

16 July 1943 Four new barracks turned over to station.

20 July 1943 Part of VMF-222 arrived on board.

23 July 1943 Parachute building turned over to station.

24 July 1943 Part of VF-5 (Model F6F-3) on board. Part of VT-5 (Model TBF-1) on board. Part of VB-5 (Model SBD-5) on board.

27 July 1943 Part of VMF-223 on board. Part of VMF-222 departed.

29 July 1943	Part of VMF-222 departed.
1 August 1943	Part of VMF-223 departed. A & R building usably complete. Telephone system usably complete.
4 August 1943	Sewage treatment plant turned over to station.
9 August 1943	Part of VF-23 (Model F6F-3) on board. SBD-5's and TBF-1's of Air Group 23 on board.
20 August 1943	Part of Air Group 9 departed.
21 August 1943	More of Air Group 9 departed. Part of Air Group 5 departed. Part of Air Group 23 departed.
22 August 1943	More of Air Group 9 departed. More of Air Group 5 departed. More of Air Group 23 departed.
23 August 1943	Part of Air Group 16 on board. TBF-1's, SBD-5's, and F6F-3's of Air Group 16 arrived on board.
31 August 1943	F6F-3's of VF-1 on board.
1 Sept. 1943	Hangars A & R (main hangars) usably complete. Addition to land plane runways usably complete.
2 Sept. 1943	Part of VD-3 departed.
4 Sept. 1943	Part of Air Group 16 departed. More of VF-5 (Model F6F-3) arrived on board. More of VB-5 (SBD-5) arrived on board. More of VT-5 (TBF-1) arrived on board.

8 Sept. 1943	More of Air Group 5 on board.
9 Sept. 1943	More of Air Group 5 on board.
10 Sept. 1943	Cold storage building and equipment turned over to station. More of Air Group 16 on board. Part of VT-16 departed. Part of VB-16 departed.
11 Sept. 1943	Part of VT-16 departed. Part of VB-16 departed.
17 Sept. 1943	Black top on landing mat completed. Part of VF-25 (Model F6F-3); VT-25 (Model TBF-1), on board. Part of VB-25 (Model SBD-5) on board.
19 Sept. 1943	More of Air Group 25 on board.
24 Sept. 1943	Portions of Air Group 1 arrived on board.
30 Sept. 1943	VC-24 on board.
3 and 4 Oct. 1943	Officers and men of ACORN-14 arrived on board.
4 Oct. 1943	Ten men of ARGUS-12 arrived on board.
5 Oct. 1943	Fifteen officers and 78 men of ARGUS-10 on board.
7 Oct. 1943	Nine officers and 108 men of ACORN-16 on board. Eight officers and 131 men of ACORN-17 on board.
14 Oct. 1943	Four officers and 267 men of CEMU-522 on board.

17 Oct. 1943	About 0010, a small float-type monoplane was picked up by the searchlight of NAS, Barber's Point. The plane, presumably a Japanese reconnaissance plane, attempted to dodge the searchlights, and sped out to sea at a low altitude. One staff officer of Task Group 19.13 on board.
19 Oct. 1943	Twenty-two officers and 500 men of CASU-17; 12 officers and 175 men of ACORN-14; 22 officers and 132 men of ARGUS-12; 2 officers and 190 men of CASU-18; 19 officers and 139 men of ARGUS-15; 5 officers and 383 men of ACORN-16; and one staff officer of Task Group 19.14 arrived on board.
31 Oct. 1943	76th C.B.s arrived on board.
18 Nov. 1943	Part of 95th C.B.s departed.
25 Nov. 1943	Two officers of ACORN-20; 11 officers of ACORN-21; 2 officers of CASU-30; 1 officer of ARGUS-18; 1 officer of ARGUS-21; and 1 officer of ARGUS-22 arrived on board. Parts of ACORN-17 and CASU-16 departed. Part of ARGUS-16 departed. Two officers of ACORN-22 and 1 officer of CASU-30 arrived on board.
29 Nov. 1943	Two men of CASU-34 arrived on board.
1 Dec. 1943	More of ACORN-20, ARGUS-18, ACORN-21, CASU-30, ACORN-22, CASU-34, ARGUS-21, ARGUS-22, and 4 officers and 99 men of GROFAC-4; plus 1 officer of GROFAC-2 arrived on board. More of ACORN-20, CASU-20, CASU-30, GROFAC-2, and 2 officers and 38 men of GROFAC-5 arrived on board, plus 1 officer and 17 men of Task Group 19.18.
4 Dec. 1943	One officer and 16 men of Task Group 19.19 arrived.

5 Dec. 1943 More of GRO PAC-4 arrived on board. Planes of VC-41 and VC-33 on board.

7 Dec. 1943 More of ACORN-22 and GRO PAC-2 arrived on board.

8 Dec. 1943 Four officers and 99 men of GRO PAC-4 departed.

9 Dec. 1943 Three officers and 23 men of GRO PAC-5 departed. More of ARGUS-15 arrived on board. Air Group 6 arrived on board.

11 Dec. 1943 Fourteen men of GRO PAC-5 departed.

12 Dec. 1943 More of ACORN-21 arrived on board.

13 Dec. 1943 More of CASU-30 arrived.

14 Dec. 1943 More of ARGUS-18 arrived.

23 Dec. 1943 More of CASU-20 arrived.

25 Dec. 1943 More of GRO PAC-4 arrived.

29 Dec. 1943 More of CASU-20 arrived. 19 aircraft (Model F4U), 19 officers and 25 men of VF(N)-101 arrived on board.

31 Dec. 1943 Eight officers and 107 men of D-2, Unit 2, on board.

1 Jan. 1944 More of 76th C.B.s arrived. More of 72nd C.B.s arrived. Five officers and 240 men of the 56th C.B.s departed.

4 Jan. 1944 Part of ACORN-20 arrived.

7 Jan. 1944 Planes of Air Group 12 on board.

10 Jan. 1944 Part of CASU-34 departed. Part of Air Group 6 departed. Part of Air Group 12 departed.

20 Jan. 1944 Ten quonset huts for officers' quarters, 10 quonset huts for enlisted men's barracks, turned over to station. More of ARGUS-15 on board. Part of GROPAC-2 departed. Part of Task Group 19.19 departed. Part of ACORN-20 departed. Part of CASU-20 departed. Part of ARGUS-18 departed.

24 Jan. 1944 Part of CASU-30 departed.

25 Jan. 1944 Part of ARGUS-22 departed. More of ACORN-21 arrived. Part of ACORN-21 departed.

28 Jan. 1944 Part of Task Group 19.18 departed. Part of ACORN-21 departed. Part of GROPAC-4 departed.

31 Jan. 1944 Part of ACORN-22 departed. Part of GROPAC-2 departed.

2 Feb. 1944 Part of ARGUS-15 departed.

3 Feb. 1944 Part of ARGUS-22 departed.

5 Feb. 1944 Part of ACORN-22 departed.

6 Feb. 1944 Part of ARGUS-22 departed. Part of CASU-30 departed.

13 Feb. 1944 Thirty aircraft (Model F6F-3) and 45 officers of VF(N)-76 departed. Air Group 2 arrived on board.

15 Feb. 1944 Part of VD-4 arrived on board.

3 March 1944 Part of VF(N)-77 (Model F6F) departed.

4 March 1944 VC-30 and VC-25 on board.

5 March 1944 Air Group 15 on board.

15 March 1944 Acetyline Generation and Oxygen Manifold building turned over to station.

17 March 1944 Eighteen aircraft (Model F6F-5), officers and men of VF(N)-77 arrived on board.

19,20,21 Mar. 1944 Officers and men of Air Group 100 arrived on board.

23 March 1944 Part of Air Group 19 on board.

1 April 1944 Air Group 100 commissioned this date. (AG-100 is a pilot replacement air group.)

4 April 1944 Part of Air Group 14 arrived on board.

6 April 1944 Water Supply (water development project) turned over to station. Part of 125th C.B.s arrived on board.

7 April 1944 Five officers and 91 men of D-2, Unit 2, departed.



15 April 1944	More of 116th C.B.s arrived on board. Part of 72nd C.B.s departed.
17 April 1944	Part of ARGUS-17 arrived on board.
21 April 1944	Thirty-seven aircraft (Model F6F-3), 18 aircraft (Model TBF), 77 officers and 92 men of Air Group 20 arrived on board.
24 April 1944	Part of ARGUS-15 departed.
2 May 1944	First mention made of Night Combat Training Unit.
4 May 1944	Blackout discontinued.
6 May 1944	Part of ARGUS-17 departed.
7 May 1944	VC-28 arrived on board.
8 May 1944	Two officers and 97 men of ARGUS-8 arrived on board. Two officers and 91 men of ARGUS-7 arrived on board. Parts of Air Group 11 arrived on board.
10 May 1944	More of ARGUS-17 departed.
11 May 1944	VC-5 and VC-10 on board.
26 May 1944	Housing for gunairstructors, 3 quonset huts, turned over to station.
28 May 1944	Parts of Air Group 18 on board.

29 May 1944 Part of Air Group 28 arrived on board. Part of CASU-48, CASU-49, arrived on board.

4 June 1944 Part of CASU-48 departed.

8 June 1944 Part of CASU-43 arrived on board.

10 June 1944 Parts of Air Group 19 on board.

11 June 1944 Part of CASU-45 arrived on board. Part of ARGUS-22 arrived.

12 June 1945 Fifteen aircraft (Model F6F), 2 aircraft (Model TBF), 28 officers and 25 men of VF(N)-78 arrived on board. Thirteen aircraft (Model F6F), 5 aircraft (Model TBF), 29 officers and 16 men of VF(N)-79 arrived on board.

14 June 1944 Air Group 3 on board.

15 June 1944 Parts of Air Group 20 on board.

18 June 1944 Part of Air Group 11 arrived on board.

23,24,25 June 1944 Parts of ARGUS-15, ARGUS-17, and ARGUS-23 departed.

29 June 1944 Camera Repair School (quonset hut) turned over to station. Parts of Air Group 21 on board.

2 July 1944 Part of CASU-43 departed.

4 July 1944 Part of ARGUS-15 departed.

6 July 1944	Sixteen men of WIMU (special ordnance project) arrived on board. Part of Air Group 22 arrived.
21 July 1944	Recreation facilities - 6 handball courts and one basketball court for officers; and 2 handball courts, 2 basketball courts, and one athletic field for enlisted men, turned over to station.
26 July 1944	Twenty-two officers of D-1, IRON-74, arrived on board.
30 July 1944	Part of CASU-49 departed.
4 August 1944	Parts of Night Air Group 102 on board.
6 August 1944	Twelve ready-service magazines turned over to station.
9 August 1944	Part of 125th C.B.s departed.
13 August 1944	Part of VF(N)-79 departed.
15 August 1944	Part of VF(N)-78 departed.
17 August 1944	Third CO, Capt. Erl C. B. Gould, USNR, assumed command of station. Sixteen aircraft (Model F6F), 33 officers and 24 men of VF(N)-103 arrived on board.
18 August 1944	Night Attack and Combat Training Unit commissioned, Capt. J. H. Griffin, commanding. On this date it was composed of 21 F6F's, 10 TBM's, 4 F4U's, 2 SB2C's, and 1 SNV. Complement: 11 officers and 24 men.
20 August 1944	Thirteen men of D-1, Unit 5, arrived on board.

25 August 1944 CVLGN-42 commissioned.

1 Sept. 1944 Bomb-proof powerhouse and equipment usably complete.

5 Sept. 1944 Part of Night Air Group 104 on board.

9 Oct. 1944 Part of Night Air Group 106 on board.

16 Oct. 1944 Air Group 4 on board.

18 Oct. 1944 Part of Air Group 45 on board.

28 Oct. 1944 VC-90 on board.

1 Nov. 1944 Part of Night Air Group 90 on board.

6 Nov. 1944 VOF-1 on board.

14 Nov. 1944 Nine PBY's of Hedron FAW-2 on board.

18 Nov. 1944 Air Group 23 on board.

20 Nov. 1944 The first engine overhauled in the new progressive engine overhaul plant, completed its test stand run.

6 Dec. 1944 Air Group 33 arrived on board.

9 Dec. 1944 Experiments with jet propulsion on planes were conducted on this station. Air Group 9 on board.

15 Dec. 1944 Simulated amphibious maneuvers were held just off the southwest corner of this base. Attending the maneuvers, and guests at this station, included Vice Admirals Mark A. Mitscher, and George D. Murray.

16 Dec. 1944 Air Group 42 departed.

19 Dec. 1944 Officers moved into the first of 3 new J.O.Q.s.

21 Dec. 1944 Air Group 42 returned to the station.

22 Dec. 1944 Air Group 43 arrived on board.

24 Dec. 1944 Air Group 90 departed.

30 Dec. 1944 Air Group 48 arrived on board.

31 Dec. 1944 Air Group 48 arrived on board.

2 Jan. 1945 Air Group 53 was formed this date, from Air Groups 42, 43, and 48, which were aboard.

10 Jan. 1945 The first 2 enlisted WAVES arrived for duty this date.

30 Jan. 1945 The first WAVE officer reported for duty this date.

14 Feb. 1945 Air Group 85 arrived on board.

20 Feb. 1945 The first major contingent of WAVES arrived this date. Air Group 33 departed. Air Group 5 arrived on board.

28 Feb. 1945                      Air Group 5 departed.

2 March 1945                      Air Group 85 departed.

8 March 1945                      Air Group 91 arrived on board.

21 March 1945                      Air Group 53 arrived on board.

(All major units of Construction Battalions have departed this station.)

4 April 1945                      Task Force 19.9.9, comprised of VS-46, 53, and 69, arrived on board. All major construction on the Inshore Patrol Squadron area completed, including parking mat, nose hangar, enlisted barracks, mess hall, BOQ's, and shop space. CVG-31 on board.

5 April 1945                      Air Group 31 arrived on board.

6 April 1945                      Station commemorated its 3rd anniversary. Bagley outdoor theater commissioned this date. Guests included Admiral Bagley, Gov. Stainback of the Territory of Hawaii, Brig. General L.W.T. Waller, Jr., USMC, and Commodore B. L. Austen.

26 April 1945                      Air Group 31 departed.

30 April 1945                      Air Group 6 arrived on board.

3 May 1945                      The following squadrons and air groups aboard at this time: NACTU: CVG-100; CVGN-91; CVGN-53; VD-3; Air Group 6; CASU - Photographic Training Unit.

6 May 1945 CVGN-53 departed.

7 May 1945 V-E Day.

9 May 1945 Composite squadron 63 arrived on board.

17 May 1945 Inspection of engine overhaul facilities by Vice Admiral J. H. Newton, USN; Commodore H. E. Overesh, USN; Captain R. E. Farnsworth, USN; Commander G. C. Briant, USNR; Captain E. A. Tarbutton, USN.

20 May 1945. Composite squadron 63 departed.

21 May 1945 CVG-91 departed. CVEG-33 arrived on board.

26 May 1945 CVGN-52 arrived on board.

6 June 1945	Air Group 33 arrived.
8 June 1945	Rear Admiral C. P. Mason made an inspection of station.
9 June 1945	A reception was given by the station in honor of Rear Admiral Mason, Commander, Naval Air Bases, Fourteenth Naval District.
11 June 1945	Air Group 6 departed.
19 June 1945	Air Group 86 arrived.
23 June 1945	Air Group 33 departed.
1 July 1945	Vice Admiral George D. Murray, U. S. Navy, was awarded Honorary Degree of Doctor of Naval Science by Boston College at this station.
2 July 1945	Commander W. C. King relieved Captain Erl C. B. Gould as Commanding Officer of the station.
2 July 1945	Squadron VD-3 departed.
4 July 1945	Air Group 63 arrived.
8 July 1945	Air Group 10 arrived.
9 July 1945	Lieut. Comdr. Holt assumed duty as Acting Executive Officer of station, relieving Commander Allan Lowrey.
11 July 1945	Air Group 86 departed.
13 July 1945	Four members of Congressional Committee inspected this station. Present: Edward V. M. IZAC, Albert A. GORE, Andrew J. BIEMILLER and C. W. BISHOP.
23 July 1945	Air Group 10 departed.
1 August 1945	Air Group 52 arrived.
3 August 1945	Air Group 13 arrived.
4 August 1945	Air Group 52 departed.
17 August 1945	Air Group 36 arrived.
26 August 1945	Air Group 52 arrived.
26 August 1945	Air Group 13 departed.
27 August 1945	Air Group 36 departed.



30 August 1945

Air Group 63 departed.

APPENDIX

A

COPY

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON 25, D.C.

Op30-2CP1-MP  
(SC)A21-1/ND14  
Serial 01038630

13 MAY 1944

CONFIDENTIAL

From: CNO  
To: BuDocks  
Subj: Expansion of Naval Aviation Shore  
Facilities - Hawaiian Area.

- Ref: (a) Deputy CNO (Air) Conf. Ltr.  
Op-03-P, (SC)A21-1/ND14, Ser. 03403,  
dated 18 April 1944, with encl. and  
Op-31-D4 Conf. Memo for Vice CNO,  
Ser. 081531, dated 26 April 1944,  
thereto.
- (b) Com Fourteen Ltr. S-A16-1/A and  
N/ND14, Ser. 00169, dated  
23 March 1944, to CNO via CinCPOA.
- (c) CNO Ltr. Op-02, (SC)A21-1/ND14,  
Ser. 09902, dated 3 April 1944, to  
BuDocks.
- (d) BuDocks desp. 041524, NCR 4743  
(April, 1944) to Com Fourteen.

1. Authority is granted to increase the capacities of the  
following Naval aviation shore establishments in the  
Fourteenth Naval District to support a total fleet  
aircraft as indicated in ref. (a):

NAS, Barbers Point, Oahu  
360 CV  
60 VB4  
20 VSN

NAS, Kaneohe, Oahu  
270 CV  
48 VB4  
72 VP  
50 VSN

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Op30-20P1-MP  
(SC)A2I-1/ND14  
Serial 01033630

Subj: Expansion of Naval Aviation Shore  
Facilities - Hawaiian Area.

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NAS, Puunene, Maui  
180 CV  
24 VB4  
18 VJ  
30 VSN

NAS, Kahului, Maui  
360 CV  
24 VB4  
15 VSN

2. In order to provide the expanded facilities in the Hawaiian area necessary to support the increase in capacity recommended by ref. (a) and ref. (b), it has been proposed to divide the work into increments as follows, for accomplishment by SeaBees:

- (a) Increment One - consisted of the most urgent items of construction as listed in ref. (b) and involved the furnishing of certain advanced base type materials and the allotment of \$8,641,000 to cover the cost of procurement of the materials. This increment was approved by CNO in ref. (c) and the required allotment was made by ref. (d).
- (b) Increment Two - consists of the facilities listed in ref. (a) and involves the provision of additional items of advanced base type materials and the allotment of an additional \$3,060,000 to cover the cost of additional material procurement.

The accomplishment of this second increment is approved as to military features and for the provision of the advanced base type materials listed in ref. (a).

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Op30-2CP1-MP  
(SC)A21-1/ND14  
Serial 0103630

Subj: Expansion of Naval Aviation Shore  
Facilities - Hawaiian Area.

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3. In addition to the funds allotted or to be allotted under paragraph two above, request is made by ref. (a) for the allotment of \$2,000,000 to Com Fourteen to be used by him in the provision of necessary accessory facilities, such as Ships Service extensions, laundry extensions, bakeries, brigs, etc. at all Naval aviation shore establishments in the Fourteenth Naval District to support the loads authorized. This request is approved as to military features.

4. BuDocks is requested to take the necessary action to accomplish the second increment of this project as requested in ref. (a) to make available the funds, and to provide the materials requested. BuDocks is further requested to make available the funds approved in paragraph three above.

5. BuDocks is requested to advise CNO (Op30) of any shipping implications involved in the accomplishment of this project.

/s/ F. J. HORNE  
Vice Chief of Naval Operations

AUTHENTICATED:

/s/ T. C. PARKER  
T. C. Parker  
Commander, USN

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Op30-2CP1-MP  
(SC)A21-1/ND14  
Serial 01033630

Subj: Expansion of Naval Aviation Shore  
Facilities - Hawaiian Area.

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Copies to:

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Op39  
DABOP (2)  
Com Twelve  
DirPacDocks, SanFran  
CinCPOA (Air Mail)  
ComAirPac (Air Mail)  
Com Fourteen (Air Mail)  
DirPacDocks, Pearl (Air Mail)  
CO, NAS Barber's Point, Oahu (Air Mail)  
CO, NAS, Kaneohe Bay, Oahu " "  
CO, NAS, Puunene, Maui " "  
CO, NAS, Kahului, Maui " "

CONFIDENTIAL

NAVY DEPARTMENT  
BUREAU OF AERONAUTICS  
WASHINGTON, D. C.

Aer-MA-02-RHE

14 March 1944

C-06385

CONFIDENTIAL

MAINTENANCE DIVISION OUTFITTING DIRECTIVE NO. 399

From: Plans-Coordination, Maintenance Division.  
To: Branches and Sections Concerned, Maintenance Division.

Subj: Carrier Air Group 100 - Commissioning of.

Refs: (a) Cominch & CNO conf. desp. 101820 March.  
(b) BuAer conf. ltr. Aer-MA-02-RHE Serial C-06384 of 14 March 1944.

1. Ref. (a) directed the commissioning of CarAirGroup 100 at NAS Barbers Point, Oahu, on or about 1 April 1944.

2. CarAirGroup 100 will be composed of Squadron VF-100 with a complement of fifty-four (54) VF type aircraft, Squadron VB-100 with a complement of thirty-six (36) VSB type aircraft, and Squadron VT-100 with a complement of twenty-seven (27) VTB type aircraft.

3. CarAirGroup 100 is being commissioned to serve as a carrier replacement training group in the Central Pacific Area, for the purpose of training replacement flying personnel for air groups in the Pacific theatre of operations.

4. Inasmuch as it is not contemplated that CarAirGroup 100 will later be transferred for duty on an aircraft carrier, CarAirGroup 100 will not be outfitted with TBA material.

5. Ref. (b) informs the cognizant field activities of the commissioning of CarAirGroup 100 and requests the CO, NAS, Barbers Point to requisition from BuAer any BuAer-controlled material not available in the Hawaiian Area and required for the support of CarAirGroup 100.

6. Cognizant sections of this Division are directed to review requisitions submitted by CO, NAS, Barbers Point and furnish, as appropriate, any BuAer-controlled material or equipment required for the support of the subject air group.

/s/ R. M. REYNOLDS,  
Comdr., USNR

cc: Op-31  
Progress Division

APPROVED: /s/ J. P. FITZSIMMONS  
Commander, USN

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NAVY DEPARTMENT  
BUREAU OF AERONAUTICS  
WASHINGTON, D. C.

Aer-MA-02-RHE  
C-06384  
AIR MAIL

14 March 1944

CONFIDENTIAL

From: Chief, BuAer.  
To: CO, NAS Barbers Point, Oahu.  
Subj: Carrier Air Group 100 - Commissioning of.  
Refs: (a) Cominch and CNO conf. desp. 101820 (March).  
(b) Maintenance Division Outfitting Directive No. 339, of  
14 March 1944.  
Encl: (HW) (A) Copy of ref. (b).

1. Ref. (a) directed the commissioning of CarAirGroup 100 at NAS, Barbers Point on or about 1 April 1944, to serve as a carrier replacement training group in the Central Pacific Area.

2. Inasmuch as CarAirGroup 100 is being commissioned as a permanent shore based training squadron, a commissioning allowance of TBA material will not be furnished at the direction of this Bureau.

3. The CO, NAS, Barbers Point is requested to obtain from the appropriate sources in the Hawaiian Areas the necessary material and equipment for the support of CarAirGroup 100. Items of BuAer-controlled material, such as shop equipment and ground handling equipment, required but not available in the Hawaiian Area may be requested from BuAer. Requests for other materials and equipment necessary for the support of the subject air group and not available in the Hawaiian Area should be forwarded through the established channels of supply.

4. By ref. (b), the cognizant sections of this Bureau have been informed of the commissioning of CarAirGroup 100 and have been directed to review requisitions submitted by CO, NAS, Barbers Point for aeronautical maintenance material and equipment required for the support of the subject air group.

AIR MAIL

cc: ComAirPac  
ComFairWest  
ComFairAlameda  
CO NAS Pearl Harbor  
AMO Oakland  
ASO NASD Phila.  
BuSanda (SV) (2)  
BuMed Avia. Div.  
ASA Oakland

/s/ J. P. FITZSIMMONS  
Commander, USN  
By direction Chief of Bureau



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CinCPac File  
Pac/F-5/mp  
A3/VV  
A16-3/BD

UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS  
Headquarters of the Commander in Chief

23 September 1943.

Serial 02273

CONFIDENTIAL

From: Commander in Chief, U.S. Pacific Fleet and  
Pacific Ocean Areas.  
To: Commanding General, U.S. Army Forces, Central  
Pacific Area.  
Commander Air Force, Pacific Fleet.  
Commander Hawaiian Sea Frontier.  
Subject: Operational Control of Aircraft, Hawaiian Area.  
References: (a) Hawaiian Defense Plan No. 2-42. (CinCPac  
Serial 0140W of June 27, 1942).  
(b) Aircraft Operating Policy and Doctrine,  
Hawaiian Area. (CinCPac Serial 02794 of  
23 September 1942 with changes 1 to 3 thereto).

1. The assignment of operational direction of  
military air forces shore-based in the Hawaiian Area has heretofore  
been dictated by a defensive concept. Conditions now require that  
the Hawaiian Area serve as a major base for offensive operations,  
and existing directives must be changed accordingly.

2. Under normal conditions reponsivility with respect  
to the operation of shore-based aircraft in the Hawwian Area is  
as follows:

- (a) Hawaiian Sea Frontier. Responsible for routine  
air search, anti-submarine action, air coverage  
of surface vessels, and Air-Sea Rescue operations;  
exercises operational control of aircraft assigned  
specifically for these purposes by other forces.
- (b) Seventh Air Force. Responsible for air defense  
(Fighter Command) under policy established by  
Commanding General, Central Pacific Area; exercises  
operational control of all Army aircraft except  
such planes as may be temporarily designated for Air  
Sea Rescue operations.
- (c) Air Force, Pacific Fleet. Responsible for readiness  
of all Navy and Marine aircraft; assigns aircraft  
(Fleet Air Wing) for purposes in (a) above; exercises  
operational control of all other Navy and Marine aircraft.

Seventh Air Force and Air Force, Pacific Fleet may assign components  
of their forces temporarily to the other command or to the Hawaiian Sea

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Pac/F-5/mp  
A3/VV  
Al6-3/BD

23 September 1943

Serial 02273

CONFIDENTIAL

Subject: Operational Control of Aircraft, Hawaiian Area.  
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Frontier for training, during which time the operational control of such components passes accordingly.

3. When emergency conditions exist, the following shall be immediately effective:

- (a) Seventh Air Force (Fighter Command) shall assume Operational control of shore-based fighter aircraft of all services, except those operating as escort for strike aircraft.
- (b) Under the broad direction of the Commander in Chief, Pacific Fleet, Commander Hawaiian Sea Frontier will coordinate the employment of strike aircraft of the Seventh Air Force and of Air Force, Pacific Fleet using the facilities of the Joint Command Center.

4. The Commander in Chief, Pacific Fleet may establish the condition of emergency over a period of time. The normal condition is initially prescribed, effective immediately.

5. Directives and instructions of reference (b) in conflict with this letter are hereby cancelled.

C. W. NIMITZ.

Copy to:

Cominch (5)  
CNO (5)  
ComGenCentPac (20)  
ComFourteen (20)  
ComSoPac  
ComNorPac  
ComAirPac (5)  
ComFairWestCoast  
ComFairAlameda  
ComFairSeattle

/s/ P.V. MERCER,  
Flag Secretary.

ComAirSoPac  
ComMarAirWingsPac  
CinCLant (5)  
ComUtWingsPac  
NAS Pearl  
NAS Kaneohe  
NAS Barbers Point  
NAS Puunene  
NAS Kahului  
NAS Johnston Is.  
NAS Hilo  
ComEastSeaFron  
ComGulfSeaFron

NAS Palmyra  
MCAS Ewa  
Each CV, PacFlt.  
ComAirLant (5)  
Combatpac  
Comcrupac  
Comdespac  
ComPhibPac  
ComSubPac  
ComServPac  
ComWesSeaFron  
ComAlSec  
ComPanSeaFron  
ComCaribSeaFron

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HEADQUARTERS VII FIGHTER COMMAND AEF  
Office of the Commanding General  
APO #958

CONFIDENTIAL

CG/1

323.71

1 October 1942

SUBJECT: Stationing of Army Fighter Squadron at Naval Air Station,  
Barbers Point

TO: Commander, U. S. Naval Forces, Pacific Fleet

1. Thank you very much for your recent letter advising that you will make available to this Command certain facilities at the Naval Air Station, Barbers Point. The basis for our desire to station one Army Fighter Squadron in this area was to provide full fighter coverage for the Island of Oahu. The location of a squadron at this field will be of particular value in accomplishing more rapid interceptions on raids from the south and southwest.

2. Movement of an Army Fighter Squadron to this area is not contemplated until the progress of construction warrants. We shall be happy to contact the Commanding Officer, Naval Air Station, Barbers Point, to ascertain when the move may be accomplished.

ROBERT W. DOUGLASS, Jr.  
Brigadier General, U. S. Army  
Commanding.

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NA70/NL 277

September 9, 1942.

C O N F I D E N T I A L

From: The Commanding Officer.  
To: The Chief of the Bureau of Aeronautics.  
Subject: Addition to Landplane Runways - request for.  
Reference: (a) Contract NOy 4173, Project 455.  
ENCLOSURE: (A) Print of Landplane Runways. (Three (3) copies).

1. Information at hand indicates that this station will be required, by July 1, 1943, to provide for the operation of aircraft in numbers and types approximately as follows:

- (a) 360 Carrier aircraft, (4 Carrier Air Groups or Carrier Air Replacement Groups).
- (b) 25 Army Fighters.
- (c) At least two (2) squadrons of VPB (B-24) aircraft.

2. At the present time, the following amount of runway paving has been completed: (See Enclosure (A)):

- (a) Runway "D" - 5300' X 250'.
- (b) Runway "B" - 3650' X 250'.
- (c) Approximately 100,000 sq. yds. in the runway inter-section area.

3. All authorized paving of runways is expected to be completed by January 1, 1943.

4. Two (2) VSB Squadrons are using the existing runways for training operations at the present time. Numbers of operating aircraft will be increased to approximately those listed in paragraph 1 above as operating, housing and messing facilities of this station become available.

5. In order to provide the length of runway necessary for operation of B-24 or heavier type aircraft, and to provide the width necessary for operation of aircraft in the numbers contemplated, it is recommended that the runways be increased to the extent shown by the shaded areas on Enclosure (A). Accomplishment by Change Order on Contract NOy 4173 is recommended.

September 9, 1942.

C O N F I D E N T I A L

Subject: Addition to Landplane Runways - request for.  
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6. Attention is invited to the fact that any necessary future extensions to the runways of this station can most expeditiously and economically be accomplished as a continuation of the present runway project, inasmuch as all the construction equipment necessary for this work, including rock crusher and asphaltic concrete mixing plant, are in operation at the site.

7. The cost of the proposed extension to the landplane runways is estimated to be \$994,000. This estimate has been made by the Station, and is subject to change by Contractor's estimators.

H. F. MacCOMSEY.

cc:

Com14 (with copy of Encl. "A").

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NAVY DEPARTMENT  
BUREAU OF AERONAUTICS  
WASHINGTON

Aer-TR-4-ER  
P11-1/F41  
C10236

24 July 1942.

CONFIDENTIAL

From: The Chief of the Bureau of Aeronautics.  
To: The Commander in Chief, U. S. Fleet.  
Via: Commander, Patrol Wings, Pacific.

Subj: Facilities for Training of and Maintaining the Efficiency of Free  
Gunners Attached to Units Based in the Hawaiian Area.

1. Two officers from the Training Division of this Bureau have recently returned from a visit to the Hawaiian Area where a survey of the facilities for training and refreshing of free gunners was made. Plans for increasing existing facilities and establishing additional Free Gunnery Training Units have been proposed, based on the belief that no amount of initial training on the Mainland will eliminate the need for constant refresher work with aircraft armament for the forces in the Hawaiian Area.

2. The only existing Free Gunnery Training Unit in the Hawaiian Islands is that conducted by Patrol Wing One at the Naval Air Station, Kaneohe Bay, where considerable equipment has been collected and specially qualified personnel have been organized into an excellent school. This unit has provided valuable ground training for over 1,000 men. It has recently been made available to small groups of carrier squadron gunners who, until this time, have been without any satisfactory ground training facilities.

3. It has been recommended by the Bureau of Aeronautics that similar facilities be set up at the Naval Air Station, Barbers Point and the Naval Air Station, Maui, under the cognizance of those Shore Establishments, and steps have been taken to provide funds for the necessary ranges and instruction buildings. It is further recommended that the existing Patrol Wing One school be taken over by the Naval Air Station, Kaneohe Bay, at such time as this transfer may be accomplished without curtailment of instruction under progress. Funds for providing moving target ranges and synthetic training buildings have been or will be available at an early date to that Station.

6. The high caliber of the training being conducted by Patrol Wing One and the initiative demonstrated in organizing that unit's school is worthy of favorable comment.

Copy to:

BuNavPers  
CincPac  
Compatwings, Pacific  
Compatwing One  
Compatwing Two  
NAS, Kaneohe Bay  
NAS, Maui  
NAS, Barbers Point  
BuAer (Personnel)

/s/ A. W. RADFORD,  
Captain, USN.

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SECOND ENDORSEMENT

Aer-MA-33-JS  
NA70

CONFIDENTIAL

13 July 1942

From: The Chief of the Bureau of Aeronautics.  
To: The Chief of the Bureau of Yards and Docks.

SUBJECT: Contract NOy-4173, Barbers Point - Increase in  
Shore Facilities - Request for. (CO, NAS, Barbers  
Point, ltr, conf. NA70/N1, dated May 27, 1942, with  
coml4's 1st endorsement dated 8 June thereto.)

1. Forwarded.

2. This Bureau concurs in the need for additional facilities at Barbers Point recommended in the basic correspondence. It is understood, however, that funds for all of this work are not available, and it is therefore recommended that only those additional facilities which can be financed from funds currently available be provided. On the basis of the information contained in the first endorsement, it is believed that the following facilities, in addition to those already authorized, can be provided using funds already allotted.

2 Bachelor Officers' Quarters, and Mess Hall (200-Man total) . . . . .	\$294,000
4 Enlisted Mens Barracks . . . . .	300,000
1 Enlisted mens mess hall and galley . . . . .	117,000

3. The estimated amount of funds required for collateral equipment for the above projects is \$110,000. The Bureau of Aeronautics will absorb this cost for the present and will request an allocation of this amount when funds become available by the passage of future appropriation legislation.

J. H. TOWERS  
Rear Admiral USN  
Chief of the Bureau of Aeronautics

cc: Cincpac  
ComCarPac(Admin.)  
Com 14  
NAS, Barbers Point, T.H.

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U. S. NAVAL AIR STATION  
BARBERS POINT, OAHU, T. H.

NA70/N1  
138

CONFIDENTIAL

May 27, 1942.

From: The Commanding Officer.  
To: The Chief of the Bureau of Aeronautics.  
Via: The Commandant, Fourteenth Naval District.  
Subject: Contract NOy-4173, Barbers Point; Increase in Shore Facilities, request for.

Reference: (a) OpNav Conf.ltr. Op-12F-drc (SC)A21-1 Serial No.037812 of May 11, 1942.

1. The housing and messing facilities authorized and under construction at this station will provide for two hundred (200) officers and two thousand (2000) men. Usable completion of a part of this construction is expected within three months, at least to an extent permitting limited operations from the new field. One hundred percent completion is expected within six (6) months.

2. In view of the directive contained in reference (a), together with other information at hand, it is apparent that the housing and messing facilities now authorized will be inadequate to meet future operational and other demands.

3. The following projects are recommended:

- (a) Construct two additional Bachelor Officers' Quarters together with mess and galley building, duplicating and doubling such construction now authorized.
- (b) Construct nine additional barracks, together with mess hall unit, bakery and cooks' quarters duplicating and doubling such construction now authorized.

4. Funds for this project are requested to permit the placing of material orders at an early date. If authorized, construction of these units should follow immediately upon completion of the similar units now under construction, and concurrent with other projects not yet completed at that time.



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NA70/N1  
138

CONFIDENTIAL

Subject: Contract NOy-4173, Barbers Point; Increase in  
Shore Facilities, request for.

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5. If the recommendations contained herein are approved,  
it is further recommended that orders for collateral equipment  
be placed at an early date.

H. F. MacCOMSEY.

C.C.  
BuDocks  
CincPac  
ComCarPac(Administration)

APPENDIX

B

**CONFIDENTIAL**

SHIP'S COMPANY  
PERSONNEL RECAPITULATION

SHIP'S COMPANY  
PERSONNEL RECAPITULATION

<u>Date:</u>	<u>Officers:</u>	<u>Enlisted Men:</u>
*Apr. 3, 1942	14	242
*July 4, 1942	40	305
*Oct. 20, 1942	91	422
Dec. 31, 1942	52	255
Jan. 31, 1943	56	343
Feb. 28, 1943	59	359
March 31, 1943	62	371
April 30, 1943	71	390
May 31, 1943	80	438
June 30, 1943	90	521
July 31, 1943	96	556
August 31, 1943	100	491
Sept. 30, 1943	98	491
Oct. 31, 1943	103	587
Nov. 30, 1943	106	553
Dec. 31, 1943	109	551
Jan. 31, 1944	114	565
Feb. 28, 1944	116	580
March 31, 1944	121	689
April 30, 1944	131	841
May 31, 1944	137	1329
June 30, 1944	159	2099

\* Approved complement figures only ones available

**CONFIDENTIAL**

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SHIP'S COMPANY  
PERSONNEL RECAPITULATION  
(Continued)

<u>Date:</u>	<u>Officers:</u>	<u>Enlisted Men:</u>
July 31, 1944	165	2473
Aug. 31, 1944	157	2389
Sept. 30, 1944	159	3375
Oct. 31, 1944	166	3562
Nov. 30, 1944	177	4185
Dec. 31, 1944	183	4175
Jan. 31, 1945	185	3952
Feb. 28, 1945	183	3990
March 31, 1945	189	4068
April 30, 1945	177	4102
May 10, 1945	180	4221

CONFIDENTIAL

FLEET PERSONNEL RECAPITULATION

<u>Date:</u>	<u>Officers:</u>	<u>Enlisted Men:</u>
October 31, 1943	256	2733
January 1, 1944	653	6474
May 1, 1944	518	4651
August 1, 1944	550	3931
January 1, 1945	823	4900
April 1, 1945	1136	5074

HOUSING and MESSING FACILITIES  
in Relation to Total On-Board  
Service Personnel  
(31 Oct. 1943 to May 1945)

Under original contract, (NOy 4173), accommodations for 2000 enlisted men, 250 officers, and 800 civilians, were authorized. In August, 1942, doubling of the station's personnel capacity to a rated capacity of 4000 enlisted men, 450 officers, and 1200 civilians.\*

<u>Date:</u>	<u>Officers &amp; Men:</u>	<u>Living Facilities:</u>	<u>Messing Facilities:</u>
31 Oct. '43	359 officers	4 B.O.Q.'s, total capacity, 550	2 officers' messes and galleys, total cap. 600 officers
31 Oct. '43	3230 men	18 barracks, total capacity 5740, including temporary barracks occupied by C.B.'s, total capacity, 1419	1 general mess and galley, cap. 6000
1 Jan. '44	765 officers	Same as 31 Oct. '43, plus 10 Quonset huts designed to house 700 officers	Same as 31 Oct. except 1 B.O.Q. mess hall converted to cafeteria style. Designed capacity of galley and mess not increased, extension of hours for meals accommodates excess officer personnel over designed capacity
1 Jan. '44	7048 men	Same as 31 Oct. '43, plus 10 Quonset huts designed to house 600 enlisted men	Same as 31 Oct. '43
1 May '44	652 officers	Same as 1 Jan '44, except 2 senior officers' quarters added - capacity, 7 officers	Same as 1 Jan '44

\* As of May, 1945 — 1150 civilians on board.

**CONFIDENTIAL**

<u>Date:</u>	<u>Officers &amp; Men:</u>	<u>Living Facilities:</u>	<u>Messing Facilities:</u>
1 May '44	5568 men	Same as 1 Jan '44, except 3 units for mess attendants, total capacity, 136	Same as 1 Jan '44
<p>Note: Facilities of former PNAB contractors' camp at this station presently available and utilized by C.B.'s and civilians as follows: 2 B.O.Q.'s, total capacity, 24; 10 barracks, total capacity, 1400; 5 barracks (civilian), total capacity, 400; 1 mess hall and galley, maximum capacity 2500.</p>			
1 July '44	708 officers	Same as 1 May '44	Same as 1 May '44 except 2nd B.O.Q. mess hall converted to cafeteria. Each B.O.Q. mess hall capable of serving total of 450
1 July '44	6019 men	Same as 1 May '44	Same as 1 May '44
1 Jan. '45	1007 officers	Same as 1 July '44 except 3 additional B.O.Q.'s, 1 additional senior officers' quarters; total rated capacity of all quarters, 965 (including former PNAB contractors' facilities)	Same as 1 July '44
1 Jan '45	8488 men	Same as 1 July '44 except 3 additional barracks and 2 BlB enlisted Waves barracks, total rated capacity (including former PNAB facilities), 9674	Same as 1 July '44 except 1 additional mess hall & galley, total capacity (including former PNAB contractors' mess hall), 11,500
1 Apr. '45	1311 officers	All housing facilities as of this date: 2 double-deck wood J.O.Q.'s, rated capacity, 192; 3 BlB J.O.Q.'s, rated capacity, 246; 10 Quonset hut J.O.Q.'s, rated capacity, 200; 2 double-deck wood B.O.Q.'s, rated capacity, (con't next page)	All messing facilities as of this date: 2 B.O.Q. mess halls and galleys, maximum service 600 each; 1 J.O.Q. mess hall and galley, maximum service, 500. Total maximum service, 1700

**CONFIDENTIAL**



<u>Date:</u>	<u>Officers &amp; Men:</u>	<u>Living Facilities:</u>	<u>Messing Facilities:</u>
		384; 2 single deck wood J.O.Q.'s, rated capacity, 24; 15 senior officers' quarters, rated capacity, 45; total rated capacity, 1091	
1 Apr. '45	9004 men	All housing facilities as of this date: 20 double-deck wood barracks, rated capacity, 6626; 7 BLB barracks, rated capacity, 2275; 10 single-deck wood barracks, rated capacity, 1600; 10 Quonset huts, rated capacity, 400; 4 BLB Wave barracks, rated capacity, 692; 3 stewards' quarters, rated capacity, 170; 1 fire station, rated capacity, 25; total rated capacity, 12,168	All messing facilities as of this date: 5 mess halls and galleys, maximum service, 16,320
May 1945	1460 officers	Same as 1 Apr. '45	Same as 1 Apr. '45
May 1945	8502 men	Same as 1 Apr. '45	Same as 1 Apr. '45

**CONFIDENTIAL**

A COMPARISON OF  
RECREATIONAL FACILITIES  
to  
TOTAL POPULATION

<u>Date:</u>	<u>Total Population:</u>	<u>Recreational Facilities:</u>
31 October 1943	3589	Officers' Athletic Club; Chief Petty Officers' club; 10 tennis courts; theater (seats 1200); bowling alleys; Ship's Service building; and athletic field.
1 January 1944	7813	Same as 31 October 1943.
1 May 1944	6220	Same as 31 October '43, except the addition of 1 recreation hall; 2 basketball courts; 1 softball diamond; and 6 horse-shoe courts. (Under construction: baseball diamond; 30 handball courts; athletic field; and 1 outdoor gymnasium).
1 July 1944	6727	Same as 1 May 1944.
1 January 1945	9495	Total recreational facilities: Officers' Athletic Club; Chief Petty Officers' Club; 1 theater; bowling alleys; Ship's Service building; 1 recreation hall; 1 athletic field (comprised of: 3 softball diamonds, 1 hardball diamond, and 1 football field); 2 softball diamonds; 7 basketball courts; 11 tennis courts; 4 shuffleboard courts; 8 volleyball courts; 1 gymnastic area; 2 boxing rings; 6 horse-shoe courts; and a beer garden.
1 April 1945	10,315	Same as 1 January '45, plus 1 amphitheater, total capacity, 7200 (rated). (Under construction: 1 Waves recreation hall; completion date estimated 1 June 1945). Construction is continuing on a program calling for considerable expansion of athletic facilities. New facilities will include 4 tennis courts; 2 softball fields; 1 swimming pool; 2 basketball courts; 2 paddle-tennis courts; and 2 volleyball courts.

**CONFIDENTIAL**

THUMBNAIL BIOGRAPHY OF CAPTAIN ERL C. B. GOULD, USNR,  
THIRD COMMANDING OFFICER OF NAVAL AIR STATION,  
BARBER'S POINT, CAHU, T. H.

Captain Erl C. B. Gould, USNR, the present commanding officer of Barber's Point, has many years of aviation, both flying and administrative, to fit him admirably well as Skipper of this air station. Captain Gould first took up flying in 1916, and was qualified as U. S. Naval Aviator No. 63. He then served as instructor of flying at Naval Air Station, Bay Shore, Long Island, until December, 1917, and subsequently was placed in charge of the contingent of officers, student officers, men, and crated planes transferred from Bay Shore to commence flying activities at the newly established air station at Key West, Florida. The first plane was uncrated, assembled and then flown over Key West by Captain Gould on the day of the contingent's arrival. In July of 1918, the then Lt. Gould, age 22 years, was placed in command of the air station. After World War I, Captain Gould returned to civilian life and was associated continuously with the steel industry and brokerage business in Pittsburgh, Pa., until he re-enrolled as Lt. Commander in the Naval Reserve in November of 1940. Following a short tour of duty in the Bureau of Aeronautics, he was ordered to Corpus Christi, Texas, early in 1941 to assist in setting up the Cadet Regiment prior to the commissioning of that station. He served as Cinc of the Cadet Regiment until December, 1942, when he became XO of the station. During this period he re-won his flight orders. In July, 1941 he was promoted to Commander, and in Sept., 1943, to Captain. In August of 1943 Captain Gould assumed command of Acorn 14, and on its way to Tarawa it was staged at Barber's Point Naval Air Station. Eighteen hours after the first pieces of heavy machinery

were brought ashore on D plus 4 day, the old Jap. strip on Betio Island was sufficiently repaired to bring in a squadron which trained at Barber's Point and landed its planes without mishap. In recognition of accomplishments at Tarawa, Capt. Gould has been decorated with the Legion of Merit.

The Captain married Katherine S. Laughlin of Pittsburgh, Pa., on June 1, 1918. They have two daughters and four sons. The eldest son, Staff Sgt. Curtiss E. L. Gould, USMC, has served nineteen months in the South Pacific, where his unit twice received the Presidential Citation. The second son, Earl C. B. Gould, jr., is a private first class in the Fifth Marine Division.



Captain Erl C. B. GOULD, USNR

THUMBNAIL BIOGRAPHY OF CAPTAIN D. S. MacMAHAN, USN,  
SECOND COMMANDING OFFICER OF NAVAL AIR STATION,  
BARBER'S POINT, OAHU, T. H.

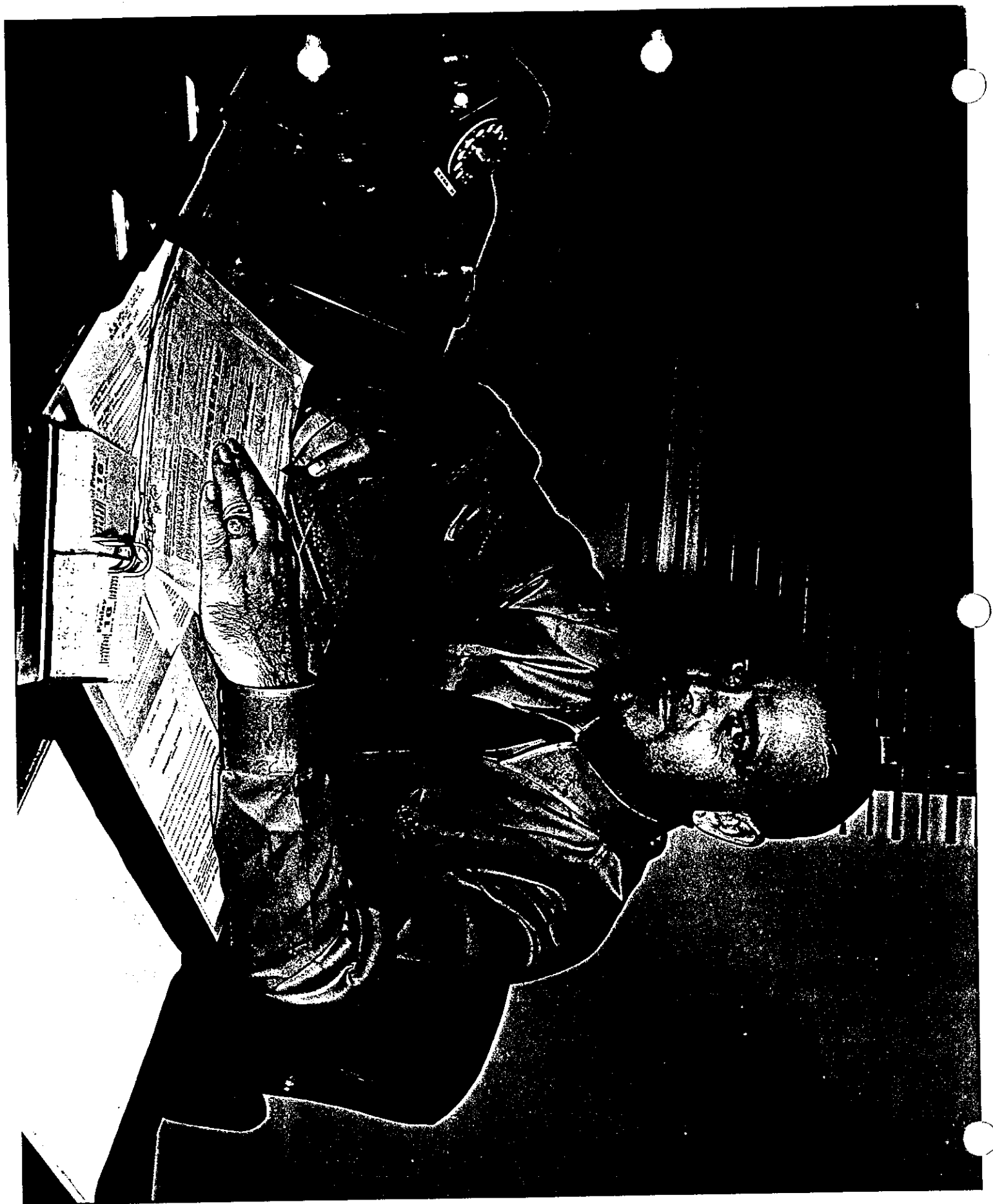
Holder of the Presidential Citation Ribbon for active service in the South Pacific during the present war, Captain D. S. MacMahan, USN, on July 7, 1943, assumed command of the Naval Air Station, Barber's Point.

Captain MacMahan, in addition to his services in this war, has several flight records to his credit, among which are a non-stop flight from Panama to Washington, D. C., and return, and participation in a flight of twelve planes from San Diego to Panama which at the time set a record of twenty-two hours.

Captain MacMahan graduated from the Naval Academy in 1923 and served the next two years with the fleet on the West Virginia, the Arkansas, and the destroyer, Kane. In February, 1926, he entered the flight training course at Pensacola, following which he served as senior aviator on the Arizona and the Pennsylvania. For two years he flew PBVs during which time he made several interesting flights, among which was one from San Diego to Sitka and Kodiak, Alaska, by way of Seattle.

Captain MacMahan has served aboard three carriers. While serving aboard the Saratoga in VF-1, he took part in the Cleveland National Air Races. Aboard the Wasp he had command of a fighting squadron, and for eleven months before his assumption of duties as Commanding Officer of this station, he served aboard the Enterprise as Air Officer, ten of the eleven months having been during periods of action in the South Pacific.

Captain MacMahan's permanent home town is not known to the compiler of this history; however, during his tour of duty outside the Continental Limits, his wife resided at Coronado, California.





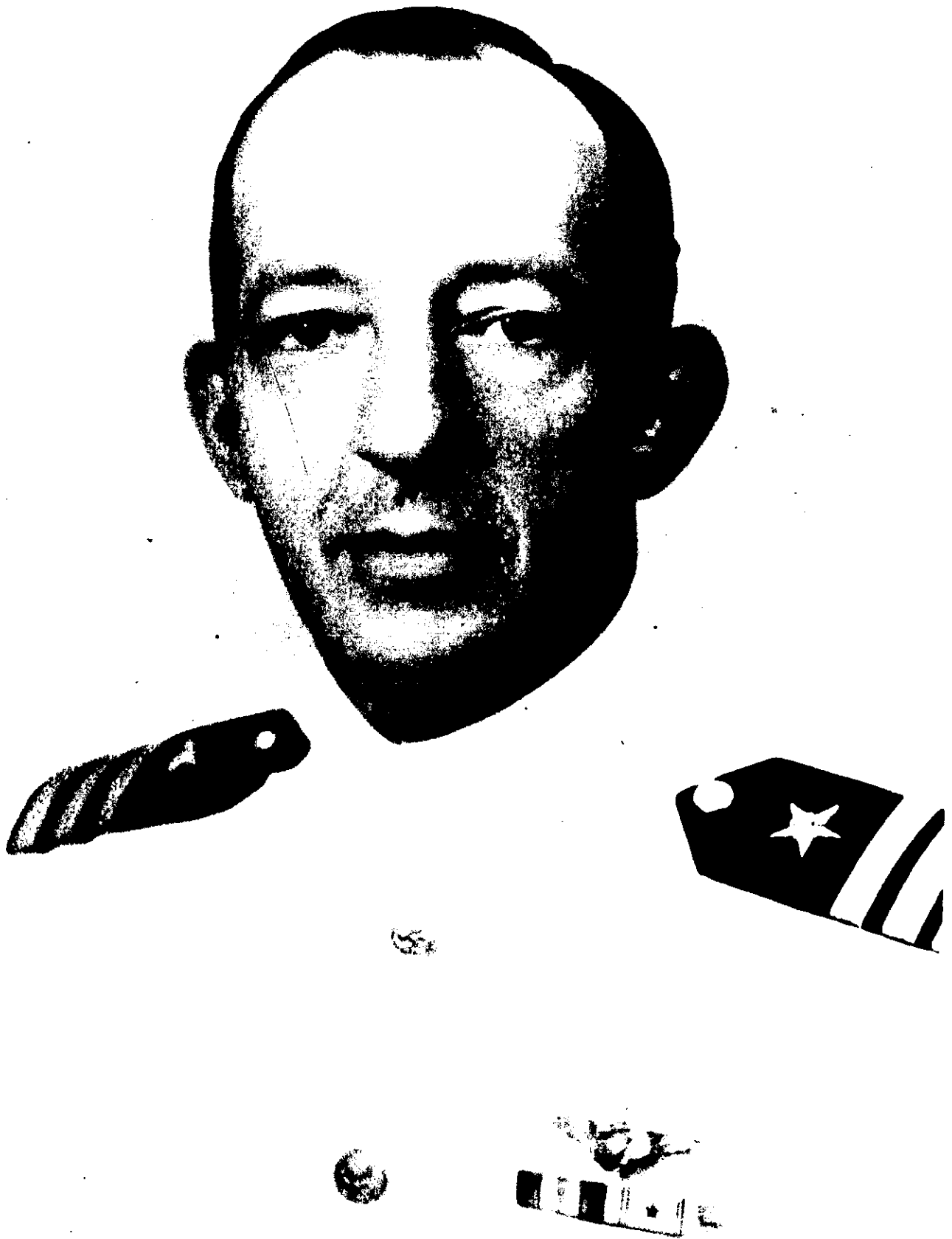
Thumbnail Biography of  
CAPTAIN H. F. Mac COMSEY, USN,  
First Commanding Officer  
of Naval Air Station, Barber's Point.

A great deal of credit is due to Captain MacComsey, first commanding officer of Naval Air Station, Barber's Point, for his keen foresight in planning and anticipating needs and his untiring efforts towards making this station the great activity it is at the present time, and it is most regrettable that we have such a meagre amount of information of a biographical nature at our disposal. His was the job to commission the station and organize it into a smoothly working Naval Aviation Air Activity.

Many were the problems of his time, as we've mentioned in the narrative, in regards to the numerous construction difficulties and the fact that everything was done under pressure so that we could get ready for any or all exigencies.

Captain MacComsey was air officer on the Carrier YORKTOWN just prior to his being ordered to duty at Naval Air Station, Barber's Point. He has been in Naval Aviation since about the year 1924, and since that time has served on many ships and stations. He entered the Naval Academy in June of the year 1918, and was commissioned an Ensign in June, 1922. He served in VF-6 about the years 1930-31. He has served at Pensacola and has served as Chief of Staff under Admiral G. D. Murray, USN. He served as commanding officer of Naval Air Station, Barber's Point, from April 13, 1942, until July 6, 1943.

Captain MacComsey is married and the father of two children.



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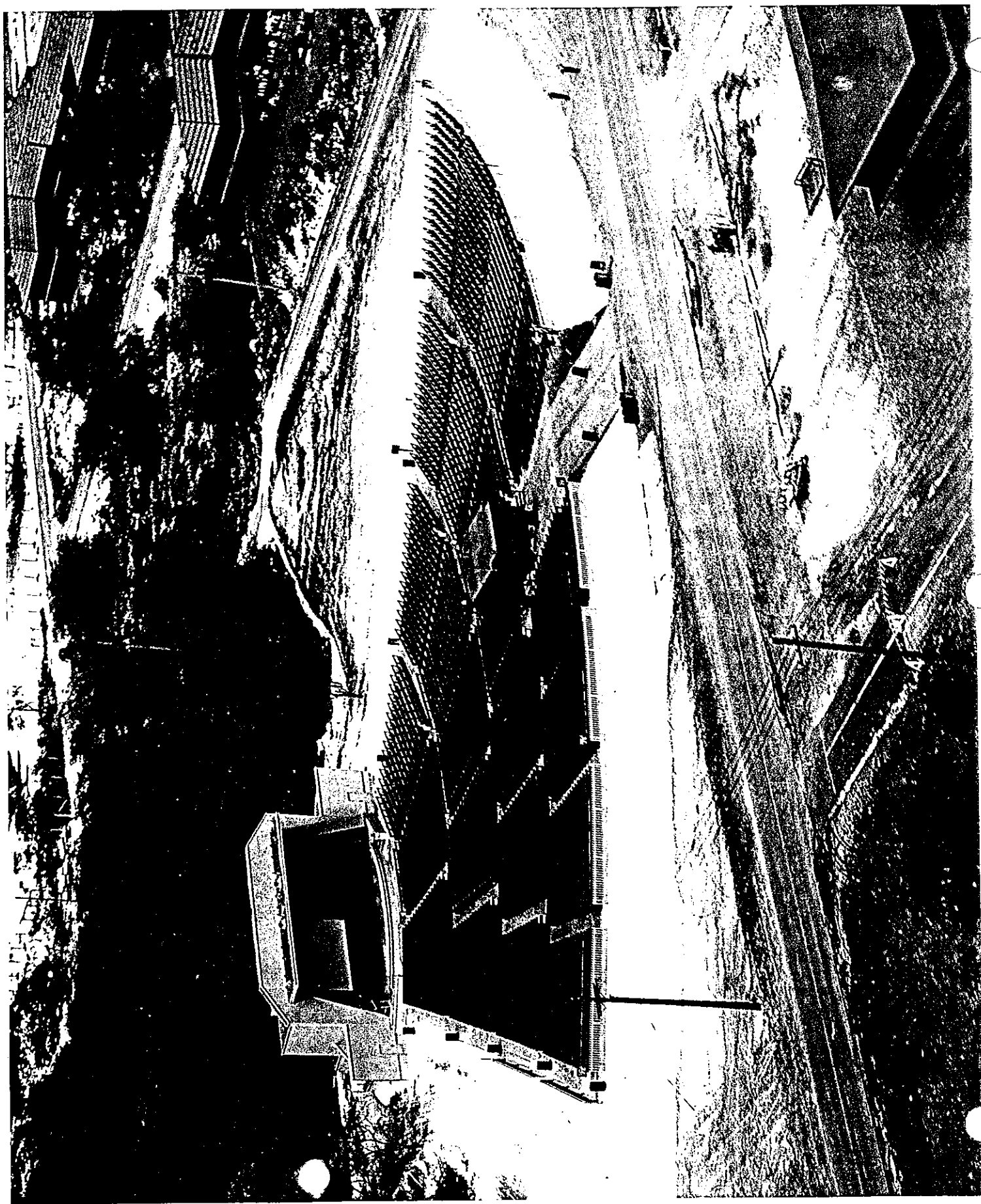
APPENDIX

E

BAGLEY AMPHITHEATER

Commissioned 6 April 1945

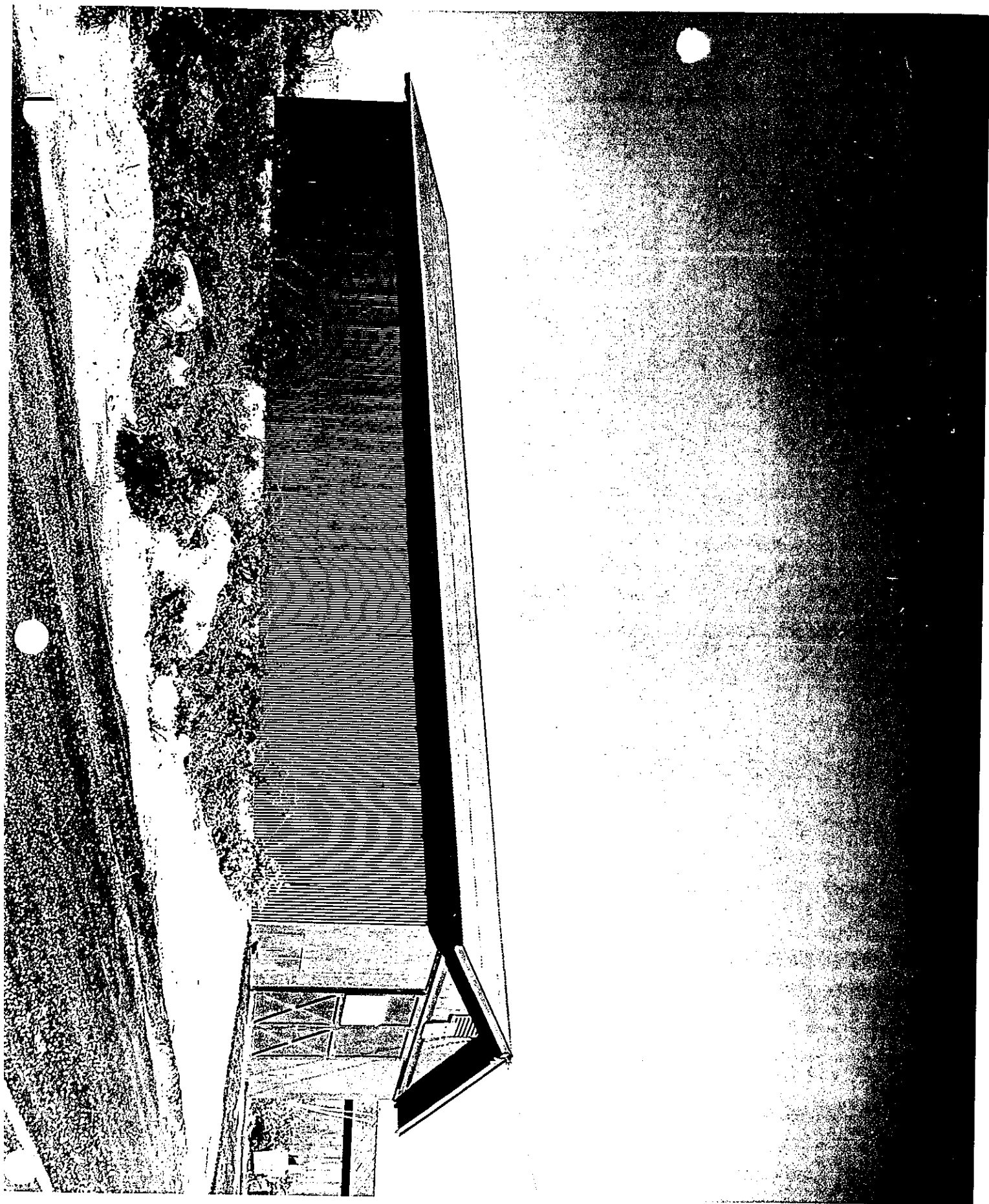
Rated Capacity 7200



ROCK CRUSHER and BATCHING PLANT

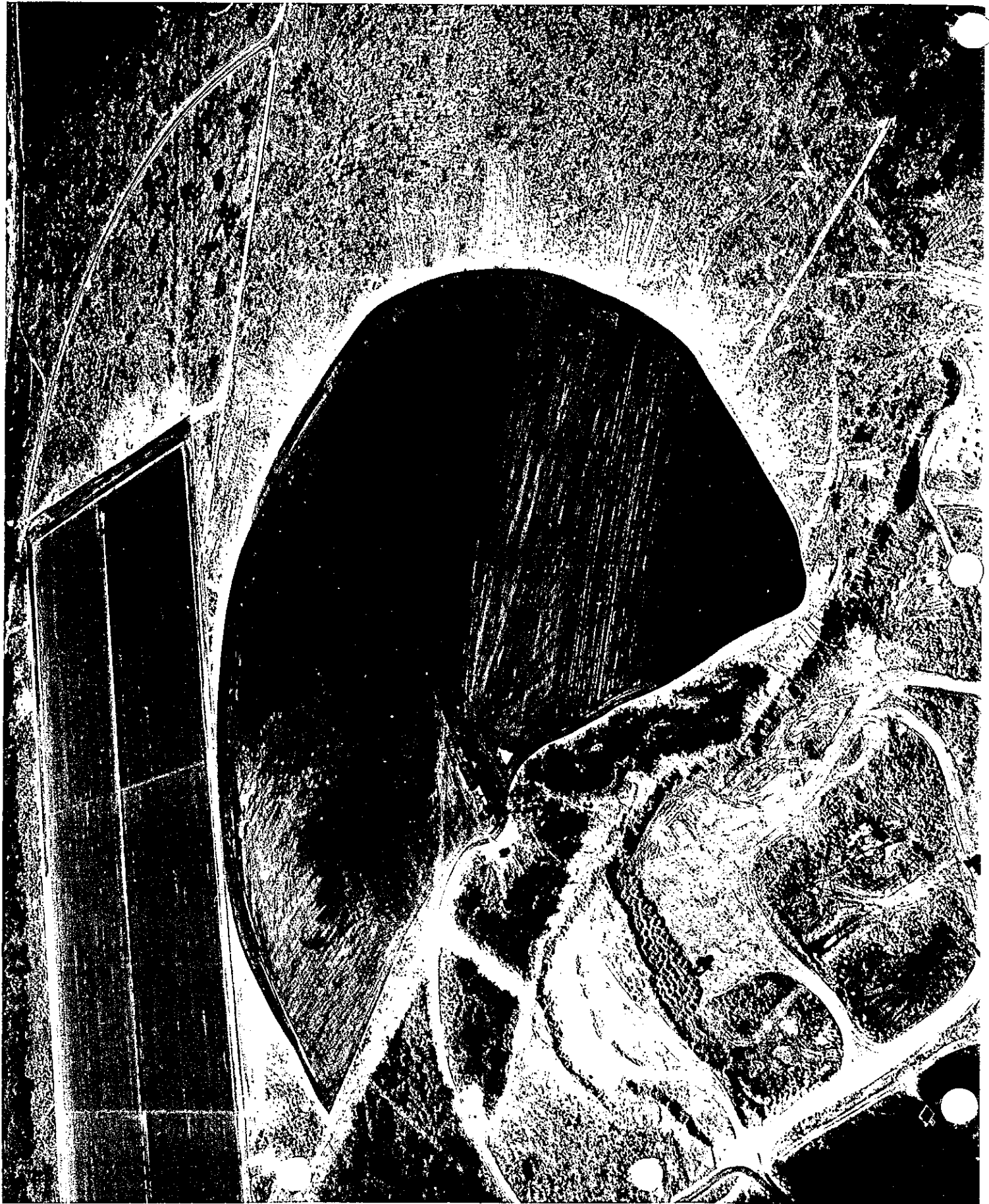


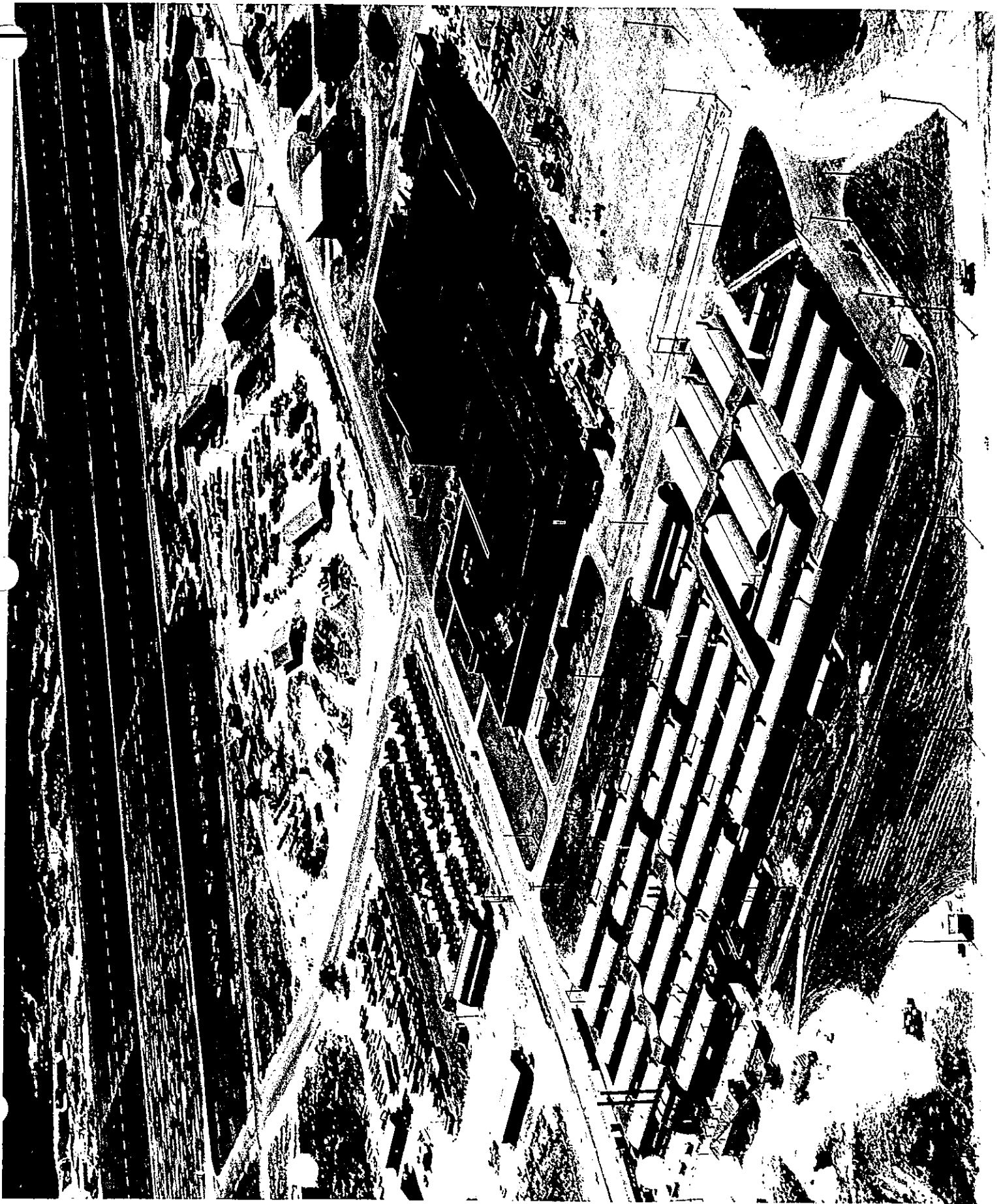




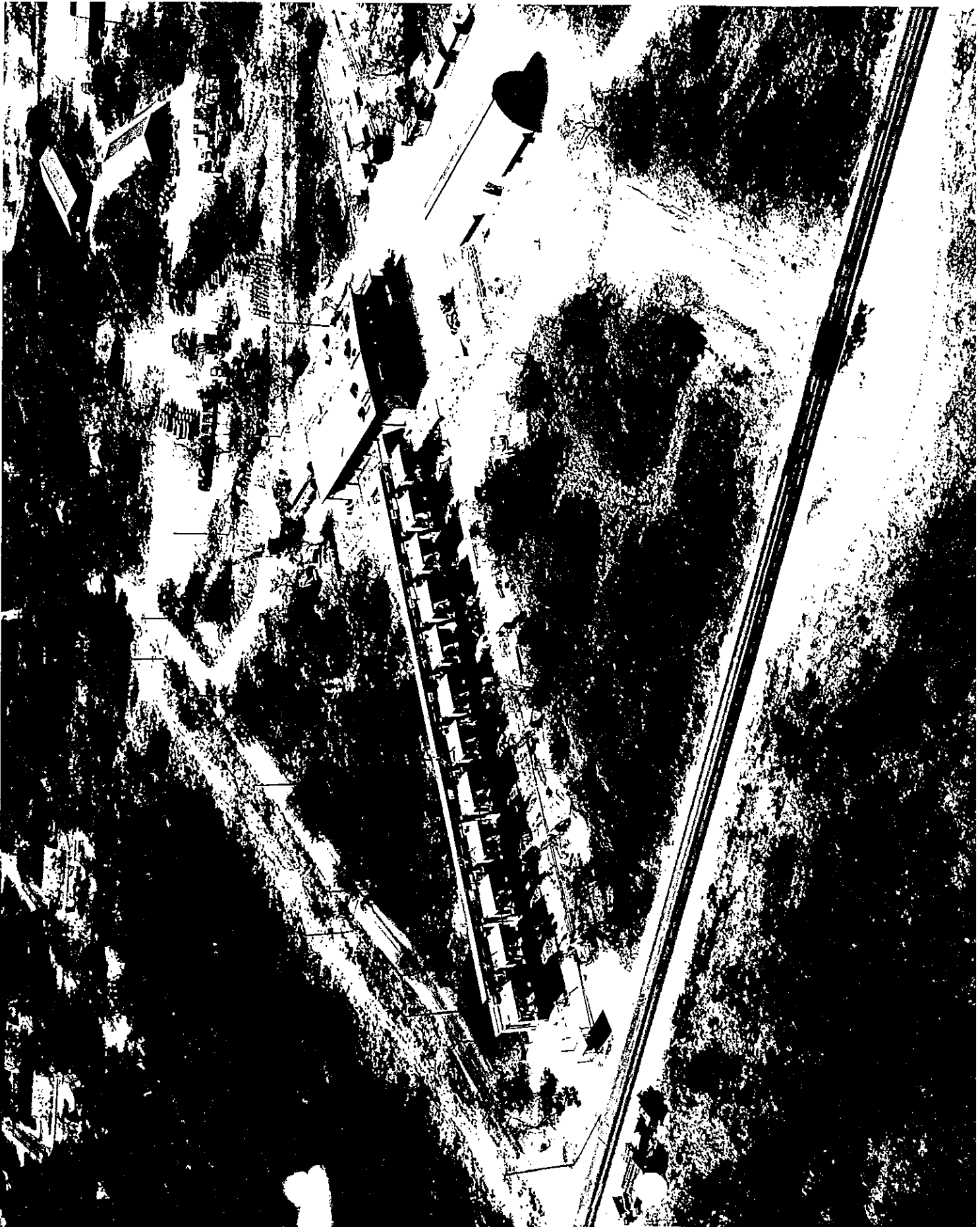
TYPICAL "A" TYPE STORAGE BLDG.

FIGHTER DIRECTION ANNEX





A & R BUILDING, Including  
Progressive Engine Overhaul Facilities  
Housed in Quonset Huts



ENGINE TEST STANDS





IROQUOIS POINT PLANE POOL

(Encircled area)

25 OCT 44



NAVAL AIR STATION, BARBER'S POINT

Early Picture of Plane Parking Area

28 Sep 43



HALEIWA AIR STRIP

Dark Portion Constructed  
by Naval Air Station, Barber's Point --  
"Touch and go landings"

14 DEC 44

AERIAL VIEWS OF NAVAL AIR STATION, BARBER'S POINT

Showing growth of landing field  
and facilities from their be-  
ginnings in thick undergrowth,  
through the clearing, paving,  
and building operations.







24 Aug 1942

8/24/42

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U.S. NAVY AIR STATION  
24 AUG 1942

24 AUG 1942



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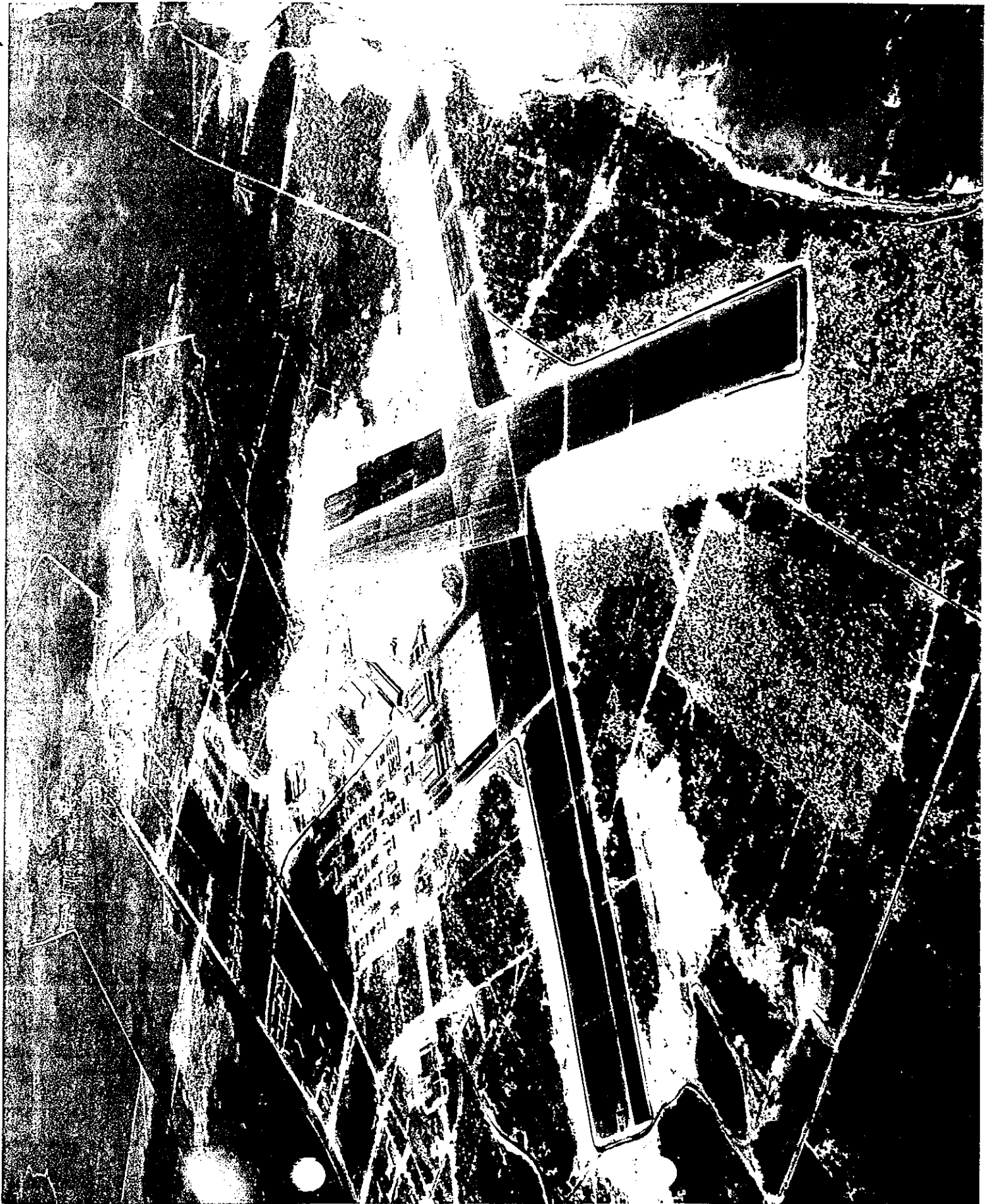
COPIES OF THIS DOCUMENT ARE AVAILABLE TO THE PUBLIC



3 June 1943

3 JUN 1943

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

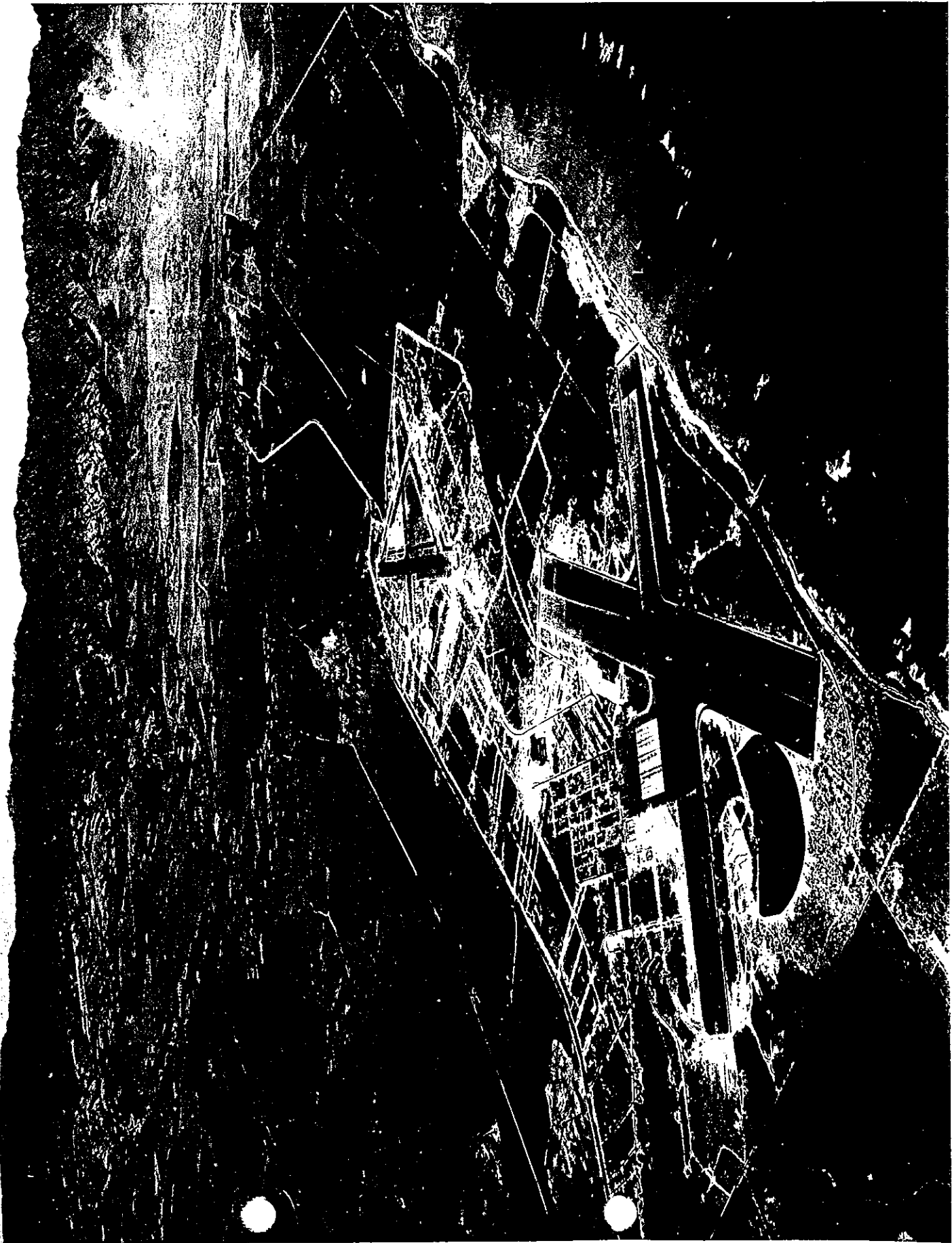


3 June 1943

3 JUN 1943

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4-501 24 JAN 1944

THE UNITED STATES BUREAU OF INVESTIGATION

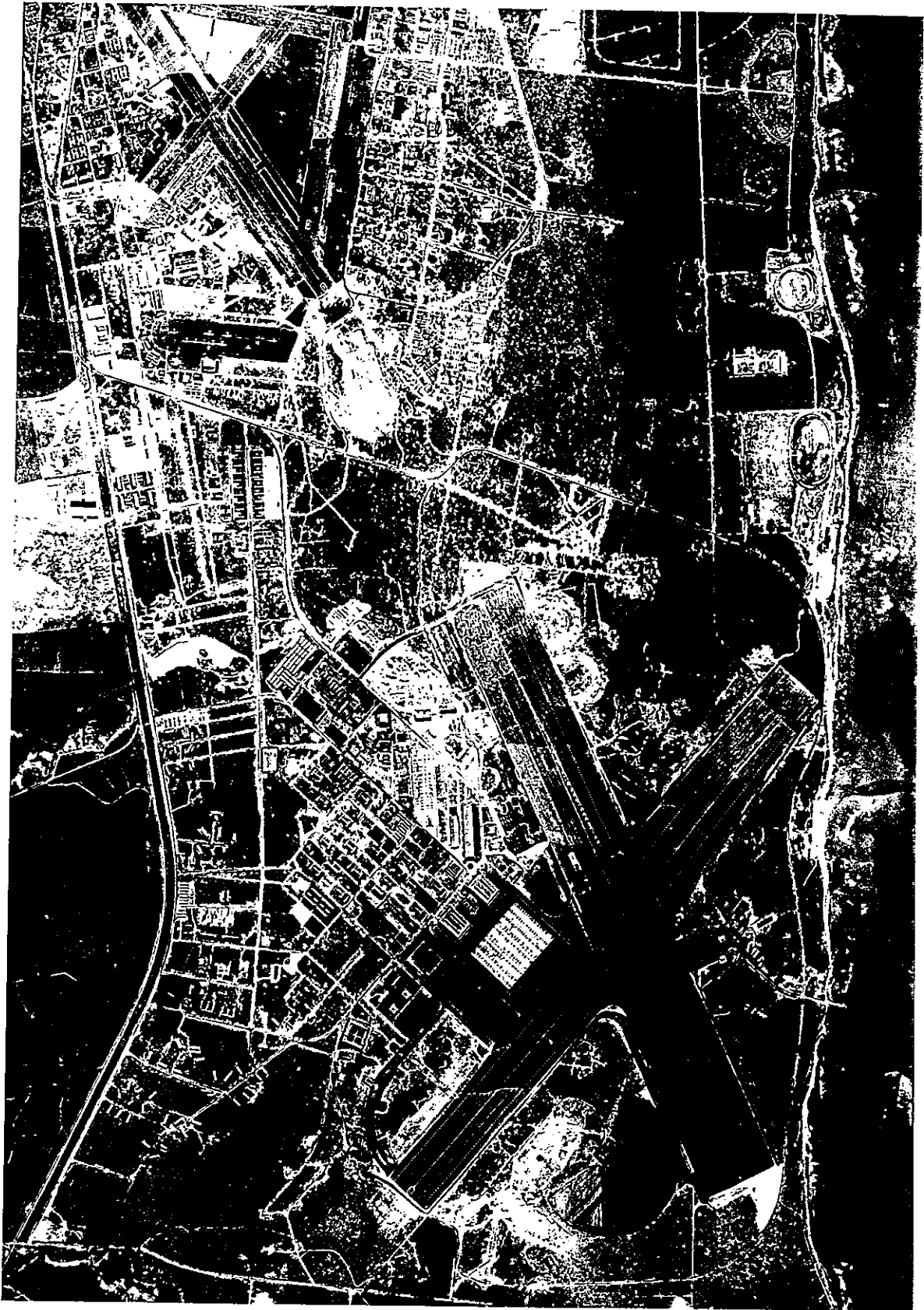
CONFIDENTIAL



4-1333 T 1944

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WASHINGTON, D.C.

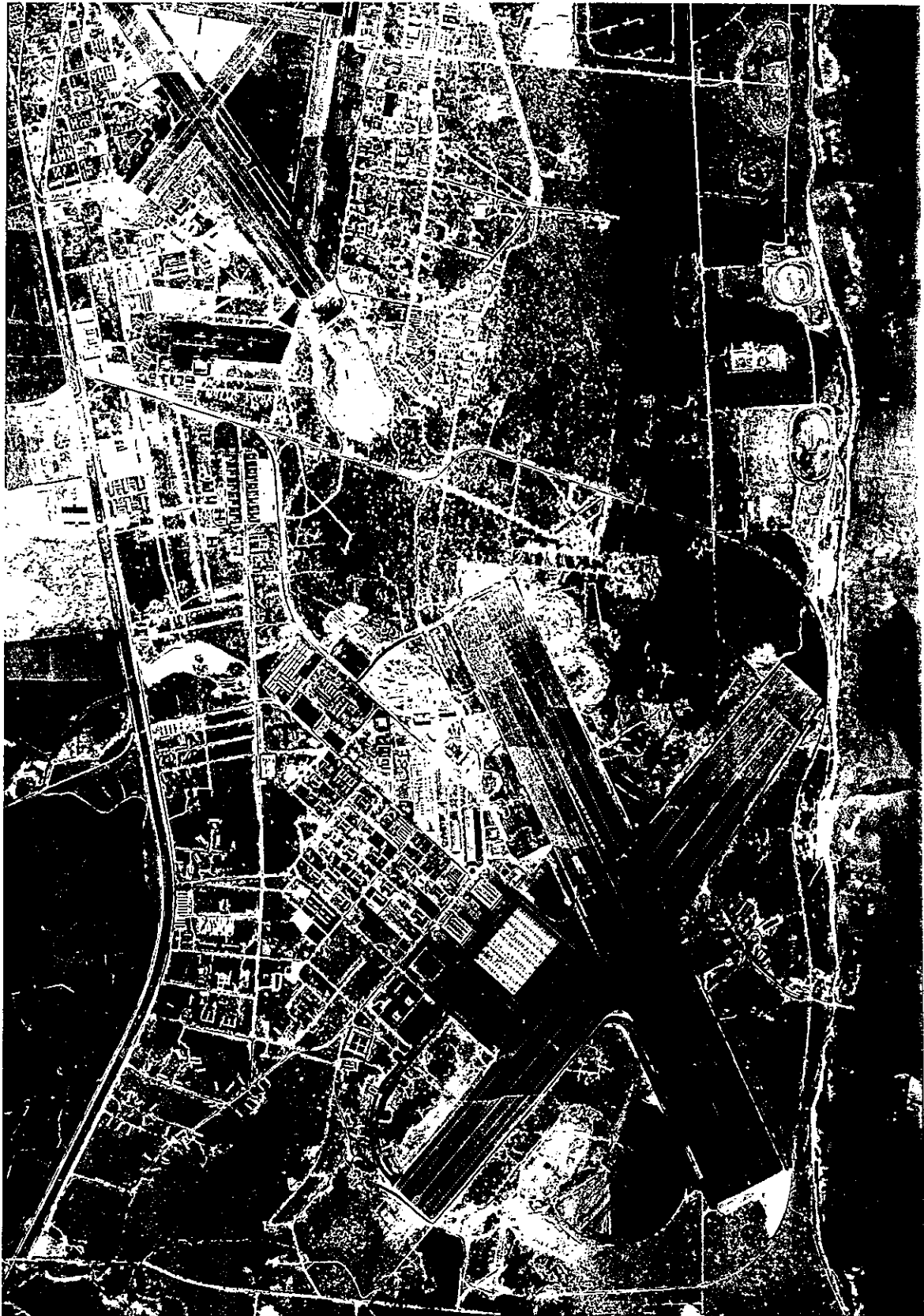
CONFIDENTIAL



R.F.P. No. 4-2223 25 MAY 1945 45  
Subject:

NAVY DEPT.  
OFFICE OF THE  
NOT TO BE  
THE CHIEF OF THE BUREAU  
OF AERONAUTICS

RECEIVED  
MAY 25 1945

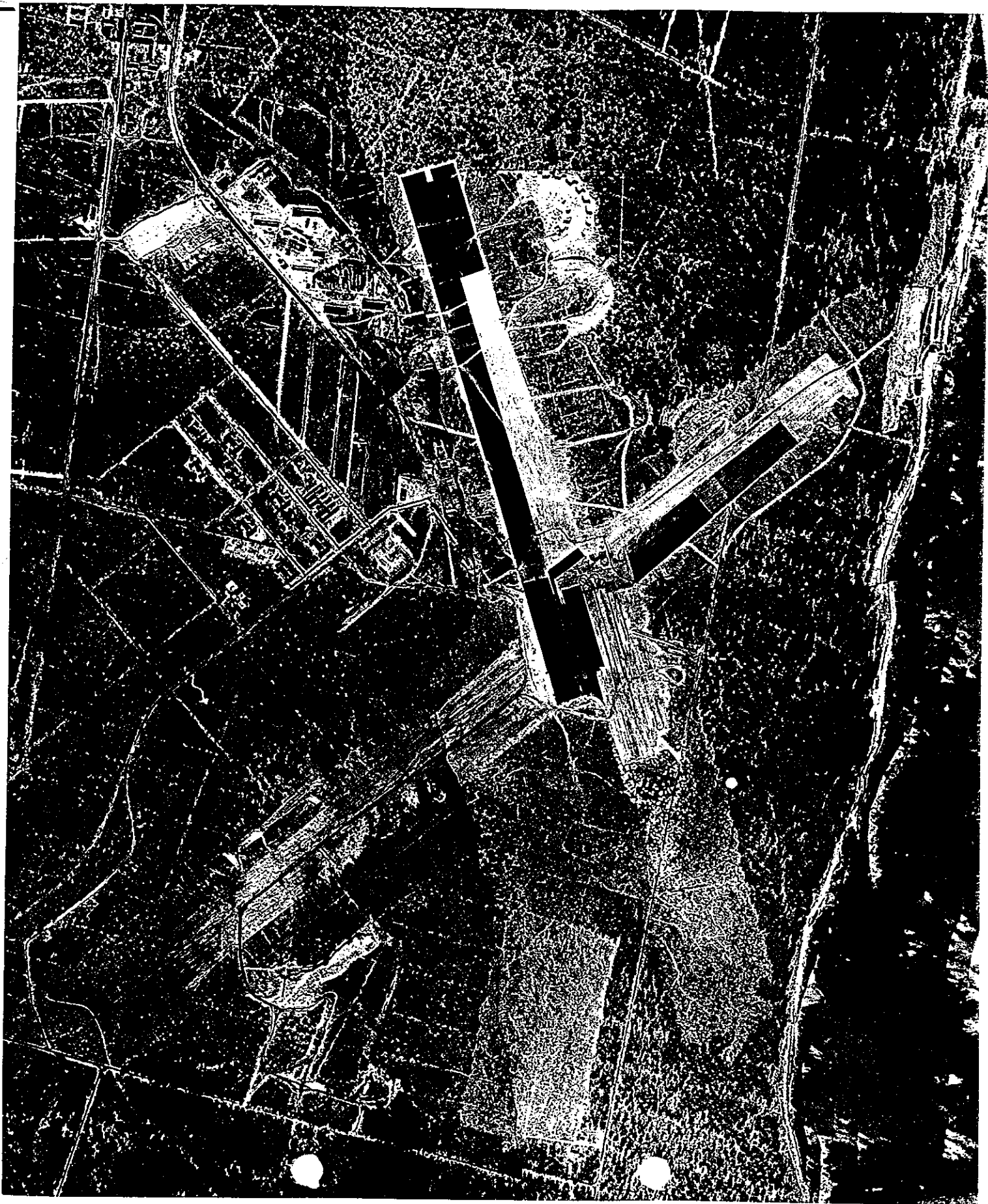




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U.S. DEPARTMENT OF  
THE ARMY

31 JUL 1942

COINTEGRATED



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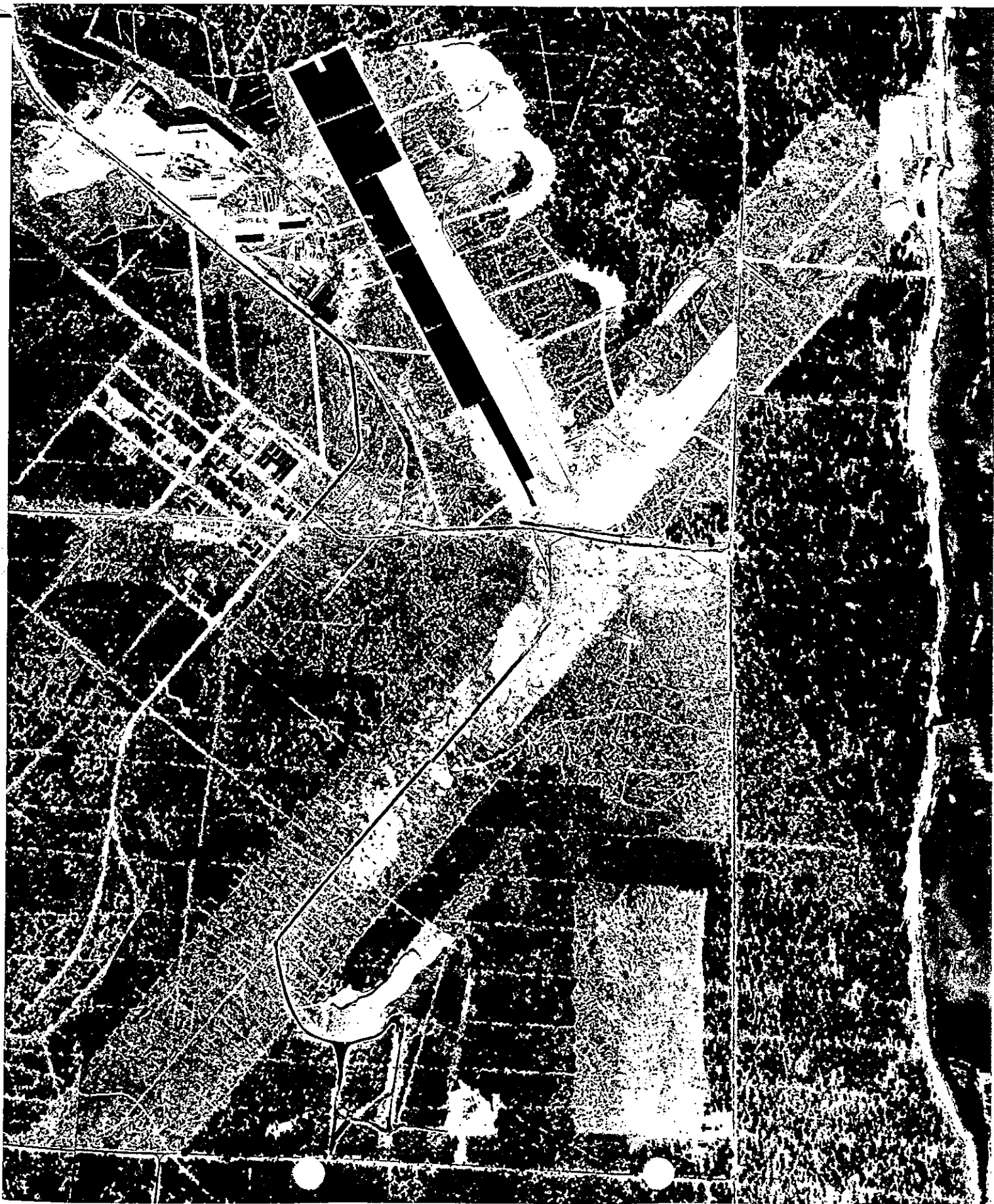
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THE UNIVERSITY OF CHICAGO

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IT IS A PLEASURE TO  
HAVE HOME LIFE  
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allowance of 413 ratings are filled partially with "out of rating personnel" accomplishing the necessary duties of the station by the method of screening personnel who have secondary qualifications. Excessive CPO and first class petty officer aviation ratings are evidenced. Advancement in rating frozen by Bureau of Personnel. No reenlistments made during October.

The "on board" for enlisted personnel shows an increase over October increasing to 327 at the end of November. The increase is largely in the seaman branch which had been reduced to about one-half at the end of the demobilizing period. Advancements in rating reopened in certain lower ratings. Second-class and below, to fill actual vacancies. One reenlistment made in November.

The "on Board" for enlisted personnel continues to show increases to 357 at the end of December. Recommendations for CPO's and first, placed on competitive examinations and quotas, and examinations held. A remarkably small number qualified due to raising service requirements by BuPers C/L 191-46. No reenlistments occurred in December.

The "on board" for enlisted personnel is fairly steady showing 355 at the end of January. A holiday leave period commencing in the middle of December was completed on 5 January 1947. Competitive examinations for Pay Grade II held during the month. Three reenlistments were made in January.

The "on board" for enlisted personnel is holding fairly even with 356 at the end of February. Three reenlistments made during this month. A drive to obtain men with electronics background was inaugurated resulting in two qualified out of twelve.

The "on board" for enlisted personnel in March is 358 and is holding almost constant for the past three months with a slight gain. Men are encouraged to take their accrued leave up to the authorized 8 per cent, however, the requests for leave is less than half of this percentage. A two-day course of Fire Fighting at the Navy Yard, Pearl Harbor has been started for all hands of which approximately 35 per class are attending. Specialist ratings retained as permanent rating structure in the Navy are returning, receiving on SPF3 for duty. Reenlistments on board are continuing low, one for this month. Many directives received for transferring rates back to Service Schools.

#### Welfare and Recreation

On 1 October 1946, the personnel of the Welfare and Recreation Department consisted of one officer and three enlisted men. The large decrease in personnel left the department with excess athletic gear, athletic fields, and recreation equipment. To save the equipment for future use, one gear locker was set up to receive all the property

belonging to the department. The lack of personnel made it imperative to close some of the recreation fields and screen all the equipment.

In the first part of November, the monthly financial statement as required by the Bureau of Naval Personnel, Pers-510-dmb, was submitted for the first time. The Recreation Department was then complying with all current directives governing Recreation Funds, including the SecNavDir to govern Navy and Marine Corps Recreation Funds dated 17 May 1946, #46-1071 in Navy Department Bulletin dated 31 May 1946.

By authority of District Special Order 46-46, Nimitz Beach was turned over to the station for administration. With additional officer personnel reporting aboard in November, a change was made and an officer was assigned the primary duty as Welfare and Recreation Officer and custodian of the Recreation Fund. During November, the Welfare and Recreation Officer of this station was appointed as a member of the Board of Administrators, Command Recreation Fund, FOURTEENTH Naval District.

Regulations governing the use of Nimitz Beach were promulgated in District Circular Letter No. 25-47 on 15 January 1947. The Recreation Officer received a check on 17 January 1947 for, \$5,000.00 from the District Recreation Fund to rewire Nimitz Beach.

The Recreation Fund received \$1,586.16 from Ship's Service Department on 7 February 1947.

Carrier Air Group Thirteen reported aboard the station with 340 men the first of March. The Recreation Department made every effort to make their stay an enjoyable one.

The enlisted men's club was remodeled and opened on 7 March 1947.

#### Ship's Service

On 1 October, the Ship's Service Department was being administered by an officer as collateral duty. The Commanding Officer ordered a Board of Investigation to investigate a loss of cash by the cashier which occurred on or about 3 October 1946.

An excess amount of merchandise was on hand, therefore, the Commanding Officer ordered a surplus counter set up to dispose of excess merchandise to service personnel. Prices were reduced on these excesses, thus giving service patrons the advantage of buying at reduced prices as well as reducing the inventory.

During the month of November a new Ship's Service Officer was assigned and the personnel situation was very unstable during this period.

The Commandant, FOURTEENTH Naval District placed Nimitz Beach under control of the Commanding Officer, Naval Air Station, Barber's Point. This resulted in assignment of the beer, Coca Cola, and charcoal sales to recreation parties, to the Ship's Service Department.

A joint BuPers and BuSanda letter directed the transfer of the Ship's Service Department to the cognizance of the Bureau of Supplies and Accounts, effective 1 March 1947.

A letter from the Navy Ship's Service Office in New York established this Ship's Service Department as a branch store under the Ship's Service Store, Submarine Base, Pearl Harbor, Cahu, T. H. Plans and preparations to effect this transfer were under way.

Effective 1 March 1947, Ship's Service Department was transferred to Bureau of Supplies and Accounts as directed by a joint BuPers and BuSanda letter, dated 11 February 1947.

This department is now operating as a branch store under the Ship's Service, Submarine Base, Pearl Harbor, T. H., as established by New York Navy Ship's Store Office.

#### Public Works

During the period 1 October 1946 to 31 December 1946, Public Works Department, Naval Air Station, Barber's Point, carried out the general station maintenance program, completed many special projects, and developed a policy of consolidation and coordination of divisions to assure higher efficiency at lower cost throughout the department.

Foremost among the special jobs was the continuance of the housing project to provide housing facilities for officers, enlisted men, and their families. By the end of December 1946, Public Works had completed

a total of 129 housing units and 113 families had been assigned quarters by the Public Works Housing Officer. Of this number, 70 units were completed during the period 1 October to 31 December and the electrical and plumbing installations, joiner construction and painting are well under way in approximately 40 additional units.

During this period, Building 21C was remodeled into a school for the children of officers and enlisted men on the base. The school has five class rooms, a cafeteria, galley, heads, and an office for teachers.

Another project of the period was the construction and installation of metal street signs throughout the station and the construction of wooden signs directing personnel and traffic to points of interest on the station.

Other completed jobs included the remodeling of one of the station galleys, construction and installation of playground equipment, installation of a soda fountain in the enlisted men's recreation hall, remodeling of a recreation room for station civilian women, the construction of the special training devices building and the renovation of three of the existing officers' quarters.

Commander, Naval Air Bases, directed Naval Air Station, Barber's Point, to take custody of the Commander, Naval Air Bases and ComAirPac Motor Pool located at Iroquois Point and to establish a pool at Barber's Point, assuming the responsibility for maintenance, receiving of additional vehicles and issuing to activities as directed by Transportation Officer, Commander, Naval Air Bases. The moving was accomplished by Transportation Division



of Public Works and the routine of issuing and receiving is well established.

Public Works Plumbing Division maintained the station water supply including the chlorination, operation of pumps and reservoirs at the water tunnel, and maintenance of all underground water lines. They operate the sewage disposal plant and CO<sub>2</sub> Building, including the maintenance of all fire fighting equipment on the station. A mobile repair unit for plumbing maintenance for station and outside activities was designed and equipped to increase the efficiency of the maintenance program.

In addition to the installation and maintenance of individual refrigeration units and the dispensing of ice from the ice plant to requesting activities, the Refrigeration Division installed air-conditioning units in the Administration Building.

The ten shop divisions of Public Works Department handle all the calls received through the Station Trouble Desk for emergency repairs on existing station facilities as well as operating a full station maintenance program at all times.

During this period, over 350 major job orders were submitted to Public Works Department by activities on the station for approval and execution. Approximately 310 jobs were completed between 1 October and 31 December. Here, too, full accounting of labor and material expended is kept, and all chargeable activities on the station are billed for the costs accrued in the completion of the job orders they submit.

In order to meet existing requirements with curtailed personnel and funds, it was necessary to consolidate and coordinate several divisions,

into one unified division such as in the case of the sheetmetal division, machine shop division, and the welding shop, which, for increased operational efficiency, have been consolidated into one Metals Division.

The same was true in the Transportation Division. Prior to this time, transportation and heavy equipment was divided into four separate divisions, operating from four separate centers and necessitating four sets of office help. It is now one division, comprised of four sections, operating more efficiently with a consolidation of records and unification of office help, which eliminates unnecessary duplication and delay.

Transportation facilities had to be cut to a minimum during this period due to a decrease in allotment. This measure had to be given due consideration so that the efficiency of activities would not be affected by lack of adequate transportation. Screening of automotive equipment was conducted and 338 of 907 vehicles were removed from active service. Of this number 94 were declared surplus and disposed of; 104 were declared in excess to the needs of the station and are now pending screening by Commander, Naval Air Bases. Vehicles removed were those which had seen a great deal of service and were inadequate for station use.

To expedite progress and eliminate delay in drawing materials needed by the various divisions of the department, Public Works is in the process of establishing a shop stores. Until shop stores goes into operation, all material must be requisitioned through the Supply Department which necessitates a delay of approximately four weeks. With the development of shop stores, all divisions of Public Works Department will be able to draw needed materials direct, thus eliminating delay and resultant inefficiency.

To perfect the system, inventory of stock is taking place at the present time with each shop submitting a high-low minimum of stock they use so that a sufficient supply can be stored at all times assuring efficiency of handling and an immediate availability of those items most used by the divisions in the execution of their work.

Since the start of the present fiscal year, Public Works Department has been operating under full accounting procedure. During this period, additions have been made to the system to increase the efficiency and complete the accounting process. An accounting section has been developed to bill all non-government activities and government activities from non-appropriated funds on this station for services and materials rendered them by Public Works and to keep close and accurate accounting of credits thus received by the department.

For the Plant Account Inventory of the station, inventory teams were established and this work is well in progress at the present time.

During the period 1 January to 31 March 1947, the Public Works Department has carried out the general station maintenance, special maintenance jobs, and has completed numerous special projects.

In order that most efficient use may be made of the limited funds and personnel available, a strong Planning Section has been organized for strict control of work required of the Department. Jobs are carefully screened and kept progressing through the shops toward rapid completion.

Three hundred and eighty-two work requests have been received and processed during the period. Of these approximately three hundred are complete.

The Interim Housing project is nearing completion. The project at Iroquois Point is complete with a total of 25 units. Areas 23, 77, and 85 are 90 percent completed.

Flood lights have been installed on the softball field, making it possible for night games and additional recreation for station personnel.

A survey was made of all building on the station. Those of wood construction were checked for needed repairs and bolts were tightened. Twelve barracks and buildings were opened and reconditioned for use by enlisted men and officers coming aboard the station during fleet maneuvers.

A 2,000 foot, six strand barbed wire fence is being constructed around Transportation Building 90 and the surrounding areas as a security measure.

The Telephone Exchange has made numerous installations, including teletalk systems throughout the station.

All roads and streets on the station have been striped.

Projects well under way include the installation of tie-down pad-eyes on the mat. To date 250 have been completed. An Air Conditioning Unit is being installed in the Flight Trainer School, Building 187; concrete caps are being placed on all valve boxes indicating the direction of flow of water on the marker and red lights are being installed on all field fire phones.

Plans have been formulated for projects to be started in the near future. These include the construction of 24 civilian family housing units from buildings 267 and 269, and renovation of the White Hat.

A survey of IVB positions has been completed through the preparation of up-to-date descriptions by the incumbents employed in the positions.

### Supply

A screening and identification program was undertaken by this department due to large excesses of stock. During the first part of October the Screening Unit was a separate function. In the latter part of October the Screening Unit was incorporated into the functions of the Receiving Division to more efficiently accomplish identification of materials. Receiving Division started preparing "dummy" invoices on all new material received to facilitate delivery, follow-up, process and speed up accounting procedures. For this quarter, the Receiving Division processed the following:

Bladings accomplished	214 No.
Invoices on new material	1900 No.
Invoices on Returned Material	860 No.
Tonnage on New and Returned Material	617 T.
Value of Material Scrapped	\$49,394.36

During this quarter the major Screening Unit was composed of enlisted personnel. The Screening Unit shipped to Aviation Supply Depot on 914 invoices, 10,298 boxes of material amounting to 1,222,364 pounds.

During this quarter the Control Group, which was then the Stock Control Division, established the QSSR (Quarterly Stock Status Report) system of replenishment and reporting of stock and excesses; conducted re-evaluation of stocks on hand and construction of items based on deployment of aircraft, mission of station, and A.S.O., BuAer and ComAirPac directives; set up program for procurement of stock to support aircraft based on M.A.S. - B.P. and MCAS-Ewa, in accordance with deployment of aircraft as set forth by ComAirPac; and established stock levels at a 90-day supply with a one month lead time.

Outgoing Stores Division, now divided between Material Group and Control Group, handled the following material for the quarter:

2265	Invoices	9157	Items
8538	Stubs	11,587	Items
278	Bladings	335	Tons

The total tonnage handled by the Delivery Section of this Division was 923 tons.

In the early part of December, revised editions of the Bureau of Supplies and Accounts Manual, Vol II were received. A complete reorganization of the Department was started, entailing a shuffling of personnel best qualified to set up and perform new functions, the preparation of new organizational charts and a revamping of virtually all departmental functions.

In the mid-part of December, the Supply Officer received from BuAer approval for the Supply and Accounting Offices to use the office space of the secured Assembly and Repair Department. This move was started on 26 December 1946. Public Works Work Requests and Job Orders were submitted previously to effect as rapid a move as possible.

As of 1 October 1946, the labor force, consisting of approximately 50 laborers, and 2 supervisors, was transferred from the Service Group to the Stores Group, now the Material Group. This has been a very effective change, inasmuch as the Stores Group was utilizing the services of the majority of the personnel and equipment.

Physical inventory for the calendar year was completed on schedule. A new directive from BuSandA was received, which directed each activity to make up and forward to BuSandA an inventory schedule of the individual department. This schedule was started by the Control Group.

A Supply Department Safety Officer was appointed to make regular inspections of the buildings and to insure proper stowage of materials.

Approximately 22 percent of the general stores retention list and approximately 65 percent of the Aeronautical retention list was restowed.

The reorganization of the Supply Department, started in December, 1946, in accordance with the revised edition of the Bureau of Supplies and Accounts Manual, was completed during the month of January.

The move to the old A&R Building offices, authorized by BuAer, was completed during the month of January; and the majority of the work was completed by the Public Works Department.

The Inventory schedule was completed by the Control Group on 20 January 1947, and physical inventory of stores started immediately.

In the latter part of February, the Supply Department undertook the work of repairing and maintaining fingerlifts and shop mules that are assigned to this department. At the end of February, this section had approximately 20 machines for handling materials in operation. This section was set up with the Command's authorization.

On 3 February 1947, a position description survey was started. All position descriptions were rewritten in accordance with the revised organization of the BuSanda Manual. This program was completed with the exception of minor details.



In accordance with District directives, all fork-truck operators in this Department were tested and licensed.

In accordance with Commanding Officer's Memorandum to Department Heads, dated 8 November 1946, a quarterly report on sick leave excesses was forwarded to the Executive Officer and a record established to enable a close check on all sick leave for the departmental personnel.

Project Order 658-46, at Iroquois Point, under the administrative cognizance of the Supply Officer is approximately ninety-eight percent complete.

This department has started exchanging departmental orders and memoranda on procedure with other Supply Departments at other activities and in this manner a great deal of helpful information has been obtained.

All accumulated surplus and prospective Class 265 material has been declared and is being held pending disposition.

A Planning Staff, as set up in the BuSanda Manual has been organized. Briefly, the functions of this Staff are as follows:

(a) Review, investigate and make recommendations for appropriate changes in:

- (1) Overall personnel requirements, distribution, and utilization.
- (2) Organization, distribution of functions, and clerical procedures.
- (3) Operating methods, including equipment and space requirements, layout, and utilization.

(b) Assemble operations statistics on production, work measurements, space allocation, and utilization and prepare statistical reports required by higher authority.

(c) Assist group and division heads in implementing management and statistical programs approved by the Supply and Accounting Officer and keep that officer advised of the status of such programs.

IN REPLY  
REFER TO

NAVAL AIR STATION  
Navy Number 14 (One Four)  
c/o Fleet Post Office  
San Francisco, California

NA 70/0872

NA70/A12-1

Serial: 0391

29 OCT 1945

C O N F I D E N T I A L

From: Commanding Officer.  
To: Chief of Naval Operations, Aviation History Unit, Op-33-J-6.  
Via: (1) Commander, Naval Air Bases, FOURTEENTH Naval District.  
(2) Commandant, FOURTEENTH Naval District.  
  
Subj: History of the Naval Air Station, Barber's Point, Oahu, T.H.,  
Supplement 1, forwarding of.  
  
Ref: (a) Aviation Cir. Ltr. No. 23-45.  
(b) Aviation Cir. Ltr. No. 92-44.  
(c) Manual for Historical Officers, NavAer 00-250-26.

1. In compliance with references (a), (b), and (c), enclosure 1 is respectfully submitted.



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BY \_\_\_\_\_ DATE \_\_\_\_\_

Encl.

1. Supplement 1 to History of the  
Naval Air Station, Barber's Point,  
covering the period from 1 June to  
3 Sept. 1945.

SUPPLEMENT 1.

HISTORY OF BARBER'S POINT

(From 1 June to 3 Sept)

The progressive engine overhaul plant turned out 255 major and 11 minor overhauls during the month of June; 317 major and 17 minor overhauls during July and 215 major and 9 minor overhauls during August. The engine preservation building is 99% completed and in use. Two of the eight additional engine test cells are in use and work is progressing satisfactorily on the remaining six.

A concrete parking area for salvage operations was completed at Iroquois Point.

The most significant feature of station activity for the month of August was the post war planning incident to the Japanese military collapse. Public Works submitted to the Bureau of Yards and Docks the following plans for possible projects of benefit to the post war Navy which could be constructed under post war unemployment relief program:

50 Officer's Quarters	1 Mess Hall (2,000 men)
1 BOQ (225) with Wardroom	1 Recreation Hall
100 Enlisted Men's Quarters	1 Post Office
100 Civilian Quarters	1 Storehouse, Norfolk type
9 Barracks, Jacksonville (240 men)	1 500-seat Chapel

The sites are already acquired and building could be started 30 days following the day allotment of funds was made. Estimated maximum time needed for completion is eight months. Total estimated cost - \$5,010,000.00. No funds are available and Congressional authorization has not yet been secured.

Certain facilities of the Combat Air Training Unit Gunnery School were made available to the Educational Services Center for both on-duty and off-duty training courses of high school and college level. 30,000 USAFI text books were obtained and 1,561 students enrolled in 72 different two-hour classes running from 1730 to 2200 five days a week to open the day after official V-J DAY. Eight enlisted instructors were detailed to the school and 36 volunteer teachers obtained, 50% of whom are officers.

SHIP'S COMPANY  
PERSONNEL RECAPITULATION

<u>Date:</u>	<u>Officers:</u>	<u>Enlisted Men:</u>
31 May 1945	182	4183
31 June 1945	185	4328
31 July 1945	174	4189
31 August 1945	171	4379

FLEET PERSONNEL RECAPITULATION  
(Including CTU 97.9.9)

<u>Date:</u>	<u>Officers:</u>	<u>Enlisted Men:</u>
1 June 1945	1349	3418 (minus CTU)
1 September 1945	822	3817 (plus CTU)

HOUSING AND MESSING FACILITIES  
in Relation to Total On-Board  
Service Personnel

<u>Date:</u>	<u>Officers &amp; Men:</u>	<u>Living Facilities:</u>	<u>Messing Facilities:</u>
1 Sept. 1945	993 Officers	Work on Senior Officers' Quarters completed.	Senior Officers' Mess completed.
	8196 Men	Same as 1 Apr '45	Same as 1 Apr '45.



A COMPARISON OF  
RECREATIONAL FACILITIES  
to  
TOTAL POPULATION

<u>Date:</u>	<u>Total Population:</u>	<u>Recreational Facilities:</u>				
		<u>Facility</u>	<u>Officers</u>	<u>Enl. Men</u>	<u>Enl. Women</u>	<u>Civ.</u>
1 Sept. 1945	9189					
		1 Badminton Court	-	-	1	-
		7 Basketball (outdoors)	1	5	1	-
		1 " (Hard surface)	-	-	1	-
		3 Boxing area	-	2	-	1
		3, *1 Gymnastic area	*1	3	-	-
		18 Handball Courts	6	12	-	-
		16 Horseshoe pits	6	10	-	-
		6 Paddle Tennis	2	2	2	-
		3 Shuffle boards courts	-	3	-	-
		13 Softball fields	2	9	1	1
		13 Tennis Courts	8	1	2	2
		6 Volleyball Courts (Perm. hard surface)	-	5	1	-
		4, *2 Temporary	2,*2	2	-	-
		2 Dirt surfaced	-	2	-	-
		<u>Misc.</u>				
		1 Area used as basketball football or softball fields		1	-	-
		*1 Dressing & shower bldg.	-	1	-	-

\*Under construction as of 31 August 1945.

THUMBNAIL BIOGRAPHY OF COMMANDER W. C. KING, U.S.N.R.,  
FOURTH COMMANDING OFFICER OF NAVAL AIR STATION,  
BARBER'S POINT, OAHU, T.H.

Commander W. C. King, born in Iowa, was educated in California where he studied pre-medical courses at Pomona College at Clare, Montana. Leaving college in his senior year, he entered the service April 1, 1917. The following year he took aviation training at Massachusetts Institute of Technology prior to his flight training. Commissioned as an Ensign in November 1918, Commander King continued on in the service as a flight instructor at Pensacola, Florida until June 1919. During 1928 and 1929 he served aboard the USS LEXINGTON. From 1935 to 1938 he was stationed at NAS, Pensacola as flight instructor. He left the service again in 1938, but returned to active duty at Pensacola in 1939. He served as Operations Officer in the latter part of 1940 at the Naval Reserve Air Base, Long Beach, California. In September 1941 he became Executive Officer at the Naval Reserve Air Station, Atlanta, Georgia. In April 1942, NAS, Peru, Indiana was under construction and Commander King reported aboard as Executive Officer. In August 1942 he reported to NAS, Hutchinson, Kansas as prospective C.O. and served as Executive Officer until January 1, 1944 when he became Commanding Officer. Commander King assumed command at NAS, Barber's Point on July 2, 1945.

Commander King makes his home in Covina, California, where his wife, Leota, and his ten-year old son, William Gary, reside.

POST WAR NAVAL PUBLIC WORKS PROGRAM

<u>Description</u>	<u>Total Est. Cost</u>	<u>Funds Available</u>	<u>Length of Construction (in months)</u>
1. 50 Officers' Quarters	\$600,000	None	8
2. 100 Enlisted Men's Quarters	350,000	None	8
3. 100 Civilian's Quarters	500,000	None	8
4. 9 Barracks Jacksonville Aviation Type (240 men each)	920,000	None	8
5. Mess Hall (2,000 man) Parrot Island Type	450,000	None	8
6. 225 Room BOQ with Wardroom Argentina Type	900,000	None	8
7. Recreation Hall, Quonset Point Type	550,000	None	8
8. Storehouse, Norfolk Type A (2,000,000 Cubic Feet)	500,000	None	8
9. Runway Light Cable	75,000	None	6
10. Post Office	35,000	None	3
11. 500 seat Chapel	65,000	None	4
12. Underground Cable	25,000	None	6
13. Underground Telephone Cable	25,000	None	6
14. Roads, 6,000 square yards	15,000	None	4

Note: Congressional authorization has not yet been secured.

Sites for above projects are located on the Naval Air Station, Barber's Point, town of Ewa, County of Honolulu, Territory of Hawaii.



NARRATIVE OF U.S. NAVAL AIR STATION, BARBER'S POINT, OAHU, T.H.  
1 SEPTEMBER 1945 to 1 OCTOBER 1946

When hostilities ceased in the fall of 1945 the Naval Air Station, Barber's Point, found itself operating at the peak reached earlier in April of that year, faced with the problem of adjustments and changes necessary to scale the mission of the station, not definitely established, to a post-war level. Up to this time the mission of the air station was to maintain and operate a base for naval aircraft and aviation personnel, providing facilities for operation, berthing, supply, servicing and storage of aircraft, and for the quartering, messing, and training of personnel. Along about November 1945 the mission of the station was changed to that of a fleet support activity, fully operational for regular operation by two CVB groups, four VPB squadrons (heavy land planes).

The demobilization of personnel was the first major problem to confront the station. This program got under way with little difficulty and by the end of the year 1945 the total Naval Air Station personnel had decreased by about 63%, while the Fleet Air Detachment, consisting of approximately nine separate units, decreased its total personnel by about 44%.

During this disrupted period all departments and divisions alike felt the loss of personnel but adjustments, wherever possible, were made to facilitate the handling of the work of the activity. To this end, various divisions were incorporated into other departments or completely disestablished depending upon their continued need in the operation of the station, and reorganization of the command was planned accordingly.

About the first of the year 1946 tentative plans, working toward the eventual post-war level mission of the Naval Air Station, were under way and

progressing smoothly, with allowances being made for the continued loss of personnel to carry on the work, which situation did not ease up until the end of demobilization, the latter part of the summer of 1946.

Working toward the goal of diminishing the activities of the station to a post-war level, numerous changes took place. These changes and deactivation of units no longer needed tended to use to the best advantage all personnel and facilities available where urgently required.

During the latter part of 1945 the Construction Battalion unit aboard the station was deactivated, as was the Carrier Aircraft Training Unit.

Among the changes to utilize personnel and facilities was the consolidation of the supply departments of the Marine Corps Air, Ewa, and the Naval Air Station, at which time the Supply Department of the air station also assumed the supply and disbursing functions of the Carrier Aircraft Service Unit TWO based aboard the station. The Assembly and Repair Department was classified a Class "C" maintenance facility, at which time the Inspection Department was abolished.

Although station activities have declined since V-J Day, due primarily to cessation of the Assembly & Repair Department, the total Supply Department business increased due to the assumption of the additional duties, including the shifting to a full accountability basis, the necessary segregating and reporting of surplus materials as well as additional projects assigned to the Plane Division of the Supply Department consisting of completing the preservation of approximately 1,000 aircraft at the estimated rate of 50- per day. This project was completed. The functions of this division include receipt, issue, and making aircraft ready for shipment, also the salvage of stricken

aircraft for necessary parts and storage, plus any salvage and preservation of stricken and awaiting-disposition aircraft engines in the Hawaiian Area.

Personnel and facilities available were put at the disposal of the Supply Department as available to complete this tremendous job, and civilian personnel was employed to replace military personnel lost through demobilization.

During this roll-up period, station facilities for the recreation, messing, and berthing of personnel were maintained in accordance with the continued decreases in number of personnel on board.

Medical facilities were decreased accordingly and the department was worked down to a dispensary status, with surgery being restricted to a minimum of minor surgery. All major surgery is being transferred to the Naval Hospital at Aiea. Civilian sick call responsibility was assumed upon the slowing down of the Assembly & Repair Department to conserve personnel and consolidate clinical activities.

An Educational Services program was instituted to give personnel the advantage of training and schooling, personnel being permitted to attend classes during on-duty hours to take advantage of further schooling. The program met with enthusiasm and great success. Lectures were held on civilian readjustment and related subjects, tending to help potential veterans in the solving of personal problems and preparing them for return to civilian life.

The Bureau of Naval Personnel has authorized an allowance of 39- officers and 413- enlisted personnel for this activity, and the air station now has aboard four fleet activities, namely, FASRon 10, VCH-1, VPML-3 and VPML-6.

**RESTRICTED**

100-18

Quarterly Summary  
of the  
U. S. Naval Air Station  
Barber's Point, Oahu, T. H.  
1 October 1946 to 31 March 1947

Administrative

As of 1 October 1946 there were twenty-seven officers on board. There was a small gain in officer assignment during the period of this report and by 31 March 1947 there were thirty-two officers on board. This includes nurses and temporary duty officers.

There was a general reorganization of Central Files during this period. With the aid of the Records Management Office, FOURTEENTH Naval District, the Central Files was reorganized, incorporating standard methods of office procedure and development of an efficient correspondence system.

The annual military inspection of Commander, Naval Air Bases, FOURTEENTH Naval District was conducted at this station, 31 January 1947.

Personnel

The "on board" for enlisted personnel shows a slight increase over September increasing to 293 by the end of October. No Naval Reserve personnel remains except a few who have extended under special circumstances, and those serving in a probationary period. The approved



### Operations

On 1 October 1946, the Operations Department, Naval Air Station, Barber's Point, Oahu, T. H., consisted of two (2) officers, (one officer on temporary duty) and thirty-two (32) men. Four (4) station planes, two (2) SNJ-6, one (1) JRB-4, one (1) OY-1 were being serviced and maintained. The Department embraced the Parachute Loft, Synthetic Devices, and Photo Lab as well as the normal organization of Aerology, Tower, etc. The Operations Officer was further charged with direct administration of Naval Air Facility Molokai (Rocket targets, housekeeping facilities) consisting of about fifteen (15) men and three (3) C.P.O.'s at Homestead Field, Molokai. It was, and has always been, necessary to logistically support this unit by air. In addition, the Operations Officer was responsible in a supervisory status as Department Head over Communications, housed in the Operations Building, consisting of the Communications Officer and eighteen (18) men. The above relationships between components have continued in effect during the period of this report.

Supported on board were the following Fleet Air Units: FASRon-10, NightDevRonPac, components of VP-123 and VP-124.

On 1 October, VP-123 and VP-124 were merged to form VP-124, flying PB4Y-2s. On 2 October, VP-146 (flying PV2's) arrived and commenced operations based on this Station. NightDevRonPac included F6F-5N's, TBM-3E's, and F7F-3N's and FASRon and N.A.S. operated various utility and training aircraft.

On 3 November, a new officer reported aboard the station to relieve the present Operations Officer.

On November 3, a PV-2, Bureau No. 37357, settled on take-off to a belly landing. This accident, although resulting in no injuries or damage beyond the immediate aircraft, resulted in major revision and rewrite of the crash organization, procedure, and crash bill. On about 10 November, a crash siren was mounted on the tower and an internal alarm bell to Operations Garage and bunk-room was installed. Surprise drills were commenced, using discarded fuselage and wing sections, kerosene and smoke grenades. Complete alarm, communications, rescue and salvage procedures were stressed.

During the months of November and December, the last twenty-six B-29's of the A.A.F. "Sunset Project" staged through H.A.S. Barber's Point to top off fuel and make full load take-offs for transoceanic flight to Fairfield-Suisun Field, California.

On 15 November a redesignation of Fleet Units resulted in the re-naming of local units as follows:

VP-124 became VFHL-3	(Heavy Patrol Three)
VP-146 became VFLL-6	(Medium Patrol Six)
NightDevRonPac became VCN-1	(Night Composite Squadron One)

Personnel in Operations fluctuated and gradually declined to a figure of twenty-six (26) on 1 January. Communications personnel remained static as to total number.

During the last quarter of the calendar year 1946 total Fleet and Station flight hours were as follows:

<u>Squadron</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
N.A.S.	72.5	78.7	86.6	237.8
FASRon 10	79.0	37.0	44.0	160.0
VPML-3	282.7	269.2	205.2	757.1
VPML-6	129.6	53.2	34.7	217.5
VCH-1				
day	822.0	432.0	282.0	1,536.0
night	110.0	170.0	168.0	448.0
				<u>3,356.4</u>

On 10 November 1946, VPML-6 flew to Mexico City and the East Coast, leaving only their administrative officers aboard. They returned to this base 10 December 1946.

On 14 December 1946, FASRon-116 was commissioned on board N.A.S. Barber's Point.

During the month of January the department routine was overhauled and adjusted in preparation for Admiral's Inspection.

From 18 January to 23 January, N.A.S. supported VCH-1 in drill attacks against the U.S.S. Tarawa, arriving in this area from the Orient.

On 23 January the Executive Officer of VCH-1, flying an F6F in pre-dawn low-level attack on the U.S.S. Tarawa northeast of Kauai, struck ocean surface and was killed. The Tower transmitted alarm to Search and Rescue and assisted air search and recovery of pilot's remains. The attack component CVG-1 (USS Tarawa Air Group) landed aboard the station, Squadrons VA-1A (SE2C) and VA-2A (TFP-3E) to be shore-based for a training period at FASRon-10 at the Naval Air Station, Barber's Point. In the latter part of January target LRA was activated at Molokai ("Sugar Cane") for rocket training of CVG-1.

One of the planes of VA-1A spun in one-eighth of a mile off-shore, on the western beach of Molokai adjacent to target "LRA" during rocket firing runs.

The tower alerted Search and Rescue, Fort Shafter, and assisted in the air-search, but the body of the pilot was not recovered.

The Acting Commander, Naval Air Bases, Fourteenth Naval District, assisted by Naval Air Station, Pearl Harbor, inspected this Station on 31 January. The Operations Officer, Naval Air Station, Pearl Harbor, inspected this department, reporting discrepancies in field lighting. During Admiral's Inspection an S32C taxied into two (2) parked T41-3E's of VCN-1.

In early February, Pearl Harbor salvage facilities recovered the engine and forward section of the plane which had crashed off-shore of Molokai. There was no body discovered and no cause for crash was apparent. Also in February a member of VCN-1 crashed one (1) mile south of Hickam Field while engaged in stunting an F6F-5N. Salvage and recovery of the body was not undertaken by N.A.S., but the tower reported the crash to Search and Rescue and to the Squadron.

On 8 February VA-1A and VA-2A (CVG-1) re-embarked aboard the USS Tarawa.

A member of FASRon-11 (Ford Island) and a CinCPac Staff member made a rough touch and go landing on Runway 4 in a JRB-3, washing out the landing gear.

From 20 to 25 February, support was furnished VP-ML-3 and VPML-6 in opening phase of the 1947 War Games (long range search).

Personnel remained static during this period, but directives were placed in effect which would be expected to remove six (6) AEL by the first of April, no replacements available.

Plans were commenced to re-activate Ground Controlled Approach equipment at Barber's Point predicated upon arrival of a trained crew about 1 April.

During the first week of March, support VP-ML-3, VP-ML-6 and VCM-1 was continued in the final phase of Fleet problem (defense of Oahu); H.A.S. also participated passively in Fleet problem as target for attack by CVG-1 and 13, attacking elements of TF-38. In accordance with CTF-3-F, Serial 156, CVG-13 landed aboard for a period of one (1) month rest, recreation, upkeep and routine air operations. The group consisted of 134 officers and 340 men. In accordance with ComAirPac dispatch 102208 March, CVG-15 landed aboard to stow aircraft in temporary custody of Commander, Fleet Air Detachment with 18 officers and 57 enlisted volunteers of CVG-15 to remain on temporary duty to FASRon-10. The remaining personnel returned to the parent ship, USS Boxer.

A new officer reported aboard the station and was assigned to Operations in charge of Building 187 and Synthetic Devices.

On 10 March, in accordance with ComAirPac dispatch 262220 February, VP-ML-1 arrived from Yonabaru, Okinawa (FAW-1) to report to ComAirPac FTF to West Coast after reassignment of aircraft to VP-ML-6 at Barber's Point.

In accordance with CinCPac dispatch 190152 February, the first two of a total group of 32 B-29's staged through Barber's Point for full load take-off to Pyote, Texas. These planes were from West Pacific storage.

BuDocks letter was received, MOY-14123 C-5F-HWP:fmb to OinC L4ND dated 3 December 1946 placing Office Naval Research project order 11-47 dated 11 October 1946 (Bldg. 187, synthetic devices "operational trainers") in planned and ultimate custody of H.A.S. Barber's Point.

On 24 March, in accordance with verbal orders, VP-HL-3 discontinued basing at Barber's Point and moved to base at Kaneohe with plans for ultimate staging through Barber's Point for Trans-Pac take-offs to the U. S. and decommissioning. Also, in accordance with verbal orders, VP-HL-6 discontinued basing at Barber's Point and moved to base at N.A.S. Kaneohe.

The officer in charge of Ground Controlled Approach Unit #22 reported aboard to reactivate equipment and establish same in permanent operation.

JRB-4, Bureau No. 44622 was received from FASRon-116 in accordance with ComAirPac aircraft assignment letter 63-47. JRB-4, Bureau No. 44619 was preserved and shipped to N.A.S. Pearl Harbor via Iroquois Point for further transfer to the West Coast.

Fifteen (15) B-29's staged through Barber's Point for Pyote, Texas, which was about one-half of the expected group.

Personnel remained static during this month but transfers of key personnel were impending in the first week of April to cut total below estimated absolute minimum for mission of this department. One replacement ACME and one AM2 received.

In coordination with Commander, Fleet Air Detachment, a model was constructed and a conference held regarding a re-arrangement of allotted aircraft parking areas to permit full operation of two full CVG and VCM-1. Public Works commenced construction of approximately 500 additional tie-down pad-eyes directly west of presently installed tie-down area.

### Communications

During the period of 1 October 1946 to 31 March 1947, there was a slight decrease in total messages handled. The Post Office, as usual, had a heavy overload during the Christmas Holidays.

During this period, three (3) Communications Officers were in charge of the facilities at this Station; in addition, the Communications Division lost four (4) experienced enlisted men, two (2) SOM2/c and two (2) Seamen (Radiomen), one of which was the only electronics technician aboard. Therefore, during this period only limited electronics maintenance was accomplished until late December when an ETM3c reported aboard.

Several Fleet problems were held in March, but this department did not directly participate except for setting up emergency nets.

A severe local (Electrical) noise was located by representatives of the Electronics Laboratory, Navy Yard, Pearl Harbor; and corrective measures were taken.

Training of Seamen radiomen continued in full force and good progress was shown.

QUARTERLY SUMMARY  
of the  
U. S. NAVAL AIR STATION  
BARBER'S POINT, OAHU, T.H.

1947  
19

1 April 1947 to 30 June 1947

PERSONNEL

On 1 April 1947 there were 27 officers and 371 enlisted personnel on board. As of 31 May 1947 there were 377 enlisted personnel on board. Men were encouraged to take their accrued leave up to the authorized 8%. Reenlistments on board continued low, none for the month of May. There were two advancements in rating. Many directives were received for transferring rates back to service schools. During the month of May there were 23 transfers and 30 receipts.

The "on board" for enlisted personnel for the month of June was 389, which was an increase of six (6) percent over the month of May. There was an increase of personnel going on leave during this month. Personnel reporting aboard were sent to the Fire-Fighting School, Pearl Harbor, leaving only a small percentage yet to attend. Directives were received for five different schools, and all eligible personnel were sent. CMAB-114ND Personnel Orders were received which transferred men who had more than 30 of the past 36 months ashore in the mainland or in the Hawaiian Islands.

WELFARE AND RECREATION

The Ship's Service profits for the period 1 March 1947 to 30 June 1947 amounted to \$4,072.12.

On 15 April 1947, Clarence Lee Brawley, SI, returned from Great Lakes Training Center after playing in the All-Navy Basketball playoffs. He played on the championship teams and was made All-Navy center on the All-Navy Team.

A request for \$17,500.00 was made to the Bureau of Naval Personnel for renovation of the Enlisted Men's Club on 20 April 1947.

The Recreation Committee on 5 June 1947 recommended giving luaus on the



4th and 6th of July for Naval Air Station personnel. Funds in the amount of \$1,000.00 were obligated to pay for these two parties.

On 23 June 1947 the contract to rewire Nimitz Beach Field was made.

#### OPERATIONS

On 1 April 1947 the station was supporting the following fleet squadrons: VCN-1, FASRon-10, and CVG-13; the latter departed on 1 April 1947 to base aboard the U.S.S. Princeton.

On 7 April 1947 CVG-5 and AEW#3 from the U.S.S. Shangri La came aboard for a two weeks' training period.

On 8 April 1947 CVG-15 from the U.S.S. Antietam came aboard for a one-week training period.

On 9 and 10 April VCN-1 conducted night landings aboard the U.S.S. Tarawa.

CVG-15 and CVG-5 returned to their parent ships, the U.S.S. Antietam and U.S.S. Shangri La, after training for a period at this station.

In accordance with CinCPacFlt dispatch 192307Z of April 1947, Utility Squadron 6 based aboard this station from H.A.S. Kahului.

On 25 April AEW#3 returned to the U.S.S. Antietam.

The first flight of B-29's and C-54's of the U. S. Army Air Force staged through Barber's Point on a training flight to Japan.

In the early part of May three S2AERF strikers were received, which made possible the activation of twenty-four hour aerology service.

On 22 May G.C.A. Unit #22 was put into operation. Opening ceremonies included an R5D approach with ranking guests aboard. Guests aboard for the demonstration included CinCPac, Commanding General, Hawaiian Area, and other dignitaries.

During the latter part of May the second flight of B-29's and C-54's staged through Barber's Point enroute to Tokyo.

On the 2nd of June the rocket range on Molokai was activated again, with Marine Fighter Squadron 115 conducting rocket qualification firing.

On 4 June four (4) B-29's arrived from Davis Monthan Field, Tucson, Arizona. This flight inaugurated a weekly training flight from Tucson to Barber's Point and return.

The second flight of four (4) B-29's arrived June 12 from Tucson on the weekly training flight.

The third movement of eight (8) B-29's and four (4) C-54's arrived on 25 June, staging through Barber's Point on the monthly training flight to Japan.

#### PUBLIC WORKS

The Public Works Department carried out the general station maintenance and special maintenance jobs. As of 1 June 1947, a Public Works Individual Job Order of full time accounting was introduced.

New organization arrangement in the Public Works Department, due to the reduction of force, necessitated a minor change in the offices to expedite the work load.

The Public Works Department received, processed, and completed for the months of April and May 1947 a total of seventeen hundred and fifty (1750) trouble calls.

There were one hundred and twelve (112) jobs of routine nature in the Public Works Shops on 18 June and sixty-six (66) jobs on the Public Works Planning Section Deferred File, which were being held until the work load in the shops concerned warranted issuing.

The Public Works Department had a total of seventy-two (72) priority jobs in progress and completed a total of fifteen (15) for the months of April and May.

The Public Works Department underwent a reduction-in-force from approximately four hundred and seventy (470) employees to approximately three hundred and fifty (350). Due to the force reduction in the Public Works Department a readjustment of all supervisors is in process.

The Public Works Transportation Division for the month of April had a total of six hundred and forty-two (642) active vehicles and a total of six hundred and fifteen (615) active vehicles for the month of May.

For the month of April the Transportation Pool had a total of one hundred and forty-five (145) vehicles and one hundred and ninety-one (191) vehicles for the month of May.

For the months of April and May the Transportation Division had five (5) thirty-two hundred (3200) gallon trailers, nine (9) sixteen hundred (1600) gallon trailers, six (6) eight hundred (800) gallon trailers and three (3) five hundred (500) gallon trailers in ready standby.

For the month of May the Transportation Division declared a total of one hundred and twenty (120) vehicles surplus. During the month of April the Transportation Division moved a total of one hundred and sixty-nine (169) vehicles off the station. A total of four (4) vehicles were in reserved storage for the month of May.

A total of one hundred and twenty-(120) vehicles were screened for the Month of May prior to declaration. A total of one hundred and twenty (120) vehicles for the month of April and one hundred and ten (110) vehicles for the month of May were removed from service.

For the month of April the total mileage for vehicles was 210094 miles and for the month of May a total of 174710 miles. Total amount of gasoline consumed for the month of April was 30449 gallons and for the month of May 28480 gallons.

For the month of April 1,655 tons of freight was hauled, and for the month of May 1,735 tons of freight was hauled.

Four hundred and eighty-nine (489) vehicles were serviced and repaired for the month of April and a total of four hundred and eighty-two (482) vehicles for the month of May. A total of eighteen (18) vehicles were on the deadline for the month of April and fifteen (15) vehicles for the month of May.

A total of three hundred and three (303) vehicles were in ComNAB pool for issue during the month of April, and two hundred and eighty-eight (288) vehicles were in ComNAB Pool for issue during the month of May. One hundred and sixty-nine (169) pieces of Industrial Equipment were in ComNAB Pool for issue during the month of April and one hundred and seventy (170) pieces of Industrial Equipment for May. A total of one hundred and thirty-eight (138) trailers were in ComNAB Pool for issue during the months of April and May.

The number of vehicles issued out of ComNAB Pool for the month of April was twenty (20) vehicles and two (2) pieces of Industrial Equipment. For the month of May a total of fifteen (15) vehicles, eight (8) pieces of Industrial Equipment and seventeen (17) trailers were issued out of ComNAB Pool.

A total of ten (10) vehicles was received in the ComNAB Pool for the month of April and twenty-one (21) were received for the month of May. Three (3) pieces of Industrial Equipment were received for the month of April and fourteen (14) pieces of Industrial Equipment for the month of May.

Four (4) vehicles, two (2) pieces of Industrial Equipment and six (6) trailers were screened in the ComNAB Pool pending declaration for the month of April.

Four (4) vehicles, two (2) pieces of Industrial Equipment and six (6) trailers for the month of April have been declared from the ComNAB Pool.

Station tags were issued to fourteen (14) civilians, nineteen (19) firms,

twenty-eight (28) enlisted men and nine (9) officers for the month of April and eighteen (18) civilians, twenty-two (22) enlisted men and eight (8) officers for the month of May. A total of sixty (60) drivers' licenses were issued for the month of April and fifty-five (55) drivers' licenses were issued for the month of May.

There were twenty (20) trouble calls received and accomplished for the months of April and May 1947.

The mission of the department, which includes a program of regular station maintenance, special maintenance jobs, emergency jobs, Project Orders, and Job Orders, was carried through during the month of June.

Construction work on Interim Housing is progressing satisfactorily and rapidly. The Mat Lighting Project has been prepared and is ready for the starting of the contract. Air Conditioning of the Training Unit Building 187 was seventy-five per cent (75%) completed as of the end of June. The Plant Accounting Inventory was finished. Transportation Division declared one hundred and twenty (120) vehicles surplus during the month and carried out its maintenance program.

#### SUPPLY

In April the Supply and Accounting Department was inspected by Captain McManus, Inspection Division, FOURTEENTH Naval District.

New correspondence procedures were instituted in accordance with Station Order No. 42-47.

The Issue Control Division instituted a full Fleet Service Section, which advises Fleet Material Officers as to local procedures, preparation of requisitions, "where to go" and "when to call", status of individual requisitions, procurement picture as it pertains to any group or groups of spare parts and material.

A new consolidated system of effecting changes in all of the department's

manuals, references, etc., has been set up.

The Service Group initiated a program to remove excess annual leave accumulated by departmental employees.

The Beach Party planned for 2 April 1947 was held at Nimitz Beach and was enjoyed by all that participated. A dance was planned for some time in May, to be held aboard the Station with the Commanding Officer's approval.

Project Order 658-46 was discontinued as of 2 April 1947. The funds are being used as George L. Hammond is temporarily on that payroll until such time as he can organize and be installed in the Sales Section.

The Sales Section of the Service Group received the approved bids and sales contract from the District Legal Officer. This Section is to be under the direct supervision of Lt. W. G. DeBrunner as Service Group Officer and George L. Hammond. This Section is to be in operation by 1 July 1947.

General Files and Correspondence Section completed the maildex system and effected other recommendations made as a result of the records survey conducted by the Records Management Office, FOURTEENTH Naval District.

All Class 85 material formerly stowed at Iroquois Point has been either moved to the Aviation Supply Depot for disposition or restowed at Barber's Point.

In May 1947 with the approval of the Commanding Officer, the Planning Staff program was extended to include the related activities of the Supply and Accounting and the Public Works Departments. This program is primarily concerned with the logistical phases of station maintenance, development, and excess disposal; its mission is by exchange of information and coordination of effort to better accomplish station maintenance and development programs and expedite solution of excess problems.

A revision was made of all Supply Department local forms. This department participated in its portion of revising the station regulations. A revamped system

for the handling of classified matter was effected.

The Retirement Fund for 1945 was completed and work begun on 1946 Fund.

The official notices on the Group IVb efficiency ratings were received by the Personnel Section on 5 June 1947 and distributed immediately.

The Surplus Material on the Supply and Accounting Officer's books that has been declared is as follows:

Aeronautical material - 90% declared  
General Stores material - 50% declared  
The material not yet on the Supply and  
Accounting Officer's books - 20% of the  
total stock declared.

In June the Sales Section of the Service Group progressed to the point of having departmental orders and memoranda, both procedural and informational, in draft and ready for duplication.

Work on the 1946 Retirement Fund, which was started the latter part of May, is approximately 35% complete.

The surplus material on the Supply and Accounting Officer's books that has been declared is as follows:

Aeronautical Material - 90% declared  
General Stores Material - 65% declared  
The material not yet on the Supply and  
Accounting Officer's books - 20% of the  
total stock declared.

The Supply and Accounting Department has undertaken the project of the commissioning of VMR-352 and Marine Air Group 15 with a full quartermaster allowance of the Section TBA allowance list (Column 13). The Control Group has undertaken the procurement of Section "G" allowance list deficiencies for Marine Air Group 15 and VMR-352 for the month of July. Supply and Accounting Department

has undertaken the procurement and cataloguing of a complete Column 12 of Section TBA allowance list for the Marine Combat activity - the material to be held pending disposition by the Bureau of Aeronautics. This material is physically segregated from the other stock and tagged.

#### MEDICAL

During the period of 1 April to 30 June 1947 there were no outstanding problems confronting the Medical Department of this station.

General health and well-being has been excellent. Sanitation has been excellent during this period.

There were no deaths during this period to personnel attached.

The bi-annual inspection of the Medical Department was held by the District Medical Officer on 8 April 1947.

During the month of May Squadron VU-6 reported aboard, which added 3 hospital corpsmen.

The outpatient clinic functioned smoothly and was very busy. In the latter part of June it was learned that we would lose two officers of the Nurse Corps on 3 July. In view of this, the outpatient service will necessarily be curtailed, due to lack of qualified nurse attendants.

#### DENTAL

As of 1 April 1947 there were three dental officers attached (one Commander, two Lieutenants (junior grade)), two Chief Pharmacist's Mates, one Pharmacist's Mate First Class, DGT, and one Pharmacist's Mate First Class, DP. In April 1947 one Commander and one Lieutenant (junior grade) were detached; one Lieutenant Commander reported for duty. In May 1947 one Lieutenant (junior grade) from FASRon 10 reported for duty, and one Lieutenant (junior grade) was detached, leaving two dental officers. One Chief Pharmacist's Mate and one Pharmacist's Mate First Class, DGT were detached. One Pharmacist's Mate Third Class and one Seaman Second Class were loaned to the Dental Department.



Over the quarterly period 52 prosthetic replacements of various types were inserted, 733 restorations were placed, complete dental service was rendered 150 patients. It is estimated that an average of 5 to 6 hours' chair time per patient is required.

5 dental operating units declared surplus were disposed of.

#### COMMUNICATIONS DEPARTMENT

In April the TTX Teletype system was removed from the Communications Department in accordance with LHMND Memo. Serial 6504 dated 24 April 1947.

Lieutenant John R. True was relieved by Lieutenant Warren T. Cloud as Communications Officer.

Total number of groups received during the month was 54,630. Total number of groups sent during the month was 29,400.

A daily school was established to acquaint new men with principal points in the Naval Communications System. This school includes the International Morse Code, Radio Procedure, and procedure for the use of land line teletypes. A weekly inter-department head conference is held each Monday morning in the Communications Office to discuss any department problems that may arise during the week. A VRF recorder has been installed in the NAS Control Tower in order to record all incoming and outgoing voice transmissions made by tower operators and pilots. This has been installed and is in use.

Two telephone directories were compiled during the past quarter. One issue was compiled and forwarded to the District telephone Office, for incorporation into the District Telephone Directory. The other directory was a station issue, and has been compiled and distributed. A total of 60 telephone lines were removed on the station as they were considered in excess of department needs. This was done in compliance with District Order, Serial 7744 to reduce the number of lines on the station. All phones, with the exception of 21 department head phones, and members of the telephone mess were put on the restricted list, and they no longer

afford a "dial 9" privilege. This was also done in compliance with District Order Serial 7744 to reduce the number of lines with dial through privileges.

#### COMMISSARY AND COMMISSARY STORE

During the month of April the Commissary Department was inspected by the 14th Naval District Supply Facilities Inspector, Captain McManus and his staff. This inspection covered all phases of Commissary operation, starting with the ordering, receiving, accounting, stowing, issuing, and preparation and ending with the serving of food. No major deficiencies were noted, and the general comment was satisfactory. Some very beneficial suggestions were given by the inspecting party.

The Commissary Store was also inspected by the above-mentioned party. No specific comments were made with regard to operation of this division.

This department had the pleasure of feeding the Army crews during their brief two-day stopover on their way to Tokyo.

During June permission was requested from Chief BuSanda to mess civil service personnel at the General Mess. Approval was received, and plans were underway to put this into effect 1 July 1947.

#### DISBURSING

The Disbursing Department and Clothing and Small Stores was inspected on the 15th and 16th of April by Captain H. J. McManus and a party of three other Supply Corps Officers. Dead records are in the process of being sorted to determine their value. As soon as this is finished, the job of settling accounts for eight previous disbursing officers will begin.

The Disbursing Officer received change-of-duty orders, and a relief reported aboard in June. All necessary steps in transferring of funds, records, etc. were completed, and the new disbursing officer assumed his duties.

#### SHIP'S SERVICE

At the beginning of April a liquor bar was installed in the "White Hat",

enlisted men's club, thus making liquor available to eligible enlisted men of this station.

An inspection of this department by the District Supply Office from 11 April to 18 April was conducted by Lt. Comdr. W. H. Clark, Jr., SC, USN, District Ship's Service Officer.

The Ship's Service Manager was replaced by a new manager on 1 May 1947.

Sales of slow-moving merchandise have been made during this period of 1 April to 30 June.

#### FIRST LIEUTENANT

During June the First Lieutenant's Department was established. This department will include the Safety Engineering and Security Divisions.

In April this station completed a two-day course at the Fleet Fire-Fighting School for all personnel attached.

Emergency Fire Department Crews were established in June, and a program set up for the training of additional personnel to augment the regularly assigned fire department crews in case of emergency.

#### ORDNANCE

During the month of April there was very little change in the Ordnance Department. The personnel problem remained the same, with only one torpedoman. Very little work could be accomplished on torpedoes. All issues of ammunition to Fleet activities was routine. Range Parties were conducted as necessary to instruct all new men reporting aboard, on the handling and operation of small arms safety precautions, duties, and responsibilities of watch standers.

Infantry Battalion training was continued, with ordnance department checking all members on rifle range procedure and the operation of safety precautions and the firing of the Garand rifle.

During the month of May all work was routine with the exception of torpedo maintenance. A torpedoman first class was received, who started immediately

making routine checks and maintenance on the one hundred and twenty-four torpedoes on board. Three seamen were assigned as torpedoman strikers to assist the first class. This proved what was already known that inexperienced seamen are of very little value on torpedoes until they have received considerable training in torpedo work. An attempt is being made to train as many seamen as possible with practical experience under the supervision of the first class. As a result torpedo maintenance is progressing very slowly. It is expected that the training of seaman strikers will pay off in the future, but at present it is impossible to make changes and apply ordalts on torpedoes with only one torpedoman available.

During the month of June the work continued to be routine with the exception of readying torpedoes for VCH-1. Five torpedoes were made ready for firing and placed in ready magazines awaiting word as to when they will be used.

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QUARTERLY SUMMARY  
of the  
U. S. NAVAL AIR STATION  
BARBER'S POINT, OAHU, T. H.

1 July 1947 to 30 September 1947

CENTRAL FILES AND OFFICERS' RECORDS

During the month of July, the 2 nurses attached to the Medical Department were detached and transferred to Aiea Hospital. In addition to the detachment of the nurses, 2 other officers were transferred and 2 other officers were ordered away for temporary additional duty under instruction--one to G.C.A. School at Olathe, Kansas and one to Naval Justice School at Port Hueneme, California.

During the month of August, 2 officers were transferred and 2 officers reported aboard. Ensign W. V. Noble, OinC of the Naval Air Mobile Fire-Fighting Unit #5 reported for temporary duty for a three-week instructing period. Also, during this month, the civilian personnel changed; and the new clerk in charge of Officers' Records reported to ComServPac for instruction in the Personnel Accounting System. The on-board count of officers for the month of August was decreased from 32 to 31.

The on-board count as of the 1st of September was 31. During the month 3 officers reported aboard for duty, and Ensign Noble, OinC, NAMI(F) #5 completed his temporary duty and was detached. 1 Officer reported back after completion of temporary additional duty under instruction at the Naval Justice School at Port Hueneme, Calif. Requests for correspondence courses in Military Law were submitted by a number of officers. AlNavs, changing temporary appointments of Captains and Commanders in the Line to permanent appointments were received, and Acceptance and Oaths of Office were executed for 2 officers.

Station regulations were printed by the 14ND Printing Office and were distributed in September to all station officers, departments, FAD units, other air stations in this area, and to interested administrative seniors.

A "Maildex", indicating all types of correspondence received and their routing and filing, was approved by the District Records Management Office and is now in use.

A Congressional Inspection Party came aboard in September while making an inspection tour of military installations in this area.

#### PERSONNEL

The "on-board" total at the end of the quarter was 347. This is a decrease of 33 men since the last quarter, due to the new enlisted allowance of 352. Five men reenlisted in accordance with AlNavs 147 and 195, during the quarter. One man was declared a straggler and had not returned at the end of the quarter, being absent without leave from 2 September 1947. Losses for the next quarter will be considerably higher due to the discharges in accordance with AlNav 197 although it is expected that the rate of reenlistments will be higher.

#### WELFARE

A station Luan was held at the Nimitz Recreation Field on the 4th and 6th of July 1947.

L. P. Mathias, LCDR, USN, relieved W. D. Robinson, LCDR, USN as Custodian of the Recreation Fund (NA) on 1 July 1947.

The coral heads at Nimitz Beach and the Officers' Beach Club were removed by blasting. This work was accomplished in August 1947.

Approval to designate Buildings #92 & #67 and the area in between these two buildings as the Enlisted Men's Recreation Area was received from the Secretary of the Navy on 23 August 1947.

Ship's Service profits in the amount of \$8,904.40 were received for the months of March, April, May, June, and July 1947.

Bureau of Personnel Circular Letter 152-47, a supplement to BuPers 1071-46,

was received; and the new form for the monthly financial statement was used for the September report.

#### INDUSTRIAL RELATIONS

During the quarter, which began with a total of 569 civilian personnel on board, the figure dropped to 541 in August and to 536 in September - a drop of 33 employees. Of that number, however, only eight were dropped through reduction-in-force procedures, the remainder being due to natural attrition.

As of 30 September the station had 105 veterans - roughly 20% of total civilian employment.

During the quarter the station stayed strictly within its assigned Group IVB personnel ceiling of 169 and as of 30 September have 159 on board. Four of these are assigned to Supply work for Marine Corps Air Station, Ewa.

#### FIRST LIEUTENANT

Routine departmental work was carried out during the quarter, such as routine safety inspections, security measures, etc.

The fire department received three-weeks' crash fire-fighting instruction by mobile unit in accordance with the policy of the Bureau of Aeronautics.

#### OPERATIONS

On 8 July, VCN-1 participated in a JANEX.

4 B-29's from Tucson, Ariz., arrived on a routine training flight 9 July.

On 17 July VCN-1 conducted all-night search for Army AT-6. The OY and SNJ participated in search.

On 18 July Operations Officers attended ComAirPac Aviation Safety Council meeting.

On 26 July 8 B-29's, 15th Air Force, arrived from Salina, Kansas enroute to Yokota, Japan.

On 30 July an F8F, BuNo #95198, piloted by Lt.(jg) Hicks of VCN-1 belly-landed on runway 4 during FCLP.

On 3 August two B-29's of the 15th Army Air Force staged at Barber's Point for take-off to South Dakota.

VCN-1 participated in a dawn attack on the USS Tuscon on 3 August.

Lieutenant Commander Mathias relieved Lieutenant Commander Carr as Operations Officer on 9 August.

On 6 August, Ensign Mulholland, of VCN-1 crashed an F6F-5N off the end of the runway No. 4, a fire resulted, and the crash crew responded.

On the 17th and 18th of August VCN-1 conducted searches for the missing persons of a B-17 which crashed off the island of Oahu on the night of 17 August.

VCN-1 participated in attacks on the Schuyler Colfax on the 21st and 22nd of August.

On the evening of 25 August a civilian airplane crashed north of Barber's Point. The Operations Department responded by sending men and equipment to the scene.

X Eight (8) B-29's and one C-54 of the 8th Air Force from Davis-Monthan Field, Ariz. arrived 26 August enroute to Tokyo. Planes departed this station on 27 August.

The GCA Unit returned to operating status having been out of commission for repairs.

A link trainer program was instituted during the month. All pilots attached to this station are being given an instrument course in Link.

Plans are underway to handle any Naval Reserve Aviators who may desire



training in accordance with instructions and authorization received from Commander, Naval Air Bases, FOURTEENTH Naval District.

At Molokai, repair work was done on fences around the target areas. The generators at the rocket range were overhauled.

The personnel situation remained fairly constant during the month of September.

The Mobile Crash Fire Fighting Unit arrived 8 September to train personnel in various methods of combatting crash fires. Operations made 12 men available for this training to augment the regular fire department crash detail.

On the 8th of September Commander Curtis in an F6F-1N Bureau Number 95150 crashed on runway 4 during field carrier landing practice. No pilot injuries.

During the early part of September the Operations Department began changing all hose clamps on the station airplanes to meet the specifications outlined in ComAirPac Engineering Bulletin for September.

On 22 September an inspection party of Congressmen visited the station.

Utility Squadron ONE conducted drone exercises with pilotless drones on 23 September. Their mission was targets for Anti-Aircraft fire from ships.

The station received an SNJ-6 that previously was cracked-up.

On the 27th of September 6 B-29's and 1 C-54 arrived from South Dakota enroute to Tokyo. All planes departed on the 28th.

VCM-1 participated in a JANEX during the night of 29 September.

On 30 September planes from VCM-1 dropped flowers on the SS HONDA KNOT leaving Pearl Harbor with the first load of war dead enroute to the United States.

## COMMUNICATIONS

During the quarter CHRELEC R. D. JOHNSON reported aboard for duty as materiel officer. During the quarter, we have taken over the Coast Guard RACON station which is now considered as part of the department duties.

Training classes are being held in the department for the seamen strikers to become familiar with their jobs.

During the quarter, another new station telephone book was put out, with revisions, and is now in effect. The job of cutting out unrestricted lines and replacing them has been finished.

## ORDNANCE

Routine work was carried on during the quarter. Work in preservation of torpedoes has continued.

## Public Works

The mission of the department, which includes a program of regular station maintenance, special maintenance jobs, emergency jobs, Project Orders and Job Orders, was carried forward during the month of September.

The air conditioning has been completed in Building No. 187.

Hangars "A" and "B" are twenty-five (25) per cent completed.

Metal doors in the Supply Buildings were changed to swing out.

An addition to the Public Works Garage was completed to separate battery, automotive, and electrical departments.

Barracks No. 1 was put in stand-by position by removing all pipes and

plumbing fixtures and replacing same with a permanent installation.

Electrical deficiencies were corrected in the Sheetmetal Shop.

Remodeling of the Special Training Devices Building was completed during the month of September, and air-conditioning of the building was well underway. Rewiring of the Enlisted Men's Hobby Shop progressed. During July large pieces of machinery were removed from Assembly and Repair and packed for shipment to Guam. Two new fifty-five foot antenna poles were installed at Sea Weed unit.

Public Works was instrumental in having work accomplished for preservation of radio towers and antenna, the overhauling of aerial rigging, and the scaling and painting of the towers.

Starting during the month of July were the projects for repainting of warehouses, the repainting of barracks and the project to replace sheetmetal blackout panes with window glass in Hangars "A" and "B".

During the month of August the rewiring of the Enlisted Men's Hobby Shop and the rewiring of the Plumbing Shop was completed, the Civilian Gas Station was completed and opened for operation, the Civilian Cafeteria was reopened, steam lines and sidewalks were installed in Area 85, electrical installation at the batching plant was removed, and the conversion of the rock-crushing plant into a concrete batching plant in order to double concrete production with a reduction of crew from seven (7) to five (5) men was accomplished.

To expedite trash pick-up and eliminate the services of three laborers, ten (10) pick-up platforms were manufactured.

Thirty-three (33) station warehouses were painted during this period, the project to replace sheetmetal blackout panes with window glass in Hangars "A" and "B" was continued. Airconditioning of Special Training Devices buildings

is ninety-five (95) per cent complete. The painting of barracks is being accomplished by service men.

#### SUPPLY

A summary of Supply Department activities for the month of July, 1947 is as follows: The Sales Section of the Service Group mailed bids to approximately 150 individuals. The closing date of the sale was 31 July 1947. On this date, the bids were opened by Lt. W. G. DeBrunner, Executive Assistant to the Supply Officer and Lt. (jg) H. C. DePuydt, Disbursing Officer. The sale was made on twenty-two lots consisting of industrial vehicles such as Jeeps, Cargo Carriers, etc. A general resume of the proceedings of this sale has been reported to the Commanding Officer via the Executive Officer. The Sales Section has made the inspection of the other excess vehicles for the new sales lot and the sales catalog is being prepared.

Work on the 1946 Retirement Fund is approximately 55% complete.

The Surplus Material on the Supply and Accounting Officer's books that has been declared is as follows:

Aeronautical Material	90% declared
General Stores Material	70% declared

The material not on the Supply and Accounting Officer's books is approximately 15% of the total stock declared.

FASRon Shop Stores was inventoried. The money value of APA material on hand was \$135,265.81.

The following commissioning projects are in process in this department and the percentages of completion are as indicated:

	<u>Completed</u>
VMR-352 (TBA Allowance)	80%
MAG-15 (TBA Allowance)	50%
VMR-352 (Section G Allowance)	5%
VMF-322 (TBA Allowance)	60%
SERVCON,	
MAG-15 (TBA Allowance Column 12)	0%

In addition to the above, a Section "B" allowance must be furnished to the Quartermaster of MAG-15 for the model F7F and F4U aircraft, and it is expected this will be processed during August.

The Issue Control Division and the Stock Control Division have been combined into one Division to be known and to function as the Issue and Stock Control Division. This is in accordance with the provisions of the BuSandA Manual and should provide for greater use of personnel with no loss of productive function.

An Employee Loyalty Committee was established as directed by Station Order #76-47 dated 15 July 1947. The members of the Supply and Accounting Department Loyalty Committee are as follows:

W. G. DeBrunner, Lieutenant, SC, USN  
C. H. Acree, Ensign, SC, USN  
N. S. Thomas, Civilian

Progress on the completion of Plant Account records is approximately 65% complete.

A supply department plan for reducing annual leave in excess of 70 days was established and immediate action taken. Vacation leave is being scheduled so as to cause the least amount of work stoppage.

Meetings of the Supply Department Planning Staff with the Public Works Department, Naval Air Station, Barber's Point; the Public Works Department, Marine Corps Air Station, Ewa; and the Transportation Department, Marine Corps Air Station, Ewa have been consolidated in order to receive greater benefit from this program as the result of increased information and combined discussion of the Public Works and Transportation problems applicable to both stations.

During the month of August, 1947, the Sales Section of the Service Group held a sale of surplus vehicles. 108 bids were mailed and 13 bids received. Sixty-eight (68) vehicles were disposed of at a value of \$5939.22. Bids were

mailed for the sale to be held on 12 September. 108 bids were mailed on this sale.

Work on the 1946 Retirement Fund is approximately 55% completed.

The surplus material on the Supply and Accounting Officer's books that has been declared is as follows:

Aeronautical Material	100% declared
General Stores Material	75% declared

The material not on the Supply and Accounting Officer's books is approximately 15% of the total stock declared.

The following commissioning projects are in progress in this department, and the percentage of completion is as indicated:

VMR-352 (TBA Allowance)	80%
MAG-15 (TBA Allowance)	70%
VMR-352 (Section G Allowance)	40%
VEF-322 (TBA Allowance)	80%
ServRon (TBA Allowance, Col. 12)	0%

In addition to the above, a Section B Allowance must be furnished to the Quartermaster of MAG-15 for the model F7F and F4U aircraft, and it is approximately 20% completed.

Progress on the completion of Plant Account records is approximately 75% complete.

Excessive Annual Leave, especially for the "local" employees, has been reduced by the scheduling of this leave and is approximately 50% complete.

Aviation Issue Stores (which replaced FASRon-10 Shop Stores) commenced full operation in Supply Building 141 on 8 August 1947. Material formerly located in FASRon Shop Stores Building 106 was transferred to Building 141. Approximately 50% at Marine Corps Air Station Fleet Shop Store has been transferred to Aviation Issue Stores, Naval Air Station, Barber's Point.

During the month of September, 1947, of the 108 bids mailed by the Sales Section for the sale, only seven (7) completed bids were received. Ten (10) units of industrial equipment were disposed of at a value of five thousand four hundred and sixty-two dollars and thirty cents, (\$5462.30). Bids have been mailed for two sales to be held on 10 October 1947 and 24 October 1947. Approximately 108 bids were mailed on each sale.

Work on the 1946 Retirement Fund is approximately 55% complete.

The surplus material on the Supply and Accounting Officer's books that has been declared is as follows:

Aeronautical Material	100%
General Stores Material	75%

The material not on the Supply and Accounting Officer's books is approximately 15% of the total stock declared.

The following commissioning projects are in progress in this department, and the percentage of completion is as indicated:

VIR-352 (TBA Allowance)	Completed
MAG-15 (TBA Allowance)	Completed
VIR-352 (Section G Allowance)	60%
VIR-322 (TBA Allowance)	Completed
ServRon (TBA Allowance, Col. 12)	10%

In addition to the above, a Section B Allowance must be furnished to the Quartermaster of MAG-15 for the model F7F and F4U aircraft, and it is approximately 50% completed.

Progress on the completion of Plant Account records is approximately 75% completed.

Excessive annual leave, especially for the "local" employees, has been reduced by the scheduling of this leave and is approximately 70% complete.

There have been three (3) Class 270 Holding Accounts established; one for

material being held for War Assets Administration, one for District Material Redistribution Office, and one for small-lot sales to be sold locally.

#### DISBURSING

July, 1947 was an extremely busy month for the Disbursing Department as it involved the closing, auditing, and opening of 1000 new pay records. This transition period involved a considerable period of overtime to be put in by the Navy personnel. However, with lots of overtime and diligent hard work, all the old pay accounts were closed, audited, microfilmed, and sent off to the Bureau of Supplies and Accounts on time.

Clothing and Small Stores also had a big month as they moved the stock from their old, undesirable location in Building 141 to their new, clean, much more desirable location in Building 142. This new location will prove to be of much value as the bulk and salesroom stock has been combined, thereby saving many man hours.

August, 1947 gave the Disbursing staff a chance to start cleaning up on its past dead files and records. An official letter was written to the Bureau of Supplies and Accounts requesting disposition of (1) retained civil payroll vouchers, (2) retained financial records of CASU-2. Also many of the files that were collecting dust on top of shelves were chronologically tabbed and placed in neat order in file cabinets.

On 23 August Commander W. F. Muller of Commander, Naval Air Bases, made a Disbursing and Clothing and Small Stores inspection. All matters prescribed for the operation of these departments as authorized by the Bureau of Supplies and Accounts Manual and current directions were covered by this inspection.

An organized Disbursing training period was planned for each morning, to instruct the storekeeper strikers in correct methods and procedure for computing pay and accomplishing their disbursing work in the manner prescribed by the



BuSandA Manual.

The Clothing and Small Stores section has been receiving large stocks of clothing preparing to stock up for the incoming air group sometime in the middle of October.

#### COMMISSARY

During this period, the Commissary Department fed Civilian personnel of this station, necessitating opening another wing of the Mess Hall. This extra workload on the Commissary personnel was met and handled in a very efficient manner. Also Army personnel from the B-29's were subsisted off and on during this period.

The first of July the Commissary Office was moved from Building 153 to Building 143 due to Separating the Commissary Department from the Commissary Store.

An Athletic Mess was opened for the athletes of the baseball and football teams. Their mess is located in the main wing of the Mess Hall. They have their own tables and mess gear and do not have to go through the mess line.

Buildings 2 A-B and C in Area 2 were turned over and accepted by the Public Works Department.

On the first of September, Ensign C. H. Acree was relieved as Commissary Officer by Lt. (jg) H. C. DePuydt, SC, USN.

#### COMMISSARY STORE

On 1 September, Ensign C. H. Acree, SC, USN was relieved by Lt. W. H. Giberson, SC, USN, as Officer-in-Charge.

During this period, efforts have been made to improve the system of stock control and to unload large quantities of dead and slow-moving stocks through the medium of price cuts.

Plans are at present underway to improve the physical appearance and efficiency

of the store by extensive alterations in the near future. Among the contemplated improvements are the addition of two new frozen food boxes and one refrigerated produce box, one thaw box for meats, two new L-shaped counters and guide rails, and a window between the office and the store itself.

#### SHIP'S SERVICE

During the early part of July, fluorescent lights were installed in the Main Store. An investigation of the main store door screen, which had been torn open during the night, was conducted by the Pearl Harbor Police Department.

Civilian employees were released from employment, during August, in the following activities:

1. Office
2. Main Store
3. Main Fountain

Civilians were also hired to replace the released employees.

#### MEDICAL

There were no outstanding problems confronting the Medical Department during this quarter.

No building or major repairs were effected during this period.

Sanitation continued to be excellent.

The out-patient clinic continued to function though necessarily curtailed due to lack of qualified nurse personnel.

General health and well being continued to be excellent.

Squadron VU-1 has been transferred to this activity. This squadron has (one) hospital corpsman attached at present.

Fleet Aircraft Squadron Ten was decommissioned on 8 August 1947. LSGR J. T. Simonton, MC, USN, was detached on this date from duty at this activity. The hospital corpsmen attached to FASRON Ten were transferred to VCN-1.

Commander E. E. Hedblom, MC, USN, was received on board for duty. He is attached to the Naval Air Station.

During August four (4) deaths occurred to personnel attached to this activity when a rented airplane in which they were riding crashed and burned 1/4 mile north of the station in the cane fields. All four (4) men were attached to the Marine Barracks of this station.

The out-patient clinic has been revamped and will now be conducted (beginning 1 October 1947) in a more active status. This is due to a program wherein each married man with dependents in the vicinity, pays one dollar (\$1.00) per month for the employment of a civilian nurse. The clinic at present will operate daily five (5) days a week from 0900 - 1200. It is anticipated that the hours may be lengthened provided the Marine Corps Air Station desires to combine their out-patient with ours.

#### DENTAL

During the month of July, 1947, 25 prosthetic replacements of various types were inserted, 256 restorations were placed, dental service was rendered 152 patients, of which 59 were completed. It is estimated that an average of 5 to 6 hours chair time per patient is required.

During the month of August, 1947, 22 prosthetic replacements of various types were inserted, 319 restorations were placed, dental service was rendered 222 patients, of which 75 were completed. It is estimated that an average of 5 to 6 hours chair time per patient is required.

During the month of September 1947, 19 prosthetic replacements of various types were inserted, 419 restorations were placed, dental service was rendered 160 patients, of which 75 were completed. It is estimated that an average of 3 to 4 hours chair time per patient is required.

A. CHRONOLOGY

DECLASSIFIED

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain Francis M. HUGHES, 58062, U. S. Navy

DATE ASSUMED COMMAND: 2 February 1948

NOTE: Captain HUGHES was assigned duty as Commander,  
Naval Air Bases, FOURTEENTH Naval District with  
collateral duty as Commanding Officer, U. S.  
Naval Air Station, Barber's Point, Oahu, T. H.  
on ~~15 June~~ 1949.

*17 May*

The Naval Air Station, Barber's Point is under the military command of Commander Naval Air Bases, FOURTEENTH Naval District and under the management control of the Bureau of Aeronautics.

The Naval Air Station Barber's Point is located on the Island of Oahu, Territory of Hawaii. Detachments are located at Keehi Lagoon (former Naval Air Facility, Honolulu), Bishop's Point, Haleiwa, Naval Air Station, Kaneohe, Hilo, and Mōlōkai Airport on the Island of Molokai.

The area of geographic responsibility covers the Naval Air Station, Barber's Point, including leased lands outside such limits, plus the range and target areas on Molokai and Kahoolawe Island, the Seadrome Facility at Keehi Lagoon, the former Naval Air Facility, Honolulu and Marine Corps Air Station, Ewa.

B. NARRATIVE

During the period of this report, 1 January 1949 to 30 June 1949, many changes occurred at this command. The Naval Air Station, Barber's Point emerged as the only Naval Air Station in the Hawaiian Islands on active status.

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B. NARRATIVE (Continued)

During the first few weeks of this year the future status of the Naval Air Station, Barber's Point was in doubt. It was uncertain whether the station would be reduced to maintenance status or remain active. As a result, there was a brief period during which work on major projects and improvements was temporarily suspended. During this period plans were made and estimated requirements were submitted for implementation of either eventuality - maintenance status or active status on a greatly expanded basis.

Information that this station would be retained on active status was received officially in March, 1949. Since that time several new units have been received aboard the station, and the command has received new tasks and responsibilities. New units which are now permanently based at this command are two Patrol Squadrons (heavy landplanes), one Marine Air Transport Squadron, one Air Transport Squadron, one Fleet Aircraft Service Squadron, one Coast Guard Detachment, Air Navigation Office.<sup>1</sup> New tasks and functions assumed during this period include custody and security of all facilities at the former Marine Corps Air Station, Ewa and the former Naval Air Facility, Honolulu; operation and maintenance of the outlying Seadrome Facility, Keehi Lagoon<sup>2</sup>; administrative control of the Search and Rescue Units at Keehi Lagoon, Hilo, Haleiwa, Bishop's Point, and Naval Air Station, Kaneohe; security and maintenance of targets on Kahoolawe Island; providing aircraft as available and other support for the Naval Reserve Aviation Program in this area<sup>3</sup>; supply support for VR-8 Detachment at Hickam Air Force Base.

The influx of new units, newly assigned tasks, and increased fleet activity greatly affected the workload of the station.

The receipt of orders to inactivate the Marine Corps Air Station, Ewa

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B. NARRATIVE (Continued)

thrust upon the Supply and Fiscal Department of this station the task of disposing of all land, buildings, and equipment carried on the plant account which was maintained by this station. Before the task of decommissioning could be started however, it was necessary to assist in the redeployment of all aircraft squadrons based at the Marine Corps Air Station, Ewa. With the movement of squadron personnel and equipment accomplished, the project of decommissioning the Ewa station commenced on 1 April 1949 and was completed on schedule 30 June 1949.

New squadrons which arrived brought with them plane types which previously had not been supported by this station. This necessitated the procurement and storage of spare parts for the new types. Two additional aviation ready issue stores were established to provide quick efficient service to new squadrons.

The increased population necessitated the reopening of a secured portion of the galley and the reactivation of the Bake Shop. A flight ration galley was established to provide flight rations on a 24 hour basis. The Ship's Service Store was redesignated from a branch store of the Submarine Base, Pearl Harbor, to a main store with branches at the Naval Air Station, Pearl Harbor and Naval Air Station, Kaneohe.

An operational peak was reached during the past six months by the Supply and Fiscal Department, which could only be equalled by support functions provided at the height of war-time activity. Notwithstanding the many increased demands which were packed into the current six months period, however,

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B. NARRATIVE (Continued)

these tasks were satisfactorily accomplished by a total Supply Department force, including personnel on temporary additional duty from dependent fleet activities, of less than half that was required for support rendered during the war period. In addition, it is significant to note that approximately a one-third turnover of Supply Department personnel occurred during this period.

During the period of this report several major changes and improvements were made in the operational procedures of the Public Works Department. A new system for the instigation, control and cost accounting of all work performed was inaugurated. All work performed by the Public Works Department is now covered by a detailed work order or an emergency work order (trouble call). These work orders bear carefully chosen job order or project order numbers and greatly facilitate not only the actual control of field work, but the expenditure accounting for that field work as well. Firm plans for the establishment of a Bureau of Yards and Docks Work Measurement Program shortly after 1 July 1949 were formulated. The Public Works Shops Store was de-centralized and seven individual branches were established. This project is estimated to be 85% completed. The new system has already resulted in substantial improvement in the operating efficiency of the several Public Works shops. Shop supervisors responsible for the accomplishment of work are able to procure material readily merely by signing a shop store issue chit, thus avoiding long material procurement delays which frequently occurred in the past. A preventive maintenance program was supplemented by the establishment of a regular preventive maintenance crew whose

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B. NARRATIVE (Continued)

primary mission was to remedy minor deterioration of facilities before more serious maintenance problems were allowed to develop. Several large maintenance projects, including the reroofing of many barracks, the glazing of hangars, the represervation of O&R equipment, the installation of certain electronics equipment were undertaken or completed. In connection with the accommodation of incoming additional fleet activities, physical alterations to buildings, relocation of offices, ships and hangar spaces, construction of passenger terminal facilities, and the augmentation of station communication facilities were completed. Considerable progress was made in bringing the station buildings, grounds and utilities to a satisfactory maintenance level. Personnel limitations, however, have somewhat hampered the completion of this program.

The Medical Department has brought about a notable decrease in the venereal disease rate among personnel of the station and units attached. An intensive program was instituted which utilized monthly lectures and wide dissemination of films, pamphlets and posters. The rate of venereal disease admissions was reduced during the period from one per four hundred fifty men to one per eleven hundred men.

In April, 1949, the station was reorganized along the lines of the Bureau of Aeronautics standard organization for Naval Air Stations. The plan contained minor deviations from the standard; it was approved by the Bureau of Aeronautics 25 April 1949.

Welfare and recreation facilities throughout the station have been provided and improved to the maximum extent commensurate with the funds available. Since off-station recreational facilities are somewhat remote, it is

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B. NARRATIVE (Continued)

felt that providing adequate on-station facilities is very important for the physical well-being and morale of personnel. Station athletic teams and intramural teams have been organized and provided with adequate facilities for frequent game participation. Regular periods of supervised athletics for all hands are also held. The whole athletic program has been promoted extensively and has resulted in universal and enthusiastic interest and participation.

Expanded air activities and increased functions have required greater effort and efficiency within the Operations Department. Air operations have increased and become more diversified. The field is now utilized for simultaneous operations of single-engine, twin-engine and four-engine aircraft; helicopter operations; GCA (Ground Controlled Approach) approaches; Field Carrier Landing Practice; towed-target operations. The traffic problem has been complicated by the lack of off-runway taxiways. Most taxiing must be done on the runways. All aircraft which require full-runway take-offs must taxi halfway down the runway in use to get into take-off position. The necessity for aircraft to taxi in this manner on the runway in use is a handicap to maximum efficiency and safety of operations. This situation, plus the volume and diversity of air operations has placed a premium on efficient traffic regulations and discipline, and well-trained Control Tower personnel. A plan for the over-all improvement of the field has been drawn up and included in the Five Year Plan. This plan includes an off-runway taxiway system, taxiway lighting, additional hard surfaced area for aircraft parking. The most important parts of this project will be undertaken first as funds become available.

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C. STATISTICS

1. Field load for period January, 1949 through June, 1949 - Take-offs and landings (total) - 30,196 (does not include GCA approaches); monthly average - 5,033. GCA approaches for six month period - 2,578; monthly average - 429.

2. Personnel figures during period:

(a) Personnel complement at the beginning of the reporting period was 352 enlisted men, 31 officers; at end of the reporting period - 425 enlisted men, 36 officers.

<sup>1</sup>CNO Ltr. Op24B/cj/NA70/A3-1, Serial 96P24, dated 1 April 1949.  
<sup>2</sup>CNO Restricted Dispatch 251710Z, February 1949.  
<sup>3</sup>CNO Restricted Dispatch 150208Z, March 1949.

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A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, Territory of Hawaii

COMMANDING OFFICER: Captain Francis M. HUGHES, 58062, U. S. Navy

DATE ASSUMED COMMAND: 2 February 1948

NOTE: Captain HUGHES is assigned duty as Commander,  
Naval Air Bases, Fourteenth Naval District  
with collateral duty as Commanding Officer,  
Naval Air Station, Barber's Point, Oahu, T. H.

There was no change in the chronology of this command during the period of report, 1 July 1949 to 31 December 1949.

B. NARRATIVE

During the period of this report no outstanding changes occurred at this command; however, many notable improvements were made, thereby affecting the efficiency of the station.

Air activity on the station dropped slightly because of the departure of two air squadrons. The Marine Transport Squadron Three Fifty Two (VMR-352) was redeployed to the Marine Corps Air Station, El Toro, California, and the Navy Patrol Squadron Twenty Five (VP-25) was transferred to the Naval Air Station, San Diego, California for decommissioning.

Among the improvements initiated by the Operations Department was the placing under construction of a taxiway to runway #4. This taxiway will speed up traffic considerably.

The Communications Department continued to increase its facilities in order to provide adequate communications for the expanded mission of the station. Communications reached their peak during the MIKI operation in the latter part of October, 1949. Several new pieces of equipment were installed including the SX-SR radars, the DBF-1 VHF direction finder, and a new tower control console.

Enclosure (1)

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B. NARRATIVE (Continued)

Many changes were seen in the organization, administration and mission of the Supply and Fiscal Department. The foremost of these changes was the assumption of the function and mission of aviation supply support which was formerly performed by the Aviation Supply Depot, Naval Supply Center, Pearl Harbor.

Approximately a fifty percent turnover in civilian personnel was experienced during this period because of the area-wide reduction in force program, but by "on the job" training and close supervision, this turnover was accomplished with a minimum amount of confusion and without a marked reduction in the overall effectiveness of the Supply Department.

The organization of the Supply and Fiscal Department was implemented by a Planning Division, which has provided valuable assistance during this critical period in the solution of operating problems, the determination of trends and the development of methods and procedures which have permitted accomplishment of the current mission despite the existing personnel and budgetary limitations.

The Ship's Service Store was removed from the Supply Department and it became the Navy Exchange Department. The Commissary Store became a Branch of the Commissary Store, Naval Base, Pearl Harbor.

This period was further distinguished by projects beyond the normal functions of the department. The administration of the accounts involving the furnishing of utilities, including power, water and sewerage to the Territory and private organizations using Navy facilities at Honolulu Airport, were transferred from Naval Air Facility, Honolulu.

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B. NARRATIVE (Continued)

The transfer of the VMR-352 and VP-25 squadrons, with large quantities of material being screened through the Returned Stores Unit, and the inception of an extensive Check and Test Program coincidental with the FASRON implementation of a squadron material availability program, has required the handling a large quantities of aeronautical material.

The services rendered by the Aviation Ready Issue Stores for FASRON, VR-21 and VR-8 reached a highly efficient level. However, the Aviation Ready Issue Store servicing FAWTUPAC and other squadrons was secured and its functions were absorbed by the main Supply on an experimental trial basis. This has proved very satisfactory, and more manpower has been released for additional workloads.

Physical changes have included the alteration of aviation storage building 140 to provide adequate dehumidified storage for photographs and aerological materials. The buildings previously occupied by VMR-352 on the former Marine Corps Air Station, Ewa have been assigned to the Supply Department. This will allow convenient storage, in a more readily accessible location, of reserve stock received from the Aviation Supply Depot but which is still located in Aviation Supply Depot buildings. The complete remodeling of the Supply Office facilities to accommodate increased workloads and additional personnel has resulted in greatly improved appearance and efficiency.

A station-wide Work Improvement Program for IVb supervisory personnel was instituted in this period. As the principle employer of IVb personnel

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B. NARRATIVE (Continued)

on the station, the Supply Department is taking an active part in this program.

The Public Works Department also suffered a turnover of approximately fifty percent in civilian personnel. This resulted in a tremendous morale problem and a large expenditure of money for lump sum payments to personnel affected. But despite this and other problems, considerable progress was made by the department in improving the condition of the station, and the backlog of work caused by the increased mission of the station was greatly reduced. Moreover, a number of advantageous changes were made in the department. The Bureau of Yards and Docks Work Measurement Program, introduced by a Bureau representative, was put into effect, and its first report, covering the period of 1 July to 1 October was submitted. This report showed the general categories of station maintenance and operation to which more attention should be paid. It also pointed out that in many categories Barber's Point Public Works Department operated more economically than the average naval air station Public Works Department.

Individual Public Works Shop Stores were completed during this period, and their establishment has resulted in a considerable work speed-up, but at the same time an increase in the overhead. Several large maintenance and construction projects were worked and several major jobs completed. Among those completed were the renovation of the galley and civilian cafeteria, the relocation of the Barber's Point Elementary School, and the improvement of the Barber's Point swimming pool area.

All power poles, transformers, switches and battery banks have been thoroughly inspected and work orders have been published to correct discrep-

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B. NARRATIVE (Continued)

ancies found. The recently organized Preventive Maintenance Crew has greatly reduced emergency work requests by its daily inspection of living and messing spaces. An inventory of all plant account items on the entire station was begun during the second quarter of the fiscal year 1950, under the supervision of the Plant Account Branch of the Supply and Fiscal Department.

On the basis of the forwarded presentation, funds were allocated by the Bureau of Aeronautics and other cognizant bureaus to the Public Works for special projects. Among the long range plans initiated by the department were the laying out of new parking areas around the barracks and working areas, and the improving of those already in use; a smooth working plan for the replacement of kiawe trees with other trees which will require less attention and less policing.

In view of the gradual increase of station personnel during the previous six months period, there was a marked increase in the workload of the Medical Department. It became apparent in July that additional items of equipment and replacements for old equipment were highly desirable for the continued efficient operation of the Department's Aviation Examining Section and the Eye, Ear, Nose and Throat Examining Room and Clinic. Accordingly, additional equipment and replacements were very economically obtained by transfer from the inactivated Naval Hospital, Aiea, and the Naval Air Station, Kaneohe. This additional equipment greatly increased the efficiency of the Aviation Examining Section and the scope of the Eye Examining Room and Clinic.

The venereal disease incidence rate was maintained at a very low figure, even below that which prevailed during the previous six months. This low rate

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B. NARRATIVE (Continued)

is considered to be the result of the concerted program of frequent lectures and films on the subject, the distribution of the posters and pamphlets, and the wide variety of well organized athletic and recreational facilities which the station provides.

The Welfare and Recreation Department continued its expansion of recreational and athletic activities, thus furthering the morale and increasing the recreational opportunities for all station personnel. Besides making improvements on existing recreational facilities, many new facilities were added to the station. A fifty meter swimming pool was completed and opened, thereby resulting in the closing of Ewa's Enlisted Men's pool. A four hundred yard golf driving range was built near Gate Two, and a new Basketball gymnasium, boasting of the latest features for that sport, was installed in Hangar One, formerly belonging to the Marine Corps Air Station, Ewa. The department also inaugurated a bimonthly station newspaper, THE POINTER, and for personnel interested in woodcraft and leather work a Hobby Shop was opened. These many new recreational features have done much to provide the station with an all around program for sports and entertainment.

Despite the severe reductions in force among civilian personnel at other Fourteenth Naval District activities, civilian employment at this station rose from a total of 633 to 680. However, it necessitated a "bumping" of many lesser retention employees to make room for new hands from activities elsewhere in the District. The conversion of employees to a competitive status has continued, and now, as of 31 December 1949, there are only six non-status employees.

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C. STATISTICS

1. Field load for period 1 July 1949 to 31 December 1949 - Take offs and landings (total) - 24,393 (does not include GCA approaches); monthly average - 4,065. GCA approaches for six months period - 2,418; monthly average - 403.

2. Personnel figures during period:

a. Personnel complement at the beginning of the reporting period was 425 enlisted men, 36 officers; at the end of the reporting period - 425 enlisted men, 37 officers.

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A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain Francis M. HUGHES, 58062, U. S. Navy

NOTE: Captain HUGHES was assigned duty as Commander,  
Naval Air Bases, FOURTEENTH Naval District with  
collateral duty as Commanding Officer, U. S.  
Naval Air Station, Barber's Point, Oahu, T.H.  
on 15 June 1949.

1

The Naval Air Station, Barber's Point, is under the military command  
of Commander Naval Air Bases, FOURTEENTH Naval District and under the  
management control of the Bureau of Aeronautics.

The Naval Air Station, Barber's Point, designated as Navy #14, is  
located on the Island of Oahu, Territory of Hawaii. Detachments are  
located at Keehi Lagoon (former Naval Air Facility, Honolulu) and Molokai  
airport on the Island of Molokai.

The area of geographic responsibility covers the Naval Air Station,  
Barber's Point, the Marine Corps Air Station, Ewa, including leased lands  
outside such limits, plus the range and target areas on Molokai and Kahoolawe  
Island, and the Seadrome Facility at Keehi Lagoon.

B. NARRATIVE

A slight increase in air activity and many improvements in the over-all

1. The name, Barber's Point, on the southwest point of Oahu, takes its name  
from Captain Barber, who was wrecked there in the trading brig Arthur in  
October 1796 on his voyage from Bengal by way of Port Jackson to the North-  
west Coast of America.

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B. NARRATIVE (Continued)

efficiency of this command have marked the period of this report, 1 January 1950 to 30 June 1950.

A new unit, Patrol Squadron Six (VP-6), was received aboard the Station on 1 May. Units now based at this command are three Patrol Squadrons (VP-22 VP-28 and VP-6), one Air Transport Squadron (VR-21), one Fleet Air Service Squadron (FASRON 117), one Utility Squadron (VU-7A), one Coast Guard Detachment, and the Fleet All Weather Training Unit Pacific.

The Commander Fleet Air Hawaii and Commander Fleet Air Wing Two maintains headquarters aboard the station.

Several improvements in the Operations Department were made to facilitate operating procedures. The installation of new equipment in the tower is nearing completion, and a replacement GCA Unit was put into operation during March.

The workload for the Supply and Fiscal Department remained heavy during the period of this report. By January 1950 the "roll-up" of the Aviation Supply Depot, Pearl Harbor, was practically complete and this Department had taken over its previous aviation supply functions for Navy air activities at Kwajalein, Midway, Samoa, and ALUSNA, Melbourne. Moreover additional burdens were placed upon the Department by the necessity to assist in the inactivation of Midway and Kaneohe Naval Air Stations respectively. However, this increased workload was in part compensated for by an increased civilian personnel ceiling and an additional allowance of military personnel.

The Plant account inventory, commenced in October 1949, was completed shortly after the first of the year, thus bringing into the plant account

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B. NARRATIVE (Continued)

system a substantial quantity of property which had accumulated in the hands of non-accountable offices due to the closing of various Hawaiian area activities and to the arrivals and departure of numerous squadrons over a considerable period of time. The last station-wide plant account inventory was completed in December 1947.

Early in 1950 it became necessary to assist in furnishing supply support, in addition to providing aviation materials, to Navy activities at Kwajalein. Thousands of dollars worth of equipment obtained from roll up of Midway and Kaneohe were transferred through this Department to that area and much of the physical labor of preparing material for shipment was performed by employees in the packing section.

In February the Area Wage and Classification Office commenced a station-wide survey of position descriptions, intended to provide proper classification for existing positions and to correct misassignments of IVb personnel where it was evident. This survey resulted in re-allocations of many positions within the Supply and Fiscal Department, and complete elimination of long-standing misassignments among graded employees.

The arrival of VP-6 from Naval Air Station, Seattle, with P2V's, a plane type new to this area, necessitated immediate procurement and storage of a complete outfit of spares. An Electronics Ready Issue Store was established for the first time in May after consultation with representatives of the various fleet units based aboard the station and the Staff Supply Officer, ComFairHawaii.

In line with the Departmental policy of consolidating storage areas wherever possible, general stores material were moved from Area 5 to Building 141 and the buildings in area 5 were secured.

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B. NARRATIVE (Continued)

The retail division of the Navy Exchange was expanded and completely remodeled. In addition to the many services already available to patrons of the Navy Exchange, a radio repair shop and a self-service launderette were installed, and in June work was started on a sewing center.

Several major projects of lasting importance were completed and new ones undertaken by the Public Works Department.

The adoption and installation of the "Dempster Dumpster" rubbish disposal system resulted in marked operational economy and improved rubbish removal service. The equipment for the disposal system which is now in use has been either borrowed or converted from station equipment previously used for other purposes. A request for the Bureau of Aeronautics to finance the purchase of more "Dempster Dumpster" equipment sufficient to handle all station needs has been initiated.

The construction of oiled coral taxiways adjacent to runways four (4) and twenty two (22) have been completed, and one is already in use. These taxiways will greatly facilitate aircraft movement and safety. It is hoped that additional funds to permit the paving of these taxiways can be obtained in the near future.

Contractor's forces now working aboard the station are engaged in removing and salvaging a number of wartime constructed buildings which are in excess of the station's present needs. These buildings were surveyed because of their deteriorated condition, and their removal will considerably enhance the station's appearance. Moreover it will appreciably deduce future maintenance costs.

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B. NARRATIVE (Continued)

An orderly and large scale move of needed equipment from Naval Air Station, Kaneohe, to this station was completed. The closing of Kaneohe also made available certain galley equipment which was transferred, repaired, packed and shipped to Naval Air Station, Kwajalein. The movement of this galley equipment was completed in record time to meet the urgent needs of Kwajalein.

A new roof over the entire grandstand at the baseball field was completed, using surplus materials throughout. This structure comprises a valuable addition to the recreational facilities of the station. The building of the grandstand is worthy of note because it was constructed in record time and at low cost. It was conceived, designed, and built entirely by Public Works Department forces.

Plans have been completed for the installation of a new control panel apparatus for the station power plant. This will permit one watchstander to maintain surveillance over the operation of the pumps and operating machinery at the station water tunnel, cold storage plant, and sewage disposal plant. This installation, when completed, will reduce routine operating costs at those three locations.

The program for consolidating shop stores inventory and issue kardex files in the central office is approximately 50% completed. This program has resulted in shop operation cost reductions and in the improvement of record keeping procedures.

The facilities of the Medical Department are being augmented by the installation of an Altitude Indoctrination Unit. The low Pressure Chamber which was formerly in use at Naval Air Station, Pearl Harbor, has been transferred to this station and installed in a partially completed concrete block

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B. NARRATIVE (Continued)

building of permanent structure, adjacent to the main dispensary building.

Acquisition of additional items of medical equipment from disestablished activities in the area has enabled the Medical Department to conduct more extensive examinations of patients during the past six months than previously. It is believed that this has resulted in a conservation of manpower though a decrease in time lost in transporting patients to other activities for special examinations.

The efficiency of the Dental Department was greatly improved by the addition of a surgery room, an instrument sterilizing room and a recovery room. And for the morale of personnel a technicians lounge was added.

The recreational facilities of the Welfare and Recreation Department have been improving steadily. The Ewa Swimming pool was reopened, and the Hobby Shop has been enlarged by the addition of a well equipped photographic section and equipment for woodwork and model aircraft building. The intramural sports program is well organized and functioning very smoothly. The station baseball team won the 14th Naval District and Inter-Service championship in the 14th Naval District Armed Service Baseball League.

Civilian employment remained fairly steady, and conversion of employees to a competitive status was continued.

The Secretary of the Navy Award for outstanding Achievement in Safety for the year 1949 was presented to the station on May 22. The presentation was made by the Commandant, Fourteenth Naval District.

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C. APPENDICES

1. Personnel complement at the beginning of the reporting period:

Officers . . . . . 37  
Enlisted men . . . . . 425

Personnel complement at the end of the reporting period:

Officers . . . . . 39  
Enlisted men . . . . . 441

2. Field Load for period of report:

Take offs and landings . . 36,139 (monthly average .. 6,023)  
GCA approaches . . . . . 2,220 (monthly average .. 370)

3. Training time spent in the Link Trainers of Special Devices:

Total hours . . . . . 1793.14 (monthly average.. 298.9)

4. Civilian employment ceilings:

Groups II, III, IVa . . 520  
Group IVb . . . . . 198

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A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain William T. Rassieur, 58184, U. S. Navy.

NOTE: Captain Rassieur was assigned duty as Commander,  
Naval Air Bases, FOURTEENTH Naval District  
with collateral duty as Commanding Officer, U.  
S. Naval Air Station, Barber's Point, Oahu,  
T. H. on 6 December 1950.

The Naval Air Station, Barber's Point, is under the military command of Commander Naval Bases, FOURTEENTH Naval District and under the management control of the Bureau of Aeronautics.

The Naval Air Station, Barber's Point, designated as Navy #14, is located on the Island of Oahu, Territory of Hawaii. Detachments are located at Keehi Lagoon (formerly Naval Air Facility, Honolulu) and Molokai airport on the Island of Molokai.

The area of geographic responsibility covers the Naval Air Station, Barber's Point, The Marine Corps Air Station, Ewa, including leased lands outside such limits, plus the range and target areas on Molokai and Kahoolawe Island, and the Seadrome Facility at Keehi Lagoon.

B. NARRATIVE

During the period of this report, 1 July 1950 to 31 December 1950, Naval Air Station, Barber's Point, experienced an increase of activity in all phases of operation. Its mission was of great service in the support of the air lift of military personnel and material to Korea. This command successfully played its role by meeting the many demands that were made on it by the air units requiring services.

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B. NARRATIVE (Continued)

To meet the emergency that existed during the first few months of this period, station company went from a 40 hour week schedule to a  $44\frac{1}{2}$  hour week schedule. It resumed its normal schedule in November.

The heavy flow of transients through the station and the increase of station and squadron personnel necessitated the reopening and renovation of Bachelor Officer's Quarters "C" and four barracks buildings for enlisted men.

On 13 July, Patrol Squadron Four (VP-4) arrived aboard the station, and Marine Transport Squadron One Fifty Two (VMR-152) was received aboard on 16 July. Units now based at this command are four Patrol Squadrons,  
1. (VP-22, VP-28, VP-6, and VP-4), 2. Two Air Transport Squadrons, (VR-21 and VMR-152), one Fleet Air Service Squadron, (FASRON 117), one Utility Squadron, (VU-7A), one Coast Guard Detachment, and the Fleet All Weather Training Unit Pacific.

The Commander Fleet Air Hawaii and Commander Fleet Air Wing Two maintain headquarters aboard this station.

Search and Rescue duties were assumed by the Operations Department. For this work their aircraft complement was increased by two (2) PBV-6A type aircraft. The movement and safety of aircraft has been greatly facilitated by the completion of a taxi strip parallel to runway four (4).

1. Patrol Squadron Twenty Two was temporarily deployed to Kaha, Okinawa on 1 November.
2. Patrol Squadron Six was deployed to the Far West previous to the period of this report.

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B. NARRATIVE (Continued)

For future use and convenience, a 4,000 foot long taxiway connecting runway 22 at Barber's Point and the large plane parking area at the former MCAS, Ewa was constructed. Extensive work in enlarging aircraft parking areas at Barber's Point has also been in progress.

The workload of the Communications Department increased because of the Korean situation. With an increase in electronics personnel, several projects were started during these six months. Plans were initiated for a new control and distribution panel at the transmitter building, and new type UHF Communication Equipment was received.

In the Post Office a new directory containing the names of all Naval Personnel on the Island of Oahu has been established to facilitate forwarding mail and locating personnel who have recently reported aboard.

During the early part of the period of this report, the Supply and Fiscal Department was required to furnish aeronautical support not only to its normal dependents but on an emergency basis to many operating units of the fleet. This support ranged from filling deficiencies to furnishing and packing entire allowance tests. Deadline delivery dates, ranging from  $2\frac{1}{2}$  hours to five working days were met. This additional workload had to be accomplished with the small personnel force which had been considered adequate for peacetime logistics support. However the urgent and unexpected demands of the first few months lessened somewhat and an increase in both civilian and military personnel lightened individual burdens within the Department.

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B. NARRATIVE (Continued)

✓ Already a issue store was in the process of being established in order to furnish convenient over-the-counter supply to squadrons to which such service had not previously been rendered.

With the increased demands presented to the Supply Department by the presence of additional squadrons and by transient fleet operating units, it was deemed advisable to restow the main aeronautical warehouse, building 140, to provide more efficient service.

In addition, a project was set up to rescreen all class 270 material on board and return all useable items to the Navy supply system, a program made not only desirable but necessary by current demands.

With the reactivation of Naval Station, Midway, the Supply and Fiscal Department was called upon for a variety of supply support in this contingency. All the aeronautical support which was required was furnished, and plant account material which was acquired from various activities previously rolled-up was shipped by priority transportation. Certain requirements for general stores material were also met. Fiscal functions ranging from allotment accounting to preparation of civilian payrolls were performed, and various military and civilian personnel from the Supply and Fiscal Department have been temporarily assigned to or visited the Naval Station at Midway for the purpose of furnishing the necessary assistance and advice in the reactivation. A ready issue store was established under the administrative control of the Supply Department and it functions in support of aircraft based permanently or temporarily on board at Midway. Operating efficiency within the Supply and Fiscal Department has been maintained at a consistently high level in the face of emergency conditions and despite the increasing problem of personnel imposed by rapid turnover.

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B. NARRATIVE (Continued)

The Navy Exchange Department noted a considerable increase in business volume due to the influx of additional military personnel. To take care of the Christmas shopping needs a separate retail department called "Toyland" was opened in October.

The increased mission of the station resulted in a greater workload for the Public Works Department. To meet the increased workload the number of civilian personnel in the department was increased by about 65 since July. The skilled labor shortage became increasingly critical due to the rapid expansion of Pearl Harbor activities, the recall of Reserves, and the draft.

But despite these minor difficulties many projects of major importance were completed and undertaken. Listed below are some of these projects, a few of which have already been noted above:

- (a) Construction of a 4,000 foot oiled coral taxiway connecting the NAS Barber's Point runway 22 with the mat at the former MCAS, Ewa.
- (b) Paving of two previously constructed taxiways.
- (c) Rehabilitation and opening of all inactivated barracks and all BOQs except one to meet the tremendous increase of military personnel.
- (d) Construction of an oiled coral aircraft parking area along Breton between runway 22R and Midway.
- (e) Ninety percent completion of construction of an oiled coral aircraft parking area 800' X 1100' adjacent to runway 11L.
- (f) Ninety percent completion of system for automatic operation of the water tunnel pumping station and the sewage plant.

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B. NARRATIVE (Continued)

(g) Fire proofing and rehabilitation of four (4) large two story apartment type quonsets.

(h) Rehabilitation of approximately 140 pieces of automotive equipment for shipment to the forward area.

(i) Repair of a large subgrade failure in aircraft parking area adjacent to Hanger "B".

(j) Completion of demolition of fifteen buildings by contractor forces.

(k) Completion of a low pressure chamber for high altitude training.\*

(l) Construction of a large shallow drainage ditch at outfall of station drainage system.

(m) Sixty five percent completion of renovation and installation of new ventilation system for the indoor theatre.

(n) Preliminary study and experimentation with treatments to make asphaltic concrete pavements impervious to jet fuels.

The Public Works Department also contributed many hours to collecting, rehabilitating, and sending supplies and equipment to Naval Station, Midway. A number of skilled workmen were sent to Midway on TAD to assist and advise in activating the station.

\* Tests revealed that the chamber had sufficient capacity to assimilate an altitude of 32,000 feet and a rate of climb of 6,000 feet per minute. The Senior Medical Officer has requested that revision be made to the effect of assimilation of 60,000 feet altitude and 6,000 feet per minute rate of climb.

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B. NARRATIVE (Continued)

The increase of station personnel and the large number of transient personnel that passed through the station during the past 6 months considerably increased the responsibility of the Medical Department. It is estimated that the workload of this department increased at least 50%.

The authorized allowance of Hospital corpsmen for this activity increased from 16 to 27, however as of 31 December 1950 only 19 corpsmen were attached to the Dispensary.

The general sanitary condition of the station is considered to be highly satisfactory. A sanitation inspection is conducted throughout the station weekly, or more frequently if deemed necessary.

In connection with sanitation measures a program of rodent eradication by use of the poison "WARFARIN" has been instituted on the station. Although few dead rats have been found, this program is considered to be quite successful because few rats or their spoors are observed in those areas where they were quite numerous before the poison was placed there.

There have been no special or unusual venereal disease control problems encountered during the period. The comparatively low venereal disease incidence rate at this station is considered to be the result of a concerted educational program on the problem of venereal disease conducted by the Medical Department, and the availability of a wide variety of on-station recreational and athletic facilities offered by the Welfare and Recreation Department.

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B. NARRATIVE (Continued)

The Welfare and Recreation Department continued it's active program which was inaugurated previous to the period of this report. The intra-mural sports program has shown a marked increase in interest and participation due largely to the initiation of the "Captain's Cup" competition. Departmental teams compete in a variety of sports the year-round, amassing points for the semi-annual championship. A Saturday morning motion picture show for the children aboard the station has been a popular addition to the recreation program. This show has been sponsored by the Chief Petty Officer's Mess (Open).

Administration of the Recreation Fund has been strengthened by the reorganization of the Enlisted Composite Recreation Committee and the Composite Recreation Council. These committees have offered many beneficial suggestions and have given guidance to the Welfare and Recreation Program.

As indicated above civilian personnel forces were not up to their quota as of 31 December 1950 in all categories due to the inability to hire some trades or skills.

As of 1 December civilian personnel operations were converted under new regulations, to actions of an "indefinite" nature to continue during the period of the present emergency. Under these circumstances, appointments and promotions are made on a temporary basis subject to readjustment at some future date.

Captain Francis M. Hughes, USN, was detached as commanding Officer of this command on 6 December, and Captain William T. Rassieur, USN, assumed command on the same date.

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C. APPENDICES

1. Personnel complement at the beginning of the reporting period:

Officers. . . . .39 (authorized allowance. . .39)  
Enlisted Men. . .441 (authorized allowance. . .442)

Personnel complement at the end of the reporting period:

Officers. . . . .51 (authorized allowance. . .60)  
Enlisted Men. . .730 (authorized allowance. . .713)

2. Field Load for period of report:

Take offs and landings. .39,575 (monthly average. . .6,595)  
GCA approaches. . . . .3,255 (monthly average. . . 542)

3. Training time spent in the Link Trainers of Special Devices:

Total hours. . . . .5,053 (monthly average. . . .342)

4. Civilian employment ceilings:

Groups II, III, IVa. . . . .570  
Group IV. . . . .240

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U. S. NAVAL AIR STATION

BARBER'S POINT

OAHU, T. H.

Historical Report for period 1 January to 30 June 1951

Prepared by:

LTJG Paul C. Hammerl, ChC, U. S. Navy

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A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain William T. Rassieur, 58184, U. S. Navy.

NOTE: Captain Rassieur is Commander, Naval Air  
Bases, FOURTEENTH Naval District, with col-  
lateral duty as Commanding Officer, U. S.  
Naval Air Station, Barber's Point, Oahu, T. H.

The Naval Air Station, Barber's Point is under the Military Command of Commander Naval Air Bases, FOURTEENTH Naval District, and under the management control of the Bureau of Aeronautics. Captain Rassieur was assigned as Commanding Officer on 6 December 1950.

The Naval Air Station, Barber's Point, designated Navy Number one-four (14), is located on the Island of Oahu, Territory of Hawaii. There are detachments located at Keehi Lagoon (formerly Naval Air Facility, Honolulu), and Molokai Airport on the Island of Molokai.

Geographic responsibility includes the Naval Air Station, Barber's Point, the Marine Air Station, Ewa (including leased lands outside such limits), plus the range and target areas on Molokai and Kahoolawe Island, and the Seadrome Facility at Keehi Lagoon.

B. NARRATIVE

The Naval Air Station, Barber's Point experienced an increase of activity in all phases of operation during the period covered by this report, 1 January to 30 June 1951. Constant service was rendered to the support of the air lift of military personnel and material to Korea.

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B. NARRATIVE (Continued)

Air units that required services were taken care of, and all demands made upon this command were met and fulfilled to the satisfaction of all.

Due to the increase in the flow of transients through the station, and the increase in the number of station and squadron personnel, extra facilities had to be provided.

Units under the Command of Fleet Air Hawaii, and Fleet Air Wing Two now based at this command are: 3 Patrol Squadrons (VP-4, VP-6, and VP-22), 2 Air Transport Squadrons (VR-21 and VXR-152), 1 Fleet Air Service Squadron (Fasron 117), 1 Utility Squadron (no longer a detachment but a Unit in itself, under Lieutenant Commander Mounts) (VU-1), 1 Coast Guard Air Detachment, 1 Helicopter Detachment (HU-1 Det 2.), and the Fleet All Weather Training Unit Pacific.

The Commander Fleet Air Hawaii, and Commander Fleet Air Wing Two maintain headquarters aboard this station.

Commensurate with the increased activity, the Communications Department has expanded to meet the demands of fleet units. At present the department has a complement of 6 Officers and 71 enlisted men. The Post Office has added a General Delivery window for the dependents of men in the forward area. A second money order window has been opened every day to handle the increase in business due to the recent increase of Personnel.

At present the entire communications nerve center is located in Building #4, (The Operations Tower), handling administrative, as well as operational communications. With the stepped up tempo of operations throughout the Navy, the need for a separation of operational and ad-

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B. NARRATIVE (Continued)

ministrative centers has become increasingly evident. With this in mind the District Communications Officer has approved the relocation of the administrative message center to the bomb-proof building in the rear of the Administrative Building. Although a completion date is not definite, the month of August 1951 should see the Message Center for administrative communications in the bomb-proof building completed and serving the station and fleet units. A daily workload of five-hundred (500) messages processed has been reached, with every indication of the workload increasing.

Fabrication of parts, and shop work in preparation for the installation of new control and distribution panel at the Transmitter Building, has progressed satisfactorily. Plans have been approved, and work is going forward, for the rearrangement and improvement of the telephone system aboard this station. Partial shipment has been received of the UHF radio equipment for installation in the control tower, but the installation has been delayed due to lack of complete equipment.

During the period of this report flight operations at the Naval Air Station were greatly increased. This necessitated an increase in personnel assigned to the Operations Department, and several changes in operating procedure.

The establishment of an official Dependent's Treatment Facility aboard the Station was authorized in December 1950. Consequently, collection of voluntary contributions of one dollar per month from each family, which had been used to pay the salaries of a civilian nurse and receptionist, were discontinued on 1 February 1951. The Bureau of Medicine and Surgery supplied an additional Navy Nurse to help staff

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B. NARRATIVE (Continued)

the newly established Dependents Clinic, and she arrived here on 28 March 1951. Employment of the Civilian Nurse was terminated on 15 March 1951.

The Medical Department has long recognized the need for the services of a Medical Corps, or Hospital Corps Officer with special training in Sanitation and Epidemiology aboard the station. Approximately one half the station is underdeveloped, and thickly covered with Algerobae trees and under-growth. The surrounding cane fields, and pig and chicken farms, together with the underdeveloped areas on the station, provide excellent breeding places for insects and rodents. The station is large, and contains nine establishments where food and drink are served. A positive and full time sanitation and preventive medicine program is necessary for properly protecting the health and welfare of the personnel on the station. The arrival of such an officer on June 27 was a welcome addition to the staff of the Medical Department. He has planned, and is conducting extensive surveys of the station and the surrounding areas.

The activities of the Medical Department continued to expand during the period of this report, as did the workload of this Department. The number of enlisted Hospital Corpsmen attached to the station increased from 19 to 24, while the number detailed from the fleet units based aboard increased at an even more rapid rate.

There have been several significant changes in the Dental Department since the first of January. Captain E. G. F. Pollard, DC, USN, relieved Commander C. R. Shea as the dental Officer during the period of report. Two new Dental Officers have been received aboard, and

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B. NARRATIVE (Continued)

another is due to replace an officer awaiting orders. The appointment method of the Department has been changed so that all patients who are classified as urgent and immediate necessity cases are cared for first. Considerable progress has been made on facilities for an oral photography section. One Dental Officer is assigned to Naval Air Station, Pearl Harbor for Temporary Additional Duty, one day each week.

While, in the months of January through June 1951, the accomplishments of the Supply and Fiscal Department were not as spectacular, or as readily descriptive in terms of work load, as during the previous reporting period, normal supply functions continued to be discharged, and many much needed internal improvements were either accomplished or initiated. Great progress has been made in re-warehousing, and in improving and expanding supply support facilities and services.

An additional ready issue store, in process of establishment on 31 December 1950, is now in operation, and furnishing rapid and efficient support to Squadrons not previously so serviced. By authority of the Commandant, FOURTEENTH Naval District, a shop store has been established at Naval Station, Midway Island under the cognizance of this Department to supply readily available general stores material, except petroleum products, to that activity. Action is now in progress to reduce excess stocks in the station shop and ready issue stores in the interests of streamlined operation.

The program initiated during the preceding six months to restow aviation material located in the primary aeronautical warehouse, Building #140, has, except for certain minor details, been completed, and an

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B. NARRATIVE (Continued)

additional program is now under consideration for the restowage of general issue stores material to provide more efficient service.

All class 270 material aboard, inventory of which was completed in February 1951, is in process of being rescreened to return any useable items located to Navy stocks. Although it is not expected that this will be completed before August 1951, an appreciable quantity of material has already been made available for use by this means.

Perishable aeronautical material, held either in departmental storage or by ready issue stores, was carefully screened during this period to insure correct tagging, and availability of expiration date information to stock clerks charged with issuance of material. Procedures were established whereby perishable items coming to our stocks from other Supply Officers would be appropriately marked upon receipt, and all personnel responsible for storage and issuance of such material were instructed in maintenance of proper records, thus assuring delivery of fit-for-issue material to requiring activities.

The regular triennial inventory of Classes one, two, and three plant account property was initiated in June, and is estimated to be approximately one-third completed at this time.

The reactivation of the Kaneohe Bay Naval Air Station, closed down in 1949, imposed only minor burdens in the way of demand for supply support from the Supply and Fiscal Department of this station.

In addition to the various programs and projects designed to expedite material handling, various branches of the Department were surveyed, and, where necessary or desirable, reorganization effected, aimed at improving efficiency, conserving manpower, and economizing in the use of allotted funds.

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B. NARRATIVE (Continued)

Throughout this period civilian employees were augmented by the assignment of additional military personnel drawn from the Reserve ranks by the Navy's expansion program. The normal fluctuation encountered in the use of military personnel for such duties, combined with the unprecedented turnover rate among civilians employed of 25.8% for the six month period, as a result of the increasing labor shortage in this area, and the consequent availability of more desirable employment, confronted management with new and difficult problems in training, and in adaption of Navy logistics methods. These problems were further complicated by the necessity for reducing the burden of accumulated leave on the books to the credit of long term employees, many of whom retained excess leave accumulated during the war and immediate postwar periods. In spite of these handicaps, a comparatively high level of efficiency has been maintained commensurate with the mission of the Department.

In June 1951, the Supply and Fiscal Officer was relieved of his collateral duties as Commander, Naval Air Bases, Supply Officer.

The past six month period has seen a continuing expansion of the Public Works workload due to the still increasing population of the station in support of the fleet air units. To meet this increasing workload the number of civilian personnel in the department has increased by 69, to 597 persons. Labor shortages in certain skilled trades, such as telephone electricians, continue to exist. Major station projects of lasting importance which were completed or undertaken during the period of report include:

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B. NARRATIVE (Continued)

- (a) Completed construction of an oiled coral aircraft parking area 800 feet by 1100 feet adjacent to runway #11.
- (b) Completed the system for automatic operation of the water tunnel pumping station by remote controls.
- (c) Completed renovation of the indoor theatre; also, remodeled the theatre.
- (d) Completed renovation and remodeling of BQ "A".
- (e) Completed restripping runway 4-22 for two dual runways.
- (f) Completed a new chlorination building with fully automatic controls, and adjacent large concrete valve pit.
- (g) Completed new Aviation Ready Issue Stores building in hanger area.
- (h) Completed paving of transportation compound area.
- (i) Completed construction of new gate house, and other improvements at Gate #2.
- (j) Five percent completion of a paint spray booth building in the Transportation Compound.
- (k) Eighty percent completion of the installation of windows in quonset type quarters.
- (l) Thirty percent completion of the rehabilitation of Galley #1.
- (m) Completed rehabilitation of Wardroom "A".
- (n) Completed remodeling of Officer's Club and adjacent parking area.
- (o) Completed installation of fire reporting system.

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B. NARRATIVE (Continued)

(p) Completed new piers at Keehi Lagoon for NAS Barber's Point crash detachment.

(q) Completed rewiring of Navy Exchange Building.

(r) Rehabilitated approximately 86 vehicles for Commander, Naval Air Bases, FOURTEENTH Naval District, for use in the forward area. There are 29 vehicles still being renovated.

Civilian employment rose aboard the station from 766 to 821 during the six month period of report. Of those now employed, 320 are veterans. Personnel actions continued to be made on an "indefinite" basis in order to control the employment level on Federal rolls. As a result, the rolls of this unit now have added to them a number of non-status employees who are merely helping the permanent force through the emergency.

The short labor market in some trades continues to make recruiting difficult, and, although no mainland hiring has been done, certain critical trade shortages may require it in the near future. Due to the increase of station personnel, the monthly sales volume of the Navy Exchange has increased approximately \$10,000.00 per month since 1 January 1951. The various alterations to the retail store have improved the overall appearance, provided more floor space and better display of merchandise, and were done in such a manner that various household appliances, greeting cards, and wearing apparel are self-service. This procedure is convenient to customers and reduces the number of employees required as sales clerks. A pressing shop has recently been opened for the convenience of all personnel.

Under the Security Department, the Fire Department had approximately 62 fires and standbys during the period of report. There are 26 civilian

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B. NARRATIVE (Continued)

fire-fighters in this department, and 60 enlisted men. Due to the growth of the station, the Master at Arms Division was increased two-fold during the period of report.

The Criminal Investigation Division, comprised of three enlisted men, and one civilian handled 192 cases of miscellaneous nature between 1 January and 30 June 1951. These included investigations of larceny, embezzlement, assault and robbery, sex offenses, vandalism, malicious conversion, arson, missing persons, narcotics, confidence game, common nuisance, and suicide.

The Pass Office of the Security Department issued approximately 3,000 passes of all types; cameras, dependents, gate, property, automobile, maid and pet.

The Automobile Accident Investigation Department investigated 63 accidents involving government vehicles or property, which involved about \$5,477.42 in damages to government and private property.

The Security Department, comprised of the afore-mentioned subdivisions, has given invaluable aid in maintaining order and in safeguarding the personnel and property on the station.

In the last six months the U. S. Marine Barracks aboard the station has experienced a 63 percent turnover in personnel. A major portion of persons transferred from the Marine barracks were sent to the forward area for duty in the combat zone. All replacements from the forward area who were transferred to this command had either been wounded or frost-bitten to the extent that they were unable to participate in tactical operations conducted by the Fleet Marine Force prior to convalescence outside the forward area. Three of these replacements were

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B. NARRATIVE (Continued)

decorated for meritorious action in Korea. In view of the increase in personnel aboard the Naval Air Station, and related matters resulting in increased security commitments, a 45 percent increase in enlisted complement was requested.

The Welfare and Recreation Department has continued its active program, which has done immense good in providing facilities for all sports to anyone who is interested. It has done much to build up morale, and has provided a wholesome channel for fun and enjoyment. During the period of report the intra-mural sports program has shown a marked increase in interest and participation, due largely to the continuation of the "Captain's Cup" competition wherein departmental teams compete for the semi-annual championship.

In addition to the golf driving range, we are nearing completion of a nine hole practice putting green. The bowling alley facilities have been doubled by the addition of four new alleys.

The increase in station personnel, and the large number of transient personnel passing through the station, have greatly added to the workload of the Legal Office.

During the latter part of April a seminar was held in the Fourteenth Naval District on the New Universal Code of Military Justice, which was attended by many Officers, and the personnel of the Legal Office of the Air Station. Since that time the Legal Office has been going through the transitional period of changing from the old system under Naval Courts and Boards to the new system under the UCMJ, which went into effect on 31 May 1951. The billet of Legal Officer on this station will be filled by a legal specialist after 1 August 1951.

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C. APPENDICES

1. Personnel complement at the beginning of the reporting period:

Officers ..... 51 (authorized allowance ..... 60)  
Enlisted Men ....730 (authorized allowance ..... 713)

Personnel complement at the end of the reporting period:

Officers ..... 57 (authorized allowance ..... 62)  
Enlisted Men ....904 (authorized allowance ..... 726)

2. Field Load for period of report:

Take offs and landings .. 48,569 (monthly average.. 8,094)  
GCA approaches ..... 3,788 (monthly average.. 631)

3. Training time spent in Link Trainers of Special Devices:

Total hours ..... 3,336 (monthly average.. 556)

4. Civilian employment ceilings:

Groups II, III, IVa ..... 632  
Group IVb ..... 236

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U. S. NAVAL AIR STATION

BARBER'S POINT

CAHU, T. H.

Historical Report for period 1 July to 31 December 1951

Prepared by:

LTJG Paul C. Hammerl, ChC, U. S. Navy

#### A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain William T. Rassieur, 58184, U. S. Navy.

NOTE: Captain Rassieur is Commander, Naval Air  
Bases, FOURTEENTH Naval District, with  
collateral duty as Commanding Officer,  
U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

The Naval Air Station, Barber's Point is under the Military Command of Commander Naval Air Bases, FOURTEENTH Naval District, and under the management control of the Bureau of Aeronautics. The present Commanding Officer, Captain W. T. Rassieur was assigned on 6 December 1950.

The station is designated as Naval Air Station, Navy Number one-four (14), and is located on the Island of Oahu, Territory of Hawaii, with detachments located at Keehi Lagoon, (formerly Naval Air Facility, Honolulu) and Molokai Airport on the Island of Molokai.

Geographic responsibility includes the Naval Air Station, Barber's Point, the Marine Corps Air Station, Ewa (inactive) including leased lands outside such limits, plus the range and target areas on Molokai and Kahoolawe Island and the Seadrome Facility at Keehi Lagoon.

#### B. NARRATIVE

During the period of this report, 1 July 1951 through 31 December 1951, The Naval Air Station, Barber's Point, experienced an increase in all activities of operation. It rendered constant service in support of the air lift of personnel and material to and from Korea and Japan. All air units that required services were



taken care of and all demands made upon this command were fulfilled to the satisfaction of all. Extra facilities had to be continually provided due to the increase in the flow of transients through the station and the increase in the number of personnel assigned to the station and to the fleet units based thereon.

The Commander Fleet Air Hawaii and the Commander Fleet Air Wing Two maintain headquarters aboard this station. Units under these commands now based aboard the station are: three Patrol Squadrons (VP-6, VP-9, VP-28), two Air Transport Squadrons (VR-21, VLR-152), one Fleet Air Service Squadron (FASRON 117), one Utility Squadron (VU-1), one Helicopter Detachment (HU-1 Det. #2), and the Fleet All Weather Training Unit, Pacific (FALLWEATRAC). Also based aboard this station is the Coast Guard Air Detachment of the FOURTEENTH Coast Guard District.

The Communications Department has continuously expanded to meet the increased demands of fleet units. Responsibility of administrative communications was shifted from COMFAIRWING TWO to the Naval Air Station during the period of this report. On 24 August 1951, the Message Center was relocated on the second deck of building #2 from the Operations Building. The Message Center consists of teletype circuits to and from the FOURTEENTH Naval District Relay Center, Pearl Harbor, and various fleet units based aboard the station.

The Emergency Communication Bill and circuits were revised since the last report. The Command Station of the Marine Guard Defense was relocated in Command Post #1 from Command Post #2 involving the shifting of the Marine Ground Defense control circuit to Command Post #1. An extensive program to replace instruments

and cables in the Emergency Communication System was launched during the past six months. A Model TDO transmitter was installed in the Command Center to improve emergency communications. New patch panels were installed in the Command Center and in the Transmitter Building.

The Naval Air Station assumed the Crypto Guard for all activities based aboard on 2 October 1951. These facilities were formerly supplied by COMFAIRHAWAII. A program to train a competent Naval Air Station Crypto Board is underway and should be completed early in 1952.

Authority has been received and work orders issued to install additional transmitters and to rehabilitate the antenna system at the Transmitter Building. The additional transmitters consist of one Model TDO, one Model TEL, and two Model TDH transmitters. Preliminary ground work has been started on construction of three new HF antenna systems to be used in conjunction with the two new TDH transmitters. These systems are bi-directional doublets, one orientated North-South and the other two, East-West. A new UHF installation for air-ground communications is in the planning stage. For this installation, six transmitters will be installed in Hangar "A" and six receivers in the Operations Building.

During the period of this report, the Medical Department has taken care of all the needs on the Station and provided for the continued good health of all concerned. A program to control mosquito breeding in areas outside of the station limits was inaugurated during this period. The work is performed with the cooperation of the Territory of Hawaii Department of Health and local private concerns. Surveys conducted by the Preventive Medicine

Officer have disclosed several areas of extensive mosquito breeding. These places have been successfully treated with DDT by personnel of the Public Works Department with a resulting marked decrease in the number of mosquitos on the station.

Work continued on the High Altitude Indoctrination Chamber during the last six months. A larger pump and other new machinery were installed in this chamber during this period and it is expected that it will be in full operation during the early months of 1952.

Many noteworthy changes, additions and improvements have taken place in the Dental Department during the months covered by this report. Waiting time for appointments has been reduced to less than three weeks since a central appointment system has been installed relieving the individual offices of considerable paper work. In addition to providing a dental service to Naval Air Station, Pearl Harbor, as reported in the last Historical Report, the Dental Officer assigned that duty, also provides a Dental service to Marine Corps Air Station, Kaneohe Bay on alternate Mondays.

An oral photography section is now in full operation at the Dental Clinic, and a section of endodontia has been added and is operated by a Dental Officer as a collateral duty. A library of professional texts and journals has been started and is available to all Dental Officers for reference and use. Due to a clean-up campaign within the Department the appearance of the grounds around the Dental Clinic has been greatly improved.

In the period ending 31 December 1951, the Supply and Fiscal Department continued to discharge the duties required by its mission, the workload imposed by requests for supply support from those

activities dependent on this station remaining at approximately the same level as in the period of the last report. This was accomplished with a slightly reduced number of civilian employees due to the necessity of reduction of the working force to the lowered ceiling established for this department by the Bureau of Aeronautics. The slack was in part taken up by the arrival of approximately ten more military personnel who were assigned to the performance of a variety of tasks within this department.

Various projects were initiated or accomplished during the six months, 1 July to 31 December 1951. The triennial plant account inventory, begun in June of this year, has been accomplished and has resulted in bringing into the system a considerable quantity of plant account material not previously recorded. The Labor and Equipment section was completely reorganized to enable it to furnish more adequate service to the department. Positions in the section were reclassified on a more realistic basis and supervisory personnel were reduced to a level more in line with the size of the group. This reorganization has resulted in considerably greater efficiency and savings in time and funds.

The restowage of the aviation warehouse, Building #140, was completed in September and a program of restowage of the Transportation Shop Store is at present in progress which will, upon completion, result in more streamlined service and the reduction of a great deal of excess material now on the shelves of the store. A reorganization of the operation of all shop stores has recently been accomplished for the purpose of increasing efficiency and exercising more competent supervision over the functioning of

these facilities.

The station dump was sold to a scrap dealer on a contract basis. Items located in the dump, which have salvage or usage value, have been returned to the Navy Supply System through a project which is concerned with the screening of this material. This project effected economies for both the Naval Air Station, and for the Navy Department as a whole.

The screening of class 270 material and recovery of usable items for return to normal supply channels was approximately one-half completed during this period. While it had been estimated that this task would be completed at an earlier date, this operation has assumed greater proportions than had been anticipated. It is now expected that the next six months will see action on this project completed. The recent disestablishment of the Naval Detachment in Samoa has relieved the department of supply support for that activity, but since the requests from the area were few, the reduction in this activity's workload is negligible.

For the first time since the cessation of the reduction in force actions which followed deactivation of various local Naval activities, the turnover rate among civilian personnel declined to 18.9% from the January-June high of 25.8%. Of the thirty-nine separations from department rolls during the period of report, eleven or approximately twenty-seven per cent represent inductions into the various branches of the armed services either on a voluntary basis or as a result of the draft. However, voluntary inductions have usually been based on the fact that the employee was due to be drafted and preferred to enlist and choose his service rather

than to be assigned arbitrarily. At the present time, this department has a total of twenty-two former employees serving in all branches of the military, and has suffered one casualty killed in action in Korea.

The last six months of 1951 had a work load level comparable with the first six months of the year. However, funds allocated to this station's Public Works Department were insufficient to support the six hundred-ten employees on board in this department as of 1 July 1951 thereby requiring a reduction-in-force. The number of employees has been reduced to five hundred fifty-four as of 20 December 1951. The personnel ceilings as of December 1951 for this department were forty-three for group IVb employees and five hundred eighty-two for ungraded employees. The major station projects which were completed or undertaken during the period of report are listed:

- (a) Completed rehabilitation of Galley #1.
- (b) Completed installation of windows in quonset-type quarters.
- (c) Seventy-five percent completion of paint spray booth in the Transportation Compound. Material shortages have held up this project.
- (d) Eighty percent completion of repairs to wood trusses in small Hangars "C" and "D".
- (e) Forty percent completion of alterations to Building #210 to provide security vaults for the Air Navigation Office.
- (f) Twenty-five percent completion of repairing and painting warehouses and storehouses #1142, 1143, 1145 and 1141.
- (g) Ninety percent completion of the replacement of hot water piping and boilers at Barracks #61, 62, 63 and 64.
- (h) Completion of the alteration of Barracks Building #258 to provide a new Security Office opposite the main gate.
- (i) Ten percent completion of the consolidation of Public Works Shops.

(j) Completion of security fence around present Title VIII housing area.

(k) Twenty-five percent completion of project for placing telephone cable underground at approach end of Runway #22.

(l) Completion of asphaltic-concrete paving of aircraft parking area along Breton Road by contract.

(m) Completion of foundations for jet fuel storage tanks by contract.

(n) Fifty percent completion of preliminary work for the rehabilitation of the impact area on Kahoolawe Island.

(o) Sixty percent completion of three hundred fifty-five Title VIII housing units by the Diller-Len Construction Company.

(p) Forty percent completion of the painting of Hangars "A" and "B" by contract.

(q) Completion of the A&E work for the revision of the runway lighting system.

(r) Received authorization to let an A&E contract for the development of a Master Plan for this station.

During the period of report civilian employment aboard the station as a whole fell from eight hundred twenty-one to seven hundred seventy-five. Of those now employed, three hundred thirteen are veterans. During the period of report, personnel actions continued to be made on an "indefinite" basis in order to control employment level on Federal rolls. As a result, the rolls of this activity now have added to them a number of non-status employees who are merely helping the permanent force through the emergency. In addition, civilian personnel ceilings have been lowered for both graded and ungraded personnel despite the fact that workloads in most departments are greater than ever.

The short labor market in some trades continues to make recruiting difficult. Although no mainland hiring has yet been done,

certain critical trade shortages may require it in the near future. It now appears that Engineers, both Mechanical and Electrical, will have to be recruited from other than local labor market.

Due to the large increase in personnel and dependents now aboard the station, and married personnel living off the station but exercising their Navy Exchange privileges, the Navy Exchange Store has had an increase in monthly sales during the past six months.

In August 1951, the Marine Corps Exchanges located at the Naval Ammunition Depots, Lualualei and West Loch, were redesignated Navy Exchanges and are now operated by the Main Navy Exchange aboard this station. The total monthly sales volume has increased to approximately \$240,000.00, this is an average monthly increase of \$35,000.00 over the previous six month period. Several new service activities have been added for the convenience of station personnel, including a pressing shop, engraving and jewelry repair department located in the watch repair shop, and a portrait studio.

During the past six months the U. S. Marine Barracks aboard the station, has experienced a turnover of approximately eighty percent (80%) in enlisted personnel. The majority of those persons detached were transferred to the Casual Section, Marine Barracks, Treasure Island, San Francisco, California, for further assignment in the Marine Corps. All Korean veterans who were transferred to this command from the forward area on an exchange basis have since been transferred back to the United States for new assignments. At present the only Korean veterans remaining in this command are those who live here in the Hawaiian Islands. Personnel presently assigned to this command consist of both regular Marine Corps enlistees and



Reservists on active duty. In order to keep abreast of the expanding facilities of this station from a standpoint of security, a recommended increase in the number of personnel assigned to this command was submitted and approved by Headquarters, United States Marine Corps in Washington, D. C. This organization is presently in the process of receiving this approved increase which will eventually give the Marine Barracks a total strength of three (3) Officers and ninety-four (94) enlisted men.

There have been several notable changes in the Security Department during the period of report, and a large volume of work has passed through this department. The Operational and Administrative control of the Crash Fire Division was transferred to the Operations Department during December 1951. Although the Operations Officer is the officer-in-charge at the scene of a crash his primary responsibility is the rescue of personnel. The Security Officer, as the Station Fire Marshal, is the officer-in-charge whenever an aircraft accident involves both a crash fire and a structural fire. He is also responsible for the training of structural fire fighters. From July 1951 to December 31, 1951 the Crash Fire Division had eighty-five fires. There are twenty-three civilian fire-fighters in the division besides the naval personnel assigned thereto.

The Chief-Master-at-Arms and the Master-at-Arms force, are now under the operational and administrative control of the Administrative Department, and the Station Shore Patrol is handled by the Marine Barracks. Both of these divisions were previously handled by the Security Department.

The Security Department is now composed of the Plate and Pass Office, which issued approximately three thousand passes of the various types handled, Automobile, Camera, Visitor's, etc., the Investigation Division which handled one hundred and sixteen cases of various types, larceny, assault and battery, robbery, sex offense, vandalism, narcotics, missing persons, confidence game, and common nuisance. There were also thirty-six automobile accidents investigated aboard the station, involving both Naval and civilian vehicles. The amount of damage caused by these accidents is undetermined at this time.

The Security Office has moved to new quarters near the main gate, which greatly aids the handling of passes and permits, and provides ample office space for personnel.

During the period of report the Welfare and Recreation Department was redesignated by the Bureau of Naval Personnel as the Special Services Department. The Special Services Department moved its gear locker and Special Services Office to Barracks #18, which is also the location of the Hobby Shop and Varsity Locker Room, thus putting all of the Department's facilities in one building with the exception of the office occupied by the Station Newspaper. There has been considerable work done on the grounds of the golf-driving range, and a nine hole practice putting green has been completed for the use of all hands. A forty-five foot torpedo retriever boat was obtained by the Department and remodeling has commenced to convert the craft into a deep-sea fishing boat which will be used by recreational parties from the Naval Air Station.

Annual Administrative and Operational Readiness Inspections

were conducted during this period by the Commander, Naval Air Bases, FOURTEENTH Naval District; a rating of excellent being given the station on the Administrative Inspection, and Outstanding on the Operational Readiness.

The former Fita Fita Band from the recently disestablished Naval Station in Samoa, reported aboard for duty on 13 July 1951 and is now known officially as The Naval Air Station, Barber's Point Unit Band No. 901. This organization has created an excellent impression throughout the area, furnishing music and entertainment for all service and civilian activities as requested.

During this period the initial breakdown and planning work for the revision of the Station Regulations was begun. Complete revision and printing will be accomplished during the early months of 1952.

The Naval Air Station was honored by a brief visit from Vice President and Mrs. Alben W. Barkley on 9 December 1951, the Vice President stopped over in Hawaii briefly on his return trip to the mainland.

On 9 August 1951 a Law Specialist reported for duty as Station Legal Officer with additional duty as Legal Officer on the Staff of Commander, Naval Air Bases, FOURTEENTH Naval District. This Officer has been designated as a Legal Assistance Officer for the station. Because of the increase in station personnel and the additional work required in preparing court martial cases under the Uniform Code of Military Justice, another yeoman was added to the staff of the Legal Office. Officers who were to serve on court-martial were instructed in various phases of the new Code, and one

Officer, who was to act as the Trial Counsel, sent to the Naval School (Naval Justice), Newport, Rhode Island. Action was initiated to have the room in the Educational Building which is used as a courtroom remodeled, and the new courtroom should be ready for use early in January 1952.

With the increase in the number of personnel on the station, the legal assistance for military personnel and their dependents has greatly increased.

The work of the Chaplains aboard this station has greatly increased due to the influx of personnel and the large number of dependents coming aboard or moving into the new housing facility designated as Title VIII Housing. There are two Chaplains on the station; one Protestant, and one Catholic. Regular and special services have been held for all personnel on the station. Services also were conducted every Sunday afternoon by a civilian clergyman for the members aboard who belong to the Church of Jesus Christ of Latter-day Saints.

The Protestant services have been held in the indoor theatre due to the lack of space in their own quonset type chapel. Three Catholic Masses have been necessary each Sunday to accommodate the growing congregation going to the Catholic Chapel which is also of the quonset type. Plans have been forwarded to the Bureau in Washington and have been approved for the moving of a Chapel from the former Army base at Malakole to Barber's Point, and money has been allotted to renovate and fit this Chapel for religious services. At its completion, both Protestant and Catholic personnel will use the Chapel on Sundays, retaining the smaller chapels for weekdays.

C. APPENDICES

1. Personnel on board at the beginning of the reporting period:

Officers.....57 (authorized allowance.....62)  
Enlisted Men.....904 (authorized allowance.....726)

Personnel on board at the end of the reporting period:

Officers.....65 (authorized allowance.....65)  
Enlisted Men.....886 (authorized allowance.....724)

2. Field Load for period of report:

Take offs and landings...57,129 (monthly average..9,521.5)  
GCA approaches.....4,169 (monthly average....694.8)

3. Training time spent in Link Trainers of Special Devices:

Total hours.....10,583.4 (monthly average..1,756.4)

4. Civilian employment ceilings:

Groups II, III, IVa.....562  
Group IVb.....224

NAVAL AIR STATION  
Navy Number 14 (One Four)  
c/o Fleet Post Office  
San Francisco, California

In Reply  
Refer To  
NA70/A12  
13-PCH:gl  
Serial: 3540

From: Commanding Officer, U.S. Naval Air Station, Barber's Point  
To: Chief of Naval Operations (Aviation History and Research  
Section) *OP 504 F*

Subj: Historical Report for the period 1 January to 30 June 1952;  
submission of

Ref: (a) OPNAVINST 5750.2 of 12 June 1951

Encl: (1) Subject report

1. In accordance with reference (a), enclosure (1) is submitted  
herewith.

M. F. LESLIE

*W. E. Gaillard*  
W. E. GAILLARD  
By Direction

Copy to:  
CINCPAC (2)  
COMNAVBFOURTEEN (2)

CONFIDENTIAL - OPNAV INST 5750.2  
BY *[Signature]* DATE 3 Aug 54

DECLASSIFIED BY *[Signature]* DATE 5/20/10

#### A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain Walter H. Newton, 72593, U. S. Navy

NOTE: Captain Newton was assigned duty as Commanding  
Officer, U.S. Naval Air Station, Barber's Point,  
Oahu, T.H. on 30 April 1952.

The Naval Air Station, Barber's Point is under the Military Command of Commander Naval Air Bases, FOURTEENTH Naval District, and under the management control of the Bureau of Aeronautics. Formerly Captain William T. Rassieur was Commander Naval Air Bases, FOURTEENTH Naval District, with collateral duty as Commanding Officer, U. S. Naval Air Station, Barber's Point, Oahu, T. H. However, as of 30 April 1952, when a change of command took place, these two commands were separated. Captain Glennon G. Price, USN assumed command of Naval Air Bases, FOURTEENTH Naval District, and Captain Walter H. Newton, USN command of U. S. Naval Air Station, Barber's Point, Oahu on 30 April 1952. On 23 June 1952 another change of command took place when Captain George J. Dufek, USN assumed command of Naval Air Bases, relieving Captain Price.

This station is designated as Naval Air Station, Navy Number One-Four (14), and is located on the Island of Oahu, Territory of Hawaii, with detachments located at Keehi Lagoon, (formerly Naval Air Facility, Honolulu) and Molokai Airport on the Island of Molokai.

Geographic responsibility includes the Naval Air Station, Barber's Point, the Marine Corps Air Station, Ewa (inactive) including leased lands outside such limits, the range and target areas on Molokai, Kahoolawe Island, and the seadrome facility at Keehi.

**ORIGINAL**

## B. NARRATIVE

During the period of this report, 1 January 1952 through 30 June 1952, the Naval Air Station, Barber's Point continued and sustained its increased activity noted on previous reports. It rendered service to support the air lift of personnel and material to and from Korea and Japan. All air units that required services were provided for and all requirements of the station were fulfilled. Messing and berthing facilities were provided to the numerous groups of transients who passed this way to and from the Korean War Area.

The Commander Fleet Air Hawaii and the Commander Fleet Air Wing Two maintain headquarters aboard this station. Units now based aboard the station are: two Patrol Squadrons (VP-4, VP-22), two Air Transport Squadrons (VR-21, VNR-152), one Fleet Air Service Squadron (FASRON -117), one Utility Squadron (VU-1), one Early Warning Squadron (VW-1), one Helicopter Detachment (HU-1 Det. #2), the Fleet All Weather Training Unit, Pacific and the Coast Guard Air Detachment of the FOURTEENTH Coast Guard District.

The Communications Department has continued to serve all the fleet units aboard the station. Several significant changes in the physical arrangements have taken place during the period of this report. The Communications Office was moved to another wing of the Administration Building giving way to the expansion of the Naval Air Bases offices on 1 May 1952. The Telephone Office was moved to a temporary location in the rear of the Post Office building and the Postal/Telephone Officer billet delegated to one officer, 29 May 1952. The automatic telephone system at Naval Air Station, Barber's Point was integrated into the Fourteenth Naval District consolidated telephone system on 18 February 1952. This consolidation put the telephone shop, including both personnel and telephone maintenance, under the District Public Works, Headquarters Shop Division. The system of telephone and work requests have been modified to conform with the forms and system used by the District.

An increase in postal rates affecting many classes of mail was enacted 1 January 1952. Class E messages were discontinued at the time of the Western Union Telegraph strike, 4 April 1952, and resumed 25 May 1952. The training of cryptoboard personnel has been a continuous program, making allowances for the transfer of qualified personnel and the need for replacement of same.

Installation of the new bi-directional doublet antennas for use with the TDH transmitters has been completed as has the complete re-habilitation of all other transmitting antennas at the transmitter building. Installation of an additional TDO, TEL-11 and two TDH-3 transmitters has been completed in the transmitter building, Building #128. Work on the UHF communication installation at the control tower, Building #4, is nearing completion and the Pearl Harbor Naval Shipyard has estimated 25 July 1952 as the completion date.

The Medical Department has provided for all the necessary facilities and means to safeguard the health and well being of all aboard the station. During the first half of 1952 there was a marked increase of Poliomyelitis in the Territory of Hawaii to about four times the ten year average for

ENCLOSURE (1)

(1)

**ORIGINAL**



this area. This increase in poliomyelitis has affected both the military personnel and their dependents residing aboard this station. During this period, two officers, one enlisted man, and fifteen dependents of Navy and Marine personnel aboard this station have been stricken with this disease. Three of these patients have died. This situation has caused considerable anxiety and apprehension among the families on this station, especially those living in the Title VIII housing development. The figures released by the Public Health Department of the Territory of Hawaii contain only the paralytic type of poliomyelitis, so they cannot be properly compared with the Navy figures which list all cases of this disease. It is believed that the incidence of polio among the personnel on this station is probably not much higher than that among the general population on the island of Oahu. The incidence of this disease in Hawaii, even at this time, is well below that of many large cities in the continental United States. The District Medical Officer and the Epidemic Disease Control Unit #6 have been kept fully advised of this situation. The Commanding Officer of the latter unit has inspected this station four times during the past three months. The Station Medical Department makes frequent sanitary inspections, and during this period has placed increased emphasis on general sanitation, insect control, food handling and swimming pool sanitation. Personnel and their dependents have been advised of the precautionary measures recommended by the National Foundation of Infantile Paralysis.

The High Altitude Indoctrination Chamber began training operations on 24 April 1952 as a joint operation with Hickam Air Force Base. Hickam Air Force Base furnished the aviation physiologist, and this station furnished the chamber and personnel.

Many notable changes and improvements have taken place in the Dental Department. Upon reactivation of the dental clinic at MCAS, Kaneohe, dental service provided from NAS, Barber's Point was discontinued. Bi-monthly dental service is still provided NAS, Pearl Harbor by this activity. One prosthetic dental officer was transferred and, after a one month lapse, the prosthetic section is back in operation with the arrival of the new prosthetic officer. The library of professional texts and journals has been improved by the addition of eleven new books covering the latest procedures and practices in dentistry.

In the period 1 January to 30 June 1952, the Supply and Fiscal Department discharged its duties in a very satisfactory manner filling requests for supply support from the units based aboard the station at about the same level as reported in the past. In the period just ended, Supply continued to discharge its duties as outlined in the Mission of the Department. 31,000 line items of stock were handled by the department.

Supply has, in the past, issued material from widely separated storage units at a considerable cost in manpower, equipment, utilities and man-hours. This system, while perhaps justified from the point of decentralization of stock, became burdensome under the pressure of increased operations and decreased operating funds, and a reallocation of space was made during the last half of Fiscal 1952. Restowage has resulted in savings in all areas mentioned above and has, in addition, greatly aided in expediting issues from stock. Decentralization is still practiced, but grouped storage units have replaced single warehouse units wherever possible.

ENCLOSURE (1)

(2)

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Action has been taken to establish a Shop Store to serve the Fuel Farm and packing units of the Supply Department; a Shop Store in the Public Works Department for servicing tankers; and a Packaging and Preservation Unit for preserving material in stores. A Scrap and Salvage Unit was established to screen, segregate and report by weight to the Naval Shipyard, Pearl Harbor, the metals in the Station Dump. Sale of considerable quantities of salvaged metals has resulted in income to the Navy and return of critical metals to the defense effort. The Central Shop Store, handling housekeeping and office supplies, was disestablished the latter part of June when a survey indicated that it was not economically justifiable. Issues previously handled by this unit will now be processed directly through the Supply Department.

Turnover of personnel remained high during the last half of the fiscal year and continues to be a constant problem. While the turnover rate decreased from 18.9% (July-December) to 17%, this does not compare favorably with the national Civil Service Average, especially in view of the fact that 66% of the turnover was in key positions within the department. The reorganization required by turnover has resulted in a leaning toward placement of military personnel in the higher positions. This practice became necessary when it was evident that qualified replacements in civilian ranks would not be available. To date, the military replacements have proven highly successful.

Many projects have been completed and new ones initiated by the Public Works Department during the period of this report. The number of civilian employees on 30 June 1952 was 495 ungraded and 44 graded. The projects which were finished or undertaken were as follows:

- (a) Completion of 355 Title VIII Housing units by Diller-Len Construction Company.
- (b) Completed repairs to wooden trusses in Hangar Buildings #112 and #113.
- (c) Completed conversion of a space in Building #210 for an Air Navigation Office and security vault.
- (d) Completed painting of warehouses 1142, 1143, 1145, and 1141.
- (e) Completed replacement of hot ~~water~~<sup>WATER</sup> piping and boilers at Barracks Buildings Nos. 61, 62, 63, and 64.
- (f) Continued work on the construction of a building within Public Works Transportation Compound for the spray painting of vehicles. This project is now 95% complete.
- (g) Completed installation of a 51-pair underground telephone cable along Coral Sea Road at the approach end of Runway 22.
- (h) Ninety-five percent (95%) completion of consolidation of Public Works Shops.
- (i) Completed rehabilitation of the target impact area on Kahoolawe Island.

- (j) Twenty-five percent (25%) completion of dual runway lighting on Runway 4-22 by CPFF Contract.
- (k) Seventy-five percent (75%) completion of extension to transformer vault at Building #4.
- (l) Ten percent (10%) completion by contract of a new concrete range station at Molokai Target Area.
- (m) Sixty-five percent (65%) completion by contract of jet fuel storage and distribution.
- (n) Completion of painting Hangars "A" and "B" by contract.
- (o) Thirty percent (30%) completion of 900,000 square feet of aircraft parking area by contract.
- (p) Thirty percent (30%) completion of the first increment of the Master Shore Station Development Program by A&E contract.
- (q) Fifteen percent (15%) completion of extension of storm drainage system by contract.
- (r) Twenty percent (20%) completion by contract and station forces of moving and rehabilitating a 300 person person capacity chapel building.
- (s) A building was moved from the Marine Corps Air Station, Ewa, to NAS Barber's Point to provide quarters for 84 enlisted women. The renovation of this building is 60% completed. This project is being accomplished by contract.
- (t) Completed enlargement of officer's quarters, Building #361, by station forces.
- (u) Completed enlargement of officer's quarters, Building #371, by station forces.
- (v) Completed rehabilitation of the approach pier to the U-dock at Naval Air Station, Barber's Point, Outlying Seadrome Facility.
- (w) Completed reroofing of Enlisted Men's Messhall and Galley by station forces.
- (x) Completed installation of an antenna system in the area adjacent to transmitter building.
- (y) Ten percent (10%) completion of the adjustment of areas adjacent to runways to conform with Buier Planning Standards.
- (z) Ninety percent (90%) completion of rehabilitation of low pressure chamber in Building #853 by station forces.
- (aa) Thirty percent (30%) completion of curbs and sidewalks in industrial and hangar area.

(bb) Twenty percent (20%) completion of modification of automatic fire sprinkler system, Building #140.

(cc) Fifteen percent (15%) completion of rehabilitation of elementary school classrooms.

(dd) Completion of field engineering for planning new access road. This is being accomplished by contract administered by the Bureau of Public Roads, Territory of Hawaii.

The Industrial Relations Department handled all problems and work relating to the civilian personnel aboard this station. During the period 1 January through 30 June 1952, employment remained at a comparatively even level, averaging 767 civilian employees. The employment figure on 1 January 1952 was 775 employees, and the employment figure on 30 June 1952 was 776.

Hiring on an "indefinite" basis has continued during the reporting period, such action having been directed by legislative action to control the "permanent" employment level on Federal rolls. Likewise promotions have been made on an "indefinite" basis during this period. The picture as of 30 June 1952 regarding permanent and "indefinite" employees is: 495 permanent and 281 "indefinite" employees.

The Industrial Relations Department made progressive steps during this period by setting up a Training Division, hiring a Senior Training Supervisor, and by putting the Employee Development Program into effect for formal training of supervisory personnel, both military and civilian. A total of six (6) two-hour classes are held weekly by the Training Division involving the training of 88 civilians and 22 military.

The labor market continued to make recruiting difficult during the period. However, the labor shortage is restricted only to a few skilled trades. No mainland hiring was necessary during this period, although some hiring of this type was anticipated before the turn of the new year.

The Industrial Relations Department assisted employees of the station in establishing a Federal Credit Union during the month of June. This program is aimed at assisting employees to save money and also to make loans to needy employees. This program should build employee morale and promote thrift--all contributory to a stable work-force.

The Navy Exchange has continued to progress due to the increase of personnel aboard and the greater demand upon its facilities. A new snack bar known as the "Fasron Snack Bar" was opened for the convenience of personnel in that area. The laundry and dry cleaning receiving and issue room was expanded to accommodate the increase in business. A new tailor shop was opened on the second floor of building #60 and engraving facilities have been made available to customers in the Watch Repair Shop. The total sales of the Navy Exchange continue to increase as additional personnel are received.

During the past six months, the U.S. Marine Barracks aboard the station has experienced a 50% turnover in personnel. The majority of these persons leaving were reservists who were returned to the United States for release from active duty; the remainder were regular Marines who were returned on rotation for further assignment in the Marine Corps. A few of the replacements joining this command are Korean Veterans who are completing a twenty-four (24) month tour of duty overseas. The majority of the replacements are from the Training and Replacement Command, Camp Pendleton, Oceanside, California.

Since approval of the new Table of Organization, this command has arrived at its authorized strength of three (3) officers and ninety-nine (99) enlisted personnel. This includes five (5) enlisted and one (1) officer of the Disbursing Section, who are not charged against the Portsmouth Naval District ceiling on Marine Security Forces.

Several noteworthy changes have taken place in the Security Department. There was an approximate 50% turnover of both civilian and military personnel in the Security Department for the period of January through June 1952. The Structural Fire Department (Station #6, #16) handled about 151 fires and standbys with approximately 27 civilian fire fighters.

The Criminal Investigation Division processed 187 offense cases, viz., larcenies, burglaries, malicious conversions, malicious injuries, sex offenses, ebezzlement, assault and battery, and common nuisance. A slight margin of decrease is indicated in this division. The pass office processed about 4000 Automobile (Enlisted, Officer, Firm, Civilian) Sticker Applications; about 1000 identification badges and cards to non-civil service employees, contractor employees, and domestic help. This is an increase of 33-1/2% from the previous year.

The Special Services Department has continued to provide ample material and facilities to maintain a high level of sports and recreational activity aboard the station. It has provided for the personnel of the Air Station, itself, and cooperated in any program in conjunction with the other units aboard the station. During the period covered by this report, Hobby Shop Facilities have been increased and machinery and woodworking equipment have been added to the woodworking shop. The 45 foot converted torpedo retriever boat, which was obtained by the Special Services Department, has been completely renovated and placed in use as a recreational vessel for station personnel. It is operated on a five-day week schedule. Construction has begun on a Hobby Shop garage to be used by station personnel. Improvements have been made to the CPO Beach Club in the form of a covered lanai. Participation in intramural sports has increased due to the Captain's Cup program wherein departmental teams compete in a variety of sports the year around. During this period the Special Services Department brought to the station four top-name stage show; they were: The Andrew Sisters, Frank Sinatra, Tennessee Ernie and Frankie Laine. In addition to a nine hole putting green, which has been installed at the golf driving range, a sandtrap is being installed to broaden the scope of the activity.

The Commanding Officer of the Naval Air Station previously provided personnel as shore patrol in the general vicinity of the station. However, in order to improve the overall coordination of the police functions of the Armed Forces throughout the Island of Oahu, the Hawaiian Armed Services Police is being assigned the direct responsibility for the administration of shore patrol functions over the entire island. Therefore, the Commanding Officer of the Naval Air Station is relieved of any administrative functions regarding shore patrol. The Naval Air Station ordered three (3) men for temporary duty with the Hawaiian Armed Services Police.

The Operations Department has continued to render assistance and maintain proper facilities on and all units aboard the station. Construction has been started on the airfield runways by a private construction firm. Two one thousand foot (1000 ft.) width runways are being divided into two (2) lighted strips for night landings by installations of flush deck type lighting systems.

The activities of the Special Devices Division for the previous six months include:

- (a) The construction, testing, and development of the ground-air Somo-Buoy training facilities. Actual problems, involving the use of operational equipment, are given trainees located at this command.
- (b) (1) An F8F Link Trainer, in excess of our needs, was turned into Supply for screening.  
(2) A Basic Instrument Trainer was turned in for overhaul.
- (c) A Basic Instrument Trainer was exhibited and operated for a period of eight days at the 49th State Fair.

The Administrative Department has handled all correspondence and business pertaining to the operation of the station. The revision of the Station Regulations, begun during the last period of report, was completed during the past months. Many notable personages visited the station and were properly greeted and escorted to places of interest to the individuals concerned. The Station Band, made up of former Fita Fita Band of Samoa, and designated as Band No. 901 has continued to furnish music and entertainment for all service and civilian activities when requested to do so.

The work of the Chaplains has continued at about the same level as reported previously. There are two Chaplains aboard this station, one Catholic, and one Protestant. However, a letter has been forwarded requesting that an additional Protestant Chaplain be assigned to this command. A new Chapel has been moved onto the station and now is 20% completed. At present, there are two chapels, one Protestant and one Catholic, but due to the increase of personnel, they are inadequate. The new chapel will remedy the situation and provide facilities to be used by all Faiths.

C. APPENDICES

1. Personnel on board at the beginning of the reporting period:

Officers.....65 (authorized allowance.....62)  
Enlisted Men.....904 (authorized allowance.....726)

Personnel on board at the end of the reporting period:

Officers.....65 (authorized allowance.....65)  
Enlisted Men.....906 (authorized allowance.....724)

2. Field Load for period of report:

Take offs and landings.44,015 (monthly average.9,521.5)  
GCA approaches.....4,430 (monthly average...373.6)

3. Training time spent by Unit Trainers of Special Devices:

Total hours.....8,501.8 (monthly average.....419.3)

4. Civilian employment ceilings:

Groups II, III, IVa.....625  
Group IVb.....232

ORIGINAL

NAVAL AIR STATION  
Navy Number 14 (One Four)  
c/o Fleet Post Office  
San Francisco, California

In Reply  
Refer To  
NA 70/A12  
13:TCH:wb  
Serial: 1248

From: Commanding Officer, U. S. Naval Air Station, Barber's Point  
To: Chief of Naval Operations (Aviation History and Research Section)  
Subj: Historical Report for the period 1 July to 31 December 1952;  
submission of (OPNAV Report 5750-2)  
Ref: (a) OPNAVINST 5750.2 of 12 June 1951  
Encl: (1) Subject report

1. In accordance with reference (a), enclosure (1) is submitted  
herewith.

M. F. LESLIE

W. E. CAILLARD  
By direction

Copy to:  
CINCPAC (2)  
COMNAVFOURTEEN (2)



A. CHRONOLOGY

NAME OF ACTIVITY: U. S. Naval Air Station, Barber's Point,  
Oahu, T. H.

COMMANDING OFFICER: Captain Maxwell F. Leslie, 60428, U. S. Navy

NOTE: Captain Leslie assumed duty as Commanding  
Officer, U. S. Naval Air Station, Barber's  
Point, Oahu, T. H. on 22 August 1952.

The Naval Air Station, Barber's Point is under the Military Command of Commander Naval Air Bases, FOURTEENTH Naval District, and under the management control of the Bureau of Aeronautics. Captain George J. Dufek is Commander Naval Air Bases, FOURTEENTH Naval District. On 19 July 1952 Commander W. E. Gaillard, USN, Relieved CDR. R. E. Farkas, USN, as Executive Officer. Captain Maxwell F. Leslie assumed command of U. S. Naval Air Station, Barber's Point, Oahu, T. H. on 22 August 1952, relieving Captain Walter H. Newton, USN.

This station is designated as Naval Air Station, Navy Number one-Four (14), and is located on the Island of Oahu, Territory of Hawaii, with detachments located at Keehi Lagoon, (formerly Naval Air Facility, Honolulu) and Molokai Airport on the Island of Molokai.

Geographic responsibility includes the Naval Air Station, Barber's Point, the Marine Corps Air Station Ewa (inactive) including leased lands outside such limits, the range and target areas on Molokai, Kahoolawe Island, and the seadrome facility at Keehi Lagoon.

## B. NARRATIVE

During the period of this report, 1 July 1952 through 31 December 1952, the Naval Air Station, Barber's Point experienced once again an increase in all activities of operation. It rendered service in support of the air lift of personnel and material to and from Korea and Japan. Added facilities were provided to meet the increased flow of transients through the station and the increased number of personnel assigned to the station and to the fleet units based thereon.

The Commander Fleet Air Hawaii, formerly with headquarters on this station, now maintains headquarters at NAS Ford Island. Commander Fleet Air Wing Two maintained headquarters aboard until deployed forward on 23 August 1952. The Units now based aboard the station are: two Patrol Squadrons (VP-6, VP-28), two Air Transport Squadrons (VR-21, VMR-152) one Fleet Air Service Squadron (FASRON-117), one Utility Squadron (VU-1), one Early Warning Squadron (VW-1), one Helicopter Detachment (HU-1 Det. #2), the Fleet All Weather Training Unit, Pacific and the Coast Guard Air Detachment of the FOURTEENTH Coast Guard District.

### COMMUNICATIONS

A teletype drop was installed in Building # 117 in October to handle NAS Supply Department traffic. Approximately 100 messages per day are handled by this addition to the local teletype loop. In October 1952, a conference was held in the 14th Naval District Communication Officer's Office with representatives from this station, CAA Honolulu and the 14th Naval District to determine a better and faster way of handling Naval Station, Midway Island traffic. The outcome of the conference eliminated this station as a relay and the traffic was given to CAA Honolulu direct from the primary relay station at Pearl Harbor thereby cutting down the delay of operational traffic. On 12 December 1952, the teletype section of the Rapid Communication Division was shifted from Building #2 to the Administration and combined with the Communication Center.

The Telephone Office was moved to its permanent location at the South end of the Post Office Building #3 on 21 August 1952. The Telephone Office has added the assignment of telephone numbers to its duties. Three 2-way telephone trunks connecting NAS Barber's Point and Mutual (Waipahu) to Title VIII and Waipahu area were established on 29 December and should greatly improve the service now being rendered. A survey of station telephones for the purpose of easing the overload on the telephone exchange and thus improving telephone service is in progress.

### MEDICAL

The Medical Department has taken care of all the needs on the Station and has provided for the continual good health of all concerned. During the month of August 1952 the poliomyelitis epidemic as previously noted in the historical report covering the first six months of the calendar year 1952 gradually abated and two patients were admitted and transferred to Tripler Army Hospital. A total of twenty-three (23) patients, including military and dependents, were admitted with a diagnosis of poliomyelitis

during the epidemic. Subsequent to this outbreak one hospitalman was admitted to the sick list and transferred to Tripler Army Hospital on 14 December 1952 with a diagnosis of Poliomyelitis, non-paralytic. No other epidemics or diseases of significant importance occurred during the period covered by this report.

During this period the low pressure chamber has been completely altered. New ports and air lines were installed and the operation of the chamber was made automatic if desired.

On 29 August 1952, the ejection seat trainer was received. This trainer has not yet been placed in operation due to lack of trained personnel.

A contract has been awarded to a civilian firm for the erection of a night vision trainer. This training device should be in operation during the early part of 1953.

#### DENTAL

During the period of this report, several noteworthy changes have occurred in the Dental Department. The waiting time for dental appointments is maintained at approximately six (6) weeks. This activity continues to provide bi-monthly dental treatment for NAS, Pearl Harbor. Changes also have been made in this department to expedite patient handling and to reduce the amount of personnel employed in the diagnosis office.

#### SUPPLY

A stock reporting unit was established on 1 July 1952 in the Control Branch of the Supply Department. This unit was set up in accordance with Vol II of BuSanda Manual to perform the functions of computing and reporting the stock status of aviation materials, and making other required stock control reports. Reporting was previously done by various other units in the Control Branch. The consolidation of the reporting function in one unit has increased efficiency and improved the quality of the reports. ACOG reporting was established 22 July 1952 in accordance with ASO Circular Letter 52-14 of 28 May 1952. A review of ACOG reports indicates that 168 items have caused grounding of aircraft during the period since 22 July 1952, an average of 8 items per week. The average time required to process ACOG shipment requests to continental supply points was 8.5 days.

A reduction in the number of civilian personnel became necessary in September 1952 because of a reduction in the Fiscal Year 1953 budget. The reduction in force resulted in reducing IV-b employees on board from 164 to 160 and non-IV-b employees from 55 to 40. Since that time the authorized ceiling has been changed from 164 IV-b and 55 non-IV-b employees to 160 IV-b and 55 non-IV-b employees. It is not anticipated that funds will become available to employ the additional non-IV-b employees currently authorized by ceiling. The reduction in force has resulted in some curtailment of work, but in several instances it has been possible to replace

civilians with naval personnel and to consolidate functions. The reduction in force has seriously hampered the operation of the department but has not reduced services to the fleet.

NAS Notice 1030 of 3 December 1952 placed into effect a new payday schedule for station and fleet personnel. This new schedule provides for paying all hands on the same day rather than requiring several days as in the past. The new schedule has been well received and has helped to improve morale.

The installation of two jet fuel tanks with a total capacity of 1,134,000 gallons was substantially completed during this period, although final test and acceptance has not yet been consummated. These tanks will almost double the total available aviation fuel capacity, and they may be used for either jet fuel or aviation gasoline.

Considerable progress was made during this period in consolidating the existing storage warehouses in one centralized area. When this consolidation is completed, the material originally stored in approximately 50 widely separated buildings will be stored in approximately 21 centralized buildings. This consolidation will result in a savings in the time required to store and issue material as well as a decrease in usage of material handling and automotive equipment.

#### NEW CONSTRUCTION

The Public Works Department has completed many projects and has initiated numerous new ones as follows:

- (a) Completed construction of Automotive Paint Spray Building.
- (b) Completed construction of Jet Fuel Storage and Distribution System by contract.
- (c) Completed moving and rehabilitation of building from Marine Corps Air Station, Ewa for barracks for 84 enlisted women.
- (d) Completed extension to Storm Drainage System by contract.
- (e) Completed conversion of Fire Sprinkler System in Building 140.
- (f) Completed rehabilitation of Elementary School classrooms.
- (g) Completed construction of 3250 Aeronautical Chart Boxes.
- (h) Completed rehabilitation of 51 pieces of Automotive Equipment for MCAS, Kaneohe.
- (i) Completed construction of additional security fence, Title VIII Housing.
- (j) Ninety-eight percent (98%) completion of extension to Transformer Vault, Operations Building.

- (k) Ninety-five percent (95%) completion of construction of 900,000 square feet on Aircraft Parking Area.
- (l) Fifteen percent (15%) completion of construction of 2500 man Enlisted Men's Messhall and Galley by contract.
- (m) Twenty-five percent (25%) completion of construction of Officer and Enlisted Men's Family Quarters by contract.
- (n) Ninety percent (90%) completion of construction of Dual Runway Lighting on Runway 4-22 by contract.
- (o) Eighty-eight percent (88%) completion of moving and rehabilitation by contract and station forces of a 300 person Chapel Building.
- (p) Ninety-eight percent (98%) completion of repairs to Electric Distribution System at Combat Information Center.
- (q) Seventy percent (70%) completion of clearing of areas adjacent to runways for conformance with BuAer standards.
- (r) Sixty percent (60%) rehabilitation of six (6) crash fire trucks.
- (s) Fifteen percent (15%) completion of structural alterations to Building 108.
- (t) Thirty-seven percent (37%) completion of construction of Fixed Gun Test Firing Range.
- (u) Seventy-five percent (75%) completion of repairs to Seaplane U-Dock at NAF, Honolulu, Keehi Lagoon.
- (v) Seventy percent (70%) completion of construction of curbs and sidewalks in hangar area.
- (w) Ninety-nine percent (99%) completion of modification of Observation Ports and Control Piping, Building 853, Low Pressure Chamber.

#### CIVILIAN PERSONNEL

The ceiling for civilian employees in the Public Works Department on 31 December was 453 ungraded and 45 graded employees. On that date, the on-board count was 409 ungraded and 44 graded.

All problems and work relating to the civilian personnel aboard this station were handled by the Industrial Relations Department.

During the month of November, the Training Division completed the first phase of the Supervisor Development Program. A graduation ceremony was held, and certificates of completion of the course were presented by the Commanding Officer to 31 graded supervisors, 57 ungraded supervisors, and 13 military personnel.

## NAVY EXCHANGE

During the period 1 July 1952 to 31 December 1952, the total monthly sales in the Navy Exchange Department were considerably higher than sales for the same period in 1951. This increase was due to additional merchandise offered to customers and the increase in dependents in this area. Funds have been provided to expand the retail store approximately one third of the present size. Two (2) quonset huts will be re-located in the parking lot adjacent to the retail store for use as warehouse space and the present warehouse will be converted into selling floor space. This expansion will allow for additional new merchandise, better display, and it is expected sales will continue to increase. The Service Station ground area will soon be paved and a canopy constructed over the two exposed pumps. This alteration will improve the appearance of the station and will give employees protection from the sun and inclement weather.

## MARINE PERSONNEL

The U. S. Marine Barracks aboard the station has experienced a thirty percent (30%) turnover in personnel. The majority of these persons were transferred to the First Marine Division in Korea. A few of the replacement personnel are Korean veterans, with the majority coming from the Training and Replacement Command, Camp Pendleton, California. The new personnel ceiling as approved by the Commandant of the Marine Corps is three (3) Officers and ninety-six (96) enlisted personnel. This includes five (5) enlisted and one (1) Officer of the Disbursing Section who are not charged against the FOURTEENTH Naval District ceiling on Marine Security Forces.

## SECURITY

The Security Department experienced several noteworthy changes in the six months covered by this report. The Pass Office of the Security Department took over the following new responsibilities:

- (1) Processing of PID cards - approximately 400 PID cards were processed.
- (2) Photographing of personnel for PID, military ID cards, civilian badges, civilian identification cards - approximately 2230 photographs were taken.
- (3) Laminating of all identification cards.
- (4) The use of the Graphotype machine for processing identification tags (dog tags) for military personnel.
- (5) Screening of all civil service personnel for police records (Honolulu Police Department), and loyalty checks of all civil service personnel as well as non-civil service personnel (District Intelligence Office). In addition to the above, the Pass Office processed about 5000 vehicles, cameras, firearms, and pet passes.

The Investigation Division handled about 20 cases (major) including larcenies, domestic complaints, vandalism, assaults, etc. Numerous other cases were investigated but were made a matter of record only. This division of the Security Department also fingerprinted approximately 300 people for official purposes. The Fire Department (Stations #6, 16) received about 84 fire alarms and took part in about 42 standbys.

As in the past, the Operations Department rendered assistance and maintained proper facilities to aid all units aboard the station. Construction on runways 22 and 4, converting 1000 foot wide strip to dual runways, is nearing completion. Lighting installations will be completed in the next thirty to sixty days.

On 31 October 1952, Special Devices, formerly under the Naval Air Station, was placed under COMFAIRHAWAII.

#### SPIRITUAL WELFARE

Regular and special services were held for Protestant and Catholic personnel. The Chaplain's Department complement was increased by one Protestant Chaplain, and the additional chaplain reported aboard in August, which gives the station two Protestant and one Catholic Chaplain. The new chapel is nearing completion and will be ready for use in February, serving personnel of both faiths. In addition to this, the small quonset chapels are being retained to supplement the religious work on the station.

#### RECREATION

The Special Services Department continues to provide facilities toward maintaining a high level in recreational activities. The Hobby Shop Garage has recently been added, and it is equipped with the necessary tools, and provides mechanics to assist personnel in the repair of their automobiles.

#### ADMINISTRATION

The Administration Department has handled all correspondence and business pertaining to the operation of the station. Many notable personages visited the station and were properly greeted and escorted to places of interest. The Administrative/Material Inspection of the station was conducted on 28 and 29 October 1952 by the Commander, Naval Air Bases, FOURTEENTH Naval District, members of his staff, and personnel attached to the Marine Corps Air Station, Kaneohe. An overall grade of EXCELLENT was assigned. The first WAVE personnel reported for duty and the WAVES barracks was commissioned on 29 October 1952.

### C. APPENDICES

1. Personnel on board at the beginning of the reporting period:

Officers . . . . .	65	(authorized allowance . . . . . 65)
Enlisted Men . . . . .	886	(authorized allowance . . . . . 724)

Personnel on board at the end of the reporting period:

Officers . . . . .	71	(authorized allowance . . . . . 66)
Enlisted Men . . . . .	882	(authorized allowance . . . . . 694)

2. Field Load for period of report:

Take offs . . . . .	21,989	(monthly average . . . . . 3664.8)
Landings . . . . .	22,026	(monthly average . . . . . 3671)
GCA approaches . . . . .	4,480	(monthly average . . . . . 746.6)

3. Training time spent in Link Trainers of Special Devices from 1 July 1952 to 31 October 1952:

Total hours . . . . .	2,018	(monthly average . . . . . 504.2)
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4. Civilian employment ceilings:

Groups II, III, IVa . . . . .	448
Group IVb . . . . .	218