

HISTORY OF
U. S. NAVAL AIR STATION, PEARL HARBOR,
TERRITORY OF HAWAII

IN REPLY
REFER TO

U. S. NAVAL AIR STATION
Navy Number 128 (one two eight)
c/o Fleet Post Office
San Francisco, California

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FOREWORD

In compiling this history of the Naval Air Station, Pearl Harbor the general outline as suggested by the History Unit, Aviation Training Division has been followed as closely as possible. There have been certain liberties taken however, in arranging the material so as to keep the continuity of events in logical sequence. Believing part of the early history of the island on which the Naval Air Station Pearl Harbor is now located would be of interest to the reader, this also has been incorporated in the narrative section.

For rendering invaluable aid in unearthing Historical material, the deepest appreciation is offered to the Executive, Medical, and Public Works Departments. Also to Miss Maude Jones, Hawaiian Archives Librarian; Dr. Henry Judd, Professor of Hawaiian, University of Hawaii; Mrs. A. G. Silverman, Honolulu City Librarian; Colonel Adna G. Clarke, A.U.S. (Ret); and to the many others who have been so helpful in supplying information.

SECTION 1

A CHRONOLOGY

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A CHRONOLOGY

1. In December of 1919 a small detachment of nine officers and fifty-five men were established at the Navy Yard Pearl Harbor as the Pacific Air Detachment. Three years later on January 17, 1923 the detachment was moved across the harbor to Ford Island, entering in joint occupancy with the Army's Luke Field. This has remained the location of all flying activities based at Pearl Harbor, and is the present location of the Naval Air Station.

2. The Air Station has had thirteen Commanding Officers since its beginning in 1919. Their names, ranks, and tenure of service here follows:

Lieutenant Commander R. D. Kirkpatrick, U. S. Navy.
December 19, 1919 to September 28, 1922.

Commander John Rodgers, U. S. Navy
September 26, 1922 to May 1, 1925.

Lieutenant Commander M. B. McComb, U. S. Navy.
May 1, 1925 to November 26, 1927.

Commander V. O. Herbster, U. S. Navy.
January 7, 1928 to February 21, 1931.

Commander Elmer Wayne Tod, U. S. Navy.
February 21, 1931 to June 30, 1935.

Captain Kenneth Whiting, U. S. Navy.
July 18, 1935 to June 4, 1938.

Commander J. W. Reeves, Jr. U. S. Navy.
June 4, 1938 to April 28, 1939.

Commander J. J. Clark, U. S. Navy.
April 28, 1939 to August 3, 1939.

Captain E. Buckmaster, U. S. Navy.
August 3, 1939 to January 23, 1941.

Commander L. E. Gehres, U. S. Navy.
January 23, 1941 to March 15, 1941.

Captain J. M. Shoemaker, U. S. Navy.
March 15, 1941 to June 8, 1942.

Captain J. F. Wegforth, U. S. Navy.
June 9, 1942 to June 5, 1944.

Captain W. L. Peterson, U. S. Navy (Ret).
June 6, 1944 Till -

3. From the time this station was commissioned to 15 May 1944 the Commandant, Fourteenth Naval District, was the immediate superior in command over the Commanding Officer, Naval Air Station. Since 15 May 1944 the immediate superior in command has been Commander, Naval Air Bases, Fourteenth Naval District. The station, as regards the jurisdiction of its Commanding Officer, consists primarily of the area known as Ford Island, Oahu, Territory of Hawaii.

4. This station has been maintained primarily to provide aircraft base facilities for the Fleet. Accordingly every needed service required by fleet units has been rendered to the maximum extent practicable with station facilities whenever such need has arisen. This has in-

cluded maintaining and operating a base for aircraft units, providing facilities in the way of housing, messing, berthing, operation, supply, overhaul, repair and manufacturing.

The secondary mission has been to operate a local utility unit and such local defense forces as may be assigned.

5. The only physical movement of the Naval Air Station was from the Navy Yard to the present location on Ford Island on January 17, 1923.

6. The only action with the enemy in which this station has been engaged was on December 7, 1941 when the Imperial Japanese Navy's carrier based aircraft struck the United States Army and Navy Positions on the island of Oahu, Territory of Hawaii.

7. Only one man aboard Ford Island was killed during the attack on this day by the Japanese aircraft. This happened while he was on guard duty in a hangar which received a direct hit. His name was Croft, Theodore Wheeler, AOM1/c, U. S. Navy attached to VP-21. The hangar suffered a direct hit by a dive bomber at 0815 and the man died from wounds in the abdomen at 0835.

8. The first aircraft to be used by the Navy in this area were two HS2L flying boats, and two N-9 float type planes. Gradually more of these types were added to the complement plus the addition of TS's, F5L's, H16's, PK's and DT's in 1925. In 1926 the FU-1's arrived to be followed soon after by the VE-7's and VE-9's. In 1930 the F4B-1, PM, and the PD-1 types made their appearance. These planes replaced the older PK models and the F5L's and H16's. In 1933 the first PB2Y2's were flown here by VP-10. More of these types arrived soon after to be followed by the first of the famous PBY's in 1936.

In 1939 following the President's Emergency Proclamation the first of the famous carrier based aircraft began arriving in this area in great numbers. These types included TBD's, SBD's, F2A's and F4F's. Also at this time the VOVs squadrons began receiving their OS2U's. These types have been gradually replaced through the necessity for faster, more maneuverable and longer ranged aircraft, these being TBF's, SB2C's, F4U's, F6F's, FM2's, PV-1's and PB4Y's, plus the utility types of JM, R50, R4D, R5C, and R5D.

SECTION 2
A NARRATIVE

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A NARRATIVE

I

Ford Island, an irregular particle of land no more than a mile and a quarter long and half as wide, is located approximately in the middle of Pearl Harbor, Oahu, Territory of Hawaii, and is the site of the U. S. Naval Air Station, Pearl Harbor.

Ford Island was known to the early Hawaiians as Mokuumeume, The Island of Strife. Its first foreign owner was probably one Don F. Francisco de Paula y Marin, a Spaniard who was the King's Interpreter during the reign of Kamehameha I. Peter Corney, writing in 1818, said that "Mr. Manning (Don Marin) had an island in Pearl River covered with goats, hogs, and rabbits".

From a journal kept by Marin, it appears that he came to this island in 1791. The first entry in his journal is dated November 14, 1809. In it he speaks of making gardens, and planting pineapple, oranges, beans, etc.

The year of 1825 produced a new name for the island. Lieutenant C. R. Malden of HMS BLONDE made a map based on a survey of Pearl Harbor and denoted it as Rabbit Island. The naturalist of the BLONDE, Andrew Bloxam, wrote of hunting rabbits and wild ducks on the island. while Pearl River was being mapped by the ships company.

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A NARRATIVE

Lieutenant Hiram Paulding of the U. S. S. DOLPHIN was probably the first American naval officer to visit Ford Island. He wrote in his journal in 1826, "After breakfast we sat off in our boat to visit a small island near the seashore, it was a half mile long, level, and over grown with high weeds," and "an old Spaniard, by the name of Menini (Marin) who had settled at Omavoora (Honolulu), put one or more pairs of rabbits upon this small island and prevailed upon the chiefs to taboo them".

Mokuumeume (Ford Island) was sold at public auction August 28, 1865, by J. O. Dominis, administrator of the estate of the late Majesty Kamehameha IV, and C. C. Harris, executor of the estate of Levi Hoalelea. It was purchased by James L. Dowsett for \$1040.00 on November 9, 1865. Dowsett in turn sold it to Caroline Jackson by trust deed for the sum of one dollar on December 28, 1865.

At this point in the history of the island, the man whose name the island bears today arrived in the Hawaiian Islands aboard the ship R. B. Forbes from Boston. This man was Dr. Seth Porter Ford, who was one of the eminent physicians of the day. He came to the islands as a physician for the Hawaiian Insane Asylum and also as physician for the United States Marine Hospital. In June 1866, he married Miss Caroline Jackson, thus as-

suming the ownership of Mokuumeume, or Rabbit Island, or Marin's Island, or Little Goats Island, it having been called by all of these names at one time or another. Dr. Ford died a few months later and his son, Seth Ford Jr., sold the island in 1891 to the Honolulu Plantation Company who planted extensive sugar cane fields on it.

With the advent of World War I, the United States, with a watchful eye to security in the Pacific, completed negotiations for the transfer of Ford Island to the Government for military purposes. The purchase price was \$236,000 for the 334 acres that comprised this strategic point. Of this amount, the Ii estate received \$170,000 as the former owner of the island, and the Oahu Sugar Company, as lessee of the greater part of the land, received \$65,000.

The following excerpts from the Honolulu Advertiser are descriptive of the early military history of Ford Island.

October 2, 1917.

"Although the seventy-five men attached to the Sixth Aero Squadron of the Army on this island are now marking time as far as actual demonstration with airplanes is concerned, they are looking forward with keen anticipation to the arrival of two training planes, each capable of height flights.

Major Brooks, in command of the squadron, is keeping the men at work in the theoretical work of learning about planes and flying, splicing cables, etc. as well as the usual routine Army tasks.

The new aviation field on Ford Island will be used only by the Army and Navy in all instruction in the use of flying machines, and by the early part of next year Ford Island may become as well known as North Island at San Diego, where on almost any morning from half a dozen to a dozen machines may be seen in practice flights. There are no machines at Ford Island or attached to the Hawaiian Department at present, the ones originally brought here sometime ago have been sent to the scrap heap."

October 10, 1918.

"All the great hangars for housing the Army's planes on Ford Island have been completed, and the men are on duty with them.

"Ford Island has developed within six months from an area devoted almost exclusively to the cultivation of sugar cane into a large aviation station for the new Army and Navy; with appropriate buildings and equipment to which the entire personnel of the new aero squadron has been transferred. The men are temporarily occupying

headquarters in one of the unoccupied hangars, their own barracks not being yet constructed. Part of the aviation equipment will occupy the area formerly occupied by the summer house of Mrs. Irene Ii Holloway, which is one of the most beautiful waterside sites in the Islands. Quarters for the officers will be built there. The running field has not been completed and for the present the Army's land plane makes its flights from Fort Kamehameha."

January 31, 1919.

"While Honoluluans occasionally see an air machine flying over the city, they little realize what a vast aviation station has already risen on Ford Island. A few years ago the island was covered with sugar cane and coral, a group of cottages occupied by the Ii Browns, set in a pleasant tropical locality, where the members of the Order of the Chiefs of Hawaii have been initiated the past 20 years.

"Today there is a great landing field for land planes, a large steel and wooden hangar to house these machines, two huge concrete hangars for seaplanes and flying boats, a supply warehouse, a machine shop and a photograph laboratory; while ground is being broken for a powerhouse which will supply current for lighting, power, and for hauling

machines up from the water to the landing stage and for operating the workshop machinery.

"The Officers are occupying the old cottages used by the Brown family but these are weather-beaten and hardly habitable. The one fine feature of the location is the big enclosed swimming pool."

It was during these days that Lieutenant Frank Luke, for whom the Army field on Ford Island was named for, made aerial combat history. Lieutenant Luke was the green Arizona kid who startled the world with 18 aerial victories in 17 days. Formation flying was too mild for him and he demonstrated a genius for shooting down German aircraft, particularly balloons. The exact details of his death are clothed in mystery. Reprimanded by his Commanding Officer for some offense, he took off in a rage and was supposedly killed in aerial combat with two German planes above Marvoux, France on September 28, 1918. The newly created Hawaiian air field on Ford Island was named in his honor shortly after his death. At this time the Army's Luke Field was the only aviation activity existing on Ford Island as the Navy has no land planes in this area.

II

The history of the U. S. Naval Air Station at Pearl

Harbor is so closely paralleled to the history of all Naval Aviation in the Pacific that the accounts of their growth and progress must be told as one. They grew together, their struggles and problems were as one. It is only natural due to the correlation of the two that they should be written of as one.

Naval Aviation first made it's appearance in the Pacific area in December of 1919. N.A.S. Pearl Harbor was commissioned on 19 December 1919, with Lieutenant Commander R. D. Kirkpatrick as Commanding Officer. This very small detachment consisting of nine officers and fifty-five men was established in the Navy Yard, Pearl Harbor, and was known as the Pacific Air Detachment.

The detachment was not overly supplied with aircraft, having only two HS2L flying boats and two N-9 float type planes. These were protected from the elements by erecting two large canvas hangars, which like the aircraft they protected, had been salvaged from World War I operations.

The detachment operated from the Navy Yard till 17 January 1923 when the detachment was moved across the harbor to Ford Island, the present site of the air station. At this time Ford Island was occupied jointly by the Army and Navy flying forces, the Army using the west side of the field, which was called Luke Field, and the Naval Air

Station utilizing the east side of the field. One permanent hangar had been built by the Navy prior to occupying their assigned part of the field and the actual date of commissioning was hurriedly decided upon by the late Commander John Rodgers, U.S.N., Commanding the detachment, who observed a tropical storm approaching and ordered the aircraft moved to the new hangar at Ford Island immediately. As soon as the aircraft were in the permanent hangar on Ford Island Commander Rodgers decided to commission the field that day. Before the commissioning ceremony was over the storm had arrived in all its fury. It was a particularly fortunate decision of Commander Rodgers to make the move that day, for the canvas hangars in the Navy Yard were torn to shreds by the storm. Thus U. S. Naval Air Station Pearl Harbor had it's beginning; a small insignificant detachment giving little thought to the fact that it would constitute the nucleus of a mighty sea air arm two decades later.

As all new stations during peace time, it grew very slowly due to a lack of funds for extensive expansion. However, construction was to start immediately on a huge water tank, which is now used as a signal tower, in order to provide pressure for the water system. In 1922 the Navy awarded the Hawaiian Contracting Company a contract

for construction of a photographic laboratory at an estimated cost of \$12,000. A small building was erected on top of the tank to be used as an observatory and aerological laboratory.

A year later plans were made for the encirclement of Ford Island with concrete and stone quays to provide berth space for warships. As a local writer observed: "Times have changed. Twenty-five years ago when the islands were annexed by the United States; 23 years ago when actual operations were commenced by the government to open Pearl Harbor channel to the sea; and even between 15 and 20 years ago, and even less, it was said that Pearl Harbor was large enough to anchor the entire American Fleet. The investigators no longer than this week have proved this to be a fallacy.

"Since the day when the tiny gunboat PETREL was anchored up the locks opposite Aiea, about 20 years ago, to the present day, when battleships of 650 feet in length are accommodated, there has been a great difference in anchorage requirements. There is plenty of anchorage in Pearl Harbor but not enough for them to swing and let other ships pass by."

To remedy this difficulty, the United Dredge Company was awarded a contract for dredging around Ford Island;

their accepted bid came to \$1,500,000.

Soon after the station was commissioned several of the newer types of aircraft to be used in this area began to arrive. These included the following types; TS, F5L, H16, PK, and DT. In 1926 the first FU-1's arrived to be followed soon after by VE-7's and VE-9's.

As both Navy and Army facilities continued to expand rapidly with the passing of the years, it soon became evident that there wasn't sufficient room for the proper development of both activities. As early as 1927, Rear Admiral Moffat, then chief of the Naval Air Service, in his annual report stated that "Negotiations have been pending for some time with a view of obtaining possession by the Navy of the entire area of Ford Island.....the land owned by the Navy Department is of such a small area that it is entirely occupied by station buildings and it will be impossible to continue the very necessary planned development of the Station without encroaching on Army property. In view of the difficulties outlined above, it is believed to be necessary that the Navy Department be given entire custody of Ford Island."

Gradually the station grew in size as many new buildings were constructed to house the various activities. An Assembly and Repair Department hangar was erected,

crew's barracks and mess hall, and other numerous buildings that were necessary to properly house a growing station were also constructed.

In August 1931 the following squadrons, with the type planes each were using, were based here:

SQUADRON	AIRCRAFT
VP-1	6 T2D
VP-4	12 PD-1
VP-6	6 T4M-1
	6 T3M-2
VJ-6	2 OL-8
	1 O2U

These planes replaced the older PK, F5L and H16 models. In January 1934 the first PB2Y2 planes were flown here by VP-10. A few advance base flights were made to Johnston and Midway Islands, but only after weeks of preparation. In 1933 VP-8 had also joined the other patrol squadrons based on this station in operational duties. In 1936 a new boat house was built at a cost of \$25,000, a new crew's barracks at a cost of \$579,565, and a new fire house and water supply system soon followed. This work was all done by the WPA, and probably the most important improvement to the field that year was the installation of new flood lights and obstruction lights. A new landing mat was

commissioned 13 June 1936, 2500 feet by 300 feet, while at the same time a contract was given to a local concern to further enlarge the field to 3,000 feet by 400 feet. A new hangar was constructed and a baseball stadium was erected which was named in honor of the Captain at that time and is called MULLINNIX FIELD. The Pan American Airways Clipper type aircraft were beginning to pioneer the route to Manila and the far east and all of these clipper ships were serviced on this station from the inauguration of the opening of their route in October 1936 up until the early part of 1940. The first PBY aircraft were flown here from the mainland in 1936. On 20 March 1936 Mrs. Amelia Earhart Putnam and Mr. Paul Mantz crashed on the field on the beginning of the second leg of their attempted round-the-world flight. The Lockheed plane that they were using went into a very severe ground-loop to the left on take-off and the plane was practically demolished. Vice Admiral Zongo Yoshida aboard the Japanese Flagship IWATE, and his staff visited the station on 26 October 1936 and were entertained by the officers who in turn were guests aboard the IWATE the following evening.

All this time Army and Navy aviation facilities were constantly expanding and both services were feeling cramped. The negotiations for the transfer of the Army leaving the

Navy in complete control of the island were completed by November 1, 1939; only the Army's Hawaiian Air Depot remained. This unit was transferred to Hickman Field soon after.

After the President's Emergency Proclamation on 8 September 1939 the station was enlarged in every way in order to accommodate the many new activities that were brought to Ford Island. The following buildings were constructed through the use of WPA Funds. They appear below with their completion dates and final costs.

BUILDING	COMPLETION DATE	COST
BOQ #2	March 1940	\$320,000
Assembly and Repair Hangar	January 1941	\$593,000
Administration Building	February 1941	\$230,000
Dispensary	February 1941	\$ 58,000
BOQ #3	June 1941	Not Available
Tower	November 1941	Not Available
Laundry	May 1942	\$670,500
Theatre	May 1943	\$125,000

III

The Naval Air Station Pearl Harbor at the time of the Japanese attack on December 7, 1941 was being utilized to maintain and operate a base for Naval aircraft units, and

to provide them with facilities in the way of housing, messing, berthing, operations, supply, overhaul, repair and manufacturing. "N.A.S. Pearl", as it was known to the Pacific Fleet, was an integral key in the defense makeup of the central Pacific area. It was here that all aerial units were supplied, and it was this station that was thought to be impregnable, due to the natural defense afforded it by Pearl Harbor. Curious eyes watched the advancing "waves" of aircraft approaching on what was thought to be maneuvers at 0755 on a bright Sunday morning. This typically beautiful Hawaiian morning was destined to be one that should long be remembered in the annals of Naval History: it was December 7, 1941.

Several squadrons of trim gray fighters approached Ford Island from the east and strafed the ships that were moored to the island, and seconds later the Naval Air Station proper learned how terrible the scream of a dive bomber can really be. The fighters swept in low in a well grouped formation and very methodically strafed the carefully arranged PBY's, SOC's, OS2U's and SBD's that were on the field at the time, occupying the same spaces that they had been in since the Captain's inspection the preceding day. As if a match had been applied to these planes they caught fire, and explosions rent the air with

their reverberations as the second wave of Japanese aircraft approached. This second wave consisted entirely of dive bombers and torpedo bombers and they were intent only on placing their bombs on the capital ships of the Fleet which were then moored to the island. Havoc reigned as earsplitting explosions echoed back from the ships that had been hit. Burning oil engulfed the wooden docks on the east side of Ford Island, and the usual northeast wind blew huge, dense, clouds of smoke that seemed to engulf the entire island in it's singing, searing breath. A bomb that apparently was directed at the U.S.S. CALIFORNIA, falling short, hit hangar #6 setting it on fire. A dud hit hangar #38, another bomb fell in the dispensary, and a terrific explosion rent the air as "the roadway outside of the Assembly and Repair hangar was blasted into nothing", as one eye witness reported. The landing mat fortunately escaped damage other than from machine gun fire from the Japanese planes. Hastily, machine gun emplacements were set up and manned, although the returning fire from our guns was pitifully small. Then, as suddenly as they had appeared, the Japanese marauders disappeared. A hasty check was taken to ascertain what damage had been caused to the station. It was found that other than the direct hit on hangar #6, the damage to the station was very slight in comparison to that of the many ships surrounding the island.

Only one man had been killed; he was attached to VP-21 and was on guard duty in the hangar that had been hit. His name was Theodore Wheeler Croft, AOMlc, U.S.N.

Captain J. M. Shoemaker, U.S.N., Commanding Officer of the air station, hurriedly rushed to prepare the active defense organization of the station for another attack from the Japanese. This new attack was not long in coming, for at 0920 the Japanese bombers were again sighted and again they "swooped" low over the blazing harbor leaving death and destruction in their wake. The Naval Air Station was spared on the second attack although many more bombs were sent into the still burning capitol ships ARIZONA, UTAH, CALIFORNIA and OKLAHOMA which were moored to the docks of the station. The burning oil and gasoline stores, from ships and fuel dumps throughout the harbor area that had been hit, covered the sky with smoke. As the last attacking plane left, all hands felt a grim sense of determination that soon the enemy would be repaid a hundred fold for the damage he had wrought.

A Japanese invasion seemed imminent. Feverishly preparations were started to improve our defense system, and to repair the damage that had been caused. Rescue squads, composed mostly of civilians living on the station, were formed, and while these were taking care of the dead and

injured, the officers and men started working on the defense positions. The civilian employees from the Assembly and Repair Department were alerted and while some were building machine gun tripods and emplacements, others were filling sandbags to protect the buildings and other equipment. The fresh water main from the Navy Yard was out of order, and since all light, power and water service to the dispensary had been disrupted, BOQ #2 was set up as a receiving hospital. A seaman guard was organized and the entire station prepared for the imminent invasion that never materialized. The survivors of the U.S.S. CALIFORNIA were housed in hangar #37, and the marine detachment of the CALIFORNIA started serving with the N.A.S. Marine Barracks Command. Gas tank #63 was cut out of the gas system and filled with water, while trenches were dug, and all buildings and installations were camouflaged as soon as possible.

IV

In the weeks and months following the attack, sixty concrete revetments were built to protect the planes from another such attack. A sixteen inch water line was constructed around the northeast half of the island and connected across the harbor. A new control tower was placed in commis-

sion on 1 May 1942, and at the same time new crew's barracks were completed and occupied on the Luke Field side of the island. Several large concrete bomb shelters and gas decontamination chambers were constructed. Other temporary shelters and buildings were built to satisfy the demand for additional space. It was at this time that the Commander Air Force Pacific Fleet moved his headquarters to Ford Island to better direct the operations of the Carrier Fleet. The impetus of war had made Ford Island one of the key centers in starting the offensive against the Japanese. Gradually, other Commands moved to this station. Commander Carrier Transport Squadron, Pacific Fleet, and Commander Utility Wing, Pacific Area moved their headquarters to N.A.S. Pearl Harbor when the need arose, as a result of the vast quantities of aircraft being brought here for combat use. On 12 September 1942 the first flight by the new Australian Transport Service (VR-2) to the southwest Pacific was made from Ford Island. An aircraft pool was created to form a reserve supply from which carriers, air groups and squadrons could draw upon to supplement their aircraft complement. This pool has become greatly enlarged since that day and today is one of the most important functions of the station.

Since the Japanese attack, the station has become one

of utmost importance to the Navy in the Pacific area. The Assembly and Repair Department has increased its facilities in order to take care of the increased work load. The Supply Department has been enlarged both as to size and personnel, and the feeling of all-out cooperation prevails throughout the station in order to further the war effort.

The station is divided into the following departments, the duties of which are self explanatory from the names of the departments:

Captain

Executive Officer

First Lieutenant

Operations

Communications

Inspection and Survey

Assembly and Repair

Supply

Public Works

Construction Battalion Maintenance
Unit #574.

Disbursing and Commissary

Ordnance

Medical

Marine Detachment

Soon after the war started a need was felt for an

aircraft operating base between the Hawaiian group of Islands and Midway Island. The Naval Air Facility at French Frigate Shoals was commissioned to fill this need. Since its commissioning in 1942 it has been under this command until 28 May 1944, when Naval Air Bases, Fourteenth Naval District took over the administration of this facility. French Frigate Shoals is a small facility which provides a landing strip for emergency use for land planes flying between the Hawaiian Islands and Midway Island, and is located approximately 480 nautical miles northwest of Oahu.

As of 1 January, 1945, there are based on Ford Island the following activities, other than the station departments:

- (a) Commander Air Force Pacific Fleet.
- (b) Commander Carrier Transport Squadron Pacific Fleet.
- (c) Commander Utility Wing Pacific Area.
- (d) Carrier Aircraft Service Unit One.
- (e) Scout Observation Unit One.
- (f) Scouting Squadron Forty-Six.
- (g) Scouting Squadron Fifty-Three.
- (h) Scouting Squadron Sixty-Nine.
- (i) Utility Squadron Seven.
- (j) Utility Squadron Fourteen.

In the past two years much construction work has been

going on under the direction of the Public Works Department and by the 574th Construction Battalion. Several new berths for ships, a new BOQ annex, and several new barracks to be used to house the WAVES on their arrival in this area are now under construction.

The concrete revetments which were built after the Japanese attack to protect the aircraft are now being torn down.

Today N.A.S. Pearl Harbor is undoubtedly one of the most efficient, modern air stations to be found in the Navy. The excellent spirit of cooperation between the departments, the officers and the men is of the highest type. The station is prepared to do anything required of it.

SECTION 3

APPENDIX

SECTION 3

APPENDIX

In the appendix it has been endeavored to present a history of the U. S. Naval Air Station Pearl Harbor through the use of interesting documents and pictures. These are indexed below.

LIST OF DOCUMENTS.

1. Copy of CO's letter to Shore Development Board of 1 April 1940.
2. Copy of War Diary of Station from 7 December 1941 to 9 December 1941.
3. Copy of Memorandum from CO for file of 8 December 1941.
4. Copy of Memorandum from Operations Officer to CO of 10 December 1941.
5. Copy of incident of landing attempt, date 10 December 1941.
6. Copy of CO's letter to the Secretary of the Navy of 8 January 1942.
7. Diagram of present traffic pattern in use.

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LIST OF PICTURES.

1. Planes lined up for Admiral's inspection: 20 September 1920.
2. U.S. N.A.S. Pearl Harbor: 16 November 1921.
3. Construction work on new N.A.S., Ford Island, showing water tower, administration building, mess hall, dispensary, barracks, and scrub house: 11 January 1922.
4. Dispensary, administration building, water tower and storehouses: 22 March 1922.
5. B.O.Q., N.A.S., Pearl Harbor: 17 October 1923.
6. Formation of N.A.S. planes, HS-2, R-6, 2N4 and JN9: 18 March 1924.
7. First F5L to be assembled at Pearl Harbor: 28 July 1924.
8. Planes of N.A.S. Pearl Harbor on run-way strip ready for flight: 15 September 1924.
9. View showing scouting fleet planes being set up on N.A.S. ramp: 5 March 1925.
10. Front view of CS torpedo and bombing plane of the aircraft squadron's scouting fleet: 20 March 1925.
11. Commanding Officer's quarters and B.O.Q.: 10 June 1925.
12. Air view of Ford Island looking northeast: 8 October 1925.
13. Land planes on line for inspection: 11 February 1926.
14. Stern view of VE-7 plane: 7 August 1926.
15. Stern view of DH-4B plane: 7 August 1926.
16. VJ squadron planes on line for inspection: 2 October 1926.

17. SC planes lined up for Admiral's inspection: 2 October 1926.
18. Boeing pursuit plane, F2B-1: 5 May 1928.
19. Vought "Corsair": 5 May 1928.
20. Air view of Ford Island looking northeast: 25 March 1929.
21. VJ-6 squadron on line: 21 November 1929.
22. Planes lined up on the recently filled in beach by hangar number 1: 24 May 1930.
23. Army and Navy Air stations: 15 October 1930.
24. View of air squadrons during Admiral's quarterly inspection: 18 March 1932.
25. Air view of Ford Island: 2 February 1933.
26. Visit of Japanese Vice Admiral G. Hyakutake: 13 May 1933.
27. Non-stop flight of VP-10 from San Francisco to Pearl Harbor. First section passing Diamond Head and Honolulu: 11 January 1934.
28. Types of seaplanes in use at Pearl Harbor: 24 January 1934.
29. Planes of Utility Division: 25 May 1934.
30. President Roosevelt visits island: 27 July 1934.
31. Fleet Air Base men calibrating compass on plane flown from Honolulu to coast by Amelia Earhart: 8 January 1935.
32. Pan American Airways Clipper plane at VP-1 runway: 17 April 1935.
33. Vertical air view of Ford Island: 11 September 1936.
34. French Frigate Shoals showing Fleet Air Base encampment, looking north: 30 October 1936.

**COPIES OF
DOCUMENTS**

35. Six plane closed Vee formation: 24 October 1938.
36. View of enlisted men's swimming pool, near west end of crew's barracks: 30 March 1939.
37. Aerial view of crew's barracks and enlisted men's recreational facilities, looking north: 30 March 1939.
38. Married officer's quarters: 30 March 1939.
39. VP-13 squadron's planes on ramp: 14 November 1939.
40. Interior of N.A.S. Theatre: 21 December 1939.
41. VF-2 in solid Vee formation near Molokai, T. H.: 11 July 1940.
42. Aerial view of Ford Island looking north by east: 30 January 1941.
43. Admiral's quarters on Ford Island: 22 October 1941.
44. Aerial obliques of Ford Island showing revetments before camouflage: 15 March 1942.
45. Aerial view of Ford Island looking west: 25 March 1942.
46. Crew's barracks after camouflage: 9 January 1943.
47. French Frigate Shoals after construction of Naval Air Facility: 12 February 1944.
48. Air view of Ford Island looking southeast: 27 June 1944.

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

1 April, 1940

From: The Commanding Officer.
To : Local Shore Development Board,
FOURTEENTH NAVAL DISTRICT.

Subject: Plans and Project #550.

1. At present there are facilities for five patrol plane squadrons at the southwest corner of Ford Island. The operation of the ENTERPRISE carrier group during the past few months from the Luke Field area has strongly impressed all those concerned with aircraft operations of the complete inadequacy of present equipment at the Naval Air Station to maintain and operate satisfactorily and permanently the air group of a carrier.

2. All supplies, personnel and equipment must be transported by water to reach Ford Island. At present the service is provided by very limited ferry service operated by a private concern, Young Brothers Ltd., and the use of a large number of small boats. The present system is not only inadequate to handle the traffic but constitutes continuous interference with seaplane operations and fleet traffice in the Pearl Harbor Channel.

3. The existing surface tanks with storage capacity of 1,575,000 gallon of aviation gasoline are considered to be a hazard from a defensive point of view. They cannot be readily camouflaged and consequently are excellent targets.

/s/ E. BUCKMASTER,
Captain, U.S.N.

C O P Y

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

NA12/A12-1/A16-3
(021)

JMS-10-rsm
January 25, 1942

War Diary of U. S. Naval Air Station, Pearl Harbor, T. H.

SUNDAY, 7 December, 1941.

Holiday routine

0740 U.S.S. NEOSHO completed discharging aviation gasoline to Naval Air Station, and back pressure taken to clear fueling lines.

0750 Aircraft observed approaching Ford Island from the general direction of Merry Point and Hickam Field, but were not identified as Japanese carrier-based planes until the seaplane parking area and hangar #6 were bombed, followed by torpedo and bombing attacks on the ships of the Fleet moored around Ford Island.

0757 General Quarters sounded, and word of the attack put out on all available radio and teletype circuits.

Hangar #6 set ablaze by bomb hit on eastern end and surrounding parking area damaged by five bomb hits, the largest producing a crater approximately 20' in diameter by 7' deep, VP and VO-VS planes in the area destroyed or damaged by fire, fragments, and machine gun bullets. A delayed action bomb apparently intended for the U.S.S. CALIFORNIA at Berth Fox-3 exploded under the court of the dispensary, disrupting electrical, water and steam service to this building, but caused no injuries to personnel.

Except for the initial attack on the seaplane area, none of the subsequent enemy attacks appeared to be directed at the Air Station, but fragments from A.A. projectiles, and from bombs exploding on or near ships moored around the Island, machine gun bullets and 1.1 projectiles fired from ships in the harbor, together with machine gun fire from enemy aircraft fell on the station, particularly around waterfront areas throughout the attacks. Fragments from the ARIZONA explosion were blown generally over the northeasterly end of Ford Island. Three delayed-action bombs intended for battleships at Berth Fox-5 and Fox-6 fell in open areas near those berths and exploded harmlessly underground.

When ARIZONA blew up at Berth Fox-7, she settled on the 12" water main, crushing it, and cutting off all fresh water service to the Air Station, as the 6" temporary line at the south end of the Island was cut off at the Navy Yard side (presumably damaged). This necessitated strict rationing of water, despite the installation of a pump on the artesian well near building 167, to provide

NA12/A12-1/A16-3
(021)

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

JMS-10-rsm
January 25, 1942

War Diary of U. S. Naval Air Station, Pearl Harbor, T.H.(Cont'd).

for the fire and flushing systems.

Oil fires caused damage to the fueling pier at Fox-4, where the fueling detail, Ensign D. A. Singleton, A-V(S), U.S.N.R., A. L. Hansen, C.M.M.(PA), U.S.N., and A. C. THATCHER, A.M.M.2c, U.S.N., with disregard of personal safety and with complete devotion to duty, ignoring the enemy bombs and machine gun bullets, removed the hoses from the NEOSHO, cast off her lines, enabling her to clear the pier, and opened the sprinkler valves to the tanks. Other fires caused damage to the dock house, the face of Landing "A" and Berth Fox-1½.

Emergency first aid stations were set up in the mess hall, marine barracks and new Bachelor Officers' Quarters, where, together with the dispensary, about 200 wounded received medical attention. Casualties were evacuated to Naval Hospital as soon as raids subsided. Air Station boats performed exemplary service in rescuing personnel from the waters of the harbor. Several thousand refugees from ARIZONA, WEST VIRGINIA, OKLAHOMA, CALIFORNIA, UTAH, and other ships were given food, clothing and shelter.

0900 War Plan #46 put in effect against Japan.

1100 Last Air Raid ended, but personnel remained at general quarters, and preparations for repelling renewed enemy attacks continued. Station security increased, preparations made for blackout.

1427 Full Naval censorship placed into effect.

Blackout at sunset.

2000 Air raid alarm sounded. Six ENTERPRISE planes attempting landing on Ford Island were fired upon by all units in Pearl Harbor; four planes lost.

Injuries to Naval Air Station personnel this date: Killed in action, CROFT, Theodore W., A.O.M.1c, USN (VP-21); 25 persons received minor injuries from burns or flying debris.

8 December, 1941.

0230 Fire started by embers from burning battleships in vicinity of C.P.O. quarters; extinguished. 0245 fire broke out at Landing "A"; extinguished at 0300. 0515 Air raid alarm; no

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

NA12/A12-1/A16-3
(021)

JMS-10-rsm
January 25, 1942

War Diary of U.S. Naval Air Station, Pearl Harbor, T.H. (Cont'd).

attack. Continued salvage operations and preparing suitable defense facilities. Evacuated battleship personnel to Receiving Barracks. Blackout.

9 December, 1941.

Continued salvage operations, improved station security. 1120 Battery "F" of the 251st Coast Artillery, Captain C. L. Ogden, U.S.A. Commanding, came aboard for duty. Blackout.

NA12/A16-3

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

8 December, 1941

MEMORANDUM FOR FILE.

No injuries to station personnel on Ford Island, gasoline system intact, flying field, shops and storehouses intact. No water yet. Took care of approximately 1000 fleet officers and men extra. 10 patrol planes of Patrol Wing Two and 1 Dutch patrol plane destroyed.

/s/ J. M. SHOEMAKER,
Comdr., U.S.N.,
Commanding.

C O P Y

NA12/

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

10 December, 1941

MEMORANDUM:

From: Operations Officer.
To: Commanding Officer.

During the early evening of December 7, 1941, I received word that friendly planes were approaching to land on Ford Island. Reliable men were sent out in cars, motorcycles, etc. to warn all riflemen, machine gun nests, etc. to hold fire. After several false alarms as to the immediacy of the approach of these planes, word came through which led me to believe the planes would be landing in a very short time. I again ordered the word passed to the defense forces, having particular regard to men stationed adjacent to the southwest portion of the field, from which direction the planes would normally approach. I then drove to the Luke Field side and took position well out on the warming up platform at hangar #133 in order to direct planes to their parking area and give what service might be needed. After a few minutes I saw the planes approaching from the direction of Hickam Field. At first I saw only four planes in sections of two each. An instant later I saw that one section had three planes and heard one of the men with me say "There's six of them". I never saw the 6th plane. All running lights were burning brightly and the planes appeared to be flying up the Pearl Harbor Channel. I believe they must have been in the close vicinity of Hospital Point when I heard the first shots fired. In less than five seconds the entire Pearl Harbor area was firing. The planes flew on up drydock channel at an estimated 300 feet altitude until they disappeared from my view at a point a little northeast of the administration building.

/s/ E. B. WILKINS,
Lt. Comdr., U.S.N.

C O P Y

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

10 December, 1941

INCIDENT OF ENTERPRISE AIRPLANES, ATTEMPT LANDING.

I was in the landplane control tower when the six Enterprise planes were fired upon. Lt. Comdr. Young, Commander of the Enterprise Air Group was also present and assumed control to bring the planes in. Two flood light trucks with lights on were stationed at the southwest end of the runway and green lights were placed at the northwest end to mark the corner of the runway. The following is the traffic that passed between the tower and the planes:

TOWER: Turn on your running lights, make approach from Barbers Point. Come in low as possible.

PLANE: (Believed to be Blue 18): Am making one pass at the field.

TOWER: Do not make pass at field. Turn on running lights and come in as low as possible.

BLUE 18: (To planes in formation): Close in, I am going to make one pass at the field. (The planes were then approx. over drydock channel.)

TOWER: Do not make pass at field, come straight in. (At this time firing started apparently from surface vessels).

ONE OF THE PLANES: What in hell is wrong down there?

TOWER: Turn off lights and beat it. (One plane got on the field during the firing. Later instructions were again given to approach low from Barbers Point with running lights on and come straight in. Only one other plane of this group managed to get in.

/s/ F. A. ERICKSON
Lieut., U.S.C.G.

C O P Y

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

NA12/A16-3
(02)

JMS-10-rsm

January 8, 1942

CONFIDENTIAL

From: Commanding Officer.
To : The Secretary of the Navy.
Via: Commandant, FOURTEENTH Naval District.

Subject: Damage resulting from Air Raid Attack by
Japanese on 7 December, 1941.

Reference: (a) Article 712, U.S. Navy Regulations, 1920.

Enclosure: (A) Marked print showing locations of damage.

1. The following report is submitted in accordance with the requirements of reference (a).

2. The Japanese attack on Pearl Harbor started at approximately 0755 on Sunday, 7 December, 1941, and was apparently concentrated on ships of the Fleet at the moorings immediately adjacent to this Island. The only portion of this station subject to severe attack was the seaplane hangars and parking area in the southwest corner of the Island. The dive-bombing attack in the seaplane area was just previous to the attack on the Fleet.

3. Damage sustained to the station was as follows:

(a) Hangar #6 was set on fire apparently as a result of a bomb explosion immediately to the east and the resultant explosive action of the nearby patrol planes which were ignited by the same explosion. There were at least five bomb hits in the vicinity of Hangar #6, the largest producing a crater approximately 20' in diameter and 7' deep. The northeast corner of Hangar #6 was badly damaged by fire but can be readily put into service in view of the relatively minor damage to structural steel. Work incident to repairing this hangar is now underway. In addition to the damage to the seaplane parking area there were minor damages inflicted to Hangar #38 by the explosive force of nearby bomb explosions causing damage to flashing and side window lights, and by the after body of a bomb puncturing the roof.

(b) Apparently one bomb landed just below Ramp #4 causing one slab of this ramp to be raised approximately 6". Work to repair this ramp will be started in the very near future. The ramp has not been entirely placed out of service as a slab approximately 60' in width

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

NA12/A16 - 3
(02)

JMS-10-rsm
January 8, 1942

Subject: Damage resulting from Air Raid Attack by Japanese
on 7 December, 1941 (Cont'd).

was affected and it is still possible to launch and
beach planes.

(c) A delayed action bomb apparently intended for the
CALIFORNIA at Berth Fox 3 penetrated in the court of
the Dispensary and exploded some 20 feet beneath, causing
some slight structural damage to building and ruining
the court pavement but caused no casualties to personnel.
Electrical, water and steam services to this building
were disrupted by the explosion but have been restored.

(d) All fresh water service to Ford Island from the Navy
Yard was cut off due to the following:

1. When ARIZONA blew up at Berth Fox 7 it settled
on the 12" supply main and crushed it.
2. The 6" temporary line at the south end of the
Island was damaged on shore at the Navy Yard side
cutting off that source of supply. It was
necessary to ration water for two days from the
fresh water elevated tank, and to install a pump
on the artesian well near Building 167 to serve
the distribution system in case of fire and for
flushing. A 16" welded line was placed in service
on 10 December, 1941 relieving the water shortage.
This water was not fit for human consumption
without boiling for two weeks thereafter.

(e) The transite roofing of Building 171 and 170 was
shattered in several places by debris from a bomb
hit in the road to the north of these buildings.
This bomb was probably intended for TANGIER, at
Berth Fox 10 nearby.

(f) Fragments from explosions from nearby ships, par-
ticularly ARIZONA, were blown generally over the
northeasterly end of the Island but caused no serious
material damage. Three delayed action bombs apparently
aimed at ships moored at Berth Fox 6 fell near the
CPO quarters and school house but apparently exploded
without causing any damage, dissipating explosive

U. S. NAVAL AIR STATION
PEARL HARBOR, T.H.

NA12/A16-3
(02)

JMS-10-rsm
January 8, 1942

Subject: Damaged resulting from Air Raid Attack by Japanese
on 7 December, 1941 (Cont'd).

force in the porous coral formation. From the nature of the holes and from the investigation of the District Bomb Disposal Officer it would seem that these were armor piercing bombs.

- (g) Minor damage to station quarters, furniture and the like was caused by the billeting and treatment therein of casualties coming ashore from ships through oily, fire-covered waters.
- (h) A bomb hit near the floating dry dock in the Navy Yard parted the 2300 volt service cable to this Island. Arrangements were immediately made to take 2300 volt service by transforming from the 11,000 volt feeder line. In view of proposed imminent removal of 2300 volt cable no repairs were made to it and it was left out of commission.
- (i) Burning of fender piling at small boat landing and at Berth Fox 1 by heavy oil fires caused by oil spread from sinking ships. Piling is still usable but must be replaced at an early date.

4. At no time either during or after the attack was the station out of commission. As stated above all minor damage has been repaired. The water system is again operating properly and repairs to major damage are being prosecuted rapidly. In the meantime the station is on a full operating basis.

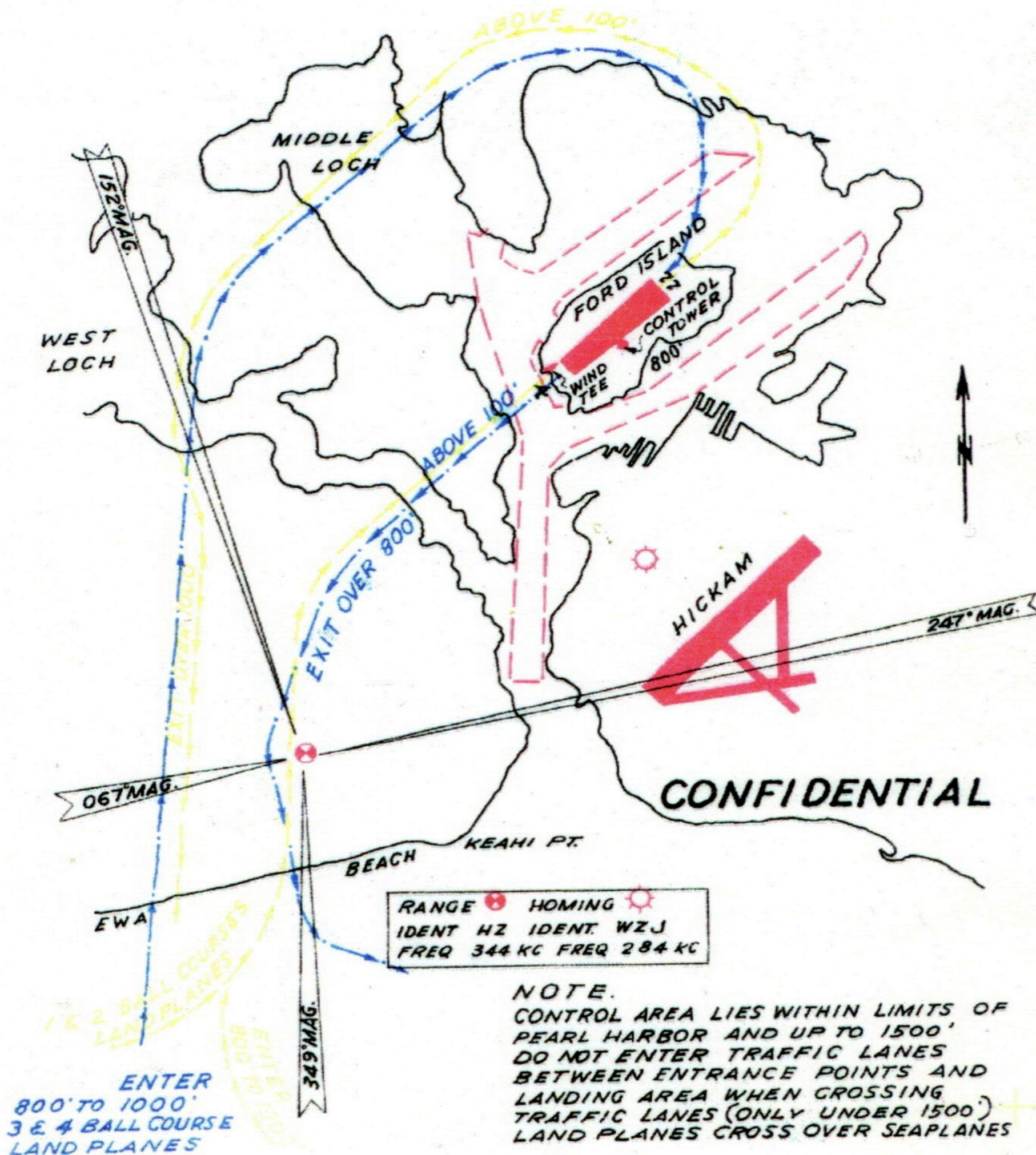
/s/ J. M. SHOEMAKER.

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BuAer.

C O P Y

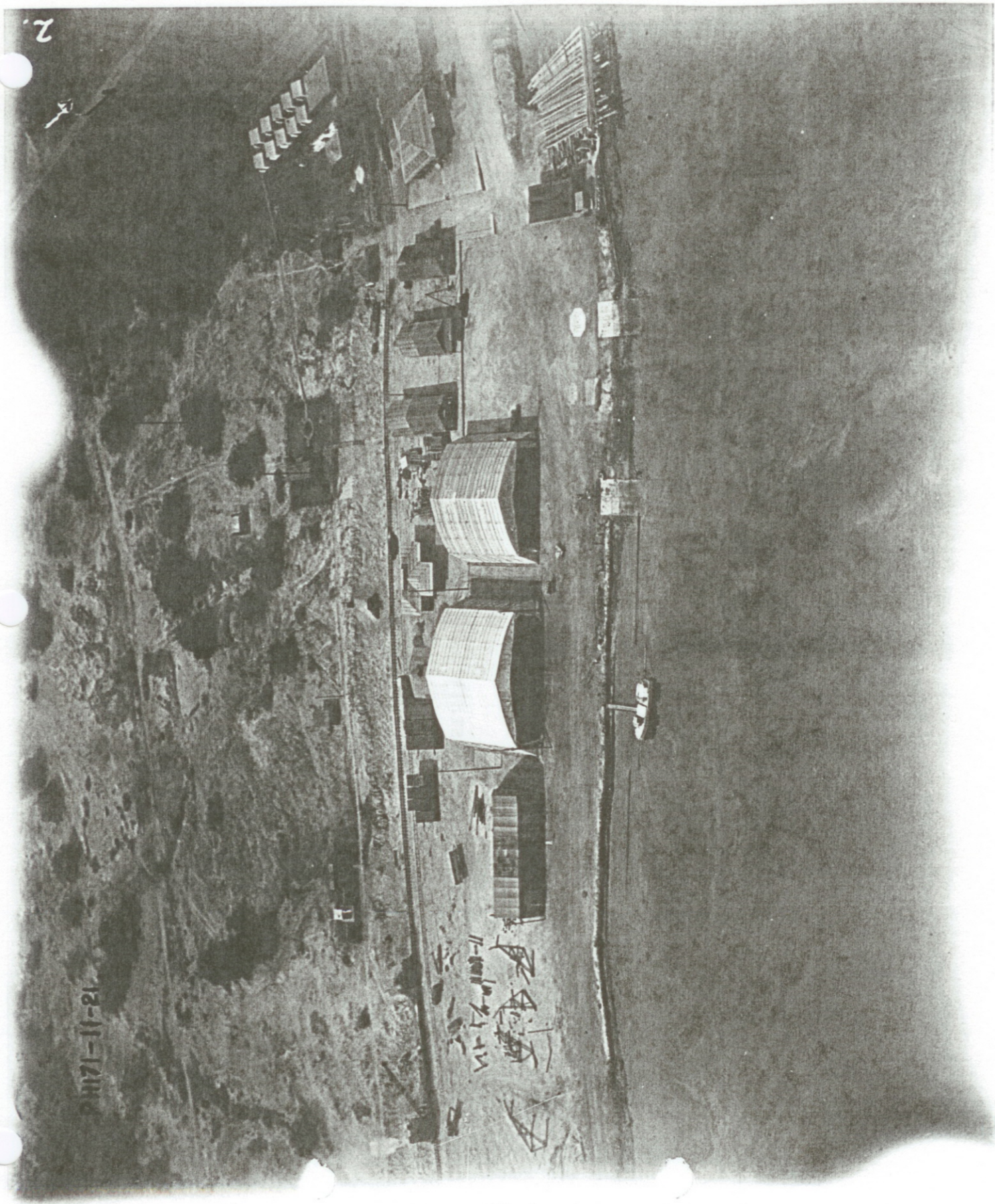
LANDPLANE TRAFFIC PATTERNS
N.A.S. PEARL HARBOR
ONE AND TWO BALL COURSES
THREE AND FOUR BALL COURSES
SEAPLANE AREA

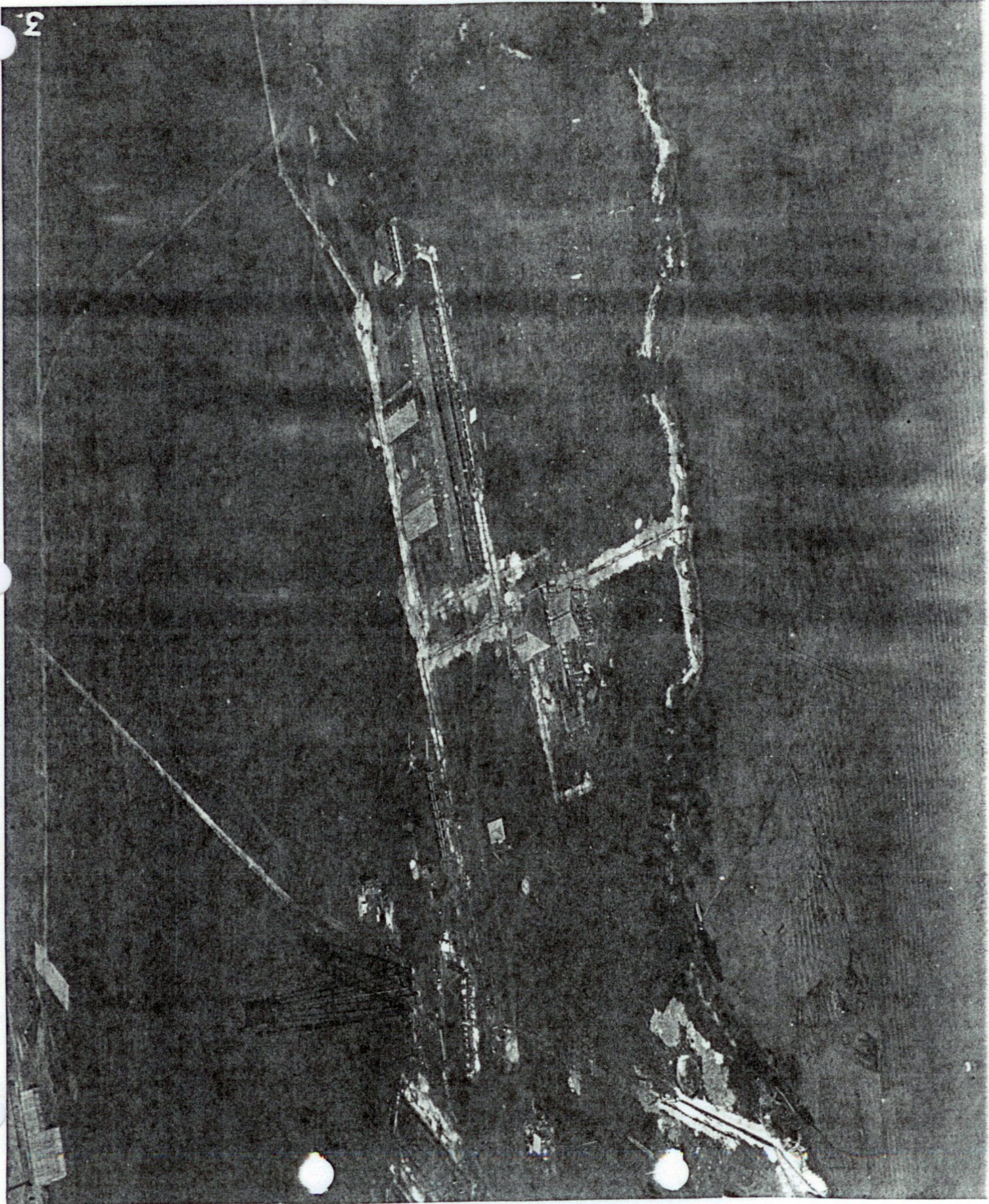
FORD ISLAND
TOWER FREQ. 6970
RECEIVES 3000
AND 6390
CALL "IDA"

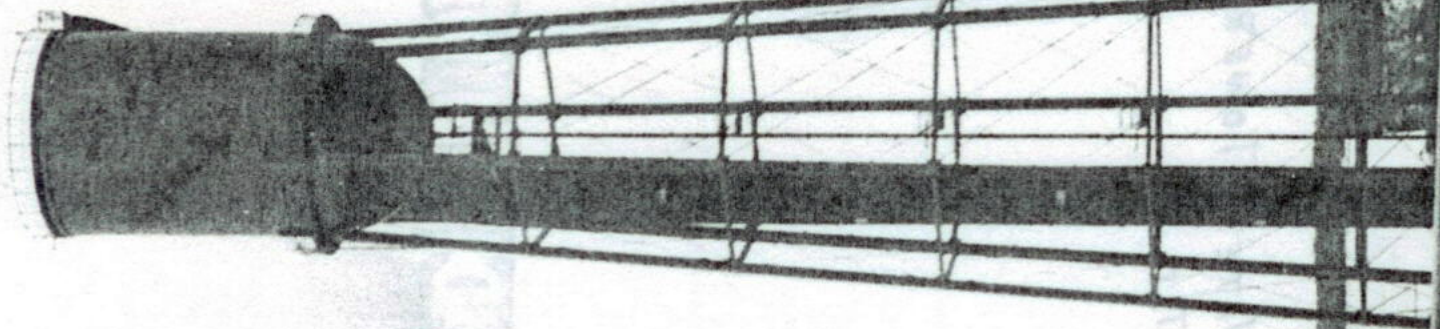


NOTE.
CONTROL AREA LIES WITHIN LIMITS OF PEARL HARBOR AND UP TO 1500'.
DO NOT ENTER TRAFFIC LANES BETWEEN ENTRANCE POINTS AND LANDING AREA WHEN CROSSING TRAFFIC LANES (ONLY UNDER 1500').
LAND PLANES CROSS OVER SEAPLANES







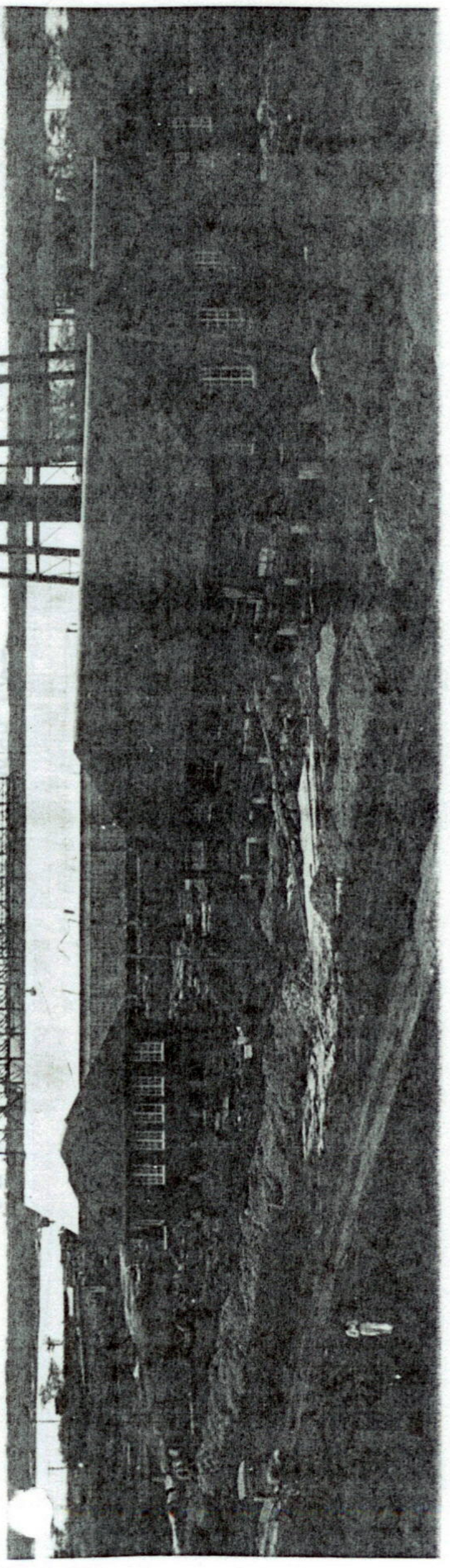


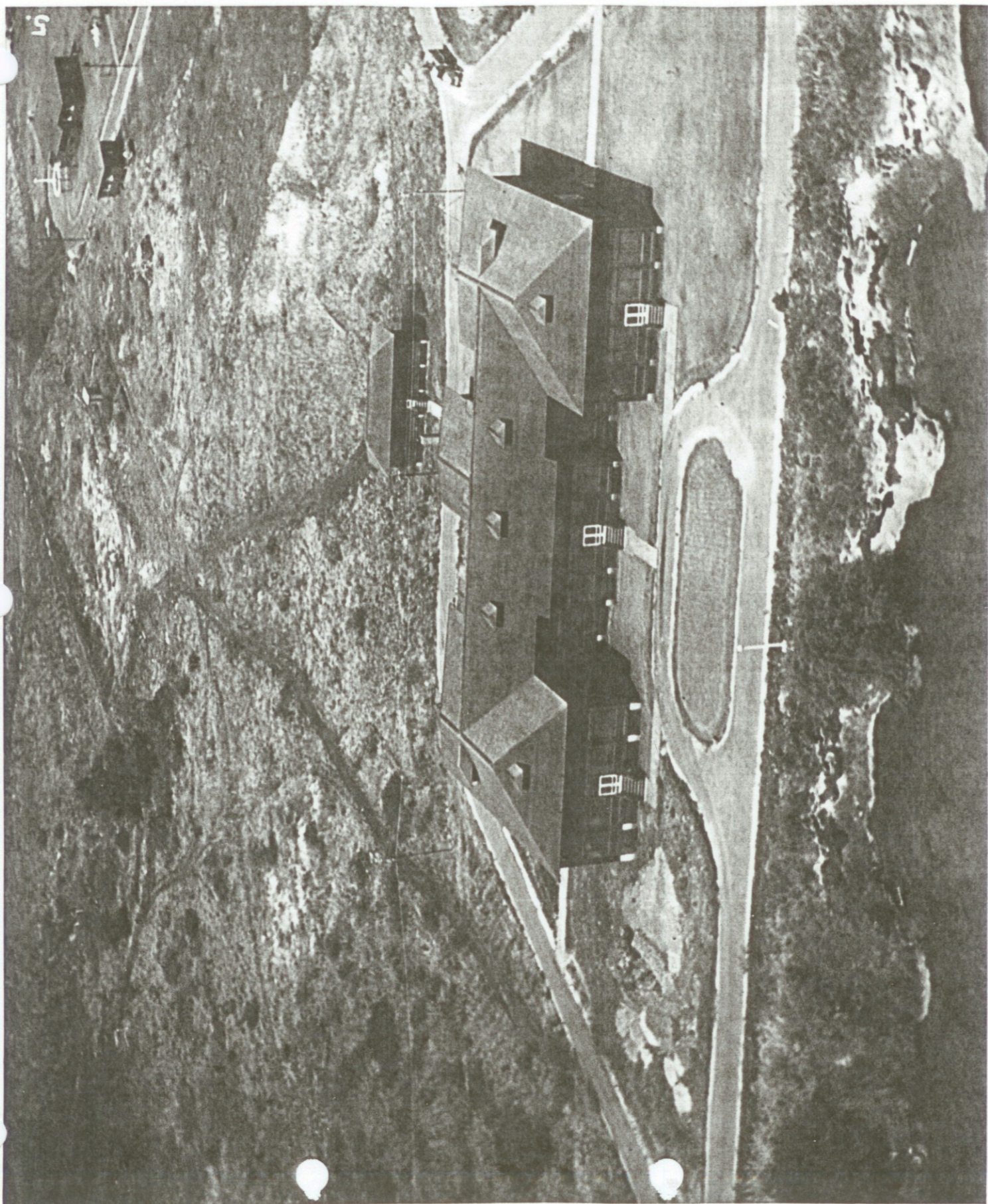
COMMITTEE ON THE STATE OF THE UNION

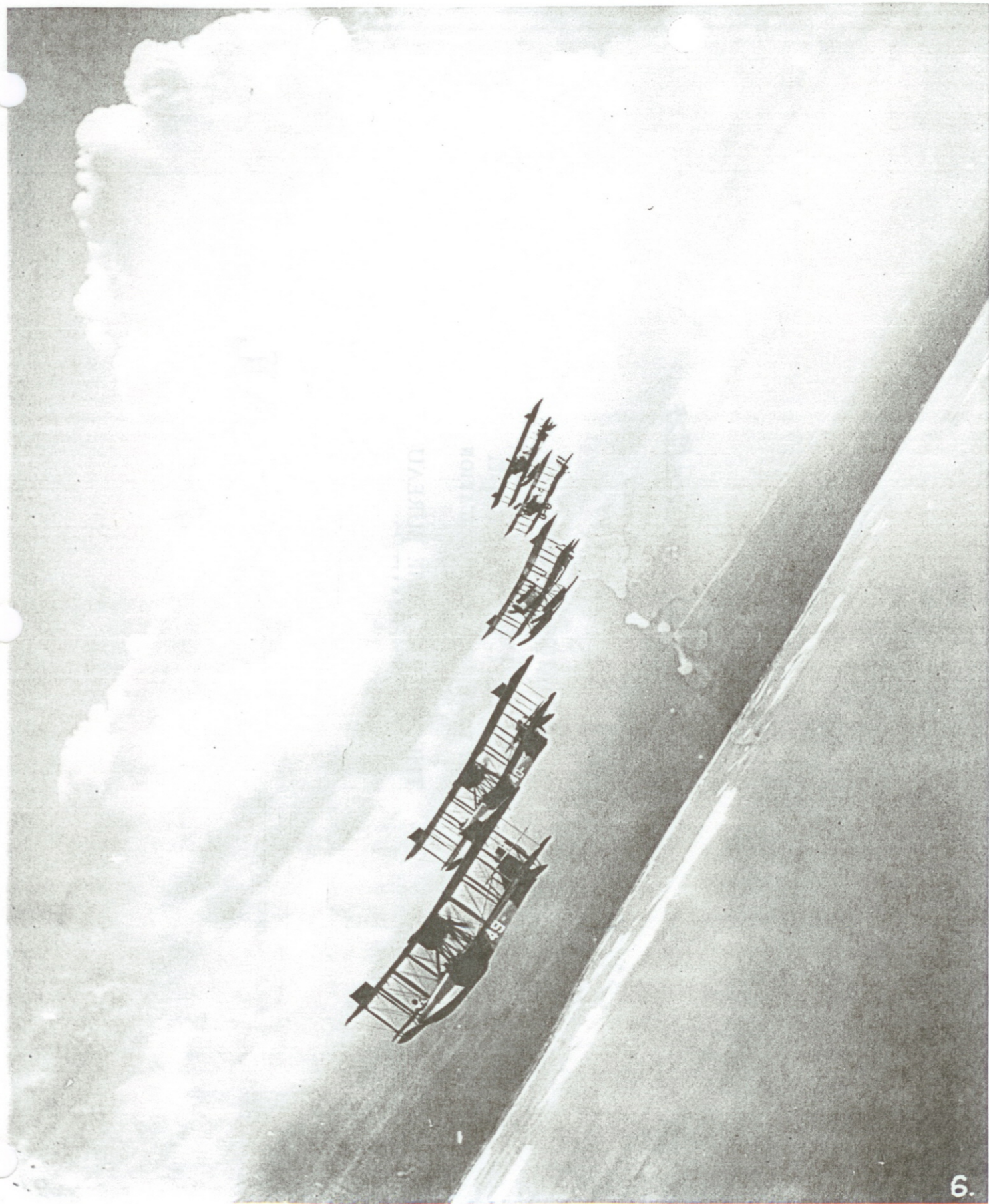
OF VERMONT
THE STATE OF THE UNION
NOT TO BE USED FOR CONVICTION
Official Proceedings

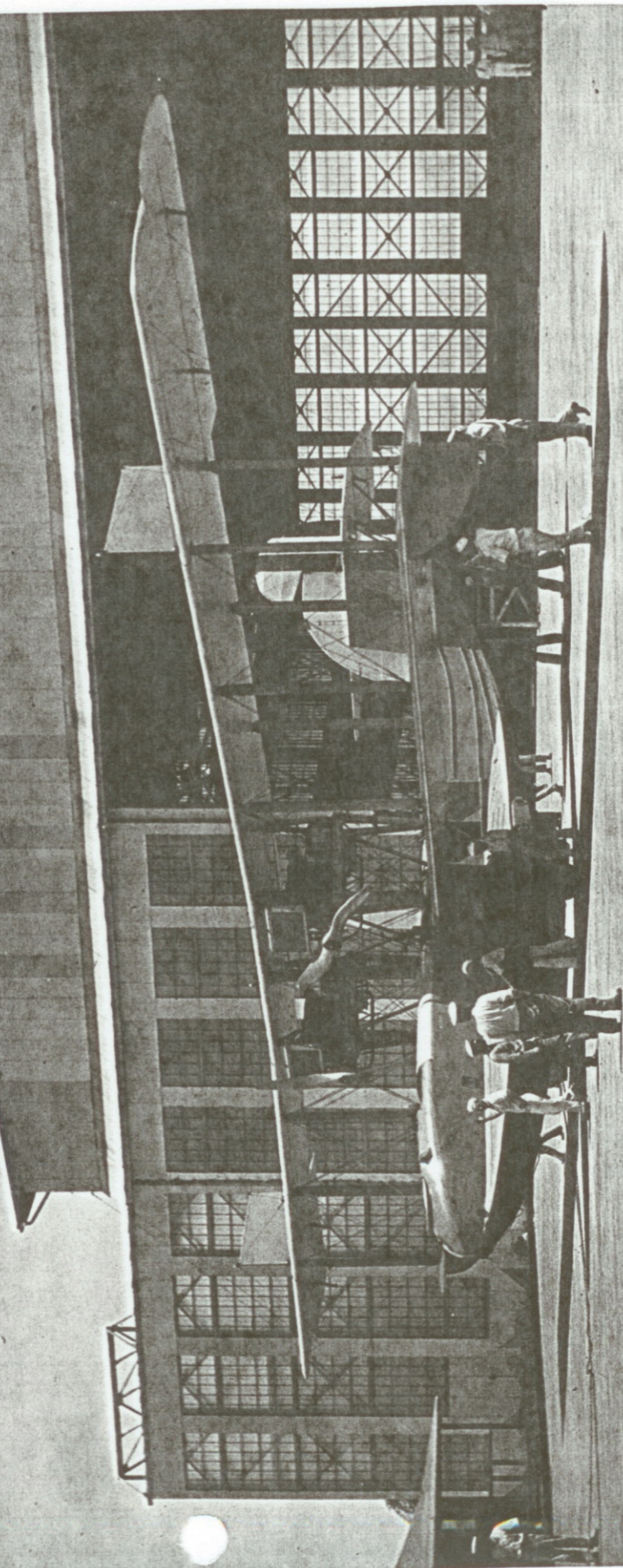
STATE OF VERMONT, 1902

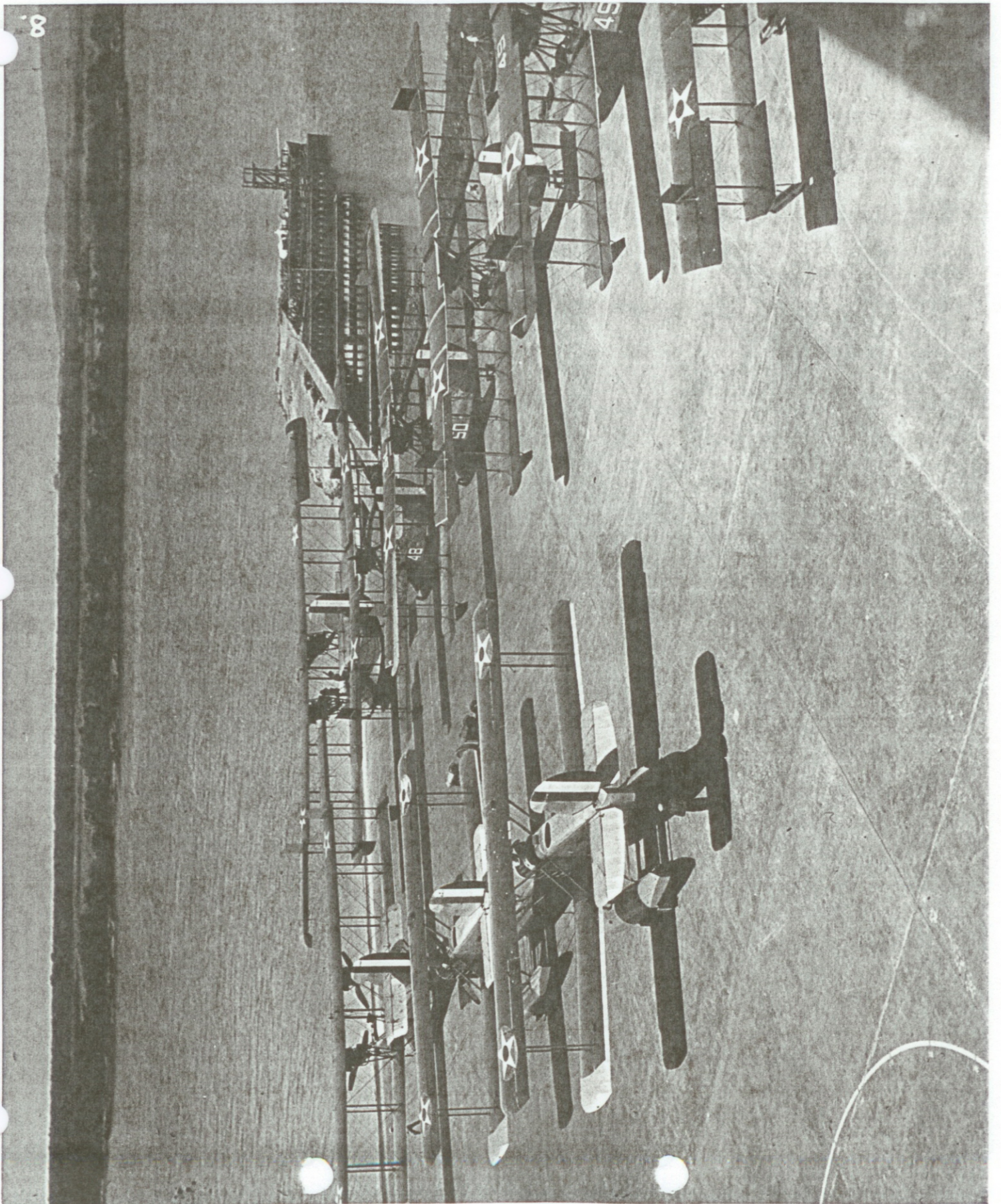
STATE HOUSE - FORD STREET
VERMONT, ADMINISTRATION BROS. M.



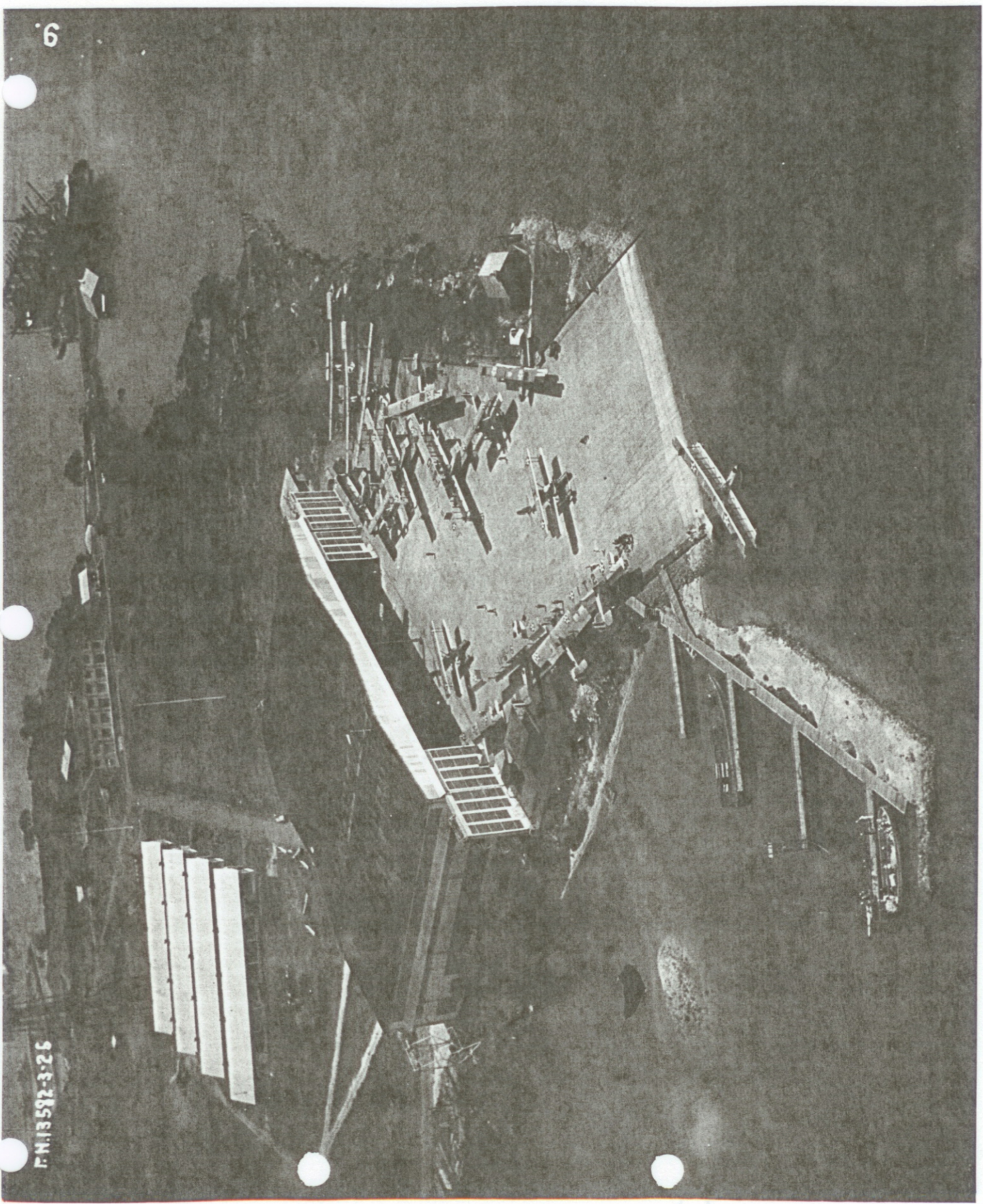


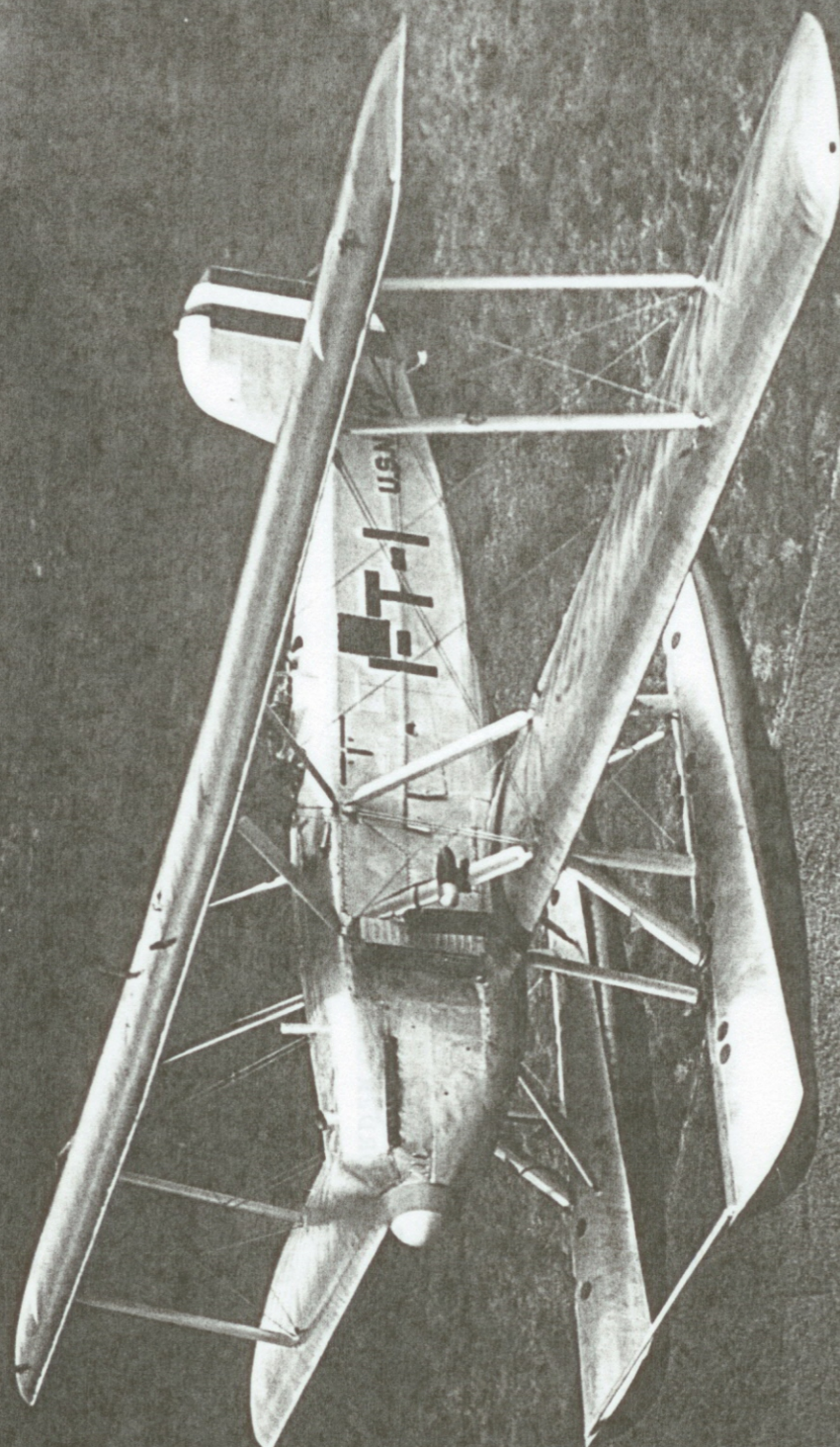


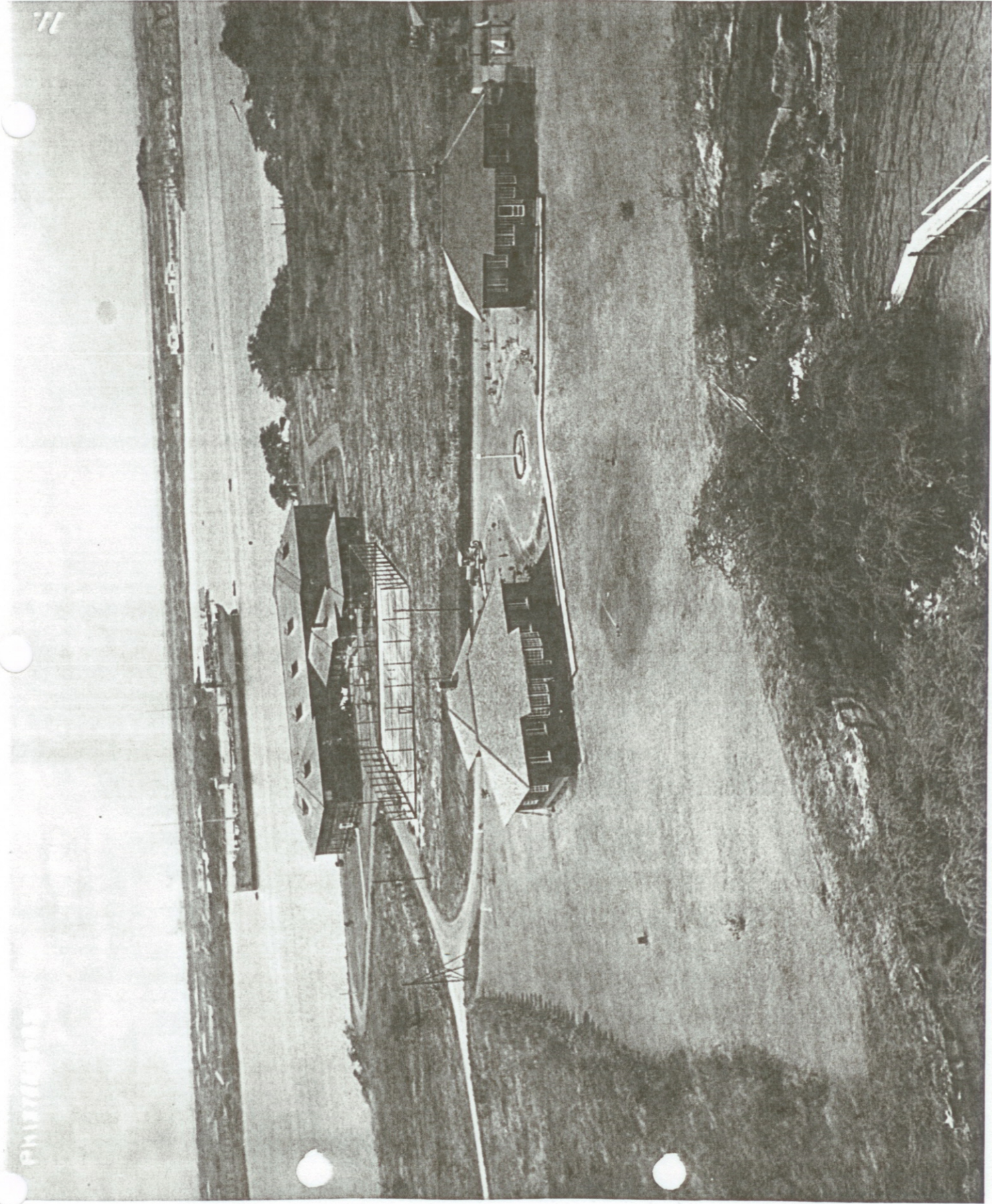




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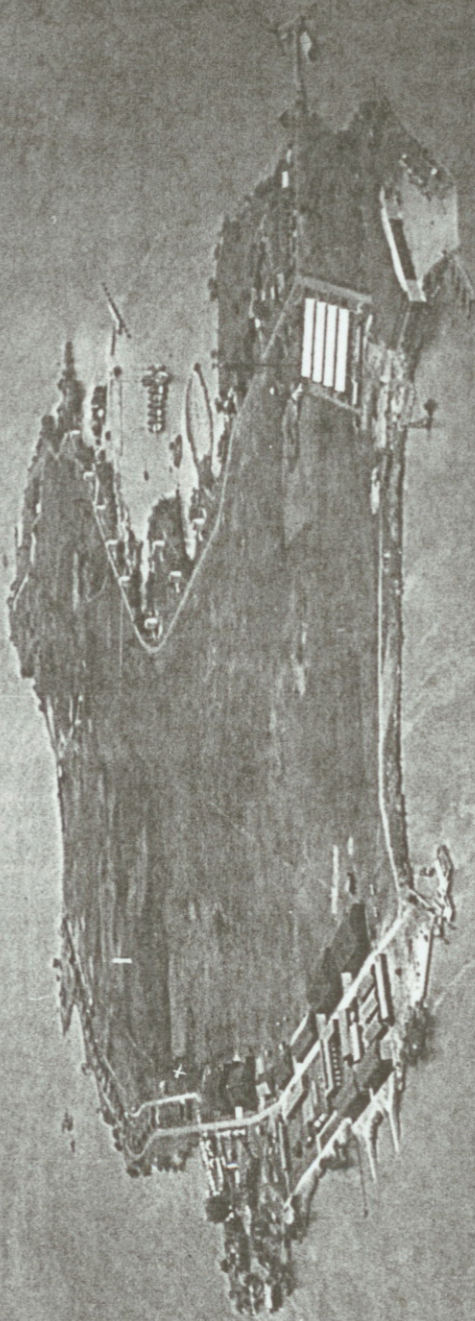


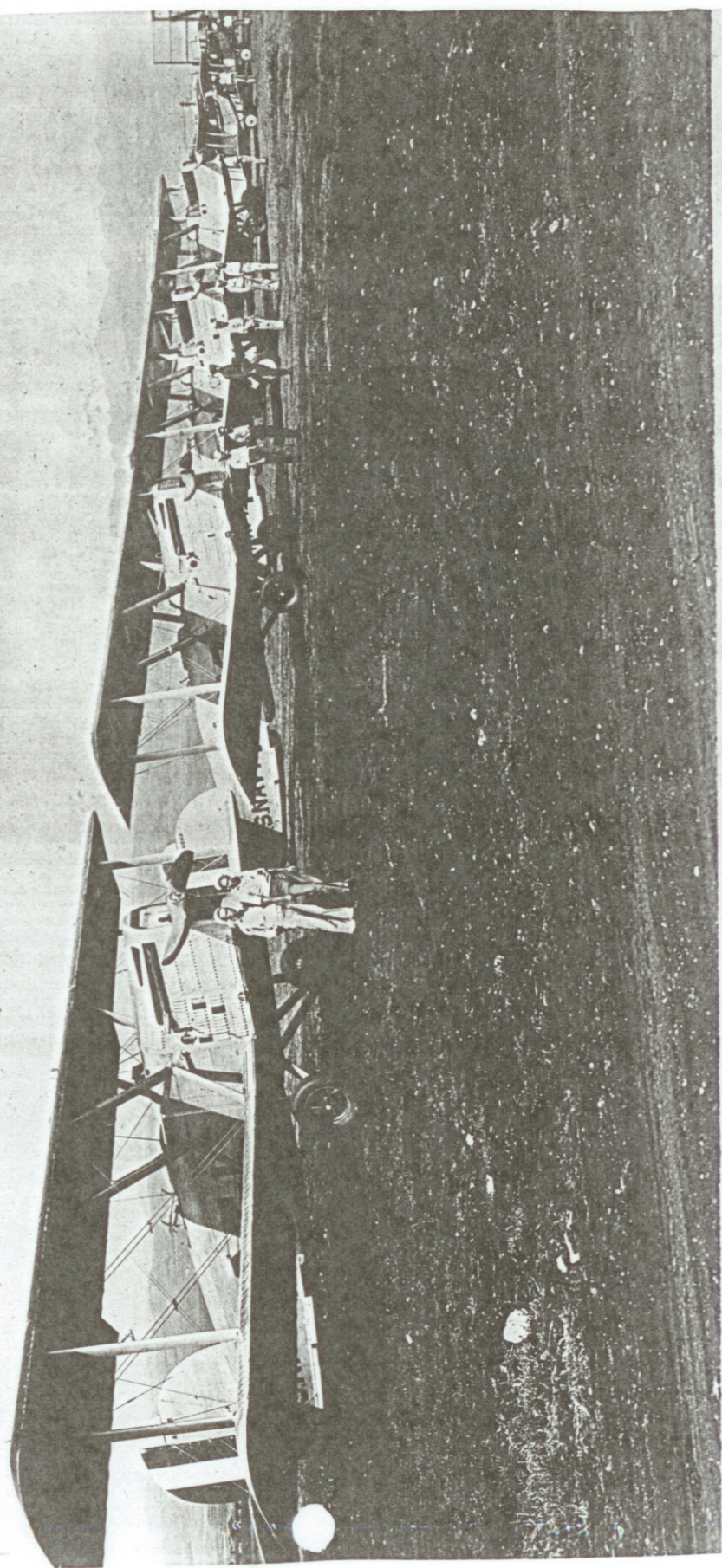


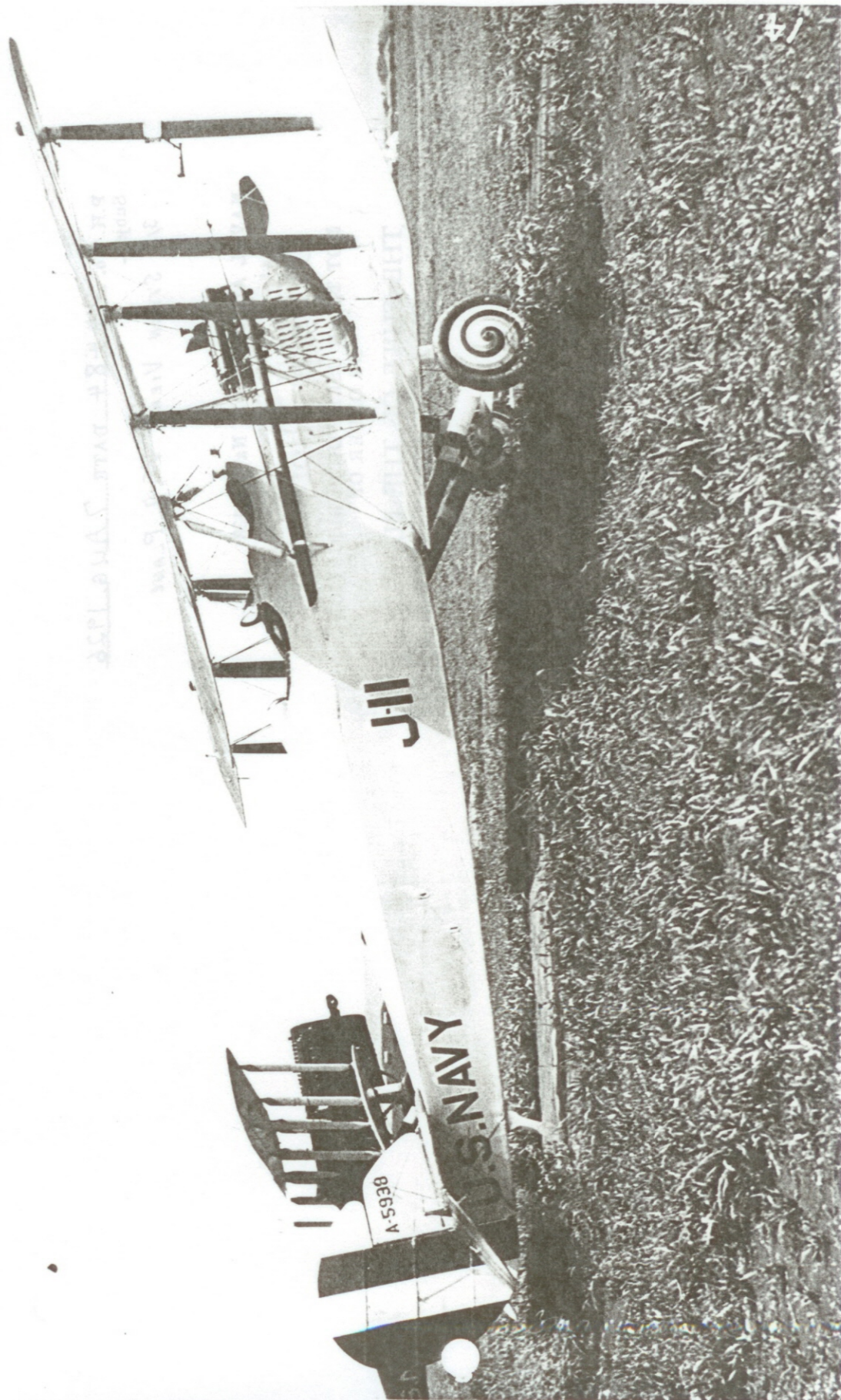


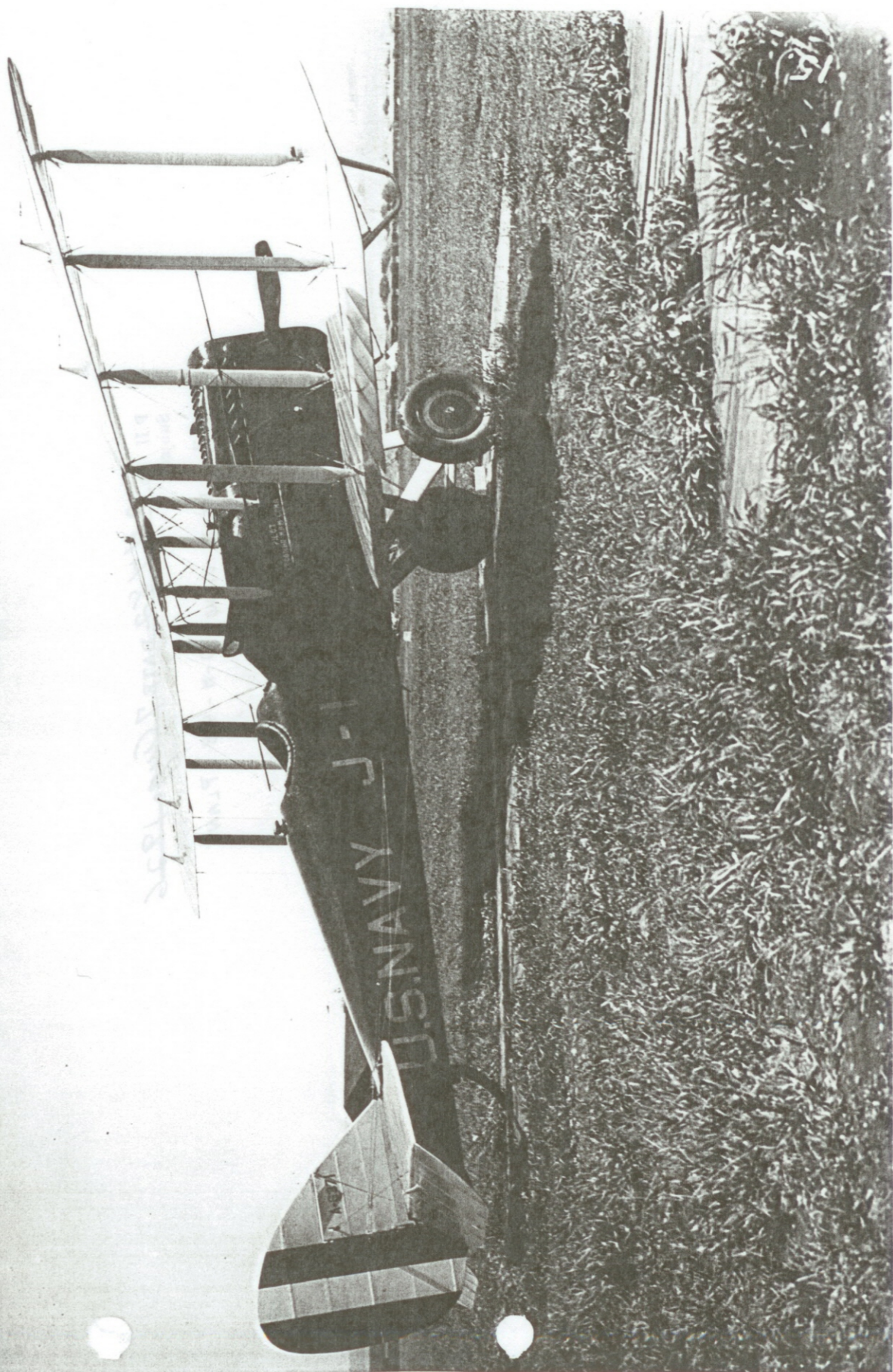
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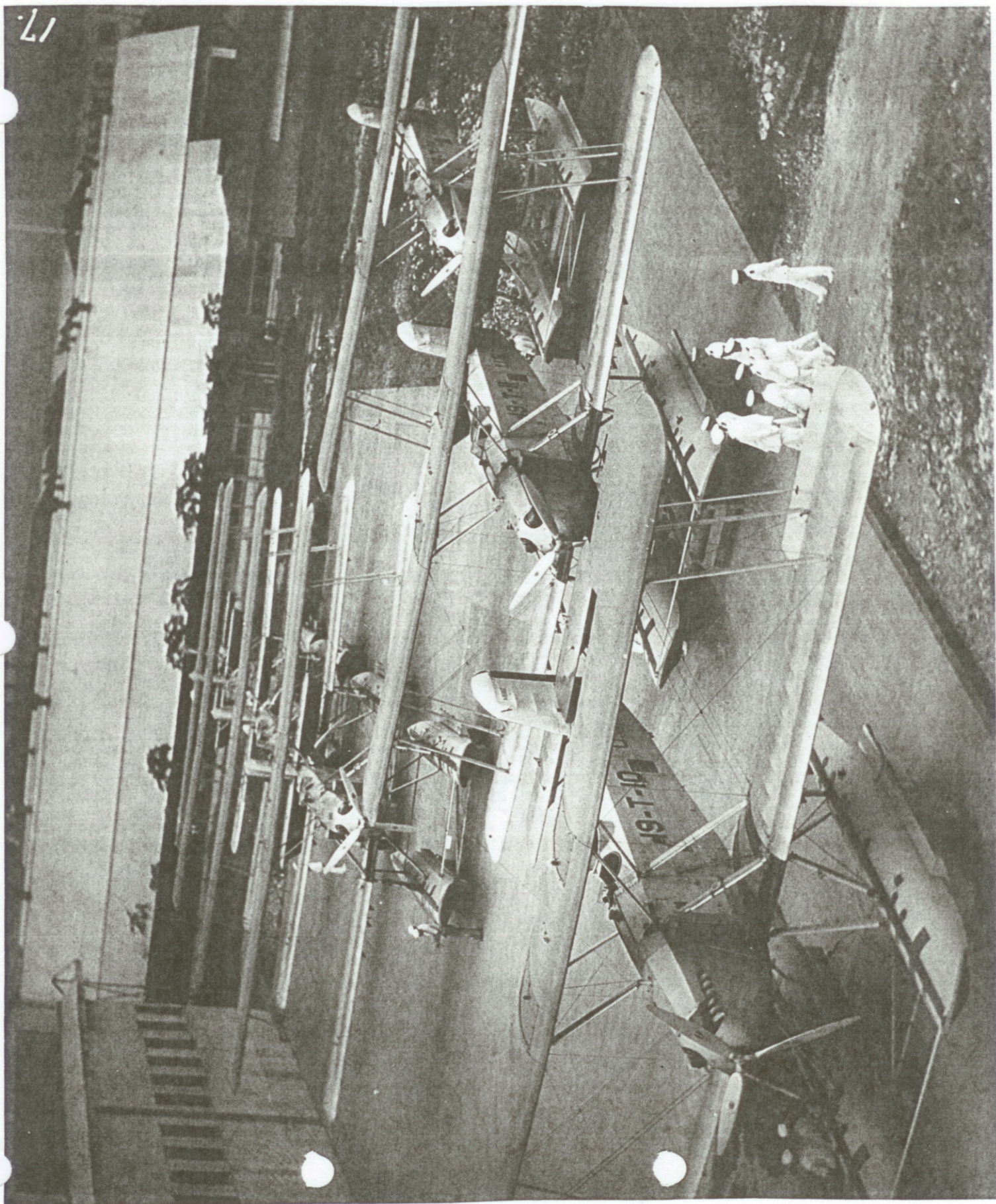






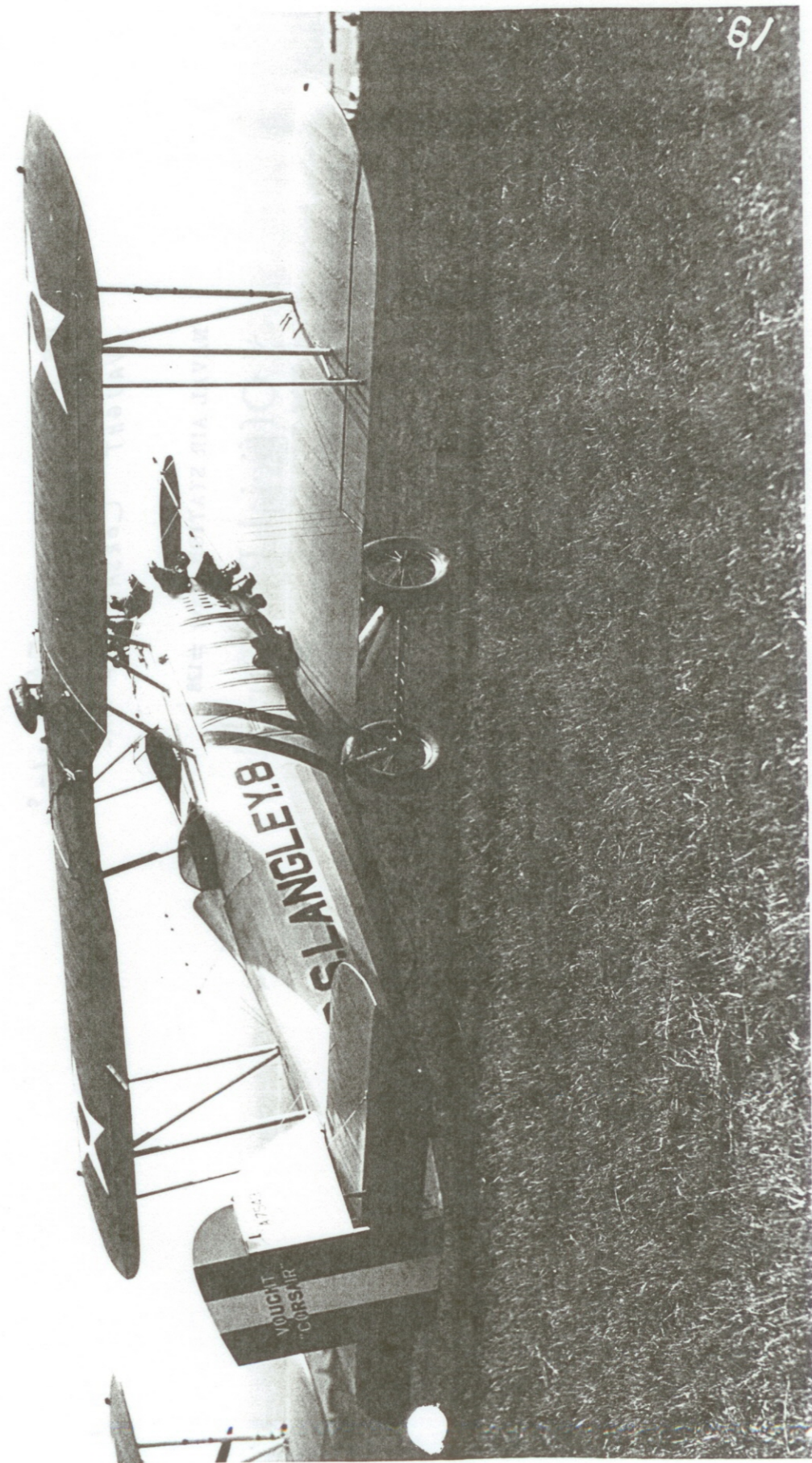
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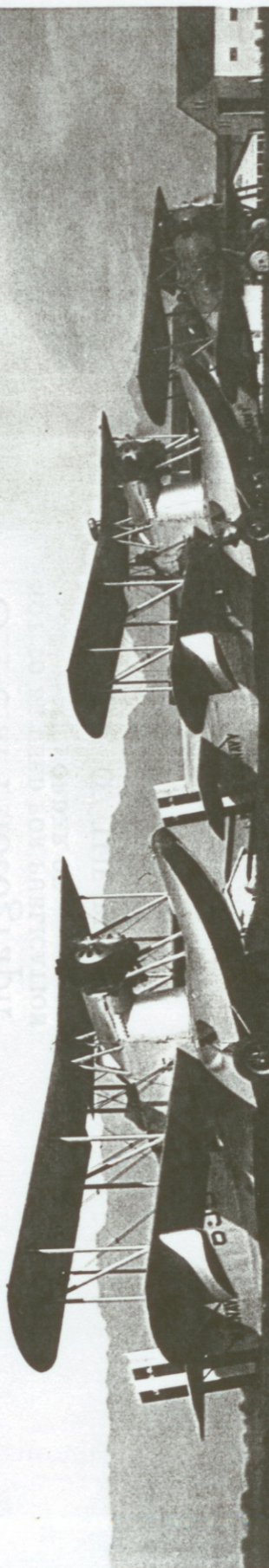


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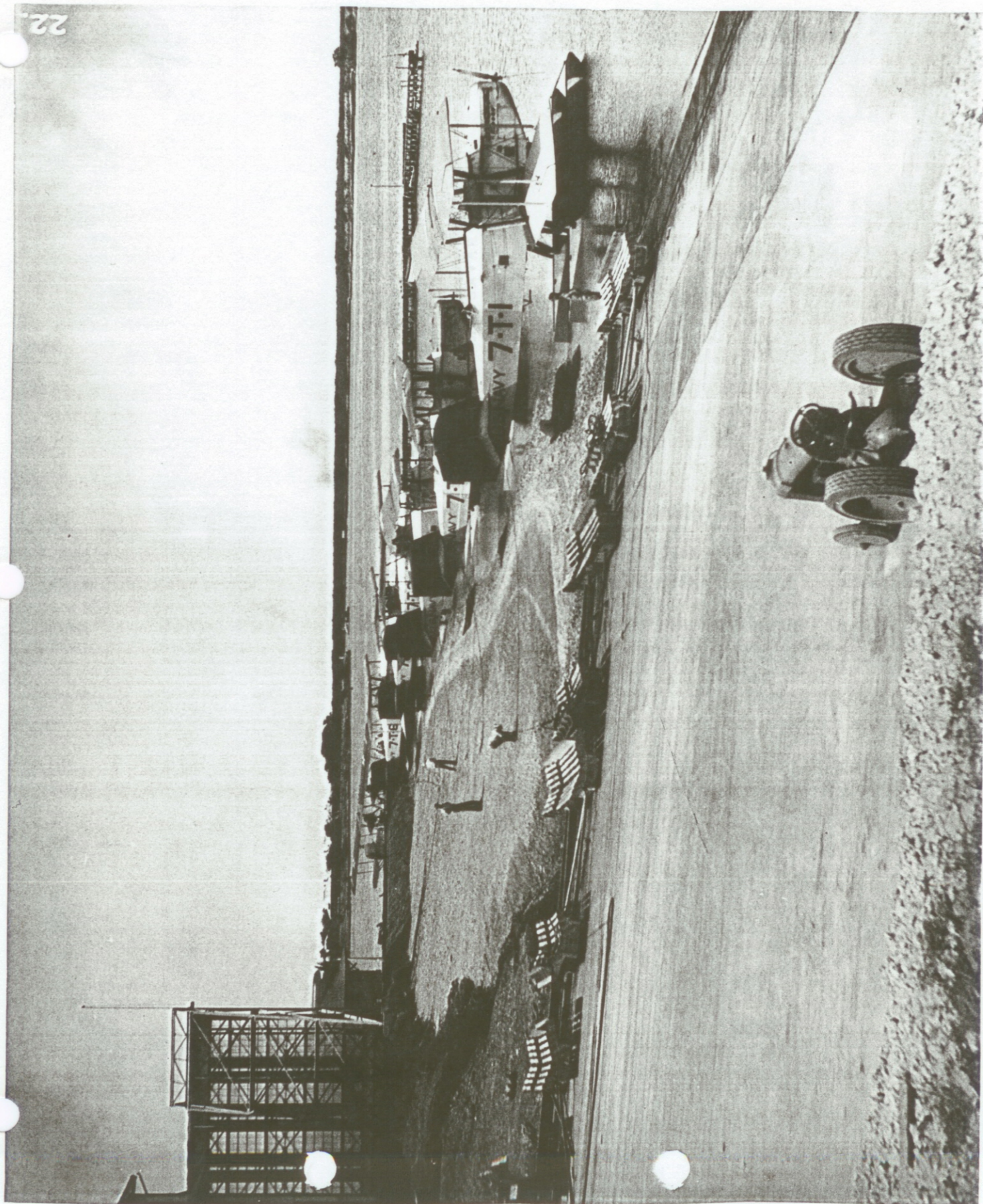
Official Photography

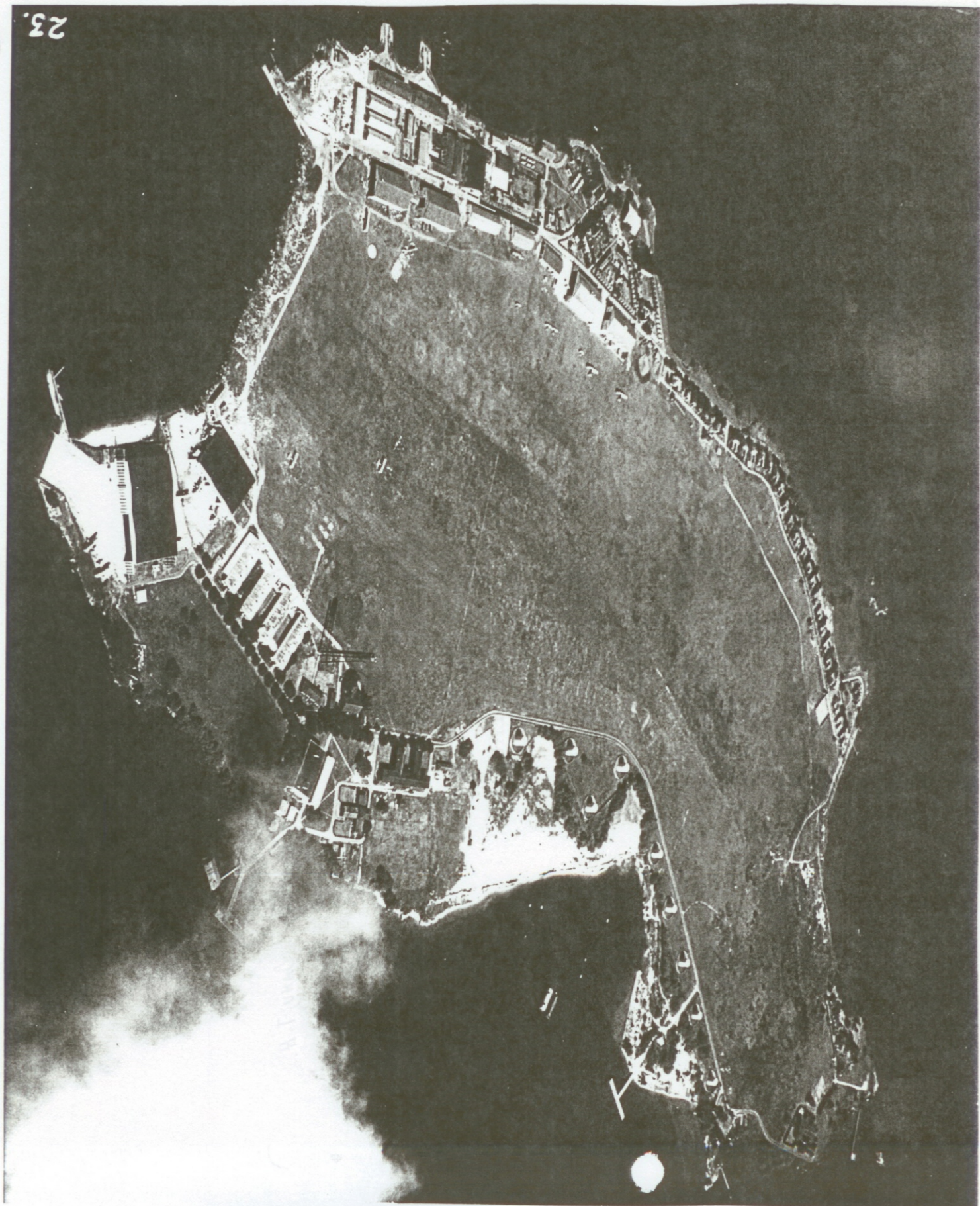
NAVY AIR STATION, NAS, 1918

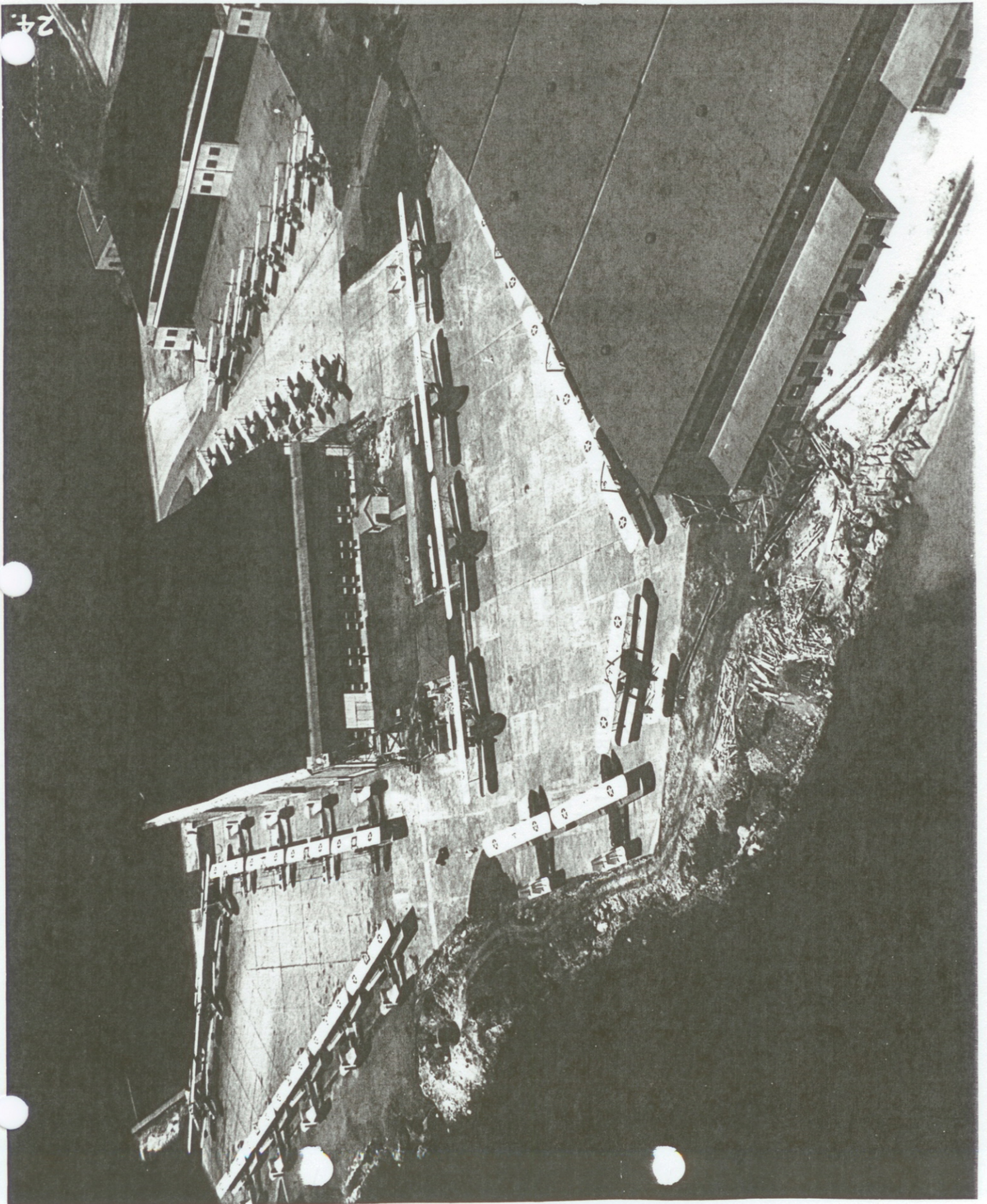
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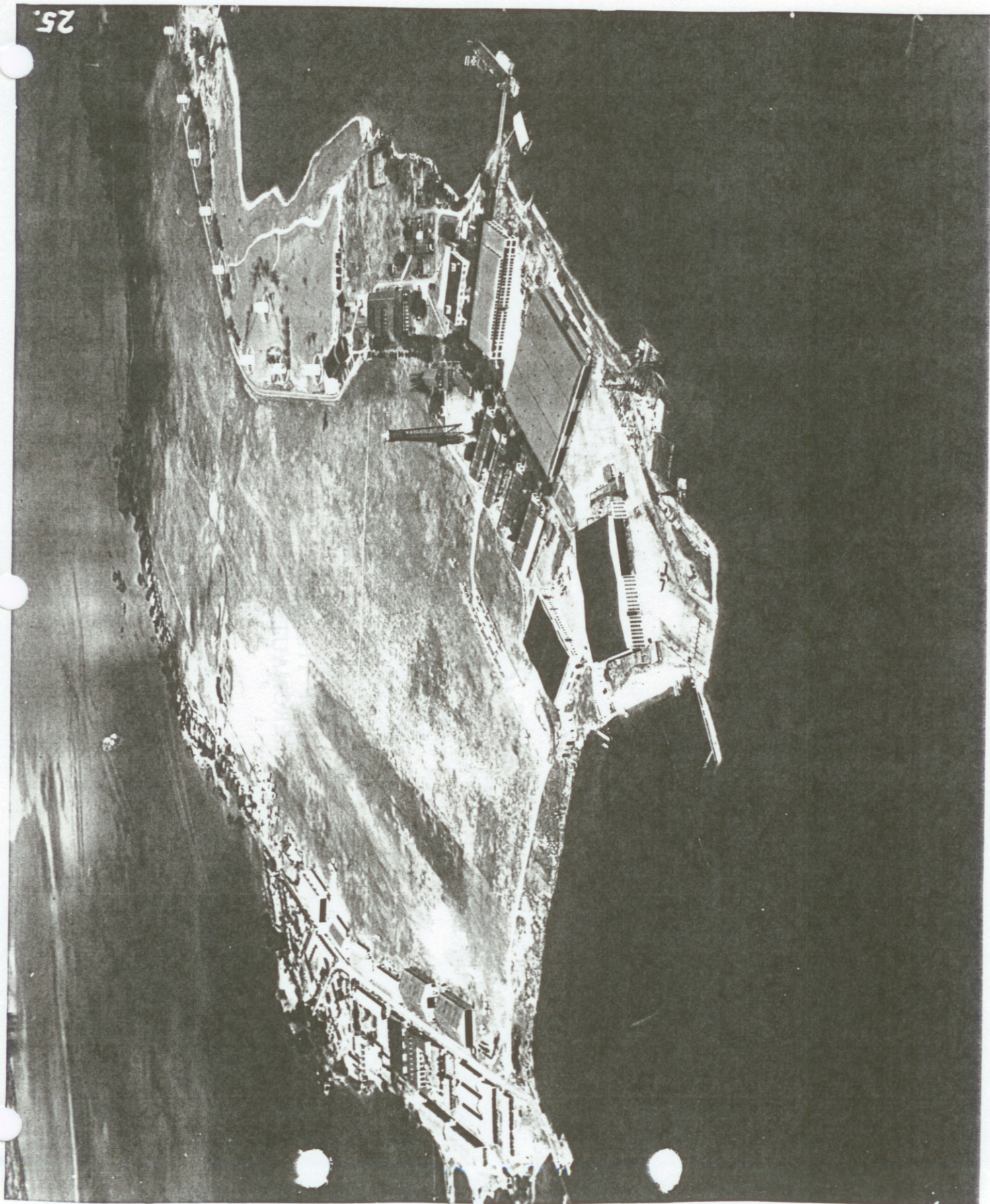
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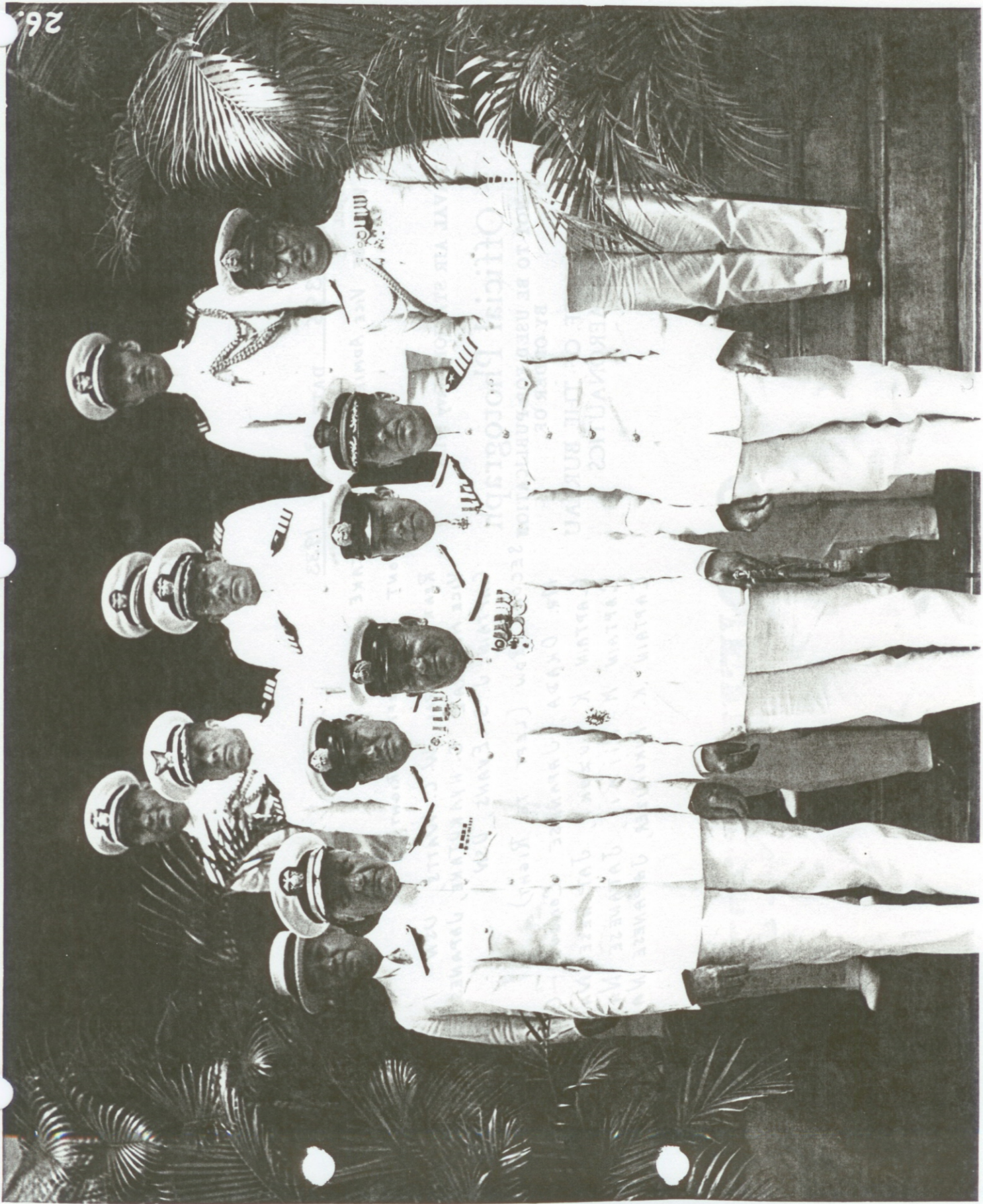
NAVY AIR STATION, NAS, 1918







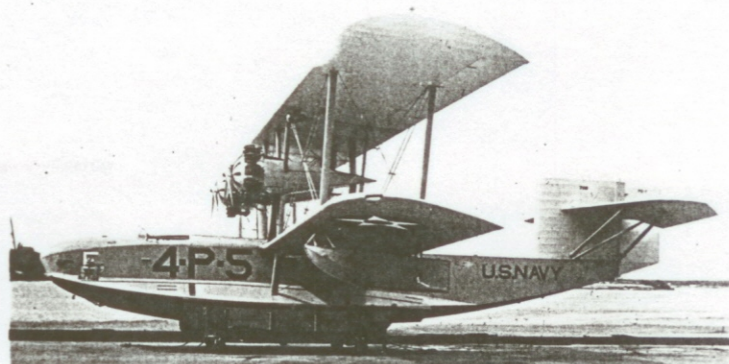




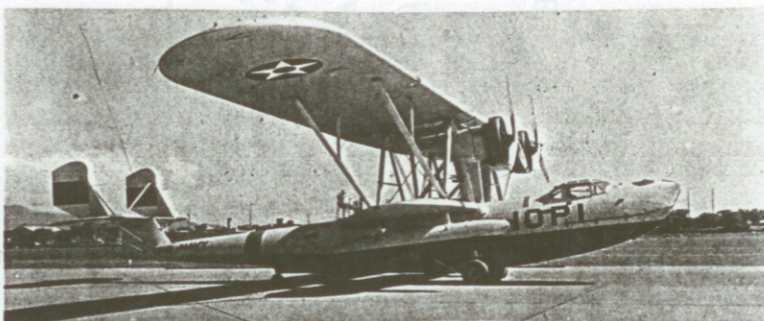




A PLANE OF SQUADRON VP-6F
MODEL PM-1 BOAT TYPE SEAPLANE HAS GASOLINE CAPACITY FOR ABOUT ELEVEN HOURS
DISTINGUISHING CHARACTERISTICS
SINGLE VERTICAL RUDDER - COCKPIT GLASS ENCLOSED
HULL PAINTED NAVY GREY ENAMEL TAIL SURFACES PAINTED BLUE



A PLANE OF SQUADRONS VP-4F AND VP-6F
MODEL PD-1 BOAT TYPE SEAPLANE HAS GASOLINE CAPACITY FOR ABOUT FIFTEEN HOURS
DISTINGUISHING CHARACTERISTICS
SINGLE VERTICAL RUDDER - HULL PAINTED NAVY GREY ENAMEL
TAIL SURFACES VP-4F PLANES PAINTED YELLOW VP-6F PLANES BLUE



A PLANE OF SQUADRON VP-10F
MODEL P2Y-1 BOAT TYPE SEAPLANE HAS GASOLINE CAPACITY FOR ABOUT TWENTY HOURS
DISTINGUISHING CHARACTERISTICS
LARGE UPPER AND SMALL LOWER WING TWIN VERTICAL RUDDERS
BLACK BAND ON TAIL SURFACES BOTTOM OF HULL BLACK



A PLANE OF SQUADRON VP-1F
MODEL PM-1 BOAT TYPE SEAPLANE HAS GASOLINE CAPACITY FOR ABOUT TWELVE HOURS
DISTINGUISHING CHARACTERISTICS
TWIN VERTICAL RUDDERS HULL PAINTED DARK GREY
TAIL SURFACES PAINTED RED



A PLANE OF SQUADRON VP-8F
MODEL PH-1 BOAT TYPE SEAPLANE HAS GASOLINE CAPACITY FOR ABOUT FIFTEEN HOURS
DISTINGUISHING CHARACTERISTICS
HULL HAS NO SPONSONS BOTTOM IS V SHAPED COMING TO RATHER SHARP POINT AT BOW
SINGLE VERTICAL RUDDER - TAIL SURFACES PAINTED WHITE HULL LIGHT GREY

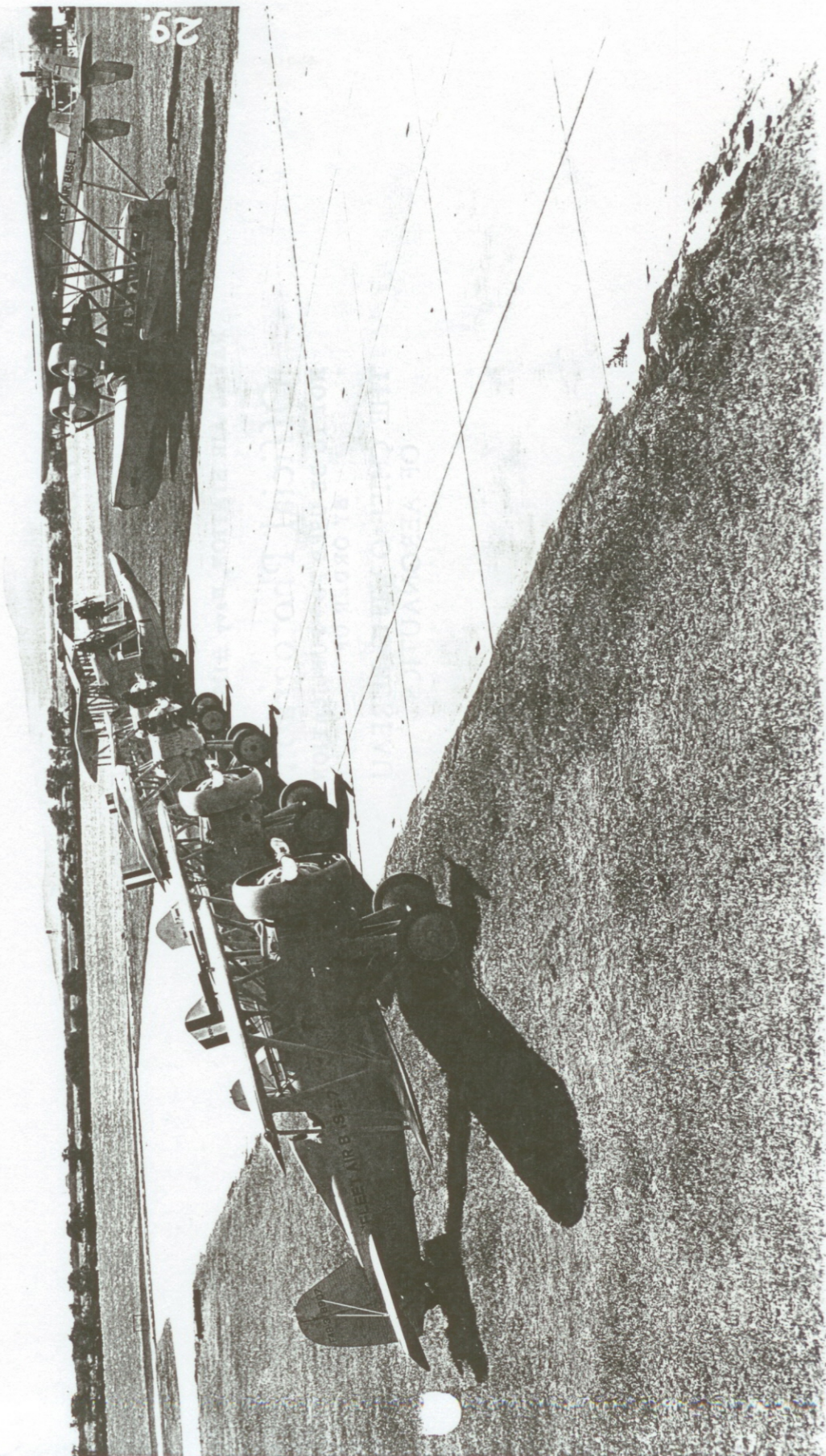
TYPES OF PLANES, AIRCRAFT SQUADRONS, FLEET AIR BASE, PEARL HARBOR, T.H.

GENERAL REMARKS

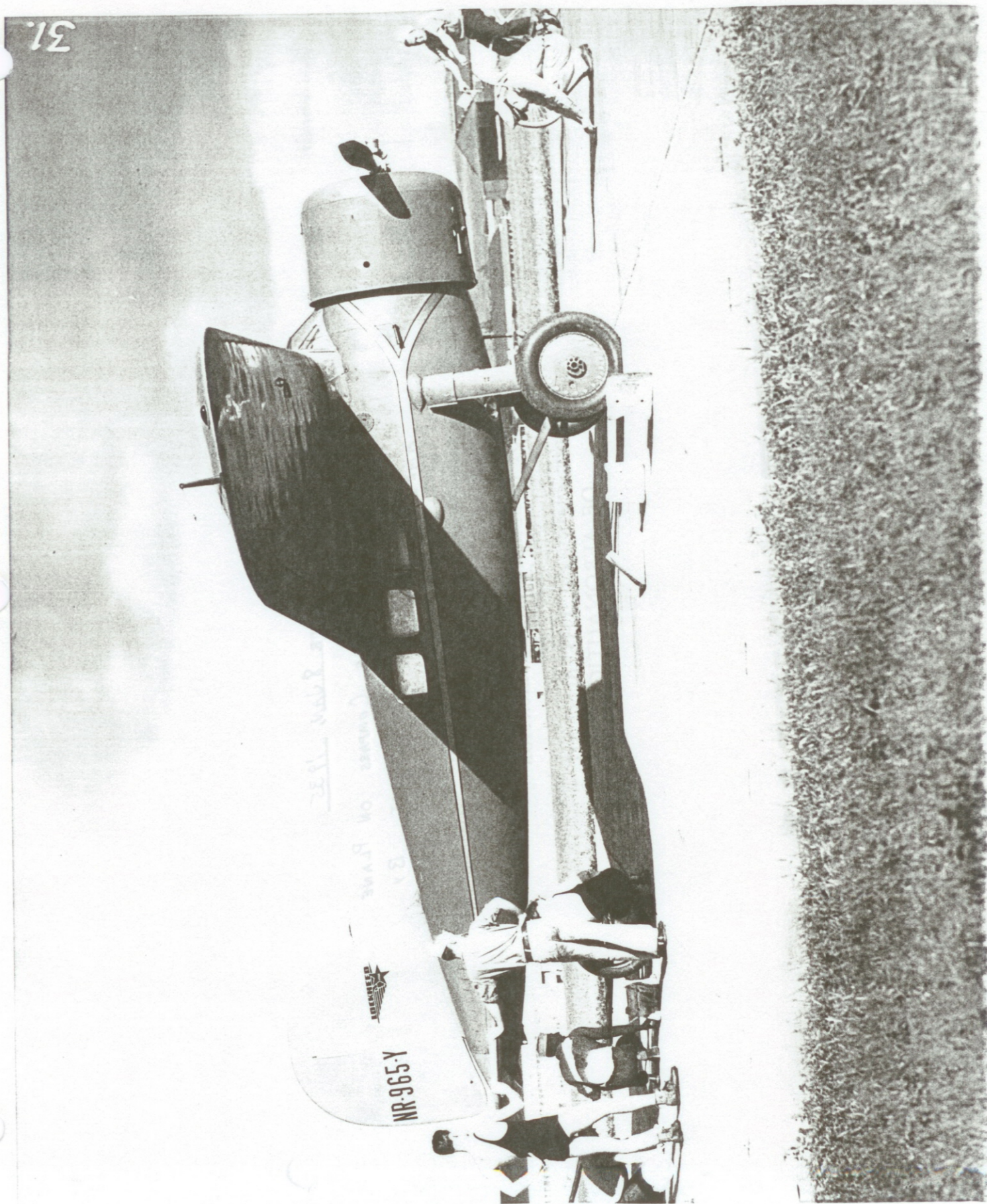
IN SQUADRON VP-1F THERE ARE 12 MODEL PM-1 PLANES, IN VP-4F 12 MODEL PD-1 PLANES, IN VP-6F 6 MODEL PD-1 PLANES AND 6 MODEL PM-1 PLANES, IN VP-8F 6 MODEL PH-1 PLANES AND IN VP-10F 6 MODEL P2Y-1 PLANES.

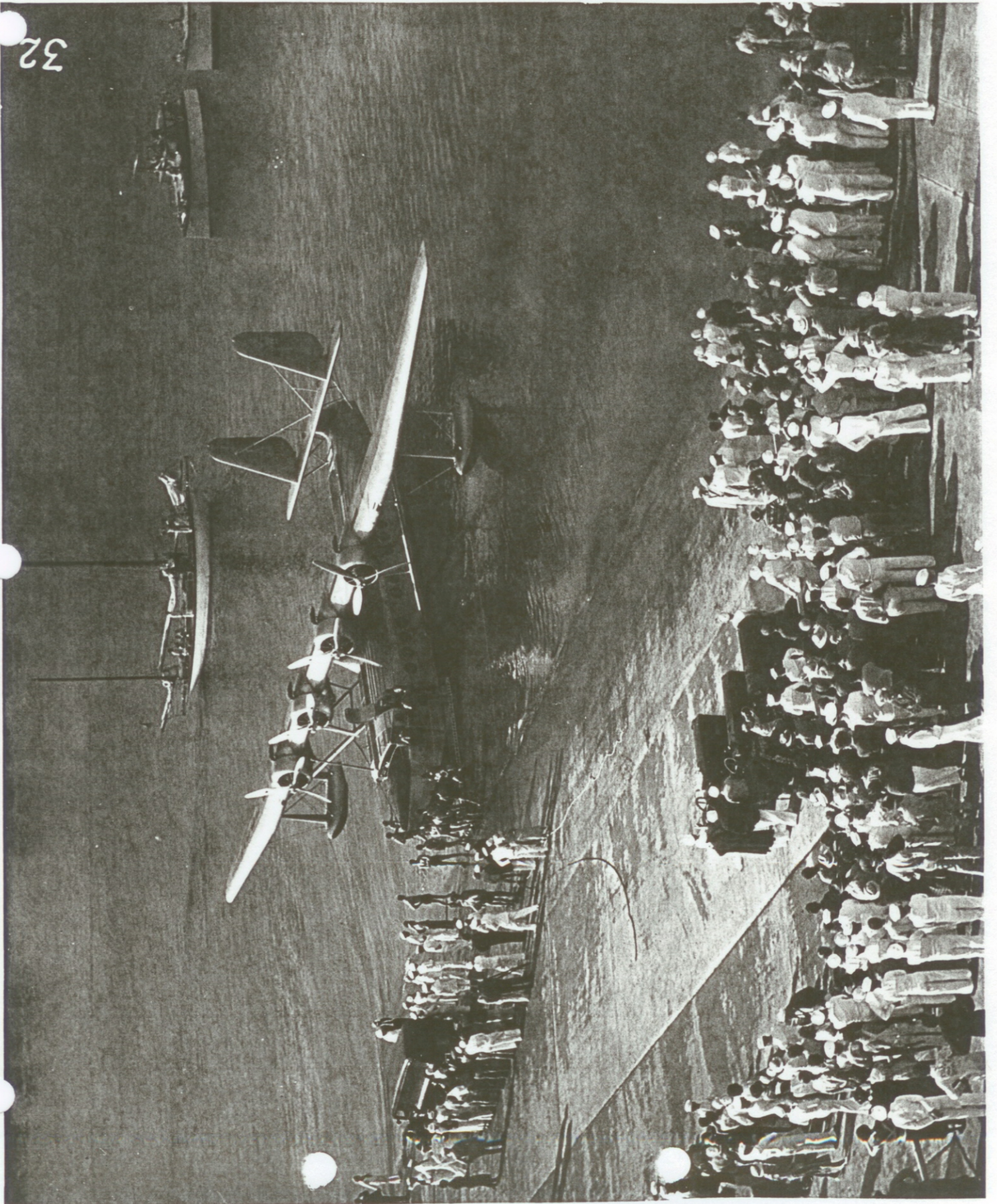
ALL PLANES ARE TWIN MOTOR. IN VP-6F THE PD-1 PLANES FORM THE FIRST DIVISION, THE PM-1 PLANES THE SECOND DIVISION. EACH SQUADRON PLANE HAS A NUMBER-LETTER-NUMBER COMBINATION PAINTED ON THE HULL FORWARD OF THE WINGS. THE FIRST NUMBER DESIGNATES THE SQUADRON, THE LETTER THE TYPE OF SQUADRON, AND THE LAST NUMBER THE PLANE NUMBER IN THE SQUADRON. EXAMPLE: PLANE WITH 4-P-5 PAINTED ON THE HULL, MEANS PLANE NUMBER 5 OF PATROL SQUADRON 4. A

COLOR BAND ABOUT 20 INCHES WIDE PAINTED ON THE HULL MIDWAY BETWEEN THE WINGS AND RUDDERS HAS THE FOLLOWING MEANINGS: RED BAND - LEADER FIRST SECTION - PLANE #1. WHITE BAND - LEADER SECOND SECTION - PLANE #4. BLUE BAND - LEADER THIRD SECTION - PLANE #7. BLACK BAND - LEADER FOURTH SECTION - PLANE #10. THE SQUADRON COMMANDER IS THE FIRST SECTION LEADER AND ALSO THE FIRST DIVISION LEADER. THE FIRST DIVISION CONSISTS OF THE FIRST AND SECOND SECTIONS. THE SECOND IN COMMAND OF THE SQUADRON IS NORMALLY THE THIRD SECTION LEADER AND ALSO THE SECOND DIVISION LEADER. THE SECOND DIVISION CONSISTS OF THE THIRD AND FOURTH SECTIONS. IN A SIX PLANE SQUADRON THE SECOND IN COMMAND IS NORMALLY IN COMMAND OF THE SECOND SECTION.



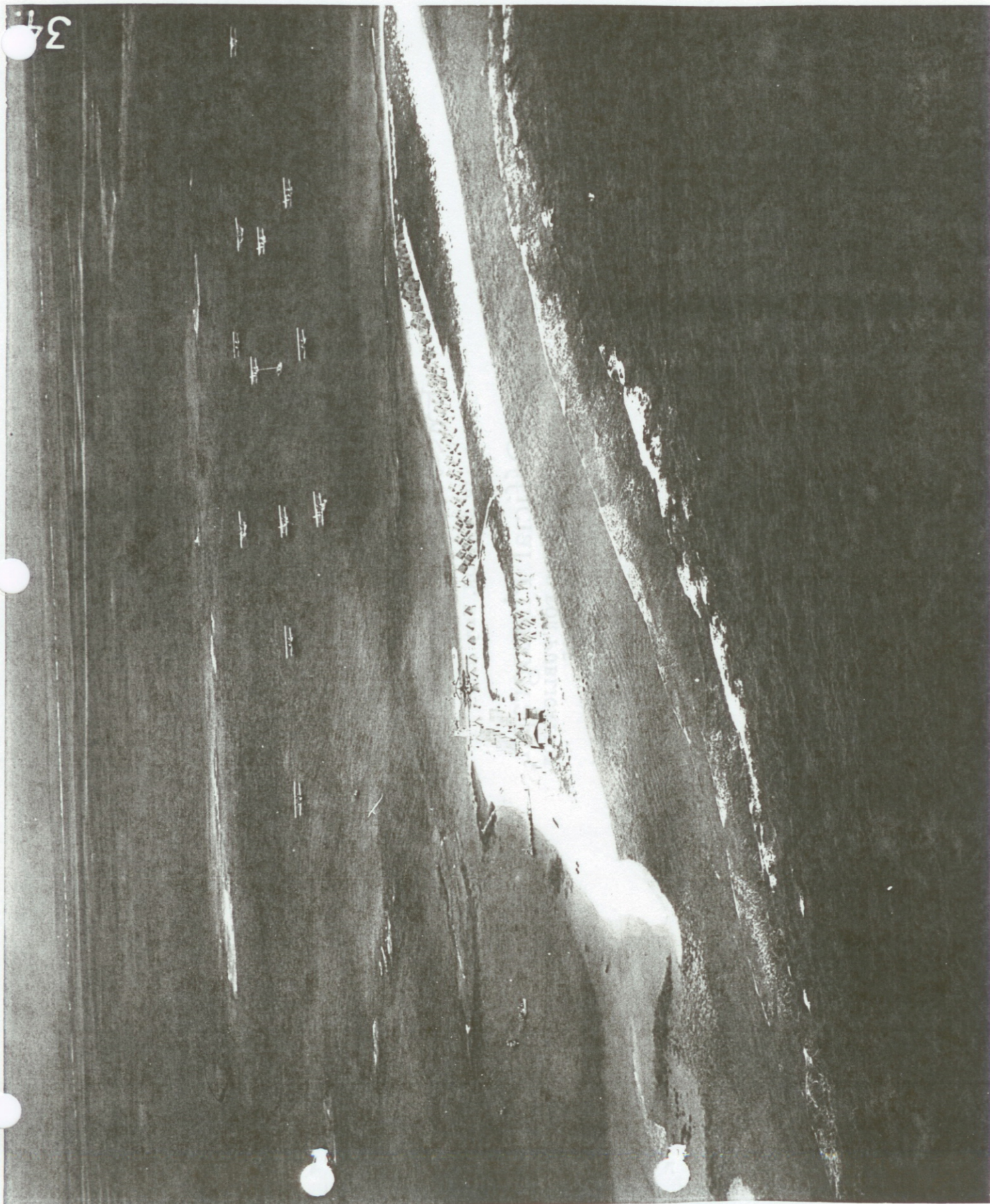


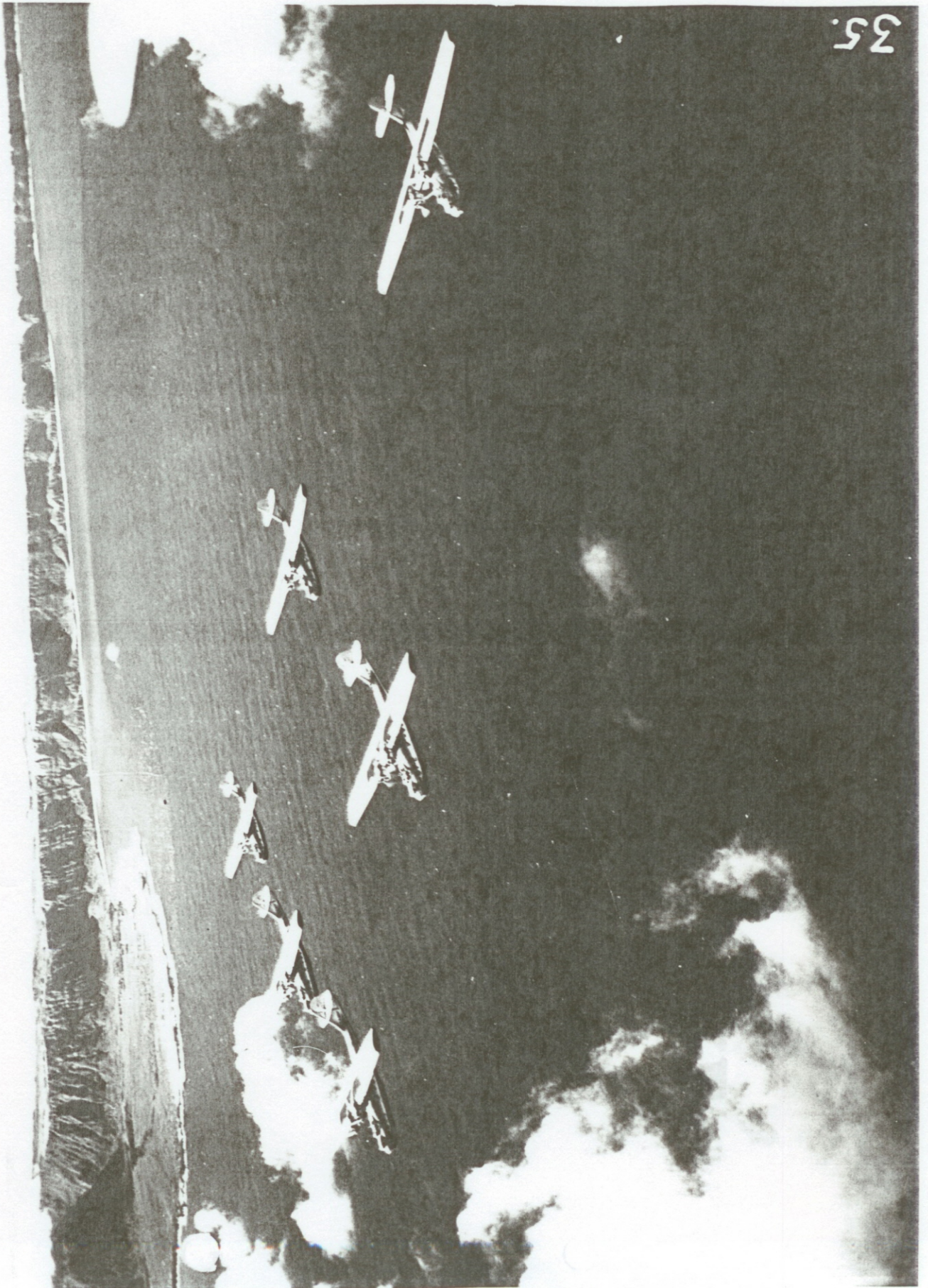




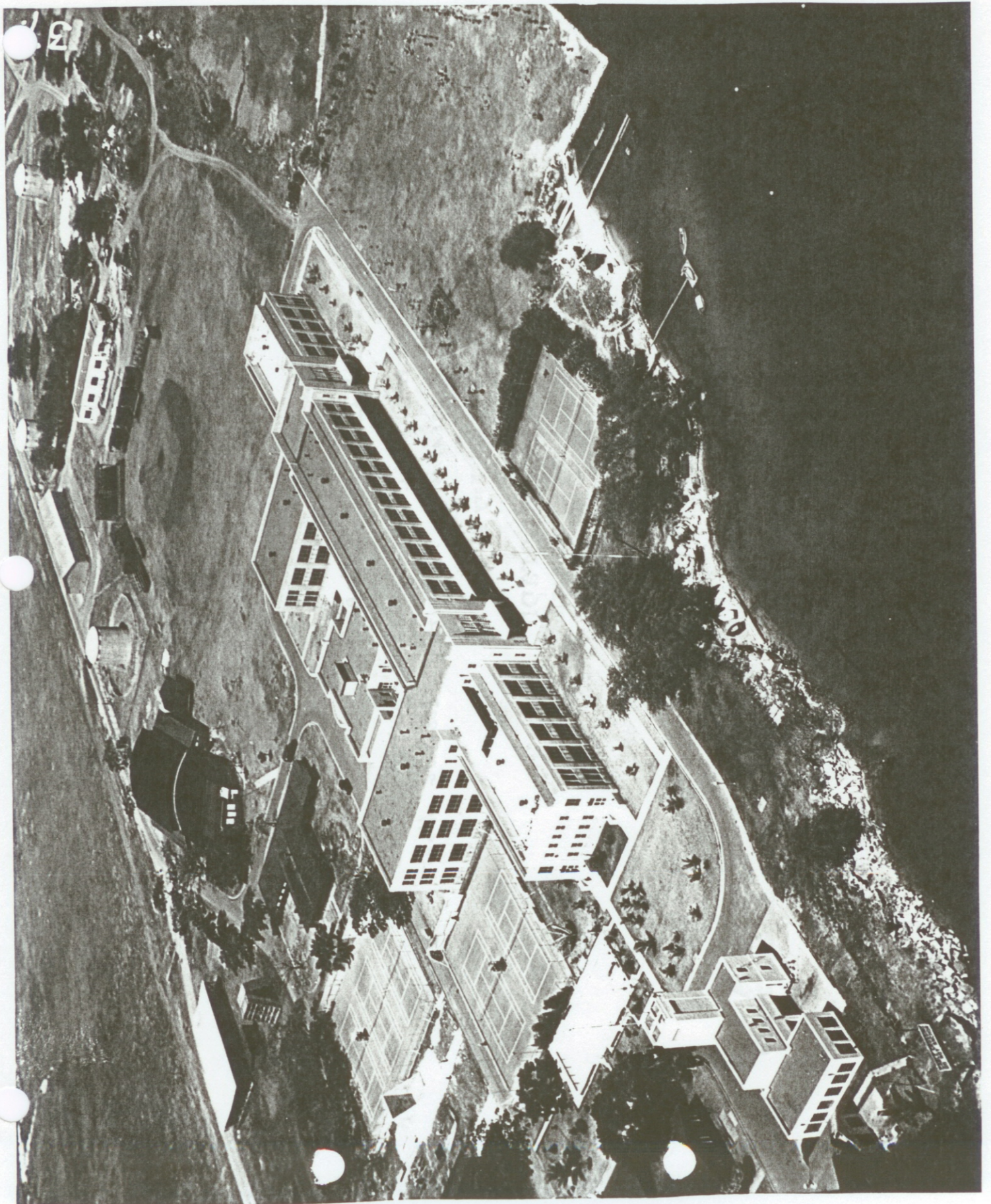
33.





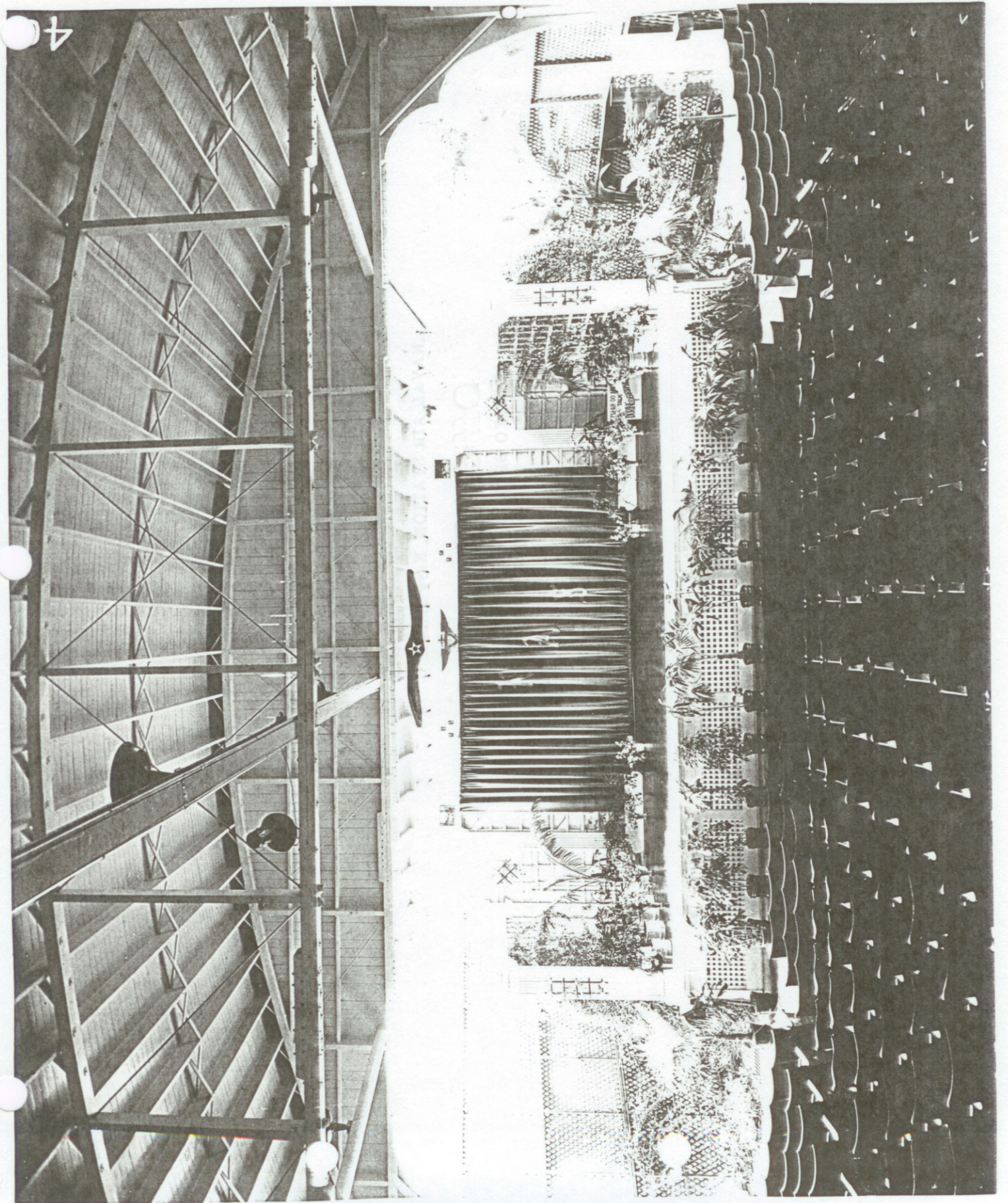






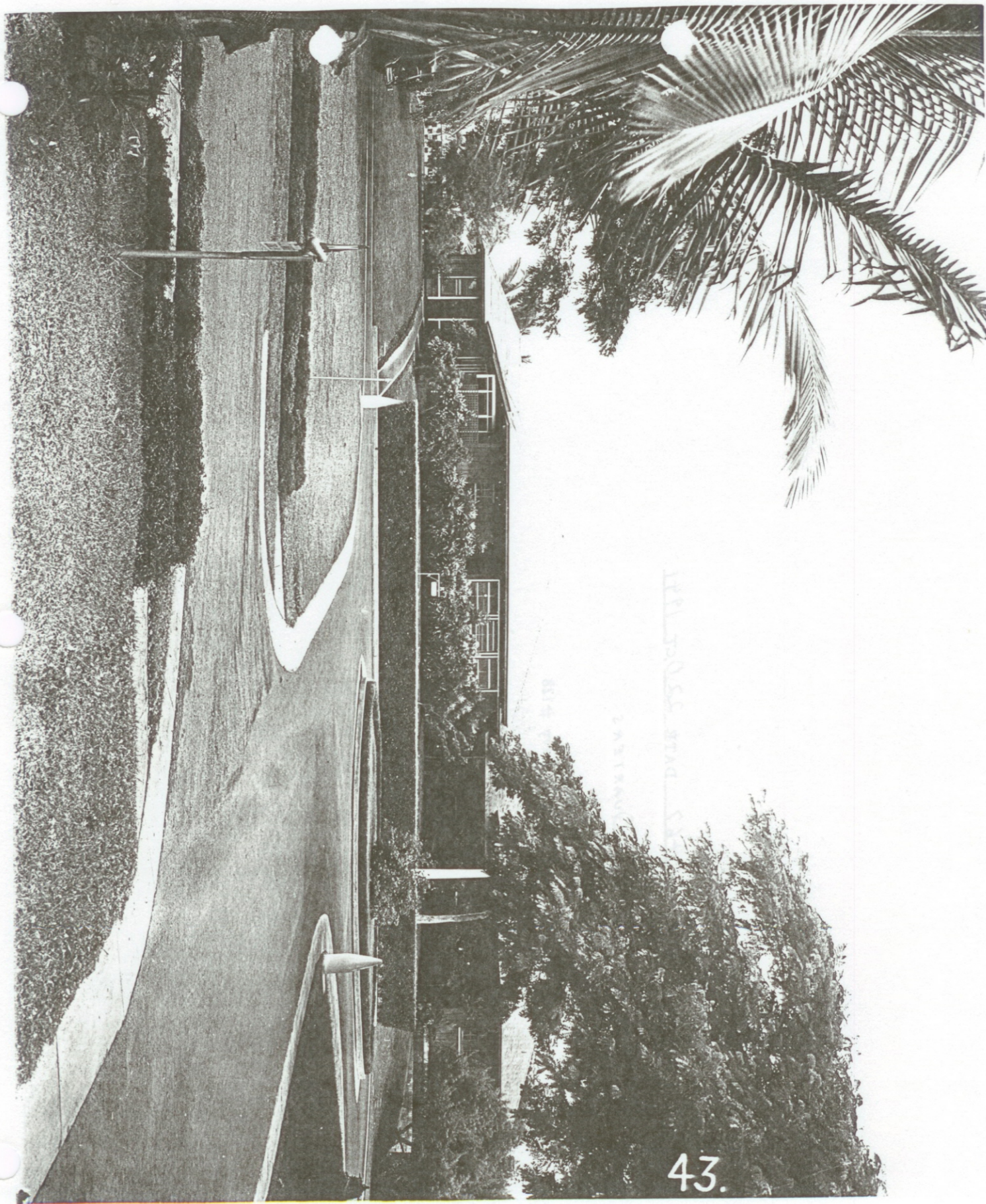




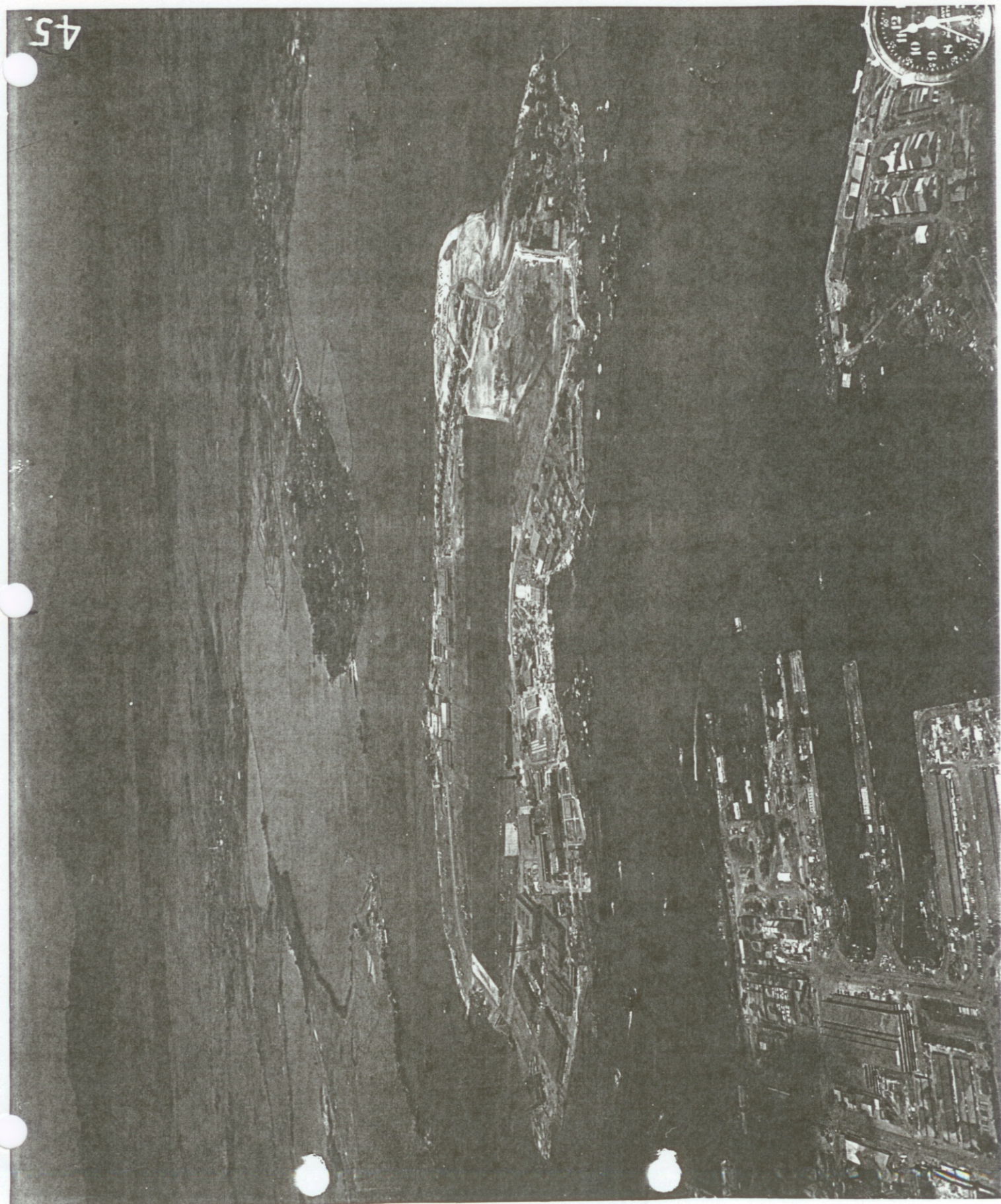


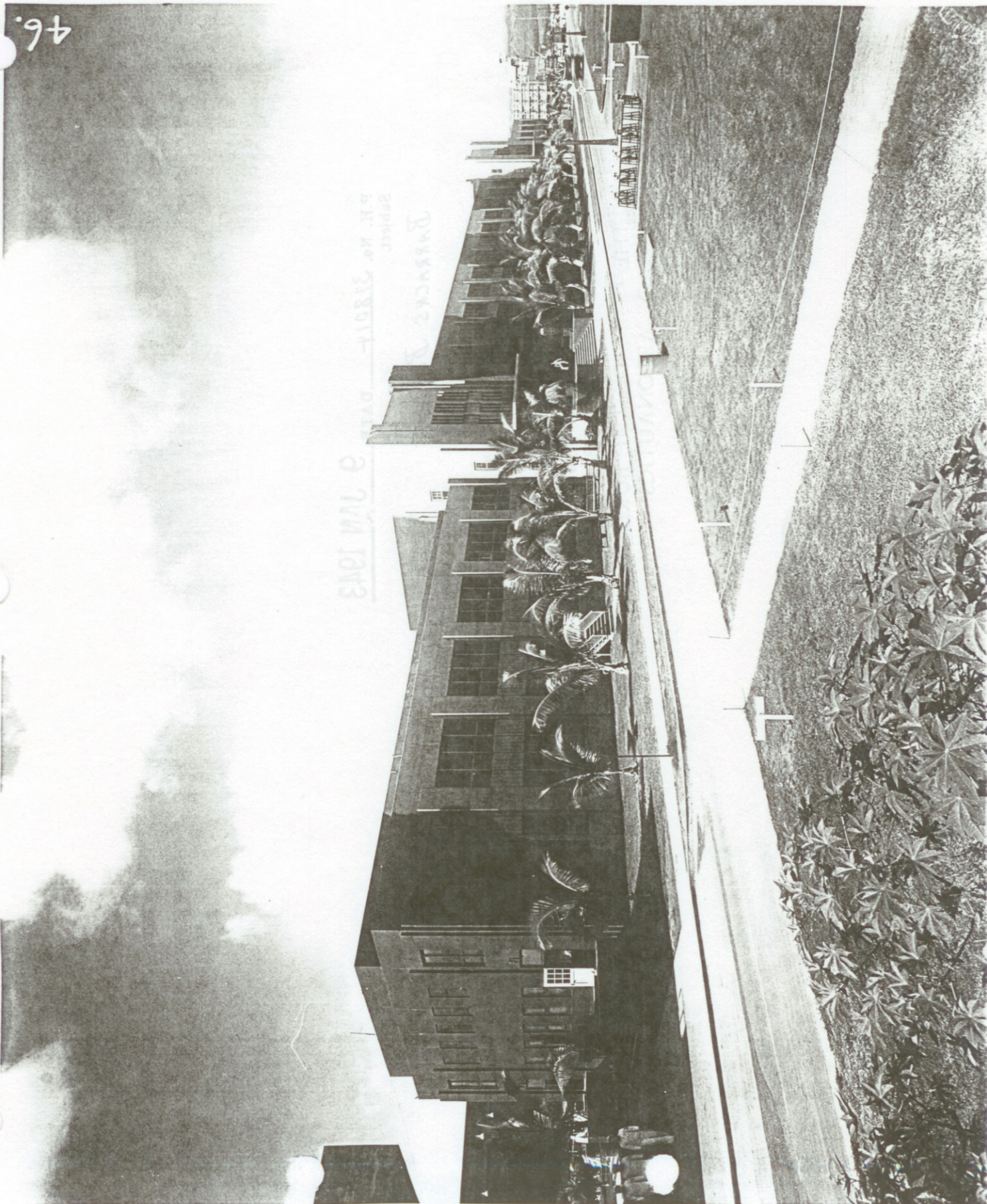












46.

Баррикада
Эксперт
P.K. No. 31801-
Дат. 9 Jun 1943

47.



