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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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cific has the awesome responsibility of patrolling eight-three million miles of ocean, from Alaska down the West Coast of the United States, out to Hawaii, and across to the Philippines, Okinawa, and Japan.

Moffett thus currently carries out its dual missions of training and operations support for the versatile and technologically improved P-3C and as master base for patrol plane aviation in the Pacific. Hangar One, built in 1933, has been declared a naval historic site and now displays a plaque reading, "Hangar 1, built in 1933, home of the U.S. Navy dirigible *Macon* until the *Macon's* tragic loss off Pt. Sur, California in 1935. The hangar is 1,000 feet long, 200 feet high and 300 feet wide."

NAS Moffett continues to serve the nation as a tribute to the operational and technological aviation pioneers of her past. Rather than remaining static, it has adjusted to each new era with admirable adaptability. While its commanding officer reported in public articles in 1982 that today's neighboring community of Mountain View does not offer the Navy the same quality of good neighborliness that brought the air station to the area initially, the role of government vis-à-vis its citizenry has also undergone major change during the more than five decades since the establishment of Moffett Field. In view of the dramatic changes NAS Moffett Field has weathered, it appears well-equipped to participate fully in whatever the future may bring.

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MOJAVE, CALIF., MARINE CORPS AIR STATION, 1942-1947

Early in March 1942 a letter of intent called for building two Marine Corps air stations in California, one at El Centro (q.v.), the other at Mojave. Each station was to be operational, accommodating one carrier replacement group of about eighty planes. On 5 May Lt. Col. William Fox was designated the Navy representative on a site selection committee to serve jointly with Army and Civil Aeronautics Administration (CAA) representatives to survey southern California and report adequate sites to the Interdepartmental Air Traffic Control Board. About 175 miles slightly northeast of Los Angeles, a few miles north of Needles, and in the shadow of the Tehachapi Mountains was the Kern County Municipal Airport. The airport also lay just east of Mojave City. An emergency landing strip had just been built on a property including 2,311.879 acres. Involved were two 4,500-by-150-foot runways, 50-foot taxiways, a small concrete platform, tetrahedron, and code-beacon tower—all leased from the CAA. Although the

Council of Kern County worried about how the Marines would use the airport and the impact it would have on their community, they not only offered no impediment to the acquisition of their airport but were willing to lease additional county land for \$1 a year.

Pursuant to authority of the acts of Congress of 27 March and 28 April 1942, on 3 October 1942 Acting Secretary of the Navy James V. Forrestal selected for acquisition in fee simple 1,546.20 acres of land for the amount of \$12,435. Meanwhile, beginning on 1 July 1942, construction at Mojave had begun by Vinson & Pringle and Del E. Webb Construction Co. While the first buildings were living quarters and a mess hall, final plans called for ninety buildings, three runways, and other needed facilities. Lt. Col. John S. Holmberg, USMC, arrived on board on 6 October to organize the station. He was soon followed by various other officers and men, and on 1 January 1943 Holmberg placed the station in commission. On board at the time were a scout bombing squadron and a defense air group. By 23 January all departments were operating on a twenty-four-hour schedule with half of all personnel being aboard at all times. The first Marine Air Reserve Women arrived on 29 November 1943. With the continued growth of the station, early in January 1944 a Homoja Village—one comprised of quonset huts—was built to improve the housing situation. As for combat aircraft squadrons, these included fighters and bombers, as well as observation, defense, air warning, and torpedo craft, with thirty-two squadrons under training after 1 January 1943. By early 1944 all tactical squadrons aboard were fighter squadrons flying the F4F *Wildcat*. In February 1944 work began on widening the runways from 150 to 350 feet and on a new taxiway that generally bisected the triangular layout of the runways. With the Aviation Woman Reserve Squadron activated on 10 April, including 14 officers and 233 women, still further construction took place to complete the squadron area. This work cost an additional \$693,720. Whereas early service-type aircraft included a Brewster SB-2a-4, in August 1944 Mojave received its first transport utility type plane, a JRB Beech. On 10 September Marine Air Group-52, comprised of a Headquarters Squadron and Fighter Squadrons 511 and 512 and Observation Squadron 351, came on board. Soon thereafter training for both Army and Navy men commenced in an amphibious training program in which solutions were sought to air-ground support problems. On 31 May 1945 Col. Frank D. Weir, commanding Marine Air Support Group-51, departed for Santa Barbara (q.v.) to set up group headquarters at that station.

The selection of the Mojave site had been wise. More flights could be put up there with one MAG than two groups at the MCASs at El Toro (q.v.) and Santa Barbara, in part because only occasional strong winds hit the station. Designed originally to accommodate one MAG and approximately 1,800 men and 200 officers, MCAS Mojave reached its peak in personnel when two MAGS and an air warning squadron were attached to the base in addition to the Headquarters Squadron and the Women's Squadron. Moreover, rather than improve upon the runways of the Kern County Airport, three completely new hard-surfaced run-

ways 150 by 5,000 feet had been built. In March 1944 a fire of undetermined origin totally destroyed the building housing the assembly and repair department. Nevertheless, during the winter of 1944 various carrier air groups from El Toro and Santa Barbara used Mojave to complete their training syllabus.

On 6 September 1945 the first of a series of Aviation Planning Directives determining the postwar status of the outlying auxiliary air stations and facilities was received and a "roll up" program was initiated. In accordance with the directive, Mojave was inactivated on 2 January 1947, and it came under the cognizance of the commandant of the Eleventh Naval District, who negotiated its lease to Kern County after the Bureau of Aeronautics on 18 June declared it excess.

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MONTAUK, LONG ISLAND, N.Y. *See* Continental Naval Air Patrol Stations, World War I.

MONTEREY, CALIF., NAVAL PORT, 1846–1857; NAVAL POSTGRADUATE SCHOOL, 1951–

Under Spain and Mexico Monterey served as California's administrative center and chief port. It naturally became the initial target of Americans who hoped to extend the United States to the Pacific Coast. The port was seized on 19 October 1842 by Commo. Thomas ap Catesby Jones in the mistaken belief that war had broken out between the United States and Mexico. He returned it the following day upon discovering that his information was erroneous. The town fell to American forces a second time on 7 July 1846 when Commo. John D. Sloat sent ashore seamen and Marines from the frigate *Savannah* and the sloops-of-war *Levant* and *Cyane*. Monterey served throughout the Mexican War as the main base of the U. S. squadron on the California coast. It continued that mission until the construction of the Mare Island Navy Yard, now Mare Island Naval Shipyard, Vallejo, Calif., in San Francisco Bay, in 1854.

Postgraduate School

The Naval Postgraduate School is located at Monterey 130 miles south of San Francisco on the coast. Originally established in Annapolis, Md., on 9 June 1909, it was moved to the spacious grounds of the former Hotel Del Monte at Monterey in 1951.

The Hotel Del Monte opened in 1880, and over the years earned a worldwide reputation for elegance. In late 1942 the hotel was offered to both the Army and Navy. The Navy accepted the Del Monte managements's offer and opened a preflight school on the grounds in February 1943. The Navy lease contained an

option to buy, and following World War II Congress authorized the purchase of the hotel and 600 acres of the grounds for just under \$13 million.

From the original curriculum of marine engineering, the programs have expanded through the years in response to growing Navy needs. Today the school covers over twenty different curricula and ranks academically with the best graduate universities in the country. More than 12,500 academic degrees, from baccalaureate through doctorate, have been awarded since 1945, when Congress first authorized the school to grant them.

The school offers more than 600 courses in science, engineering, management, and other fields. Eighty percent of the students of the Navy's postgraduate program are studying at Monterey, with the remainder enrolled at fifty civilian universities across the country. At present about 1,200 officers of the Navy, Marine Corps, Army, Air Force, and Coast Guard, as well as government civilians and officers from twenty allied countries, are being educated at the Postgraduate School.

Tenant Activities:

Naval Environmental Prediction Research Facility
Fleet Numerical Oceanography Center
Defense Resources Management Education Center
Naval Reserve Center
Naval Security Group Detachment Monterey
Defense Manpower Data Center
Naval Communication Center

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SUE LEMMON

MOREHEAD CITY, N.C. *See* Continental Naval Air Patrol Stations, World War I.

MOUND CITY, ILL., SHIPBUILDING AND REPAIR BASE, 1862–1874

Early in the Civil War shipbuilding was carried on and repair facilities for the Union were located at Mound City, Ill., which sits on the Ohio River about three miles upstream from Cairo. The vessels known as the Flotilla on the Western Waters were under the jurisdiction of the Army until 1 October 1862, however, when they were transferred to the Navy and thereafter known as the Mississippi Squadron.