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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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dertake assembly and repair work especially for NAS Alameda. However, it also serviced many carrier air groups and planes from other air stations or auxiliary air stations such as those at Monterey (q.v.) and Fallon, Nev. (q.v.). Meanwhile, on 24 September, the Chief of Naval Operations advised that the station was tentatively designated to provide refresher training for inactive air Reservists, and on 1 December NAS Livermore became part of the Reserve Air Training Command. After ten months of performing this duty, the Chief of Naval Operations on 1 February 1946 advised the station that it would be placed in reduced operational status as of 10 October 1946, its sole remaining mission to retain physical possession of U.S. property. Deactivation began on 1 October while negotiations began to lease its outlying field and to turn Livermore over to responsible individuals for use as a flying school and cannery factory, respectively.

Decommissioning at Livermore occurred in stages. On 17 September 1945, VC-77 was decommissioned, and on 29 October the Assembly and Repair Department was closed and transferred to Alameda, but with the station to be used after 1 December 1945 by inactive Reservists, the Assembly and Repair Department was reactivated on 1 January 1946, when CASU-64 also came on board. Soon a pool of 250 naval and Marine Reserve pilots were at the station. However, on 18 September 1946 orders were received to deactivate the station by 10 October and to move the facilities back to what had been Livermore's parent organization, NAS Oakland (q.v.). The move was completed on 30 September 1946, and the training of Selected Reservists was transferred to NAS Alameda (q.v.), thus ending the history of NAS Livermore except for the formal statement of decommissioning on 15 December 1946.

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LIVERMORE, CALIF., CAMP PARKS, SEABEE ACTIVITY, 1942–1945

On 26 November 1942 a new Seabee activity was established near Livermore, Calif., approximately fifty-six miles east of San Francisco. Camp Parks was named for Rear Adm. Charles W. Parks, Chief of the Bureau of Yards and Docks in World War I. The major service rendered by this activity was the tactical training of organized Seabee units transferred from the East Coast for embarkation.

Demobilization of the Seabees followed the same rapid pattern that characterized other Navy personnel. On V-J Day Camp Parks was one of four Seabee

training centers still in active status. By the end of 1945 all activities had been transferred to Port Hueneme (q.v.).

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SUE LEMMON

LONG BEACH, CALIF. See Los Angeles/Long Beach, Calif., Naval Bases.

LOS ALAMITOS, CALIF., NAVAL RESERVE AIR BASE, 1928–1943, AND NAVAL AIR STATION, 1943–1977

Los Alamitos is located six miles east of Long Beach, Calif., at 33°47'30"N., 118°03'15"W., with a field elevation of only between 21 and 27 feet above sea level.

On 10 May 1928 a Naval Reserve Air Base (NRAB) was established at Long Beach, Lt. Esten B. Koger, USNR, under command of the Naval Operating Base at San Pedro, Calif. (q.v.) Like the Naval Reserve Air Bases established during the 1930s, it successfully fell under the command of the Naval Air Primary Training Command, on 1 October 1942; Naval Air Center, Eleventh Naval District, San Diego, on 15 August 1943; and finally Naval Air Bases, Eleventh Naval District, on 10 August 1944.

As a NRAB, the mission of Los Alamitos was to instruct, train and drill Naval Reserve aviation personnel living in the Eleventh Naval District. For ten years after its establishment it used Squadron VN13RD11 for training purposes, with the first five officers and twelve men living in tents because quarters were not provided for them. Ground school was offered three nights a week at the base and two nights a week at the University of California at Los Angeles until 1930, when ground school was continuously offered at the base. Meanwhile, on 9 April 1939, training in night flight began, and its facilities were used by fleet aircraft as well.

On 10 May 1938 Los Alamitos received its first class of cadets for primary flight training, in 1939 a second squadron of VN16RD11 came on board, and on 1 June it physically moved from the Long Beach Municipal Airport to its new location. For a decade, thus, its primary mission had been to train officers and men of the Naval Reserve. On 15 August 1943 it became an Operational Training Base for training of fleet units and was classified as a naval air station. In addition to providing training, it serviced aircraft from the Battle Fleet, including carrier air groups from the *Lexington*, *Saratoga*, and old *Langley*.

The original buildings at NRAB Long Beach had been built by the City of Long Beach and leased to the Navy for \$1 a year, whereas the facilities at Los Alamitos were constructed largely by WPA funds during the late 1930s. At the original site, VN13RD11 used UO1 land planes, to which late in 1928 were added some O2Us. Although NY landplanes were used for almost a decade after

February 1929, in 1938 came JF3s and SF1s, and then "Yellow Perils" of the N3N2, N3N3, and N2S3 variety. Once Los Alamitos became an operations base, however, it serviced carrierborne F4Fs, SBDs, FM-2s, F4Us, F6Fs, TBFs, TBMs, and SB2Cs. In addition, it had utility aircraft and such patrol planes as the PBY, SNB, GB3, NH, GH, and SNJ. During its earliest days, in September 1928, it was the site of the National Air Races in Los Angeles. On 17 March, while returning from his goodwill flight to Mexico, where he met his future wife, Anne Morrow, Col. Charles A. Lindbergh stopped over for service to his Curtis Falcon *Lone Eagle*. On 29 August 1929 aircraft from Los Alamitos escorted the *Graf Zeppelin* to Los Angeles, and on 19 September 1938 other planes escorted Douglas Corrigan on his start for his "wrong way" flight to Ireland. On 4 May 1932 Marine Corps Fighting Squadron 4 was established, which when at war became Scouting Bombing Squadron 4.

With increased air activity by commercial air lines and the private airplane industry, particularly with Douglas showing an interest in the Los Angeles area, Long Beach Municipal Airport simply had to have more room. Indeed, with the interest shown by Douglas, the attitude of Long Beach's authorities became cold and openly hostile to naval reserve aviation. Adm. Ernest J. King, then the Chief of the Bureau of Aeronautics, Adm. William D. Leahy, Adm. Joseph K. Taussig, and Adm. Allen E. Smith decided in a conference to ask Long Beach to repair the hazardous runways and to remind the city that the fleet offshore had a payroll of over \$1 million a month. The city repaired the runways but continued to show a hostile attitude toward approving a lease on additional land required by the Naval Reserve, with its city manager saying that "the sooner the Navy gets out of the Long Beach airport, the better we will like it." The Navy thereupon began to survey other sites and decided upon some property owned by a Mrs. Suzanna Bixby Bryant, a fact made known by the commander of the base, Comdr. Thomas A. Gray, to the Chief of the Bureau of Aeronautics, Adm. John H. Towers. The circumstances were then revealed to James V. Forrestal, the new Under Secretary of the Navy, and to the House Naval Affairs Committee. Although Gray offered Mrs. Bryant \$350 an acre, in the best patriotic spirit she sold at \$300 an acre. With the site acquired in 1941, construction funds followed and the NRAB at Long Beach turned over its facilities there to the Army Ferrying Command, which had a base adjacent to it.

By May 1942 Los Alamitos was operating with a complete physical plant including administrative offices, sick bay, a synthetic training facility, central files, classrooms, and an Assembly and Repair Department. With a station complement of about 2,500 officers and men, it began training its first 500 aviation cadets. In 1942 it graduated its first 729 cadets, 180 having washed out. By the end of the year its 36 planes had increased to 140, and in 1943 it acquired five outlying fields. Training was carried out mostly in plywood N2T1s. When changed from the command of the Naval Primary Training Command to that of Naval Air Center, Eleventh Naval District, on 15 August 1943, it was used to station carrier air groups. Renamed a naval air station, its flight operations,

were conducted by a Fleet Air Detachment, with station complement dropping from about 250 officers and 2,000 men to 40 officers and 500 men and the Assembly and Repair Department discontinued but still used by the CASU on board. Many CASUs and ARGUSs (groups to establish forward air bases) were formed at and dispatched from Los Alamitos during the war. With additional construction undertaken after mid-1943, the total investment at the station to 1 January 1945 was \$4,827,014.64. Growing from one officer, one man, and one plane in 1928, Los Alamitos in 1945 had become one of the Navy's most important air stations.

As was the case with other naval air stations retained in operating status following the war, Los Alamitos suffered a period of transition and change. Now under the command of the Chief of Naval Air Training, Pensacola, its mission was to train Reservists and service the fleet. On 1 March 1946, while it provided training, CASU 33 supported Air Group 98, but the devolution of activity could be measured by the fact that as of 28 February 1946 it had only ninety-seven V-6 personnel on active duty as stationkeepers, yet until the end of September this group provided proficiency flying for more than 1,500 inactive Reserve pilots. Meanwhile CASU 706 supported patrol plane squadron 908, escort carrier air groups 779 and 778, and Carrier Air Group 716. On 16 August 1946 the first group of aviation cadets in the Selective Training Program came on board, and after 1 September the station would be used by the Naval Air Transport Service (NATS). On 13 October the record-making *Truculent Turtle*, which had flown nonstop for almost 4,500 miles, paid the station a visit. By the end of 1946, with 243 Reserve pilots, 1,375 volunteer Reserve pilots, 255 inactive Reserve enlisted men, and 368 active duty stationkeepers, Los Alamitos was one of the busiest naval air Reserve stations in the Reserve Program. Between January and March 1947 the station became the largest in the entire naval Reserve air training program.

On 17 May the administration of Litchfield Park, Ariz. (q.v.), NAF was placed under Los Alamitos to serve volunteer Reserve aviation personnel in the Phoenix-Tucson area. With 1,360 organized Reservists, 1,682 inactive Reservists, 12 over-aged Reservists, 7 women Reservists, and 583 stationkeepers, Los Alamitos remained the largest naval air Reserve station in the country.

On board during the first quarter of 1948 were a light carrier aircraft group (CLG); two carrier air groups; two escort carrier air groups; two patrol plane squadrons; three transport squadrons; four fleet aircraft service squadrons; two Marine fighting squadrons and a Marine ground control inceptor unit; two volunteer units, one at Litchfield, one on the station proper; a NATS Unit; GCA; and an all-weather station. Until it was decided that there were not enough personnel to continue associated volunteer units at Bakersfield and Santa Barbara, Los Alamitos assumed administrative responsibilities for them. At the station full operations were carried on for five days a week from 0730 to 1630. Saturday night was reserved for night flying. If operations were limited on Mondays and Thursdays, weekends were madhouses as the Weekend Warriors came on board.

On 7 November 1949 the first jet, an FJ-1 *Fury*, was received by Los Alamitos. With all FGs replaced with F6Fs, on 1 December 1950 a reorganization occurred in which there was provided a Wing Staff with twenty-five squadrons. During the summer of 1950, 105 midshipmen from the Naval Academy reported for four days of an air cruise and 112 seamen reported for eight weeks of training duty. Meanwhile there was a waiting list for pilots and ground officers. When the naval aviation cadet program, which had opened on 1 July, closed on 25 October Los Alamitos had obtained a tenth of the cadets recruited in the entire nation. Meanwhile, in answer to the president's request for reservists to volunteer for duty during the Korean War, VG-781 requested mobilization as a complete unit, and was accepted—the first squadron in the nation to do so—VP-772 reported for active duty on 1 September; three Marine Corps Organized units were ordered to active duty, and so was VP-772. To speed up training, on 6 March and again on 16 May 1951 ninety-day trainees reported on board, and on 15 January 1952 the first helicopter unit came on board. The third group of trainees came on board for training 16 June, and many of them as well as station personnel helped save lives and property during heavy rains and floods that damaged the nearby town of Los Alamitos. In 1952 a Reserve Air Intelligence Unit came on board.

For the next decade operations at Los Alamitos were routine. In 1970, however, the Navy closed the station as a Naval Air Reserve Training Facility and let it serve merely as a Naval Air Station until 1972, when it was changed into an Armed Forces Reserve Center to be used by Reserve Components. From leased facilities at commercial airports helicopter elements of both the National Guard and Army Reserve moved to the center. Following approval by an Environmental Impact Statement filed in August 1973, the Navy was designated host to the Armed Forces Reserve Center, with the California National Guard charged with operating the airfield. While the Army and the California National Guard use about half of the physical facilities, about all the Navy has left there is the Aero Club it sponsors.

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LOS ANGELES/LONG BEACH, CALIF., NAVAL BASES, 1935-

In early 1935 Adm. Joseph M. Reeves, the Commander in Chief of the U.S. Fleet, negotiated with the City of Los Angeles for a thirty-year lease on 228 acres of land and 100 acres of water to be developed into a facility for fleet aviation units. The first naval activity on Terminal Island, Naval Air Facility, Reeves Field, was commissioned in 1938 to provide support for seaplanes attached to battleships and cruisers in the Pacific. In August 1940 the Navy purchased from the City of Long Beach, twenty-five miles south of Los Angeles,

a strip of coastline along Terminal Island for the nominal sum of \$1. A seawall was constructed and the area between the wall and the shoreline was filled with materials dredged from the ocean floor. The island was enlarged to such an extent that the present site of Naval Station Long Beach is about 60 percent manmade. The housing, storage, and other facilities built on Terminal Island were designated "Roosevelt Base" in September 1942 and, while continuing to grow in size, the facilities served throughout World War II.

In 1947 a change made in name from U.S. Naval Base, Terminal Island, San Pedro, Calif., to U.S. Naval Base Los Angeles/Long Beach made little difference in the size or number of installations involved. When the change occurred, there were in the latter the Terminal Island Naval Shipyard, U.S. Naval Station, Motion Picture Exchange, Public Works Department, Registered Publication Issuing Office, Fleet Training Center that included a Fire Fighters School and Electronics School, a Naval Supply Depot with an annex at Torrance, the Ammunition and Net Depot at Seal Beach, the Naval Hospital at Long Beach, the Radio Station and Port Director's Office at Terminal Island, Shore Patrol Long Beach, Disciplinary Barracks Terminal Island, Fleet Support Office, and housing and recreation areas.

In 1947 Los Angeles/Long Beach provided support mainly for inactive ships of the Reserve Fleet and the active service types normally there. Cruisers and carriers were based either at San Diego or San Francisco, but Military Sea Transportation Service (MSTS) ships, mostly tankers, used Los Angeles/Long Beach (hereafter called simply Long Beach).

From 1947 to 1950 a decrease in activity resulted in the closing of the old naval base and naval shipyard. With fewer ships operating, the Navy Department concluded that it could not support four shipyards on the West Coast. With the shipyard inactivated on 1 April and the naval base on 15 April 1950, their functions for administrative purposes were assumed by the commanding officer of the Naval Station Long Beach. With the economy of Long Beach hit hard, California's congressmen appealed for relief to Secretary of the Navy Francis P. Matthews and to Secretary of Defense Louis A. Johnson. Their efforts were to no avail. Furthermore, as an economy move that would save \$25 million annually, the Naval Hospital at Long Beach was given to the Veterans Administration.

Long Beach was reactivated because of the Korean War at a cost of \$9,239,804 beginning on 1 February 1951. By June 1952 an attack carrier, seven other large ships, sixteen destroyers from San Diego, and some Atlantic cruisers and destroyers had been transferred there; by mid-June 1954 the Mine Force, U.S. Pacific Fleet had come aboard from Pearl Harbor with its thirty ships and 3,000 men. The dependents of transferred men followed. In consequence, the naval shipyard was reactivated under a captain and then provided a rear admiral, Robert L. Campbell, USN, on 19 November 1953.

New facilities at Long Beach included a \$5.5 million Navy landing at the foot of Magnolia Ave. to replace the old one of the 1930s at Pico Ave. and the