US Army Corps of Engineers
HUNTSVILLE ENGINEERING AND SUPPORT CENTER

FINAL

ARCHIVES SEARCH REPORT

MARINE CORPS AIR STATION CHERRY POINT

NEW BERN, NORTH CAROLINA

DECEMBER 2001

Prepared by

US ARMY CORPS OF ENGINEERS

ST. LOUIS DISTRICT

ACE000004001

ARCHIVES SEARCH REPORT
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1.0 INTRODUCTION

1.1 AUTHORITY

Section 107 of the Federal Facilities Compliance Act of 1992 amended the Resource Conservation and Recovery Act (RCRA). This act required the U.S. Environmental Protection Agency (EPA) to promulgate regulations identifying when conventional and chemical military munitions become hazardous waste subject to RCRA Subtitle C regulations. The EPA's final military munitions rule, published 12 February 1997 (62 FR 6622), postponed action on identifying military munitions on closed, transferred, or transferring ranges as solid waste pursuant to the Department of Defense (DoD) developing the "range rule", to adequately protect human health and the environment.

The DoD proposed "range rule", *Closed, Transferred, and Transferring Ranges Containing Military Munitions*, Title 32 Code of Federal Regulations (CFR) Part 178, contains a five part process that is not inconsistent with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The proposed rule is tailored to the special risks posed by military munitions and military ranges. The rule is proposed under the authorities of the Defense Environmental Restoration Program (DERP); the DoD Explosive Safety Board (DDESB); and Section 104 of CERCLA as delegated to the DoD by Executive Order (EO) 12580 (59 FR 2923, January 23, 1987). Active and inactive ranges on military installations are not covered by the "range rule". *DoD Ammunition and Explosives Safety Standards (DOD 6055.9 STD),* published in July 1997, provides range guidance on these facilities.

In July 1997, the Headquarters, U.S. Marine Corps contracted with the U.S. Army Corps of Engineers, St. Louis District, to prepare an *Archive Search Report* (ASR) and *Range Identification and Preliminary Assessment Report* to facilitate development of a comprehensive range inventory on Marine Corps installations. These reports provide detailed information on facility missions and features relating to ordnance, explosives, suspected chemical warfare materials (CWM) and any other warfare materials (i.e., radiological, biological).

Since 1990, the U.S. Army Engineering and Support Center, Huntsville (USAESCH), has been the Center of Expertise (CX) and Design Center for Ordnance and Explosives (OE). In cooperation with the USAESCH, the U.S. Army Corps of Engineers, St. Louis District, prepares ASRs in support of environmental restoration at active Department of Defense installations, Formerly Used Defense Sites (FUDS) and installation transitions under Base Realignment and Closure (BRAC) recommendations.

1.2 SUBJECT

Marine Corps Air Station (MCAS) Cherry Point is now the world's largest Marine Corps air station and is one of the best all-weather jet bases in the world. The size of the air station has increased from the original 8,000 acres to 11,710 acres at the primary complex, with an additional 15,980 acres in associated support locations. It serves as the training facility for approximately 11,000 active Marines and Sailors, and also employs about 5,400 civilians in

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support functions. **MCAS Cherry Point** is located in eastern North Carolina, approximately 20 miles inland from the Atlantic Ocean, midway between New Bern and Morehead City, Craven County, NC. The main gate is situated off North Carolina State Highway 101, which connects U.S. Highway 70 adjacent to the City of Havelock (**Plates 1 and 3**). The air station is home to a number of tenant units including 2d Marine Aircraft Wing (2d MAW), Marine Aircraft Group-14 (MAG-14), Marine Wing Support Group 27 (MWSG-27), and Marine Air Control Group-28 (MACG-28) (Cherry Point Marine Corps Air Station, 1998).

Historically, on 9 July 1941, the Congress of the United States authorized the construction of a Marine Corps Air Station on the Neuse River in a remote, sparsely settled part of Eastern North Carolina. The site was chosen because of its excellent weather and unlimited room for expansion. With an initial appropriation of $14,990,000, development began in August and included clearing a 7,582-acre tract consisting of swamps, farms, and timberlands. Clearance of the land included extensive drainage and malaria control work. Facility construction began in November, just 17 days before the attack on Pearl Harbor. After the attack, construction proceeded on an accelerated schedule (Master Plan, Cherry Point Complex, Naval Facilities Engineering Command, 1980).

The air station was commissioned on 20 May 1942 as Cunningham Field in honor of the Marine Corps' first aviator, Alfred A. Cunningham. Later, the air station name was changed to "Cherry Point" from a post office once established in the area for the Blades Lumber people. The post office, which closed in 1935, was on the south side of the Neuse River east of Hancock Creek where cherry trees grew. In August 1942, the first troops arrived and on 10 November 1942, the 3d Marine Aircraft Wing was formed at **Cherry Point Air Station**, and after training departed for pacific combat ten months later. The Ninth Marine Aircraft Wing was also formed during this time frame, and was used mainly as a training wing, with units based at outlying fields in North and South Carolina, Arkansas and Texas. In April 1946, the 2d MAW, which had distinguished itself in the Pacific Theater of Operations, replaced the 9th MAW, which was deactivated in March 1946. The end of World War II (WW II) resulted in large-scale force reductions and closing of some outlying fields (Cherry Point Marine Corps Air Station, 1998).

With the start of the Korean Conflict in 1950, **MCAS Cherry Point** again experienced increased activity. The 2d MAW trained thousands of Marines as replacements for the 1st MAW in Korea. This active training mission continued during the combat in Vietnam, and most recently, the Persian Gulf during Operations Desert Shield and Desert Storm. Land acquisitions have increased the total acreage at **MCAS Cherry Point** to 11,710 acres at the primary complex. With the active bombing ranges, the two remaining presently used outlying fields of Atlantic and Bogue, and other properties, the total acreage now under control of **MCAS Cherry Point** exceeds 27,000 acres (Cherry Point Marine Corps Air Station, 1998).

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1.3 PURPOSE

The ASR compiles information obtained through historical research at various archives and records holding facilities, interviews with persons associated with **MCAS Cherry Point** or its operations, and an inspection of the site, if appropriate. The investigation effort is directed towards determining Ordnance and Explosives (OE) and Chemical Warfare Materials (CWM) use or possible disposal on the site. The research places particular emphasis on establishing all the military ranges both active and historic, dates of use, and types, estimated quantities and depth and density of ordnance used. This process obtains information for developing recommendations for further action at **MCAS Cherry Point**.

1.4 SCOPE

This investigation focuses on potential OE and/or CWM contamination on identified ranges at **MCAS Cherry Point**. A companion volume, *Range Identification and Preliminary Range Assessment*, contains the information required by the "range rule" and DoD 6055.9 STD. In support of the range information, the Archives Search Report volume presents:

- A brief history of the military activities at **MCAS Cherry Point**
- A review of related site investigations concentrating on verifying the findings of these previous studies and supplementing them.
- Review of archives and repositories visited for historical records, specifying the extent of the records searched
- An aerial photography and map analysis of the site
- Real estate information, past and present
- Findings of the site inspection

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2.0 PREVIOUS SITE INVESTIGATIONS

2.1 MASTER PLANS MCAS CHERRY POINT

Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia
1980 *"Cherry Point Complex Master Plan"*, dtd. September 1980, Environmental Affairs or Facilities Development, **MCAS Cherry Point.**

Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia
1988 *"Master Plan Update MCAS Cherry Point"*, North Carolina, dtd. 1988, Environmental Affairs or Facilities Development, **MCAS Cherry Point.**

The Onyx Group, Inc. was retained by the Department of the Navy, Atlantic Division, Naval Facilities Engineering Command (NAVFAC), Norfolk, Virginia, and in 1988 prepared the *Master Plan Update* for **MCAS Cherry Point**, North Carolina. The previous *Master Plan* was prepared in September 1980. According to information contained in the 1988 document, in 1977, NAVFAC initiated a nine-year planning cycle for the 285 individual Navy and Marine Corps activities. During this nine-year cycle, activities that experienced particularly significant problems or unique constraints were given a Category "A" and were scheduled for master plan updates on a three-year cycle. Activities with more typical problems were assigned a Category "B" and were to follow a six-year cycle. Those master plans of the more stable activities (Category "C") with little change in either operations or growth were to be reviewed every nine years. Since **MCAS Cherry Point** was designated a Category "B", its master plans are normally updated periodically, usually about every six years. According to the *1988 Master Plan* Executive Summary, "...The purpose of the update is to provide the Marine Corps with a realistic and orderly development for the MCAS. The plan identifies specific sites for future projects that will utilize land already within the operational sphere of the air station, based on the concept of obtaining the best possible land use and circulation patterns. ...The master plan is intended to be a viable document serving as a decision-making tool for all echelons. ...should also serve as a catalyst for determining the long-range requirements of the MCAS".

The *1980 Master Plan* and *1988 Master Plan Update* proved valuable sources for information on the past history, the primary mission and tasks of the station, general airfield data, and information on ranges, targets and ordnance storage facilities associated with **MCAS Cherry Point** and associated Outlying and Auxiliary Fields.

2.2 HISTORIC INSTALLATION RESTORATION/ENVIRONMENTAL INVESTIGATIONS

2.2.1 Navy Assessment and Control of Installation Pollutants (NACIP) Program

With the passage of CERCLA, the Department of the Navy began a program to identify, investigate, and clean up past hazardous waste disposal sites. This program was called the Navy Assessment and Control of Installation Pollutants (NACIP) program. The NACIP program included a three-phase process, *Initial Assessment Study (IAS), Confirmation Study (CS)*, and

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Corrective Measures Implementation (CMI). Beginning about 1982, several environmental studies and activities were conducted at **MCAS Cherry Point** as part of the NACIP.

Naval Energy and Environmental Support Activity, Port Hueneme, California 93043
1983 *"Initial Assessment Study"*, **Marine Corps Air Station, Cherry Point**, North Carolina, dtd. March 1983, Environmental Affairs or Facilities Development, **MCAS Cherry Point**.

The *IAS* was conducted at **MCAS Cherry Point** and outlying fields and ranges by the firm of Water and Air Research, Inc., Gainesville, Florida, for the Naval Energy and Environmental Support Activity under Contract No. N62474-82-C-8273. The purpose for the report was to identify and assess sites posing a potential threat to human health or to the environment due to contamination from past hazardous materials operations. To accomplish this purpose, as the first phase of the NACIP program, a team of specialists conducted, collected, and evaluated evidence of contamination that might pose a potential threat to human health or to the environment. Based on information from historical records, aerial photographs, field inspections, and personnel interviews, the *IAS* identified a total of 32 potentially contaminated sites or sources of contamination. Twenty-one (21) potential sites were identified on the main MCAS, five (5) sites on Marine Corps Outlying Landing Field (MCOLF) Atlantic, five (5) sites on Marine Corps Auxiliary Landing Field (MCALF) Bogue, and one (1) on Point of Marsh Bombing Target-11 (BT-11). No significant problem areas were located at MCALF Bogue, MCOLF Atlantic, or BT-11. Of the thirty-two (32) *IAS* identified sites, fourteen (14) (all on the main air station) were judged to require confirmation. These were:

Site 1 - Borrow Pit/Landfill (west of Access Road near MCAS-6)
Site 2 - Borrow Pit/Dump Site (east of Access Road near MCAS-6)
Site 4 - Borrow Pit/Landfill North of Runway 14
Site 5 - Storage Tank for Waste POL
Site 6 - Fly Ash Ponds
Site 7 - Old Incinerator and Adjacent Area
Site 10 - Old Sanitary Landfill
Site 13 - Tank Farm A
Site 15 - Area and Ditch Behind NAVAIREWORKFAC
Site 16 - Landfill at Sandy Branch
Site 17 - Defense Property Disposal Office (DPDO) Storage Area
Site 18 - Facilities Maintenance Compound
Site 19 - Borrow Pit/Landfill (north site of Runway 32)
Site 21 - Borrow Pit/Landfill (south side of Runway 32)

Relative to Maneuver Areas, Ranges and Targets, Ordnance and Explosives storage, and related OE issues, the *IAS* addressed a number of items. The report noted that **MCAS Cherry Point**, under the station Ordnance Division, serves as a secondary stock point under the Navy Ammunition Distribution System. It receives, stores, and issues ammunition and explosives for fleet contingency use. A forty (40) magazine storage complex is located west of Slocum Creek, and includes railhead loading and unloading and ready service area. It was also noted that a

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group of four magazines under control of the Marine Aircraft Group (MAG) 32 was situated directly west of inactive Runway 19. Since "spills of munitions substances are extremely rare", these areas were not considered environmental problems. Other ordnance operations mentioned were the past storage and handling of ordnance at MCALF Bogue and MCOLF Atlantic; and the disposal of unserviceable ammunition at the Explosive Ordnance Disposal (EOD) range assigned Site No. 3. "Mostly 20mm shells and occasionally napalm are burned", according to the *IAS*. Lastly, Site No. 20, Training Area Four, was a nuclear, biological, chemical (NBC) warfare training area. It was located to the south of Runway 32.

Under the NACIP program several studies were subsequently conducted **at MCAS Cherry Point**, including *Confirmation Studies* and *Site Investigations* at various identified potential sites. Details of these investigations of landfills and groundwater contamination on the main air station and outlying fields under this program are available from the Administrative Record for **MCAS Cherry Point**, NC.

2.2.2 DoD Installation Restoration (IRP) and Resource Conservation and Recovery (RCRA) Facility Assessment (RFA) Programs

Investigations continued at **MCAS Cherry Point** during a transition from the NACIP program to the Installation Restoration Program (IRP) after the enactment of the Superfund Amendments and Reauthorizations Act (SARA) in 1986. The IRP/NACIP programs parallel the CERCLA, 1980, otherwise known as Superfund. Under the Superfund program, abandoned waste sites which potentially contained hazardous constituents would undergo several phases of environmental investigation that would ultimately determine the need for a remedy, and if necessary, the selection and implementation of the remedy for the site. The phases of investigation include the *Preliminary Assessment/Site Inspection (PA/SI), Remedial Investigation (RI), Feasibility Study (FS), Record of Decision (ROD) and Remedial Design/Remedial Action (RD/RA).* Superfund also has provisions for *Interim Measures (IM)* that can be implemented if a site poses an immediate threat to public health or the environment. To meet the requirements of SARA, the *IAS* was essentially equivalent to, and served as the *PA* of **MCAS Cherry Point** under the Superfund Program.

RCRA established a national strategy for the management of ongoing solid and hazardous waste operations at active sites. **MCAS Cherry Point** engages in the generation, treatment, storage and disposal of hazardous wastes, which requires the facility to be permitted under the jurisdiction of RCRA. The *Facility Assessment (RFA)* is the first step of the RCRA Corrective Action Program. The other major steps or elements are (1) *RCRA Facility Investigation (RFI),* which is implemented to characterize the extent of release(s); (2) *Corrective Measures Study,* which is performed to determine the need for and the type of remedial measure(s); and (3) *Corrective Measures Implementation*, which includes designing, constructing, operating, maintaining, and monitoring the performance of the remedial measure(s) selected to protect human health and the environment. The Department of the Navy addresses environmental issues on their installations under their Comprehensive Long-Term Environmental Action (CLEAN) Program.

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U.S. EPA Region IV

1988 *"Interim RCRA Facility Assessment (RFA) Investigation Report"*, **MCAS Cherry Point**, dtd. 1 June 1988, Environmental Affairs Office, **MCAS Cherry Point**.

Naval Facilities Engineering Command, Atlantic Division

1992 *"Final RCRA Facilities Investigation Report for Units 5 and 17"*, **Marine Corps Air Station, Cherry Point**, Volumes 1 and 2, dtd. December 1992, Environmental Affairs Office, **MCAS Cherry Point**.

Naval Facilities Engineering Command, Atlantic Division

1993 *"Final RCRA Facilities Investigation Report for 21 Units"*, **Marine Corps Air Station, Cherry Point**, Volumes 1 through 4, dtd. June 1993, Environmental Affairs Office, **MCAS Cherry Point**.

Naval Facilities Engineering Command, Atlantic Division

1996 *"Site Management Plan for Fiscal Year 1996"*, **MCAS Cherry Point**, dtd. 1 Mar 1996, Environmental Affairs Office, **MCAS Cherry Point**.

In 1988, the U.S. Environmental Protection Agency (EPA) completed the *RFA* at Cherry Point and in their report identified 114 Solid Waste Management Units (SWMUs) and 2 other areas of concern (AOC). The list of identified sites included all those that were previously being investigated as CERCLA sites under the IRP. In 1989, the Navy entered into a RCRA Administrative Order of Consent with the EPA to agree to perform a *RFI* at 32 of the 114 identified SWMUs. The EPA was designated lead regulatory agency and subsequently scored and ranked **MCAS Cherry Point,** which was then included on the National Priorities List. **MCAS Cherry Point** was formally included as a Superfund site on 16 December 1994. Because of the listing, the ongoing IRP investigations at each site continue to be conducted to meet the requirements of both RCRA and CERCLA.

The 1996 *Site Management Plan* prepared by Brown and Root Environmental addressed all of the 32 SWMUs identified in the Administrative Order of Consent that are being investigated at **MCAS Cherry Point**. The Navy has combined the 32 SWMU sites into 12 Operable Units (OU-1 through OU-11, and OU-13). Operable Unit 12 (Site 41-Fuel Line Leak Site) has been deferred to the State of North Carolina Underground Storage Tank Program. Newly discovered sites including both *PA/SI* sites and SWMUs are also identified within this report.

Following is a list of the Operable Units, *PA/SI* sites and newly identified SWMUs as presented in the 1996 *Site Management Plan*:

Operable Unit 1

Site 15	Area and Ditch behind NADEP
Site 16	Landfill at Sandy Branch
Site 40	NADEP Former Drum Storage Area
Site 42	Industrial Wastewater Treatment Plant

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Site 47	Industrial Sewer System
Site 51	Building 137 Plating Shop
Site 52	Building 133 Plating Shop and Ditch

Operable Unit 2

Site 10	Old Sanitary Landfill
Site 44a	Former Sludge Application Area
Site 46	Polishing Ponds No. 1 and No. 2
Site 76	Vehicle Maintenance Area (Hobby Shop)

Operable Unit 3

Site 6	Fly Ash Ponds
Site 7	Incinerator

Operable Unit 4

Site 4	Borrow Pit/Landfill North of Runway 14

Operable Unit 5

Site 1	Borrow Pit/Landfill
Site 2	Borrow Pit/Landfill
Site 19	Borrow Pit/Landfill North of Runway 32

Operable Unit 6

Site 12	Crash Crew Training Area and Oil/Water Separator

Operable Unit 7

Site 55	Third Light Anti-Aircraft Missiles Area

Operable Unit 8

Site 5	Petroleum, Oil, and Lubricant Storage Tank
Site 17	Defense Reutilization Marketing Office Drainage Ditch

Operable Unit 9

Site 37	Marine Wing Communications Squadron 28 Accumulation Area
Sites 49a and 49b	Oil/Water Separators and Leach Fields

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Operable Unit 10

Site 33	Marine Aerial Refueler Transport Squadron 252 Accumulation Area
Site 34	Crash Crew Accumulation Area
Site 35	Marine Aircraft Group 14 Accumulation Area
Site 36	Headquarters and Headquarters Squadron Former Accumulation Area

Operable Unit 11

Site 3	Explosive Ordnance Disposal Range
Site 38	Defense Reutilization Marketing Office Hazardous Waste Storage Area
Site 39	Facilities Maintenance/Hazardous Waste Storage Area
Site 43	Sewage Treatment Plant
Sites 45a to 45f	Current Sludge Application Area

Operable Unit 12

Site 41	Fuel Line Leak Site

Operable Unit 13

Site 21	Borrow Pit/Landfill (South End of Runway 32)
Site 44B	Former Sludge Application Area

PA/SI Site

Site 50	Polychlorinated Biphenyls (PCBs) Transformer Spill Area

Newly Discovered SWMUs

Site 67	Buildings 1234 and 1235
Site 68	Cryogenics Area
Site 71	Building 3909 Weapons Cleaning Area
SWMU 1-14	Motor Transportation

The *Record of Decision (ROD) and Remedial Design/Remedial Action (RD/RA)* phases have been achieved for a number of the Operable Units at **MCAS Cherry Point**. Current details and status of these management actions dealing with air station solid and hazardous waste are available from the Administrative Record for **MCAS Cherry Point.**

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2.2.3 Other Environmental Programs & Reports

a. Other related documents that are part of the IRP include the Data Management Plans, Waste Management Plans, Health and Safety Plans, Community Relations Plan, as well as a series of Technical Memorandums.

b. Beginning in 1988 annual Groundwater monitoring has been conducted on **MCAS Cherry Point.** The first document was:

Marine Corps Air Station, Cherry Point, North Carolina
1988 *"Analytical Report for March 1988 Groundwater Monitoring"* dtd. 19 April 1988, Environmental Affairs Office, **MCAS Cherry Point.**

Annual Groundwater Reports by letter for comments continued to be prepared and submitted through 1994/5, in accordance with the RCRA *RFI* 3008(H) Administrative Order of Consent. In February 1996, it was confirmed that by partnering meeting decision there was no longer a need to submit an annual RCRA *RFI Groundwater Report* as specified in the Administrative Order. Future groundwater investigations were to be within OU 1.

Naval Facilities Engineering Command, Atlantic Division
1996 *"Focused Remedial Investigation/Feasibility Study Report for Operable Unit 1 Groundwater"*, **Marine Corps Air Station, Cherry Point**, Volumes 1 and 2, dtd. 1 February 1996, Environmental Affairs Office, **MCAS Cherry Point.**

c. Underground Storage Tank (UST) Program has been ongoing as part of the IRP. Details of investigations and removal actions on both above and underground storage tanks are available from the Administrative Record for **MCAS Cherry Point.**

d. Environmental Investigations continue through the publication of this ASR addressing the "range rule". A general review of these previous environmental documents, site investigations, and ongoing cleanup projects indicate the existence of several ranges, ordnance and/or explosive sites on or associated with **MCAS Cherry Point.** These include:

Explosive Ordnance Munitions Disposal Area
Lead Removal Project from Small Arms Range impact berm soil
Installation of bullet tramps and lead dust collection system at rifle range
Control of Special Use Airspace of Restricted Area R-5306 A
Use of inert and HE ordnance at Brant Island (BT-9) Target Range (within R-5306 A)
Use of inert and HE ordnance at Piney Island (BT-11) Target Range (within R-5306 A)
Existence of Mid-Atlantic Electric Warfare Range (within R-5306 A)

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2.3 FINAL ENVIRONMENTAL IMPACT STATEMENT - FOR ESTABLISHMENT OF TWO MILITARY OPERATING AIRSPACE AREAS (MOAS) DESIGNATED CHERRY 1 AND CORE.

Marine Corps Air Station Cherry Point, North Carolina

1987 "*Final Environmental Impact Statement (EIS) for Establishment of the Cherry 1 and Core Military Operating Areas (MOAs)*", **Marine Corps Air Station, Cherry Point**, dtd. 1987, Environmental Affairs Office, **MCAS Cherry Point.**

Marine Corps Air Station Cherry Point, North Carolina

1992 "*Final Supplemental Final Environmental Impact Statement (EIS) for Establishment of the Cherry 1 and Core Military Operating Areas (MOAs)*", **Marine Corps Air Station, Cherry Point**, dtd. October 1992, Environmental Affairs Office, **MCAS Cherry Point.**

In 1987, to maintain the mission of **MCAS Cherry Point** to provide aviation/training support to the 2nd MAW, the Marine Corps published *Draft EIS* and *Final EIS* for the proposed establishment of the Core and Cherry Point 1 MOAs. The air station had long been established as the Marine Corp's major east-coast tactical training activity. The need for proficiency in low-altitude, high-speed tactical maneuvering and ingress sea-to-land target interception was absolutely essential to ensure mission accomplishment and aircrew survival. Most of the Special Use Airspace areas within the U.S. were not capable of supporting this type of training. The analysis of Alternatives (utilization of other existing bombing ranges within the **MCAS Cherry Point** region, deployment to training areas outside **MCAS Cherry Point** region, and no action) led to the proposal to establish the two MOAs.

The MOAs did not prohibit nonparticipating (i.e., civilian) pilots from operating aircraft within its boundaries. They were developed to achieve a desired result of providing a means by which military aircraft training activities and nonparticipating civilian aircraft activities were allowed to coexist in airspace with as few constraints as practicable. The Cherry 1 MOA is approximately 25 by 30 miles in area and is situated over portions of Beaufort, Craven, Hyde and Pamlico Counties of North Carolina. The Core MOA is approximately 4-by-30 miles in area and is situated over a portion of North Carolina's outer banks, known as the Cape Lookout National Seashore (managed by the National Park Service). The area also extends three miles east over the Atlantic Ocean.

The primary environmental concerns associated with the establishment of the MOAs were noise and related concerns. The *Draft and Final Supplemental EIS* published in 1991 and 1992 respectively were published to present the Marine Corps' extensive analysis of cumulative effects. It analyzed and examined the potential conflicting uses and cumulative impacts associated with both existing and proposed military facilities, Military Special Uses Airspace, and Surface Water Restricted Areas located on, above and adjacent to coastal Carolina. The *Supplemental EIS* contained a description of the means to provide air traffic control within the proposed MOAs through the use of radio and radar coverage.

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These documents were reviewed to compare data collected from other sources on active maneuver/training areas, outlying fields and existing air-to-ground targets associated with or nearby **MCAS Cherry Point.**

2.4 DRAFT ENVIRONMENTAL IMPACT STATEMENT - ESTABLISHMENT OF AN AV-8B FORWARD TRAINING FACILITY AT MARINE CORPS OUTLYING FIELD OAK GROVE, JONES COUNTY, NORTH CAROLINA.

Marine Corps Air Station Cherry Point, North Carolina

1989 *"Draft Environmental Impact Statement, Establishment of an AV-8B Forward Training Facility at Marine Corps Outlying Field (MCOLF) Oak Grove, Jones County, N.C.",* dtd. January 1989, Environmental Affairs Office, **MCAS Cherry Point.**

In January 1989, the MAG 32 unit under 2nd MAW was tasked with providing AV-8B air support to Atlantic Fleet forces. To accomplish the mission, **MCAS Cherry Point** provides required training support via its on-station facilities, bombing ranges, outlying fields, and Special Use Airspace. The *EIS* addressed alternatives to achieve the required state of readiness under identified tasking, training which required the simulation of a permanent "austere" forward base (i.e., Forward Site/Forward Facility). The proposed action required modification of MCOLF Oak Grove to accommodate AV-8B operations.

This document was reviewed to compare data collected from other sources on active maneuver/training areas, outlying fields and existing air-to-ground targets associated with or nearby **MCAS Cherry Point.**

2.5 ENVIRONMENTAL ASSESSMENT, JOINT EXERCISE OCEAN VENTURE 92 (OV92)

Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia

1991 *"Environmental Assessment, Joint Exercise, Ocean Venture 92 (OV92)",* dated 19 December 1991, Environmental Affairs Office, **MCAS Cherry Point.**

This *EA* considered the proposed action of U.S. Atlantic Command (USCINCLANT) sponsored, Joint Training Exercise, utilizing components of the Army, Navy, Air Force, Marines, and the Coast Guard. The joint training was to be conducted during spring of 1992 on military reservations, ocean waters and other selected exercise locations. These operations were to be divided into five broad categories: amphibious, assault, land maneuvers, air support, and logistics. The training exercised selected organizations of component services in the procedures and tactics to be used in a low- to mid-intensity conflict and to train USCINCLANT forces for joint combat operations.

The document contained information on MCB Camp Lejeune, and Outlying Fields associated with **MCAS Cherry Point.**

ACE000004016

2.6 ENVIRONMENTAL ASSESSMENT, MILCON PROJECT P-075, MISSILE MAGAZINE

Marine Corps Air Station Cherry Point, North Carolina
1992 *"Environmental Assessment, Milcon Project P-075, Missile Magazine"*, dtd. 1992, Environmental Affairs Office, **MCAS Cherry Point.**

This *EA* considered the proposed construction of a 97 x 60 ft. earth covered magazine for the storage of aircraft missiles in the Ordnance Area of **MCAS Cherry Point** and for construction of a 0.34 mile paved connector road between Ordnance Areas 2 and 5. The MCAS, in support mission readiness for the 2nd MAW, desired to build a new missile magazine in the Air Station Ordnance Area for the purpose of providing safe and more efficient storage of aircraft missiles. The missile magazine was to be constructed on a 2-acre site within the Ordnance Area that is very lightly forested and only marginally fits the definition of a wetland. The conclusion reached was that the proposed action provided for safe and more efficient operations within the Ordnance Area with very little adverse environmental impact.

The document provided location data for the Ordnance Area and F/A-18D Missile Magazine.

2.7 WATER QUALITY AND SEDIMENT SAMPLING AT FOUR MILITARY TARGET RANGES IN NORTH CAROLINA: PALMETTO POINT, STUMPY POINT, BRANT ISLAND, PINEY ISLAND

Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia
1991 *"Water Quality and Sediment Sampling at Four Military Target Ranges in North Carolina: Palmetto Point, Stumpy Point, Brant Island, Piney Island"*, dtd. February 1991, Environmental Affairs Office, **MCAS Cherry Point.**

Sirrine Environmental Consultants of Raleigh, NC, under contract with the Navy, collected water and sediment samples at four military target ranges in North Carolina. The four ranges, which have operated since WW II for jet aircraft training activities, are Palmetto Point, Stumpy Point, Brant Island (BT-9) and Piney Island (BT-11). The investigation was in response to the State of North Carolina, Department of Environment, Health, and Natural Resources expressed concern about the effect these activities could be having upon the water and sediment in the area.

The document contained data on the location and past ordnance usage on two active ranges associated with **MCAS Cherry Point** as addressed within this ASR.

ACE000004017

2.8 PHASE I ARCHEOLOGICAL INVESTIGATIONS AT **MARINE CORPS AIR STATION CHERRY POINT**, NORTH CAROLINA, FINAL REPORT

Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia
1997 *"Phase I Archeological Investigations at **Marine Corps Air Station Cherry Point**, North Carolina, Final Report"*, dtd. 18 December 1997, Environmental Affairs Office, **MCAS Cherry Point**.

R. Christopher Goodwin & Associates, Inc., Frederick, Maryland, prepared this report detailing the results of archeological investigations on **MCAS Cherry Point**, MCALF Bogue, MCOLF Atlantic, and MCHOLF Oak Grove, in Craven, Carteret, and Jones Counties, North Carolina. The archeological predictive model for this study was based upon the 1985 Archaeological Resource Consultants, Inc. study (Hargrove 1985) and **MCAS Cherry Point's** 1990 - HARP plan. Supplemental information gathered from previous archeological investigations in the vicinity of the project area provided a sufficient database to update the archeological predictive model. The archeological survey covered approximately 600-acres and focused on testing the updated predictive model. The previous investigations included:

- A cultural resources assessment of the Oak Grove Air Station conducted by the University of North Carolina at Wilmington in 1980 (Loftfield 1980). No significant prehistoric or historic cultural resources were identified during the survey and no additional archeological work was recommended on Oak Grove.

- A cultural resource assessment for **MCAS Cherry Point**, MCOLF Atlantic, MCALF Bogue, MCHOLF Oak Grove and the former bombing ranges at Point of Marsh BT-11, Maw Point, Pamlico Point, and Cat Island conducted by Archaeological Research Consultants, Inc. (Hargrove et al. 1985).

- A cultural resources assessment of the **MCAS Cherry Point's** Point of Marsh BT-11 bombing range was conducted by Martin and Drucker in 1987.

- John Milner Assoc., Inc. (1994) identified six archeological sites during an archeological survey of three proposed USMC housing locations north of **MCAS Cherry Point**.

- A Phase 11 archeological evaluation of 31 CR53, Shelly Point, located on MCALF Bogue was conducted in 1994 by Louis Berger & Associates, Inc. Based upon the results of the survey, 31 CR53 was determined to be eligible for inclusion in the National Register of Historic Places.

ACE000004018

2.9 FINAL ENVIRONMENTAL IMPACT STATEMENT FOR REALIGNMENT OF F/A-18 AIRCRAFT AND OPERATIONAL FUNCTIONS FROM NAVAL AIR STATION (NAS) CECIL FIELD, FORLDA, TO OTHER EAST COAST INSTALLATIONS

Naval Facilities Engineering Command, Atlantic Division

1998 *"Final Environmental Impact Statement (EIS) for Realignment of F/A-18 Aircraft and Operational Functions from NAS Cecil Field, Florida, to Other East Coast Installations"*, dtd. March 1998, Department of the Navy, Naval Facilities Command, Atlantic Division

This Final Environmental Impact Statement (EIS) addressed the environmental issues associated with the realignment of F/A-18 aircraft (i.e., fleet squadrons and the Fleet Replacement Squadron) and operational functions from NAS Cecil Field, Florida. With NAS Cecil Field scheduled to close, the proposed realignment to other Navy and Marine Corps air stations on the East Coast is necessary. The proposal considered within the EIS is associated with the Navy's implementation of the 1995 mandated list of realignments prepared by the Defense Base Closure and Realignment Commission (BRAC).

The EIS assesses five reasonable alternative realignment scenarios (ARS's) for the transfer of F/A-18 aircraft and personnel:

ARS 1: Realignment of 11 F/A-18 fleet squadrons (132 aircraft) and the F/A-18 FRS (48 aircraft) (180 total aircraft) to NAS Oceana, Virginia Beach, Virginia

ARS 2: Realignment of two F/A-18 fleet squadrons (24 aircraft) to Marine Corps Air Station (MCAS) Beaufort, South Carolina, and realignment of nine fleet squadrons and the FRS (156 total aircraft) to NAS Oceana

ARS 3: Realignment of three F/A-18 fleet squadrons (36 aircraft) **to MCAS Cherry Point**, North Carolina, and realignment of eight fleet squadrons and the FRS (144 total aircraft) to NAS Oceana

ARS 4: Realignment of five F/A-18 fleet squadrons (60 aircraft) to MCAS Beaufort; and realignment of six fleet squadrons and the FRS (120 total aircraft) to NAS Oceana

ARS 5: Realignment of five F/A-18 fleet squadrons (60 aircraft) to **MCAS Cherry Point** and realignment of six fleet squadrons and the FRS (120 total aircraft) to NAS Oceana

This EIS is useful in preparation of the **MCAS Cherry Point** "range rule" ASR, because it contains detailed descriptions of the range activities, range targets, and typical ordnance usage at BT-9 (Brant Island Shoal), BT-11 (Piney Island) and other established nearby ranges and airspace.

ACE000004019

2.10 MARINE CORPS LAND AND TRAINING AREA REQUIREMENTS STUDY

Headquarters, United States Marine Corps
1978 "*Marine Corps Land and Training Area Requirements Study*", dtd. September 1978, Defense Technical Information Center, Ft. Belvoir, VA.

The document provided an analysis on recommendations of observations to remedy base range and maneuver area deficiencies applicable throughout the Marine Corps. The report identifies the most prevalent deficiencies at the majority of the bases as:

(1) lack of adequate maneuver space for types of units and weapons currently assigned, and

(2) the available and configured live-fire ranges did not possess the proper characteristics to effectively complete prescribed gunnery exercises.

Recommended alternative solutions to address shortfalls and deficiencies for specific bases are provided in the document. For **MCAS Cherry Point**, it lists sixteen (16) live-fire ranges and maneuver areas that were required for tenant activities. Shortfalls and Deficiencies at BT-11 and BT-9 are discussed within the report. The need for Infantry and Security Training is noted, including a basic 25-meter Firing Range (zero), a Hand grenade Qualification Course, a Machine Gun Range Complex, and a Combat Pistol Range. The document notes these ranges were not available at **MCAS Cherry Point**, and the approach was to conduct this training at MCB Camp Lejeune.

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3.0 SITE DESCRIPTION

3.1 LAND USE

MCAS Cherry Point is the world's largest Marine Corps air station and one of the best all-weather jet bases in the world. The primary complex occupies 11,710 acres in eastern North Carolina near Havelock in Craven County, and is located approximately 20 miles inland from the Atlantic Ocean on the Neuse River, midway between New Bern and Morehead City. Associated offsite support facilities and targets are situated on an additional 15,980 acres (**Plates 1, 3, 24, and 29**). The main air station at **Cherry Point** is at airport reference point Latitude 34° 54'09" N, Longitude 76° 52'50" W (local Military Grid System N90+00 E70+00, as given on June 1953 General Development Plan). Access to the complex, which is a self-sufficient thriving community, is via the main gate situated off North Carolina State Highway 101, which connects to U.S. Highway 70, adjacent to the City of Havelock. The air station is home to a number of tenant units including 2d Marine Aircraft Wing (2d MAW), Marine Aircraft Group-14 (MAG-14), Marine Wing Support Group 27 (MWSG-27), and Marine Air Control Group-28 (MACG-28).

Marine Corps Outlying Landing Field (MCOLF) Atlantic and Bombing Target 11 (BT-11), Piney Island Range Complex, are located in the most remote northeastern section of Carteret County. MCOLF Atlantic (reference point Latitude 34° 53'35" N, Longitude 76° 21'02" W) is located about 46 miles from **MCAS Cherry Point**, while BT-11 (reference point Latitude 35° 01'00" N, Longitude 76° 28'00" W) is about 15 miles farther distant in the marshes. Marine Corps Auxiliary Landing Field (MCALF) Bogue (reference point Latitude 34° 41'29" N, Longitude 77° 01'42" W) is approximately 50 miles down the coast at the southern end of Carteret County's shoreline, 20 miles from the main air station. MCOLF Oak Grove (reference point Latitude 35° 01' 30" N, Longitude 77° 15' 21" W) is approximately 25 miles west northwest of **MCAS Cherry Point**; and Bombing Range, BT-9 (reference point Latitude 35° 12' 12" N, Longitude 76° 26' 36" W), encompasses Brant Island Shoal in Pamlico County. There are three historic bomb targets properties remaining under control of **MCAS Cherry Point**: the 76-acre Maw Point Bomb Target (Latitude 35° 09' 08" N, Longitude 76° 32' 23" W), the 148-acre Pamlico Point Bomb Target (Latitude 35° 18' 45" N, Longitude 76° 29' 15" W), and the 12-acre Cat Island Bomb Target (Latitude 34° 41' 12" N, Longitude 76° 57' 06" W).

MCAS Cherry Point and its associated support facilities, MCOLF Atlantic, MCALF Bogue, MCOLF Oak Grove, and BT-11 are located on a peninsula of land encompassed by Craven and Carteret Counties, between the Neuse River to the north and Core/Bogue Sounds to the south. BT-9 and Navy-owned lands at Maw and Pamlico Points are located in Pamlico County on Pamlico Sound. These counties are situated within the Coastal Plain physiographic region which comprises nearly half of North Carolina. The Coastal Plain is roughly divided into two sections: the tidewater area, which is flat and swampy, and the interior area, which is gently sloping and relatively well drained. The topography of the region slopes from approximately 60 feet above mean sea level in the western portions of the county to sea level in the eastern parts (Master Plan, Cherry Point Complex, Naval Facilities Engineering Command, 1988).

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3.2 OTHER SITE DATA

Previous reports and investigations regarding this installation prepared comprehensive information on the climate, geology, soils, hydrology, ecology, demographics and archaeology for the **MCAS Cherry Point** surrounding region. To avoid duplication of this work and economize efforts, this report does not include information concerning these topics. If required, consult the following:

a. Previous Master Plans
b. Initial Assessment Study
c. Remedial Investigation Reports
d. RCRA Facility Assessment Reports
e. Base Realignment and Cleanup Plans

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4.0 SITE HISTORY

4.1 HISTORICAL SITE SUMMARY

Marine Corps Air Station, Cherry Point (**MCAS**), North Carolina, was commissioned on 20 May 1942. In addition to the main base, eleven North Carolina auxiliary fields were established under the Air Station: Atlantic, Bogue, Oak Grove (Pollocksville), Camp Lejeune (New River), Kinston, Congaree, Beaufort, Greenville, New Bern, Washington, Wilson, (Jacobs, 1945) and later Camp Davis (**Plate 2**). Additionally, two fields, one in Newport, Arkansas, and the other in Eagle Mountain Lake, Texas, were also subordinate to the Air Station, but are not addressed within this report (Carraway, 1946). For a short period (1 December 1944 to 1 March 1945), the airfield at Edenton also belonged to **MCAS Cherry Point**, and in the 1950's auxiliary fields were developed at Wilmington, NC and Beaufort, SC. According to OPNAV Notice 5451, dated 14 July 1955, **MCAS Cherry Point** had the following satellite fields: Marine Corps Auxiliary Landing Field (MCALF) Beaufort, MCALF Parris Island, MCALF Wilmington, Marine Corps Outlying Landing Field (MCOLF) Bogue, MCOLF Camp Davis, MCOLF Oak Grove, and MCOLF Atlantic (Moore, 1955). MCALF Beaufort, SC and MCALF Parris Island, SC are addressed in separate Archive Search and Range Identification and Preliminary Assessment Reports prepared specifically on those stations. The outlying airfields located at Oak Grove (Pollocksville), Atlantic, and Bogue are still under control of the **MCAS Cherry Point** (**Plate 3**). **MCAS Cherry Point** also has operation control of the Camp Davis Airfield and New River Airfield, which are located on Marine Corps Base (MCB) Camp Lejeune.

In support of operations, the Air Station acquired several bomb targets (BT-) and rocket range (RR-) targets, in addition to various over-water gunnery ranges. The station still owns the ranges at Piney Island, Brant Island, Maw Point, Pamlico Point, and Cat Island. Another range (known as Bear or Brown Island Bomb Target) is located within the boundary of MCB Camp Lejeune. This range, the New River Air Station, and Camp Davis Airfield are addressed within both this Archives Search Report and also the reports covering MCB Camp Lejeune. It is to be noted that locations given in collected historical documents may not match exactly from year to year. This fact may be due to errors in mapping or in actual movement of the point being referenced.

Not all outlying and/or auxiliary airfields, bombing, rocket, and gunnery ranges and other properties once associated with **MCAS Cherry Point** remain under its present control. Those sites that have been transferred out of military control fall under the auspices of the Formerly Used Defense Sites (FUDS) and have already or will be addressed under that program. Extensive research was not conducted on sites that were identified as eligible under the FUDS program, and the historic background data presented within this ASR on these sites is limited to what was uncovered during the research on currently owned **MCAS Cherry Point** properties. These sites are discussed in this report for background information purposes only.

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4.1.1 Marine Corps Air Station, Cherry Point, a.k.a. Marine Aviation Base, Neuse River, Marine Aviation Base, Cherry Point, and Cunningham Field

4.1.1.1 General Site History

In April 1941, the Public Works Department, Naval Operating Base at Norfolk, Virginia, proposed establishment of a Marine Aviation Base on the south side of the Neuse River in the vicinity of Cherry Point, North Carolina. This location was suggested as an alternative to a previously proposed site on the north bank of the river near the town of Arapahoe and Wilkinson Point (Cotter, 1941). The Secretary of the Navy approved the establishment on 15 April 1941; and subsequently the Congress passed H.R. 5166, authorizing the develop-ment. After careful review of all data and supplemental information, the Chief of the Bureau of Aeronautics recommended the Cherry Point site be approved (Towers, 1941). After approval of the site selection by the Secretary of the Navy on 10 July 1941, the Navy Bureau of Yards and Docks commenced with actions leading to the acquisition of approximately 8,046.8 acres. The Department of the Navy acquired 7,582.2 acres of land through a Declaration of Taking, filed on 26 September 1941, with the valid title granted to the United States on 1 October 1941 for a cost of $104,869.00 (Barker, 1942). They also acquired 464.6 acres of land owned by transfer from the United States Department of Agriculture. An additional 832.9 acres were acquired in March 1942 for the establishment of a magazine storage area for a cost of $14,905.00 (Morrison, 1942), plus later, an additional 2,054.6 acres of United States land were transferred by the Department of Agriculture. A small portion of land (38.8 acres) completed the initial acquisition of land for the **Marine Aviation Base, Cherry Point**. By the end of 1943, the **Marine Aviation Base, Cherry Point** was comprised of 10,973.1 acres (Tiencken, 1943). See **Plate 4** for the air station site map and **Plate 5** for a recent aerial photo depicting training, range and ordnance related data. **Plate 6** contains range data on a 1943 aerial photograph of the air station. An extension of existing Runway 32 in 1951 proposed the acquisition of additional acreage in the southeast corner of the air station, adjacent to Hancock Creek (Mason, 1951). The main air station has continued to expand since the runway extension, primarily to accommodate increased needs for housing, until today the main station area of **MCAS Cherry Point** comprises approximately 11,710 acres.

As the base was being constructed, the Navy operated one squadron (Scouting 9) and the Army operated two bombardment squadrons [9th Bombardment (Medium) and 48th Bombardment (Medium)] as part of the Eastern Sea Frontier. In 1943, OTS-8 (Operational Training Squadron) was involved in training personnel on the "Mitchell", twin-engine Navy Patrol Bomber (PBJ) and the "Kansan", twin-engine Navy Training Plane (SNB) aircraft. An inspection conducted in April 1943 indicated that the squadron had 22 of 30 authorized PBJ's and 19 of 20 SNB-1's (Boundy, 1943). The Third (3d) Marine Air Wing (MAW) was stationed at **Marine Aviation Base, Cherry Point** during this time period. By October 1944, the 3d MAW had departed and the 9th MAW was established and headquartered at the Marine Aviation Base at Cherry Point. In addition to those units located at the main air station, the 9th MAW had units stationed on Outlying Landing Field (OLF) Greenville, Marine Corps Auxiliary Air Field (MCAAF)

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Pollocksville, MCAAF Bogue, MCAAF Congaree, MCAAF Kinston, MCAAF Atlantic, and at MCAS Eagle Mountain Lake, Texas, Marine Corps Auxiliary Field (MCAF) Newport, Arkansas, and MCAF Walnut Ridge, Arkansas. The 9th MAW was decommissioned on 31 March 1946 (Mitchell, 1946). Later in 1946, the 2d MAW, including the Marine Air Control Group – 28 was activated on **MCAS Cherry Point**. Marine Air Control Group – 28 is significant because of the assigned 3d Light Anti-Aircraft Missile Battalion armed with Hawk and Redeye missiles.

Five bombing targets were proposed for acquisition in association with **MCAS Cherry Point** and its auxiliary airfields (Thompson, 1944). This was in addition to one strafing target at Bogue Banks and gunnery ranges located to the east in the Atlantic Ocean. By May 1945, the number of bomb targets had increased to ten (**Plate 24**). Starting in 1946, all of the auxiliary fields (except New River and Oak Grove) were either inactivated or were disposed. The structures on Atlantic and Bogue fields were sold and in 1949 targets were established on these fields (A rocket range on Atlantic and a bomb target on Bogue) (Miller, 1949).

Starting in 1949, with the introduction of the F9F Panther and FH-1 Phantom, **MCAS Cherry Point** began the transition from conventional to jet aircraft. Although activities on the air station go through periods of high and low intensity, the basic mission of the air station has not changed. Its primary function is still the training of aircrews. Only changes in aircraft and weapons have effected the mission.

4.1.1.2 Summary of Ordnance and Explosive Activities

As of 31 December 1944, **MCAS Cherry Point** had the following ammunition storage facilities: Nine (9) Fuze and Detonator magazines; sixteen (16) High Explosive (HE) magazines storing 75mm projectiles, bombs, depth bombs, fragmentation bombs, armor piercing bombs, chemical grenades, dynamite, and TNT blocks; four (4) small arms magazines; three (3) pyrotechnics magazines which were also used to store rockets; two (2) inert magazines; and two (2) magazines used to store 384 55-gallon drums per magazine which contain liquid smoke (Conradt, 1945). By 1974, storage capacity had expanded to one (1) fuze and detonator magazine, eight (8) general storage magazines, one (1) missile magazine, two (2) ready magazines, three (3) small arms magazines, three (3) pyrotechnic magazines, two (2) smoke drum magazines, one (1) inert magazine, and twenty (20) HE magazines.

TABLE 4-1 contains a list of Training Allowances for 1945 and 1948. The quantities provide an indication of the annual use of bomb type munitions by units at **MCAS Cherry Point**. The list does not account for munitions that may have been dropped on ranges under the control of **MCAS Cherry Point** by aircraft of other organizations.

TABLE 4-2 presents a compilation of all the ordnance items associated with the air station.

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TABLE 4-1, Training Allowances for 1945 and 1948

TYPE OF ORDNANCE	QUANTITY (1945)	QUANTITY (1948)
Bomb, GP, 2000 lb	32	
Bomb, AP, 1000 lb	65	
Bomb, SAP, 1000 lb	93	
Bomb, GP, 1000 lb	455	256
Bomb, SAP, 500 lb	195	
Bomb, GP, 500 lb	1,430	256
Bomb, Depth, 350 lb	325	
Bomb, Frag, 260 lb	345	
Bomb, GP, 250 lb	650	
Bomb, GP, 100 lb	1,950	1,948
Cluster, Frag, 100 lb	1,105	
5" HVAR		2,560
11.75" AR		256
20mm		52,500
.50 Caliber		1,230,000

TABLE 4-2 Ammunition Associated with MCAS Cherry Point

NOMENCLATURE	MUNITIONS DESCRIPTION
Bomb, 500 lb, GP, MK 12 Mod 1 and 2	Bomb
Bomb, AP, 1000 lb, MK 33 Mod 1	Bomb
Bomb, AP, 1600 lb, MK 1	Bomb
Bomb, Depth , 650 lb, MK 29	Bomb
Bomb, Depth, 325 lb, AN-MK 47	Bomb
Bomb, Depth, 350 lb, MK 17 Mod 1	Bomb
Bomb, Fire, MK 79	Bomb
Bomb, Frag, 220 lb, AN-M88	Bomb
Bomb, Frag, 260 lb, AN-M81	Bomb
Bomb, Frag, 30 lb, MK V	Bomb
Bomb, GP, 100 lb, AN-M30A1	Bomb
Bomb, GP, 1000 lb, AN-M65	Bomb
Bomb, GP, 2000 lb, AN-M66	Bomb
Bomb, GP, 250 lb, AN-M57A1	Bomb
Bomb, GP, 500 lb, AN-M64A1	Bomb
Bomb, Photoflash, 100 lb, M122	Bomb
Bomb, Practice, 100 lb Water Filled, MK 15	Bomb
Bomb, Practice, 1000 lb Water Filled, MK 7/MK 22	Bomb
Bomb, Practice, 500 lb Water Filled, MK 21	Bomb
Bomb, Practice, BDU-45	Bomb

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Bomb, Practice, BDU-48	Bomb
Bomb, Practice, Miniature, MK IV	Bomb
Bomb, Practice, Miniature, MK V	Bomb
Bomb, Practice, Miniature, MK VI	Bomb
Bomb, Practice, MK 76/BDU-33	Bomb
Bomb, Practice, MK 89	Bomb
Bomb, SAP, 1000 lb, AN-M59	Bomb
Bomb, SAP, 500 lb, AN-M58A2	Bomb
Cartridge, .30 Cal, AP, M2	Small Arms
Cartridge, .30 Cal, Incendiary, M1	Small Arms
Cartridge, .30 Cal, Tracer, M1	Small Arms
Cartridge, .30 Cal, Tracer, M2	Small Arms
Cartridge, .45 Cal, Ball	Small Arms
Cartridge, .50 Cal, AP, M2	Small Arms
Cartridge, .50 Cal, Incendiary, M1	Small Arms
Cartridge, .50 Cal, Tracer, M1	Small Arms
Cartridge, 12 gauge Shotgun, NR 8	Small Arms
Cartridge, 20mm, AP-T, M95	Small Arms
Cartridge, 20mm, Ball, M99	Small Arms
Cartridge, 30mm, TP, M788	Small Arms
Cartridge, Starter, Aircraft Engine, Type D	Starter Cartridge
Cartridge, Starter, Aircraft Engine, Type E	Starter Cartridge
Cluster, CBU-55	Cluster
Cluster, Frag, 100 lb, M1	Cluster
Destructor, AN-M3	Destructor
Dynamite	Bulk Explosive
Flare, Aircraft, LUU-2	Flare
Flare, Aircraft, Parachute, MK 6 Mod 3	Flare
FS Smoke	55 Gal Drum
Grenade, Hand, Chemical, CN, M7	Hand Grenade
Grenade, Hand, Chemical, CN-DM, M6	Hand Grenade
Grenade, Hand, Green Smoke, M18	Hand Grenade
Grenade, Hand, HC, White Smoke, AN-M8	Hand Grenade
Grenade, Hand, Incendiary, M-15	Hand Grenade
Grenade, Hand, Orange Smoke, M18	Hand Grenade
Grenade, Hand, Red Smoke, M18	Hand Grenade
Grenade, Hand, Smoke, WP, M15	Hand Grenade
Grenade, Hand, Violet Smoke, M18	Hand Grenade
Grenade, Hand, Yellow Smoke, M18	Hand Grenade
Light, Float, Aircraft, AN-MK 6 Mod 2	Signal
Light, Signal, Very Red Star, MK II	Signal
Light, Signal, Very, Green Star, MK II	Signal
Light, Signal, Very, White Star, MK II	Signal
Missile, AGM-12A (Bullpup)	Missile

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Missile, FIM-43, Redeye	Missile
Missile, MIM-23, HAWK	Missile
Missile, PA-66 TOW	Missile
Pot, Smoke, HC, M-1	Pyrotechnic
Projectile, 75mm HE, M48	Projectile
Rocket, 2.75", w/various warheads	Rocket
Rocket, Aircraft, 11.75" w/Warhead MK 2	Rocket
Rocket, Aircraft, 3.5" w/Warhead, WP, MK 6 Mod 0	Rocket
Rocket, Aircraft, High Velocity, 5" , w/ Warhead, MK 6	Rocket
Rocket, Sub-caliber, Practice, 2.25" (SCAR)	Rocket
Signal, Aircraft, Double Star, Green-Green, AN-M30	Signal
Signal, Aircraft, Double Star, Green-Green, AN-M39	Signal
Signal, Aircraft, Double Star, Green-Yellow, AN-M33	Signal
Signal, Aircraft, Double Star, Green-Yellow, AN-M42	Signal
Signal, Aircraft, Double Star, Red-Green, AN-M32	Signal
Signal, Aircraft, Double Star, Red-Green, AN-M41	Signal
Signal, Aircraft, Double Star, Red-Red, AN-M28	Signal
Signal, Aircraft, Double Star, Red-Red, AN-M37	Signal
Signal, Aircraft, Double Star, Red-Yellow, AN-M31	Signal
Signal, Aircraft, Double Star, Red-Yellow, AN-M40	Signal
Signal, Aircraft, Double Star, Yellow-Yellow, AN-M29	Signal
Signal, Aircraft, Double Star, Yellow-Yellow, AN-M38	Signal
Signal, Aircraft, Green Star, Blinker, Parachute, M16	Signal
Signal, Aircraft, Red Star, Cluster, M14	Signal
Signal, Aircraft, Red Star, Parachute, M11	Signal
Signal, Aircraft, Red Star, Parachute, MK 11	Signal
Signal, Aircraft, Single Star, Green, AN-M36	Signal
Signal, Aircraft, Single Star, Green, AN-M45	Signal
Signal, Aircraft, Single Star, Red, AN-M36	Signal
Signal, Aircraft, Single Star, Red, AN-M43	Signal
Signal, Aircraft, Single Star, Yellow, AN-M35	Signal
Signal, Aircraft, Single Star, Yellow, AN-M44	Signal
Signal, Aircraft, White Star, Blinker, Parachute, M15	Signal
Signal, Hand, Distress Smoke, MK 1 Mod 0	Signal
SMD SAMS (Smokey SAM), GTR-18A	Pyrotechnic
TNT	Bulk Explosive
Threat Cue Munition, M27	Rocket
Set, Gas Identification, Demolition, M1	Trainer

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4.1.1.3 On-Base **MCAS Cherry Point Ranges**

4.1.1.3.1 Rifle Range

The location of the rifle range, developed during the initial base construction period in 1942-43, has not changed to date. At various times in the past this range has been modified with new structures built, but the actual location for the firing points and targets has not significantly changed. See **Plates 4, 5 and 12** for the location and **Plate 6** for the 1943 photograph of this range. Air Station Order P1500.2D, dated 24 March 1966, described this range as consisting of thirty (30) firing points on 200, 300, and 500 yard lines and twenty (20) firing points on the 600 yard line.

4.1.1.3.2 Pistol Range

The pistol range was constructed at the same time as the rifle range (**Plates 4, 5, 6 and 11**). Like the rifle range, changes have been made, but the location of the firing line and targets has not moved significantly. Air Station Order P1500.2D identified the pistol range as consisting of twenty-five (25) firing points on 15, 25, and 50 yard lines. Associated with the pistol range was a small bore and familiarization (FAM) firing range, which had ten (10) targets and 15 and 25 yard firing lines. In about 1966, this range was divided with one part becoming the Small Bore and FAM Range (**Plate 10**). This range is used with .22 caliber weapons and is also used in familiarization firing of shotguns, submachine guns and machine guns.

4.1.1.3.3 Skeet Range

On 8 September 1943, the Marine Aviation Base requested six (6) Remington Wonder Skeet Sets or six (6) Western Master Traps along with two (2) shotgun flexible mounts (Caulkins, 1943). The skeet range has been identified as existing in three different areas in different time periods. See **Plates 4, 7, 8 and 9** for various locations of the skeet range.

4.1.1.3.4 Gun Butts/Weapons Zero Range/Boresighting Range

Based upon the historic maps collected, **Marine Aviation Base, Cherry Point** was originally constructed with target positions for aircraft to boresight their guns. These targets were located to the Northeast of Runway 32 (**Plates 4, 5, 6 and 14**).

4.1.1.3.5 Explosive Ordnance Disposal (EOD) Range

This range, which has been in use at **MCAS Cherry Point** since at least 1972, allowed assigned EOD Personnel to dispose of unserviceable and otherwise dangerous munitions (See **Plates 4, 5 and 13** for location).

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4.1.1.3.6 Maneuver/Training Area

Four combat training areas (Areas A, B, C and F - **Plates 4 and 5**) on the airfield were identified in Air Station Order P1500.2D, dated 24 March 1966. Munitions use in these areas was limited to blank ammunition and training devices such as simulators. Air Station Order P1500.12, dated 14 September 1977, showed that the number of combat training areas had been reduced leaving only two (2) areas.

4.1.1.4 Summary of Chemical, Biological, and Radiological Activities

A letter from the Commanding General, 3d MAW, indicated that Chemical Warfare Training occurred at **MCAS Cherry Point**. The letter stated that the required physical facilities were available and training was being conducted in handling of gas masks, personal protection, gas discipline, and for decontamination crews, training in decontamination of airplanes, runways, buildings, dugouts, etc (Larkin, 1943). In November 1943, the air station requisitioned five (5) each Gas Identification Set, Detonation, M-1, and in December requested the issue of Chemical Warfare Training Equipment, which included 55 gallons of CNB (Tear Gas) and 15 gallons of Mustard Agent (Schilt, 1943). The chemical warfare instruction building, in 1943, was located in Building 161 (also called Bldg 89) near 5th Avenue and E Street. It is assumed that the primary location for this training was located on the main air station, but the possibility exists that chemical personnel and equipment were sent to the auxiliary fields for chemical training. A letter, dated 11 December 1944, indicated the five Gas Identification Sets – Demolition were in use and that parts of the ID sets may have been issued separately for training, implying that ID set components could have been in use by personnel training at more than one location. (Hussey, 1944).

The Air Station Orders on training for both 1966 (Order P1500.2D) and 1977 (Order P1500.12) identified the Nuclear, Biological, and Chemical or NBC training area for the base (Area E - **Plates 4 and 5**). A reference and sketch in the first Air Station Order indicate the designation of the area as "E", while a similar sketch in the later 1977 document designated the identical training location as "C". The NBC training area is situated near the northwest corner of training area "B", generally south of Runway 32. Documents recovered for other similar airfields suggest that training on decontamination of an airframe is usually conducted on or near a runway or taxiway.

MCAS Cherry Point conducted operations that would have generated Low Level Radioactive Waste (LLRW). Activities such as medical (Nuclear Medicine, X-ray equipment, etc.) and maintenance (replacement of self-illuminating instruments, electronic tubes, etc.) routinely generate LLRW. No information has been uncovered to indicate that these types of items were improperly or otherwise disposed of on the air station. Aircraft weapons systems which may fire depleted uranium (DU) bullets existed on the air station, but range regulations prohibited their use and no documents have been recovered to indicate that they were ever used at a facility associated with this air station.

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4.1.2 Marine Corps Outlying Landing Field, Atlantic, a.k.a. Marine Corps Auxiliary Air Facility, Atlantic

4.1.2.1 General Site History

After detailed studies were made of sites that would be suitable for outlying fields and auxiliary airfields, on 19 February 1942, a consulting engineer submitted his first report of a series of reports addressing all Marine Corps AAF's and OLF's. Twenty sites, one of which was MCAAF Atlantic, were investigated with the final report covering Site 20 submitted on 31 October 1942. On 1 May 1942, the Bureau of Yards and Docks had gained permission for an auxiliary airfield at Atlantic, North Carolina; and by 28 May, the layout plan for Atlantic Field was submitted. After delays were experienced due to construction work on the field at Oak Grove, the original airfield construction at Atlantic was completed on 3 October 1942, although additional improvements were planned. Atlantic Field was one of the first three Outlying Fields to be completed and was commissioned on 16 August 1943. The initial acreage for this field was 1469.323 acres (Jacobs, 1945). On 1 March 1943, VMSB-341 was ordered to Atlantic Outlying Field. Wing Memorandum No. 113-1944 identified VMSB-933 and VMSB-944 as the units of the 9th MAW stationed on MCAAF Atlantic (Schilt, 1944). On 1 February 1946, the field was reduced to caretaker status (Dyson, 1946). The field was inactivated on 21 May 1946, and instructions were given for disposal of non-permanent facilities. In 1949, a rocket range was constructed on the airfield, which is still active today. The field is currently used to house range personnel and units deployed for training. The regional World War II (WW II) era map showing the Atlantic Field Site Location is found on **Plate 2**. The site is shown on **Plates 3, 15, 16 and 17**.

4.1.2.2 Summary of Ordnance and Explosive Activities

A report on the storage of ammunition as of 31 December 1944, identified the following ammunitions storage facilities on Atlantic Field: one (1) inert material magazine, one (1) small arms magazine, two (2) high explosive magazines storing Depth Charges and Bombs, and one (1) Fuze and Detonator magazine (Conradt, 1945). By 1946, **MCAS Cherry Point** was reporting that these magazines were empty.

The **MCAS Cherry Point** station history for the first half of 1949 stated that the target on Atlantic Field has been repaired and a rocket target for controlled rocket firing had been constructed (Miller, 1949). The danger area for this target, as published in the 16 July 1949 Federal Register, was a circle with a radius of 3 miles centered at 34° 53'20" N, 76° 21'20" W. In 1951, a recommendation by the District Engineer, Wilmington, NC, indicated the rocket range be designated with a danger area within a radius of 2,000 yards centered at 34° 54'00" N, 76° 20' 30" W, and be closed to all navigation, except operation and maintenance work (Koonce, 1951).

Air Station Order P3125.1E, dated 13 August 1966, identified RR-2 as located on Atlantic Field with use as a LR/R (Land Rocket Range) and a LDB (Land Dive Bombing Range) (Carl, 1966). Air Station Order 3570.2E, dated 4 June 1976, identified the Rocket Range 2 target as a six foot diameter metal container painted white as the bulls eye, ringed with 50 foot and 100 foot radius

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circles made from white painted truck tires. At that time, ordnance usage was limited to 2.75" Rockets (Inert) and MK 76/MK 106 Practice Bombs or equivalent (MCAS Cherry Point, 1975). In addition to the use of part of the airfield as a rocket range, the remainder of the base has also been used for field training exercises that may have involved the use of training munitions such as blanks, simulators, etc. By 1989, the use of RR-2 was limited to no ordnance training, where activities were limited to attack approach training with no ordnance involved other than simulators such as the "Smokey Sam" threat simulator. Aerial Photography Interpretation identified a possible Harmonizing (or Bore Sighting) Range on the airfield. The Mid-Atlantic Electronic Warfare Range (MAEWR) is a combination of threat emitters (radars) integrated with the Cherry Point Advanced Tactical Aircrew Combat Training System (TACTS). The emitters simulate enemy air defenses such as anti-aircraft and surface to air missiles. MAEWR threat emitters are located at MCOLF Atlantic and Piney Island Training Complex (BT-11).

4.1.2.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare usage at the MCAAF Atlantic Field or its associated Rocket/Dive Bombing Range. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is reasonable to believe that these sets were used for the chemical training of personnel stationed on this outlying field.

No documentation has been uncovered to indicate that radioactive material was used or disposed of on this site.

4.1.3 Marine Corps Outlying Landing Field, Bogue, a.k.a. Marine Corps Auxiliary Landing Facility, Bogue, a.k.a. Marine Corps Auxiliary Air Facility, Bogue

4.1.3.1 General Site History

After detailed studies were made of sites that would be suitable for outlying fields and auxiliary airfields, on 19 February 1942, a consulting engineer submitted his first of a series of twenty reports addressing all Marine Corps AAF's and OLF's planned for **MCAS Cherry Point.** MCAAF Bogue was one of these sites. The Commandant, Fifth Naval District, recommended on 24 May 1942 that Bogue Sound consisting of approximately 573.16 acres should be taken over immediately under the Second War Powers Act. By July 1942, the recommendation for the acquisition of an auxiliary air field at Bogue Sound had been approved, and the original facilities were completed by 1 October 1942. Bogue Field was one of the first three Outlying Fields to be completed and was designated as an Auxiliary Air Facility on 16 August 1943 (Jacobs, 1943). Condemnation Civil No. 117, dated 9 June 1943, increased Bogue Field to 838.32 acres (Hill, 1950). Wing Memorandum No. 113-1944 identified MAG-92 and HqSq-19 as the units of the 9th MAW stationed on MCAAF Bogue (Schilt, 1944). Bogue was deactivated and reclassified as an Outlying Field in 1946, and on 15 May 1947, officially was placed in inactive status. The regional WW II era map showing the Bogue Field Site Location is found on **Plate 2.** In 1949, a practice bomb target was sited on this field, which was subsequently used as a field-training site through the 1950's (**Plates 3, 18, 19 and 20**).

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In 1961, Bogue Field was used for the first Short Airfield for Tactical Support (SATS) program, and in 1962, the Chief of Naval Operations requested that Bogue be designated as a Marine Corps Auxiliary Landing Field (MCALF). The base was again inactivated and placed in caretaker status in 1965, with the shipment of the SATS equipment to Vietnam. The base was again reactivated in mid-1966 as a SATS training facility (Department of Defense, 1972).

4.1.3.2 Summary of Ordnance and Explosive Activities

A report on the storage of ammunition as of 31 December 1944, identified the following ammunitions storage structures on Bogue Field: one (1) inert material magazine, one (1) small arms magazine, one (1) high explosive magazine, one (1) pyrotechnic magazine, and one (1) fuze and detonator magazine (Conradt, 1945). By 1946, **MCAS Cherry Point** reported that these magazines were empty.

The station history for the first half of 1949 stated that they had repaired the target on this field (Miller 1949). The danger area for this target, as published in the 16 July 1949 Federal Register, was a circle with a 3 mile radius centered on 34° 42'00" N, 77° 01'00" W. In 1951, a recommendation by the District Engineer, Wilmington, NC, indicated this target area be designated as having a danger area of 2,000 yards radius centered at 34° 41'24" N, 77° 01'54" W. This target called Bogue Sound Area No. 2 was identified for use of miniature practice bombs, and was to be closed to navigation except for vessels proceeding along the Atlantic Intra-Coastal Waterway or for operation and maintenance work (Koonce, 1951).

Contract NOy-10349, which was completed in November 1945, called for construction of a skeet range on Bogue. The skeet range is located at the west end of the base (see **Plate 18**). A 1997 archeological investigation of **MCAS Cherry Point** and its Outlying Fields identified a possible small arms range on MCALF Bogue (See **Plate 18** for location). At various times, this field served as a field training area for units and may have involved the use of training ammunition such as blanks, simulators, etc.

4.1.3.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare usage at the MCAAF Bogue. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is reasonable to believe that these sets were used in chemical training of personnel stationed on this field.

No documentation has been uncovered to indicate that radioactive material was used or disposed of on MCAAF Bogue.

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4.1.4 Marine Corps Outlying Landing Field, Oak Grove, a.k.a. Raccoon Farm, Marine Corps Auxiliary Landing Field, Pollocksville, Marine Corps Auxiliary Air Facility, Oak Grove, and Helicopter Outlying Field (HOLF), Oak Grove

4.1.4.1 General Site History

In early 1942, a consulting engineer initiated detailed studies of sites, including MCOLF Oak Grove, which would be suitable for outlying fields and auxiliary airfields under the control of **MCAS Cherry Point.** Based upon this data a "Declaration of Taking" was filed on 27 March 1942, for the acquisition of the land that was to become Oak Grove Outlying Field. The Bureau of Yards and Docks (BuDocks) with the approval of the Secretary of Navy gave authorization for the development of Oak Grove on 19 November 1942. It was one of the first three Outlying Fields to be completed, was designated as an Auxiliary Air Facility on 16 August and then opened in September 1943. The original acreage for this field was 976.46 acres (Jacobs, 1945). Wing Memorandum No. 113-1944 identified SMS-51 and AWS-17 as the units of the 9th MAW stationed at MCAAF Pollocksville (Schilt, 1944). MCOLF Oak Grove was inactivated on 15 June 1947, and from 1947 to 1963 only sporadic activities occurred at this field. The regional WW II era map showing the Oak Grove Site Location is found on **Plate 2.** In 1963, this field was designated a Helicopter Outlying Field (HOLF) and placed under MCAF New River for operational use. Helicopter squadrons conducting field exercises then routinely trained at HOLF Oak Grove. A typical example of the exercises is found in the post deployment report of 5 December 1977. In this operation, Marine Observation Squadron One deployed to Oak Grove for seven days, and their operations included ammunition loading of aircraft in a simulated tactical environment. These aircraft flew in support of an exercise at Camp Lejeune. The site is shown on **Plates 3, 21, 22, and 23.**

4.1.4.2 Summary of Ordnance and Explosive Activities

A report on the storage of ammunition as of 31 December 1944, identified the following ammunitions storage facilities on Oak Grove Field: one (1) inert material magazine, one (1) small arms magazine, one (1) high explosive magazine, one (1) pyrotechnic magazine, and one (1) fuze and detonator magazine (Conradt, 1945). By 1946, **MCAS Cherry Point** was reporting these magazines as empty.

In the 1950's and 1960's, this airfield was used for field training activities which would have used training ammunition such as simulators and blanks.

Contract NOy-10351, which was completed in November 1945, called for construction of a Skeet Range. The specific location of this range has not been identified.
Recently, **MCAS Cherry Point** has been proceeding with the disposal of MCOLF Oak Grove, and correspondingly must conduct investigations that identify and address environmental hazards prior to relinquishing the property. In response to this requirement, the Natural Resources and Environmental Affairs Department, **MCAS Cherry Point**, conducted a 1992 preliminary

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examination of the Oak Grove facility and identified the following three areas of the base as requiring examination: nine (9) ordnance magazines, an ordnance store and workshop, and a rifle/pistol range. In January 1993, the Combined Explosive Ordnance Disposal Teams from Cherry Point conducted a limited surface and sub-surface sweep of this airfield. No live ordnance items were found. Only expended cartridge cases, empty ammunition containers and expended trip flares were recovered (Nelson, 1993).

4.1.4.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare at the MCOLF Oak Grove. **MCAS Cherry Point**, during the 1940's did have five (5) Sets, Gas Identification, Demolition, and it is reasonable to believe that these sets were used in chemical training of personnel stationed on this field.

No documentation has been uncovered to indicate that radioactive material was used or disposed of on MCOLF Oak Grove.

4.1.5 Marine Corps Auxiliary Air Field, New River, a.k.a. New River Outlying Field, Marine Corps Auxiliary Air Field, Camp Lejeune, Outlying Field, Peterfield Point, Marine Corps Air Station (Helicopter), New River, and McCutcheon Field

4.1.5.1 General Site History

New River was principally designed to provide utility services for ground units under training at Camp Lejeune. This field was commissioned on 19 October 1943, as the New River Outlying Field, and established as the MCAAF, Camp Lejeune on 26 April 1944. The facilities were authorized to be increased to support two tactical squadrons in 1944, but construction was deferred due to changes in the Marine Corps Aviation program (Jacobs, 1945). At the end of WW II, the airfield remained operational, but personnel were reduced to the point that a NCO was in charge. In 1950, this field was used primarily to support training operations on Camp Lejeune and as a terminus for air transport of personnel. With the incorporation of helicopter operations in the Marine Corps, this field became primarily a helicopter base in support of training operations on Camp Lejeune. By the mid-1950's, the airfields at Oak Grove and at Camp Davis were assigned to New River as Helicopter Outlying Fields (HOLF).

4.1.5.2 Summary of Ordnance and Explosive Activities

Range and training activities associated with this station fall under the control of Camp Lejeune and will be addressed under Archives Search and Range Identification and Preliminary Assessment Reports for that installation. Training activities conducted on Oak Grove Outlying Field are addressed within these **MCAS Cherry Point** documents. Arming of aircraft was conducted on the New River station, and ready magazines existed on the airfield.

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4.1.5.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare training at MCAFF, Camp Lejeune. **MCAS Cherry Point**, during the 1940's did have five (5) Sets, Gas Identification, Demolition, and it is reasonable to believe that these sets were used in chemical training of personnel stationed on this field. The findings on radiological activities, if any, are addressed in the companion reports on MCB Camp Lejeune.

4.1.6 **Marine Corps Auxiliary Air Field, Kinston** (FUDS)

4.1.6.1 General Site History

The existing airport at Kinston was to function as an Outlying Field auxiliary to the main **Marine Corps Air Station at Cherry Point**. It was to "provide landing and servicing facilities devoid of installations", and was to be further developed to meet Navy requirements. The lease for this airport was entered into on 17 April 1942, between the City of Kinston, County of Lenoir, and the United States Navy. In January 1943, a request was sent to the Civil Aeronautics Authority (CAA) to develop three runways, each 4,000 feet by 150 feet, at an appropriated cost of $700,000. The boundary of the 5th Naval District was changed to include Kinston as an activity of **MCAS Cherry Point** during June 1943. On 16 August 1943, $2,001,700 was released for construction of aviation facilities on this field including acquiring additional land. However, before completion of the project, it was found that aircraft activities had increased beyond what was contemplated, and multi-engine aircraft would also have to be dispersed, requiring runways to be extended to 5,000 feet. During September 1943, the request was made for the extension and paving of the runway to 5,000 feet, which was required for twin engine bombers, and by 1 March 1944, Kinston AAF was opened for use (Jacobs, 1945). Wing Memorandum No. 113-1944 identified MAG-53, HqSq-53, SMS-53, and VMF (N)-531 as the units of the 9th MAW stationed on MCAAF Kinston (Schilt, 1944). On 16 April 1946, this field was reduced to caretaker status (Clexton, 1946). On 6 June 1947, it was disposed of by revocable permit to the War Assets Administration.

4.1.6.2 Summary of Ordnance and Explosive Activities

A report on the storage of ammunition as of 31 December 1944 identified the following ammunitions storage structures on Kinston Field: one (1) inert material magazine, one (1) small arms magazine, one (1) high explosive magazine, one (1) pyrotechnic magazine, and one (1) fuze and detonator magazine (Conradt, 1945).

4.1.6.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare at the Kinston AAF. **MCAS Cherry Point**, during the 1940's did have five (5) Sets, Gas Identification, Demolition, and it is reasonable to believe that these sets were used in chemical training of personnel stationed on this field.

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The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared on MCAAF Kinston, NC, under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this auxiliary airfield.

4.1.7 **Marine Corps Auxiliary Air Field, Congaree** (South Carolina National Guard)

4.1.7.1 General Site History

Congaree Airfield was selected from a list of Army Air Fields that could be made available to the Navy early in 1944. Authorization for occupation of the field was given on 22 May 1944, and the unconditional formal transfer of this field was made on 30 June 1944 by a permit, revocable at will by the Secretary of the Navy (Jacobs, 1945). Wing Memorandum No. 113-1944 identified MAG-52, HqSq-52, VMF-521, VMF-522, VMF-523, VMF-524, and SMS-52 as the units of the 9th MAW stationed on MCAAF Congaree (Schilt, 1944). The field was inactivated on 21 May 1946, and instructions were given for disposal of non-permanent facilities (Clexton, 1946). In 1946, this field was disposed of to the Military Department of the State of South Carolina (Cushman, 1946).

4.1.7.2 Summary of Ordnance and Explosive Activities

A report on the storage of ammunition as of 31 December 1944, identified the following ammunitions storage structures on Congaree Field: one (1) inert material magazine, three (3) small arms magazines, and one (1) pyrotechnic magazine (Conradt, 1945).

4.1.7.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on this station. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared on MCAAF Congalee, SC, under the DERP-IRP program. No attempt was made to document the usage or disposal of radioactive material at this auxiliary airfield.

4.1.8 **Marine Corps Outlying Landing Field, New Bern, a.k.a.**
Mitchell Field, and
Simmons-Knott Field (FUDS)

4.1.8.1 General Site History

The lease for this municipal airport, between the City of New Bern and the County of Craven, North Carolina, and the United States of America, was made and entered into on 8 August 1941. With the permission of the Marine Corps Headquarters, the U.S. Army Air Force temporarily

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used this field, then known as Mitchell Field. The field was then closed for construction of two runways and related improvements in 1942. After completion of improvements, the first details of men arrived for temporary detached duty on 16 February 1943. In November 1943, MAG-32 used the field for night flying, but by January 1944, the facilities were found to be inadequate to accommodate sufficient squadrons unless additional facilities were provided. Based upon a survey, it was found that the cost of improvements would be excessive and air traffic could also become a problem due to the close proximity of other fields. In April 1944, the Army Air Force made some of its air facilities available to the Navy, and so the plans for additional facilities at Simmons-Knott Field were abandoned, and on 1 October 1945, it was closed (Jacobs, 1945).

4.1.8.2 Summary of Ordnance and Explosive Activities

No information has been uncovered concerning ammunition use on this airfield. It is assumed that since this base was in operation during WW II, ammunition for aircraft would have been stored on the site.

4.1.8.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on MCOLF New Bern, NC. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this outlying airfield.

4.1.9 **Marine Corps Outlying Landing Field, Greenville** (FUDS)

4.1.9.1 General Site History

The existing municipal airport at Greenville, NC was to function as Outlying Field auxiliary to the main **MCAS at Cherry Point**. It was to "provide landing and servicing facilities devoid of installations", and was to be further developed to meet Navy requirements. Constructed as a Works Progress Administration/Agency (W.P.A.) national defense project, the airport had three runways 500 foot wide, two of which had runways of 3,280 feet in length and one of 4,000 feet in length. The lease for this airport, situated on a 500-acre tract of land owned by the city and county, was effective as of 1 May 1942, and all activity is known to have ceased from that date until about September 1942. During November 1942, the Civil Aeronautics Authority (CAA) was requested to develop the leased airport to meet Navy requirements; and the City of Greenville was notified that the Navy Department had authorized the CAA to perform paving and extension of the runways. The purchase of additional land and the construction of improvements continued during 1943 with three (3) four thousand (4,000) foot paved runways constructed; and after the correction of deficiencies, this outlying field was opened for operations on 4 July 1944. The planned camp construction at Greenville was to be capable of handling two

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Marine Scout Bombing Squadrons (VMSB). VMSB-343 and VMSB-344 were sent to Greenville in January 1944, before the construction of housing was completed. VMSB-343 was, therefore, quartered at a National Youth Administration (NYA) Camp located 5 miles southeast of the field, while VMSB-344 lived in a tent camp on the field (Jacobs, 1945). Wing Memorandum No. 113-1944 identified Marine Photographic Squadron (VMD) VMD-354 and VMD-954 as the units of the 9th MAW stationed on OLF Greenville (Schilt, 1944). This field was closed on 1 October 1945 (Jacobs, 1945). On 19 June 1946, this field was disposed of to the City of Greenville and County of Pitt (Cushman, 1946).

4.1.9.2 Summary of Ordnance and Explosive Activities

No information has been uncovered concerning ammunition use on MCOLF Greenville, NC. It is assumed that since this base was in operation during WW II, ammunition for aircraft would have been stored on site.

4.1.9.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on this station. **MCAS Cherry Point**, during the 1940's did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this outlying airfield.

4.1.10 **Marine Corps Outlying Landing Field, Washington** (FUDS)

4.1.10.1 General Site History

The existing municipal airport at Washington, NC was to function as Outlying Field auxiliary to the main **MCAS at Cherry Point**. It was to "provide landing and servicing facilities devoid of installations", and was to be further developed to meet Navy requirements. The lease for this field was made initially by the City of Washington, NC, and County of Beaufort for a Navy auxiliary airport, and for the period of 1 July 1942 through 30 June 1943. It was later amended by authority of a CAA-Navy lease contract to last for the duration of the war. During November 1942, the CAA was requested to develop the leased airport to meet Navy requirements, and in response, construction plans were prepared, approved and bid in June 1943 providing for three (3) 5,000 foot paved runways and concrete warm-up platform. MCOLF Washington was completed and turned over to the Navy with the three runways, but no facilities to operate planes in July 1944. After the necessary additional facilities were provided, the field was opened for operation on 3 August 1944, and was closed by 1 October 1945 (Jacobs, 1945). On 18 September 1946, this field was disposed of to the City of Washington and the County of Beaufort (Cushman, 1946).

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4.1.10.2 Summary of Ordnance and Explosive Activities

No information has been uncovered concerning ammunition use on this airfield. It is assumed that since this base was in operation during WW II, ammunition for aircraft would have been stored on the site.

4.1.10.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on MCOLF Washington. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this outlying airfield.

4.1.11 **Marine Corps Outlying Landing Field, Wilson** (FUDS)

4.1.11.1 General Site History

The Wilson airport was under construction as a WPA project when that agency was abolished. Two 3,000-foot runways were under early construction at the time. In July 1943, the City of Wilson, NC, agreed to lease the field under the same agreement as at other fields, and by 12 October 1943 had entered into a lease with the United States of America. It was opened for daylight operations only on 13 March 1945, and was closed on 1 October 1945. (Jacobs, 1945) On 19 June 1946, this field was disposed of to the City of Wilson by revocable permit (Cushman, 1946).

4.1.11.2 Summary of Ordnance and Explosive Activities

No information has been uncovered concerning ammunition use on this airfield. It is assumed that since this base was in operation during WW II, ammunition for aircraft would have been stored on the site.

4.1.11.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on MCOLF Wilson. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this outlying airfield.

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4.1.12 **Marine Corps Outlying Landing Field, Beaufort, North Carolina** (FUDS)

4.1.12.1 General Site History

In a letter from the Board of County Commissioners, dated 17 Oct 1942, the Navy was requested to apply to WPA for the improvement of the airport at Beaufort, NC, as the lease for the field was held by the Navy. This field was used primarily as an emergency landing field. Prior to the Navy's 3rd MAW usage of the field for training, the Civil Air Patrol and the Eastern Sea Frontier were operating it as Civil Air Patrol Base #21. The field was developed using Civil Aeronautics funds and by March 1944, when airport construction was nearly complete, a request was made to expand the facilities. At the time, the field included three (3) 4,192 foot runways and complete taxiways. This request, involving additional facilities and the extension of the NS-EW runway to 5,000 feet, was refused because of the acquisition of the former Army Air Field at Congaree, South Carolina. On 1 October 1945, the field was closed (Jacobs, 1945). On 9 August 1946, this field was disposed of to the County of Carteret by revocable permit (Cushman, 1946).

4.1.12.2 Summary of Ordnance and Explosive Activities

No information has been uncovered concerning ammunition use on this airfield. It is assumed that since this base was in operation during WW II, ammunition for patrol aircraft would have been stored on the site.

4.1.12.3 Summary of Chemical, Biological, and Radiological Activities

No specific information has been uncovered relative to chemical warfare on MCOLF Beaufort. **MCAS Cherry Point**, during the 1940's, did have five (5) Sets, Gas Identification, Demolition, and it is possible that these sets were used in chemical training of personnel stationed on this field.

The findings on radiological activities, if any, would be addressed within an ASR or other environmental report prepared under the DERP-FUDS program. No attempt was made to document the usage or disposal of radioactive material at this outlying airfield.

4.1.13 **Marine Corps Outlying Landing Field, Camp Davis, a.k.a. Helicopter Outlying Field (HOLF), Camp Davis**

4.1.13.1 General Site History

Camp Davis Airfield was originally an Army Airfield established to support anti-aircraft training. The base was closed and then disposed of at the end of WW II. Those portions of the base not acquired by the Marine Corps are addressed under the FUDS Program. On 4 June 1956, 955 acres of the old Camp Davis (the airfield area) was leased from International Paper Company. This air station then became a subordinate or outlying field for MCAS New River and was used in a manner similar to HOLF Oak Grove. Additionally, the area was used by MCB Camp Lejeune for field training exercises. Recently, MCB Camp Lejeune permanently

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acquired this and other land as part of the base expansion, and this site will be addressed further under the MCB Camp Lejeune Archive Search and Range Identification and Preliminary Assessment Reports.

4.1.13.2 Summary of Ordnance and Explosive Activities

The area of Camp Davis under Marine Corps control did not include any of the former Camp Davis ranges. The Marine Corps had a use permit from the army to conduct training and maneuvers on all of Camp Davis prior to its disposal. Only ordnance activities associated with Marine Corps activities are those in use during training exercises such as blank ammunition and simulators.

4.1.13.3 Summary of Chemical, Biological, and Radiological Activities

No information has been uncovered to indicate that chemical warfare material was ever used on this facility. The facility came under control of MCAS New River after the period when NBC training material was known to be in use.

4.1.14 **Marine Corps Auxiliary Land Field, Wilmington, North Carolina** (FUDS)

4.1.14.1 General Site History

The Marine Corps Auxiliary Landing Field, Wilmington, contained 148.98 acres of the former Army Air Corps Bluethenthel Field, now a commercial airport. This government owned real estate was acquired in June 1954. **MCAS Cherry Point** also had an agreement to utilize an additional 1,141.33 acres of the Bluethenthel airport from the county. Prior to 1951, the government contributed to airport development by contributing land, improvements, and appurtenances to the county. Later, in 1954, the government contributed another approximately $2,500,000 for widening and overlaying existing runways, installing and relocating taxiways, other facility improvements, and acquiring an additional 150 acres for the runway extension. These actions accommodated the training of flight personnel out of **MCAS Cherry Point**, during a period when the facilities at the main air station were especially congested (Department of Defense, 1972).

4.1.14.2 Summary of Ordnance and Explosive Activities

No information has been uncovered to indicate that explosive ordnance was used on this field during the period of the Marine Corps lease.

4.1.14.3 Summary of Chemical, Biological, and Radiological Activities

No information has been uncovered to indicate that chemical warfare material was ever used by the Marine Corps on this facility. The facility came under control of **MCAS Cherry Point** after the period when NBC training material was known to be in use.

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4.1.15 Ranges Associated with MCAS Cherry Point

The various Bomb and Gunnery Ranges associated with **MCAS Cherry Point** from the WW II era through the early 1950's are shown on **Plate 24**.

4.1.15.1 Piney Island Range Complex (BT-11), a.k.a. Point of Marsh, Raccoon Key, and Bombing Target - 11, Point of Marsh

The first identified use of this area as a bombing target was with the establishment of BT-4 at Raccoon Key. The danger area consisted of a circle of 3,000 yards radius centered at 35° 04' 20" N, 76° 26' 00" W being on the northeast shore of Raccoon Key bearing 6,250 yards 136° True from Point of Marsh Light (Crenshaw, 1945). By 1950, this target had been redesignated BT-9 (Cowie, 1950). The danger area consisted of a circle of 1,000-foot radius around the Key (Hewitt, 1950).

In May 1952, **MCAS Cherry Point** acquired 12,460 acres (Condemnation Civil No. 356) of land known as the Point of Marsh (or Piney Island) Target Area. This area included Raccoon Key, as well as Piney Island. However, the bomb target on Raccoon Key was discontinued. On 17 October 1952, a High Altitude Toss Bombing Target, designated BT-10, was established at 35° 02' 12" N, 76° 28" 00" W with a danger area consisting of a circle with a 3 mile radius centered on the target (Khoury, 1952). This 3-mile radius was reduced to 1.8 miles in 1953. BT-10 was restricted to 25-lb, and smaller, water-filled practice bombs. **Plates 25 through 28** provide historic range information on the Piney Island Range Complex (B-11). The following four additional targets were established at the Point of Marsh site:

1) Rocket Range 3 was located at 35° 04' 36" N, 76° 28' 12" W. It consisted of a white tripod center and a circle of 50 feet radius. A danger area with a radius of 0.5 miles was established. Firing was restricted to miniature bombs and Sub Caliber Aircraft Rockets (SCARs) only (Holmberg, 1953). In order to reduce conflicts with local fisheries this target was moved slightly to 35° 04' 12" N, 76° 28' 24" W (Stevens, 1953).

2) Bombing Target 6 was located at 35° 01' 37" N, 76° 25' 12" W. The target consists of a tripod center with a 50-foot radius circle around it. A danger area with a radius of 0.5 miles was established. Firing was restricted to miniature bombs and SCARs only (Holmberg, 1953). In order to reduce conflicts with local fisheries this target was moved slightly to 35° 01' 42" N, 76° 25' 48" W (Stevens, 1953).

3) Bombing Target 7 was located at 34° 58' 51" N, 76° 25' 15" W. The target consists of a tripod center with a 50-foot radius circle around it. A danger area with a radius of 0.5 miles was established. Firing was restricted to miniature bombs and SCARs only (Holmberg, 1953). In order to reduce conflicts with local fisheries this target was moved slightly to 34° 58' 48" N, 76° 26' 12" W (Stevens, 1953).

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4) Bombing Target 8 was located at 35° 01'24" N, 76° 29'36" W. The target consists of a tripod center with a 50-foot radius circle around it. A danger area with a radius of 0.5 miles was established. Firing was restricted to miniature bombs and SCARs only (Holmberg, 1953). In order to reduce conflicts with local fisheries this target was moved slightly to 35° 00'30" N, 76° 29'50" W (Stevens, 1953).

Air Station Order P3125.1E, dated 13 August 1966, identified BT-11 located at Rattan Bay as the only active target in this complex. The target was for use as loft bombing target, a water dive-bombing target, and as an all weather daylight bombing target. By 1972, BT-11 included five (5) separate targets identified as a) Special Weapons Bombing/Rocket Target, b) Fixed Wing Strafing Target, c) Napalm Lay-down Target, d) Helicopter Strafing Target, and e) Movable Bombing/Rocket Target (Department of Defense, 1972). Air Station Order 3570.2E, dated 4 June 1975, stated that ordnance was limited to inert 2.75" Rockets, and MK 76/MK 106 Practice Bombs. By 1989, BT-11 consisted of twelve (12) fixed targets and three (3) mobile targets.

Bombing Target 11 is currently an active manned multi-purpose target complex under the operational control of **MCAS Cherry Point**. BT-11 is located in airspace R5306A and encompasses all of Piney Island to include Rattan Bay and parts of Cedar Bay. The target is in the southern portion of Pamlico Sound, near the mouth of the Neuse River, in Carteret County, North Carolina. The range area is approximately 12,500 acres with the complex center designated at 35° 01'N and 76° 28'W. This target complex has consisted of both water- and land-based targets including, 800' and 500' bull's-eyes; submerged barges and PT boast targets: a simulated runway target; a fuel farm; and surface-to-air (SAM) target (see **Plates 27 and 28).** According to recent Air Station Order P3570.2P, dated 25 September 1998, the complex now consists of 15 fixed and two mobile targets. The authorized ordnance deliver maneuvers include conventional weapons delivery, special weapons delivery, and multi-aircraft strikes. Only inert ordnance is presently authorized on BT-11. Other authorized ordnance includes 2.75 inch and 5 inch white phosphorous (smoke) spotting rounds on specified targets; tactical chaff below 1500 ft; and practice chaff within R5306A at any altitude. Flares are authorized for use on BT-11 during manned hour, but must be released to ensure burnout prior to surface contact. The Mid-Atlantic Electronic Warfare Range (MAEWR) is a combination of threat emitters (radars) integrated with the Cherry Point Advanced TACTS. The emitters simulate enemy air defenses such as anti-aircraft and surface to air missiles. MAEWR threat emitters are located at MCOLF Atlantic and Piney Island Range Complex (BT-11).

4.1.15.2 Brant Island (BT-9), a.k.a. Bombing Target 9, and BT-9, Brant Island Shoal

A 24 September 1943 letter from the Commanding Officer, **MCAS Cherry Point**, recommended acquiring Brant Island (35° 11' N, 76° 27' W) for use as a bombing range by **MCAS Cherry Point** (Thompson, 1944). A 23 May 1945 document identified this bombing target as BT-9 in the waters of Pamlico Sound. The danger area consisted of a circle of 3,000 yards radius centered on 35° 12' 46" N, 76° 26' 40" W being in the approximate center of Brant Island

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(Crenshaw, 1945). After the war the lease was allowed to lapse, but the 21-acre property was again leased (NOy(R)-45791) in the first half of 1951 from a private owner. A danger area having a radius of 3 miles was established around the target center. This target was restricted to 500 lb GP bombs and smaller (Holmberg, 1953). Brant Island was bombed out of existence and only Brant Shoals remains (see **Historical Photo G-11** of island dated 1954).

Air Station Order P3125.1E, dated 13 August 1966, identified BT-9 as consisting of a grounded Landing Ship - Tank (LST) for a target. By this date the landmass of the island no longer existed. The authorized use was as a water-strafing target, a water dive-bombing target, and as a water rocket range. This range was also listed as the primary ordnance jettison area. By 1972, the ordnance used on this range included MK-79 Napalm Fire Bombs and Bullpup Missiles. Air Station Order 3570.2E, dated 4 June 1975, stated that strafing and explosive ordnance not to exceed 200 lb NEW, 5" Rockets, and inert ordnance up to 1,000 lb was authorized for use on this target.

Bombing Target 9 is currently a scheduled, unmanned/scored target that is continuously available with scheduling through **MCAS Cherry Point**. The general location is shown on **Plates 1 and 24**. BT-9 is located in airspace R5306A, approximately 95 miles (153 kilometers) south of NAS Oceana on Brant Island Shoal in Pamlico Sound, Pamlico County, North Carolina. A surface water prohibited area designated by the United States Army Corps of Engineers, Wilmington District, defines BT-9. It includes a circular area that is centered at 35° 12' 12" N and 76° 26' 36" W on the south side of Brant Island Shoal and extends for a radius of three miles. According to recent Air Station Order P3570.2P, dated 25 September 1998, the complex now consists of two ship hulks grounded on Brant Island Shoals. The authorized ordnance delivery maneuvers include conventional weapons delivery, pop-up delivery, and rocket and bomb loft deliveries. Ordnance presently authorized on BT-9 includes strafing and explosive ordnance not to exceed 100 pounds TNT equivalent; inert ordnance up to 1,000 pounds.

4.1.15.3 **Cat Island (BT-2)**

A 23 May 1945 document requested the establishment of a danger area consisting of a circle of 3,000 yard radius centered on 34° 41' 30" N, 76° 56' 59" W, which bears 550 yards on an azimuth of 28° 30' from Cat Island (**Plates 1, 24, 29 and 30**). This target was identified as BT-2 (Crenshaw, 1945). This danger area was modified on 21 June 1945 to accommodate objections to surface danger zones. The new location was established at 34° 41' 09" N, 76° 57' 05" W, which was at the approximate center of Cat Island, and the danger area consisted of a circle with a radius of 2,000 yards (Cushman, 1945). This 12-acre island property was acquired under lease NOy(R)-47263. The station history for the first half of 1949 stated that the target on Cat Island had been repaired (Miller, 1949). The danger area for this target, as published in the 16 July 1949 Federal Register, is a 3-mile radius from the above coordinates. In 1951, the danger area radius was reduced to 2,000 yards and the target was identified as a rocket range (Koonce, 1951). In 1955, **MCAS Cherry Point** proposed acquiring Cat Island by purchase of the formerly leased land, and by Condemnation Civil No 242, Parcel No. 3, dated 22 March 1956, acquired the property. This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it be used for "dry run" type training (Department of Defense, 1972).

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Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use. Air delivered ordnance up to 2,000 lb bombs are known to have been used on this target. It must be noted that this island appears on some maps labeled Wood Island.

4.1.15.4 **Pamlico Point**

During the first half of 1951, this site was leased (NOy(R)-46031) for training purposes, and a Bombing and Rocket Target was established at 35° 18' 44" N, 76° 29' 15" W. The danger area was to be a circle of 1 mile in diameter (**Plates 1, 29 and 30**). 100-lb water- and/or sand-filled practice bombs and SCARS were to be used on this target. In 1955, **MCAS Cherry Point** proposed acquiring Pamlico Point by purchase of the formerly leased land. Condemnation Civil No 442, Parcel No. 1, dated 22 March 1956, sought control over the 134 acres. However, the case for condemnation did not go to court until 1963. This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it should be used for "dry run" type training, and only to supplement the RR-2/BT-11/BT-9 target complex as required (Department of Defense, 1972). Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

4.1.15.5 **Maw Point**

During the first half of 1951, this site was leased (NOy(R)-45993) for training purposes. In 1955, **MCAS Cherry Point** proposed acquiring MAW Point by purchase of the formerly leased land. Condemnation Civil No 442, Parcel No. 2, dated 22 March 1956, sought control over the 62 acres. However, the case for condemnation did not go to court until 1963. In 1962, **MCAS Cherry Point** requested approval of a danger zone with a radius of 1,000 yards about the area centered at 35° 09' 08" N, 76° 32' 23" W (**Plates 1, 29 and 30**). The bombing target was to be used for up to 250 lb GP bombs, up to 1,000 lb Water/Sand Filled Bombs, Rockets up to 5" with inert or smoke head, and practice bombs MK 76 and MK 89 (Blackmun, 1962). This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it should be used for "dry run" type training, and only to supplement the RR-2/BT-11/BT-9 target complex as required (Department of Defense, 1972). Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

4.1.15.6 **Warning Area (W-122)**

Air Station Order 3570.2E, dated 4 June 1975, identifies this range as a warning area of approximately 200 miles by 100 miles divided into four separate ranges to provide maximum utilization located as shown on **Plate 31**. This area is used for air-to-air gunnery, air-to-air missiles, air combat maneuvering, surface-to-air guns and missiles, and high Mach speed maneuvers (MCAS Cherry Point, 1975). With subsequent training regulations, the actual location and size of the W-122 area has periodically changed. Although the actual range area has changed from time to time, generally, it includes the former Machine Gun Ranges MG-1 through MG-8 shown on **Plate 24** and described below.

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4.1.15.6.1 **Over Water Free Gunnery Range, a.k.a. Machine Gun Ranges, MG-1, 2, and 3**

An imaginary line through the following points bound the danger area for this air-to-air gunnery range:

34° 34'N, 77° 09'30" W to 34° 33'N, 77 13'30" W to
34° 39'N, 77° 15'W to 34° 45'30" N, 77° 00'W to
34° 43'30" N, 76° 51'W to 34° 41'30" N, 76° 51'W to
34° 41'30" N, 76° 40'30" W to 34° 17'N, 76° 32'W to
34° 10'N, 77° 01'W, to start point (Mitchell, 1945).

4.1.15.6.2 **Over Water Free Gunnery Range, a.k.a. Machine Gun Ranges, MG-4, 5, and 6**

An imaginary line through the following points bound the danger area for this air-to-air gunnery range:

34° 43'30" N, 76° 26'W to 35° 03'N, 76° 03'30" W to
34° 42'N, 75° 42'30" W to 34° 25'N, 76° 06'30" W to start point (Mitchell, 1945).

4.1.15.6.3 **Over Water Free Gunnery Range, a.k.a. Machine Gun Ranges, MG-7 and 8**

An imaginary line through the following points bound the danger area for this air-to-air gunnery range:

35° 07'N, 75° 56'30" W to 35° 13'30" N, 75° 37'W to
34° 32'N, 75° 18'W to 34° 45'N, 75° 37'W to start point (Mitchell, 1945).

4.1.16 **Ranges associated with but no longer owned by MCAS Cherry Point (Plate 24)**

4.1.16.1 **Bogue Sound Rectangular Bomb and Rocket Target, a.k.a. Free Gunnery Range, Bogue Banks** (FUDS)

In October 1943, the Commanding Officer of **MCAS Cherry Point** requested that a lease be negotiated for the establishment of a gunnery range in Carteret County at a location known as Bogue Banks. The necessary property had been initially obtained on 25 May 1943 by the Commanding Officer, Fort Macon, through a lease between the United States of America and Bogue Banks, Inc. Under this lease, the Marine Corps Gunnery Range was established by agreement with the Army. When local army authorities terminated the lease, it became necessary for **MCAS Cherry Point** to acquire the land under a new lease so the beach property could remain in use by the Free Gunnery Training Unit. Congressional approval was obtained in late December 1943 (Courtney, 1943). The Bogue Sound Rectangular Bomb and Rocket Range consisted of an area bounded by connecting the following four corners: 34° 42'00" N, 76° 55'

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35" W by 34° 42' 12" N, 76° 53' 48" W by 34° 38' 05" N, 76° 54' 55" W by 34° 38' 17" N, 76° 53' 10" W. The target was to be a floating 12' by 12' structure located 2,290 yards at 262° true from Rock Point Spire (Haring, 1945). A Rocket target was established at 34° 41" 05" N, 76° 54' 15" W (Hartranft, 1945). It is interesting to note that not only was this range used in the air-to-ground role, but it was also used to train machine gunners in ground-to-air firing. This range is also referred to as BT-11 and RR-2. A 1947 listing of naval air targets listed this site as inactive, but available, for use under field conditions.

4.1.16.2 **Bear Island Bomb Target (BT-5), a.k.a. Bombing Target 5 [Rocket Range No. 1 (RR-1) and Strafing Target 2 (ST-2)], and Brown Island Bomb Target** (Active target under Camp Lejeune)

The danger area for this target (designated BT-5 and which included RR-1 and ST-2) was a 3 miles by 6 miles rectangle formed by joining the following four points:

34° 36' 33" N, 77° 13' 18" W by 34° 38' 03" N, 77° 10' 06" W by
34° 31' 15" N, 77° 09' 41" W by 34° 32' 53" N, 77° 06' 30" W (Crenshaw, 1945).

The map enclosure to the letter to the Commandant, 5th Naval District, dated 21 June 1945, gives the locations of the strafing target and the rocket range (Cushman, 1945). A 1947 compilation of naval targets lists this site as Brown Island ST-1 and identifies it as a strafing target with no target construction on the site. The station history for the first half of 1949 stated that the target at Brown Island had been repaired (Miller, 1949).

In 1960, the danger area was changed to consist of the area within the rectangle formed by joining the following points:

34° 37' 32" N, 77° 12' 03" W by 34° 36' 58" N, 77° 11' 25" W by
34° 37' 44" N, 77° 10' 35" W by 34° 32' 27" N, 77° 06' 30" W by
34° 30' 50" N, 77° 10' 20" W, by 34° 36' 00" N, 77° 14' 00" (Brucker, 1960).

A separate restricted area was established which included all the navigable waters between Bear Creek and Onslow Beach Bridge (Brucker, 1960). Air Station Order 3570.2E, dated 4 June 1975, identified target BT-5 as located at 34° 38' N, 77° 12' W on Brown's Island, seven miles SW of Swansboro, N.C. BT-5 is on the eastern shore of the Camp Lejeune Reservation and is used extensively by artillery and other ground-to-ground weapons. Ordnance authorized on this site included all conventional inert weapons and explosive ordnance up to 250 lb TNT equivalent.

4.1.16.3 **Hog Island Bomb Target (BT-1)** (FUDS)

A 23 May 1945 letter requested the establishment of a danger area of 3,000 yards centered at 34° 58' 45" N, 76° 15' 00" W, a point 2,090 yards 54° true from Hog Island Point Lighthouse. This target was designated BT-1, and was in use for some time prior to the date of this document (Crenshaw, 1945). In order to accommodate objections to the surface danger zone, the target was

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moved slightly to 34° 58' 50" N, 76° 15' 13" W, which is approximately 1,785 yards on a azimuth of 43° true and the radius of the danger zone was reduced to 2,000 yards (Cushman, 1945). A 1947 compilation of naval targets lists this site as a medium altitude and skip bombing target, which is described as a 18' pyramid surrounded by one (1) 100' circle and one (1) 200' circle painted white. The station history for the first half of 1949 stated that the target at Hog Island had been repaired. Additionally, a radar target was built and repaired in the water off Hog Island. This target was for use by Night Fighter Squadrons (Miller, 1949). The danger area for this target, as published in the 16 July 1949 Federal Register, was a circle with a radius of 3 miles centered at 34° 59' 00" N, 76° 16' 00" W. This danger area was later reduced to 2,000 yards.

4.1.16.4 **Washington Island Bomb Target (BT-8), a.k.a. Fork Point Island** (FUDS)

On 24 September 1943, the Commanding Office, **MCAS Cherry Point**, recommended acquiring Washington Island (35° 29' N, 76° 00' 30" W) for use by the Auxiliary Air Facility, Washington, as a bombing target (Thompson, 1944). The lease for this site was renewed through at least fiscal year 1946 (Conradt 2, 1945). A 23 May 1945 document identified this or a nearby target as BT-8 located in the waters of Pamlico River. The danger area consisted of a circle of 1,000 yards radius centered at 35° 30' 00" N, 77° 01' 20" W, said central point bearing approximately 970 yards 03° 30' True from McWilliam Point Light (Crenshaw, 1945).

4.1.16.5 **Bayview Marsh Bomb Target (BT-10)** (FUDS)

On 24 September 1943, the Commanding Officer of **MCAS Cherry Point** recommended acquiring an area of 125 acres in Bayview Marsh (35° 24' N, 76° 46' W) for use by **MCAS Cherry Point** as a bombing target (Thompson, 1944). The lease for this site was renewed through at least fiscal year 1946 (Conradt 2, 1945). A 23 May 1945 document identified this target as BT-10 located in the waters of Pamlico River. The danger area consisted of a circle of 1,000 yards radius centered at 35° 25' 40" N, 76° 45' 50" W, with the center point bearing approximately 1,700 yards 354° 30' True from Rumley Marsh Light (Crenshaw, 1945).

4.1.16.6 **Arthur Marsh Bomb Target** (FUDS)

On 24 September 1943, the Commanding Officer, **MCAS Cherry Point** recommended the acquisition of 125 acres of Arthur Marsh (35° 35' N, 77° 33' W) for use by the Auxiliary Air Field, Greenville, as a bombing target (Thompson, 1944). The Navy Department policy on leaseholds was changed during the negotiation of this lease and as of 22 March 1945, the lease was still in the process of formulation and it is unclear if the range was in use during this time (Conradt 2, 1945).

4.1.16.7 **Dover Marsh Bomb Target** (FUDS)

On 24 September 1943, the Commanding Officer, **MCAS Cherry Point** recommended the acquisition of 125 acres of Dover Marsh (35° 13' N, 77° 28' W) for use by the Auxiliary Air

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Field, Kinston, as a bombing target (Thompson, 1944). The lease for this site was renewed through at least fiscal year 1946 (Conradt 2, 1945).

4.1.16.8 **Great Island Bomb Target (BT-7), a.k.a. Target No. 7, Great Island, NC** (FUDS)

The Great Island Bomb Target, which was within the waters of Pamlico Sound, was known as BT-7. The danger area was encompassed by a circle of 3,000 yards radius centered at 35° 19' 00" N, 76° 16' 15" W being a point on Great Island and bearing approximately 4,030 yards 130° True from Swan Quarter Narrows Light. This target had been in use for some time prior to this document (Crenshaw, 1945). A 1947 compilation of naval targets lists this target as BT-3. It is identified as a High Altitude Bombing Target consisting of a 30' pyramid with 100' and 200' circles painted white. The use of this target was discontinued on 11 September 1947 (Swigart, 1947).

4.1.16.9 **Neuse River Bomb Target (BT-3)** (FUDS)

The Neuse River Bomb Target was designated BT-3. The danger area consisted of a circle of 3,000 yards radius centered on 34° 55' 40" N, 76° 45' 00" W being approximately 1,145 yards on an azimuth of 55° from Clubfoot Creek Light. This target had been in use for some time prior to the date of this document (Crenshaw, 1945).

4.1.16.10 **Harker's Island Bomb Target (BT-6), a.k.a. Crainey Island Bomb Target** (FUDS)

This range, which was initially known as BT-6, was located in waters of the Eastmouth Bay in Core Sound. The danger area consisted of a circle of 1,000 yards radius centered on 34° 42' 26" N, 76° 31' 39" W. This area comprises all of the waters of Eastmouth Bay between the eastward marsh and Shell Point on Harker's Island. This target had been in use for some time prior to this document (Crenshaw, 1945). A 1947 compilation of naval targets lists this target as BT-2. It is identified as a dive-bombing target consisting of on 50' circle with four 50' streamers painted white.

4.1.16.11 **Maneuverable Target Boat Area** (FUDS)

Following is the danger area for the Maneuverable Target Boat, which was located on the Neuse River. The boundary went from the boundary of the Cunningham Field Danger Area along the Southeast Band of the river, Northeast to Bombing Target 4, Northwest across the river to Latitude 35° 10' N Longitude 76° 32' W thence along the Northwest band of the river to Latitude 34° 57' 30" N Longitude 76° 48' W (Mitchell, 1945). This range was used to train aircrew in how to attack a mobile target through the use of a remote controlled boat.

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4.2 REVIEW OF HISTORICAL RECORDS

Appendix A contains a list of references of all in-text citations, along with the location of the copied document. Concentration in three areas directed the research methodology for this report:

- locating documentation concerning the military use of the site
- compiling the types, quantities and probable locations of OE and/or CWM used by the military
- collecting real estate information

Researchers searched the following locations relating to OE and CWM activities at **MCAS Cherry Point**. The research team used finding aids and records managers to assist in locating documents relevant to the research topic. The ASR team accumulated complimentary documents reviewed on **MCAS Cherry Point**, but not specifically used, with the original ASR documents. **Appendix D** contains a list of additional repositories and personnel contacted which reported no pertinent information.

4.2.1 NATIONAL ARCHIVES II – COLLEGE PARK, MARYLAND
8601 ADELPHI ROAD
COLLEGE PARK, MD 20740-6001
(301) 713-6800

4.2.1.1 TEXTUAL RESEARCH BRANCH - (301) 713-7250

The research team consulted with the archivists, reviewed finding aids, conducted research in the following records, and copied pertinent historical materials as indicated:

Record Group 71
Entry, Correspondence with Naval Districts 1947-1948, Aug 1948
Box 63
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval District 1947-1948, Dec 1947, 4th Naval District through Dec 1947, 8th Naval District
Box 25
Folder: 6th District Correspondence
Found Naval District Disposal Records of Camp Davis, MCAS Cherry Point

Record Group 71
Entry, Naval District Correspondence Files, 1952-1958
Box 1
Folder: Correspondence
Copied Letter to the District Public Works Officer, Fifth Naval

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District, SUBJECT: Contract Noy-91328 (Spec 48264) for Railroad to Ammunition Area at Marine Corps Air Station, Cherry Point, North Carolina, dated 3 October 1956; and Documentation regarding the Land Acquisition 1958 Program, Military Construction, 5th Naval District.

Record Group 71
Entry, Naval District Correspondence Files, 1952-1958, 156-ND-4, 1955 through 1958 through 156-ND-8, 1958
Box 22
Folder:
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 3
Folder: 5th Naval District
Copied Letter to the Chief, Bureau of Yards and Docks, SUBJECT: Schedule of Instruments Covering the Use of Privately-Owned Properties by Naval Activities, Fifth Naval District, Forwarding Of, dated 25 February 1957; and Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Fiscal Year 1958 MCON Program, Request for Assembly of Final Land Data, dated 19 April 1957.

Record Group 71
Entry, Naval District Correspondence
Box 11
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 12
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 16
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 18
Did not find pertinent information.

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Record Group 71
Entry, Naval District Correspondence
Box 22
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 25
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 29
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 32
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 34
Did not find pertinent information.

Record Group 71
Entry, Naval District Correspondence
Box 31
Folder: 5th Naval District
Copied Letter from Commandant, 5th Naval District, SUBJECT: Renewal of All Required Leases for Fiscal Year 1958, Request for Recommendation, dated 14 January 1957.

Record Group 71
Entry, Naval District Correspondence
Box 36
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 29
Did not find pertinent information.

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Record Group 71
Entry, Correspondence with Naval Districts
Box 32
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 38
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 43
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 48
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 52
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 53
Did not find pertinent information.

Record Group 71
Entry, Correspondence with Naval Districts
Box 49
Did not find pertinent information.

Record Group 71
Entry 1001
Box 906
Folder: C34-7-CP
Copied Letter to the Chief of the Bureau of Yards and Docks, Real Estate Division, Navy Department, SUBJECT: Practice Targets for Flight Operations, Acquisition of Land For, dated 22 March 1945; Letter to Russell Morton Brown, LT. USNR, Officer-in-Charge of Land Acquisition, U.S. Marine Corps Air Station, Cherry Point, North Carolina, SUBJECT: Negotiation

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of Leasehold Use of Free Gunnery Range, USMCAS, Cherry Point, North Carolina, dated 15 December 1943; Documentation on Public Works Program, FY 1956, for MCAS Cherry Point, dated 12 November 1954; Letter to the Chief of Naval Operations, SUBJECT: Fiscal Year 1956 Military Construction—Navy Program MCAS Cherry Point, North Carolina, Land Data Pertaining to Lands Required for Construction of Small Boat Landing Facility at Cedar Island Bridge for Use in Connection with Multi-Purpose Bombing Range, Point of Marsh, North Carolina, Submission Of, dated 29 June 1956; and Letter to BuDocks, SUBJECT: U.S. Marine Corps Air Station, Cherry Point, N.C. and Auxiliary Air Facilities—Acquisition of Bombing Target Sites For, dated 20 May 1944.

Record Group 71
Entry 1001
Box 907
Folder: C34-36-CP
Copied Letter from the Chief, Bureau of Aeronautics, SUBJECT: Inactivation of Continental Naval Air Stations, dated 4 June 1946; and Building Report of Surplus Property, Atlantic Auxiliary Air Station, dated 1946.

Record Group 71
Entry 1001
Box 908
Did not find pertinent information.

Record Group 71
Entry 1001
Box 909
Folder: Bogue
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 910
Folder: Cherry Point
Copied Letter to the Chief of the Bureau of Aeronautics, SUBJECT: Proposed Auxiliary Landing Fields and Facilities in the Vicinity of the Marine Corps Air Station at Cherry Point, North Carolina (Ltr. N9-1/(19), from ComFive to BuAer., via Budocks and Commandant, U.S. Marine Corps, dated 17 April

ACE000004055

1942; Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Proposed Marine Aviation Base, Neuse River, N.C., dated 25 April 1941; and Letter to the Judge Advocate General, SUBJECT: Acquisition of Land at Marine Air Base, Cherry Point, North Carolina, and Vicinity (Letter 6-1-42-5, from Officer in Charge, Contract Noy-4957), dated 1 June 1942.

Record Group 71
Entry 1001
Box 910
Folder: C34-36-CP-3
Copied Letter to Graham A. Barden, House of Representatives, Subject regarding MCAS Cherry Point, dated 2 September 1952; and Letter to the Chief, Bureau of Yards and Docks, SUBJECT: Out-Lease of Navy-Owned Real Property Comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, N.C., Recommendations For, dated 13 June 1950.

Record Group 71
Entry 1001
Box 911
Folder: C34-36-CP-5
Copied Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Outlying Fields, dated 7 April 1942; and Memorandum to Special Legal Matters Section, SUBJECT: Marine Corps Aviation Base, Cherry Point, North Carolina, Transfer of Jurisdiction of Certain Lands to the Navy Department from the Department of Agriculture and Change in Boundary of the Croatan National Forest, dated 7 May 1942.

Record Group 71
Entry 1001
Box 912
Folder: C34-36-CP-7
Copied Letter to the Chief of the Bureau of Yards and Docks, Real Estate Division, SUBJECT: North Carolina, Craven County, 832.9 Acres of Land, Magazine Storage Area to Marine Corps Aviation Base, Cherry Point, Civil No. 81, dated 17 September 1942; and Letter to the Chief of the Bureau of Supplies and Accounts, SUBJECT: Check in Payment of 832.9

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Acres of Land, More or Less, in Craven County, North Carolina, for the Establishment of a Magazine Storage Area for Use in Connection with the Marine Corps Air Base, Cherry Point, North Carolina, dated 19 March 1942.

Record Group 71
Entry 1001
Box 913
Folder: Kingston
Copied Letter to Commanding General, U.S. Marine Corps Air Station, Cherry Point, North Carolina, SUBJECT: Acceptance of Jurisdiction from the State of North Carolina, dated 1 March 1954.

Record Group 71
Entry 1001
Box 913
Folder: C34-36-CP-8
Copied Building Report of Surplus Property, Kingston Auxiliary Air Station, dated 3 July 1946.

Record Group 71
Entry 1001
Box 914
Folder: C34-36-CP-9
Copied Letter to the Chief, Bureau of Yards and Docks, SUBJECT: Land Acquisition, Marine Corps Air Station, Cherry Point, North Carolina, dated 4 May 1951; and Letter to the Chief of the Forest Service, dated 8 May 1951.

Record Group 71
Entry 1001
Box 914
Folder: C34-36-CP-10
Copied Letter with Endorsements to the Chief, Bureau of Yards and Docks, SUBJECT: MCAS, Cherry Point, N.C., Proposed Acquisition of 240 Acres of Land, Known as Cat Island, Maw Point, and Pamlico Point, N.C., for Gunnery and Bombing Ranges Land Data Pertaining To, dated
8 August 1955; Speedletter to the Chief, Bureau of Yards and Docks, SUBJECT: Marine Corps Air Station, Cherry Point, North Carolina, Acquisition of 240 Acres of Land Known as Cat Island, Maw Point, and Pamlico Point, North Carolina – Civil No. 442, dated 8 May 1956; Memorandum, SUBJECT: Cat Island, North Carolina, Practice Bombing Target for NAS,

ACE000004057

Cherry Point, Request for Opinion on Proposed Revestment of Title, dated 12 July 1957; Letter to the Chief of Civil Engineers, SUBJECT: Marine Corps Air Station, Cherry Point, North Carolina, Cat Island Practice Bombing Target, Proposed Revestment of Title in the Former Owners, dated 4 October 1957; Excerpts of Correspondence Relative to Leaseholds Pertaining to Cat Island, Bogue Sound, Carteret County, North Carolina, dated 8 February 1957; and Letter to Senator W. Kerr Scott, dated 27 April 1956.

Record Group 71
Entry 1001
Box 915
Folder: S-34-36-CP
Copied Letter to the District Public Works Officer, Fifth Naval District, SUBJECT: MCAS Cherry Point, N.C., Survey Request No. 79-57, dated 20 December 1957.

Record Group 71
Entry 1001
Box 935
Folder: Real Property Case Files, New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 936
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 937
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 938
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

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Record Group 71
Entry 1001
Box 939
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 940
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 1001
Box 941
Folder: Real Property Case Files New River
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry, Report on Army Facilities Acquisition, 1944
Box 1
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 74A
Box 1, NARS-1
Did not find pertinent information or information not previously retrieved.

Record Group 71
Entry 74A
Box 2, Masbate Harbor PI to La Pallice, France
Did not find pertinent information.

Record Group 71
Entry 74A
Box 3, Casablanca to Pusan, Korea, NARS A-1
Did not find pertinent information.

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Record Group 71
Entry 74A
Box 4, Iliuliuk Base, Dutch Harbor, AL, NARS A1
Did not find pertinent information.

Record Group 71
Entry 74A
Box 5, Habbakuk
Did not find pertinent information.

Record Group 71
Entry 74A
Box 6, Misc. Bases, including Iceland
Did not find pertinent information.

Record Group 72
Entry 59A-2624
Box 1
Folder: Correspondence, Reports
Copied Monthly Status Report of Naval Aircraft, dated 31 December 1945.

Record Group 74
Entry, 9218
Box 34
Folder: General Correspondence 1907-1949
Did not find pertinent information.

Record Group 74
Entry, 9218
Box 88
Folder: General Correspondence 1907-1949
Did not find pertinent information.

Record Group 74
Entry 25
Box 808
Folder: KV9, General Correspondence, 1944
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Pyrotechnics, Request For, dated 22 November 1944; Letter to the Commandant, United States Marine Corps, SUBJECT: Former Frontier Base, Morehead City, N.C.—Transfer of Magazine Area to Marine Corps Air Station, Cherry Point, NC, dated 21 December 1944; Letter to the Commanding Officer, Marine Corps Air Station, Cherry Point,

ACE000004060

SUBJECT: Set, Gas Identification (Detonation, Issues Of, dated 11 December 1944; Wing Memorandum Number 113-1944, Units Comprising Ninth Marine Aircraft Wing, dated 31 October 1944; and Letter to the Chief of the Bureau of Ordnance, SUBJECT: Ammunition, dated 14 November 1944.

Record Group 74
Entry 25
Box 809
Folder: General Correspondence, 1944
Did not find pertinent information or information not previously retrieved.

Record Group 74
Entry 25
Box 198
Folder: KK/A3
Copied Letter from the Chief of Naval Operations, SUBJECT: Marine Corps Operating Force Plan, Fiscal Year 1946, dated 20 October 1944.

Record Group 74
Entry 25
Box 200
Folder: Bu Ord, General Correspondence, 1942
Did not find pertinent information or information not previously retrieved.

Record Group 74
Entry 25
Box 425
Folder: Bu Ord, General Correspondence, 1942
Did not find pertinent information or information not previously retrieved.

Record Group 74
Entry 25
Box 361
Folder: KV9, Bu Ord General Correspondence, 1943
Copied Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Marine Corps Air Station, Cherry Point, North Carolina—Magazines for Outlying Fields Of, dated 3 May 1943.

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Record Group 74
Entry 25
Box 452
Folder: KV9, Bu Ord General Correspondence, 1943
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Trap Shooting Equipment—Request For, dated 11 September 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report N.Ord.41-b—Submission Of in Letter Form, dated 26 July 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Marine Corps Air Station, Cherry Point, (Letter F41/S79, Ser. 1603, dated 22 October 1943), dated 29 October 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Request for Inert Fuzes, dated 15 October 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Chemical Warfare Training Equipment, Request For, dated 19 November 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Chemical Warfare Training Equipment, Request For, dated 17 December 1943; and Letter to the Chief of the Bureau of Ordnance, SUBJECT: Practice Aerial Mines and Torpedoes, Request For, dated 30 November 1943.

Record Group 74
Entry 25
Box 453
Folder: KV9, Bu Ord General Correspondence, 1943
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Ordnance Material, Request For, dated 14 January 1943; Letter to the Chief of the Bureau of Ordnance, SUBJECT: "Service-for-Aircraft" Ammunition Allowance, Request For, dated 19 May 1943; and Letter from the Planning Division, Bureau of Aeronautics, SUBJECT: Marine Corps Auxiliary Air Facilities, Atlantic, Bogue, and Oak Grove, North Carolina (under Marine Corps Air Station, Cherry Point)—Expansion of, dated 13 May 1943.

Record Group 74
Entry 25
Box 498
Folder: Bu Ord, General Correspondence, 1944
Did not find pertinent information or information not previously retrieved.

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Record Group 74
Entry 1001
Box 125
Folder: L11-3/KV
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Disposition of Ammunition, Request For, dated 18 August 1948; and Letter to the Commanding General, MCAS Cherry Point, SUBJECT: Ammunition, Disposition Of, dated 1 September 1948.

Record Group 74
Entry 4444
Box 193
Folder: KV, Construction & Proc Files, 1946
Copied Letter to the Commanding General, Marine Corps Air Bases, Cherry Point, SUBJECT: Marine Corps Auxiliary Air Station, Kingston, N.C.—Reduction in Status Of, dated 16 April 1946; and Letter to the Commander, Marine Corps Air Station, Cherry Point, SUBJECT: MCAAS Atlantic, N.C.—Reduction to Caretaker Status Of, dated 1 February 1946.

Record Group 74
Entry 4444
Box 194
Folder: KV, Bu Ord Construction & Proc Files, 1946
Copied Message to Commanding Officer, Marine Corps Air Station, Cherry Point, dated 22 July 1946; and Wing Special Order Number 46-1946, Transfer of Marine Aircraft Group Fourteen, dated 8 July 1946.

Record Group 74
Entry 1529
Box 1078
Folder: KV9, Construction & Proc Files, 1945
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Stowage, Distribution Of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material, N. Ord. 272 and 272-A, dated 2 January 1945; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Bomb Type Ammunition Allowance, Revision Of, dated 21 August 1945; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Obsolete and Unserviceable Aircraft Bomb Type Ammunition, Report On, dated 31 August 1945; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Disposition of Obsolete Bombs, Request For, dated

ACE000004063

4 September 1945; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Service Bomb Type Ammunition, Request For, dated 3 October 1945; Letter to Commanding Officer, U.S. Marine Corps Air Station, Cherry Point, SUBJECT: Ammunition—Stowage Of, dated 18 May 1945; Message to the BUORD, Washington, dated 1 November 1945; and Message to the BUORD, Washington, dated 27 September 1945.

Record Group 74
Entry 1003A
Box 114
Folder: KV, General Correspondence, 1948-1949
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Allowances of Service Munitions for Marine Corps Air Stations, dated 1 March 1948; and Letter to the Commanding Officer, Naval Mine Depot, Yorktown, VA, SUBJECT: USMCAS, Cherry Point, N.C., Shipment Request From, dated 18 October 1948.

Record Group 74
Entry 1003A
Box 476
Folder: KV, General Correspondence, 1949
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Stowage, Distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material for the Period Ending 31 December 1948, Dated 6 January 1949.

Record Group 74
Entry 1003A
Box 125
Folder: L11-3/KV
Copied Letter to Commanding General, MCAS Cherry Point, SUBJECT: Smoke Drums, Disposition Of, dated 19 February 1948.

Record Group 74
Entry 1529
Box 1079
Folder: Construction & Proc, 1945
Did not find pertinent information or information not previously retrieved.

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Record Group 74
Entry 5595
Box 130
Folder: KV, Construction & Proc, 1947
Copied Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Storage, Distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material for the Period Ending 31 December 1946, dated 2 January 1946; Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Storage, Distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material for the Period Ending 31 March 1947, dated 10 April 1947; and Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Storage, Distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material for the Period Ending 30 September 1947, Dated 8 October 1847.

Record Group 77
Entry, Sec Class Subs Files
Box 308
Folder: Camp Davis
Did not find pertinent information or information not previously retrieved.

Record Group 77
Entry, General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 51
Folder: Airfields
Did not find any pertinent information.

Record Group 77
Entry General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 52
Folder: Airfields
Did not find any pertinent information.

Record Group 77
Entry General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 53
Folder: Airfields
Did not find any pertinent information.

ACE000004065

APPENDIX C

CITED REFERENCES

APPENDIX C - CITED REFERENCES

C-1 Barker, H. T.
1942 Letter to Chief of the Bureau of Aeronautics, SUBJECT: Proposed auxiliary Landing Fields, and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina, -- Ltr. N9-1/(19), from ComFive to BuAer., via Budocks and Commandant, U S Marine Corps, dated 17 April 1942. RG 71, Entry 1001, Box 910, File Cherry Point, National Archives - College Park, College Park, MD.

C-2 Blackmun, A. W.
1962 Letter to District Engineer, Wilmington, SUBJECT: MAW/MAYS Point bombing Target: requirement for, dated 7 November 1962. History Office, MCAS Cherry Point, NC.

C-3 Boundy, J. W.
1943 Memorandum Report of Visit to OTS-8, Marine Corps Air Station, Cherry Point, N. C., by LT. COMDR, Boundy, LT. COMDR. Sosnoski, Major West and LT. Reynolds, 15-16 April 1943, 19 April, 1943. RG 181, Entry 2191, Box 5, File: Bldgs, National Archives - Southeast Region, East Point, GA.

C-4 Brucker, Wilber M.
1960 Part 204 - Danger Zone Regulations, Pamlico Sound, Bogue Sound, and Adjacent Waters, North Carolina, 3 October 1960. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-5 Carl, M. E.
1966 Air Station Order P3125.1E, Air Operations Manual, US Marine Corps Air Station, Cherry Point, 13 August 1966. Marine Corps Historical Center, Command Chronologies, Washington Navy Yard, Washington, DC.

C-6 Carraway, Gertrude S.
1946 The Flying Marines, United States Marine Corps Air Station, Cherry Point, North Carolina, March 1946. History Office, MCAS Cherry Point, NC.

C-7 Caulkins, D. P.
1943 Letter to the Chief of the Bureau of Ordnance, SUBJECT: Trap Shooting Equipment - Request for, dated 11 September 1943. RG 74, Entry 25, Box 452, File KV9, National Archives - College Park, College Park, MD.

ACE000004067

C-8 Clexton, E. W.
1946 Letter to Commanding General, Marine Corps Air Bases, Cherry Point, SUBJECT: Marine Corps Auxiliary Air Station, Kinston, N.C. - Reduction in Status of, dated 16 April 1946. RG 74, Entry 4444, Box 193, File KV, National Archives - College Park, College Park, MD.

C-9 Conradt 1, P. E.
1945 Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Stowage, distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material, N. Ord. 272 and 272-A, dated 2 January 1945. RG 74, Entry 1529, Box 1078, File KV9, National Archives - College Park, College Park, MD.

C-10 Conradt 2, P. E.
1945 Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Practice Targets for Flight Operations, Acquisition of Land for, dated 22 Mar 1945. RG 71, Enjtry 1001, Box 906, Folder: Cherry Point, C34-7-CP, National Archives - College Park, College Park, MD.

C-11 Cotter, C. R.
1941 Letter to Chief of the Bureau of yards and Docks, SUBJECT: Proposed Marine Aviation Base, Neuse River, N. C., dated 25 April 1941. RG 71, Entry 1001, Box 910, File Cherry Point, National Archives - College Park, College Park, MD.

C-12 Courtney, John J.
1943 Letter to Russell Morton Brown, Lt. USNR, Officer-in-Charge of Land Acquisition, U. S. Marine Corps Air Station, Cherry Point, North Carolina, SUBJECT: Negotiation of Leasehold Use of Free Gunnery Range, USMCAS, Cherry Point, North Carolina, dated 15 December 1943. RG 71, Entry 1001, Box 906, File C-34-7-CP, National Archives - College Park, College Park, MD.

C-13 Cowie, F. G.
1950 Letter to District Engineer, SUBJECT: Establishment of Restricted Area in Vicinity of U.S. Marine Corps Air Station, Cherry Point, NC, dated 30 November 1950. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-14 Crenshaw, R. S.
1945 Letter to Commandant, US Coast Guard, SUBJECT: Danger Areas in General Vicinity of Pamlico Sound, Pamlico River, Neuse River, Core Sound and Bogue Sound, dated 23 May 1945. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

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C-15 Cushman, T. J.
1945 Letter to Commandant Fifth Naval District, SUBJECT: Surface Danger Areas, Modification of, request for, dated 21 June 1945. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-16 Cushman, T. J.
1946 Letter to the Chief of Naval Operations, Aviation History Unit, SUBJECT: Historical Report, transmittal of, dated 17 October 1946. Naval Aviation Historical Office, Washington Navy Yard, Washington, DC.

C-17 Department of Defense
1972 Executive Order 11508, Real Property Survey, extract of MCAS, Cherry Point, May 1972. Headquarters, US Marine Corps, Installation Restoration Program Office, Washington, DC.

C-18 Dyson, G . P.
1946 Letter to Commander, Marine Corps Air Station, Cherry Point, SUBJECT: MCAAS Atlantic, N.C. - Reduction to Caretaker Status of, dated 1 February 1946. RG 74, Entry 4444, Box 193, File KV, National Archives - College Park, College Park, MD.

C-19 Haring, E. E.
1945 Letter to The Commandant, U.S. Coast guard, Washington, DC, SUBJECT: Restricted Area at Bogue Sound - Request for, dated 5 May 1945. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-20 Haring, E. E.
1945 Letter to Commandant, Fifth Naval District, SUBJECT: Surface Danger Area, Modification of, request for, dated 22 June 1945. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-21 Hartranft, J. B. Jr.
1945 Notes of Meeting No. 618, Interdepartmental Air Traffic Control Board, 18 May 1945. RG 71, Entry 1013, Box 2, National Archives - College Park, College Park, MD.

C-22 Hewitt, T. J.
1950 Public Notice on establishment of danger zone in the vicinity of Raccoon Key, 4 December 1950. Danger Zone File, Environmental Office, Wilmington District, USACE, Wilmington, NC.

ACE000004069

C-23 Hill, W. P. T.
1950 Letter to Chief, Bureau of Yards and Docks, SUBJECT: Out-Lease of Navy-Owned Real Property comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, N. C.; recommendations for, dated 13 June 1950. RG 71, Entry 1001, Box 910, File C34-36-CP-3, National Archives - College Park, College Park, MD.

C-24 Holmberg, J. S.
1953 Letter to Commandant, Fifth Naval District, SUBJECT: Target Surface Danger Areas in Pamlico Sound, NC, establishment of, dated 21 Dec 1953. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-25 Hussey, G. F. Jr.
1944 Letter to Commanding Officer, Marine Corps Air Station, Cherry Point, SUBJECT: Set, Gas Identification (Detonation), Issues of, dated 11 December 1944. RG 74, Entry 25, Box 808, File KV9, National Archives - College Park, College Park, MD.

C-26 Jacobs, Florence K.
1945 History of U. S. Marine Corps Air Station, Cherry Point, North Carolina, 1941 - 1945 compiled by Florence K Jacobs, 1st Lieut. USMCWR, Air Station Historical Officer. RG 127, Entry 18A, Box 1580, File: Cherry Point, National Archives - College Park, College Park, MD.

C-27 Khoury, C. R.
1952 Letter to Wilmington District Engineer, SUBJECT: Establishment of a restricted area, dated 17 October 1952. Danger Zone Files, Environmental Office,, Wilmington District, USACE, Wilmington, NC.

C-28 Koonce, A. C.
1951 Letter to District Engineer, SUBJECT: Danger areas prescribed by the Civil Aeronautics Board, indications of on nautical charts and inclusion of in Danger Zone Regulations, information concerning, dated 9 Apr 1951. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-29 Larkin, Claude A.
1943 Letter to Commandant, U S Marine Corps, SUBJECT: Chemical Warfare Personnel and Training, dated 3 November 1943. RG 127, Entry 18B, Box 249, File 1310, National Archives - College Park, College Park, MD.

C-30 MCAS Cherry Point
1975 Portions of AirStaO 3570.2E, 4 June 1975. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

ACE000004070

C-31 Mason. F. A.
1951 Letter to Chief of Forest Service, dated 8 May 1951. RG 71, Entry 1001, Box 914, File C34-36-CP-9, National Archives --College Park, College Park, MD.

C-32 Miller, I. W.
1949 Letter to the Office of the Chief of Naval Operations, SUBJECT: Semi-Annual Supplement to Original Historical Report of MCAS, Cherry Point, NC, forwarding of, dated 29 July 1949. Naval Aviation Historical Office, Washington Navy Yard, Washington, DC.

C-33 Mitchell, R. J.
1946 Letter to the Chief of Naval Operations, SUBJECT: Administrative History, Preparation of, dated 26 April 1946. Naval Aviation Historical Office, Washington Navy Yard, Washington, DC.

C-34 Morrison, L. A.
1942 Letter to Chief of the Bureau of Supplies and Accounts, SUBJECT: Check in payment of 832.9 acres of land, more or less, in Craven County, North Carolina, for the establishment of a magazine storage area for use in connection with the Marine Corps Air Base, Cherry Point, North Carolina, dated 19 March 1942. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives - College Park, College Park, MD.

C-35 Nelson. R. D.
1992 Letter to Director of Operations (EOD), SUBJECT: Request for Explosive Ordnance Disposal Support at MCOLF Oak Grove, dated 21 September 1992. EOD, MCAS Cherry Point, NC.

C-36 Schilt, C. F.
1943 Letter to Chief of the Bureau of Ordnance, SUBJECT: Chemical Warfare Training Equipment, request for, dated 19 November 1943. RG 74, Entry 25, Box 452, File KV9, National Archives - College Park, College Park, MD.

C-37 Schilt, C. F.
1944 Wing Memorandum Number 113-1944, Units Comprising Ninth Marine Aircraft Wing, 31 October 1944. RG 74, Entry 25, Box 808, File KV9, National Archives - College Park, College Park, MD.

C-38 Smith, R. E. Jr.
1966 Air Station Order P1500.2D, Training Manual, Marine Corps Air Station, Cherry Point, 24 March 1966. Marine Corps Historical Center, Command Chronologies, Washington Navy Yard, Washington, DC.

ACE000004071

C-39 Stevens, Robert T.
1953 Danger Zone Regulations, 204.55 Pamlico Sound, Bogue Sound, and Adjacent Waters, NC; danger zones for Marine Corps operations, 24 Nov 1953. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-40 Swigart, O. R.
1947 Letter to District Engineer, SUBJECT: Bombing Target #7 Located in Lat. 35-19-00 N Long 76-16-15 W Disestablishment of, dated 11 September 1947. Danger Zone Files, Environmental Office, Wilmington District, USACE, Wilmington, NC.

C-41 Taber, R. B.
1977 Air Station Order P1500.12, Training Manual, MCAS Cherry Point, 14 September 1977. Training Office, MCAS Cherry Point, NC.

C-42 Thompson, T. B.
1944 Letter to BuDocks, SUBJECT: U. S. Marine Corps Air Station, Cherry Point, N.C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for, dated 20 May 1944. RG 71, Entry 1001, Box 906, File C-34-7-CP, National Archives - College Park, College Park, MD.

C-43 Tiencken, W. P.
1943 Memorandum to Special Legal Matters Section, SUBJECT: Marine Corps Aviation Base, Cherry Point, North Carolina, transfer of jurisdiction of certain lands to the Navy Department from the Department of Agriculture and Change in Boundary of the Croatan National Forrest, dated 7 May 1943. RG 71, Entry 1001, Box 911, File C34-36-CP-5, National Archives - College Park, College Park, MD.

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APPENDIX C-1

Barker, H. T., 1942

Letter to Chief of the Bureau of Aeronautics, SUBJECT: Proposed auxiliary Landing Fields, and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina, – Ltr. N9-1/(19), from ComFive to BuAer., via Budocks and Commandant, U S Marine Corps, dated 17 April 1942

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Authority 974372
By TJ NARA Date 10 7 98

KVS/A1-1

F-4-1/FRK/li First Endorsement

APR 25 1942

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

Via : Commandant, U.S. Marine Corps.

Subject: Proposed Auxiliary Landing Fields and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina. -- Ltr. N9-1/(19), from ComFive to BuAer., via Budocks and Commandant, U.S. Marine Corps, dated April 17, 1942.

1. Forwarded. The basic letter contains recommendations for the acquisition of outlying landing fields in connection with the Marine Corps Air Station at Cherry Point, North Carolina. The suggested areas for development are (1) Racoon Farm, (2) Bogue Sound, (3) Belgrade, (4) Edward, and (5) Kinnesett Beach.

2. The Bureau of Yards and Docks is prepared to perform the necessary acquisition activities if they are to be acquired and if directives thereon are received.

3. The return of all papers to this Bureau is requested.

[illegible]
By direction of Chief of Bureau

CC - Commandant, Fifth Naval District
CC - CO, Marine Corps Air Station, Cherry Point, N.C.

CC - Comdr. Hewes

L. A. Morrison
7 OCT 98

DECLASSIFIED
Authority 974372
By IL NARA Date 10798

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO No.

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D. C.

July 13, 1942

MEMORANDUM TO THE REAL ESTATE FILES:

Subject: Outlying fields, Cherry Point Marine Aviation Base, North Carolina.

1. Lieutenant, Junior Grade, Batchelder of the Bureau of Aeronautics advised this morning that the following constitutes the classifications of the various proposed outlying fields for the Cherry Point Marine Aviation Base.

(a) Fields for which recommendations have gone forward and are to be acquired.
(1) Atlantic.
(2) Bogue Sound.

(b) Fields which are to be acquired but which must await funds which are to be requested from future appropriations.
(1) Oak Grove.
(2) Edward.

(c) Fields which may be recommended at a later date but at present are very uncertain.
(1) Belgrade.
(2) Site No. 5.

(d) Fields, the acquisition of which is definitely abandoned - Sites Nos. 1, 2, 3, 4, 9 and 10.

ORK

CC - Mr. Matullo

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By IL NARA Date 10 98

HEADQUARTERS, FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk, Virginia

April 27, 19[illegible]

From:

[redacted]

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Authority 974372
By TJ NARA Date 10798

HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk, Virginia

29-1/(19)

April 17, 1942

From: Commandant, Fifth Naval District,
To: Chief of the Bureau of Aeronautics.
Via: 1. Chief of the Bureau of Yards and Docks.
2. Commandant, U. S. Marine Corps.

Subject: Proposed Auxiliary Landing Fields and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina.

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4. All sites selected for development are favorably located with respect to transportation, with Racoon Farm, Belgrade and Edward close to both railroad and highway facilities, and Bogue Sound and Minnesott close to highways.

5. The total estimated cost of constructing the five fields selected for development for the Marine Corps Air Station at Cherry Point is $3,750,000. These estimates are necessarily rough, and individual items may vary considerably with the varied site conditions. The basis of the estimates follows:

Item	Description	Estimated Cost per Field
(a)	Runways (S), each 150' x 3500' includes clearing, grading and necessary drainage	$ 420,000
(b)	Temporary quarters for 132 men and 24 officers, and miscellaneous	83,000
(c)	Temporary shop buildings and equipment	25,000
(d)	Gasoline storage, two 5,000 gal. tanks, 3 pump pits	15,000
(e)	Camouflage (includes runways) and splinter-protection	47,000
(f)	High explosive storage, fuse and detonator, small arms magazine, machine gun butts	25,000
(g)	Utilities - water, sewers, light, power and heat	50,000
(h)	Access and site roads	35,000
(i)	Acquisition of land	50,000
	Estimated cost of 1 field	$ 750,000

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By IJ NARA Date 10 79

HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk, Virginia

April 17, 1942

From: Commandant, Fifth Naval District,
To: Chief of the Bureau of Aeronautics.
Via: 1. Chief of the Bureau of Yards and Docks.
2. Commandant, U. S. Marine Corps.

Subject: Proposed Auxiliary Landing Fields and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina.

Estimated cost of 5 fields @ $750,000 each	$ 3,750,000
Estimated cost of engineering design	$ 100,000

6. It is recommended that funds in the amount of $3,750,000 for constructing five outlying fields be made available as a change order to Contract NOy-4957, T. A. Loving Company and Associates. this contractor now has competent personnel and available equipment in the area to effect the proposed construction in the minimum of time. (Note: It is understood that $900,000 is now available for allocation, having been included in the 1943 Appropriation Bill).

7. It is also recommended that funds in the amount of $100,000 be made available as a change order to Contract NOy-4955, Olsen and Deitrick, Carr and Greiner, for the architectural and engineering services. This contractor has the necessary force now engaged in the design of the Marine Corps Air Station at Cherry Point.

8. Pending final action on these projects for additional outlying fields, it is recommended that:

(a) Immediate allotment totaling $50,000 be made available for preliminary work as change order to Contract NOy-4957.

(b) Immediate allotment of $50,000 be made available for preliminary design work as change order to Contract NOy-4955.

(c) The Commandant, Fifth Naval District, be authorized by dispatch to open negotiations with various land owners for acquisition of required property.

(d) Request be made to an available qualified Federal agency for the services of competent personnel to appraise the selected sites, including rights of way thereto.

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By TJ NARA Date 10798

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...No.
...-1/(18)

HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk, Virginia

April 17, 1942

From: Commandant, Fifth Naval District,
To: Chief of the Bureau of Aeronautics.
Via: 1. Chief of the Bureau of Yards and Docks.
2. Commandant, U. S. Marine Corps.

Subject: Proposed Auxiliary Landing Fields and Facilities in the vicinity of the Marine Corps Air Station at Cherry Point, North Carolina.

(e) Priority ratings be assigned to the projects.

(f) Dispatch approval of recommended immediate and final action is requested.

9. Development of Coastal Patrol outlying fields, including a proposed field at Turkey Point, is being covered by separate correspondence.

C. W. Porter
By direction

CC:- CO, NAS, Norfolk (with inc. (A))
Superintending Civil Engineer, Area No. III (with inc. (A))
CO, Marine Corps Air Station, Cherry Point, N.C. (with inc. (A))
RO, cont. NOy-4957, Cherry Point, N.C. (with inc. (A))

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By TJ NARA Date 10 798

IN REPLY ADDRESS
THE JUDGE ADVOCATE GENERAL OF THE NAVY
AND REFER TO NO.
[illegible]/N1-13(410805)U

CLT

DEPARTMENT OF THE NAVY

OFFICE OF THE JUDGE ADVOCATE GENERAL

WASHINGTON, D. C.

DEC 16 1941

From: The Judge Advocate General of the Navy.
To: The Chief of Naval Operations.

Subject: Acquisition of 7,582.2 acres of land, more or less, in Craven County, North Carolina, by condemnation.

1. Pursuant to authority contained in the Act of Congress approved July 14, 1941 (55 Stat., 592) and July 3, 1941 (55 Stat., 541), the United States of America instituted condemnation proceedings for the acquisition of the subject land for the establishment of a Marine Corps Air Base at Cherry Point, North Carolina.

2. The title to the land was acquired through judgment on declaration of taking filed [illegible] 20, 1941, in the District Court of the United States for the Eastern District of North Carolina, in the case of the United States of America v. 7,582.2 acres of land in Craven Co., North Carolina, Col. Charles [illegible], et al.
The sum of $104,869.00 was deposited into the Registry of the Court on that date as the estimated just compensation.

3. The Attorney General, in his letter of Dec. 4, 1941, states that a valid title [illegible] the United States, [illegible] October 1, 1941.

4. It is requested that the clearance of the above-mentioned land be obtained through the Real Estate Section, Public Buildings Administration, Federal Works Agency, and forwarded to this office for its records.

[illegible] B. [illegible]

CC - Comm 5
Budocks
Maj.Gen.Comdt, Marine Corps.

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By TJ NARA Date 10798

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CEP/gm

5th Endorsement
Navy Department

DEC 11 1941

From: The Secretary of the Navy
To: The Chief of the Bureau of Aeronautics

Subject: Marine Corps Air Base, Cherry Point, North Carolina - designation of permanent facilities.

1. Returned.

2. The Marine Corps Air Base, Cherry Point, North Carolina, is hereby designated as a permanent establishment within the meaning of Public Law Number 150, 77th Congress, Chapter 273, First Session (55 Stat., 541).

James Forrestal
Acting

CC - Opnav
Budocks
MajGenComdt

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OFFICE OF THE SECRETARY
DECLASSIFIED
Authority 974372
By IL NARA Date 10798

DEPARTMENT OF THE NAVY

WASHINGTON

Sir:

DEC 4 1941

Reference is made to your letter dated October 29, 1941, requesting that appropriate action be taken by the Navy Department to make possible the acquisition of the fee simple title of the Jones-Onslow Electric Membership Corporation of certain lands within the Marine Corps Training Area, Onslow County, North Carolina, and the Marine Corps Air Base, Cherry Point, Craven County, North Carolina.

By letter dated August 12, 1941, the Judge Advocate General forwarded to the Commandant, Fifth Naval District, a form of permit to the Jones-Onslow Electric Membership Corporation for the construction, operation, and maintenance of a power plant and other facilities for the purpose of providing electric service to the Marine Barracks, New River, North Caroline (Marine Corps Training Area, Onslow County, North Carolina). This permit has not yet been returned executed by the permittee. The permit authorizes the corporation to use the same property which your letter requested be deleted from the declaration of taking covering the Marine Corps Training Area acquisition.

The title to the Marine Corps Training Area in Onslow County was vested in the United States on April 26, 1941, and the title to the Marine Corps Air Base at Cherry Point was vested in the United States on September 26, 1941. Since the titles to the subject properties have already become vested in the United States for use by the Navy Department, on the basis of the facts submitted in your letter, the Navy Department knows of no legal authority whereby it can divest the title of the United States to this property except by authority of the Congress. Even if this should be done, the result would be a small area completely surrounded by property under the jurisdiction of the Navy Department, access to which could be obtained only by means of a revocable permit from the Navy Department.

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By IL NARA Date 10 7 98

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The Navy Department regrets that it cannot accede to your request in this matter. However, in view of the above, and for the further reason that the greatest use of the power plant and facilities erected by the Jones-Onslow Electric Membership Corporation will be for the benefit of the Marine Corps Base, it is not believed that the interest of the corporation will be prejudiced by the fact that their rights exist only through a revocable permit issued by the Navy Department.

Respectfully,

[redacted]

The Honorable
The Under Secretary of Agriculture

CC: OPNAV
MARCORPS
BUDOCKS

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By IL NARA Date 10798

RKS DEPARTMENT
NAVAL OPERATING BASE
NORFOLK, VIRGINIA

July 25, 1941

KP136/ND5

From: Officer in Charge of Construction, Cherry Point Marine Air Base, N. C.
To: Chief of the Bureau of Yards and Docks.
Via: Commandant, Fifth Naval District

Subject: Acquisition Data for All Lands Included in Proposed Marine Corps Air Base at Cherry Point, Craven County, North Carolina.

Reference: (a) OIC; Cont. NOy-4750 ltr. to BuDocks, NOy-4750, dated 12 July, 1941.
(b) Res. Off. NOy-4750 ltr. of July 18, 1941, to BuDocks via PWO, NOB, Norfolk, Va., forwarding 26 signed options.
(c) Res. Off. NOy-4750 ltr. of July 18, 1941, to BuDocks via PWO, NOB, Norfolk, Va., forwarding 8 signed options.

Enclosures:
(A) Boundary description of subject area, in duplicate.
(B) Appraisal assemblies of subject land, in duplicate.
(C) Revised VanDyke of 7-25-41 of Ownership Maps of Proposed Cherry Point Marine Aviation Base, Craven Co., N. C. - U. S. Forest Service
(D) Schedule of options on subject property with executed copies in triplicate attached, except those forwarded by references (b) and (c)

1. Enclosures are forwarded for use in preparation of a Declaration of Taking for subject Air Base.

2. Previous VanDyke submitted in reference (a) is supplemented by enclosure (C).

3. By references (b) and (c) a total of 34 signed options were forwarded for consideration.

E. W. C. Nice
By direction

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[illegible]

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By IWJ NARA Date 10 79

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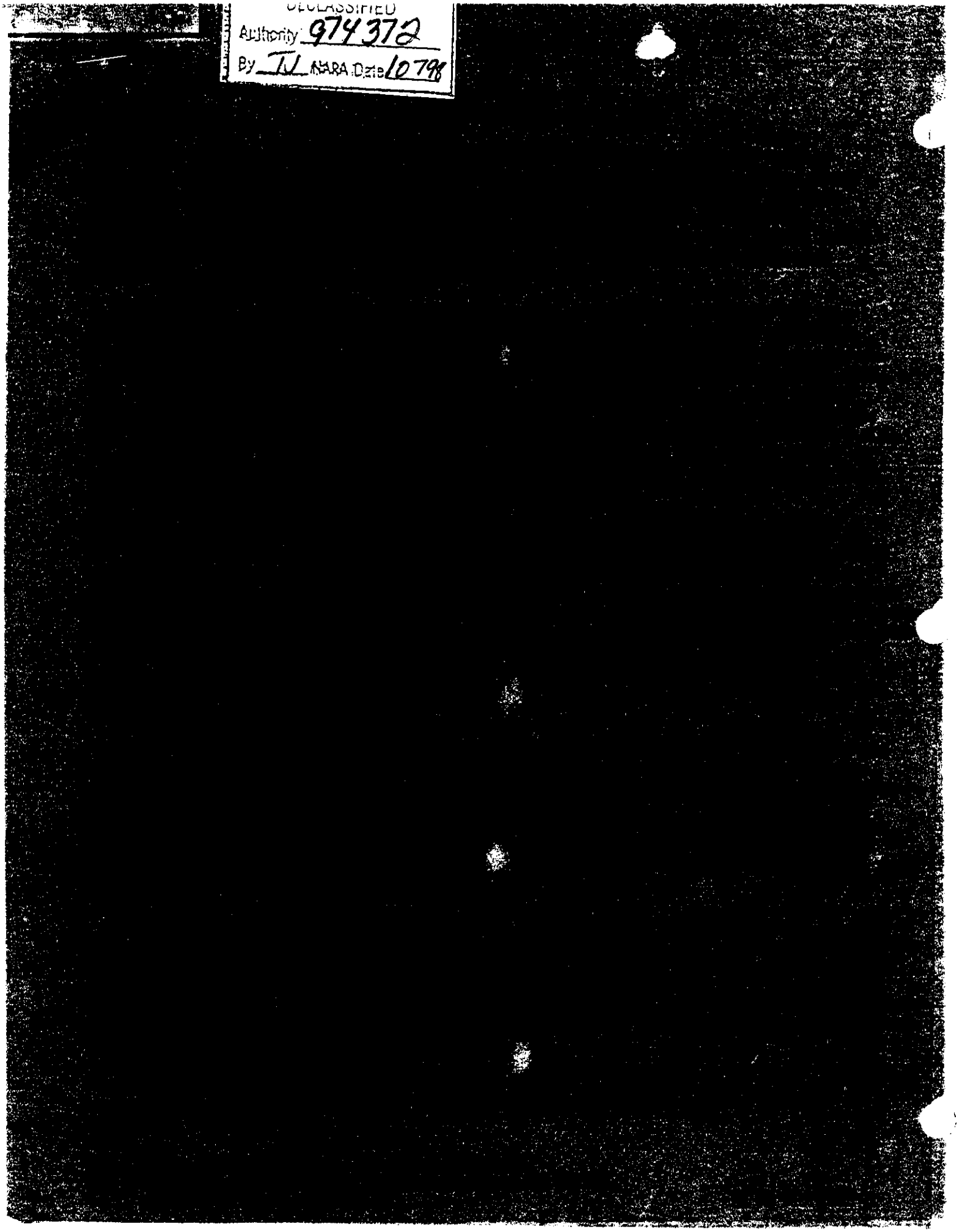

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By IL NARA Date 10798

Op-30D1-EP
NA/N1-13(410805)
Serial 420130

5th Endorsement
Navy Department August 7, 1941

From: The Chief of Naval Operations.
To: The Secretary of the Navy. (Judge Advocate General)

Subject: Acquisition of land in connection with proposed Marine Corps Air Base, Cherry Point, Craven County, N. C. (OinCC, Cherry Point Marine Air Base, N. C. ltr KP136/ND5 dated July 25, 1941 to BuY&D via Com 5)

1. Forwarded, concurring in the recommendations of the Chief of Bureau of Yards and Docks as contained in the first endorsement.

ALEX SHARP
By direction

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By TJ NARA Date 10798

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Headquarters Marine Corps
Washington, D. C.
August 5, 1941

From: The Major General Commandant
To: The Secretary of the Navy (Judge Advocate General)
Via: The Chief of Naval Operations.

Subject: Acquisition of land in connection with proposed Marine Corps Air Base, Cherry Point, Craven County, N.C.

Reference: (a) OIC Construction, Cherry Point ltr KP136/ND5 to Budocks of July 25, 1941, attached.

1. Forwarded, concurring in the recommendation of the Chief of the Bureau of Aeronautics.

Seth Williams
Seth Williams,
By direction.

Copy to: The Quartermaster

N 7/N1-12(410405)

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By IL NARA Date 10 79

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[redacted]

3rd Endorsement

From: The Chief of the Bureau of Aeronautics.
To: The Secretary of the Navy (Judge Advocate General).

Via: (1) The Major General Commandant, U. S. Marine Corps.
(2) The Chief of Naval Operations.

Subject: Acquisition of land in connection with proposed Marine Corps Air Base, Cherry Point, Craven County, N. C. -- Ltr KP136/ND5 from the OinCC, Cherry Point Marine Air Base, N. C., dated 25 July 1941.

1. Forwarded.

2. This Bureau concurs in the contents of the second endorsement and also recommends that the Judge Advocate General be authorized to take the action necessary to acquire the tract containing approximately 8046.8 acres for the proposed Marine Corps Aviation Base at Cherry Point, North Carolina, on the Neuse River.

D. C. RAMSEY
Captain, U. S. N.
Assistant Chief of Bureau

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By IU NARA Date 10798

KP136/N1-13

2nd Endorsement

From: Chief of the Bureau of Yards and Docks.
To: Secretary of the Navy (Judge Advocate General).
Via: Chief of the Bureau of Aeronautics.
Major General Commandant, U. S. Marine Corps.
Chief of Naval Operations.

Subject: Acquisition of land in connection with proposed Marine Corps Air Base, Cherry Point, Craven County, N. C. -- Letter KP136/ND5 from the Officer in Charge of Construction, Cherry Point Marine Air Base, N. C., dated July 25, 1941.

Reference (a) Letter KP136 from the Commandant, Fifth Naval District, dated July 28, 1941.
(b) Letter from the Resident Officer in Charge, Contract NOy-4750 to the Chief of the Bureau of Yards and Docks, dated July 18, 1941.
(c) Letter from the Resident Officer in Charge, Contract NOy-4750 to the Chief of the Bureau of Yards and Docks, dated July 18, 1941.

Enclosures: (A) Original of reference (a) with enclosures.
(B) Original of reference (b) with enclosures.
(C) Original of reference (c) with enclosures.
(D) Map of Cherry Point Marine Aviation Base.

1. Forwarded. The Secretary of the Navy has approved the construction of a Marine Corps Aviation Base on the south side of the Neuse River at a point known as Cherry Point, N. C. The Bureau of Yards and Docks recommends that the Judge Advocate General be authorized to take appropriate action to acquire the site necessary for this development. A small portion of this site is owned by the United States Government, and is under the jurisdiction of the Forest Service, Department of Agriculture. A request has been made by the Secretary of the Navy to have this Federally owned property transferred to the Navy Department.

2. The area proposed for acquisition contains approximately 8046.8 acres, and is described as beginning at a point on the north right of way line of North Carolina Highway #101 at its intersection with the high water line of the east prong of Slocum Creek, thence in a general northerly direction following the east high water mark of Slocum Creek to the high water mark of the Neuse River, thence following the south high water line of the Neuse River to the west high water line of Hancock Creek, thence following this west high water line of Hancock Creek to the intersection of the west high water line of Shop Branch, thence following the west high water line of Shop Branch to its intersection with the north right of way line

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KP136/N1-13

of North Carolina Highway #101, thence following westerly along this north right of way line to the point of beginning, all lying in Craven County, N. C., and shown on map of Cherry Point Marine Aviation Base surveyed and mapped by the United States Forest Service, June 1941. The individual parcels in this area have been indicated on the aforementioned map, together with the apparent names of owners and the acreages in each parcel.

3. Appraisals have been made of the entire area by the Soil Conservation Service, Department of Agriculture, and are included in the basic correspondence. These parcels indicate an overall value of $114,936. However, four parcels, namely, Nos. 52, 62C, 109 and 291, are owned by the United States Government, and three parcels, namely, Nos. 62H, 202A and 537 are owned by Craven County. The value of these parcels total $6,145 and $1,035 respectively. It is recommended that the property be acquired from the County for a value of $1, and the Government land be acquired by transfer as requested by the Secretary of the Navy.

4. Options have been taken by the Navy Department on 46 of the parcels listed at figures equal to or less than the appraised valuation. It is recommended that these options be accepted, and that the value established therein be used for the condemnation value on these parcels, and that the entire area be acquired by condemnation. This recommendation is made in order to avoid the necessity of furnishing detailed surveys of the individual parcels, and in order to acquire immediate title to the entire area without awaiting approval of title by the Attorney General on those tracts for which options have been taken.

5. The Officer in Charge of Construction has informed the Bureau of Yards and Docks that he expects to reach a satisfactory agreement with the North Carolina Pulp Company, Plymouth, N. C., whereby this Company will sign an option to purchase at $30,000. This option will be transmitted direct to the Judge Advocate General upon receipt by the Bureau of Yards and Docks, and it is recommended that this figure be used in the condemnation for this tract. The total sum recommended for condemnation is thus $104,867.

6. Authorization for this acquisition is contained in the Act, Public No. 174, 77th Congress, approved July 14, 1941. Funds for this acquisition are contained in Title II, Naval Appropriation Act, 1942, included in the Second Deficiency Appropriation Act 1941, approved July 3, 1941. This Bureau will prepare the necessary accounting requisition to provide a check for payment to accompany the Declaration of Taking.

7. The early acquisition of this entire tract is desired in order that construction may proceed without delay on the Marine Aviation Base.

Jamerson

CC - Commandant, Fifth Naval District.
CC - OinC Construction, Marine Aviation Base
Cherry Point, N. C.

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Authority 974372
By TJ NARA Date 10798

Refer to [redacted] NR-1-1fb NAVY DEPARTMENT
[redacted] BUREAU OF AERONAUTICS
[redacted]
WASHINGTON

JUL 17 1941

[redacted] Jul 3 1941
[redacted]

[redacted]

[redacted] Neuse River
[redacted] Dept. Agric. ltr. to Sec. Navy, dated 16 June 1941.
(c) Col. [illegible] Mitchell's ltr., (AA-93-gsf) to [redacted], dated 9 May 1941, with endorsements thereto.

Assistant to Chief of Bureau
By direction

Enclosure: (A) Map of Croatan National Forest, N.C.
(B) Copy of reference (b).

1. On 15 April 1941, the Secretary of the Navy approved the establishment of Marine Corps Aviation Facilities, Neuse River, North Carolina. Subsequently the Congress passed H.R. 5166, authorizing the development. As of the date of this letter, appropriations are pending.

[redacted] tigation of possible sites on the Neuse River, Wilkinson Point and Cherry Point were selected for further consideration. Complete studies have been made of these areas (see reference c), and the following comparison of the two sites is presented:

Filed - Weingarten

L. A. Morrison

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By TJ NARA Date 10798

Refer to No. Aer-MR-1-1fb
KP136

NAVY DEPARTMENT
BUREAU OF AERONAUTICS

038779

WASHINGTON

Jul 3 1941

From: Chief of the Bureau of Aeronautics.
To: The Secretary of the Navy.

Via: The Major General Commandant.
The Chief of Naval Operations.

Subject: Approval of location of Marine Aviation Facilities, Neuse River, N.C., request for.

Reference:
(a) MGC ltr., Aer-F-Z-Ped, KP136,KV, dated 8 April 1941, on Neuse River Facilities, approved by Sec.Navy.
(b) Dept.Agric. ltr. to Sec. Navy, dated 16 June 1941.
(c) Col. R.J.Mitchell's ltr.,(AA-93-gsf) to MGC with encs., dated 9 May 1941, with endorsements thereto.

Enclosure:
(A) Map of Croatan National Forest, N.C.
(B) Copy of reference (b).

1. On 15 April 1941, the Secretary of the Navy approved the establishment of Marine Corps Aviation Facilities, Neuse River, North Carolina. Subsequently the Congress passed H.R. 5166, authorizing the development. As of the date of this letter, appropriations are pending.

2. After investigation of possible sites on the Neuse River, Wilkinson Point and Cherry Point were selected for further consideration. Complete studies have been made of these areas (see reference c), and the following comparison of the two sites is presented:

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(a) Appraisals to date indicate cost of the land per acre at Wilkinson Point will be about twice the price of land at Cherry Point.

(b) The Cherry Point site has been recently cut over, and it is estimated that the cost of clearing will be less than at Wilkinson Point.

(c) It is estimated that grading at Cherry Point will cost less than one-half of that at Wilkinson Point, due to the fact that the former is much more level and more free of ravines.

(d) It has been determined from the topographical surveys of both sites that a maximum of five thousand feet can be provided for runways at Wilkinson Point, while lengths up to 8,000 feet may be obtained at Cherry Point. Future expansion, therefore, at Wilkinson Point is definitely limited.

(e) It is estimated that four miles of spur railroad will be required for Cherry Point, while twelve miles will be necessary for Wilkinson Point.

(f) The Cherry Point site is on the main highway between New Bern and Morehead City, while the Wilkinson Point area is more isolated from urban development. Highways on the south of the Neuse River lead to several nearby towns and cities which will provide recreational and housing facilities far superior to those on the North side.

(g) Morehead City has dock facilities which can be utilized by aircraft carriers. This city is twenty miles from Cherry Point, while it is about sixty miles from Wilkinson Point by road or railroad.

(h) Small boat and seaplane anchorages may be easily developed at both Slocum and Hancock Creeks in the Cherry Point area. Such development at Wilkinson Point is restricted to the mouth of Beard Creek which is narrower and smaller than either of the two creeks at Cherry Point.

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By IL NARA Date 10798

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(i) The Cherry Point site has three natural boundaries; Hancock Creek, Neuse River, and Slocum Creek. The Wilkinson Point site has but one such boundary, the Neuse River.

(j) The Cherry Point site lies wholly within the boundaries of the Crotan National Forest. In case future expansion of air facilities becomes necessary, adjoining government land may be obtained without charge to the Navy Department.

(k) Living conditions would undoubtedly be more pleasant at Wilkinson Point, especially in summer, due to the direction of prevailing winds which blow across the point from the river. Mosquitoes (and possibly malaria) should also be less prevalent at Wilkinson Point for the same reason.

(l) A study of weather data indicates that in case of serious storm, winds are invariably from the northeast. This condition will result in occasional high water at the Cherry Point site. Land elevations, however, are such as to obviate the danger of water damage on the landing field. Records verified by the local Army engineers show that during the past sixty years high water has never exceeded elevation 10. All construction as planned would be above this elevation.

3. It will be noted that the points mentioned above were covered in more detail in Reference (c) than in this letter. In Reference (c) it was recommended that final decision between Cherry Point and Wilkinson Point be deferred until (1) topographical surveys were completed and (2) attitude of the Secretary of the Department of Agriculture was obtained relative to release to the Navy of property lying within the Croatan National Forest. Surveys have now been completed, with results noted in paragraphs 2 (c) and (d) above. By Enclosure (B) the Department of Agriculture offers no objection to making the Cherry Point area available to the Navy. Most of the area

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038779

is privately owned and must be purchased. The remainder (several small plots) is actually owned by the Government (Department of Agriculture) and this acreage the Department of Agriculture proposes to turn over to the Navy for its use by letter of authorization. Outright transfer of this acreage, however, is deemed advisable. Verbal assurance has been received that transfer in fee simple will be accomplished without objection and the Navy Department has initiated a formal letter of request in the premises.

4. Careful review has been made of all data and supplemental information available to date, and this Bureau is of the opinion that the Cherry Point site on the southerly side of the Neuse River is more suitable for this proposed aviation development than the northerly Wilkinson Point location. From the standpoint of speed of accomplishment and general usefulness the southerly location can be developed to the Government's best interests. Accordingly, it is recommended that the Cherry Point site be approved.

/s/ J. H. Towers

J. H. TOWERS
Real Admiral U.S.N.,
Chief of the Bureau of Aeronautics

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REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority 974372
By IL NARA Date 10 79

Op-30D1-MD
KK/P11-1(401230)
Serial 369230

2nd Endorsement
Navy Department

July 10, 1941.

From: The Chief of Naval Operations
To: The Secretary of the Navy

Subject: Approval of location of Marine Aviation Facilities, Neuse River, N.C., request for. (Ltr. dated July 3, 1941, from BuAer File Aer-MR-1-lfb KP136, to SecNav).

1. Forwarded. The Chief of Naval Operations concurs in the recommendation of the Chief of the Bureau of Aeronautics that the Cherry Point site be approved for the location of the Marine Aviation Facilities, Neuse River, North Carolina.

/s/ H R Stark

- -

Op-30D1-MD
KK/P11-1(401230)
Serial 369330

3rd Endorsement
Navy Department

Jul 10, 1941.

From: The Secretary of the Navy
To: The Chief of Bureau of Yards and Docks

1. Forwarded, approved.

/s/ Frank Knox

- -

Copy to: BuAer
M.G.C. (USMC)
Com-5
Op-12

ACE000004098

REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 798

1975-30

AA-93-1fb 1st Endorsement 3 July, 1941
HEADQUARTERS U. S. MARINE CORPS, WASHINGTON, D. C.

From: The Major General Commandant.
To: The Secretary of the Navy.
Via: The Chief of Naval Operations.

Subject: Approval of location of Marine Aviation Facilities, Neuse River, N. C., request for.

1. Forwarded, concurring in recommendations contained in basic letter.

- -

APPENDIX C-2

Blackmun, A. W., 1962

Letter to District Engineer, Wilmington, SUBJECT: MAW/MAYS Point Bombing Target: requirement for, dated 7 November 1962

1121199
Cherry Point
History Office

HEADQUARTERS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA

145:BMO:slw
7 NOV 1962

From: Commanding General
To: The District Engineer, Wilmington, North Carolina

Subj: MAW/MAYS Point Bombing Target; requirement for

Encl: (1) Map Overlay of MAW/MAYS Point

1. It is requested that the area known as MAW/MAYS Point, property of the United States Government, located in Township number two at coordinates 35° 09' 08" N and 76° 32' 23" W, be designated as a Danger Area.

2. Permission is requested to use MAW/MAYS Point as a bombing target for the following types of ordnance:

a. 250 lb. High Explosive General Purpose Bombs.

b. Water/Sand filled practice bombs up to 1000 lbs.

c. Rockets up to 5" with inert or smoke head.

d. Miniature practice bombs MK76 (25 lbs) and MK89 (56 lbs).

3. The land adjacent to MAW Point is owned by Mr. Fred SILVERTHORN of Whortonville, North Carolina.

4. It is further recommended that the regulations read as follows:

(1) Firing will take place both day and night at irregular periods throughout the year. The area within 1000 yards of MAW Point shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties.

(2) Two days in advance of the day when High Explosive General Purpose Bombs are to be used, the enforcing agency will warn the public of the contemplated firing, stating that the area within 3 statute miles shall be closed for the period of firing. The enforcing agency will use the public press, United States Coast Guard, and the pilots association at Morehead City, North Carolina to publish this warning.

A. W. BLACKMUN
By direction

ACE000004101

APPENDIX C-3

Boundy, J. W., 1943

Memorandum Report of Visit to OTS-8, Marine Corps Air Station, Cherry Point, N.C., by LT. COMDR Boundy, LT. COMDR Sosnoski, Major West and LT. Reynolds, 15-16 April, 1943; dated 19 April, 1943

[redacted]

Headquarters
United States Naval Air Station
Jacksonville, Florida.

April 19, 1943

MEMORANDUM REPORT OF VISIT TO OTS-8, MARINE CORPS AIR STATION, CHERRY POINT, N. C., BY LT. COMDR. BOUNDY, LT. COMDR. BOSNOSKI, MAJOR WEST AND LT. REYNOLDS, 15-16 APRIL 1943.

1. By good fortune Comdr. Cooper, Major Kline and Lt. Col. Salmon, Marine Corps Headquarters, were visiting the Marine Corps Air Station, Cherry Point, N. C., on 15 April and a conference was immediately arranged with Col. Day and his assistants.

2. Present facilities for the operations of OTS-8 at Cherry Point are entirely inadequate. The squadron is assigned one-quarter of a hangar in which are located offices, overhaul and repair shops and storerooms. Pilots ready room and instruction of students is carried on in Dallas huts which are located on the warming-up platform and are entirely unsatisfactory due primarily to noise and dust. Assembly and Repair facilities will not be available until near the end of the calendar year.

3. OTS-8 now has 22 PBJ's out of an allocation of 30 and 19 SNB-1's out of an allocation of 20. 243 students are under orders, of which some 40 are now aboard. 125 instructors under instruction are under orders, of which 100 are already there. There are 5 officers aboard qualified to instruct in PBJ's. Lieutenant Colonel Salmon stated that the requirements of the Marine Corps are 240 PBJ first pilots for the six months period beginning July 1. Colonel Day was asked what he thought could be turned out by OTS-8, under the following conditions:

(a) The Unit to move to Marine Corps Air Station, Edenton, N. C. (midway between Norfolk and Cherry Point).

(b) The Unit to remain at Cherry Point and operate with only the facilities now available.

(c) The Unit to remain at Cherry Point and operate with the airplanes assigned but with adequate aircraft spares and other necessities provided for their training needs.

Colonel Day's answers were as follows:

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(a) The runways at Edenton will not be [illegible] August according to the contractors' estimate. The present contract calls for 3,000 foot runways which would not be of sufficient length to operate PBJ's. Commander Cooper stated that he will follow up in the Bureau the problem of having the runway length increased to 6,000 foot. The facilities at Edenton at present consist of (1) four 250 man barracks, (2) a B.O.Q. for 320 officers, (3) one small wooden hangar with 2 two-story lean-to's, (4) 2 one-story squadron shacks, (5) an operations building, (6) an administration building and (7) some warehouse facilities. Needed facilities before training can be started would include (1) classroom facilities, (2) housing for synthetic devices and (3) maintenance spaces and equipment.

It is understood that the station complement is tentatively planned at 500 and that OTS-8 will have a complement of 1000 men and 125 officers. Edenton was designed as a glider training base and does not have adequate barracks, overhaul facilities, classrooms and synthetic training space for the contemplated operation of OTS-8.

(b) Should OTS-8 remain at Cherry Point, with only present facilities, they could not state how many pilots could be trained as only four of the 22 PBJ's are now in commission and no spare parts are in sight for those grounded.

(c) If sufficient operating spares can be obtained, plus classrooms space, synthetic devices, and similar items comparable with those at Lake City or Sanford, it was estimated that the Unit could accept twenty students for training on 1 July and twenty every two weeks thereafter. The time between now and 1 July would be spent qualifying a sufficient number of the instructors now under instruction to handle this program. Lieutenant Colonel Salmon stated that the Marine Corps wanted a nucleus of ten qualified first pilots to aid in forming the first Fleet Marine Corps PBJ squadron by 1 July. These ten would also be trained in this period.

4. Lieutenant Colonel Salmon, in conjunction with Commander Cooper will endeavor to have the Commandant of the Marine Corps make a statement of policy regarding the training of Marines in PBJ's. This was thought necessary inasmuch as the Anti-Submarine part of the present [illegible]

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[illegible] according to the contractor's estimate. The present contract calls for 3,000 foot runways which would not be of sufficient length to operate PBJ's. Commander Cooper stated that he will follow-up in the Bureau the problem of having the runway length increased to 6,000 foot. The facilities at Edenton at present consist of (1) four 250 man barracks, (2) a B.O.Q. for 320 officers, (3) one small wooden hangar with 2 two-story lean-to's, (4) 2 one-story squadron shacks, (5) an operations building, (6) an administration building and (7) some warehouse facilities. Needed facilities before training can be started would include (1) classroom facilities, (2) housing for synthetic devices and (3) maintenance spaces and equipment.

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4. Lieutenant Colonel Salmon, in conjunction with Commander Cooper will endeavor to have the Commandant of the Marine Corps make a statement of policy regarding the training of Marines in PBJ's. This was thought necessary inasmuch as the Anti-Submarine part of the present VB2 syllabus is not required for the type of operations it is believed the PBJ will be

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used for. Commander Cooper stated that the Marine Corps Commandant's Office informed him that the primary mission of the PBJ was to be low altitude bombing with a secondary mission of scouting and search, using the torpedo as a weapon of opportunity. For the present, Colonel Day will follow the Naval Air Operational Training Command BV2 syllabus throughout except for the Anti-Submarine stage in which he will give as much low altitude bombing practice as facilities permit.

5. The problem of excess students was taken up with Lieutenant Colonel Salmon and he stated that he would endeavor to have students now under orders to Cherry Point and those in excess of the forty a month required after July 1 ordered to activities other than Air Operational Training. His suggestions as to what might be done with the excess were briefly as follows: (a) part of the excess could be ordered to the Navigational School and then directly to the operating squadrons as co-pilot navigators, (b) students who could not be handled by the Navigation School would be sent directly to operating squadrons as co-pilots without benefit of any operational training.

These two methods would solve the co-pilot question which has arisen because the PBJ is a dual control aircraft and until sufficient experienced first pilots are available at the Fleet Marine Squadrons, OTS-8 will have to supply both pilots and co-pilots from the same training.

6. The six SNB instructors (three from Sanford, three from Lake City) now on temporary duty at Cherry Point, are assisting greatly in instructing the instructors. If approximately five students who have completed a VB2 course at Sanford or Lake City could be given six weeks temporary duty at Cherry Point, it would greatly facilitate the instructor training program prior to July 1. Commander Cooper was of the opinion that this could be done.

7. Additional points covered in the conference were:

(1) All VB2 Marine graduates of Intermediate Training will be ordered to Naval Air Operational Training Command with the exception of those retained as instructors. Marine VB2 students who cannot be absorbed by NAOTC will be ordered by NAOTC to carry out their basic orders. By this means the student load on OTS-8 may be controlled. It is unfortunate that some students will have to be ordered out of NAOTC prior to any training but as the facilities of OTS-8 are such as to preclude the processing of the numbers of Intermediate graduates at the present time, it will be necessary. In this connection the suggestion, that a class of these Marine VB2 students that we are unable to handle be sent through the Navigation School at Hollywood, was favorably received. It was thought that any training we could give them now could be disadvantageous [illegible] only hitch to such a plan would be the question of [illegible] flight time for these aviators while under[illegible]

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[illegible] the Naval
[illegible] throughout ex-
[illegible] in which he will give as
much [illegible] practice as facilities permit.

5. The problem of excess students was taken up with Lieutenant Colonel Salmon and he stated that he would endeavor to have students now under orders to Cherry Point and those in excess of the forty a month required after July 1 ordered to activities other than Air Operational Training. His suggestions as to what might be done with the excess were briefly as follows: (a) part of the excess could be ordered to the Navigational School and then directly to the operating squadrons as co-pilot navigators, (b) students who could not be handled by the Navigation School would be sent directly to operating squadrons as co-pilots without benefit of any operational training.

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7. Additional points covered in the conference were:

(1) All VB2 Marine graduates of Intermediate Training will be ordered to Naval Air Operational Training Command with the exception of those retained as instructors. Marine VB2 students who cannot be absorbed by NACTC will be ordered by NACTC to carry out their basic orders. By this means the student load on OTS-8 may be controlled. It is unfortunate that some students will have to be ordered out of NACTC prior to any training but as the facilities of OTS-8 are such as to preclude the processing of the numbers of Intermediate graduates at the present time, it will be necessary. In this connection the suggestion, that a class of these Marine VB2 students that [illegible] unable to handle be sent through the Navigation School [illegible] Hollywood, was favorably received. It was thought that any training we could give them now would be advantageous. The only hazard to such a class would be the question of obtaining [illegible] time for these aviators while undergoing the navigation-[illegible] instruction. (2) Under the present plans for utilization [illegible] PBJ by the Marine Corps, level bombing with the use of

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Marines to the Bombardiers' School was thereby answered for the present. It is planned that the PBJ will be equipped with eight .50 caliber machine guns in the nose section and used as a low-level bomber with a secondary mission of scouting and search, utilizing a radar installation in the bottom turret. A syllabus outline covering the phases on the employment of the primary weapons will be submitted by Colonel Day to these headquarters for consideration. (3) In regard to ground training personnel, a survey of needs will be submitted to these headquarters by OTS-8. A request from NAOTC to the Commandant, Marine Corps, for such personnel as is deemed necessary will receive prompt attention. (4) There are at present no synthetic devices assigned to OTS-8, nor any facilities for their housing.

8. Proper liaison between the squadron and the Supply Department, Marine Corps Air Station, Cherry Point, must be established. It is recommended that an officer of the Supply Corps be detailed to work with the squadron and when the squadron moves to Edenton, to act as assistant to the Supply Officer of that activity. If approved, steps will be taken to have such an officer detailed to OTS-8. The Supply Officer, Cherry Point, has agreed to assume the responsibility of logistic support for OTS-8, including procurement of funds, accounting, and procurement of equipment and consumables.

9. In order to plan the operations of OTS-8 and coordinate the efforts it would appear that steps should be taken in the following order:

1. Obtain directives from the Bureau of Aeronautics as to the student load to be accommodated.

2. Obtain allocation of sufficient number of aircraft. (The Army has been flying B-25's for two years and can keep only about 55% of these planes in the air because of maintenance difficulties). The possibility of establishing a direct connection between OTS-8 and the Army Air Forces at Greenville or Mobile will be discussed with personnel of the Bureau of Aeronautics. Such a connection would greatly expedite the procurement of spare parts.

3. Obtain authorization and funds from the Bureau of Aeronautics to construct the necessary facilities and to obtain equipment (equipment similar to that at the Naval Air Station, Lake City can be used as a guide.) A list of such equipment will be delivered to Colonel Wirsig in the Bureau of Aeronautics.

Respectfully,

J. W. BOUNDY, Lt.Comdr.(SC)U

cc: Admiral
Chief of Staff
Administration
Training
CO, OTS-8
Comdr. Cooper
Lt.Col. Salmon

ACE000004108

APPENDIX C-4

Brucker, Wilber M., 1960

Part 204 - Danger Zone Regulations, Pamlico Sound, Bogue Sound, and Adjacent Waters, North Carolina, 3 October 1960

Revised 11-7-60

PART 204 — DANGER ZONE REGULATIONS

PAMLICO SOUND, BOGUE SOUND, AND ADJACENT WATERS,
NORTH CAROLINA

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3), section 204.55 establishing and governing the use and navigation of Danger Zones in Pamlico Sound, Bogue Sound, and adjacent waters, North Carolina, is hereby amended as follows:

204.55 Pamlico Sound, Bogue Sound, and adjacent waters, N. C.: Danger Zones for Marine Corps operations.

(a) Bombing and rocket firing area in Pamlico Sound in vicinity of Brant Island.

(1) The area. The waters within a circular area with a radius of 3.0 statute miles having its center on the southern side of Brant Island at latitude 35° 12' 30", longitude 76° 26' 30".

(2) The regulations. The area shall be closed to navigation at all times except for vessels engaged in operational and maintenance work as directed by the enforcing agency. Prior to bombing or firing operations the area will be "buzzed" by plane. Upon being so warned, vessels working in the area shall leave the area immediately.

(b) Bombing, rocket firing, and strafing areas in Pamlico Sound and Neuse River.

(1) The areas.

(i) The waters within a circular area with a radius of 1.8 statute miles having its center at latitude 35° 02' 12", longitude 76° 28' 00".

(ii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 00' 30", longitude 76° 29' 50".

(iii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 04' 12", longitude 76° 28' 24".

(iv) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 01' 42", longitude 76° 25' 48".

(v) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 34° 58' 48", longitude 76° 26' 12".

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILES

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Section 204.55 - Danger Zone Regulations (continued)

(2) The regulations.

(i) The areas described in subparagraphs (b)(1)(i) and (b)(1)(ii) of this paragraph will be used as bombing, rocket firing, and strafing areas. Live and dummy ammunition will be used. The areas shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the area immediately.

(ii) The areas described in subparagraphs (b)(1)(iii), (b)(1)(iv), and (b)(1)(v) of this paragraph will be used as bombing, rocket firing, and strafing areas. Practice and dummy ammunition will be used. All operations will be conducted during daylight hours, and the areas will be open to navigation at night. No vessel shall enter these areas during the hours of daylight without special permission from the enforcing agency. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the areas immediately.

(c) Target and bombing area in Atlantic Ocean in vicinity of Bear Inlet.

(1) The area. The waters within an area described as follows: Beginning at latitude 34° 37' 32", longitude 77° 12' 03"; thence to latitude 34° 36' 58", longitude 77° 11' 25"; thence to latitude 34° 37' 44", longitude 77° 10' 35"; thence to latitude 34° 32' 27", longitude 77° 06' 30"; and thence to latitude 34° 30' 50", longitude 77° 10' 20"; and thence to latitude 34° 36' 00", longitude 77° 14' 00"; and thence to the point of beginning.

NOTE: All bearings are referred to true meridian.

(2) The regulations. Vessels may proceed along established waterways except during military training periods. Warning of military training periods will be given through Notices to Mariners and by displaying one hour prior to commencement a red danger streamer during daylight hours or a red light at night, from a flag pole forty feet in height located at the U. S. Coast Guard Life Boat Station, Bogue Inlet, Swansboro, North Carolina, and from observation tower forty feet in height located at the northern end of Onslow (Hurst) Beach. Prior to bombing and firing operations, the area will be searched by plane. Watercraft in the area will be warned by aircraft "buzzing" of the impending target practice. Upon being so warned, vessels shall leave the area as quickly as possible by the most direct route.

(d) Inland Waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway.

(1) The area. Navigable waters between Bear Creek and Onslow Beach Bridge to include all inlets, streams, bays, and water therein

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Ons-

Section 204.55 - Danger Zone Regulations (continued)

contained, bounded on the north by Bear Creek, on the east and south by the Atlantic Ocean, to the meridian 77° 16' 20"; thence, by this meridian to latitude 34° 34' 31"; and thence, by a line bearing 44° from this point until the line intersects Bear Creek.

NOTE: All bearings are referred to true meridian.

(2) The regulations.

(i) Vessels may proceed through the Atlantic Intracoastal Waterway in the area without stopping except in cases of extreme emergencies.

(ii) All navigable waters in the area between the south bank of Bear Creek and the north bank of the north connecting channel between the Atlantic Intracoastal Waterway and Browns Inlet shall be closed to navigation at all times. There are highly sensitive unexploded projectiles within the limits of this area.

(iii) Vessels may proceed through the north connecting channel and the south connecting channel (Banks Channel) in the area between the Atlantic Intracoastal Waterway and Browns Inlet to the Atlantic Ocean without stopping during periods of nonmilitary use. Caution should be used when proceeding through these waters due to the presence of unexploded projectiles lying in this area.

(iv) Navigable waters in the area between the south connecting channel (Banks Channel) leading to Browns Inlet and Onslow Beach Bridge on both sides of the Atlantic Intracoastal Waterway are open to unrestricted navigation during periods of nonmilitary use. An unknown element of risk exists in this area due to the possible presence of unexploded projectiles.

(v) Warning of impending military use of the area will be contained in weekly Notice to Mariners and small craft will be stationed on either side of the area to warn persons not aware of the notice of the danger.

(vi) Vessels having specific authority from the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, may enter the area.

(e) Enforcing agency. The regulations in this section shall be enforced by the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, or his authorized representatives.

Corps of Engineers
Wilmington, N. C.
24 May 1960
(Latest revision 5-21-60)

ACE000004112

PART 204—DANGER ZONE REGULATIONS

PAMLICO SOUND, BOGUE SOUND, AND ADJACENT WATERS, N. C.

Pursuant to the provisions of Section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1) and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3) Section 204.55 establishing and governing the use and navigation of danger zones for Marine Corps firing operations in Pamlico Sound, Bogue Sound, and adjacent waters, North Carolina, is hereby amended by revising subparagraph (d)(2)(v) to delete the requirement that small craft be used as warning devices, as follows:

204.55 Pamlico Sound, Bogue Sound, and adjacent waters, N. C.; danger zones for Marine Corps operations.

(d) Inland Waters in the Browns Inlet area between Bear Creek and Onslow Beach Bridge over the Atlantic Intracoastal Waterway.

(2) The regulations.

* * * * * *

(v) Warning of impending military use of the area will be contained in weekly Notice to Mariners.

* * * * * *

Approved: 3 October 1960

WILBER M. BRUCKER
Secretary of the Army

These rules and regulations will be in full force and effect thirty days after their publication in the Federal Register. They were published in the Federal Register on 15 October 1960; public notice of their approval was sent to all known interested parties on 9 November 1960; they have been posted in post offices at Southport, Jacksonville, Swansboro, Morehead City, and Beaufort, North Carolina.

NOTE: This amendment merely eliminates small craft as warning devices and imposes no further restrictions on navigation. The U. S. Marine Corps will cease military exercises if craft are observed entering or navigating within the area.

U. S. Army Engineer District, Wilmington
Wilmington, North Carolina
9 November 1960

ACE000004113

APPENDIX C-5

Carl, M. E., 1966

Air Station Order P3125.1E, Air Operations Manual, U.S. Marine Corps Air Station, Cherry Point, 13 August 1966

UNITED STATES MARINE CORPS
HEADQUARTERS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533

ASO P3125.1E
104:REW:jab
13 AUG 1966

AIR STATION ORDER P3125.1E

From: Commanding General
To: Distribution List

Subj: Air Operations Manual, U. S. Marine Corps Air Station, Cherry Point, North Carolina

Ref: (a) OPNAV INST 3710.7C

Encl: (1) Locator Sheet

1. Purpose. To promulgate and establish procedures for the control of aircraft and vehicular traffic on the airfield at the Marine Corps Air Station, Cherry Point, North Carolina, and the procedures for the control of air traffic within the Restricted, Warning and Control Areas under the control of this Station.

2. Cancellation. Air Station Order P3125.1D.

3. Scope. This Manual has been prepared in accordance with reference (a). The rules and regulations set forth herein apply to the operation of all aircraft within the Restricted, Warning and Control Areas under the control of this Station. The rules and regulations set forth herein do not change or supersede existing intructions issued by higher authority, nor do they relieve pilots of their responsibility to exercise good judgment and to observe safety precautions.

4. Certification. Reviewed and approved this date.

M. E. Carl

M. E. CARL

MCAS
COMMAND CHRONOLOGY
JUL - DEC 66

ACE000004115

AIR OPERATIONS MANUAL
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B. Aircraft Taxi Pattern
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CHAPTER 3

COURSE RULES

0301. GENERAL

1. The pilot in command of an aircraft is directly responsible for the safe conduct of flight and observance of regulations governing such flight. Air Traffic Control personnel are responsible for the issuance of clearance and advisory assistance in the conduct of safe flight with regard to separation from other known air traffic, and in furnishing local field and weather conditions. When flying in visual flight conditions pilots should maintain a lookout for other aircraft. An IFR clearance over an approved route, during VFR conditions, at a specific altitude does not guarantee that another aircraft will not constitute a collision hazard.

0302. TAXI INSTRUCTIONS

1. Aircraft will contact ground control for taxi instructions to and from line operating areas. The switch to Tower frequency will be made in or abreast of Warm-up Area One or Two when outbound, and to ground control frequency at the same point when inbound. (See Illustration B).

2. Aircraft on taxiways have priority over aircraft entering the taxiway. Taxiing aircraft will keep to the right side on taxiways which will accommodate two-way traffic. Taxiing through the refueling pits for any reason other than refueling is prohibited.

3. Aircraft requiring warm-up prior to takeoff will proceed to Warm-up Area One (1) when Runway 5 and 23 is the duty runway, and warm-up area (2) when Runway 14 and 32 is the duty runway. Large transport, turbo-prop, or other aircraft producing heavy propwash will utilize warm-up area three (3) on a heading parallel to the duty runway. (See Illustration B).

4. Traffic permitting, jet aircraft will be cleared to the long takeoff position directly without a stop in the warm-up area. Pilots cleared from the warm-up area for takeoff must be alert for aircraft in the long position and aircraft rolling out on adjacent runways and will not taxi in front of such aircraft without Tower approval.

5. Pilots who report an aircraft fire, smoke or explosion in the air or on the runway will not taxi back to the line prior to shutdown and inspection. The shutdown and inspection will be performed well clear of other aircraft, fuel trucks, and refueler pits.

0303. TAKEOFF INSTRUCTIONS

1. Takeoff position for jet aircraft is on the concrete end of the runway at the two (2) foot wide red line extending the width of the runway. Jets will not be cleared for takeoff from other positions due to possible damage to the black top surface.

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2. Clearance to takeoff position on the duty runway does not constitute takeoff clearance. Takeoff clearance must be specifically obtained prior to starting takeoff run.

3. Right turns after takeoff within five (5) miles require Tower approval. (No Tower permission is required for left turns or straight ahead).

4. Takeoff with external ordnance is prohibited on Runway 23 due to the proximity of populated areas near the end of the runway.

0304. LANDING INSTRUCTIONS

1. Pilots inbound to Cherry Point on VFR flights are encouraged to contact Approach Control for a radar controlled approach to landing. This procedure provides training for pilots and radar controllers and permits a larger percentage of air traffic to be under positive control. Pilots must understand, however, that radar control in VFR conditions only provides separation from other targets in the area, but separation will remain the pilots' responsibility when any portion of the traffic is operating VFR and uncontrolled.

2. Aircraft from locally-based fleet units on local VFR flights may get information such as duty runway, altimeter setting, etc., from the Tactical Air Control Center prior to entering the local traffic pattern.

3. VFR approaches for landing of jet aircraft will start from a left hand turn to arrive over the initial point at 1,500 feet. The initial point is an imaginary point 5NM downwind on a straight line extension of the duty runway. Aircraft will commence a constant rate descent from 1,500 feet over the initial point to arrive to the right of the landing end of the runway at 1,000 feet. Speed from initial point to the break will not exceed 250 knots unless the individual aircraft operating limitations require a greater airspeed. In such cases, the aircraft shall not be flown in excess of safe operating limitations. The flight leader or pilot of single aircraft will report to the Tower at the initial point for landing traffic and, field conditions permitting, the flight will be cleared to break at the landing end (number=) of the duty runway. Landing sequence and traffic information will be provided as soon as possible after reporting the initial point. Proper spacing [illegible] aircraft ahead is the individual pilot's responsibility. A left hand break will be accomplished, when cleared by the Tower, prior to reaching the center of the field. If not cleared to break, a left hand climbing turn to 2,000 feet will be accomplished upon reaching the center of the field, and re-entry over the initial point will be accomplished.

4. VFR approach for landing in reciprocating or prop-jet aircraft will start at 1,500 feet on the downwind leg outside of the normal jet pattern. Traffic permitting, the Tower may clear reciprocating aircraft for a straight-in approach on request by the pilot or at the Tower operator's discretion.

5. Pilots will report to the Tower turning base, with landing gear & configuration, for final landing clearance.

6. When weather conditions will not permit VFR approaches, as described above, instructions issued by Approach Control and the Tower will govern the traffic pattern.

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7. A wave-off given by the Tower Operator, by the Wheels Watch at the end of the runway, by the Mobile Control Tower Operator, or by wave-off lights on the mirror system is mandatory.

8. The main runways are made up of two (2) sections which are offset the width of the runway and overlap approximately 1,500 feet in the center mat area. In case of emergency, pilots may, by making a slight turn (approximately 3°), roll from the landing section to the takeoff section of the runway. "The Jog" provides a minimum of 15,388 feet of runway for landing . It is not intended that "The Jog" be used to salvage a poor approach or a high speed landing. "The Jog" is reserved for use only in actual emergencies when aircraft or weather conditions render it unsafe to wave-off for another approach. Pilots intending to use "The Jog" shall declare their intentions as soon as practicable after they realize that the possibility of an extended landing roll-out exists, in order that the Tower will have sufficient time to clear the center-mat area. Pilots rolling through "The Jog" shall be alert for aircraft or equipment in the mat area. Takeoffs are made from the center of the airfield, and landings are made toward the center of the airfield. The areas straight ahead of the landing runway sections in the center-mat area are not prepared end zones.

9. Touch-and-go landings are permitted depending upon other normal traffic. Touch-and-go landings are not permitted during FMLP.

10. When touch-and-go landings are being performed on Runway 5, the downwind turn will not commence until after passing the Tower.

0305. RESTRICTED, WARNING AND TRANSITION AREAS

1. The controlling agency for Restricted Area 5306A and Warning Area 122 is the Commanding General, MCAS, Cherry Point, North Carolina. Restricted Areas 5306B and 5306C are scheduled by the Commanding General, MCB, Camp Lejeune, North Carolina. The primary purpose of these areas is to provide training airspace for tactical units based at this airfield and Camp Lejeune. R-5306A,B,C and W-122 contain air-to-air, air-to-ground, and surface firing targets and all of the instrument holding and approach patterns for this Station. The using activity will keep the Airfield Operations Officer advised of all scheduled activities on aerial targets. The Airfield Operations Officer, acting as the controlling agency, frequently clears other military activities and civil flights into the areas. It is therefore necessary for the scheduling agency to coordinate any last minute rescheduled activities with Marine Corps Air Station; Cherry Point Airfield Operations, prior to granting clearance.

2. The Transition Areas surrounding R-5306 are so designated to provide controlled airspace which contain instrument procedures for this Station. The transition area is controlled from 1,200 feet to flight level 350 in IFR conditions by Cherry Point Approach Control. It is open to all traffic, civil and military, in VFR conditions on a "see and be seen" basis.

3. The following targets under the scheduling control of Commanding General, Second Marine Aircraft Wing are available within R-5306A:

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Target Number	Name	Location Lat N	Long W	Use*
RR-2	Atlantic Field	34-54-00	76-20-00	LR/R LDB
BT-9	Grounded LST	35-12-06	76-26-06	WS/T WDB WR/R
BT-11	Rattan Bay	37-01-59	76-27-59	LBT WDB AWDBT

LEGEND

WS/T - Water Strafing

LS/T - Land Strafing

WDB - Water Dive Bombing

LDB - Land Dive Bombing Target

LR/R - Land Rocket Range

LBT - Loft Bombing Target

WR/R - Water Rocket Range

AWDBT - All - Weather Daylight Bombing Target

0306. ORDNANCE ARMING/DE-ARMING

1. The Ordnance Safety Area depicted in Illustration A shall be utilized for final pre-flight arming of conventional aircraft weapons. This area shall also be utilized for post-flight and aborted mission de-arm procedures. Arm and de-arm procedures for each weapon and aircraft types are outlined in Conventional Weapons Checklists (NAVAIR and NAVWEPS 01 series publications).

2. Aircraft carrying forward firing weapons shall be parked in the Ordnance Safety Area on a heading between 120 and 135 degrees magnetic during all final arming and de-arming operations.

3. Conventional Weapons and JATO may be loaded on or removed from aircraft by qualified personnel in squadron operating areas. Aircraft gun magazines and gun pods may be loaded with ammunition in squadron operating areas, but guns shall be armed and de-armed only in the Ordnance Safety Area.

4. The Red Line Area depicted in Illustration A shall be utilized for all tactical or emergency aircraft loading and unloading of nuclear weapons and weapons, containers, or devices containing chemical warfare substances or etiological agents. The Airfield Operations Officer shall be notified 30 minutes prior to such loadings and unloadings so that required fire protection can be provided and notification given to the Explosive Ordnance Disposal Team. All logistical weapons and munitions loadings and unloadings of aircraft shall be performed in the Red Line Area.

* Reference ASO P3570.2_ Target Manual).

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5. Aircraft shall have all weapons and target missiles removed prior to being "Hot" refueled. "Cold" refueling of aircraft with weapons or target missiles aboard is permitted if no ordnance loading or unloading is performed during refueling operations and the aircraft is properly grounded. Inert weapons or other non-hazardous ordnance need not be removed from aircraft during "Hot" refueling, providing that all marking charges, signal cartridges and flares are removed.

6. Napalm mixing and fire bomb filling operations will be performed at a designated location within the confines of Marine Wing Service Group-27 Refueler Parking Area. This location may be utilized for temporary storage of filled fire bombs.

7. Aircraft Commanders of aircraft inbound to this Station carrying nuclear weapons are responsible for compliance with OPNAV Instructions and SWOP 20-11, regarding prior notifications. Upon first communications with either the Tower or Approach Control, the pilot will indicate the presence of nuclear weapons aboard by including the phrase "Hazardous Cargo".

8. Aircraft carrying ordnance shall not transmit on frequencies below 100 megacycles while on the ground.

9. No radio or radar transmissions shall be made from aircraft being loaded with ordnance.

10. Main beams of radars or directional radios shall not be directed at ordnance items nor at any aircraft being loaded with ordnance.

11. No radiating antenna shall be permitted within 25 feet of ordnance items that are not loaded on an aircraft.

12. All pilots shall report external ordnance to the tower prior to takeoff.

13. Takeoffs with external ordnance is prohibited on runway 23.

14. Ordnance safety regulations, descriptions, course rules, and gunnery range regulations are contained in the Station Target Manual. (ASO P3570.2)

0307. HIGH ALTITUDE AIR-TO-AIR COMBAT AND AIRCRAFT ACROBATIC AREA

1. An air-to-air combat and acrobatic area has been established in the NE portion of R-5306A and the Transition Area. (Note the restrictions as given in Illustration C). The use of the Transition Area above FL 240 as depicted in Illustration C requires a clearance from Cherry Point Approach Control.

2. Pilots using the above area will check in with the Tactical Air Control Center (TACC) when starting a mission in the area, and will in turn receive the known TACC traffic. Upon completion of the mission, pilots will check out with TACC. Separation in the area is based upon a "see and be seen" basis. Pilots are cautioned to make certain that the area is clear prior to starting a maneuver.

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3. The bombing targets BT-9, BT-11, and RR-2 underlie the acrobatic area and it shall be the pilot's responsibility to remain above or outside of the pattern. The Tactical Air Control Center maintains current information on all targets when they are being actively used.

0308. HIGH MACH TRAINING AREA

1. High-mach number training flights may be conducted in the designated gunnery areas contained in W-122 and depicted in Illustration F. Units intending to use this area must have the range assigned to them in the same manner as for an aerial intercept flight. Scheduled familiarization high mach flight below 30,000 feet shall not commence prior to passing a point 30 miles offshore and the runs will be made on a track away from the shore line. Supersonic intercepts may be conducted in all areas subject to the provisions in current OPNAV Instructions.

0309. HELICOPTER OPERATING PROCEDURES

1. The large volume of high performance aircraft traffic, combined with GCA and Mirror Landing Approaches, requires that all helicopters operating VFR in the vicinity of Cherry Point exercise extreme caution and close adherence to course rules. All helicopters other than locally based Search and Rescue aircraft will contact the Tower 10 NM from the airfield for landing and traffic information. All flights will be conducted at a maximum altitude of 300 feet within 3 NM of the airfield. They will avoid housing and industrial areas and will not cross any runway without prior radio or light signal clearance from the Control Tower.

2. Helicopter landing and takeoff patterns may be modified by the Tower operator, but will normally conform to the following:

a. Helicopters will approach the airfield from the west, paralleling the magazine area and railroad, and report over Point Option (Electrical Power Station).

(1) If winds are from 125° to 305°, helicopters leaving Point Option will proceed southeast paralleling runway 14 to the Tower. (Illustration D, Red Route).

(2) If winds are from 305° to 125°, helicopters leaving Point Option will proceed south over Slocum Creek, turning over intersection of A Street and Roosevelt Boulevard, proceed direct to Tower paralleling Runway 5 between the runway and the taxiway. (Illustration D, Blue Route).

(3) Landing will be made on the helicopter landing triangle located on the taxiway SE of the Operations Building.

b. Helicopters, excepting those with skids, will ground taxi from the parking ramp to the triangle for takeoff clearance. Takeoff will be made only after receiving clearance from the Tower. Helicopters will normally proceed southwest paralleling runway 23 to the end, thence northwest and west remaining clear of the housing areas.

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When Runway 5 is in use the Tower may direct helicopters to the northwest parallel to Runway 32 to avoid traffic conflicts off the end of the duty runway.

3. Within the field boundaries, or when flying under aircraft landing patterns, helicopter flights will be conducted at a minimum altitude necessary to safely clear obstructions.

4. Helicopter pilots should exercise extreme caution during night operations because of numerous unlighted obstructions within a 5 mile radius of the field.

0310. FIELD MIRROR LANDING PRACTICE (FMLP)

1. If Runway 5 or 14 is the duty runway, no FMLP may be conducted between the hours 0715-0800, 1130-1200, 1230-1300, 1630-1700, Monday thru Friday. To avoid a high percentage of waveoffs due to aircraft traffic conflicts, FMLP should be requested outside of normal peak aircraft traffic periods. Any conflict in scheduling of Wing units will be submitted to the Wing G-3 for resolution.

2. To meet IFR separation requirements the weather minimums for normal VFR FMLP are established as 1,200 feet ceiling and 3 miles visibility. During periods when IFR operations are being conducted, special VFR clearances may be issued when the weather is reported below 1,200 feet and 3 miles but not less than 700 feet and 2 miles. Radar controlled FMLP may be conducted when the weather is reported below 1,200 feet and 3 miles but not less than 700 feet and one mile. The RATCC Watch Officer may terminate special VFR or radar controlled FMLP if IFR traffic or other aircraft traffic conditions dictate.

3. It is the responsibility of the scheduling activity to arrange for a qualified Landing Signal Officer and the necessary mobile UHF radio equipment.

4. It is the responsibility of the LSO to comply with the following regulations:

a. Radio contact with aircraft in the FMLP pattern and with the Control Tower must be maintained. If contact with either aircraft or the Control Tower cannot be established or maintained, FMLP will be discontinued.

b. Instructions from the Control Tower constitute final authority for the control of traffic in the landing pattern.

c. Aircraft cleared for landing by the Control Tower have priority over FMLP aircraft using the same runway.

d. The LSO will waveoff FMLP aircraft at, or prior to, the turn from downwind to base leg when such aircraft could present a conflict to normal landing traffic.

e. The LSO will brief all FMLP pilots as to proper waveoff and re-entry procedures.

f. The LSO will brief all FMLP pilots that the "DOG" pattern is 2,500 feet, left hand turns over the duty runway.

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g. Radio transmissions shall be held to a minimum consistent with safety.

h. The number of personnel permitted at the LSO position at the end of the runway will be held to the minimum necessary to conduct the operation.

i. The pilot or LSO must advise the Tower when final landings will be made.

0311. TOW TARGET OPERATIONS

1. Towing banners from MCAS, Cherry Point is permissible. Units desiring to perform aerial gunnery utilizing tow targets shall arrange for a conference with the Airfield Operations Officer. During this conference tow procedures and associated controls will be explained to all parties concerned.

0312. HOT BRAKES

1. Whenever hot brakes are suspected, the aircraft will be taxied clear of the active runway, other aircraft, fuel trucks and refueler pits and shut down for a period of 30 minutes before returning to the line. The tower will issue taxi instructions to an isolated area when hot brakes are reported by any pilot. The Tower will normally taxi hot brakes aircraft to warm-up position 1, 2, or 3. Aircraft shall be parked in such a manner that the axle of the wheels points away from the adjacent runways and taxiways in use. Personnel other than Crash Crew are cautioned to remain clear of the aircraft during the cooling period.

0313. USE OF CAMERAS ON THE AIRFIELD

1. Requests to take photographs in the vicinity of the flight line or elsewhere on the airfield shall be directed to the Operations Duty Officer. Under no circumstances will photographs be taken:

a. Except as authorized by the Operations Duty Officer or higher authority.

b. Of known or suspected classified equipment.

c. In the direction of the 3rd Light AA Missile Battalion.

0314. HIGH POWER TURN-UP AREA

1. A high power turn-up area is located on inactive Runway 28. Two of the three concrete hard-stand areas are equipped with Alameda Chocks. Scheduling is accomplished through the primary user, currently MAG-24, S-4.

0315. ORDNANCE JETTISON AREA

1. The primary authorized ordnance jettison area in the Cherry Point operating area is BT-9. BT-9 is a grounded LST at Brant Island, bearing 053° 29 NM from

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NKT Tacan. Call TACC for clearance onto target.

2. The alternate ordnance jettison area is in the W-122 area bearing 180° a minimum of 25 NM from NKT Tacan. Jettisoning will be accomplished on a headir of 180°.

3. In all cases, jettisoning will be accomplished only under VFR conditions and only after the pilot has visually checked the area and assured himself that the area of intended impact is clear of other aircraft and/or surface vessels.

4. In order to use the alternate area, it will be necessary to get permission from Cherry Point Approach Control prior to entering W-122.

0316.. PLANNED EJECTION AREA

1. In the event that a pilot decides he must eject, but has sufficient time and control of the aircraft to pick his spot and plan his ejection, the designated planned ejection area is at BT-11. BT-11 bears 074° 23 NM from NKT Tacan.

2. Ejection procedures will be governed by the NATOPS manual appropriate to the type aircraft, but the aircraft should be positioned on a heading of 065° and trimmed slightly nose down.

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CHAPTER 4

AIR TRAFFIC CONTROL

0401. RADAR AIR TRAFFIC CONTROL CENTER (RATCC)

1. The Air Traffic Control Sections of RATCC consist of the IFR Room and the Control Tower.

2. Continuous Air Traffic Controller training is in progress at Cherry Point. It is not required that pilots be advised when a student is controlling traffic; however, student controllers are monitored by qualified personnel at all times. Students will not control instrument traffic during periods of IFR weather.

0402. FUNCTIONS OF THE CONTROL TOWER PERSONNEL

1. All aircraft operating in visual flight conditions within 5 miles of the center of the airfield and all vehicular and aircraft traffic on the taxiways and runways shall be under the control of Marine Cherry Point Tower personnel. The radio control originating in the Control Tower is divided into two working positions, Ground Control and Tower.

2. For current Control Tower radio transmitting and receiving frequencies see the latest DOD Flight Information Publication (Enroute) IFR-Supplement.

0403. FUNCTIONS OF THE PERSONNEL MANNING THE IFR ROOM

1. All aircraft operating in instrument flight conditions within the designated restricted area, transition areas, and associated controlled airspace for which this Station is the controlling agency, will be under the control of personnel in the IFR room. Insofar as radio communications are concerned, the IFR room consists of the following working positions:

a. Approach Control

b. Arrival Control

c. Feeder Control

d. Final Control

e. Departure Control

f. Clearance Delivery (In heavy traffic only)

2. All pilots operating on an instrument flight plan will obtain clearance and climb-out instructions from Cherry Point Departure Control. Take-off clearance is issued to IFR traffic by the Tower Controller on the radio frequency being utilized for Departure Control.

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3. The radar capability of the Departure, Approach and Arrival Control positions includes normal radar coverages up to 40,000 feet and 70 miles in range. Feeder control has short range radar only (no SIF) with coverage up to 8,000 feet to a range of 20 miles. Precision and surveillance approaches may be controlled to all runways.

4. Assignment of radio frequencies for radar control from the various positions in RATCC are listed in current Flight Information Publications.

0404. PROCEDURE FOR CHECKING WHEELS DOWN AND LOCKED

1. It is the pilot's responsibility to check the wheels of his aircraft down and locked and to report this information to the Tower when on the base leg of his approach for landing. If such a report is not received, the Control Tower will request the pilot to report "Wheels down and locked". If the report is still not received, the aircraft shall be given a wave-off.

2. During scheduled flying, a Wheels Watch is stationed on the left side of the duty landing runway. He will be equipped with radio, flares and paddles. When there is a reason to doubt that the landing gear of an approaching aircraft is fully extended, the Wheels Watch will use every means available to so inform the pilot and Tower.

0405. EMERGENCY PROCEDURES

1. Pilots experiencing an airborne emergency shall preface their radio transmissions with, "This is an EMERGENCY", thereby relieving air traffic control personnel of the responsibility of deciding whether a given airborne situation constitutes an emergency.

2. Pilots confronted with an emergency should give as much of the following information as possible:

a. Radio call/Bureau No.
b. Nature of emergency
c. Type aircraft
d. Position
e. Intentions
f. Number of persons aboard
g. Fuel remaining
h. Any ordnance aboard

3. Aircraft planning to make an emergency landing at Cherry Point should notify the Tower or Approach Control as early as practicable in order that crash equipment may be alerted and the field readied.

4. Practice precautionary approaches will not be permitted when other aircraft are in the airfield traffic pattern. Pilots permitted to make precautionary approaches are required to report at the initial and at the 180° point for clearance.

5. The term "Emergency Fuel" used in connection with an emergency radio call, indicates that an aircraft requires priority routing to the nearest usable

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runway and immediate landing. The term "Minimum Fuel" indicates the aircraft has available fuel to permit continuation to destination with normal traffic handling plus a waveoff or additional radar landing pattern, but excluding holding delays.

0406. OVERDUE AIRCRAFT

1. An aircraft is considered overdue when communications cannot be established with the pilot or the aircraft fails to arrive within 30 minutes (15 minutes for jet aircraft) of the pilot's proposed estimated time of arrival. The Airfield Operations Duty Officer monitors all DD-175 flights inbound to MCAS Cherry Point and is responsible for taking appropriate action when an aircraft becomes overdue. The Operations Duty Officer will take the following action when an inbound aircraft is noted as being overdue:

a. Initiate a thorough check of the airfield for the aircraft in question.

b. Contact New Bern FSS and request that, (1) a preliminary communications search be initiated with an information request and, (2) Norfolk Air Rescue Center be alerted on a preliminary basis.

c. If the aircraft has not been located within one hour after transmission of the alert notice, ensure that Norfolk Air Rescue Center has assumed search responsibility.

0407. NO RADIO LANDING

1. Should the pilot of an aircraft experience radio failure and desire to land at this air station, he will follow the procedures below:

a. During daylight hours:

(1) Enter appropriate five-mile initial based upon observance of local traffic or wind direction.

(2) Descend to break altitude and, when abeam the Control Tower, rock wings.

(3) Break long, maintaining break altitude through the 180° position.

(4) If a green light is received from the Tower, make a normal approach to a landing.

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(5) If a red light or no signal is received from the Tower prior to the 180°, depart traffic pattern downwind and re-enter five-mile initial, repeating procedures (1) through (4) above.

b. During hours of darkness:

(1) Maintain a close watch for other traffic, perform the same procedures as for daylight, but utilize all available aircraft lighting to attract Tower attention.

(2) If an aircraft has complete electrical failure the pilot will remain well clear of local traffic until a landing can be made on a lighted runway. After landing, the pilot should taxi well clear of the lighted runway as soon as possible.

c. Pilots landing without radios in compliance with the instructions above must exercise extreme caution and remain well clear of other traffic. At night, the pilot should be prepared for immediate evasive action, since the possibility exists of entering the pattern from a direction opposite the normal traffic.

0408. PORTABLE TRAFFIC LIGHT SIGNALS

1. Signals from the portable traffic light (Aldis Lamp) have the following meanings:

COLOR AND TYPE SIGNAL	ON THE GROUND
Steady Green	Clear for take-off
Flashing Green	Clear for taxi
Steady Red	Stop
Flashing Red	Taxi clear of landing area (runway in use)
Flashing White	Return to starting point on airport
COLOR AND TYPE OF SIGNAL	**IN FLIGHT**
Steady Green	Clear to land
Flashing Green	Return for landing (to be followed by steady green at proper time)
Flashing Red	Airport unsafe, do not land
Steady Red	Give way to other aircraft, continue circling
COLOR AND TYPE	**GENERAL WARNING SIGNAL**
Alternate Red and Green	Exercise extreme caution

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0409. BOGUE FIELD

1. Bogue Field is a Marine Corps Auxiliary Landing Field (ALF) located at latitude 34° 41'N, longitude 76° 02'W. Field elevation is 20 feet above mean sea level.

2. The airfield consists of three runways. Runways 9-27 and 18-36 are permanently closed to fixed wing operations. Runway 5-23 is an active runway and is 4,000 feet long by 150 feet wide. The expeditionary runway is placed on top of RW 5-23 and is 3,000 feet long by 60 feet wide with the asphalt extending 500 feet at either end.

3. An area three miles in diameter, from the center of Bogue Field, surface to 1,500 feet, is considered the Bogue Field Control Zone. VFR minimums are established as 1,200 feet ceiling and 3 miles visibility. Flights operating at Bogue Field are restricted to VFR only.

4. Bogue Field is under the operational control of the 2d Marine Aircraft Wing. A control tower is available and will be manned as deemed necessary by the controlling agency. All aircraft shall contact Bogue Tower beyond 5 mile radius for landing instructions. The initial point is the 3 mile straight-away point to the active runway at an altitude of 800 feet. Landing precedence will be established at the break.

5. Aircraft departing Cherry Point for Bogue Field will proceed at 2,500 feet remaining northwest of the Cherry Point TACAN 215° radial. Return from Bogue to Cherry Point will be at 1,500 feet remaining southeast of the Cherry Point TACAN 215° radial.

6. More specific information relating to Bogue Field Operations may be obtained from the Bogue Air Operations Manual. (WgO/ASO P3125.3)

0410. CIVIL AIRCRAFT OPERATIONS

1. Civil aircraft regularly transit R-5306A to the Morehead-Beaufort Airport. Civil aircraft may proceed, without clearance, below and/or through the transition areas surrounding R-5306. Pilots must exercise extreme caution and be especially alert for small civil aircraft.

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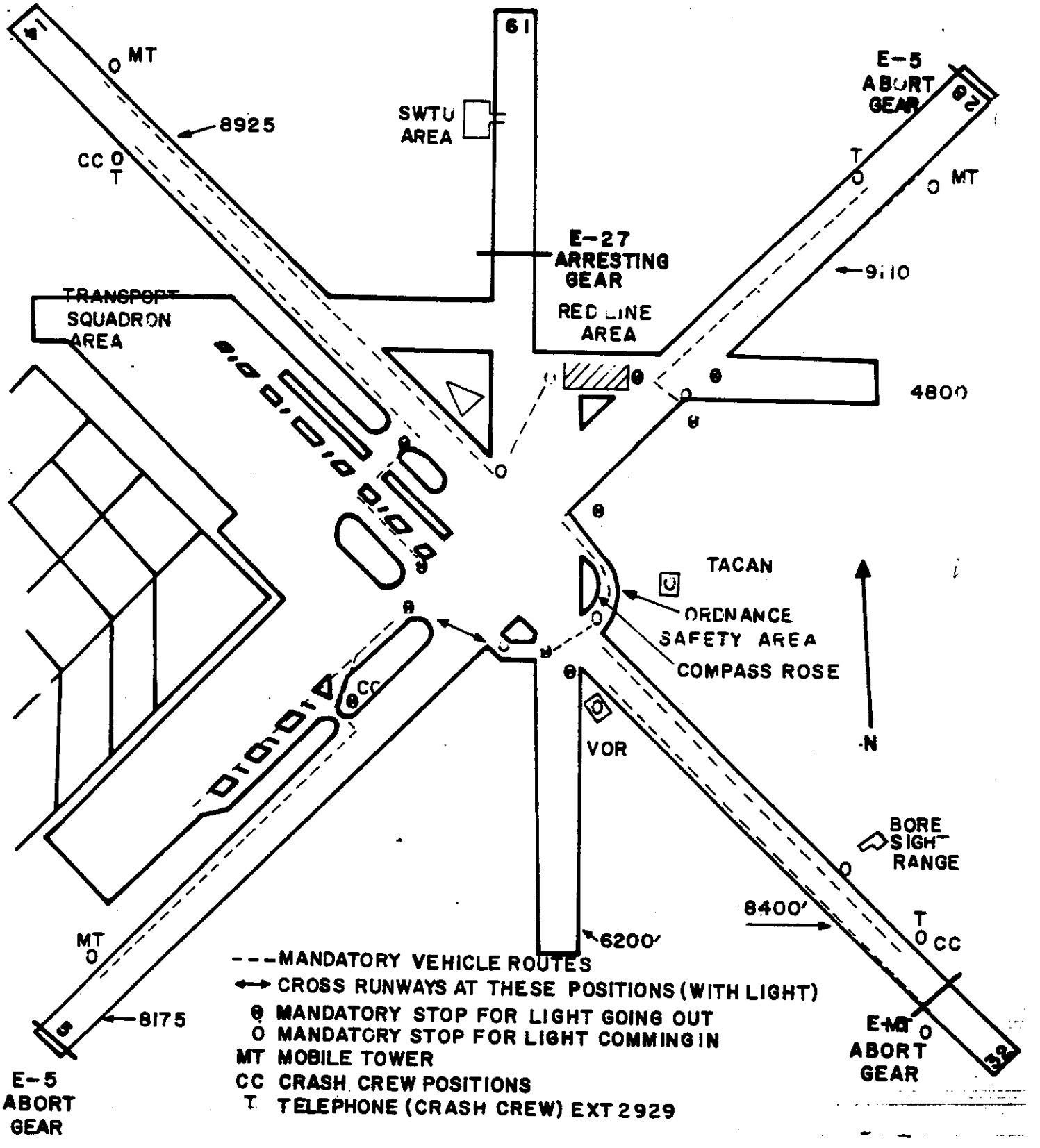

ILLUSTRATION "A"

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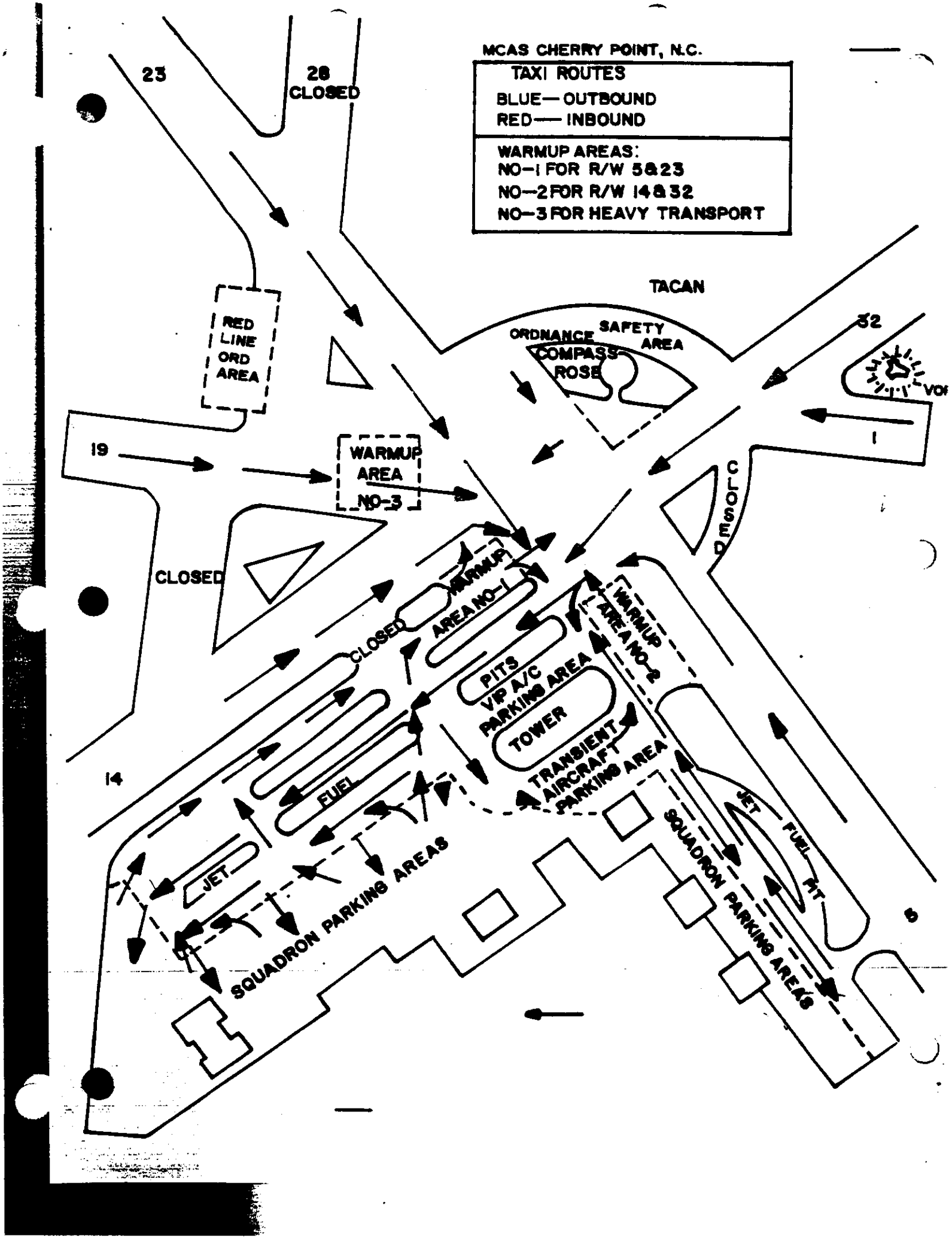

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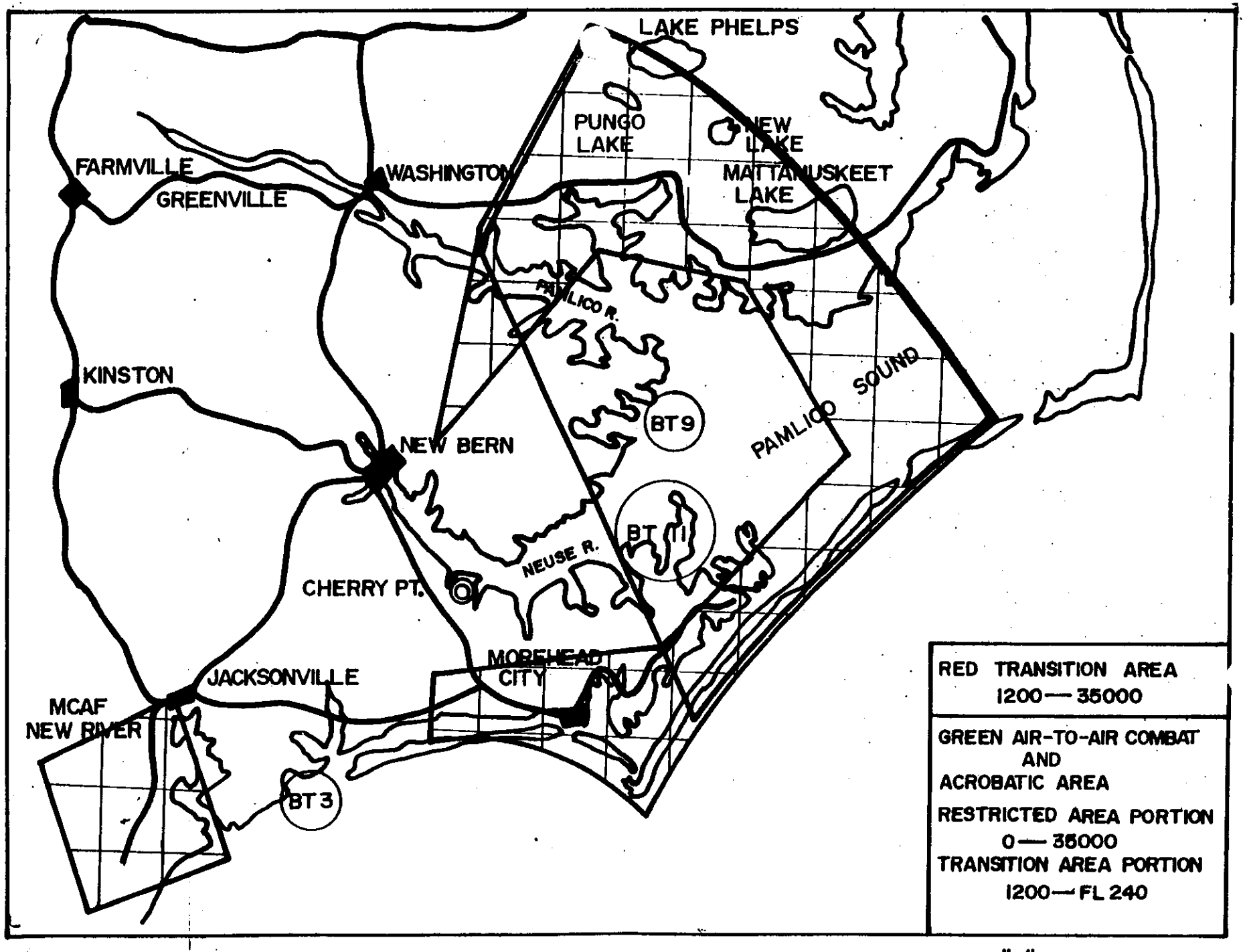

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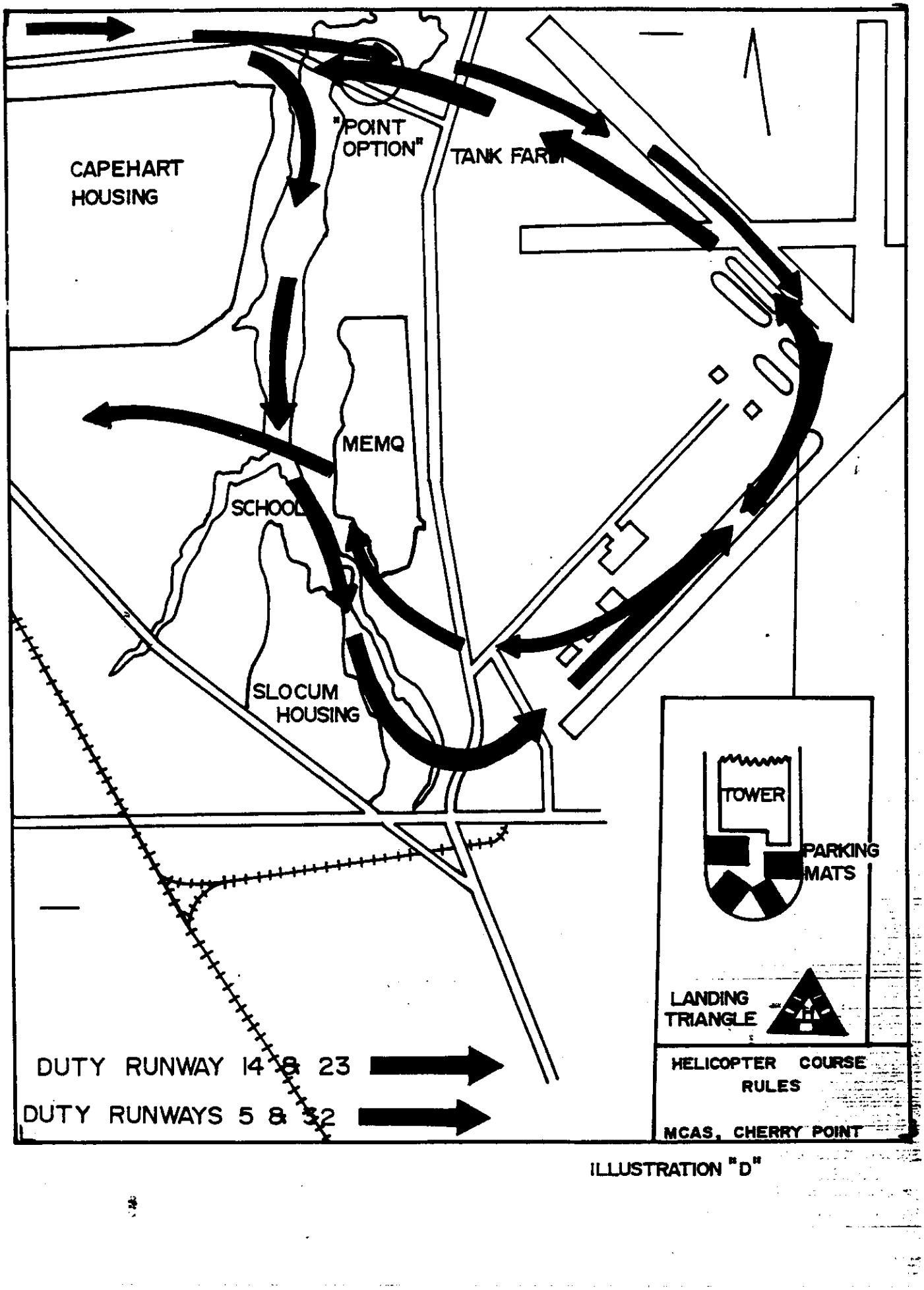

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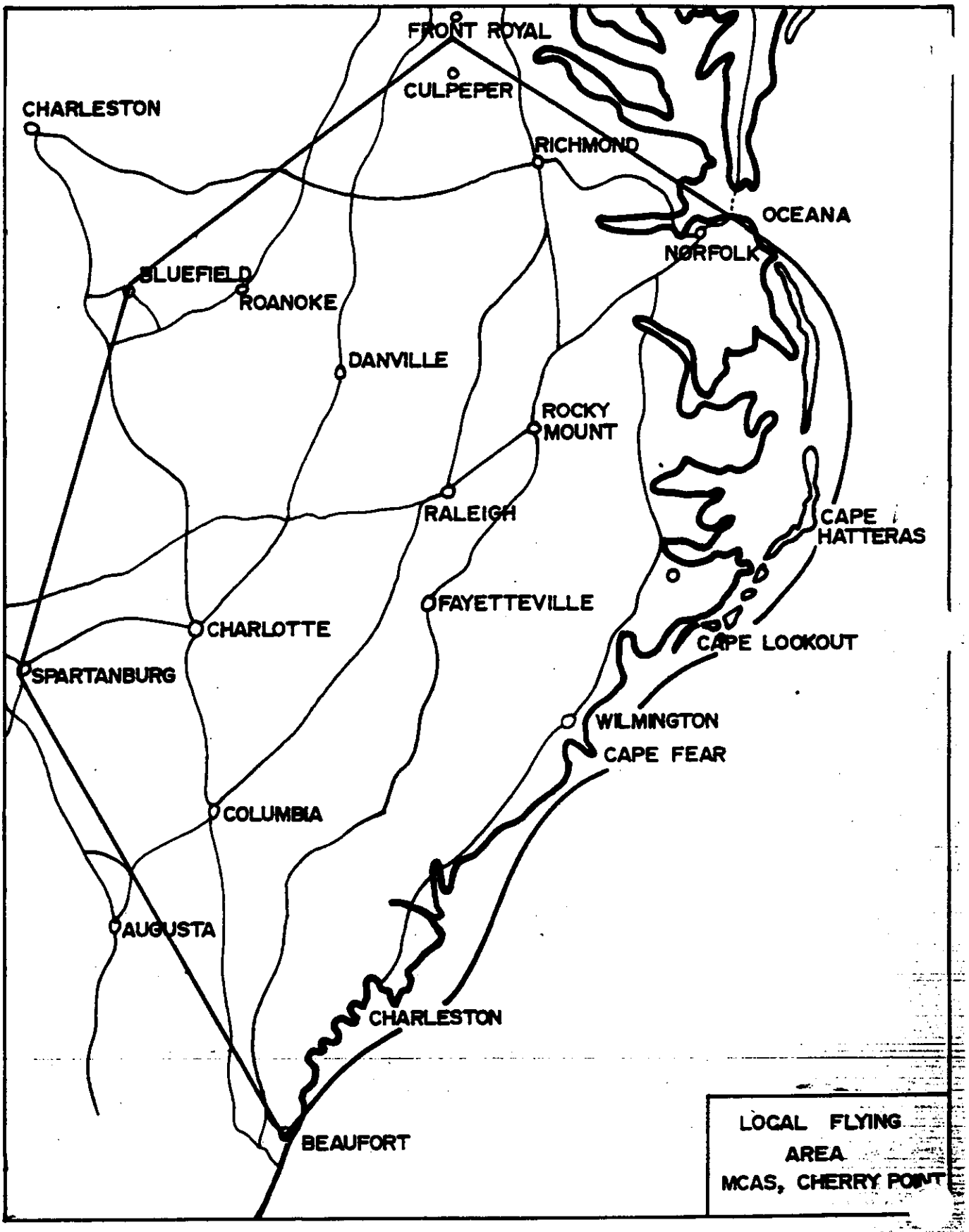

ILLUSTRATION "E"

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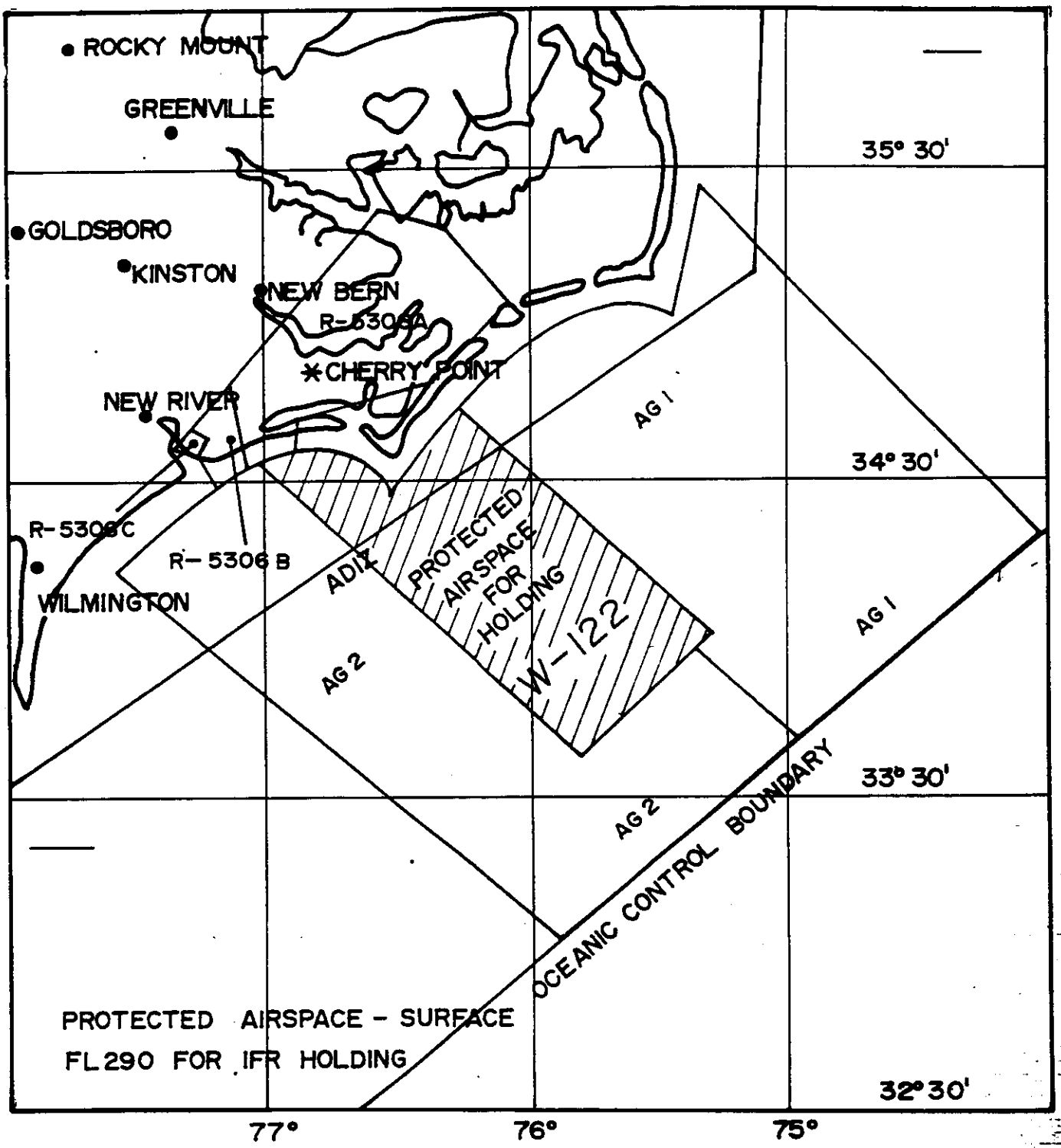

AERIAL GUNNERY, HIGH MACH,
RESTRICTED AND WARNING AREAS
M.C.A.S. CHERRY POINT

ILLUSTRATION "F"

APPENDIX C-6

Carraway, Gertrude S., 1946

The Flying Marines, United States Marine Corps Air Station, Cherry Point, North Carolina, March 1946

The Flying Marines

UNITED STATES MARINE CORPS
AIR STATION

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Cherry Point
North Carolina

11/18/98
MCHC
Reference Branch

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THE UNITED STATES MARINE CORPS AIR STATION

CUNNINGHAM FIELD

CHERRY POINT, NORTH CAROLINA

LARGEST MARINE CORPS AIR STATION IN THE WORLD

By
GERTRUDE S. CARRAWAY

With the Cooperation of the Public Information Division of Marine Corps Headquarters and the Marine Corps Air Station at Cherry Point

All Illustrations in this Booklet, unless Otherwise Designated, are Official U. S. Marine Corps photographs

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NEW BERN
OWEN G. DUNN COMPANY
Publisher
March, 1946

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MARINE CORPS AIR STATION AT CHERRY POINT

The Marine Corps Air Station at Cherry Point, started Aug. 6, 1941, and commissioned May 20, 1942, on Neuse River between Hancock and Slocumb Creeks in Craven County, North Carolina, ranks as the largest air station of the United States Marine Corps. In February, 1946, it was officially reported to be the biggest airport in runway area in the United States.

Approximately $85,000,000 has been spent or authorized for construction at Cherry Point and its auxiliary facilities and outlying fields since the original site on the south side of the Neuse River about halfway between New Bern and Morehead City was officially designated for the purpose July 9, 1941.

In addition to the main station of 11,155 acres at Cherry Point, there are auxiliary air stations at Atlantic, Bogue, Pollocksville and Kinston in North Carolina; Congaree in South Carolina; Newport, Arkansas; and Eagle Mountain Lake, Texas. Outlying fields were established at Beaufort, Greenville, New Bern, Camp Lejeune, Washington and Wilson.

Of these, Kinston and Oak Grove air field at Pollocksville have been announced as permanent installations. Atlantic and Bogue fields are owned outright by the government and a small group of service personnel will likely be retained there. Kinston was slated to go May 1 on caretaker status.

About $65,000,000 has been expended or authorized for the main station at Cherry Point, which includes perhaps the largest airport in the world. About $7,000,000 of the total appropriations for the station and its air facilities and outlying fields was not handled through Cherry Point but was provided through other Federal agencies, chiefly for the auxiliary or outlying fields.

On the other hand, the Naval engineers at Cherry Point supervised the construction of the Navy Section Base at Morehead City, the building of the Navy Amphibious Training Command at Ocracoke, and the $1,000,000 rehabilitation of the State-controlled Atlantic and North Carolina Railroad.

During the summer of 1941 the site now occupied by the mammoth Marine Air Station at Cherry Point proper was just a vast stretch of swamplands. Under the magic of expert craftsmanship, it was rapidly developed into a modern air base which served its nation well in time of war and will continue to serve its country in time of peace.

The main airfield was originally named Cunningham Field, for the late Lt. Col. Alfred A. Cunningham, the first Marine officer

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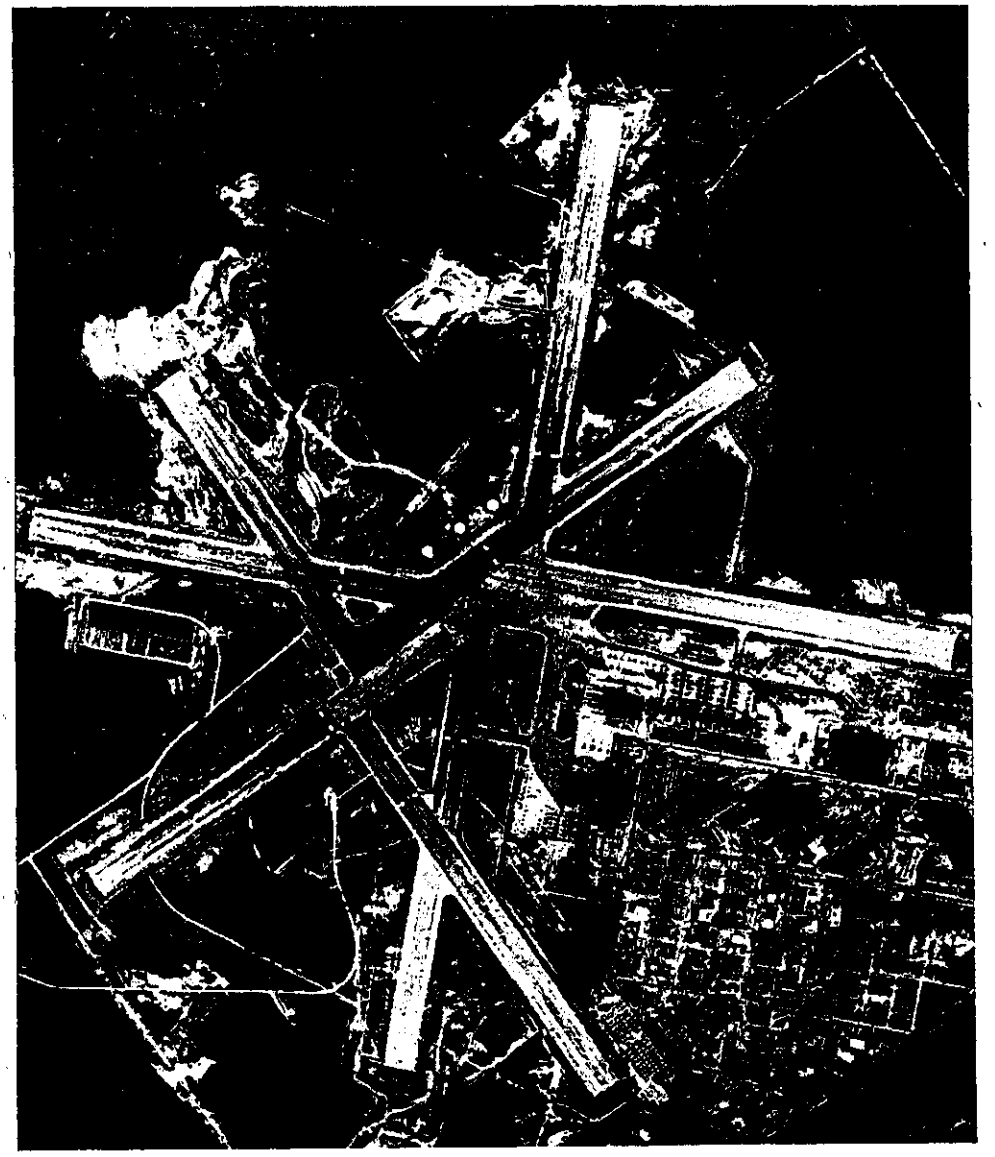

AIR VIEW OF THE MARINE AIR STATION AT CHERRY POINT

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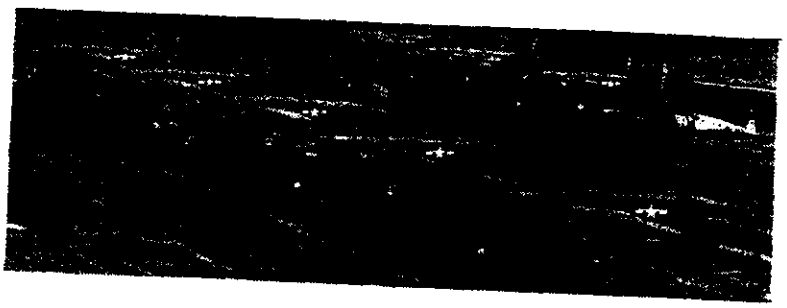
to become a naval aviator. This name, however, was not officially used during the war period, under naval rules which gave only general names for all air stations.

More paving was perhaps done on this project than at any other place at one time in the history of mankind. There were mixed and placed 500,000 cubic yards of concrete. The 600,000 square yards of concrete areas for airplane parking would be equivalent to 27 miles of 20-foot highways. The 5,431,500 square yards of asphalt paving, for roads, streets, runways and vehicle parking, would be equivalent to 242 miles of 20-foot road, farther than the distance from Beaufort to Greensboro.



MITCHELL BOMBERS ON PARKING APRON

About 5,000 acres of land were cleared and grubbed at Cherry Point and other sites under its jurisdiction. Approximately 10,000,000 cubic yards of earth had to be excavated. Trees in the way of construction were cut down and converted into lumber, about 5,000,000 feet of timber being thus cut at a sawmill erected on the base. In the first three years of construction 50,000,000 board feet of lumber were used, as well as 20,000,000 bricks.

There are 23 miles of drainage pipes on the main station, 20 miles of sewers, 26 miles of water mains, seven miles of steam distribution, 20 miles of electric wires underground and eight miles overhead, and 18 miles of telephone wires underground and four miles overhead. If outlying fields were included, these totals would be 50 per cent higher.

Cherry Point is a self-contained city, with a modern water plant, an incinerator, a sewage disposal system, automatic dial telephone system with a Carolina Telephone and Telegraph Company exchange building for long-distance calls, a branch of the First-Citizens Bank and Trust Company, two postoffices, libraries, and a heating plant capable of serving a town larger than New Bern.

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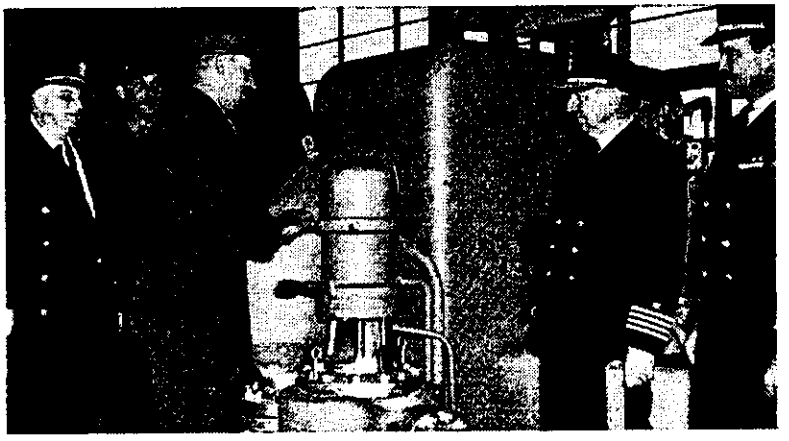
NEW FIRE STATION

At the $1,800,000 power generating system, for which initial designs were made by Gibbs and Hill, Inc., of New York, consulting engineers, and the plant constructed under the authority of the Rural Electrification Administration, a second steam turbo-alternator was installed early in 1946 to double the output capacity of the huge system, which has been termed "probably the most modern and efficient plant of its type in the United States." An addition to the electric plant was built by Fischbach and Moore, Inc., of New York City.

This base-load plant is operated in conjunction with a 6,000 horsepower diesel peaking plant at Camp Lejeune, the two being inter-connected by a 110,000 volt transmission line. Through this link-up system distribution of excess power and rerouting of electricity can be assured for all emergency needs.

A third boiler is being installed as a reserve at the steam power plant on Slocumb Creek as a significant phase of Cherry Point's designated position as the major East Coast Marine Air Station, marking a step in the conversion of the air base to a permanent station.



Brig. Gen. Thomas J. Cushman, USMC, station commander, starts new turbine Feb. 18, 1946, while four Naval officers witness the ceremony. (Left to right) Capt. George R. Brooks, USN, officer in charge of construction; Comdr. J. A. Dominy, USN, assistant officer in charge of construction; General Cushman; Capt. R. H. Sullivan, Navy Supply officer, and Lt. Comdr. F. M. Mueller, USNR, power superintendent for Cherry Point and Camp Lejeune.

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A twelve-mile railroad runs to the major storage and industrial centers on the base, connecting with the Atlantic and North Carolina Railroad, which is leased and operated by the Atlantic and East Carolina Railway Company. A Marine railway repairs crash boats and other craft used on the waterways.

Approximately 1,800 buildings have been erected, not counting the 2,500 temporary structures. This means that during the three years of chief construction about four temporary or permanent buildings were finished daily. In the extensive housing projects outside the main station are a public school, community center, chapel, postoffice, theatre and stores.

Largest of all structures on the base is the huge Assembly and Repair building. Costing $5,500,000, this department for aircraft and engine overhauling is considered the largest and most up-to-date assembly and repair shops at any naval establishment either within or outside the United States.

ASSEMBLY AND REPAIR BUILDING AT CHERRY POINT

The aircraft overhaul building, including administrative offices, covers about 340,000 square feet and comprises a large hangar, adjacent shops and an extension. It is of brick construction with structural steel columns and roof trusses. The hangar doors, 45 feet high, were the largest mechanically-operated doors of the type ever fabricated.

Covering an area of 150,000 square feet, the engine overhaul building is of similar construction. It has a unique heating and ventilating system, consisting of individual, self-controlled units located in pent houses over the roof area, whereby each shop or department is heated and ventilated with filtered air from its own plant.

This aircraft assembly and repair division is highly departmentalized in such manner that any plane requiring overhaul may be disassembled to the desired point, the parts sent to various

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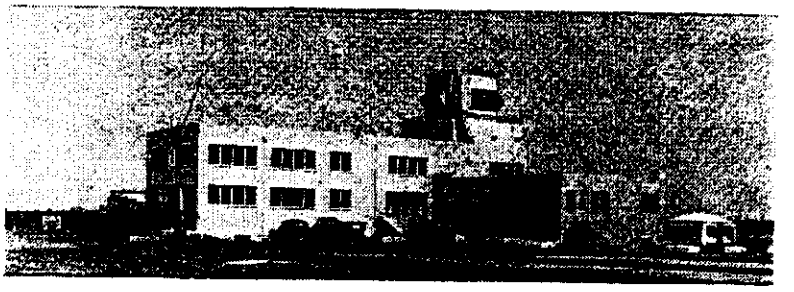

CONTROL TOWER AND OPERATIONS BUILDING

shops for repair on a set schedule and then returned for re-assembly on a production line basis. In addition to overhaul work, new planes are assembled after shipment from the manufacturers. Connected with the shops are modern drafting rooms, a well-equipped chemical department to make all kinds of chemical analyses and metal tests, and an extensive technical library.

The first detachment of Marines landed at Cherry Point for guard duty on Dec. 10, 1941. Since then thousands of Leathernecks have been stationed and trained there. The first women Marines arrived in May, 1943, and their number grew to more than 2,300 at one time.

At the end of the war there were more than 20,000 military personnel at the air station, but under the accelerated discharge program at the large separation center there about 1,200 men and women left each week for a number of weeks, to bring the total down to around 12,000 by February, 1946.

NEW SODA FOUNTAIN IN POST EXCHANGE
Largest Soda Fountain at any Marine Corps Base

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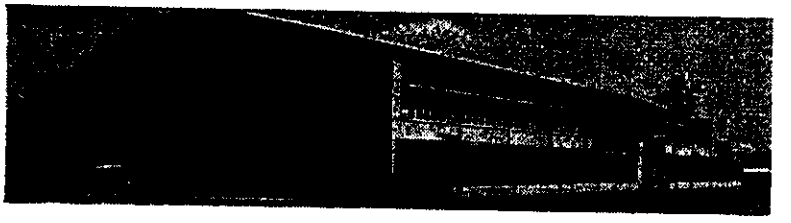
Tentative plans call for a minimum of 8,800 Marines during peacetime. In addition, a large number of civilian employes will be retained on a permanent basis to maintain the post and assist with its operation and continuing construction.

Before coming to Cherry Point, Marine pilots already have undergone their basic flight training and have received their wings as aviators. This station serves as an advanced school.



MAMMOTH DRILL HALL

Those who are just out of flight school or who have been serving in the States as instructors are assigned to groups in which they learn to fly and fight as combat units. Pilots reporting back from overseas duty are also assigned to these groups, but because of their experience they act as instructors.

INTERIOR OF NEW POST EXCHANGE WING

An interesting feature of the course is the Ground Offense Training Unit, where the "junior birdmen" receive combat conditioning before starting on their advanced aviation instruction. The purpose of this program is to lay the groundwork for close coordination of Marine air and land offensives.

The pilots are taught the use of small arms and hand grenades, how to dig foxholes and to fight with knives, bayonets and bare hands. Their physical training is rigorous. They undergo regular infantry drill. This training, indeed, is a short course in the methods of Marine land fighting, giving the fliers a better understanding of the problems of the land troops with which their aerial activity in combat is coordinated and making them better prepared to take care of themselves in case of emergency.

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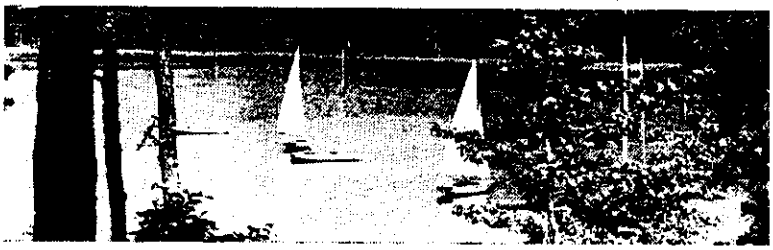
ONE OF TWO LARGE COMBAT TRAINING POOLS

Enlisted men reporting to the station are classified for special training and duty according to their potential skills and their previous civilian experience. Many of them are assigned to basic instruction followed by practical experience with aircraft units in such duties as radar and radio operators, gunners, aerial photographers, navigators and aircraft mechanics. Much of this training is provided at schools on the base, while in other instances the instruction is offered at various naval schools elsewhere as well as in manufacturing plants.

For the thousands of Marines who will be stationed at Cherry Point during peacetime recreational activities are being greatly expanded. Keen athletic competition with other service organizations provides first-rate sports events for spectators, while a continuous schedule of intrastation sports events among the various squadrons gives every man an opportunity to participate in athletics.

USO camp shows and frequent all-star Broadway variety shows supplement first-run movies for theatrical entertainment. Dance music is furnished by enlisted men's bands and orchestras and visiting big-name bands. The station band and the wing band have attained excellent reputations throughout the region.

In addition to nearby beaches, Cherry Point has its own water sports area, where swimming and boating may be enjoyed. The yachting facilities are among the best provided by military establishments anywhere. There is a competent staff of sailing instructors. In 28 months between the last part of 1943 and 1945 more than 2,000 Marines qualified for sailing licenses. There are weekly sailboat races, and huge water regattas at varying intervals. Two large swimming pools for recreational and combat swimming are popular meccas.



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HISTORY OF AIR STATION

Designed as "the most modern and important Marine air station in the world," the mammoth training center for Marine aviators at Cherry Point was authorized July 9, 1941, with allocation of $14,990,000 for construction purposes.

The project was started July 28 upon the arrival in New Bern of Lt. Comdr. E. W. C. Nice, USNR, now deceased, as the first resident naval officer in charge of construction. Actual work of clearing the ground on the 8,000-acre reservation was begun August 6. Additional land was incorporated later.

Many months previously the establishment of a Marine ground base and a nearby Marine air base along the vulnerable coast of North Carolina was contemplated by Marine Corps authorities. At first it was proposed to locate the air station on the north side of Neuse River in Pamlico County to work in conjunction with the ground base 30 miles to the southwest on New River in Onslow County.

Following extensive surveys of both sites on Neuse River, it was decided to have the air station on the south side of the river because of its closer proximity to the ground base and to the deep sea port at Morehead City. Railroad and highway connections were also regarded as much more favorable. On the selections committee were Maj. Gen. Ralph J. Mitchell, Brig. Gen. T. J. Cushman and Rear Admiral C. H. Cotter, USN.

A committee of Marine Corps officials earlier had carefully inspected many available sites along the entire South Atlantic and gulf coasts and had chosen Eastern North Carolina as the most suitable place for the center of Marine activities. A major factor in their decision was the long stretch of ocean beach in Onslow County which could be utilized for practice landings of amphibious Leathernecks. On the committee selecting the two sites in general were Maj. Gen. Julian C. Smith, Maj. Gen. Pedro del Valle, and General Cushman.

A temporary office was opened by Lieutenant-Commander Nice in the Queen Anne Hotel at New Bern. Assisting him at the outset were three other Naval Reserve officers: Lt. William F. Merritt, of New York City, who became the first Navy construction officer for the project; Lt. J. K. Flynn, of New York, Navy plans officer; and Lt. William M. Gustafson, of South Dakota, Navy accounting officer.

Remaining on continuous duty at Cherry Point until January, 1946, when he received an honorable discharge from active service with the rank of full commander, Commander Gustafson

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served longer with the construction forces there than any other naval officer, becoming chief assistant to the different resident officers in charge. He was succeeded January 15 by Comdr. J. A. Dominy, USN.

Contract for the construction work, valued at $14,145,000, was awarded to the T. A. Loving Company and Associates: T. A. Loving and Company of Goldsboro, N. C.; Central Engineering and Construction Company, Mecklenburg Construction Company and Nello L. Teer, all of Durham, N. C.; A. H. Guion of Charlotte, N. C.; West Construction Company of Kinston, N. C.; Thompson Electrical Company of Raleigh, N. C.; and Albemarle Plumbing and Heating Company of Albemarle, N. C.

Various phases of their work were soon divided among themselves: Loving company, general building and supervision of the entire project; the three Durham companies, clearing, grading and drainage; Guion, sewerage and water systems; West, paving; Thompson, electrical work; and the Albemarle firm, plumbing and heating.

New Bern Photo

FIRST NAVAL ENGINEERS ON STATION

(Left to right) Lt. Comdr. E. W. C. Nice, Lt. William F. Merritt, Lt. William M. Gustafson and Lt. J. K. Flynn.

Charles Banks McNairy, who had charge of the $40,000,000 construction program in 1940-41 at Fort Bragg, N. C., for the Loving company, was named project manager. Five assistant project managers were announced August 27, as follows: N. Teer, Jr., A. H. Guion, M. Herrin, M. R. Cowper and D. J. Thompson. The firm of Olsen, Deitrick, Carr and Greiner was named for architectural and engineering work. This firm was composed of William C. Olsen and William H. Deitrick, both of Raleigh; George Watts Carr of Durham; and the J. E. Greiner Company of Baltimore. Their work was started effectively, in record time.

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Offices were moved from the Queen Anne Hotel to the Federal Building in New Bern, while work was begun on buildings at the temporary construction area at the base site. In efforts to rush completion of these structures, laborers began to work six days a week, with pay of time and a half for Saturday. On September 2 the offices were transferred there from New Bern, a frame administration building having been erected in record time of eight days.

Temporary electricity was obtained quickly by mobile units and by extension of REA lines from Carteret County. The task of building a Diesel power plant near Jacksonville and a $1,800,000 steam power plant near Slocumb Creek was pushed as rapidly as possible. Telephone and telegraph lines were extended to the camp, and a new spur line of the Atlantic and North Carolina Railroad operated by the Atlantic and East Carolina Railway Company was built there from Havelock, a mile and a half away. Limestone for roads, runways and concrete foundations was rushed from the first machine mine in Eastern North Carolina at Belgrade. A cafeteria was opened at the base by R. W. Smith and L. M. Bryan, of Raleigh, N. C., with capacity for 500 persons.

During the latter part of September the first declaration of the taking of the 82 tracts of land in the original reservation was filed in Federal Court at New Bern. Appraisers fixed a valuation of $104,869 for the 7,582.2 acres. Other property there was already owned by the government as parts of the Croatan National Forest. An additional 3,000 acres on the west bank of Slocumb Creek was later added. The Farm Security Administration helped the two white families and 40 Negro families residing on the reservation to find homes elsewhere. Extensive drainage and malaria control work was inaugurated by health authorities.

"Don't keep 'em flying," was the seemingly paradoxical slogan then posted on the station. This referred to the millions of mosquitoes found when Navy health authorities began their difficult but successful task of eradicating the malaria mosquitoes.

PRESENT PUBLIC WORKS ADMINISTRATION BUILDING

ACE000004151

—Blackstone Studio
REP. GRAHAM A. BARDEN

Representative Graham A. Barden of New Bern, Congressman from the Third District of North Carolina, was one of the most tireless civilian officials in helping plan for Cherry Point and its construction. He is given much credit for his personal advice and cooperation, as well as his legislative influence, in getting under way the mammoth building programs.

Commander Nice set an untiring example of hard work for his associates and assistants. He made a strict rule that any workman taking firearms, weapons, cameras or intoxicants to the base would be discharged immediately. To guard against sabotage, it was necessary for all prospective employes to be American citizens or to have taken out first papers for naturalization and to sign affidavits that they had read or had read to them two important sections of the Espionage Act. Every worker had to be fingerprinted, and his photograph was stamped on his official pass. It was practically impossible for outsiders, except those going on official business, to get into the grounds.

Because of incessant work, following a year of similar strain as resident officer in charge of the new naval air station at Miami, Fla., Commander Nice became ill during October. He received treatment in hospitals at New Bern and Norfolk, Va. While on a ten-day leave in New Bern in November he died of a heart attack.

During his illness, Lieutenant Merritt was placed in temporary charge of construction. Commander Carl H. Cotter, since then promoted to the rank of rear admiral, (CEC), USN, officer in charge of construction for the Public Works Department at the Naval Operating Base at Norfolk, came frequently to supervise.

The week before the death of Commander Nice, then on the Navy's inactive list, Lt. Comdr. Richard de Charms, Jr., CEC-V(S), USNR, afterwards promoted to captain, was appointed resident officer in charge. He reported there November 12.

ONE OF BACHELOR OFFICERS' QUARTERS BUILDINGS

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Lt. Col. Thomas J. Cushman, USMC, now a brigadier-general, was the first Marine officer to be assigned to duty at Cherry Point. He arrived in the area in August to act as liaison officer and remained on duty as the first commanding officer of the air station.

Building of airplane runways was begun in November, only 17 days before Pearl Harbor. After this country entered the war, construction work was stepped up considerably by the inauguration of a ten-hour day and seven-day week work plan for several thousand laborers on day and night shifts. Extra precautions were taken against sabotage or possible attack. Construction plans were held in strictest secrecy.

In March Commander de Charms became Public Works officer for the project, and during May he became naval officer in charge, succeeding Captain Cotter, who assumed new duties as superintendent civil engineer for the Navy in the Middle Atlantic Area.

ROW OF BARRACKS FOR SERVICEMEN

The first airplane landing at the new installation was made March 18, 1942, by Lieutenant-Colonel Cushman; and the station was formally commissioned the following May 20, with Lieutenant-Colonel Cushman as the original commanding officer.

By the end of 1942 the essential facilities had been completed, including barracks, mess halls, ammunition magazines, runways, railroad branch and sidings, telephone system, sewage lines, water and fire protection systems, steam distribution, airplane hangars, electric power plant, various shops, garage, aviation operations building, radio transmission building, hospital and recreation building.

For progress made in competition with all other Naval stations in the same class under construction by the Public Works Department, the construction forces received two quarterly certificates of award for top place and one quarterly certificate for second place and also two monthly first-place and one monthly third-place certificates from the Bureau of Yards and Docks.

At the outset the building projects were on a cost-plus-fee basis for T. A. Loving Company and Associates as general contractors. About half of the construction work was accomplished in this manner. Since July 31, 1943, all work has been let on a lump-sum basis, and more than a score of contractors have received contracts awarded under competitive bidding.

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Despite the fact that the permanent buildings had to be rushed quickly to completion, a remarkably low percentage of fatalities and accidents occurred. Insurance companies estimate that one man is killed on an average of every $1,000,000 worth of construction, but at Cherry Point only five were fatally injured under the original contracts totalling $38,000,000.

During August, 1942, the station was authorized to receive personnel direct from recruit training and to redistribute men for training at specialized schools and other aviation facilities.

The Third Marine Aircraft Wing was formed there in November, 1942, under the command of Lt. Col. Calvin R. Freeman. He was succeeded by Brig. Gen. Claude A. Larkin. Since then Third Wing units have distinguished themselves in aerial combat.

WOMEN MARINES DRILLING IN SUMMER UNIFORMS

So gigantic was the scope of the air station that numerous important projects were not finished until 1943, despite the rapid schedule carried out during the first year. Among these were barracks and a mess hall for members of the Marine Corps Women's Reserve, quartermaster building, postoffice, additional taxiways and warm-up platforms at the airfield, and the huge aircraft Assembly and Repair shop. The latter building was dedicated Dec. 4, 1943, by Ralph A. Bard, assistant Secretary of the Navy.

The first women Marines arrived at Cherry Point during May, 1943, and their number grew gradually to more than 2,300, with the air station the clearing center for all women reserves assigned to aviation. Maj. Katherine D. Lynch was commanding officer of the women Marines here for 22 months, being succeeded in June, 1945, by Maj. Julia Hamblet. Capt. Nancy M. Roberts became the WR Representative during February, 1946.

Capt. I. A. Bickelhaupt, USNR, succeeded Commander de Charms as naval officer in charge of construction and public works officer during the summer of 1943, and the station expand-

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REDESIGNED ADMINISTRATION BUILDING

ed materially under his guidance. After a year he left to become district public works officer at Norfolk. He is now out of active service and engaged in professional engineering.

Since July, 1944, Capt. George R. Brooks, USN, has been naval officer in charge of construction and public works officer. The construction office was moved to a new frame building on the station. Special appropriations of about $11,000,000 were available for new construction projects, under his direction, an air station rarely ever being "completed."

Under this vast expansion program the entire plan of Cherry Point was restudied and much new construction was authorized. The Public Works design section had charge of the overall planning. Olsen and Deitrick redesigned the steam generating and distribution plants and additions for the sewerage and water treatment plants.

The major portion of the new building design was done by the office of James C. MacKenzie, architects and engineers, of New York City. Mr. MacKenzie redesigned the Administration building, to make it more attractive as well as conspicuous. A new colonnaded portico was put on the southeast side, a wing was added to the southern end to balance the existing northerly wing, and another entrance driveway was arranged, with its sweeping front area beautified as a park. A new Barracks building, conforming in general character to the previous ones, contained porches on both floors, which proved to be a great asset.

Other buildings designed by the New York architect included the Family Guest House, bank, fire station, subsistence building, salvage building, bakery and laundry extensions, MCWR Headquarters additions, a new Post Exchange wing, and Bachelor Officers' Quarters No. 1 and 2.

NEW ADDITION TO POST EXCHANGE BUILDING

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With the Third Wing largely in the Pacific, the Ninth Marine Aircraft Wing was organized at Cherry Point in April, 1944, under the command of Col. C. F. Schilt, now a brigadier-general, who had served as commanding officer of the station after the departure of Colonel Cushman during September, 1943.

Brig. Gen. Lewie G. Merritt took command of the Ninth Wing on June 17, with Colonel Schilt becoming its chief of staff. General Merritt assumed additional duties the following September in taking command of the air station and all its auxiliary facilities and outlying fields. Col. P. E. Conradt, who had succeeded Colonel Schilt as station commander during April of 1944, continued to act in this capacity until his transfer overseas in June, 1945.

STATION BAKERY AT CHERRY POINT

General Merritt was followed in January, 1945, by General Schilt as commanding general of the wing, and during March General Schilt was succeeded temporarily by Col. Lawrence T. Burke. In April Brig. Gen. Harold D. Campbell arrived at the base and became commanding officer of the wing, with Colonel Burke as chief of staff. The next month General Campbell relieved General Merritt as commander of the Marine Corps Air Bases Command, and the latter was returned to overseas duty.

During August Maj. Gen. Ralph J. Mitchell, former director of Marine aviation, became the commanding general of the air bases. General Campbell retained command of the wing, and General Cushman of the station, the latter having returned as station commander in June to relieve Colonel Conradt.

Planned decommissioning of the Ninth Wing was announced in March, 1946, after it had made a distinguished record. During the latter half of 1944 an average of 21,000 officers and men were on its roster. Towards the end of its career there were less than 5,000. Its place is being taken by the Second Wing, returning from overseas, with General Campbell assuming command of this outstanding organization he had commanded in the Pacific.

These three generals, strangely enough, were the first Marine officers to serve actively in the area. General Mitchell was on

ACE000004156

"The Sturdy Beggar Privateer of 14 Carriage Guns and 100 Men, the State Brig Pennsylvania Farmer of 16 guns and 80 men, belonging to this Town, are preparing to sail with all Expedition in Quest of the English Pirates."

Honoring the name of the ancient privateer and the Marines who served on it, the 147th Liberty Ship launched by the North Carolina Shipbuilding Company at Wilmington on Feb. 21, 1944, was named "Sturdy Beggar." The New Bern Rotary Club sponsored the launching program and selected Miss Gertrude Carraway of New Bern to christen the vessel. Col. P. E. Conradt, then assistant commanding officer of the Marine Air Station at Cherry Point, was the official representative of the modern Marines at the launching ceremonies in Wilmington.

Marines also fought along the Carolina coast for both the North and the South during the War Between the States. Gen. Ambrose E. Burnside and his Federal troops captured Roanoke Island and other parts of the northern Carolina seashore, then sailed to Neuse River with a fleet of 14 gunboats and landed on the south side of the Neuse at the mouth of Slocumb Creek, about 15 miles below New Bern, now a part of the Marine Air Station. New Bern fell to them March 14, 1862.

Amphibious tactics, now so well known as part of the famed Leatherneck technique, were also used by the Confederates during the War Between the States. On Feb. 2, 1864, Capt. John Taylor Wood of the Confederate Navy, with a crew in seven cutters, came down Neuse River from Kinston and boarded the powerful United States gunboat Underwriter, then in the New Bern harbor.

In terrific hand-to-hand fighting, the Southerners captured and burned the gunboat. The Confederates reported six men killed, 22 wounded and two taken prisoners; while the Unionists had nine killed, 18 wounded and 18 taken prisoners.

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In their desire to obtain old weapons for a museum at Cherry Point, modern Marines dredged Neuse River to find the arms carried on the gunboat. Several old pistols and muskets were recovered from the river mud.

Breastworks of some of the six Confederate forts and ten Federal forts in the vicinity from Cherry Point to New Bern may still be seen, and may be studied by Marine officers and men for example lessons in planning defenses which might hold more successfully against any possible attack or invasion in that vulnerable area of the coast.

The name, "Cherry Point," given to the air station came from a postoffice established in the area for the Blades lumber interests some years ago. This postoffice was closed in 1935. The original "Point" was on the South side of Neuse River east of Hancock Creek, and the word, "Cherry," came from cherry trees which used to grow there. A number of newcomers have the erroneous idea that Cherry Point was named for Governor R. Gregg Cherry, who became chief executive of North Carolina in 1945.

Near Duck Creek is a tiny island called "Money Island," plainly visible from the site of the original Officers' Club at Cherry Point. Still owned by Hugh Dortch, Jr., of Goldsboro, N. C., this island has attained fame because of rumors that Edward Teach, the pirate "Blackbeard," buried treasure there. Many persons have dug in vain all over the small isle.

For years known to the outside world chiefly for the excellent fishing and crabbing which brought numerous vacationists, the site has now become nationally famous as the home of the Marine Corps' largest air station.

ACE000004158

CHERRY POINT IN WORLD WAR II

Although construction of the Marine Corps Air Station at Cherry Point was not started until four months before the Japanese attack on Pearl Harbor and its runways were not begun until 17 days before the sneak attack, the air base played an important role during World War II.

Geographically located in a strategic part of the vulnerable coast of North Carolina, Cherry Point quickly became a vital operations center for American airplanes fanning far and wide over coastal areas in search of enemy submarines, which for some months did considerable damage to Allied ships carrying oil and supplies along the Atlantic sealanes.

In record time, too, the Marine air station became a primary training center for Marine aviators. Fliers by the thousands trained there for the support of ground forces in landing operations and for the provision of aerial defense for advanced bases. Some of the most distinguished pioneers in Marine aviation were assigned there to impart their knowledge and give the benefit of their experience to younger Leathernecks eager to put into practice over Tokyo the lessons studied at Cherry Point, its auxiliary facilities and outlying fields.

Two Marine Aircraft Wings were activated there. The Third Wing was organized during November, 1942, under the command of Lt. Col. C. R. Freeman. With Brig. Gen. Claude A. Larkin as its subsequent commanding general, it left the air station, following diversified training, as a combat unit for overseas assignments. Its varied functions and achievements against the Japanese in the Pacific theatre will go down in history along with outstanding exploits of other great Marine aviation units.

After the Third Wing had been transferred for the most part to the Pacific, the Ninth Marine Aircraft Wing was formed during April, 1944, under the command of Col. C. F. Schilt. This was created as a training wing, in which individuals or groups of individuals were trained to go overseas at intervals as combat replacements instead of moving together as a wing. Brig. Gen. Lewie G. Merritt became its second commanding officer, and was succeeded in turn by Colonel Schilt, promoted to brigadier-general, Col. Lawrence T. Burke and Brig. Gen. Harold D. Campbell.

The first Marine squadron of Mitchell medium bombers to operate in the Pacific was trained at Cherry Point. So was the first Marine night rocket bombing squadron. The first fighter squadron flying the formidable new F7F Grumman twin-engine fighter plane was trained at Eagle Mountain Lake, Texas, one of the auxiliary air stations of Cherry Point.

ACE000004159

More than 20,000 military personnel were attached to the main station at times during the war period, with another 15,000 at the auxiliary and outlying fields. About half of all the men in Marine aviation were stationed there in turn during the critical war year of 1943-44. Among these were many of the most decorated aces of World War II.

The construction of the air station and its chain of fields formed one of the most colossal building programs undertaken during the conflict. As many as 8,000 civilians were employed at the peak of construction to rush facilities for the "Flying Soldiers of the Sea."

Marine aviators personify the famed dexterity and versatility of Leathernecks. They must pilot both seaplanes and landplanes. Like Navy fliers, they operate with equal familiarity from the flight deck of carrier ships or in offshore landings, frequently periled by stormy winds.

Drilling repeatedly for the bombing and invading of Japan and Japanese islands, the aviators subjected Coastal Carolina to almost daily "bombing raids," without the inhabitants ever knowing anything about it. Sometimes squadrons from Cherry Point or Greenville would rendezvous above New Bern to "attack" Kinston, while the "defenders" at the latter point would be on the alert for these mock assaults in preparation for real battle in the Far East.

Marine pilots practiced teamwork at Cherry Point. They learned squadron and group tactics as combat teams. More than 50 courses were offered in such advanced subjects as navigation, radio, radar, aerology, parachutes, chemical warfare, celestial navigation, free and fixed gunnery.

Rehearsed time and again were problems in dive bombing, strafing, fighter technique, carrier landings and anti-submarine patrols. Targets were bombed in many isolated parts of the region. Aerial gunnery ranges, for live ammunition, were established for widely-restricted distances all along the Carolina seashore from Bogue Banks to Hatteras.

"Junior Birdman" Studying Ground Defense

ACE000004160

Besides having infantry drill four hours a week, the pilots were required to undergo combat conditioning at a unique camp in the "jungles" along Hancock Creek, where "junior birdmen" were instructed in using small arms, throwing hand grenades, digging foxholes and fighting with knives, bayonets and bare hands.

Officially listed as the Ground Offense Training Unit but familiarly called "Boys' Town," this camp had the primary objective of letting the aviators see the conditions met by ground fighters and thus be better qualified to appreciate the need of air support. A secondary aim was to teach the fliers how to take care of themselves on the ground in case their planes were shot down over enemy territory.

AIRMEN PRACTICE INVASIONS ALONG NEUSE RIVER

In order for the airmen to get a realistic idea of the job of establishing a beachhead on hostile soil, two practice invasions were made by them on Neuse River. Two-thirds of the class assembled in landing boats offshore, while the others dug in to defend the beach with rifles, machine guns and land mines.

The assault opened with a smoke-screen laid by aircraft, followed by fighter and dive-bomber attacks. Then, as the boats neared the land, "enemy" planes rose for a counter-assault. "Bombs" were planted blocks of dynamite, exploded to shower the invaders with water, sand, dirt, leaves and branches.

That the skymen realized the value of such foot training was evidenced by the fact that, when requested to offer suggestions for improving the course, they called, without exception, for more of the same kind of training in characteristic Marine self-reliance.

Throughout this combat conditioning was stressed the principle that the pilots are Marines first and specialists second. Their dependence upon ground crews was also emphasized. No aviators could keep their planes aloft satisfactorily without the essential aid of mechanics.

ACE000004161

Rescue facilities were kept in a constant state of readiness fo possible plane accidents. One rare type of crash boat on hand fo emergencies was known as a "swamp glider," a small, light craf adapted for the swampy tracts up the rivers and creeks.

Embodying the fundamentals of highly-trained specialization Marine aviation depends for its striking power on the same com- pact concentration of mobile units for which the corps has been famed through its colorful history, the instructors taught. That their pupils learned well this lesson is proved by their outstanding accomplishments in Pacific war zones, in supporting the spear- head of invasion waves and in drawing the first bead on assailants in advance of the hard-hitting seaborne forces.

CHERRY POINT PLANES IN THE PACIFIC
Guided to Japanese Targets by a Japanese Lieutenant

Fighting squadrons, scout bombing squadrons (dive-bombers), observation squadrons, photographic squadrons and utility squad- rons were maintained at Cherry Point and its auxiliary fields. There were also headquarters squadrons and service squadrons. Every type of plane used by the Marine Corps was flown and repaired there. The Assembly and Repair shops, the largest and most modern at any naval base in the world, worked diligently to "keep 'em flying."

Accordingly, from Cherry Point and its neighboring fields were sent out thousands of trained aviation Marines—pilots, air crew- men and ground crews—to wage in the air the same relentless warfare that Leathernecks have made famous for 170 years on land and sea. The Flying Leathernecks justified their training and work in the recently-revised words of the stirring Marine hymn:

"We fight our country's battles
In the air, on land and sea."

ACE000004162

APPENDIX C-7

Caulkins, D. P., 1943
Letter to the Chief of the Bureau of Ordnance,
SUBJECT: Trap Shooting Equipment – Request for,
dated 11 September 1943

REPRODUCED AT THE NATIONAL ARCHIVES

ARCH II
RG 74
ENTRY 25
Box 452
File [illegible]

Op-33-D-IEE
F41-10

SECOND ENDORSEMENT

141425

11 SEP 1943

From: The Vice Chief of Naval Operations.
To: The Chief of the Bureau of Ordnance.

SUBJECT: Trap Shooting Equipment - Request for.
(MCAS, Cherry Point ltr. F41/P11-1(sny) serial 1335, No. 106 dated 4 September 1943, with 1st end. thereto)

1. Returned, recommending approval.

D. P. Caulkins

D. P. CAULKINS
Lt. Comdr. U.S.N.R.
By direction

Copy to:
CO, MCAS, Cherry Point, N.C.

091343 00028

ACE000004164

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Kr9
(Mn6e)

First Endorsement on
MCAS, Cherry Point ltr.
F41/P11-1(syn) Serial No.
1335 No.106, dated 4 Sept.1943.

8 - SEP 1943

From: The Chief of the Bureau of Ordnance
To : The Vice Chief of Naval Operations.

Subject: Trap Shooting Equipment, Request for.

1. Forwarded for comment, recommendation and return regarding two (2) Mounts, Shotgun, Flexible, Stock No. 2-M-490.

2. Authority has already been granted for shipment of six (6) Remington Wonder Skeet Sets, Stock No. 2-T-1348.

W. H. P. BLANDY

D. B. Bianchi

D. B. Bianchi
By direction

Copy to:
MCAS, Cherry Point.

HS

091343 00028

090643 00894

/

ACE000004165

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IN REPLYING REFER TO NO.
106

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

Serial No. 1335

F41/P11-1(syn)

From: Commanding Officer.
To: The Chief of the Bureau of Ordnance,
Navy Department, Washington, D. C.

Subject: Aviation Ordnance Equipment, request for.

Reference: (a) Aviation Ordnance Equipment Catalogue, Ordnance Pamphlet #665A of May 1943.

1. The following special training devices are requested for the use of the Free Gunnery Training Unit, Marine Corps Air Station, Cherry Point, North Carolina:

2 Mount, Shotgun, Flexible - Stock #2-M-490 - #11-C-3

6 Remington Wonder Traps - Stock #2-T-1348- #11-C-4

or

6 Western Masters Traps - Stock #2-T-1349- #11-C-5

2. It is requested that the above material be shipped to:

Commanding Officer, Marine Corps Air Station,
Cherry Point, North Carolina.
Marked for: Free Gunnery Training Unit Officer.

3. The devices requested are needed for skeet and trap ranges used in the training of aerial gunners.

R. W. CONROY

091343 00028

090643 00894

ACE000004166

APPENDIX C-8

Clexton, E. W., 1946

Letter to Commanding General, Marine Corps Air Bases, Cherry Point, SUBJECT: Marine Corps Auxiliary Air Station, Kinston, N.C. – Reduction in Status of, dated 16 April 1946

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ARCH D
RG 74
ENTRY 4441
BOX 193
FILE KV

Aer-Ma-22-McD

29113

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON, D.C.

16 April 1946

From: Chief of the Bureau of Aeronautics.
To: Commanding General, Marine Corps Air Bases, Cherry Point,
Commanding Officer, Marine Corps Auxiliary Air Station,
Kinston, N. C.

Subj: Marine Corps Auxiliary Air Station, Kinston, N. C. - Reduction in Status of.

Refs: (a) CNO Aviation Planning Directive 34-NN-46 dtd 21 March 1946.
(b) CNO ltr Op 515-C4MW ser 357P515 dtd 25 March 1946.
(c) BuAer ltr Aer-FI-EAC ser 239410 dtd 4 Aug 1945.
(d) Aviation Circular ltr No. 139-45 dtd 28 Nov 1945.
(e) BuAer ltr Aer-Ma-022-HHE ser 6923 dtd 23 Jan 1946.
(f) BuAer ltr Aer-S-5 RHP ser 6970 dtd 19 Feb 1946.

Encls: (HW)
(A) Instructions for the Preservation of Aeronautical Shop Equipment at Stations Deactivated to a Caretaker Status.
(B) Instructions for the Disposition of Airport and Seadrome Lighting Equipment at Naval Air Activities Placed on a Caretaker Status.
(C) Public Works Instructions for the Maintenance of Naval Aeronautical Activities, on Inactive Status.
(D) Instructions for the Disposition of Aerological Equipment at Decommissioned Activities or Activities Deactivated to a Caretaker Status when Reactivation Period is in excess of sixty (60) days.

0411746 0198

1. Reference (a) directed the reduction to caretaker status of MCAAS, Kinston, N. C. effective 1 May 1946. Reference (b) stated that MCAAS, Kinston, N. C. would become excess to the needs of the postwar Naval Aviation Program on 1 June 1946. In the absence of unforeseen contingencies the change in status of an activity should be accomplished within sixty (60) days from the effective date. Reference (c) summarizes the fiscal policy and procedure to be followed for stations placed on a caretaker status.

2. In compliance with reference (a), Commanding General, Marine Corps Air Bases, Cherry Point, is requested to arrange for the following:

(a) Take appropriate action in the preservation and care of all material and equipment to insure minimum loss in handling or by deterioration. Instructions for the preservation of aeronautical shop and ground equipment and public works maintenance equipment are contained in enclosure (A).

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(b) Provide required preventive maintenance for various types of airport field and seadrome lighting equipment using instructions contained in enclosure (B) as a guide.

(c) Give buildings, runways, landing mats, aprons, roadways, grounds, gasoline tanks and other collateral equipment appropriate treatment under a program of preventive maintenance and protection of Government property using enclosure (C) and references therein as a guide.

(d) Dispose of aerological equipment in accordance with enclosure (D).

(e) Redistribution of aeronautical and collateral equipment and material to meet requirements of other aeronautical activities under the jurisdiction of Commanding General, Marine Corps Air Bases, Cherry Point, is hereby authorized to insure that stations in an active status will have adequate quantities of the best equipment available. Applicable Bureau of Aeronautics Allowances and the stock levels prescribed in Chapter 27 of the Bureau of Supplies and Accounts Manual and Memoranda shall be used as a guide in redistributing material and equipment. Preference shall be given to permanent stations. Further authorization is given to transfer against known requirements of functional Naval Air Training Commands, Naval and Marine Air Base Commands and Naval Air Stations. No circulation of inventories is required for this purpose.

(f) Prepare all other aeronautical and collateral equipment and material not required for caretaker station maintenance for removal from the station in accordance with reference (d). Attention is invited to the fact that existing directions require disposition instructions from the Navy Department prior to transfer for such items as airport lighting systems, small boats, aircraft engines in class 265, photo lithographic equipment and communications equipment.

(g) Insure that equipment for civilian airport operation and maintenance shall be retained in accordance with Paragraph 601.72 of reference (d). In accordance with reference (f) insure that an inventory is made of maintenance and operational equipment to be transferred with the real property of Naval Air Activities excess to the needs of the Naval Aeronautical Program.

3. Commanding General, Marine Corps Air Bases, Cherry Point, is authorized to transfer to Naval facilities of the FIFTH Naval District, any items of equipment and material which have been previously requested by Commandant, FIFTH Naval District after the requirements of paragraph 2(e) have been met. Commanding General, Marine Corps Air Bases, Cherry Point, is authorized to initiate action for the disposition of all remaining material and equipment in accordance with reference (d). Items under the cognizance of other Bureaus or offices should be reported in accordance with instructions issued by cognizant Bureau or office or other competent authority. In the absence of such instructions, items should be reported directly to the cognizant Bureau or office of the Navy Department for disposition instructions.

041746 0198

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Aer-Ma-22-Mod
29113

FILE

16 April 1946

Subject: Marine Corps Auxiliary Air Station, [illegible]ton, N. C. - Reduction In Status of.

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4. The Bureau of Aeronautics endorsed reference (b) to the Bureau of Yards and Docks which Bureau will determine whether or not the facilities are surplus to the needs of the Navy as a whole. Unless advised to the contrary, the Commanding General, Marine Corps Air Bases, Cherry Point, will, in accordance with reference (c), retain responsibility for custody and maintenance of the facilities pending disposition in accordance with reference (b).

5. Every possible economy should be exercised by the Command in administering the custodial functioning of stations declared excess, as maintenance appropriations available to the Bureau of Aeronautics are exceedingly limited and must be equitably distributed and expended to insure that sufficient funds remain for maintenance of active stations.

E. W. CLEXTON
CAPTAIN, USN
By Direction Chief of Bureau

CC: BuPers
BuOrd
BuMed
BuDocks
BuShips
BuSandA
CNO (Op 510)
CNO (Op 515)
CNO (Op 414D1)
CNO (Op 20-Z)
CNO (Op 52)
ComNAB 5
CO, MCAS, Cherry Point
CNAResTra
EXOS, OR&I (Special Devices)
BuSandA (OV)
BuSandA (OP)
ComFIVE
ASO Phila.
BAHR Norfolk
Staff SO ComNAB FIVE
CO MCAAS Kinston (w/c encl. (A),(B),(C),(D).
SO MCAAS Kinston (w/c encl. (A),(B),(C),(D).
SO MCAB Cherry Point

OAL/74/46
OF 68

ACE000004170

APPENDIX C-9

Conradt 1, P. E., 1945

Letter to the Chief of the Bureau of Ordnance, SUBJECT: Report of Stowage, distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material, N. Ord. 272 and 272-A, dated 2 January 1945

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106

IN REPLYING REFER TO NO.

KV9
Mn2

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

SERIAL NO. 12

N6/F41

JAN 2 1945

016515 06516

From: The Commanding Officer.
To: The Chief of the Bureau of Ordnance, Navy Department, Washington, 25, D. C.

Subject: Report of Stowage, distribution of, and Available Space for Ammunition, Explosives, and Inert Ordnance Material, N.Ord. 272 and 272-A.

Reference: (a) Navy Department, BuOrd ltr A904/S78 (Mn2) dated 26Nov42.

Enclosure: (A) N.Ord. 272 and 272-A (in triplicate) Mn2

1. In compliance with reference (a), subject report is herewith submitted for the period ending 31 December 1944.

P. E. Conradt

P. E. CONRADT

ARCH II
RG 74
ENTRY 1529
BOX 1078
FILE KV9

ACE000004172

REPRODUCED AT THE NATIONAL ARCHIVES

-72
(Sept. 1942)

NAVY DEPARTMENT
BUREAU OF ORDNANCE

Date 29 December 1944

From: The Commanding Officer.
Cherry Point, North Carolina.

To: The Chief of the Bureau of Ordnance
Navy Department, Washington, D.C.

Subject: Report of Stowage, Distribution of, and available space for Ammunition, Explosives, and Inert Ordnance Material for the month ending 31 December 1944, 19___.

(1) BLDG. NO.	(2) TYPE AND SIZE	(3) STOWAGE ASSIGNMENT & APPROVED CAPACITY	(4) IND OF MATERIAL STOWED	(5) AVAILABLE STOWAGE CAPACITY	(6) REMARKS
1-MT-1 to 1-MT-9	FUZES DETONATORS 10'x14'x7'5"	FUZES - 1050 cu.ft. (each unit)	FUZES	5,050 cu.ft.	
	H.E.	LOADED BOMBS			
2-MT-1	25'x50'x11'	145,000 lbs.	75MM HE Projectiles	None	
2-MT-2	do.	do.	1000 & 100 lb. Bombs	26,724 lbs.	
2-MT-3	do.	do.	Dynamite	None	To be used within 3 mo
2-MT-4	do.	do.	325 lb. Bombs	None	
2-MT-5	do.	do.	50 lb.Frag.Bombs	70,800 lbs.	
2-MT-6	do.	do.	350 lb. Torpex Depth Bombs	97,992 lbs.	
2-MT-7	do.	do.	325 lb. Bombs	44,628 lbs.	
3-MT-1	do.	do.	650 lb. Depth Bombs	51,128 lbs.	
3-MT-2	do.	do.	1600 lb. AP	132,056 lbs.	
3-MT-3	do.	do.	Empty	145,000 lbs.	
3-MT-4	do.	do.	Empty.	145,000 lbs.	
3-MT-5	do.	do.	Empty	145,000 lbs.	
3-MT-6	do.	do.	Chem. Grenades	None	Temp.Storage
3-MT-7	do.	do.	TNT Blocks	140,000 lbs.	
4-MT-1	do.	do.	Empty	145,000 lbs.	
4-MT-2	do.	do.	Empty	145,000 lbs.	

ACE000004173

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(1) NO.	(2) TYPE AND SIZE	(3) STOWAGE ASSIGNMENT & APPROVED CAPACITY	(4) KIND OF MATERIAL STORED	(5) AVAILABLE STOWAGE CAPACITY	(6) REMARKS
5-Y-1	SMALL ARMS 79'4"x49'4" x14'8"	SMALL ARMS 57,400 cu.ft.	SMALL ARMS	3,587 cu.ft.	
5-Y-2	do.	do.	do.	1,500 cu.ft.	
5-Y-3	do.	do.	do.	3,587 cu.ft.	
5-Y-4	do.	do.	do.	1,726 cu.ft.	
5-M-1	PYROTECHNICS 24'8"x48'8" x14'8"	PYROTECHNICS 17,804 cu. ft.	PYROTECHNICS	6,900 cu.ft. (Total available space in 2 pyro.mags.)	
5-M-2	do.	do.	do.		
5-M-3	do.	do.	Rockets	4,400 cu.ft.	
5-SK-1	INERT 139'4"x49'4" x14'	INERT MATERIAL 96,000 cu.ft.	Arming Wires Bomb Fins, Bolt Links, Trunnion Bands	48,000 cu.ft.	
5-SD-1	SMOKE DRUMS 81'x22'9½" x15'6"	SMOKE DRUMS 384 drums ea. mag.	SMOKE DRUMS	None	81 smoke drums in open storage
D-2	do.	do.	do.	None	
6-SK-1	INERT 99'x47'x9'	INERT MATERIAL 41,877 cu.ft.	Miniature Prac. Bombs	20,938 cu.ft.	

ACE000004174

REPRODUCED AT THE NATIONAL ARCHIVES

72-A
42)

Sheet 3 of 4

(1) BLDG. NO.	(2) TYPE AND SIZE	(3) STOWAGE ASSIGNMENT & APPROVED CAPACITY	(4) KIND OF MATERIAL STOWED	(5) AVAILABLE STOWAGE CAPACITY	(6) REMAR
		MARINE CORPS AUXILIARY AIR FACILITY ATLANTIC FIELD, BEAUFORT, N. C.			
-SK-5	INERT 12'x18'x9'6"	INERT MATERIAL 1,500 cu.ft.	INERT	1,500 cu.ft.	
-Y-3	SMALL ARMS 16'x18'x7'	SMALL ARMS 3,900 cu.ft.	SA & PERO.	780 cu.ft.	Bulkhead & separate entrance to Pyrotechnics
-XT-1	H.E. 12'x18'x10'	H.E. 10,000 lbs.	Depth Charges & Bombs	None	
-XT-4	do.	do.	Min. Bombs Mk.5	None	
-XT-2	FUZES & DETONATORS 20'x10'x8'6"	FUZES & DETONATORS 10,000 lbs.	Fuses & Detonators	8,000 lbs.	
		MARINE CORPS AUXILIARY AIR FACILITY BOGUE FIELD, MOREHEAD CITY, N.C.			
3-XT-1	H.E. 20'x20'x10'	H.E. 20,000 lbs.	Small Arms	900 cu.ft.	
3-XT-2	FUZES & DETONATORS 10'x10'x8'6"	FUZES & DETONATORS 10,000 lbs.	Fuses & Detonators	5,000 lbs.	
3-Y-3	SMALL ARMS 14'x20'x7'	SMALL ARMS 1,960 cu.ft.	Small Arms	None	
3-Y-4	PYROTECHNICS 14'x20'x7'	PYROTECHNICS 1,960 cu.ft.	Pyrotechnics	1,000 cu.ft.	
3-SK-5	INERT 12'x18'x9'	INERT MATERIAL 1,940 cu.ft.	Inert Material	900 cu.ft.	
		MARINE CORPS AUXILIARY AIR FACILITY OAK GROVE, NEW BERN, N. C.			
4-SK-5	INERT 10'x20'x9'6"	INERT MATERIAL 1,900 cu.ft.	Belt Links, Prac.Bombs, Clay Pigeons, Targets Banners	900 cu.ft.	
4-Y-3	SMALL ARMS 14'x20'x7'	SMALL ARMS 1,539 cu.ft.	Empty	1,539 cu.ft.	
4-Y-4	PYROTECHNICS 14'x20'x7'	PYROTECHNICS 1,539 cu.ft.	.50 Cal.Belted Ammo.(War Load)	250 cu.ft.	
4-XT-2	FUZES & DETONATORS 10'x10'x6'6"	FUZES & DETONATORS 10,000 lbs. or 432 cu.ft.	Pyrotechnics	250 cu.ft.	
4-XT-1	H.E. 20'x20'x10'	H.E. 20,000 lbs. or 5,142 cu.ft.	.50 Cal. Ammo. .30 Cal. Ammo. .45 Cal. Ammo.	400 cu.ft.	

ACE000004175

No. 272-A
(Sept. 1942)

Sheet 4 of 4

(1) BLDG. NO.	(2) TYPE AND SIZE	(3) STOWAGE ASSIGNMENT & APPROVED CAPACITY	(4) KIND OF MATERIAL STOWED	(5) AVAILABLE STOWAGE CAPACITY	(6) REMARK
		MARINE CORPS AUXILIARY AIR FACILITY KINSTON FIELD, KINSTON, N. C.			
S-SH-1	IGLOO 30'x20'x20'	INERT MATERIAL 6,000 cu.ft.	Proc.Bombs,Mines, WP Bombs, Clay Targets, Signals	3,818 cu.ft.	
S-Y-2	PYROTECHNICS 14'x20'x7'	PYROTECHNICS 1,960 cu.ft.	Aircraft Signals	1,586 cu.ft.	
S-Y-3	SMALL ARMS 20'x20'x7'	SMALL ARMS 7,000 cu.ft.	Starter Ctgs., Shotgun Shells, Belted Ammo.	3,200 cu.ft.	
S-XT-4	FUZES & DETONATORS 10'x10'x8'6"	FUZES & DETONATORS 10,000 lbs. or 800 cu.ft.	Belted Ammo.	160 cu.ft.	
M-S-XT-5	H.E. 20'x20'x10'	BOMBS 140,000 lbs. or 10,000 cu.ft.	Unbelted Ammo.	3,200 cu.ft.	
		MARINE CORPS AUXILIARY AIR FACILITY CONGAREE FIELD, COLUMBIA, S. C.			
S-Y-1	SMALL ARMS 14'x16'x20'	SMALL ARMS 2,240 cu.ft.	Small Ammo	1,877 cu.ft.	
S-Y-2	do.	do.	do.	1,888 cu.ft.	
S-Y-3	SMALL ARMS 20'x40'x20'	SMALL ARMS 8,000 cu.ft.	Small Ammo	7,400 cu.ft.	
S-XT-4	H.E. 20'x20'x10'	H.E. 80,000 lbs. or 5,000 cu.ft.	.50 Cal. Ammo., Links, Empty Cases	3,767 cu.ft.	
S-SH-5	IGLOO 24'x28'x10'	INERT MATERIAL 25,000 cu.ft.	Belt Links, Empty Cases	22,988 cu.ft.	
S-Y-6	PYROTECHNICS 3 rooms ea. 8'6"x7'6"x8'6"	PYROTECHNICS 2,000 cu.ft.	Pyrotechnics, Starter Ctgs.	1,877 cu.ft.	Pyro. & St. Ctgs. stored in separate sections.

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ACE000004176

APPENDIX C-10

Conradt 2, P. E., 1945

Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Practice Targets for Flight Operations, Acquisition of Land for, dated 22 Mar 1945

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DECLASSIFIED
Authority 974372
By TJ NARA Date 10 7 98

In Replying Refer to No.
129

UNITED STATES MARINE CORPS

SERIAL NO. 639

MARINE CORPS AIR STATION

CHERRY POINT, N. C.

N1-13/N12

RESTRICTED

MAR 2[illegible] 1945

From: The Commander, United States Marine Corps Air Bases, Cherry Point, North Carolina.

To: The Chief of the Bureau of Yards and Docks, Real Estate Division, Navy Department, Washington 25, D. C.

Via: The Commandant, Fifth Naval District, Naval Operating Base, Norfolk 11, Virginia.

Subject: Practice Targets for Flight Operations, Acquisition of Land for.

References: (a) CO USMCAS Cherry Pt., N. C. ltr N12/A5/L8, 104-4/djs dtd 24 Sept 43.
(b) Com MCAB Cherry Pt., N. C. ltr N1-13/N12 Ser 116 dtd 15 Jan 45.
(c) End-5 on Com MCAB Cherry Pt., N. C. ltr N1-13/N12 Ser 116 to Budocks via Com5 dtd Jan 45.

1. Reference (c) suggested that the Bureau of Yards and Docks be advised as to the present status of lease negotiations for sites covered by reference (a). The status is as follows:

(a) Brant Island: Lease has been signed by the owner and transmitted to the Bureau of Yards and Docks for acceptance for fiscal year 1945, with request for renewal covering fiscal year 1946.

(b) Bayview Marsh: Lease has been signed by the owner and transmitted to the Bureau of Yards and Docks for acceptance for fiscal year 1945, with request for renewal covering fiscal year 1946.

(c) Washington Island (also known as Fork Point Island): This lease has been completely executed for the fiscal year 1945, and renewal for the fiscal year 1946 has been requested.

[illegible] 11 31

7 OCT 98
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BGT
[illegible]
Box 906
Fld Cherry P
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Authority 974372
By IL NARA Date 10 79

Subject: Practice Targets for Flight Operations, Acquisition of Land for.

(d) Arthur Marsh: Action on this target site has been deferred because of the impossibility, to date, of securing a satisfactory location on the ground. An alternate location is now under consideration.

2. The fifth site, Arthur Marsh, was originally contemplated for leasing. Subsequently, authority to acquire this in fee simple was requested by reference (b), in order that it be made a permanent part of target facilities at this station. Since that time, the policy of the Navy Department has been adopted as preferring a leasehold arrangement, and such a lease is now in process of formulation and execution by the real estate representative of the Bureau of Yards and Docks at this station.

P. H. CONRADT
Deputy

[illegible]

26 April 1948

From: Confirm
To: [illegible]

1. Forwarded.

[illegible]
By direction

cc:
[illegible]

831802

ACE000004179

APPENDIX C-11

Cotter, C. R., 1941

Letter to Chief of the Bureau of Yards and Docks, SUBJECT: Proposed Marine Aviation Base, Neuse River, N. C., dated 25 April 1941

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Authority 974372
By TL NARA Date 10798

700798
Archives II
RG 71
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Box 910
Folder Cherry Pt
C 34-36-CF
N.C.

PUBLIC WORKS DEPARTMENT
Naval Operating Base,
Norfolk, Virginia

April 25 1941.

From: Public Works Officer,
To: Chief of the Bureau of Yards and Docks.

Subject: Proposed Marine Aviation Base, Neuse River, N. C.

Inclosure: Blueprint of sketch showing proposed alternate location of Marine Corps Base Neuse River, N. C.

1. In connection with additional duties as Officer in Charge of Contract NOy-4750 for the Marine Corps Base at New River, N. C., the Public Works Officer has had an opportunity to inspect the site of the proposed marine aviation base on the north bank of the Neuse River, near the town of Arapahoe and Wilkinson Point. These inspections have been both on the ground and from the air. On inspection trips to the area other possible locations have been viewed.

2. Although the Wilkinson Point-Arapahoe area is susceptible of development, it would appear to the Public Works Officer that the south bank of the Neuse River should be very carefully investigated before final decision is made. Preliminary surveys of the Arapahoe area indicate that the land, although high in the area to be developed for the landplane fields and along most of the river bank at the south, a great deal of heavy grading and drainage will be necessary. The entire waterfront, with the exception of Beard Creek to the west, is exposed to prevailing southwest winds.

3. There is an area on the south side of the Neuse River in the vicinity of Cherry Point between Hancock Creek on the east and Slocum Creek on the west which appears to be high, dry and comparatively level. It is on U.S. Highway 70 connecting New Bern to the north and the Deep Water Ocean Terminal at Morehead City to the south. It is also bounded on the south by State Highway 101 making an additional direct connection to Beaufort. It is also adjacent to the Atlantic and North Carolina Railroad line between New Bern and Beaufort; whereas the Arapahoe area is approximately 10 miles from the nearest railroad. It has a direct land connection by highway with the New River Marine Base Development approximately 15 miles to the southwest compared with three or four times this distance by road between the Marine Base and the Arapahoe area. It is in the Croatan National Forest; whereas the Arapahoe area belongs to many individual owners. it is on the southwest (windward) side of the Neuse River and its shore line is therefore along protected water with prevailing southwest winds. It is bordered on the east and west by relatively large creeks susceptible of development for protected seaplane anchorage, hangers, ramps and small boat harbors. The area which is roughly 3 miles east and west

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Authority 974372
By IJ NARA Date 10798

S DEPARTMENT
Naval Operating Base,
Norfolk, Virginia

EP134/WD5

April 25, 1941.

From: Public Works Officer,
To: Chief of the Bureau of Yards and Docks.

Subject: Proposed Marine Aviation Base, Neuse River, N. C.

---

by 4-1/2 miles north and south would afford ample area for the development of landing field and other facilities.

4. The areas to the east and west of the site described are of similar elevations and further studies might indicate the desirability for shifting the proposed alternate location either to the east or west to include one of the creeks within the area for development.

5. It is suggested that the possibilities of acquiring the Cherry Point area by transfer from the National Park Service to the Navy Department be investigated and that the area be given careful consideration as a possible alternative area for development of the Marine Aviation Base.

C. H. Cotter.

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Authority 974372
By TJ NARA Date 10798

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NC

NDS/N1-13
F-5-5/WHC/emo

December 15, 1943

To: Russell Morton Brown, Lt. USNR, Officer-in-Charge of Land Acquisition, U.S. Marine Corps Air Station, Cherry Point, North Carolina.

Subj: Negotiation of Leasehold Use of Free Gunnery Range, USMCAS, Cherry Point, North Carolina.

Ref: (a) Urltr Nov. 2, 1943, to Chief BuDocks.
(b) Ltr BuDocks to OinC Land Acq., USMCAS, Cherry Point, North Carolina, dtd Nov. 12, 1943, File ND5/N1-13 F-5-5/WHC/emo.

1. Reference (a) requested that Congressional clearances be obtained in connection with the subject acquisition.

2. Reference (b) requested that the project be processed through regular channels to the Marine Corps Headquarters in accordance with existing procedure.

3. Congressional approval of the subject lease has been obtained in accordance with the request set forth in Reference (a).

JOHN J. COURTNEY
By Direction of the Chief,
Bureau of Yards and Docks.

CC:
Com5

Return to Lt. Comdr. Smith, U.S.N.R.
Room 2203 A

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Authority 974372
By TJ NARA Date 10798

NAVY DEPARTMENT

U. S. MARINE CORPS AIR STATION

ND6/M1-13
F-5-5/WHC/emo

November 12, 1943

To: Russell Morton Brown, Lt. USNR, Officer-in-Charge of Land Acquisition, U. S. Marine Corps Air Station, Cherry Point, North Carolina.

Subj: Negotiation of Leasehold Use of Free Gunnery Range, USMCAS, Cherry Point, North Carolina.

Refs: (a) Ltr OinC USMCAS, Cherry Pt., N.C., to Chief BuDocks, dtd November 2, 1943.
(b) Cir Ltr SecNav to All Commandants Nav. Dist. etc., dtd Sept. 29, 1943, File No. R-1478, Conserv. of Office Space.

Encl: (A) Copy of Reference (b).

1. Reference (a) requested that Congressional clearances be obtained in connection with the subject acquisition, and set forth pertinent facts in connection therewith. Action has been initiated by this Bureau to obtain Congressional approval in compliance with such request.

2. In connection with the above, attention is invited to Reference (b), copy of which is enclosed, which directs that all land acquisitions be cleared through the Commandant of the Naval District. It has not been established that this directive applies to Marine Corps acquisitions, and as soon as a determination in this connection has been finally made, your office will be advised as to the procedure to be followed. However, under existing procedure, it would appear that the original request for the subject acquisition should be processed to Marine Corps Headquarters and the Chief of Naval Operations for necessary approval. Under such existing procedure, Marine Corps Headquarters processes the requests to this Bureau for approval of Congressional Committees. In the instant case this Bureau will procure Congressional approval in accordance with Reference (a). However, it is requested that a copy of Reference (a), together with Enclosure thereto, be processed through regular channels to Marine Corps Headquarters in accordance with existing procedure, in order

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Authority 974372
By TL NARA Date 10 79 8

that necessary approvals as above outlined may be obtained, and it is further requested that such procedure be followed in the future in connection with Marine Corps acquisitions.

JOHN J. COURTNEY,
By Direction of the Chief,
Bureau of Yards and Docks.

Return to Lt. Comdr. Smith, U.S.N.R.
Room 2208 A.

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 79

NAVY DEPARTMENT
OFFICER IN CHARGE OF CONSTRUCTION
BUY&D CONTRACTS
U. S. MARINE CORPS AIR STATION
CHERRY POINT, N. C.

REFER TO:

November 2, 1943

From: Officer in Charge of Land Acquisition, U. S. Marine Corps Air Station, Cherry Point, N. C.
To: The Chief of the Bureau of Yards and Docks, Real Estate Division, Navy Department, Washington, D. C.

Subject: Negotiation of Leasehold Use of Free Gunnery Range, USMCAS, Cherry Point, North Carolina.

Reference: (a) Ltr. October 27, 1943, from Commanding Officer.

Enclosure: (A) Copy of Reference (a).

1. By Reference (a) the Commanding Officer has requested that a lease be negotiated with the owners of certain lands for the establishment of a gunnery range in Carteret County, North Carolina, at a location known as Bogue Banks. The following information is furnished for the purpose of enabling the Bureau to secure congressional clearance for the acquisition.

2. The area covered by the Commanding Officer's request is a strip of uninhabited beachland comprising approximately 15 acres. There is only one ownership. It has never been put to any use by the owners. There are no improvements.

3. It is estimated that the market value of this area would not be in excess of $5 per acre. The valuation for tax purposes is $1, and since the County Tax Rate is $1.80 per hundred, the taxes involved are negligible.

4. Until recently the local army authorities were in possession of a large area at this location under a lease which they have recently terminated. The Marine Corps gunnery range was established by agreement with the army authorities.

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Authority 974372
By IL NARA Date 10798

In view of the Army's surrender of its leasehold, it has become necessary to secure an independent agreement with the owners. The owners have manifested a willingness to execute a lease for the duration at $1 per year. It is requested that the undersigned be notified as soon as congressional clearance has been obtained.

Russell Morton Brown

RUSSELL MORTON BROWN,
Lieutenant, USNR

RMB:mmb

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Authority 974372
By IL NARA Date 10798

UNITED STATES MARINE CORPS
Marine Corps Air Station
Cherry Point, N. C.

106
N1-13/L4-3/A5

27 OCT 1943

From: Commanding Officer.
To: Officer in Charge, Land Acquisition, USMCAS, Cherry Point, N. C.

Subject: Beach property on Bogue Banks, lease of for use by Free Gunnery Training Unit.

Reference:
(a) CO Cherry Point ltr 101-eg serial 817 over A5/P11-1/A3, dated 22 May 1943.
(b) 1st End. HQ, Harbor Defense of Beaufort Inlet, Ft.Macon, EHW/wh dated 25 May 1943.
(c) Lease US S Form No. 2 Rev. between Bogue Banks, Inc., and the United States of America.

1. It is requested that the property now being used by the Free Gunnery Training Unit be procured by lease in order that semi-permanent installation of water and lighting facilities may be accomplished.

2. Use of subject property was obtained through agreement with Commanding Officer, Fort Macon, on 25 May 1943, who had access to this property by reason of a lease between the United States of America and Bogue Banks, Inc., owner of subject property. This lease has been terminated by the United States of America and it now becomes necessary to procure our own lease.

/s/ C. F. Schilt.
C. F. SCHILT.

- -

C
O
P
Y

Encl. (A)

ACE000004188

APPENDIX C-13

Cowie, F. G., 1950

Letter to District Engineer, SUBJECT: Establishment of Restricted Area in Vicinity of U.S. Marine Corps Air Station, Cherry Point, NC, dated 30 November 1950

In Replying Refer to No.

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C

129/jbr
N1-13/N12
Ser 4407

30 NOV 1950

RESTRICTED

From: Commanding General
To: District Engineer, U.S. Engineer Office
308 Customs House, Wilmington, North Carolina

Subj: Establishment of Restricted Area in Vicinity of U.S. Marine Corps Air Station, Cherry Point, North Carolina

Encl: (1) Copy of Soil Map, Carteret County, North Carolina
(2) Copy of Official Photograph No. KV9-3680, Reprint on RT-9, Raccoon Key (1500')

1. As of 17 June 1950, the United States of America entered into a lease agreement, identified as NOy(R)-45097, with the ostensible owners of certain land situated in Carteret County, North Carolina, to be used exclusively as a site for practice rocket range, strafing, and practice bombing. This land is known as Point of Marsh, a portion of which is also known as Raccoon Key located at Latitude 76°26'W. and Longitude 35°04'20"N. near the mouth of Neuse River. Enclosures (1) and (2) are submitted as further identification of Racoocn Key.

2. For operational purposes the land known as Raccoon Key has been identified locally as Bombing Target 9 which is continuously needed for the expenditure of live munitions in training programs conducted by shore based units of Aircraft, Fleet Marine Force, Atlantic. No other target area is suitably located and available for expenditure of large quantities of live munitions at this command.

3. The establishment of a prohibitive area of navigable waters extending 1000 feet in all directions outward from Racoocn Key is essential to prevent potential damages to life and property of fishermen operating occasionally in the general area. While the depth of the surrounding water is negligible, small fishing boats have been observed in the immediate vicinity, and it has become necessary to cease training operations involving live munitions on this target area.

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILE

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129/jbr

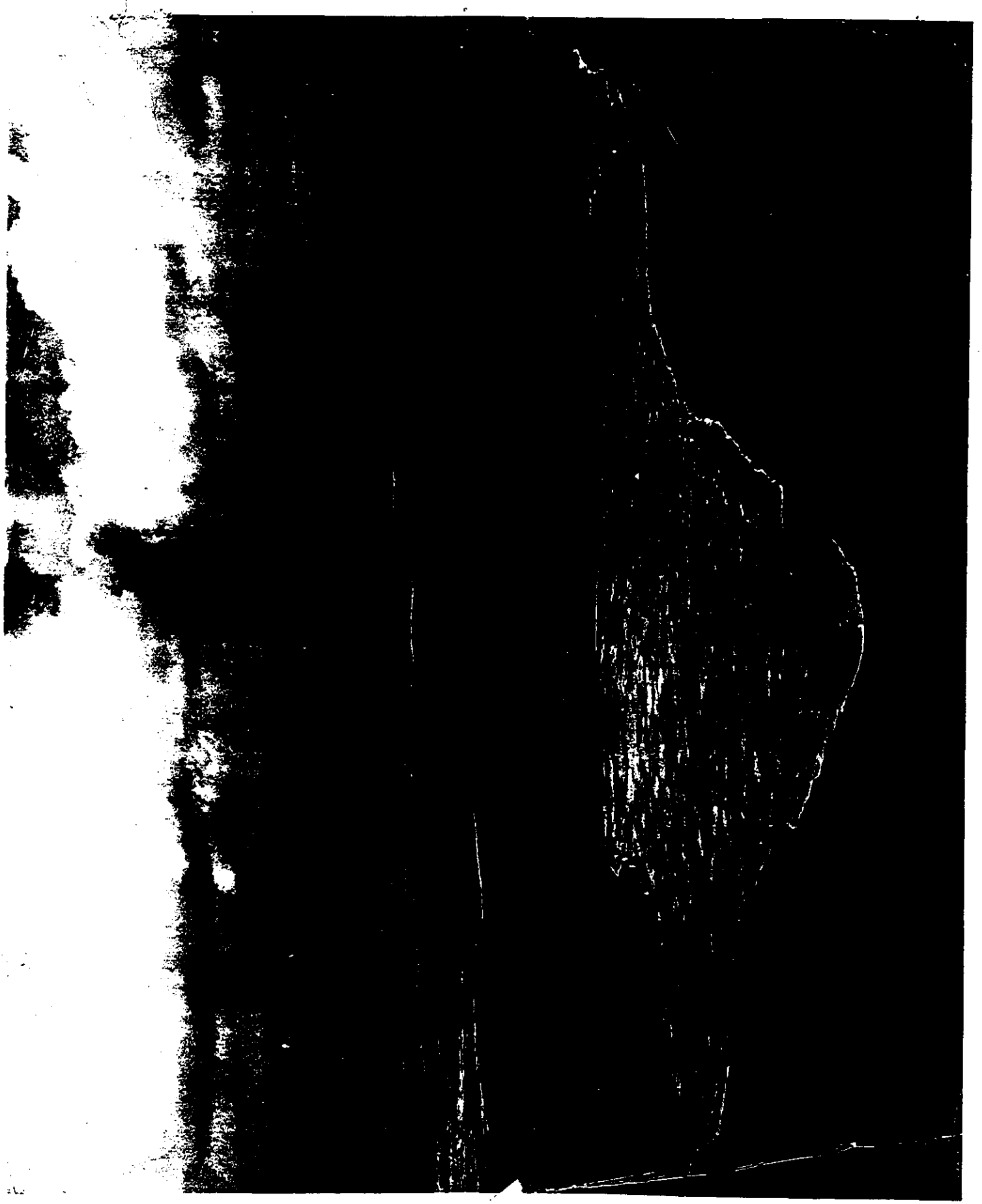
RESTRICTED

4. In the light of current events, and the necessity for continued aviation training programs, it is requested that appropriate action be taken to the end that regulations be published by the Secretary of the Army establishing the desired restricted area. Such restriction of the proposed area will have no effect on waterborne commerce, and it is believed there could be no proper objection necessitating a public hearing on this matter.

F. G. COWLE
Acting

Copy to:
COMSIX
BUDOCKS
CG, AIRFMFLANT & 2MAW
BUAER

ACE000004191



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OFFICIAL PHOTOGRAPH
NOT TO BE USED FOR
PUBLICATION BY ORDER OF
THE CHIEF OF NAVAL OPERATIONS

NO. KV-9- 3680 DATE 23 AUG 1950

SUBJECT Reprints on BT-9
Racoon Keys (1500') 8¼" 856

MADE FOR [illegible]
U. S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA

ACE000004193

APPENDIX C-14

Crenshaw, R. S., 1945

Letter to Commandant, US Coast Guard, SUBJECT: Danger Areas in General Vicinity of Pamlico Sound, Pamlico River, Neuse River, Core Sound and Bogue Sound, dated 23 May 1945

Address Reply to ☞ .
Ref ND5(10)/A16-3(6-2)

HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk 11, Virginia

23 MAY 1945

From: ComFive
To: Comdt USCG

Subj: DANGER AREAS IN GENERAL VICINITY OF PAMLICO SOUND, PAMLICO RIVER, NEUSE RIVER, CORE SOUND AND BOGUE SOUND

Encl: 1. HW Copy of CO MCAS Cherry Pt NC ltr 106(1089)/N12, 5 May 1945.
2. HW Copy of CO MCAS Cherry Pt NC ltr 106(1090)/N12/W41, 5 May 1945.
3. HW Photostat section of USC&GS Chart #1110 showing proposed danger areas.

1. It is requested that the following danger areas be established for an indefinite period, and that they be closed to all navigation except by vessels proceeding along established waterways. Details are included in encls 1 and 2.

(a) Areas: - BT-1 - The waters of Pamlico and Core Sounds which are encompassed by a circle of 3000 yards radius centered at 34°58'45" N, 76°15'00" W, said central point being approximately 2090 yards 54° True from Hog Island Pt.Light.

- BT-2 - The waters of Bogue Sound and the Atlantic Ocean which are encompassed by a circle of 3000 yards radius centered at 34°41'30" N, 76°56'59" W, said central point bearing approximately 550 yards 28030' from Cat Island.

- BT-3 - The waters of Neuse River which are encompassed by a circle of 3000 yards radius centered at 34°55'40" N, 76°45'00" W, said central point bearing approximately 1145 yards 055° True from Clubfoot Creek Light.

- BT-4 - The waters of Pamlico Sound which are encompassed by a circle of 3000 yards radius centered at 35°04'20" N, 76°26'00" W, said central point being on the northeast shore of Raccoon Key and bearing 6250 yards 136° True from Point of Marsh Light.

- BT-5 - The waters of Bogue Sound and the Atlantic Ocean which are enclosed in a rectangle formed by joining the following four points:

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DANGER ZONE FILE

ACE000004195

A. Lat. 34°36'33" N, Long. 77°13'18" W
B. Lat. 34°38'03" N, Long. 77°10'06" W
C. Lat. 34°31'15" N, Long. 77°09'41" W
D. Lat. 34°32'53" N, Long. 77°06'30" W

Said rectangle including all of the entrance to Bear Inlet, extending westward to a point approximately 1000 yards east of Brown's Inlet, and extending seaward approximately 5½ miles from Bear Inlet.

BT-6 - The waters of Eastmouth Bay in Core Sound which are encompassed by a circle of 1000 yards radius centered at 34°42'26" N, 76°31'39" W, said area comprising all of the waters of Eastmouth Bay between the eastward marsh and Shell Point on Harker's Island.

BT-7 - The waters of Pamlico Sound which are encompassed by a circle of 3000 yards radius centered at 35°19'00" N, 76°16'15" W, said central point being on Great Island and bearing approximately 4030 yards 130° True from Swan Quarter Narrows Light.

BT-8 - The waters of Pamlico River which are encompassed by a circle of 1000 yards radius centered at 35°30'00" N, 77°01'20" W, said central point bearing approximately 970 yards 003°30' True from McWilliam Point Light.

BT-9 - The waters of Pamlico Sound which are encompassed by a circle of 3000 yards radius centered at 35°12'46" N, 76°26'40" W, said central point being in the approximate center of Brant Island.

BT-10 - The waters of Pamlico River which are encompassed by a circle of 1000 yards radius centered at 35°25'40" N, 76°45'50" W, said central point bearing approximately 1700 yards 354°30' True from Hunley Marsh Light.

(b) Regulations: The waters included in the above areas shall be closed to all navigation except for vessels proceeding along established waterways.

(c) Enforcing Agency: The CO MCAS, Cherry Pt, NC, will be the enforcing agency. Adequate safety precautions will be taken before and during target practices. Operations will be suspended, if necessary, to insure the safety of craft proceeding along established waterways.

2. CO MCAS Cherry Pt, NC, advises that nine (9) of the ten (10) areas in question have been in use for some time, the new area being that one designated as BT-10.

3. The Area Coordinator of Fisheries and the DCGO 5ND, including the COTP

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Nor, have advised that their offices have no objections to the subject areas.

4. In order to expedite approval of the areas, the U. S. District Engineer, Wilmington, NC, is requested, by copy of this letter, to forward any objections regarding establishment of these areas directly to the Comdt USCG.

R. S. CRENSHAW
ASSISTANT COMMANDANT

CC (less encl 3)
US DistEng Wilmington NC
DCGC 5ND
COTP Nor
MCAS Cherry Pt NC
Area Coordinator of Fisheries
Beaufort NC
ComNAB5ND

ACE000004197

106

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
Cherry Point, N. C.

SERIAL NO. 1089
N12

MAY 5 1945

From: The Commanding Officer.
To: The Commandant, Fifth Naval District, Norfolk, Virginia

Subject: Surface Danger Areas, request for.

1. It is requested that surface danger areas be established for the Bombing Targets maintained and used by this Station.

2. Danger areas described by a radius of one and one-half (1½) miles centered at the following coordinates are considered to be the surface areas, entrance into which would be considered hazardous:

Pamlico Sound	BT-1	Lat. 34° 58' 45" N Long. 76° 15' 00" W
	BT-4	Lat. 35° 04' 20" N Long. 76° 26' 00" W
	BT-7	Lat. 35° 19' 00" N Long. 76° 16' 15" W
	BT-9	Lat. 35° 12' 46" N Long. 76° 26' 40" W
Bogue Sound	BT-2	Lat. 34° 41' 30" N Long. 76° 56' 59" W
Neuse River	BT-3	Lat. 34° 55' 40" N Long. 76° 45' 00" W

3. Danger areas described by a radius of one-half (½) mile centered at the following coordinates are considered to be the surface areas, entrance into which would be considered hazardous:

Pamlico River	BT-8	Lat. 35° 30' 00" N Long. 77° 01' 20" W
	BT-10	Lat. 35° 25' 40" N Long. 76° 45' 50" W
Core Sound (Harker's Island)	BT-6	Lat. 34° 42' 26" N Long. 76° 31' 39" W

4. The operations to be conducted in the above areas will not interfere with any traffic in the Inland Waterway.

5. It is requested that the above described surface danger areas be brought to the attention of local mariners and Inland Waterway Traffic.

/s/ P. E. CONRADT

ACE000004198

106

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
Cherry Point, N. C.

SERIAL No. 1090
N12/F41

MAY 5 1945

From: The Commanding Officer.
To: The Commandant, Fifth Naval District.
Norfolk, Virginia.

Subject: Surface Danger Area for BT-5 (RR-1) and ST-2 Targets, request for.

1. It is requested that a surface danger area be established for Bombing Target 5 (Rocket Range no. 1) and Strafing Target 2, which are maintained and used by this station. The area (3 miles by 6 miles) described by the following coordinates is considered to be the surface area, entrance into which would be considered hazardous:

Lat. 34° 36' 33" N
Long. 77° 13' 18" W

Lat. 34° 38' 03" N
Long. 77° 10' 06" W

Lat. 34° 31' 15" N
Long. 77° 09' 41" W

Lat. 34° 32' 53" N
Long. 77° 06' 30" W

2. The operations to be conducted in the above area will not interfere with any traffic in the Inland Waterway.

3. It is requested that the above described surface danger area be brought to the attention of local mariners and Inland Waterway Traffic.

/s/ P. E. CONRADT

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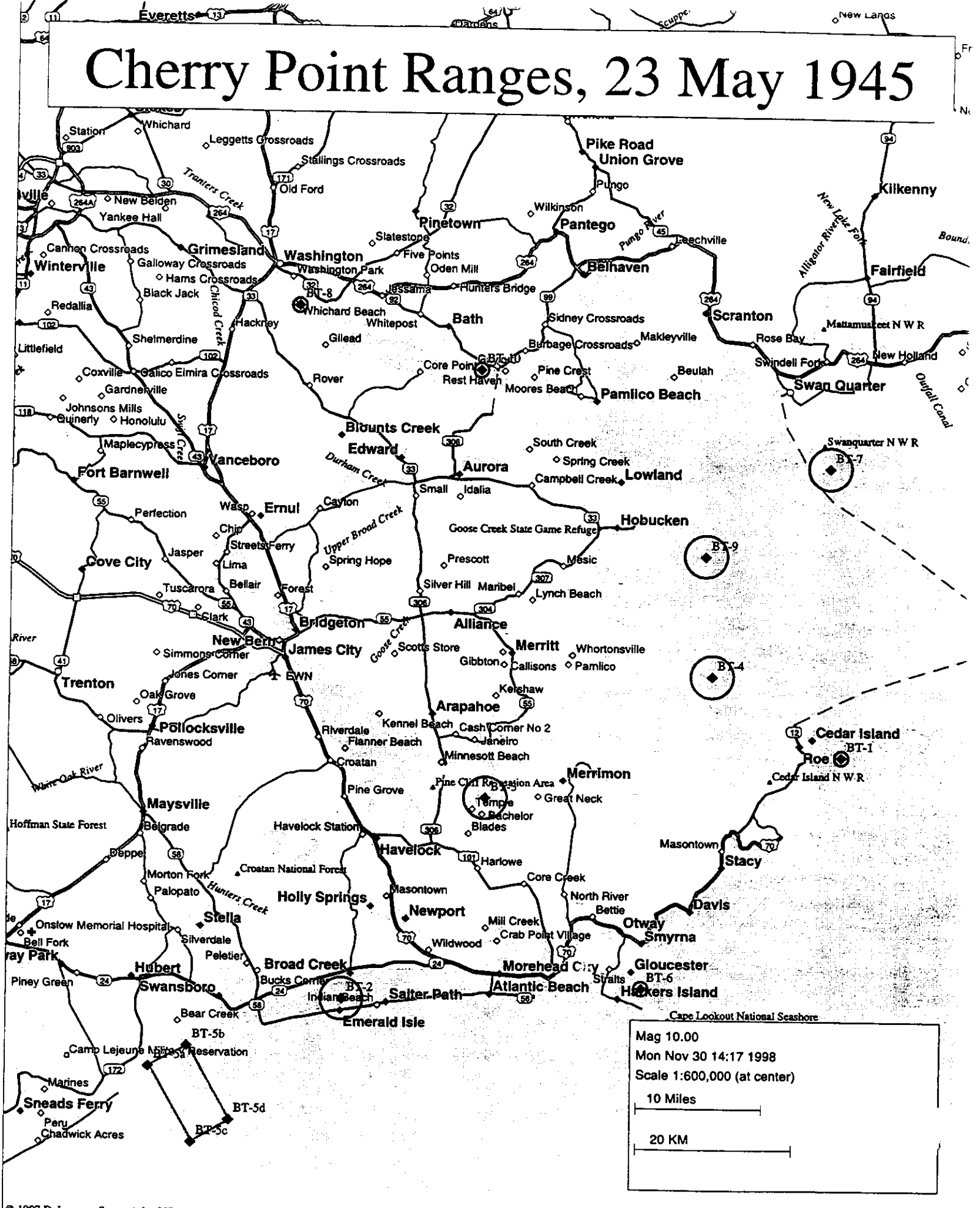
Cherry Point Ranges, 23 May 1945



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APPENDIX C-15

Cushman, T. J., 1945

Letter to Commandant Fifth Naval District, SUBJECT: Surface Danger Areas, Modification of, request for, dated 21 June 1945

106

SERIAL NO. 1522

N12/A16-3

JUN 21 1945

From: The Commanding General.
To: The Commandant, Fifth Naval District, Norfolk, Virginia.

Subject: Surface Danger Areas, Modification of, request for.

Reference: (a) ComFive ltr ND5(10)/A16-3(6-2) to Comdt USCG, dtd 23May45.
(b) U.S. Eng. Office, Wilmington, NC, ltr SADWX 384.4 to Comdt USCG, dtd 29May45.

Enclosures: (A) Photostat Section of Chart 1233 showing BT-1.
(B) Photostat Section of Chart 1234 showing BT-2.
(C) Photostat Section of Chart 537 showing BT-3.
(D) Photostat Section of Chart 1234 showing BT-5.
(E) Photostat Section of Chart 1234 showing BT-6.

1. Reference (b) listed objections to surface danger areas for targets BT-1, BT-2, BT-5, BT-6 and BT-8 as indicated by reference (a).

2. This command has contacted the U. S. Engineer Office, Wilmington, North Carolina. To eliminate objections listed in reference (b), it is requested that reference (a) be modified as follows:

AREAS: BT-1 - The waters of Pamlico and Core Sound which are encompassed by a circle of 2,000 yards radius centered at 34°58'50" N, 76°15'15" W, said central point being approximately 1785 yards 45° true from Hog Island Point Light. Enclosure (A).

BT-2 - The waters of Bogue Sound and the Atlantic Ocean which are encompassed by a circle of 2,000 yards radius centered at 34°41'00" N, 76°57'[illegible]" W, said control point being the approximate center of Cat Island. Enclosure (B).

WIL DIST CG
ENVIRO OFF
DANGER ZONE FILES

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BT-6 - The waters of Pamlico River which are encompassed by a circle of 750 yards radius centered at 35° 30'00" N, 77°01'28" W, said central point being approximately 1,000 yards 197° true from McWilliam Point Light. Enclosure (C). Note: Bombing runs will be made on course of 140° true and 320° true.

3. Enclosure (D) shows the exact location of BT-5 (Rocket target and strafing targets). Enclosure (E) shows the exact location of BT-6 and the surface danger area. The U. S. Engineer Office, Wilmington, North Carolina, has no objections to the surface danger areas for these targets.

4. The modifications listed in paragraph No. 2 will eliminate all objections outlined in reference (b).

T. J. CUSHMAN

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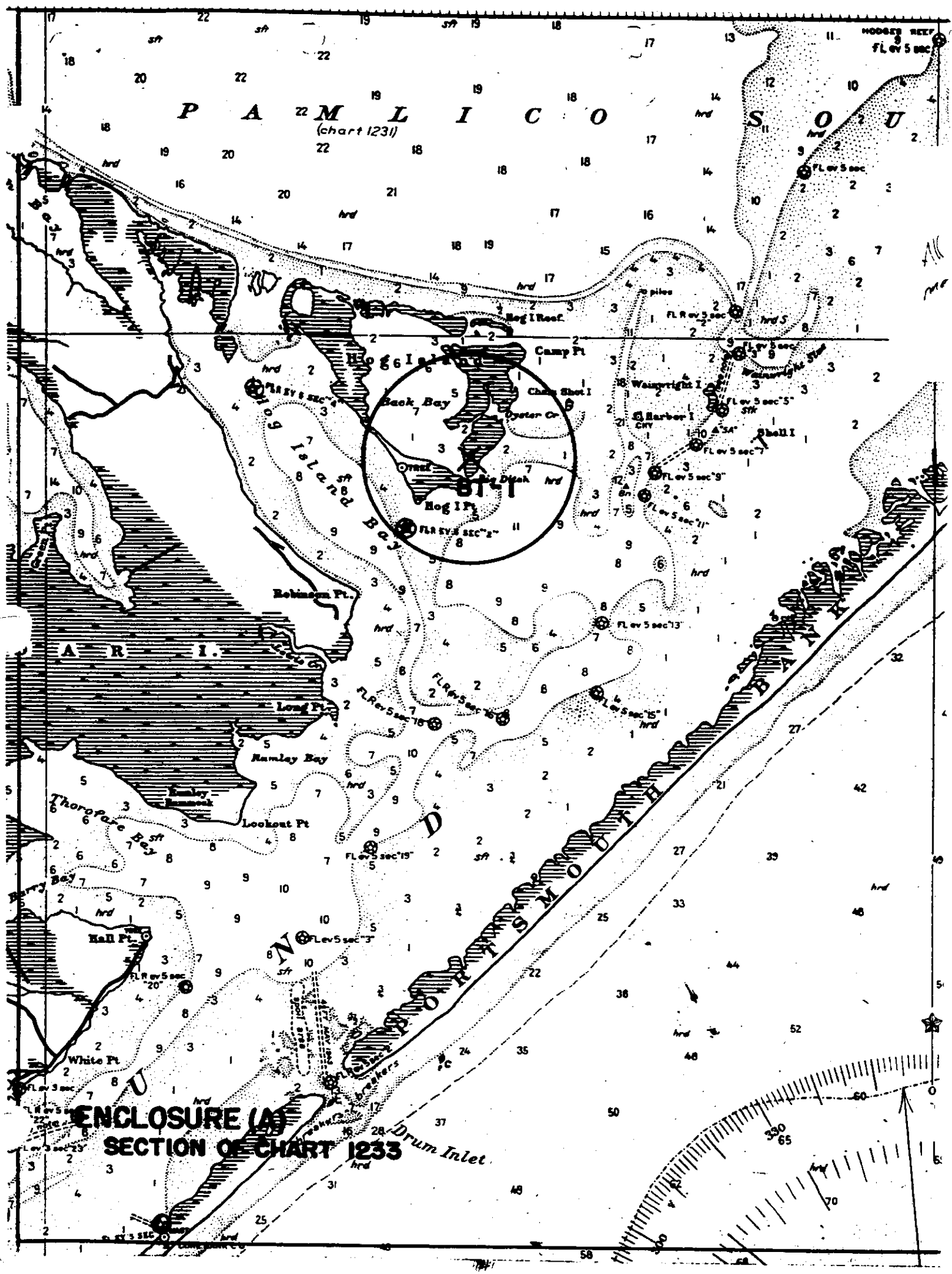
cc: U.S. Engineer Office, Wilmington, N. C. (with enclosures)

ACE000004203



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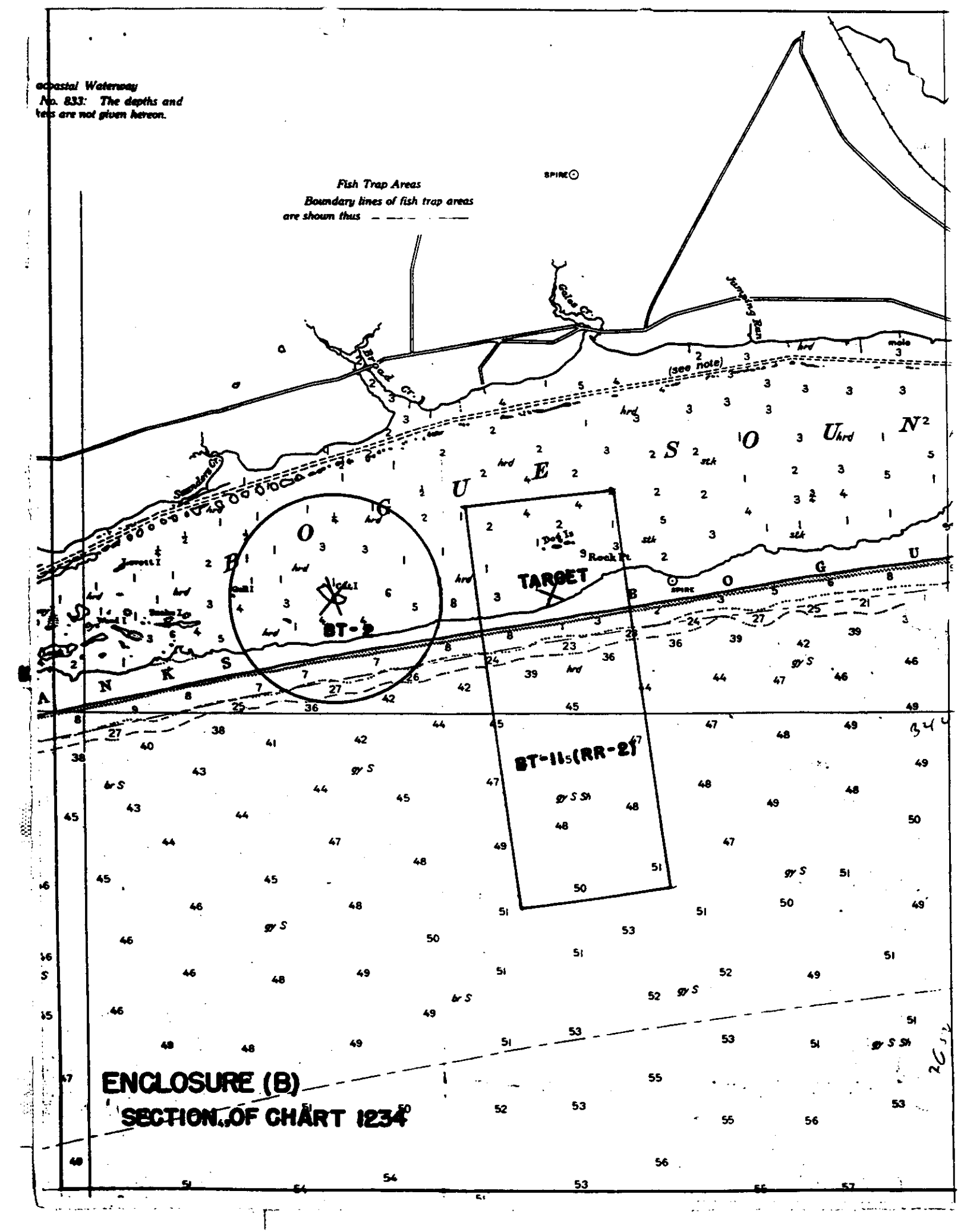

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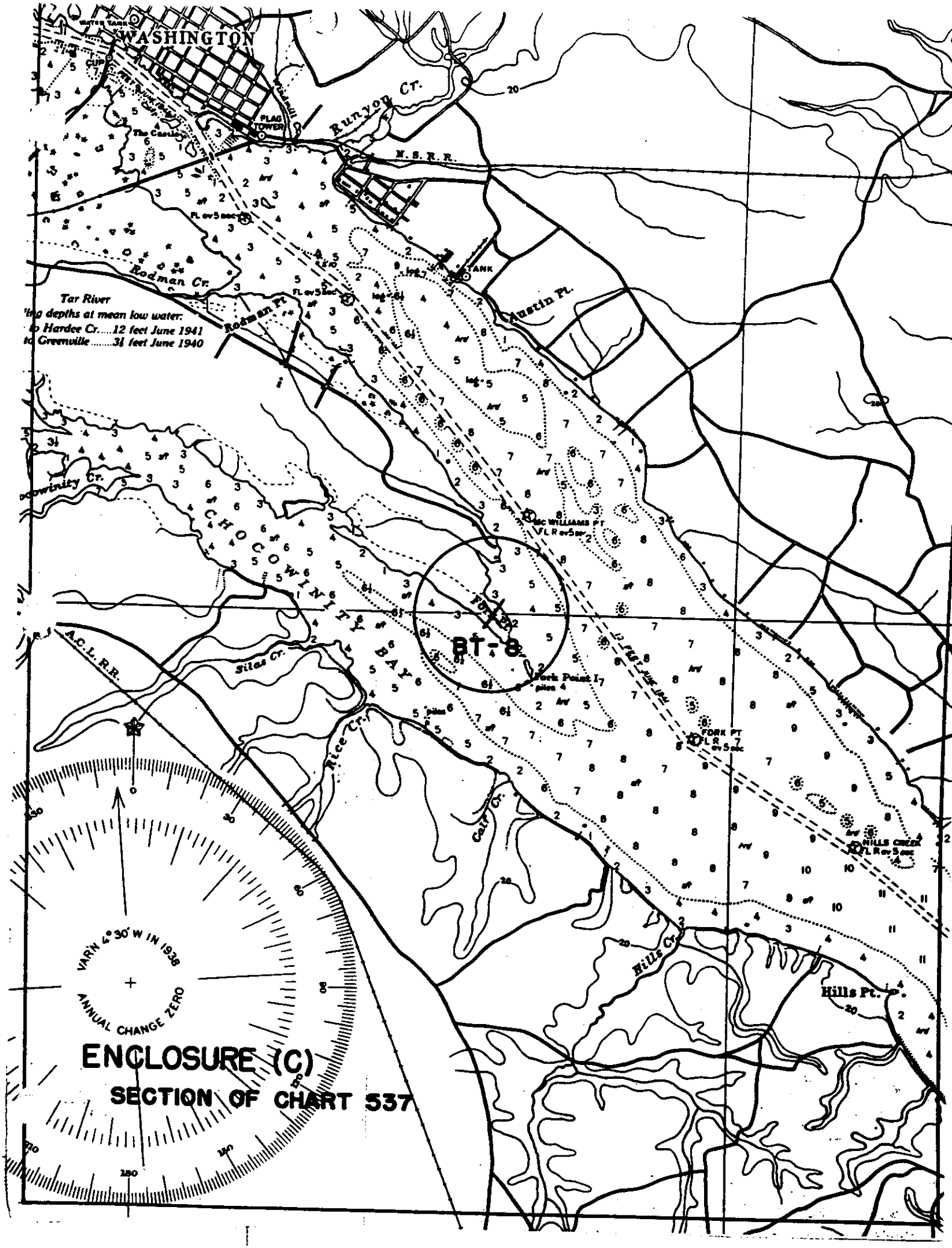
WASHINGTON
Runyon Cr.
N. S. R. R.
Rodman Cr.
Rodman Pt.
Austin Pt.
Tar River
ing depths at mean low water:
to Hardee Cr.....12 feet June 1941
to Greenville.....3½ feet June 1940
Pungo River
CHOCOWINITY BAY
A.C.L.R.R.
Silas Cr.
Rice Cr.
Fork Point I.
BT-8
Calf Cr.
Hills Cr.
Hills Pt.
VARN 4° 30' W IN 1938
ANNUAL CHANGE ZERO
ENCLOSURE (C)
SECTION OF CHART 537

APPENDIX C-16

Cushman, T. J., 1946

Letter to the Chief of Naval Operations, Aviation History Unit, SUBJECT: Historical Report, transmittal of, dated 17 October 1946

DECLASSIFIED

CONFIDENTIAL

11/19/98 Naval Aviation Historical Office Washington Navy Yard Bldg 390

In Replying Refer to No.

113-btt

02633/A12-1

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

17 OCT 1946

Folder Chron

From: The Commanding General.
To: The Chief of Naval Operations, Aviation History Unit, Op-513B, Washington, D. C.

Subject: Historical Report, transmittal of.

Reference: (a) Aviation Circular Ltr 71-46, serial 0102-p-513.
(b) Art 10-41, MCM.
(c) AlMar 91, dtd 13Jul46.
(d) Manual for Historical Officers, NavMer 00-350-26.

Enclosure: (A) History, USMCAS, Cherry Point, N. C., for the period 2Sep45 to 1Jul46.

1. Enclosure (A) has been prepared pursuant to the instructions contained in reference (a), and is herewith transmitted.

2. Attention is invited to reference (b) and (c), which prescribe the form and subject matter for the annual report required of all Marine activities.

3. In the interest of eliminating duplication of effort, it is suggested that Marine Corps aviation activities might comply with the requirements of reference (a) by submitting a copy of the annual report required by references (b) and (c), thus avoiding the compilation and preparation of a separate, but similar report.

T. J. CUSHMAN

RECEIVED SC FILES

cc: CMC.
G-2, MCAS.

50-D
21 OCT 1946

A12-1/KK

Copy No. 1 of 2
Req. No. C-43

ACE000004208

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ACE000004209

CONFIDENTIAL

HISTORY
of
UNITED STATES MARINE CORPS AIR STATION

Postal Address:

U. S. MARINE CORPS AIR STATION, CHERRY POINT, N. C.

Period Covered: 2 September 1945 - 30 June 1946

Distribution: Chief of Naval Operations, Air History Division.
The Commandant of the Marine Corps.

CONFIDENTIAL

ACE000004210

3 September — Labor Day was officially observed on this station as a national holiday with all units secured except for necessary watches.

14 September — ComAirLant dispatch ordering the evacuation of flyable aircraft to fields outside the danger zone under Hurricane Condition I -- hurricane security preparations made by all units.

15 September — Hurricane condition I secured and normal operations resumed.

18 September — Effective this date, Lieutenant Colonel Joseph N. M. Berger, USMC, was assigned to duty as Air Station Quartermaster, vice Major A. O. Woodrow, USMC, detached.

26 September — Completion of the painting of the 500,000 gallon elevated water storage tank constructed under contract NOy 10409 in accordance with the plans and specifications.

30 September — 11858 operations completed on this station during the month. Daily average of operations 388.

Station Aircraft on Hand:

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ 5	5	5			
JRB 4	3	3			
R4D 1	3	3			
R4D 5	1	1			
SNB 1	2	2			
SNB 2	5	4	1		
SNB 2H	1	1			
GB 2	2	2			
GH #3	2	2	1		
GH #2	1	1			
AE #1	3	3			
JM #1	11	5	6		
SBD-6	3	3			
PB4Y-1	1	1			
Totals	44	42	8	0	0

ACE000004211

Station Aircraft on Hand.

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB 4	3	3			
R4D 1	3	3			
R4D 5	1	1			
SNB-1	2	2			
SNB-2	5	4	1		
SNB-2H	1	1			
GB-2	2	2			
GH-3	2	2			
AE-1	3	2	1		
JM-1	11	5	6		
PB4Y-1	1	1			
N2S-3	2	2			
Totals	41	34	8	0	0

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

Station Operations Tower conducted Tests for Civil Aeronautics Certificates and Ratings. The tests were conducted by a Civil Aeronautics Inspector. Eighteen (18) personnel were examined for Certificates, six (6) for Junior control tower rating and three (3) for Senior control tower rating.

During the month, this station performed 22 tracking and towing missions, 207 utility missions and 32 instruction flights.

ACE000004212

30 November — Station Aircraft on Hand

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB-4	3	3			
R4D-1	3	3			
R4D-5	1	1			
SNB-1	2	2			
SNB-2	5	5			
SNB-2H	1	1			
GB-2	2	2			
GH-3	3	2	1		
AE-1	2	2			
JM-1	9	5	4		
PB4Y-1	1	1			
N2S3	2	2			
	40	35	5	0	0

30 November — During the month 3582 operations were completed at this station, a daily average of 115.5 operations. During this period, the field was contact 635 hours, 35 minutes, instrument 84 hours, 25 minutes. 1367 operations were completed at Auxiliary Air Stations and Outlying Fields.

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

The Station Operations Tower conducted tests for Civil Aeronautics Certificates and Ratings. Seventy pilots were examined for Commercial Pilots' certificates.

26 Pilots from AES-46 qualified in the JM-1 type aircraft.

17 new pilots were received.

During the month, the station performed 150 utility missions and 29 instruction flights.

ACE000004213

15 December — Mess Hall #3 opened this date.

17 December — Hostess House opened this date. Only guests of enlisted personnel will be admitted. Operating under the direction of Special Services, it will be a self-sustained unit.

17 December — Lieutenant Colonel R. K. Rottet, USMC, assigned duties as Assistant Operations and Training Officer.

18 December — Effective this date, Colonel C. H. Hayes, USMC, assigned regular duty as Air Station Chief of Staff, vice Colonel W. B. Stiener, detached.

19 December — Major N. A. Sisak, USMC, assigned duty as Air Station Training Officer.

31 December — Flights and Flight Time:

Total number of flights - 824
Total number of hours flown - 1417.4

31 December — Station Aircraft on Hand:

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB-4	3	3			
R4D-1	3	3			
R4D-3	1	1			
SNB-1	2	2			
SNB-2	5	4	1		
SNB-2H	1	1			
GB-2	2	2			
GH-3	3	3	3		
AE-1	2	2		2	
JM-1	9	8	1		
PB4Y-1	1	1			
N2S3	2	1	1		
	40	35	5	2	0

During the month, 4590 operations were completed at this station, a daily average of 148.06 operations. During the period, the field was contact 636 hours, 40 minutes; instrument 107 hours, 20 minutes. 1367 operations were completed at Auxiliary Air Stations and Outlying Fields.

ACE000004214

30 January — Effective 31 January 1946, the following squadrons were decommissioned by authority of MarCorps dispatch #242312 of January, 1946 and Air Station General Order #7-1946:

Headquarters Squadron, MCAAS, Atlantic, Morehead City, North Carolina.

Station Aircraft Available:

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB-4	3	3			
R4D-1	3	3			
R4D-5	1	1			
SNB-1	2	2			
SNB-2	5	4	1		
SNB-2H	1	1			
GB-2	2	2			
GH-3	3	3			
AE-1	0			2	
JM-1	9	8			
PB4Y-1	1	1			
N2S-3	2	1	1		
	37	34	2	2	0

31 January — Field Activity:

Operations completed -	4590
Daily Average	148.06
Contact conditions	637 hours, 5 minutes
Instrument	106 hours, 55 minutes

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

ACE000004215

28 February — Station Aircraft on Hand:

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB-4	3	3			
R4D-1	3	3			
R4D-5	1	1			
SNB-1	2	2			
SNB-2	3	3		2	
SNB-2H	1	1			
GB-2	2	2			
GH-2	2	2			
GH-3	3	3			
JM-1	9	4	5		
PB4Y-1	1	1			
N2S3	2	1	1		
	38	33	6	2	0

28 February

Operations Completed	4,748
Daily Average	169.5
Contact conditions	569 hours, 50 minutes
Instrument conditions	102 hours, 10 minutes

During the month, the station completed one (1) tracking and towing mission.
378 Utility missions.
41 Instructional flights.

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

ACE000004216

31 March Station Aircraft on Hand:

Model	Total	Active	Inactive	Trans.	Awaiting Survey
SNJ-5	5	5			
JRB-4	4	4			
JRB-5	3	3			
R4D-1	3	3			
R4D-5	1	1			
SNB-1	2	2			
GB-2	2	1	1		
GH-2	2	2			
GH-3	4	4			
JM-1	8		8		
PB4Y-1Z	1	1			
N2S3	1	1			
	36	27	9	0	0

During the month, 9675 operations were completed at this station, a daily average of 312 operations. During the period, the field was contact 624 hours, 25 minutes, instrument 119 hours, 35 minutes.

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

During the month, the station performed two (2) tracking and towing missions, 360 utility missions and 35 instructional flights. Forty-three (43) Civil Aeronautic Administration commercial pilots' tests were made during the month.

ACE000004217

10 April — Contract NOy 10413, Addition to Incinerator, has been completed in accordance with plans and specifications. Station use and acceptance recommended.

11 April — Contract NOy 10401, Extension and Alteration to Service Wing of Mess Hall One, has been completed in accordance with plans and specifications, save for minor exceptions. Station use and acceptance recommended.

14 April — First Lieutenant Frank Stanley Smith (028133), USMCR, on terminal leave, died as a result of a civilian airplane crash near Kinston, North Carolina.

16 April — Effective 11 April 1946, Lieutenant Colonel Maurice T. Ireland, USMC, assigned regular duty as Post Exchange Officer, vice Captain Cecil G. King, USMCR, relieved.

22 April — Effective 18 April 1946, Lieutenant Colonel Donald E. Huey, USMC, assigned regular duty as Commanding Officer, Aircraft Engineering Squadron-46, vice Major Max M. Honke, USMCR, relieved.

23 April — Effective 30 April, the following unit will be disbanded:

Aircraft Engineering Squadron 43

Disbandment is in accordance with CMC letter DA 74863, dated 17 April 1946, and Air Station General Order #31-1946.

29 April — Effective 30 April the following unit will be disbanded:

Aviation Women's Reserve Squadron 17

Disbandment is in authority with CMC letter DA 75163, dated 25 April 1946, and Air Station General Order #33-1946.

30 April — Station Aircraft on Hand:

Model	Total	Active	Inactive	Loaned	Awaiting Survey
SNJ-5	5	5			
JRB-4	4	4			
JRB-5	2	2			
R4D-1	3	3			
R4D-5	1	1			
SNB-1	2	2			
GB-2	2		2		
GH-3	6		4	2	

ACE000004218

Model	Total	Active	Inactive	Loaned	Awaiting Survey
AE-1	1			1	
JM-1	8		8		
PB4Y-1Z	1	1			
N2S3	1	1			
	41	24	14	3	0

During the month, 7104 operations were completed at this station, a daily average of 236 operations. During the period, the field was contact 684 hours, 5 minutes; instrument 35 hours, 50 minutes.

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

During the month, the station performed two (2) tracking and towing missions, 447 utility missions, and 32 instructional flights. Nineteen (19) Civil Aeronautic Administration commercial pilots' tests were made during month.

ACE000004219

22 May — F4U, Bureau Number 96978, caught fire while landing at this field. Pilot uninjured. Major damage to aircraft.

24 May — Effective this date, Lieutenant Colonel Arthur H. Wienberger, USMC, assigned regular duty as Station Housing Project Officer, vice Major Leeman C. Baird, USMCR, relieved.

Contract NOy 10404, Auditorium, partially completed. Station use and acceptance recommended.

29 May — Contract NOy 10409, Roads, Walks and Services, addition to Water Plant, Storage and Distribution, Addition to Sewage Collections and Air Warning Group Facilities, completed according to plans and specifications. Station use and acceptance recommended.

31 May — Station Aircraft on Hand:

Model	Total	Active	Inactive	Loaned	Awaiting Survey
SNJ-5	5	5			
JRB-4	4	4			
JRB-5	2	2			
R4D-1	3		3		
R4D-5	1	1			
R4D-6	3	3			
SNB-1	2	2			
GB-2	2		2		
GH-2	2	2			
GH-3	6	4	2		
AE-1	2		1	1	
JM-1	8		8		
PB4Y-1Z	1	1			
N2S3	1	1			
	42	25	16	1	0

During the month, 5116 operations were completed at this station, a daily average of 165 operations. During this period, the field was contact 615 hours, 48 minutes and instrument 128 hours, 12 minutes.

In the performance of its fundamental mission, this station provided facilities for training, housing, and maintaining all aircraft units attached.

During the month, the station performed no tracking and towing flights, 227 utility missions, and 48 instructional flights. Twenty-nine (29) Civil Aeronautic Administration commercial pilots' tests were made during the month.

ACE000004220

5 June — Effective this date, Captain "H". L. Jacobi, USMC, assigned regular duty as Public Information Officer, vice First Lieutenant Marion "A". Risk, USMCR, relieved, with additional duties as Savings Bond Officer.

12 June — Contract NOy 12311, Runway Lighting System, completed this date. Station use and acceptance recommended.

15 June — Station Theatre officially opened this date. Theatre has seating capacity of 2000. Former Enlisted Men's Theatre and Officers' Club Theatre closed.

24 June — Effective this date, Major Kenneth M. Ford, USMC, is assigned regular duty as Station Motor Transport Officer, vice Captain Vernon A. Tuson, USMC, relieved.

Effective this date, Captain Vernon A. Tuson, USMC, is assigned regular duty as Assistant Motor Transport Officer.

25 June — Contract NOy 11229, Condensor For Electric Plant, completed this date. Station use and acceptance recommended.

30 June — Station Aircraft on Hand:

Model	Total	Active	Inactive	Awaiting Survey
SNJ-5	5	4	1	
JRB-4	4	1	3	
JRB-5	1		1	
R4D-1	3		3	
R4D-5	1	1		
R4D-6	3	3		
SNB-1	2	1	1	
GB-2	2		2	
GH-3	6		6	
N2S3	1	1		
JM-1	8		8	
	37	12	25	0

Report of Operations for the month of June 1946:

During the month of June 1946, 3922 Operations were completed at MCAS, Cherry Point, North Carolina with a Daily Average of 137.9. During this period the Field Classifications were: Contact, 669 hours 56 minutes: Instrument 50 hours 04 minutes.

ACE000004221

G-3 Section

The Operations and Training Office has devoted the period since V-J Day in consolidating and reducing the various training activities and facilities. The noticeable decrease in personnel has resulted in a retarded training program. The skeet ranges used by the Free Gunnery Training Unit and the Bogue Banks Free Gunnery Range have been inactivated. The navigation school is still functioning on a reduced basis, and plans are now underway to establish an instrument school which will qualify all pilots attached to the USMCAS along at a steady pace.

The operations building area has received a thorough renovating and is now surrounded by hedges, grass and shrubs. The clearance center has been moved from the ground floor to the second floor in order to consolidate all clearance activities nearby the aerology section and operations office. The resultant vacant space has been converted into a waiting room for transient personnel. A system of priority has been established for seats on outgoing planes and is controlled by an office alongside the waiting room. A great deal of time has been used in training new personnel in fire and crash procedure both on the field and in surrounding waters.

Station Ordnance has withdrawn all ammunition from the various outlying fields which have been closed down as narrated later. Police and security of the magazine area has consumed a great deal of time. A large amount of ordnance equipment has been renovated by this department for return to the Supply Department for re-issue.

The Outlying Fields Department has disposed of the following Outlying Fields and Auxiliary Air Stations in accordance with Navy Department instructions:

(a) OLF Wilson, N. C.
Disposed of to the City of Wilson, N. C.
by revocable permit 19 June 1946.

(b) OLF Beaufort, N. C.
Disposed of to the County of Carteret
by revocable permit 9 August 1946.

(c) OLF Greenville, N. C.
Disposed of to the City of Greenville and
County of Pitt 19 June 1946.

(d) OLF Washington, N. C.
Disposed of to City of Washington, N. C.
and County of Beaufort.

ACE000004222

(e) USMCAAS Congaree, Columbia, S. C.
Disposed of to the Military Department
of the State of South Carolina.

The USMCAAS Kinston, N. C. is in the process of being turned over to the City of Kinston and County of Lenoir.

Each field has been turned over to the city and county as indicated by revocable permit. Along with this permit there is issued a revocable permit covering the use of personal property such as crash and fire trucks, refueler, field lighting truck and small amounts of collateral equipment which has been declared excess by the Navy Department.

USMCAAS Atlantic has been placed in an "Inactivated" status and is having such equipment removed as may be used at this station.

OLF New River is "Operational" with an NCO in charge and a minimum of personnel as a crash crew.

USMCAAS Oak Grove is "Operational" and has supported one Aircraft Group of the Second Marine Aircraft Wing.

USMCAAS Bogue, Morehead City, N. C. is in a "Maintenance" status and is standing by ready to go "Operational" on twenty four (24) hours notice.

ACE000004223

G-4 Section

An extensive site improvement and clean up project has been in progress at Cherry Point since V-J Day. Special emphasis has been placed upon neatness and uniformity of areas around barracks and buildings. The improvement in the appearance of the Air Station since the beginning of the program is remarkable. A five-year plan has been submitted to the Commandant of the Marine Corps for further improvements. Dallas Huts that were used for temporary barracks, offices and for storage of gear, have been removed or will be removed within the next month.

The following projects have been completed since 2 September 1945:

Contract No.	Description	Started	Completed
NOy-12494	Settlement of Runways, Beaufort	25Jul45	17Sep45
NOy-10407	Public Works Shops and Storage (Addns.)	27Sep44	31Oct45
NOy-10410	Steam Distribution System	27Oct44	20Oct45
NOy-11381	Expansion of Telephone Central Office Equipment	15Dec44	1Oct45
NOy-11361	(Atlantic Outlying Field) Enlisted Men's Barracks, (66 men), B.O.Q. (40 men), General Storehouses, Post Exchange and Auditorium, Addl. Gasolene Storage, Taxiways, Roads and Walks, Utilities, Clearing, Grading, Drainage, and Landscape Work.	8Mar45	30Oct45
NOy-10624	Water Supply for Fire Protection	28Dec44	28Nov45
NOy-10959	Brig (96 men)	16Dec44	16Nov45
NOy-12154	Machine and Repair Shop for Electric Power Plant	30Jan45	15Nov45
NOy-10300	A & E Services for Power Plant, Sewage Surveys, Kinston AAF, and Topographic Surveys (A & E Services)	3May44	1Nov45

ACE000004224

Contract No.	Description	Started	Completed
NOy-10351	(Oak Grove Outlying Field), Enlisted Men's Barracks (68), B.O.Q. (60), Messhall (900-2 sittings), Wash Rooms, Laundry, (Scrub Bldg.), Warehouses (15,000 sq. ft.), Post Exchange and Auditorium, Dispensary (20 bed Addn.), Skeet Range, Gasoline Storage (143,000 gals.), Taxiways, (5,714 sq. yds.), Roads, Walks, Services, Clearing, Grading, and Drainage.	23Nov44	9Nov45
NOy-11405	Public Works Buildings, Plumbing, Heavy Equipment and Paint Storage.	14Jul45	27Dec45
NOy-10349	(Bogue Outlying Field), Enlisted Men's Barracks, B.O.Q. (80), Messhall (930-2 sittings), Washrooms, Laundry (Scrub Bldgs.), Warehouses (15,000 sq. ft.), Post Exchange and Auditorium, Dispensary (20 bed Addn.), Skeet Range, Gasoline Storage (133,000 gals.), Taxiways, (31,429 sq. yds.), Roads, Walks, Services, Clearing, Grading, and Drainage.	16Nov44	14Nov45
NOy-12550	Runway Lighting System at Bogue	4Jan45	(Contract Terminated)
NOy-11011	Synthetic Trainer Bldg. and Lecture Hall	17May45	(Contract Terminated)
NOy-10350	(Kinston Outlying Field), Enlisted Men's Barracks (340), B.O.Q. (40), Washroom, Laundry (Scrub Bldg.), Warehouses (13,000 sq. ft.), Dispensary (13 bed Addn.), Post Exchange and Auditorium, Skeet Range, Roads, Walks, Services, Fencing, Clearing, Grading, and Drainage.	3Nov44	28Jan46
NOy-11449	Gunnery Range, Bogue Banks	8Mar45	1Dec45

ACE000004225

Contract No.	Description	Started	Completed
NOy-11500	Additions to Storehouse Bldg. No. 150.	11Jun45	15Feb46
NOy-11641	Homoja Housing, Outlying Fields	22Jun45	15Feb46
NOy-12182	Runway Lighting Systems, Oak Grove and Atlantic.	6Jun45	28Feb46
NOy-12689	Atlantic, Bogue, and Oak Grove Water Towers.	27Jun45	20Feb46
NOy-10402	Barracks (124 messmen), B.O.Q. (432) and Messings, Family Guest House.	11Dec44 (Barracks completed prior to 1Sep45. B.O.Q.'s terminated 17Feb46. Guest House completed 15Nov45.)	
NOy-10406	Dispensary (100 bed Addn.), Officers' Recreation.	15Jan45 15Jan45	5Jan46 Terminated 6Mar46
NOy-10408	Fire and Crash Alarm (Ext.),	14May45	31Mar46
NOy-11603	Ice Plant Extension	7May45	4Mar46
NOy-10409	Grading, Paved Walks, and Drives, Sanitary Sewers, Water Pipe Lines, Elevated Water Tank and Tower, Outside Electric Lines and Outside Steam Lines.	30Oct44	31Mar46
NOy-10413	Incinerator	8Sep45	15May46
NOy-12065	Roads and Services to the Auditorium, Additional Road Work Near the Operations Bldg. and Hanger No. 2, Grading and Drainage in rear of A & R Area, etc.	17May45	9May46
NOy-13228	Cattle Proof Fence at Auxiliary Air Facility, Wilson, N. C.	24Sep45	23May46

ACE000004226

Contract No.	Description	Started	Completed
NOy-10401	Barracks (3248 men), Messing (4372 men). Complete except for minor items delayed by strikes.	15Sep44	15Aug46
NOy-10404	Post Exchange and Warehouse (Addn.), Auditorium, Administration Bldg., (Addn.). All Buildings usably completed. Final completion delayed by strikes.	15Jan45	31Aug46
NOy-10411	Addition to Electric Distribution System. Complete except for items delayed by strikes.	3Feb45	31Aug46
NOy-10412	Walks (98,000 sq. yds.), Street Paving and Widening (45,000 sq. yds.), Grading, (1,000,000 cu. yds.).	14May45	1Aug46
	Completion of Officers' Recreation Bldg.	18Jun46	23Dec46
NOy-11404	Steam Plant Addition. Complete except for items delayed by strikes. Boiler No. 5 in operation. Boilers Nos. 4 and 6 will follow immediately.	14May45.	15Sep46
NOy-11418	Installation of Turbo-Alternator, Boiler and Accessories. Complete except for minor items delayed by strikes, which do not interfere with full operation.	18Jul45	15Sep46
NOy-11649	Chapel (600 seats). Work suspended pending delivery of steel trusses delayed by strikes. Delivery of trusses expected 8Aug46.	29Nov45	30Sep46
NOy-11732	Storage Tanks for Aviation Lub. Oil Mechanical equipment delayed by strikes.	4Feb46	15Sep46

ACE000004227

Contract No.	Description	Started	Completed
NOy-11938	Addition to Celestial Navigation Tr. Bldg. Complete except for items delayed by strikes.	25Jun45	31Aug46
NOy-13418	Sewage Treatment Plant Grit Chamber	1Jul46	28Sep46
NOy-13350	Runway Seeding and Fertilizing	19Apr46	30Aug46
NOy-13419	Runway Grading and Erosion Control	9Apr46	31Aug46
NOy-13526	Rehabilitation of Railroad System	10Jun46	17Oct46
NOy-13691	Homoja Housing Facilities	24Jun46	21Oct46
	Conversion of B.O.Q. #1 to M.O. Apts.	24Jun46	20Apr47
	Galley & Mess Hall for Dispensary	28Jun46	20Apr47
	Alterations to Final Finish Hanger	28Jun46	20Apr47
NOy-13793	Replacement of Condensate Return Piping	24Jun46	20Nov46
NOy-13825	Housing Program for Married Service Personnel.	28Jun46	19Dec47

The Hostess House is for the convenience of guests of enlisted personnel. Since it has been open for guests, enlisted personnel have used and appreciated its facilities to the fullest extent. The building formerly used for the Station Brig has been redecorated and turned over to Station Headquarters Squadron for Office Space. The Auditorium was dedicated in a special ceremony on 15 June 1946. It will be used primarily for showing motion pictures and special stage shows.

Improvements in the Dispensary Facilities include a Family Ward and a Dependent's Ward, now undergoing conversion from regular type Wards. The Dental Department has doubled its offices and personnel by providing space for Dental personnel in the Station Dispensary from FMF Units attached.

ACE000004228

HISTORY

OF

UNITED STATES MARINE CORPS AUXILIARY AIR STATION

OAK GROVE

Postal Address:

USMCAAS, OAK GROVE, NEW BERN, N. C.

Period covered: 21 July 1942 - 30 June 1946.

ACE000004229

Geographic Location: Pollocksville, North Carolina.

Commanding Officer: William N. Lundin, Major, USMCR.

Next Higher Echelon: Commanding General, Marine Corps Air Station, Cherry Point, North Carolina.

Task Force Numbers: None.

Composition:

Station Unit Organization:

Marine Aircraft Group 14.

Station Squadron Organization:

Headquarters Squadron.

Marine Aircraft Group 14 Organization:

(1) Headquarters Squadron 14

(2) Service Squadron 14

(3) Marine Fighting Squadron 122

(4) Marine Fighting Squadron 222

(5) Marine Fighting Squadron 212

ACE000004230

ORIGIN

AND

PREVIOUS HISTORY

Prior to 2 September 1945.

Oak Grove Field is located on the Trent River in Jones County, North Carolina, approximately 2 miles west of U. S. Highway Route #17. The Station access road intersects Route #17 approximately 1½ miles north of Pollocksville, North Carolina. The Geographic location of the intersecting North/South and East/West runways is Latitude 35° 01' 25" North and Longitude 77° 14' 51" West.

The area of the Field is 976.45 acres, which was largely gently rolling surface, well drained and productive farm land, before taken over as a site for landing aircraft. No appreciable amount of commercial timber existed but a merchantable quality of mixed timbers amounted to some 40,000 board feet. There were 7 dwellings on the property; 42 miscellaneous buildings; 1 cemetry and 1, 30-foot brick lined well. The owners of the property were:

Hazel Boyette, Pollocksville, N. C.
W. R. Boothe, Pollocksville, N. C.
H. A. Creagh, Pollocksville, N. C.
Earl V. & Nannie E. Scott, Pollocksville, N. C.
Earl Tyndall, Kinston, N. C.

The General Contractor for Oak Grove was T. A. Loving Co. & Associates, Goldsboro, N. C. Funds for construction were authorized by the Secretary of the Navy pursuant to the authority of the Act of Congress approved 6 August 1942 (Public Law 700, 77th Congress - The Contract Authorization Act). The services of WPA or FWA were not employed.

The field was built especially for the Navy, for use of the Marine Corps. The original construction program was completed in approximately eleven months at a cost of $925,000. Additional construction and list of completed contracts are contained in Appendix "B".

21Jul42 The site of location was approved by the Inter-Departmental Control Board of the Bureau of Aeronautics. The Secretary of the Navy selected the site for use in connection with the Marine Corps Air Station at Cherry Point, N. C. (Appendix "A"). This particular location being acquired for the purpose of centralized training with Cherry Point, The land owned in fee simple by the Navy is 832.52 acres; the Navy leased approximately 144 acres under easement rights.

2Dec42 Funds for construction were authorized by the Secretary of the Navy $945,000 which included $20,000 for collateral items.

5Dec42 The Officer in Charge of Construction was notified that funds for engineering services had been approved.

7Dec42 The General contractors were notified to proceed with the work.

4May43 Field opened as an outlying field to MCAS, Cherry Point, N. C.

ACE000004232

16Aug43 Commissioned as a Marine Corps Auxiliary Air Facility.

15Oct43 Major Roswell B. Burchard, Jr., USMCR, designated Commanding Officer of Marine Corps Auxiliary Air Facility, Oak Grove, Pollocksville, N. C.

18Oct43 Station Headquarters Squadron organized, authority USMCAS, Cherry Point, General Order No. 719-1943. Compliment 2 officers 4 enlisted men.

1Nov43 Women Reserves joined.

6Nov43 The work contemplated by the original construction program was usably completed.

15Mar44 Major Roswell B. Burchard, Jr., USMCR, Commanding Officer, relieved by Major Ernest C. Fuson, USMC.

3Jun44 Major Ernest C. Fuson, USMC, Commanding Officer, relieved by Major William G. Voss, USMC.

2Feb45 Major William G. Voss, USMC, Commanding Officer, relieved by Major Boyd C. Mc Elhaney, Jr., USMCR.

ACE000004233

HISTORY

OF

UNITED STATES MARINE CORPS AUXILIARY AIR STATION

OAK GROVE, NEW BERN, N. C.

Period covered 2 September 1945 - 30 June 1946.

ACE000004234

25Sep45 Marine Corps Auxiliary Air Facility, Oak Grove, New Bern, N. C. redesignated as Marine Corps Auxiliary Air Station, Oak Grove, New Bern, N. C. (Sec Nav 45-1252).

7Nov45 Major Boyd C. Mc Elhaney, Jr., USMCR, relieved as Commanding Officer by Robert J. Shelley, Jr., USMCR.

9Nov45 Contract NOy-10351, additional facilities has been completed.

1Dec45 All Women Reserves transferred to MCAS, Cherry Point, N. C.

15Jan46 Marine Fighting Squadron 422 joined Marine Aircraft Group 34.

17Jan46 Marine Bombing Squadron 612 joined Marine Aircraft Group 34.

31Jan46 Marine Scout Bombing Squadrons 931 and 932, MAG-34 decommissioned.

11Feb46 Contract NOy-12182, runway lighting system completed.

14Feb46 Marine Fighting Squadrons 911 and 912 joined MAG-34.

15Feb46 Contract NOy-11641, Homoja Housing (30 apartments) completed.

20Feb46 Contract NOy-12689, water tower completed.

15Mar46 Marine Fighter Squadrons 911 and 912 and Marine Bombing Squadron 612 decommissioned by authority of Ninth Wing General Order No. 13-1946.

31Mar46 Marine Aircraft Group 34, Ninth Marine Aircraft Wing was decommissioned and all squadrons transferred to Marine Aircraft Group 14, Second Marine Aircraft Wing.

7Jun46 Major Robert J. Shelley, Jr., USMCR, Commanding Officer, relieved by Major William M. Lundin, USMCR.

In the performance of its general mission, this Station furnished facilities for the training operations of a Marine Air Group. Although said training is on a vastly reduced scale, since V-J Day, this Station has furnished air facilities, personnel accomodations, recreation, and facilities for class-room instruction.

Marine carrier type aircraft have operated on this Field from 4 May 1943 to the present date, for the purpose of training replacement pilots for overseas duty both ashore and aboard carrier. Squadrons which have operated from Oak Grove are contained in Appendix "C".

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Squadrons which have operated from Oak Grove Field.

SQUADRON	FROM	TO
VMSB-944	22Aug44	1Nov44
VMB-453	15Nov44	15Feb45
VMB-463	15Nov44	15Feb45
VMB-473	15Nov44	15Dec44
VMB-483	15Nov44	5Dec44
VMTB-623	1Feb45	16Feb45
VMB-624	1Feb45	16Feb45
VMSB-932	12Mar45	31Jan46
VMSB-931	12Mar45	31Jan46
VMF-422	15Jan46	2Apr46
VMF-612	17Jan46	15Mar46
VMF-911	14Feb46	15Mar46
VMF-912	14Feb46	15Mar46
VMF-122	15Mar46	
VMF-212	18Mar46	

* No records previous to 27Aug44 available, as the records of the Ninth Wing have been forwarded to Headquarters, Washington.

ACE000004236

U. S. MARINE CORPS AUXILIARY AIR STATION, OAK GROVE

PROJECT HISTORY

Oak Grove Field is located on the Trent River in Jones County, North Carolina, approximately 2 miles West of U. S. Highway Route #17, and approximately 15 miles Southwest by highway from New Bern. The geographic location of the intersecting North/South and East/West runway is Latitude 35°01'25" North and Longitude 77°14'51" West. The Station access road intersects Route #17 approximately 1½ miles North of Polloksville.

The area of the Field is 976.45 acres, which was largely well drained and productive farm land. The gently rolling surface, however, included some areas which were poorly drained and accordingly uncultivated. No appreciable amount of commercial timber existed but a merchantable quality of mixed timbers amounted to some 40,000 board feet. There were 7 dwellings on the property; 42 miscellaneous buildings; 1 cemetery and 1, 30-foot, brick lined well.

Projects 801 to 818 inclusive were authorized for construction December 1942 at an estimated cost of $851,000. These funds covered clearing, grading and drainage for three runways 150 feet wide, totaling 11,800 feet in length, and quarters, flight facilities and utilities for a staff of 160 men and 32 officers.

Project 819, also authorized in December 1942, represented an estimated expenditure by the Navy of $73,500.00 for construction of the access road from U. S. Highway Route #17 to the Field. This project was executed in collaboration with the N. C. State Highway Department, which financed the construction.

Projects 820 to 845 inclusive, authorized April 1943 at an estimated cost of $1,076,900, provided paving for the runways, and additions to landing field, personnel and general facilities to make the Station suitable for a complement of 1100 officers and men, including a WRNC personnel of 80.

On 29 July 1943, the construction of Oak Grove was converted from Fixed-Fee Contract NOy-4957 to Lump-Sum Contract NOy-6867 and construction continued.

Contract NOy-10351, Additional Facilities, was authorized July 1944 at an estimated cost of $620,000.00, and provided for the construction of a 68-Man Barracks; Wash, Latrine and Laundry Building; Dispensary; Mess Hall; B.O.Q.; P.X. Auditorium; Storehouses; and Gasoline Storage.

Contract NOy-11641, Homoja Housing, was authorized May 1945, and consisted of 15 Homoja Houses containing 2 apartments each, one laundry building, and one utility building.

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Contract NOy-12182, Runway Lighting System, was authorized March 1945, and provided for the installation of contact lights, airport beacons, underground electric cables, construction of reinforced concrete transformer vaults, electrical work and field painting.

Contract NOy-12689, Water Tower, was authorized June 1945, and provided for the securing and erection of a steel tower for the existing 15,000 gallon wood water tank.

The project numbers, contract numbers, and descriptions follow:

801. Officers' Barracks - 1 building for 32 officers.

802. Officers' Washroom -

803. Enlisted Men's Barracks - 4 barracks of 40 men each.

804. Enlisted Men's Washroom -

805. Mess Hall - Storage, galley and dining facilities for officers and enlisted men.

806. Aviation Operations Building -

807. H. E. Magazine -

808. Gasoline Storage -

809. Fuse and Detonator Magazine-

810. Small Arms and Pyrotechnic Magazines - 1 of each.

811. Runways - Clearing, Grading and Drainage - North/South Runway 4,000 lineal feet; East/West Runway 3,800 lineal feet; Northeast/Southwest Runway 4,000 lineal feet.

812. Taxiways - Clearing, Grading and Drainage.

813. Warming-Up Platform No. 1 - Clearing, Grading and Drainage.

814. Water and Sewer Systems.

815. Electrical Distribution.

816. Radio Facilities.

817. Inter-phone System.

818. Roads and Walks.

819. Access Road.

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820. Enlisted Men's Barracks - 10 buildings at 68 men each.

821. Enlisted Men's Washrooms, Latrine and Laundry - 2 buildings with laundry and 1 without.

822. Enlisted Women's Barracks - 1 building for 75 WRMC.

823. BOQ - (WRMC) - 1 Building housing 4 officers.

824. BOQ - 3 buildings quartering 50 men each.

825. Mess Hall - 1 building providing storage, galley and dining quarters for officers and enlisted men.

826. Dispensary - 15 beds.

827. Post Exchange.

828. Brig - 10 men.

829. Squadron Administration Buildings - 2 groups of 1 office and 1 shop each.

830. Hangar and Workshops - 1 hangar and 3 utility shops.

831. Ordnance Storehouse and Workshop -

832. Additional Landing Field Work - (2nd. installment to Project 811). Paving of Runways; construction of Warming-Up Platform No. 2; Taxiway between No. 1 and No. 2 Platforms, and Taxiway to South end of North/South Runway.

833. Oil Storehouse.

834. Station Administration Builing and Post Office.

835. Quartermaster's Storehouse.

836. General Storehouse.

837. Garage and Fire House.

838. Station Maintenance Building

839. Electrical Distribution. (2nd. installment to Project 815).

840. Telephone, Fire and Crash Alarm.

841. Roads, Walks and Parking Areas.- (2nd. installment to Project 818).

842. Gatehouse and Fencing.- Approximately 5,000 feet of barbed wire fence.

843. Water Supply and Distribution - (2nd. installment to Project 814)

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844. Sewage Treatment and Disposal.

845. Incinerator.

846. Gasoline Storage Distribution - (2nd. installment to Project 808).

NOy-10351, Additional Facilities - 68-Man Barracks; Wash, Latrine and Laundry Building; Dispensary; Mess Hall; B.O.Q.; P.X. Auditorium; Storehouses; Gasoline Storage.

NOy-11641, Homoja Housing - 15 Houses containing 2 apartments each, one laundry building, and one utility building.

NOy-12182, Runway Lighting System - Contact lights, airport beacons, underground electric cables, reinforced concrete transformer vaults, electrical work and field painting.

NOy-12689, Water Tower - Erection of a steel tower for existing 15,000 gallon wood water tank.

COMPLETED CONTRACTS

The following contracts at MCAAS, Oak Grove, have been completed since 2 September 1945:

NOy-10351, Additional Facilities
Final completion date 9 November 1945.

NOy-11641, Homoja Housing
Final Completion date 15 February 1946.

NOy-12182, Runway Lighting System
Final completion date 11 February 1946.

NOy-12689, Water Tower
Final completion date 20 February 1946.

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APPENDIX C-17

Department of Defense, 1972

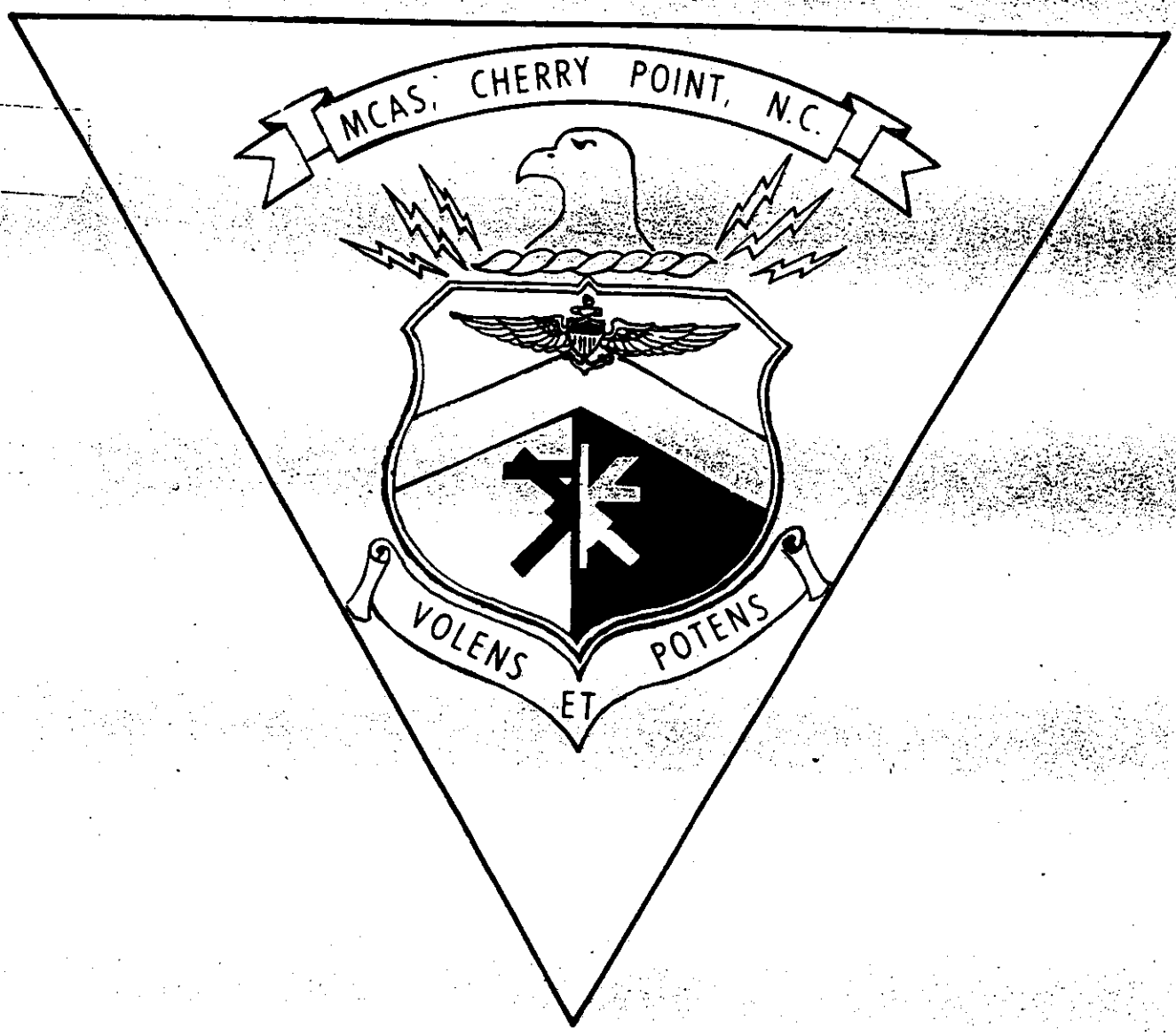
Executive Order 11508, Real Property Survey, extract of MCAS, Cherry Point, May 1972

11/19/98
HQ Marine Corps
#2 Naval Annex
Keller Dreyer

DEPARTMENT OF DEFENSE

EXECUTIVE ORDER 11508

Unfurnished



REAL PROPERTY SURVEY

MAY 1972

ACE000004242

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SECTION I

MISSION

A. OFFICIAL MISSION STATEMENTS OF HOST/TENANT ACTIVITIES

Marine Corps Air Station, Cherry Point, North Carolina

"To maintain and operate facilities and provide services and material to support operations of a Marine Aircraft Wing, or units thereof and other activities and units as designated by the Commandant of the Marine Corps in coordination with the Chief of Naval Operations."

Marine Corps Air Bases, Eastern Area

"To exercise command of assigned aeronautical shore activities providing support to aviation units of the Fleet Marine Forces and other Operating Forces of the Navy within designated geographical areas of the continental United States to insure that all services and facilities required by units supported by such activities will be adequately planned and provided.

Second Marine Aircraft Wing, FMF

"Conduct air operations in support of the Fleet Marine Forces to include antiair warfare, offensive air support, assault support, aerial reconnaissance, control of aircraft and missiles, and as a collateral function, to participate as an integral component of naval aviation, in the execution of such other Navy functions as the fleet commanders direct."

Naval Air Rework Facility

"To maintain and operate facilities for and perform a complete range of depot level rework operations on designated weapons systems, accessories, and equipments; manufacture parts and assemblies as required; provide engineering services in the development of changes of hardware design; furnish technical and other professional services on aircraft maintenance and logistic problems; perform, upon specific request or assignment, other

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levels of aircraft maintenance for eligible activities; and perform other functions as directed by the Naval Air Systems Command."

Naval Hospital

"To provide general clinical and hospitalization services for active duty Navy and Marine Corps personnel, active duty members of the other armed services, dependents of active duty personnel, and other authorized persons as outlined in current directives. To cooperate with military and civil authorities in matters pertaining to health, sanitation, local disasters, and other emergencies."

Naval Air Maintenance Training Detachment

"Provides on-site technical training in air weapons systems maintenance for fleet units; maintains equipment."

Naval Investigative Service Office

"The administration, operation, and maintenance of an investigative service for the Naval establishment in order to accomplish the purposes set forth in applicable instructions."

Naval Area Audit Service

"To assist management in achieving the most effective and efficient administration of operations; audit reports depicting the extent to which errors, uneconomical procedures, and unauthorized practices exist, and identify to management the causes therefor, in order that remedial action may be taken."

Marine Air Reserve Training Unit

"Cordinate, supervise, and support the accomplishment or requisite training for attached organized Marine Corps Reserve and Class III VTU (aviation) units and personnel; supervise premobilization planning and logistic function to ensure orderly mobilization within times and readiness

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levels prescribed by current plans; serve as 4th MAW/MARTC Liaison/ Recruiting Activity, East Coast."

B. EXPANDED LISTING OF SERVICES AND SUPPORT PROVIDED

The following is an expanded listing of services and support provided to designated activities and units by MCAS, Cherry Point.

Second Marine Aircraft Wing, FMF

Family and troop housing; aircraft maintenance hangars; operational and training facilities; administrative space; radar air traffic control center; explosive ordnance disposal; magazines to store, maintain, and issue ammunition; operation and maintenance of MCALF, Bogue, and MCOLF, Atlantic; depot maintenance for motor transportation equipment; maintenance of bombing and strafing ranges; supply service support including purchasing, receiving warehousing, packing, shipping, bulk fuel storage and dispensing retail stores operations, source data creation, property disposal, commissary store operation, operation of messing facilities, and laundry service, household effects shipping and receiving and passenger transportation; maintenance and operation of a correctional facility; weather service support; maintenance of utilities, grounds and housing.

Naval Air Rework Facility

Family and troop housing for assigned military personnel; support operations and training facilities, plus, hangars and administrative area for depot level rework operations on designated weapons systems, accessories and equipment, including manufacture of parts and assemblies; depot maintenance for motor transportation equipment; radar air traffic control center; civilian personnel administration; ADP services; supply service support including purchasing, receiving, warehousing, packing, shipping, bulk fuel storage and dispensing, stores ready issue, property disposal, commissary

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store operation, messing facilities, and laundry service, shipping and receiving household effects, and passenger transportation; weather services support; maintenance of utilities, housing, and buildings.

Naval Hospital

Family and troop housing for assigned military personnel; training facilities; hospital and administrative space for medical and dental services; civilian personnel administration maintain and operate supply service support assignments, i.e., purchasing, receiving, warehousing, retail stores outlet, ready issue stores, property disposal, commissary, messing and laundry, household effects and passenger transportation; utilities, housing maintenance, and building maintenance.

Naval Air Maintenance Training Detachment

Family and troop housing for assigned military personnel; operational and training facilities; administrative space; maintain and operate supply service assignments, i.e., commissary, messing and laundry, household effects, and passenger transportation; personnel administration for assigned military personnel; utilities, housing maintenance, and building maintenance.

Naval Investigative Service

Administrative and operational space; utilities, grounds maintenance, and building maintenance.

Naval Area Audit Service

Administrative and operational space; utilities and building maintenance.

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Marine Air Reserve Training Unit

Administrative and operational space; troop housing; operational training facilities; magazines to store, maintain and issue ammunition; maintain and operate supply service support assignments, i.e., property disposal, commissary, messing and laundry; utilities, grounds maintenance and buildings maintenance.

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SECTION II

POPULATION DATA

(FY72)

A. MARINE CORPS AIR STATION, CHERRY POINT, NORTH CAROLINA

ACTIVITY	MILITARY	CIVILIAN	TOTAL
DAILY LOAD			
Station Activities	994	1487	2481
Tenant Activities			
2D MAW (-) (Rein)	8675	--	8675
NARF	83	2337	2420
Naval Hospital	105	--	105
Naval Area Audit Service	--	5	5
MARTU	6	--	6
Average Hospital Inpatients	--COMBINED--		42
Average Transient	--COMBINED--		23
Average Category "A" Trainees	582	--	582
	TOTAL DAILY LOAD		14,339
ANNUAL INPUT LOADS			
Formal Schools	4010	--	4010
Local Schools	10087	184	10271
*Reserve Training	1517	--	1517
Hosted Tournaments/Activities	2480	--	2480

B. MCALF, BOGUE, NORTH CAROLINA

PERMANENT LOAD			
2D MAW	364	--	364

TRAINING LOAD

Although MCALF Bogue is primarily a Short Airfield for Tactical Support (SATS) training base, it's land area is also used for other training functions varying from Command Post Exercises (CPX) to large multi-service training operations. The on-site personnel load therefore varies from a few people to several hundred. Section VII.D. provides specific utilization data.

*Reserve training is accomplished at both MCAS, Cherry Point and MCALF, Bogue.

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C. MCOLF, ATLANTIC, NORTH CAROLINA

ACTIVITY	MILITARY	CIVILIAN	TOTAL
PERMANENT LOAD			
Station/Wing	32	--	32

TRAINING LOAD

Although MCOLF, Atlantic is primarily a site to support the MCAS, Cherry Point target range complex, it's land area is also used as a training area. The personnel load varies depending on the type of training being conducted and the unit(s) involved. Section VII.E. provides specific utilization data.

D. DEPENDENTS (BASED ON MAY 1971 STUDY)

MCAS, Cherry Point housing	8063
Local (Havelock and surrounding area)	6156
Regional (Within 50 mile radius, excluding local dependent population)	7149

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SECTION III

HISTORICAL INFORMATION

A. MARINE CORPS AIR STATION, CHERRY POINT, NORTH CAROLINA

The Marine Corps Air Station, Cherry Point, North Carolina, was authorized by Congress on 9 July 1941, with an initial appropriation of $14,990,000 for purchase and clearing of the original 7,582 acre tract and for initial construction. The 82 tracts of land that made up the reservation at that time were appraised at $104,869. Actual clearing of the site began on 6 August 1941. Construction of facilities began in November 1941. After the United States entered World War II, construction activities were accelerated to a ten-hour day, 70 hour week with work crews working day and night shifts.

Cherry Point's first Commanding Officer, Lt. Col. Thomas J. Cushman, was assigned in August 1941 to act as liaison officer during the construction period. Lt. Col. Cushman landed the first plane, a Grumman J2F two-wing amphibian, on the newly completed runway on 18 March 1942. The station was first called Cunningham Field in honor of the Corps' first aviator, Lt. Alfred A. Cunningham. The name was later changed to Cherry Point.

The Air Station was commissioned on 20 May 1942. In August of that year, the first aviation troops arrived at Cherry Point and on 10 November of that same year, the Third Marine Aircraft Wing was formed here.

By the end of 1942, essential facilities were completed. The newly formed Third Marine Aircraft Wing departed for combat in the Pacific in September 1943, and the Ninth Marine Aircraft Wing was formed primarily as a training organization and with units based at outlying fields located

ACE000004254

at Atlantic, Bogue, New River, Oak Grove, Kinston, New Bern, Greenville and Washington, North Carolina; Congaree, South Carolina; Newport, Arkansas; Eagle Mountain Lake, Texas; and later at Edenton, North Carolina. In September 1944, a separate command was established to command Marine Corps Air Bases, Cherry Point, which included all outlying fields.

Personnel strength at Cherry Point increased from five men in December 1941 to 25,139 in December 1944. These troops were stationed here and at the outlying fields. Demobilization at the end of World War II saw many of the outlying fields closed. The Ninth Wing was deactivated in March 1946 and replaced by the Second Marine Aircraft Wing in April 1946.

With the start of the Korean Conflict in 1950, Cherry Point again became very active as reservists reported for duty as well as for training. The Second Marine Aircraft Wing, home based here since 1946, trained thousands of Marine as replacements for Korea.

The air station experienced another era of accelerated activity during the 1960's as a Vietnam training bases and today remains as the home of the Second Marine Aircraft Wing.

The Air Station provides facility, housekeeping, utility and personnel support including housing, community and recreational support to the activities at Cherry Point, the auxiliary field at Bogue, the outlying field at Atlantic, and the target ranges at Point of Marsh, Atlantic and Brant Island.

B. MARINE CORPS AUXILIARY LANDING FIELD (MCALF), BOGUE, NORTH CAROLINA

The Marine Corps Auxiliary Landing Field, Bogue, North Carolina, contains 837.32 acres and was initially occupied in May, 1942, and remained in an active status until 1946.

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Bogue Field was deactivated and reclassified as an outlying field (OF) in 1946. This was followed by the survey and demolition of all structures, except ammunition bunkers. By the early 1950's Bogue was reduced to little more than a government real estate holding.

In the latter part of 1961, the first Short Airfield for Tactical Support (SATS) program at Bogue Field commenced. Within a year, it was apparent that the SATS activities were such that some station support would be required. As a result, the Chief of Naval Operations approved a request to designate Bogue as a Marine Corps Auxiliary Landing Field (MCALF).

In 1965 the SATS equipment at MCALF, Bogue was shipped to Vietnam and the field was again placed in a caretaker status. MCALF Bogue remained inactive until mid 1966, when CG, FMFLant directed CG, 2dMAW to again provide a SATS training facility.

In the ensuing period, the SATS complex at MCALF Bogue has been enlarged progressively in response to increasing training requirements. Today, MCALF remains as the only Marine Corps SATS training facility.

C. MARINE CORPS AUXILIARY LANDING FIELD (MCALF), WILMINGTON, NORTH CAROLINA

The Marine Corps Auxiliary Landing Field, Wilmington, North Carolina, contains 148.98 acres of government owned real estate which was acquired in June 1954. Additionally, MCAS, Cherry Point, North Carolina, has an agreement to utilize an additional 1141.33 acres which basically contains the commercial airport known as Bluethenthel Field.

Prior to 1951, the government contributed to the development of the airport by conveying land, improvements and appurtenances to the County. Then, in 1954, the government contributed approximately $2,500,000 for

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widening and overlaying existing runways, installing taxiways, relocating certain taxiways, installing field lighting and fuel storage facilities, and acquiring 150 acres of additional land on which to construct a runway extension. This was done to relieve the flight training congestion at MCAS Cherry Point. These facilities are used primarily for training of flight personnel at MCAS Cherry Point, and for support of various annual multi-service exercises. Additionally, the USAF jointly uses the facilities under joint use and out-license agreements.

D. MARINE CORPS OUTLYING FIELD, ATLANTIC, NORTH CAROLINA

The Marine Corps Outlying Field (MCOLF), Atlantic, North Carolina, is contained on 1469.32 acres and was government acquired in May, 1942. This outlying field is basically divided into two areas, by County Road No. 1387. The two areas are Rocket Range Target-2 (RR-2) and a support area.

The support area, located south of County Road No. 1387, provides facilities for support of the Rocket Range-2/Bombing Targets-9/-11 target complex. The area consists of three runways, taxiways, parking apron, administration building, ordnance/general purpose storage, and billeting/messing facilities. The runways are used for refueling/arming helicopters from MCAS(H), New River when using the RR-2/BT-11 targets and as an access road to RR-2 and County Road 1387. A combined housing/messing facility is presently under construction in the support area.

E. TARGET RANGE COMPLEX

1. Rocket Range-2 (RR-2), Atlantic, North Carolina

Rocket Range No. 2 impact area is located adjacent to and approximately one-half mile north of MCOLF Atlantic support area.

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The target facilities include two observation towers and a control tower. The control tower is equipped to plot hits and measure dive angle. All runs are made on run-in and recovery heading 090° with a left hand pattern. Conventional low level bombing and rocketing training, medium altitude dummy dive bombing and dive angle calibration are practiced. The ordnance expended on Rocket Range No. 2 are 2.75 rockets with inert loads and non-explosive bombs to 250 pounds.

2. Bombing Target-11 (BT-11), Point of Marsh, North Carolina

Bombing Target-11 is contained on 12,460.00 acres of uninhabited marshland extending into Pamlico Sound. BT-11 was government acquired in November, 1955, and is now a multi-purpose target complex located on Point of Marsh, North Carolina, approximately 9 airline miles north west of MCOLF, Atlantic. BT-11 consists of five (5) separate targets designed for various aerial weapons:

a. Special Weapons Bombing/Rocket Target

b. Fixed Wing Strafing Target

c. Napalm Lay-down Target

d. Helicopter Strafing Target

e. Movable Bombing/Rocket Target

The main control tower for all targets contains two UHF ground-to-air transceivers and provides air control for the target to 35,000 feet. The tower is equipped to plot hits on the Special Weapons Target and the Napalm Lay-down Target and count hits on the Fixed Wing Strafing Target. Three observation towers are used in the Special Weapons Target Impact Spotting System. These towers are equipped with LF/FM radio for communications with the main control tower. An electronic counter is used to record strafing hits. A second set of three spotting towers are utilized in the same

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fashion to spot hits and control the vehicles on the moving target complex.

Accessible only by boat or helicopter, the target spotting facilities are manned by personnel transported to and from MCOLF, Atlantic. Existing facilities are minimal as the installation is used exclusively for aerial gunnery and bombing operations. Permanent housing and messing facilities are provided at MCOLF, Atlantic.

3. Bombing Target-9 (BT-9), Brant Island, North Carolina

BT-9 is located in Pamlico Sound on Brant Island Shoal, and provides a target for conventional weapons. The target consists of two grounded decommissioned destroyers. Ordnance expended on BT-9 is not to exceed 250 pound general purpose bombs, 5 inch rockets, MK-79 Napalm Fire Bombs or Bullpup Missiles. Inert nonexplosive ordnance up to 1000 pounds may also be used.

Brant Island,as a land mass, no longer exists. The land is now submerged. Utilization of the area is based on submerged land "use-agreement" with the State of North Carolina. The Brant Island Target is an integral part of the Cherry Point target complex and is required on a continuing basis for aviator training.

*4. Maw Point, North Carolina

Maw Point is contained on 62.00 acres of low elevation, uninhabited marshland extending into Pamlico Sound. Maw Point was acquired by the government in November 1955 as a live ordnance target area.

*5. Cat Island, North Carolina

Cat Island is contained on 12.00 acres of low elevation, uninhabited marshland located in Bogue Sound. Cat Island was acquired by the government in May 1955.

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*6. Pamlico Point, North Carolina

Pamlico Point is contained on 137.86 acres of low elevation uninhabited marshland extending into Pamlico Sound. Pamlico Point was acquired by the government in November 1955.

* Areas originally were utilized as live ordnance target areas. Encroachment of populated areas and the hazard of unexploded ordnance restricts current use to "dry run"type training. Maw and Pamlico Points are planned for use in the Navy Aircraft Combat Maneuvering Range (ACMR) programmed for the Pamlico Sound area.

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SECTION IV

AREA DATA

A. POPULATION

The population of Craven County in 1970 was 62,554 with New Bern accounting for 14,660 and the town of Havelock 5,283 persons. Carteret County's 1970 population was 31,603 of which 5,233 were located in Morehead City. The town of Havelock population has increased at the rate of 10% per year over each of the last ten years, attributable in part to annexation actions.

In 1970, the total work force for Craven and Carteret Counties was 29,859. Of these, 21,620 are located in Craven County and the remaining 8,239 in Carteret.

The general distribution of the work force is shown below:

COUNTY	AGRICULTURE	MANUFACTURING	GOVERNMENT	OTHER
CRAVEN	1,900	2,800	7,430	9,490
CARTERET	1,907	1,338	2,480	2,514

The area's labor force has been long recognized for reliability and productivity and the unemployment rate is considerably below the national average. MCAS, Cherry Point employs a total civilian permanent work force in excess of 3,800.

B. INDUSTRY AND COMMERCE

The varied types of industry and commerce in Craven and Carteret Counties require that each county be considered individually.

Industry and commerce in Craven County is based primarily on agriculture and agricultural products. This is supplemented by the Marine Corps Air Station, Cherry Point. Agriculture in the county consists of tobacco farming, timber and small truck farms. Manufacturing is mostly light

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industry; the processing of wood products and the building and repairing of boats. The city of New Bern is the marketing center for many area residents employed in the county and at the Marine Corps Air Station.

Although in a rural setting, Carteret County is not agriculturally oriented. The major source of income stems from tourism, port facilities, fishing and the Air Station. Tourism is centered around Atlantic Beach and Morehead City and is the largest single industry in the county. The North Carolina State Port at Morehead City is a continually growing import-export center for tobacco, fertilizer, fuel and general cargo. Fishing fleets provide a livlihood for many area residents. The impact of MCAS, Cherry Point, is noted primarily in the northern and western rural areas of the county.

C. ENCROACHMENT

1. MCAS, Cherry Point, North Carolina

The population growth in the town of Havelock with it's resulting urban development, is creating an increasing encroachment problem to the Station. Development has been oriented primarily to the routes of communication and to the location of the Station main gate. The intersection of U. S. Routes 70 and 101, and the gate are located in the approach/takeoff patterns for Runway 5. Development in this area, within the Runway 5 Air Installation Compatible Use Zone (AICUZ) includes schools, shopping centers, restaurants and residences. The current zoning map for the town indicates little regard for the hazards associated with this area. Planned use includes additional residences and commercial construction (see Havelock Zoning Map, this section). Habitation and commercial development in this area has degraded the use of Runway 5 as follows:

a. FAA has established a touchdown point of 3,000 feet from the

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end of the runway for instrument approaches.

b. Use of the runway with ordnance is prohibited.

A small amount of habitation also exists in the AICUZ of Runways 23 and 32. Development of this area is expected to increase, however, due primarily to the recent opening of the Williamson Point to Cherry Point Neuse River ferry. A recently completed all weather access road for the South bank Cherry Point landing site, not shown on existing maps, traverses the Runway 23/32 AICUZ.

2. MCALF, Bogue, North Carolina

Although the Bogue area is sparsely populated, habitation exists in the MCALF, Bogue AICUZ.

3. Rocket Range-2 (RR-2)

Proximity of inhabited areas has resulted in the use of this Range by obtaining a waiver to existing safety distance criteria.

4. Maw Point, Pamlico Point and Cat Island

These target areas, once used for live ordnance, are now limited to "dry run" approach training due to proximity to inhabited areas.

D. PUBLIC RECREATION AREAS

State parks and National forest/seashore recreation areas located within a 100 mile radius of MCAS, Cherry Point are listed below:

AREA		ACREAGE
Cliffs of the Neuse State Park		572
Fort Macon State Park		385
Hammocks Beach State Park		892
Pettigrew State Park		17369
*Croatan National Forest		152351
Cape Hatteras National Seashore		28000
Cape Lookout National Seashore	Approx.	25000
	APPROXIMATE TOTAL	224469

*See Tab J, Map of Croatan National Forest

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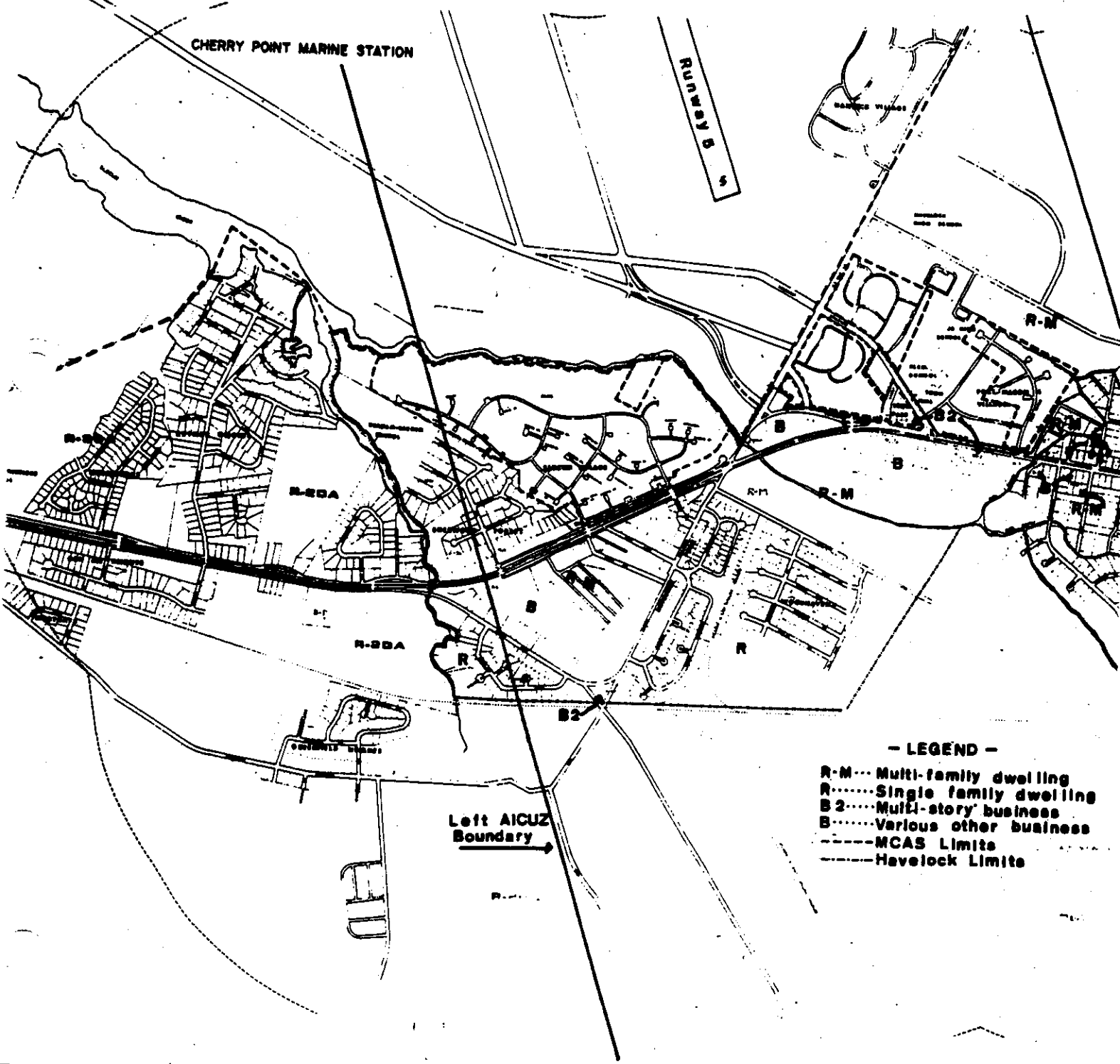
:CTION IV: AREA DATA



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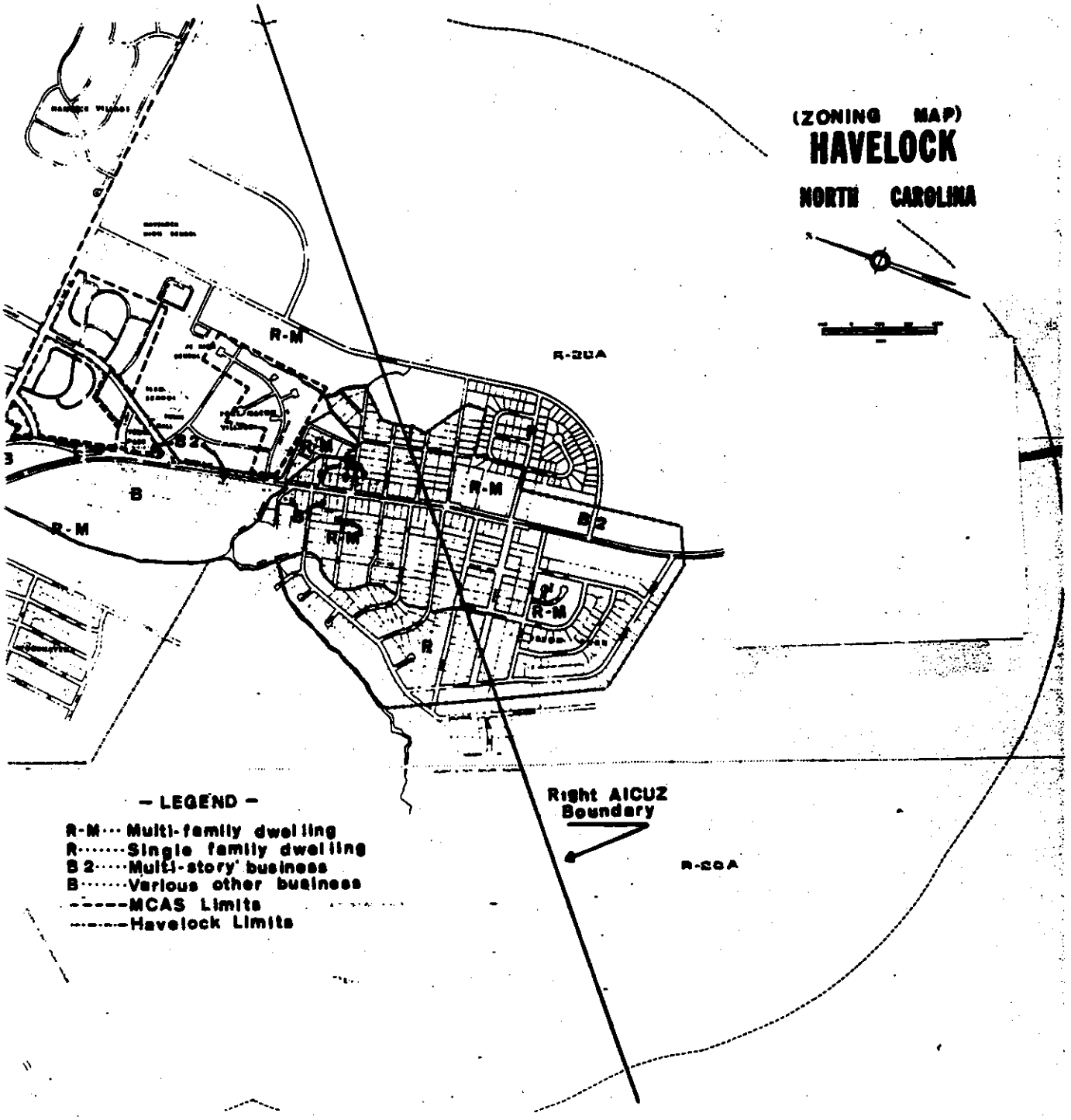

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SECTION V

WEATHER AND CLIMATE INFORMATION

		19 Year History
1.	Average annual temperature	63° F
2.	Minimum temperature	10° F
3.	Maximum temperature	104° F
4.	Rainfall data (average)	52.75 inches
5.	Prevailing Winds	SSW 7.2 knots

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SECTION VI

TRANSPORTATION

The Marine Corps Air Station, Cherry Point, is located adjacent to east-west highways U. S. 70 and North Carolina 101. U. S. Highway 70 serves as the major access connecting the Air Station with the nearby cities of New Bern and Morehead City. This route also connects with Interstate 95, ninety miles to the northwest. A newly installed ferry service across the Neuse River provides access to the counties north of the station.

Passenger transportation needs in the area are served by Piedmont Airlines at New Berns' Simmons-Nott Airport, the Seaboard Coast Line Railroad at Pollocksville and the Seashore Bus Lines with terminals at New Bern and Morehead City and a branch office at Cherry Point.

Freight service to the area is provided by three railroad lines, five interstate truck lines and six intrastate trucking companies. In addition, waterborne freight service is provided by four marine towing companies and ocean-going vessels which dock at the port of Morehead City. Waterborne freight service is also available for fuel and freight delivery to the Cherry Point docks area.

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SECTION VII

LAND

A. ACQUISITION COST OF REAL PROPERTY (CLASS I)

	SHORE FACILITIES	ACRES	CLASS I ACQUISITION COST
1.	MCAS, Cherry Point	11,511.37	$ 307,806
2.	MCALF, Bogue	837.32	70,650
3.	MCOLF, Atlantic/Rocket Range-2	1,469.32	5,316
4.	MCALF, Wilmington	148.98	187,311
5.	Bombing Target Range-11	12,460.00	43,050
6.	Maw Point	62.00	362
7.	Cat Island	12.00	800
8.	Pamlico Point	137.86	982
	TOTAL	26,638.85	$ 616,277

B. SIGNIFICANT LAND DISPOSALS

The following disposition actions taken since 1944 have reduced the acreage to the present size:

Disposition Date	To Whom Disposed	Acreage
June 1944	FWA (School Site)	4.11
March 1956	Board of Education	16.30
May 1963	Town of Havelock	2.87
June 1967	Board of Education	29.37
	TOTAL ACREAGE DISPOSED	52.65

1. The above disposals are considered significant since the land is located within the MCAS, Cherry Point Air Installation Compatible Use Zone (AICUZ) and has contributed to degradation of operational use of Runway 5.

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2. No significant land disposals have occurred since 1969. Action however, is pending on disposal of a 5.36 acre parcel of government owned land located in the Town of Havelock within the station AICUZ (Runway 5). Declared excess in 1967, prior to development of Department of the Navy AICUZ policy, disposal has been delayed pending resolution of specific restrictions on the use of this land. Department of the Navy AICUZ policy is to retain ownership of land located within the AICUZ.

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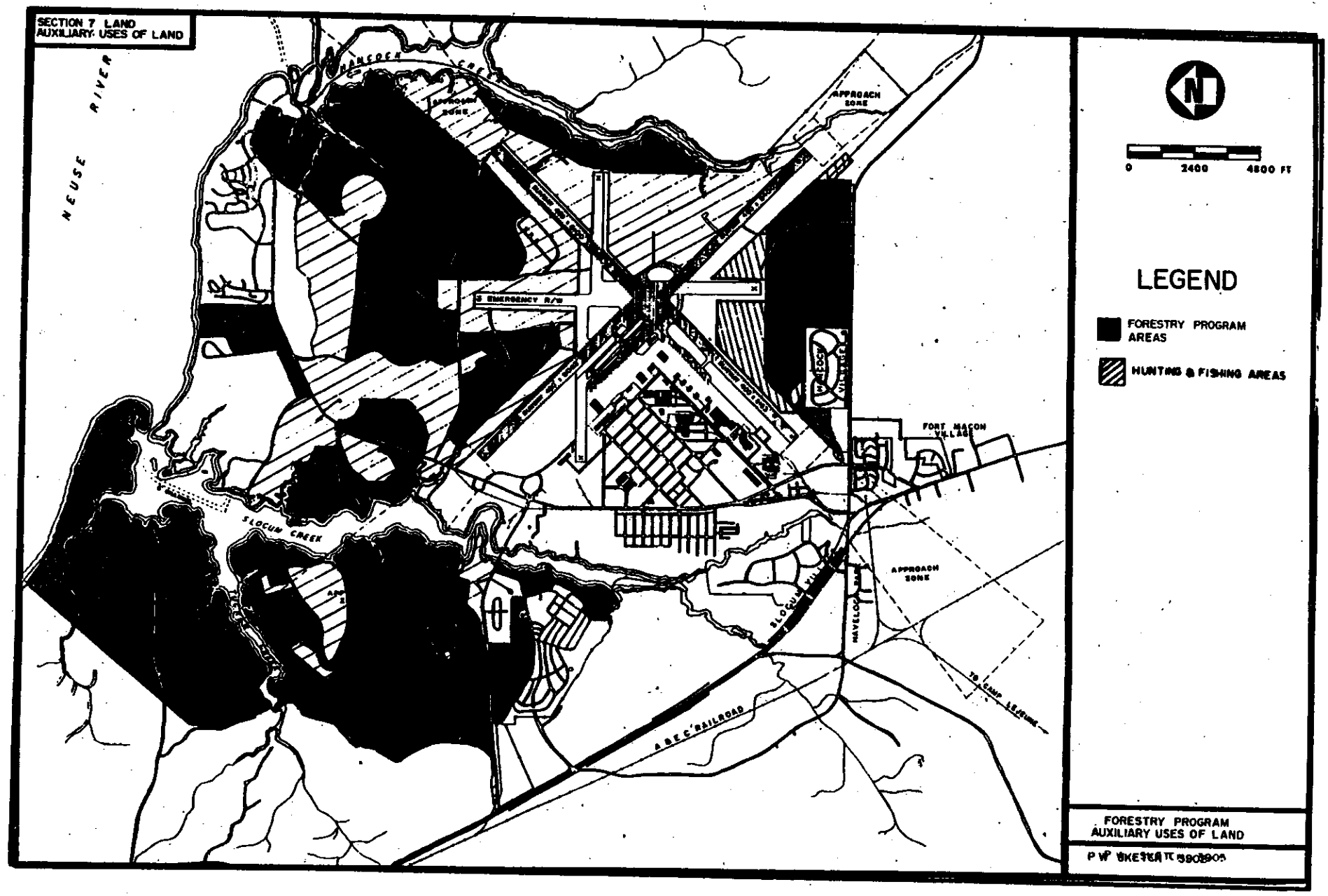

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AIRCRAFT ACCIDENT SUMMARY MAP

of

M.C.A.S. CHERRY POINT N.C. & SURROUNDING AREAS

TIME FRAME 1961-1971

LEGEND

• SITE OF AIRCRAFT MISHAP GOVERNMENT PROPERTY

⊙ SITE OF MISHAP OUTSIDE STA. BOUNDRY

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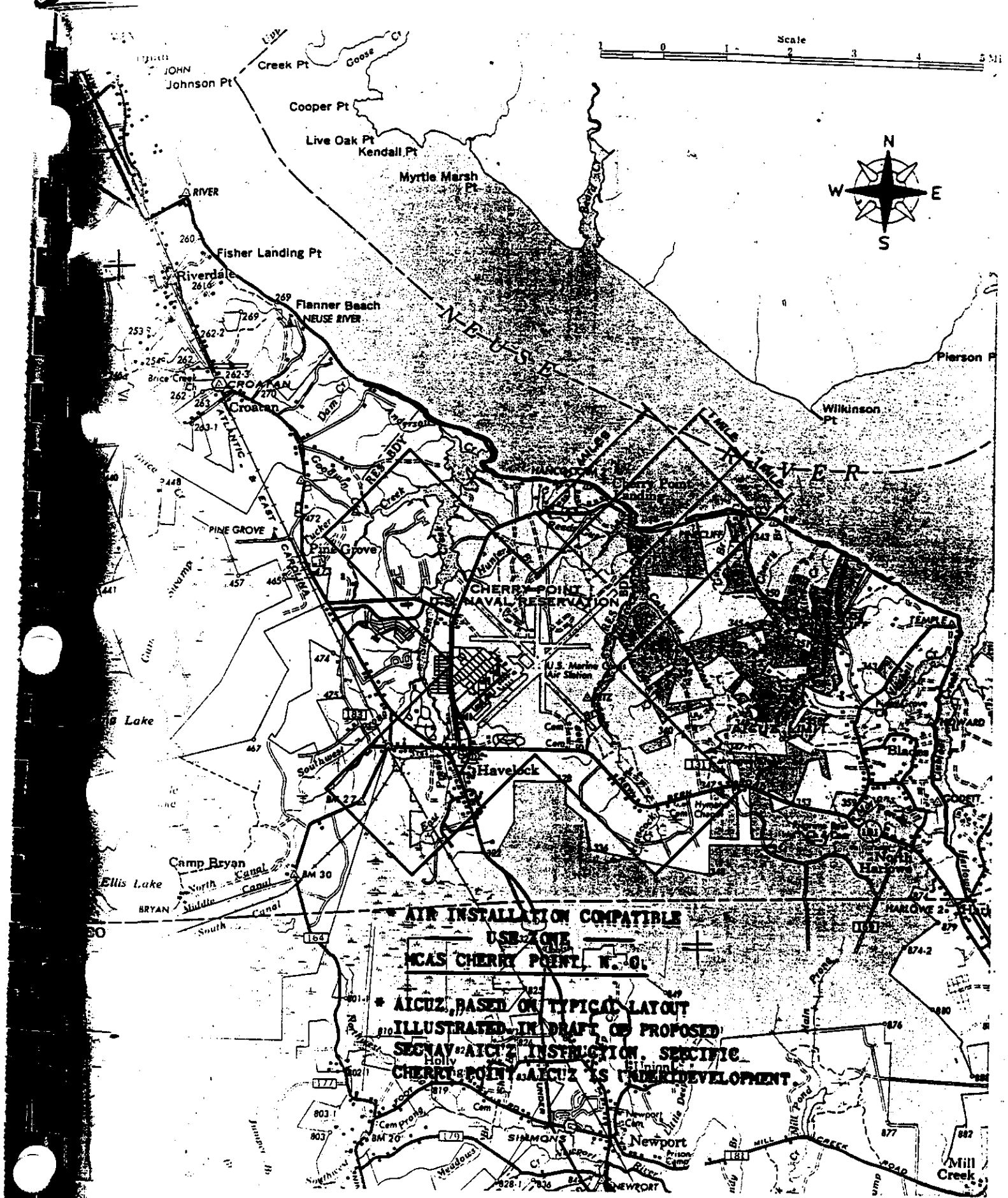

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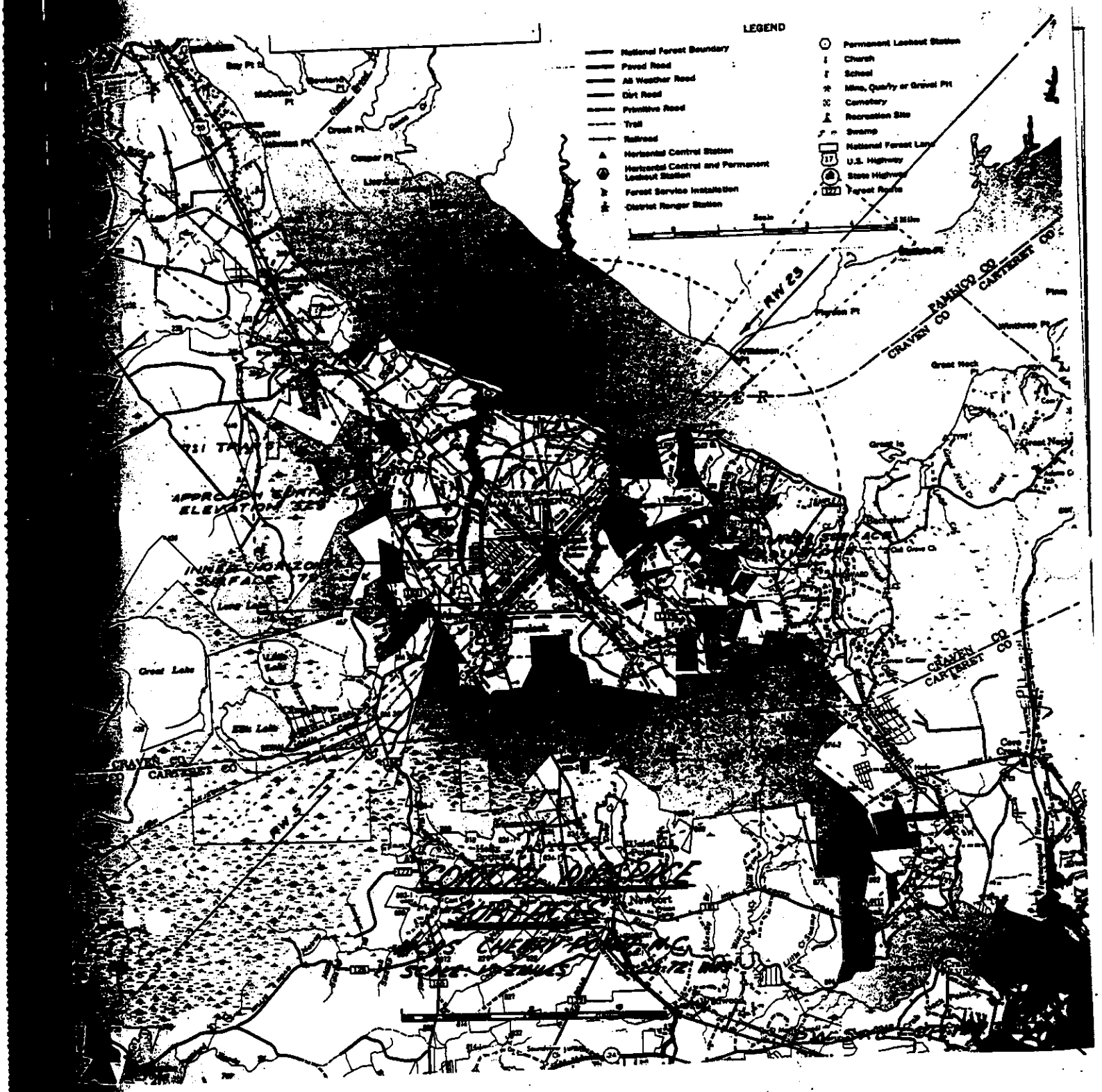

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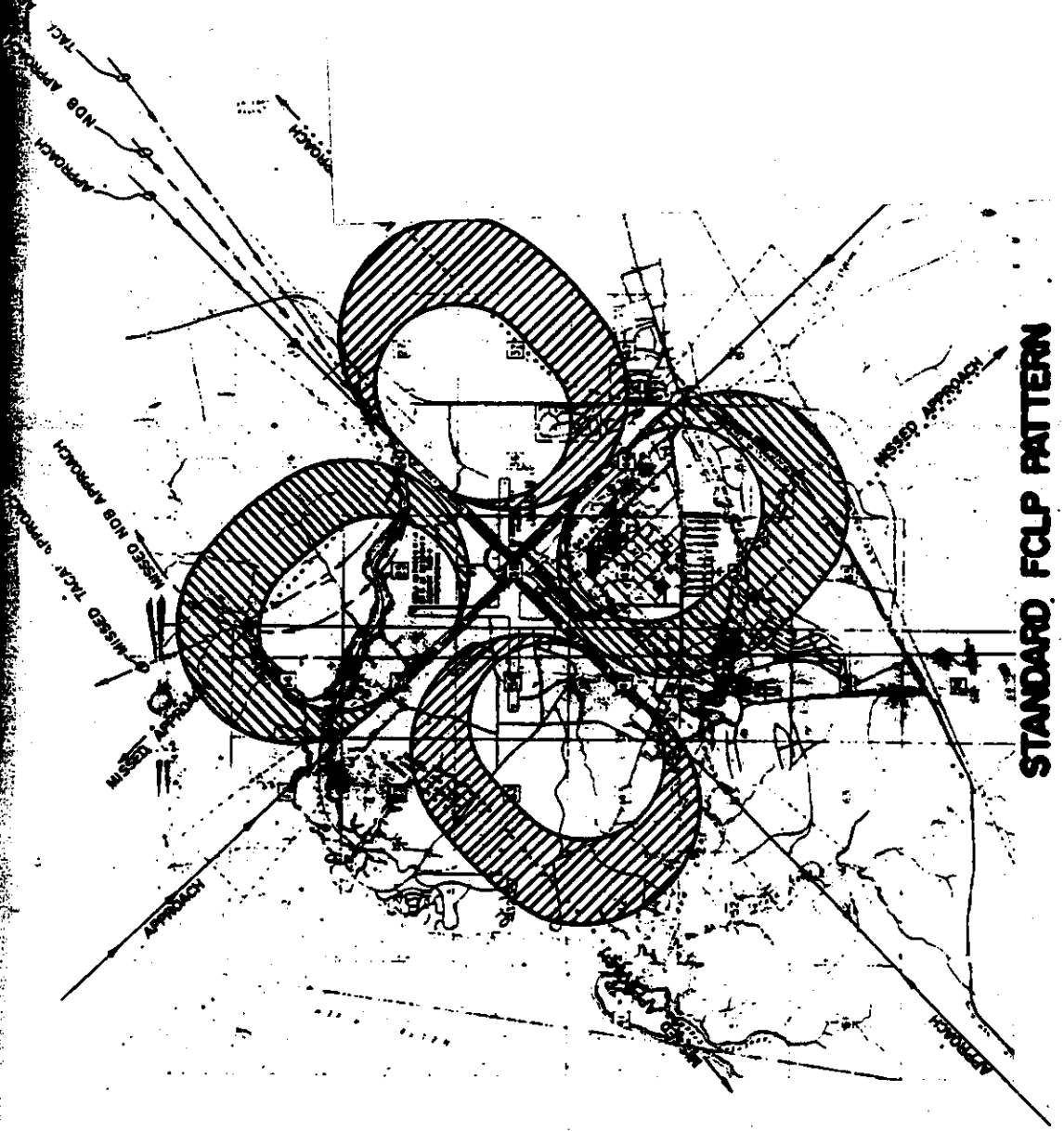
MAX 180° FOR FCLP
OVER 10000' ! SEEMS
TOO WIDE FOR ANY TYPE A/C
ALMOST 2 Mi 180° POSITION ?



MCAS CHERRY POINT
APPROACH PATTERN

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SIGNIFICANT LAND UTILIZATION

MCAS, CHERRY POINT

There are two land areas at the Station, which, because of planned use of these areas for other uses, are considered significant. The current and planned use of these two areas are therefore addressed below.

1. The area located in that portion of the Station boundered by the Neuse River to the North, Slocum and Tucker Creeks to the East and South, and the outer boundary of the Station on the West (identified on Existing Land Use Map, page VII-3 as Area 1). It is used in excess of 300 days per year by Marine Air Wing, Force Troops, Atlantic, and MCAS, Cherry Point for courses ranging from Survival, Escape, Rescue and Evasion (SERE) for aviation personnel to Marine Corps Essential Subjects training, required of all Marines. In addition, it is used for various field exercises by units based at the Station. The areas' proximity to its users, size, dense vegetation and creeks are ideally suited for these type training functions. It is the only area available at the Station suitable for SERE training. A requirement exists, however, to relocate a portion of the Station ordnance facility to Area 1. A portion of the ordnance facility is located in the Runway 14 approach/takeoff zone in violation of Department of the Navy safety criteria. Additionally, the southernmost portion of the facility restricts use of the Station's secondary access road which exists on U. S. Highway 70. The requirement for this road will increase upon completion of the new U. S. Naval Hospital programmed in the Bureau of Medicine FY-76 Military Construction Program. This problem was the subject of considerable study and evaluation during the development of the recently completed Station Master Plan. The only feasible solution, illustrated in the Station Planned Use Map (page VII-4) is to

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relocate these portions of the ordnance area to Area 1. The relocation is programmed for funding in the FY75 Military Construction Program and the Station is now preparing plans for the resolution of the two major problems created by this relocation, the added security required for the portion of the ordnance area relocated North of Tucker Creek, and development of areas for displaced training functions. Although not finalized, it appears that a portion of the training requirements can be satisfied by use of the area vacated by the displaced ordnance facilities with continued use of a portion of Area 1 on a reduced scale and with restrictions, positively controlled, to maintain essential security and prevent violations of safety. Some training functions, not requiring the Area 1 environment, may be reassigned or relocated to other, though less desireable and available Station training areas.

2. Area boundered by Runways 5 and 32 and State Highway 101 (Identified on Existing Land Use Map, page VII-3 as Area 2). This area is used for training, community facilities and housing. A portion of the area is unassigned. Training in this area is limited to chemical warfare defense training. The Marine Corps is currently considering proposed joint Military and commercial use of the airfield. The proposal is being prepared by the Craven County Airport Authority which was specifically created for this purpose. If approved, it would provide use of the runway system, the abandoned runway in this area, as an access to the runway system, and use of a portion of this area for aircraft parking and terminal facilities, under a long tern use agreement.

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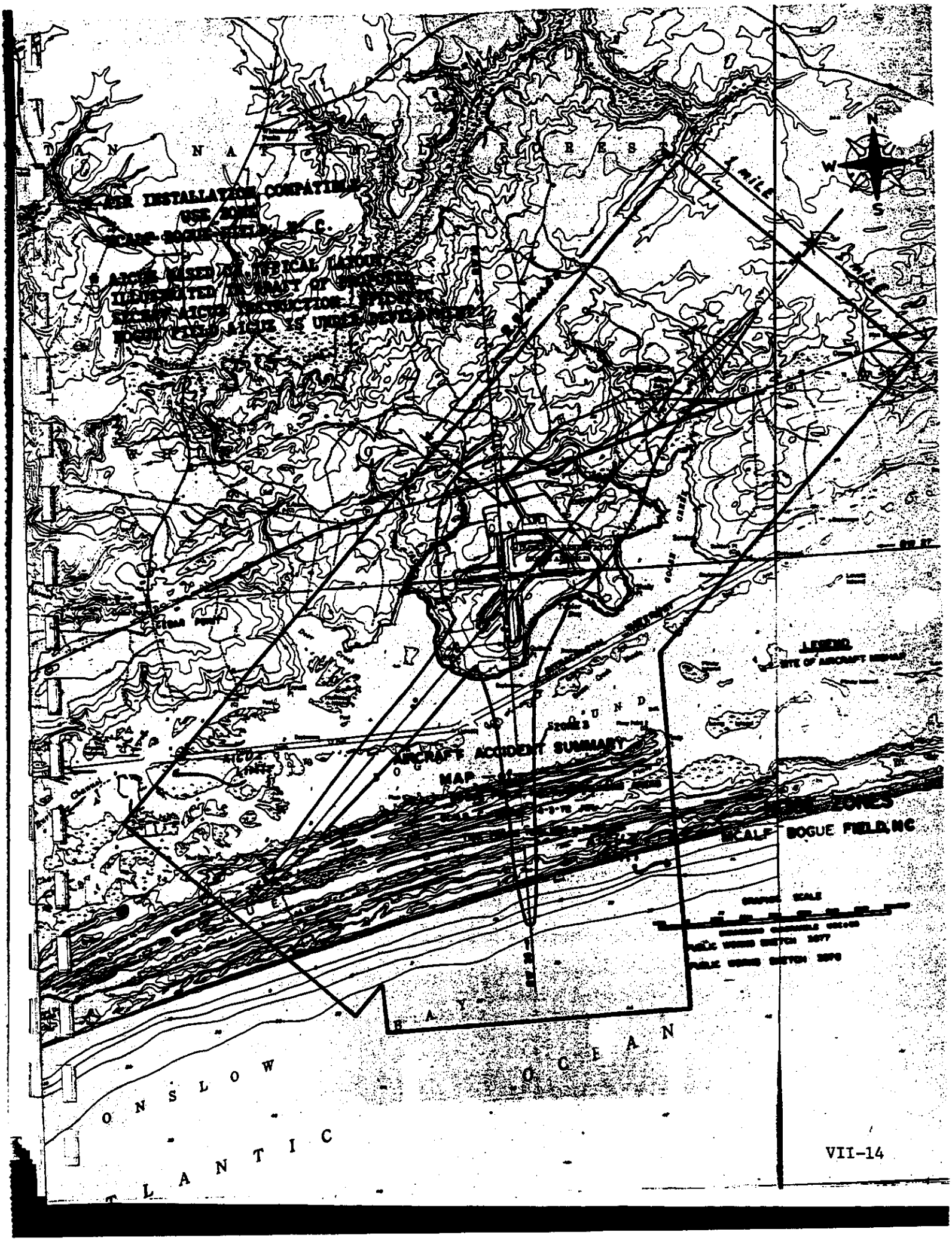

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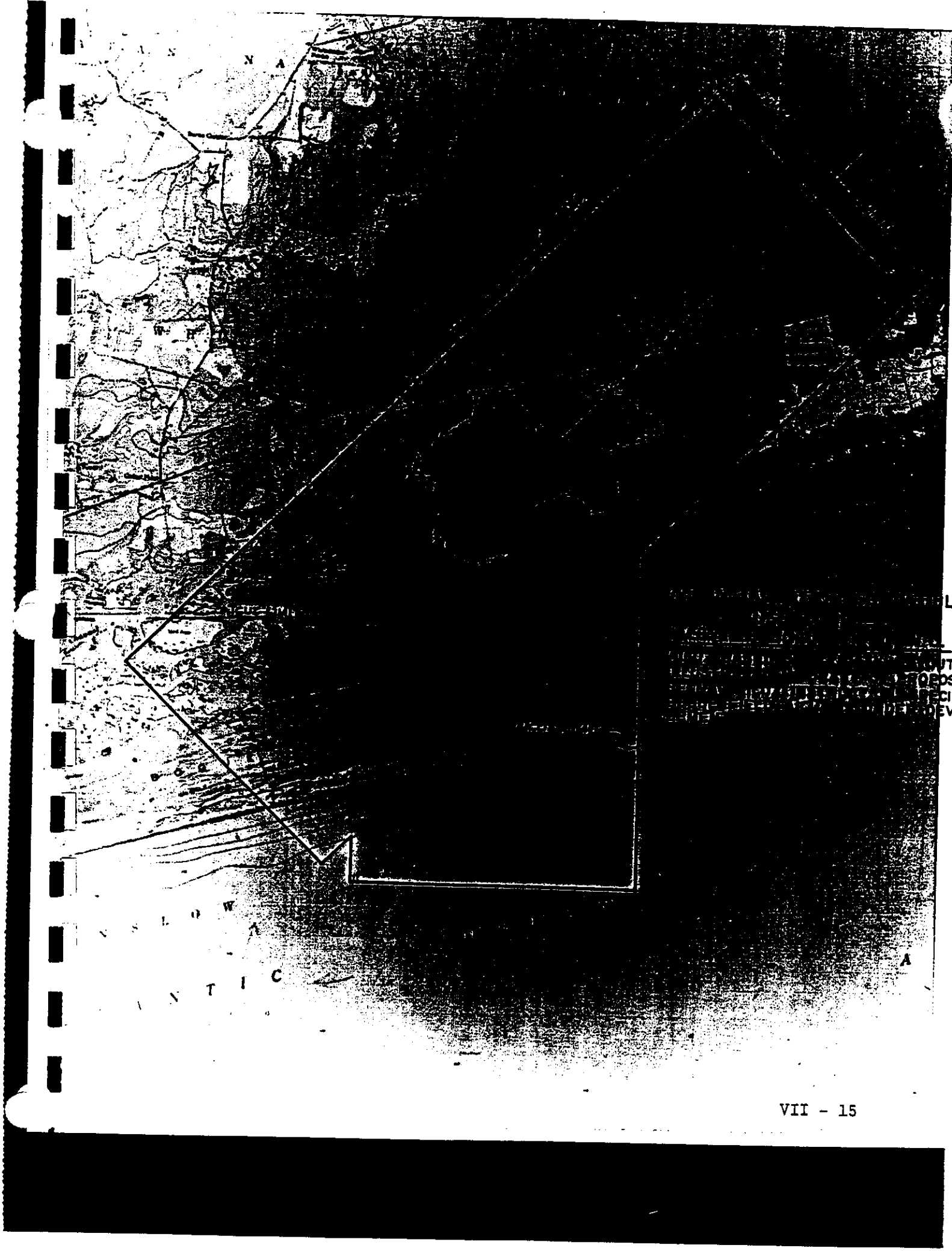

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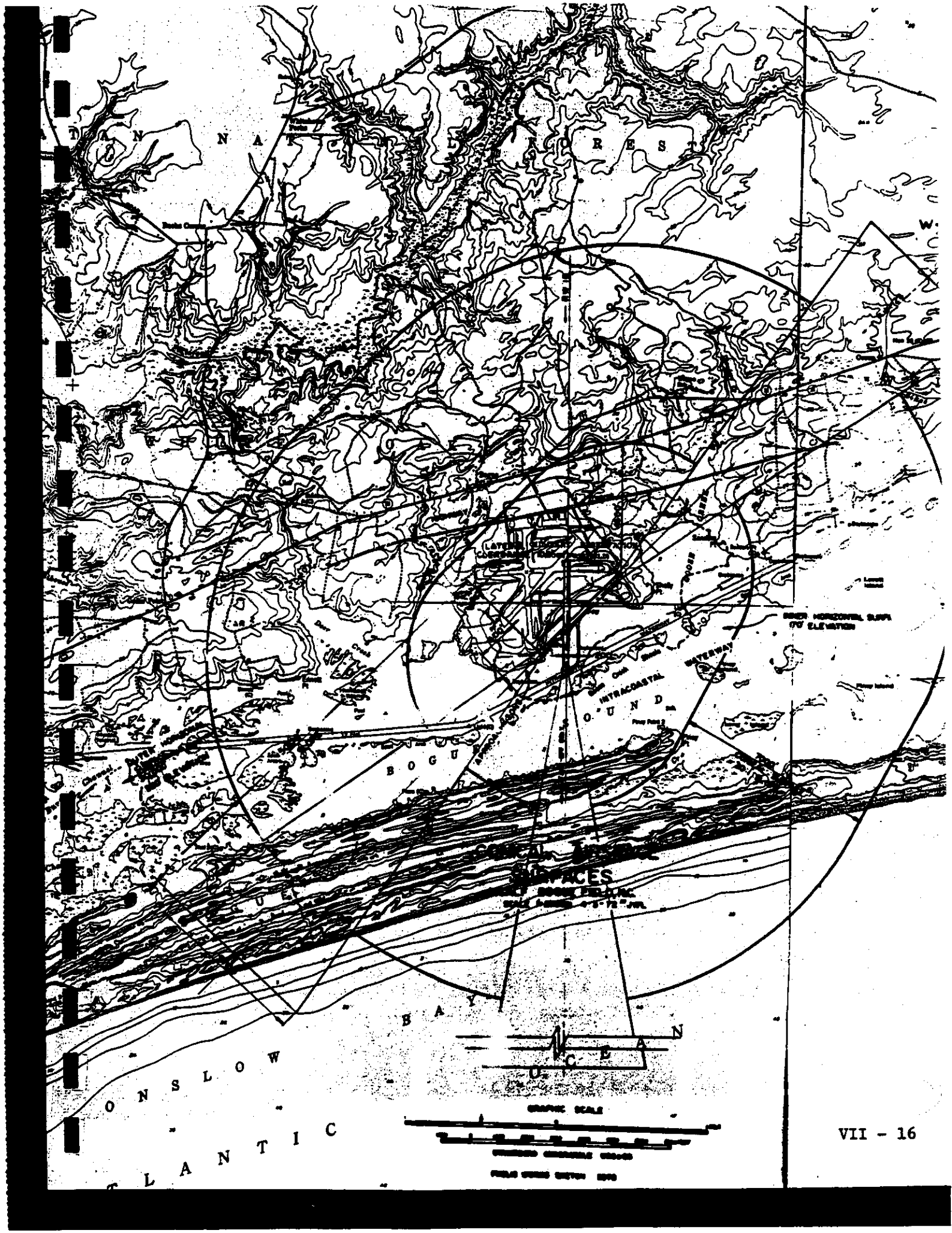

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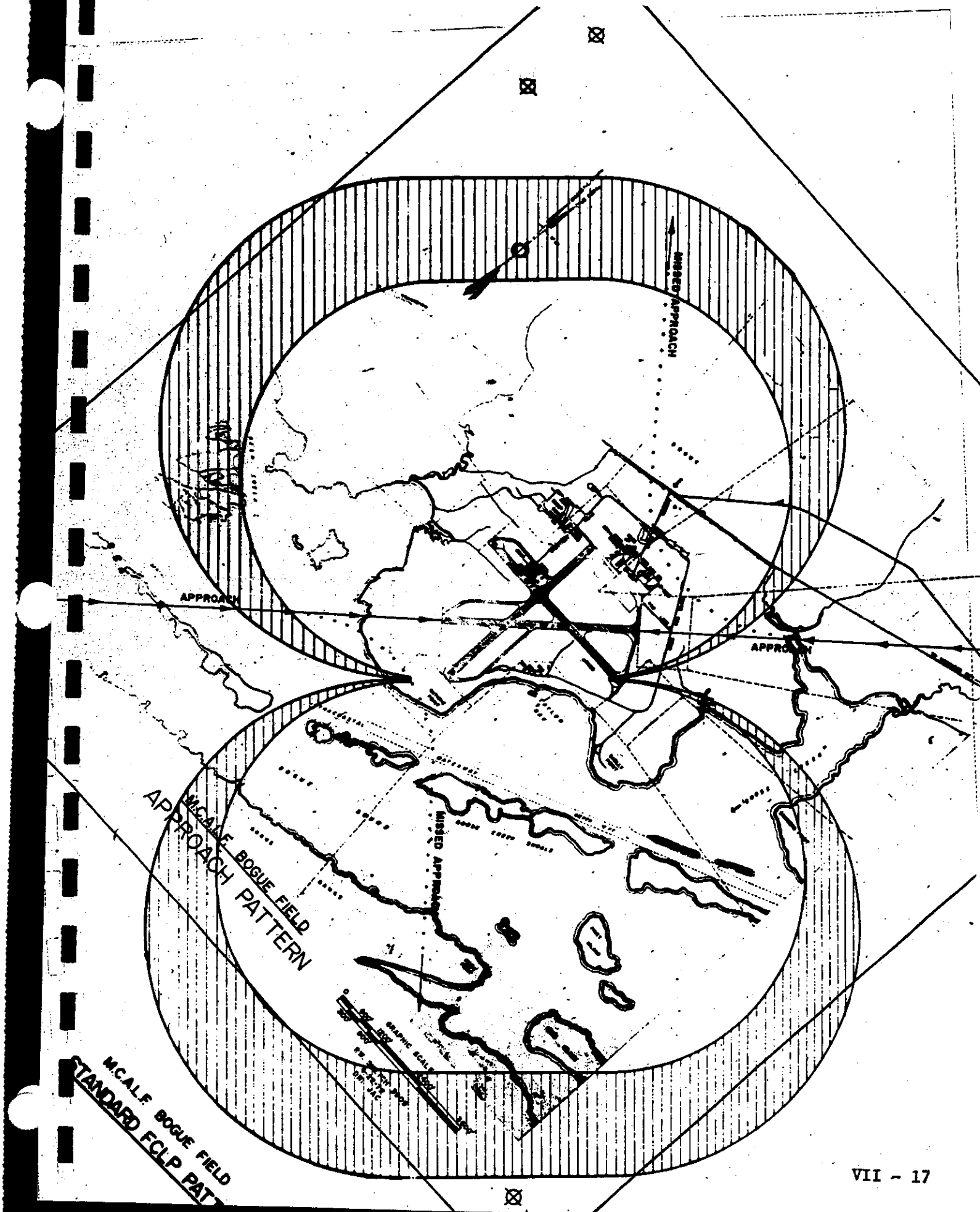

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SIGNIFICANT LAND UTILIZATION

MCALF, BOGUE

MCALF, Bogue is the Marine Corps' only Short Airfield for Tactical Support (SATS) training facility. Bogue facilities enable training in all functions of the SATS from flight operations to air control and ground logistics support. The field is purposely maintained in an expeditionary environment to provide realism for its training functions. The runways are also utilized an average of four hours per day, five days per week, in addition to the MCAS, Cherry Point runway system, in order to satisfy the total Fleet Carrier Landing Practice (FCLP) training requirement for station based units. Additionally, the field is used for training exercises ranging from small unit Command Post Exercises (CPX) to those involving several Military Services both in conjunction with SATS operations and as separate exercises.

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SIGNIFICANT LAND UTILIZATION

MCALF, WILMINGTON

1. Existing and planned land use map (see page VII-27, Existing/ Planned Land Use Map for MCALF, Wilmington, Bombing Target-11, Maw Point, Pamlico Point and Cat Island).

2. Land Utilization. The field is used primarily for GCA approach training for fixed wing transport pilots, support of various, annual joint Service training exercises and for support of USAF operations.

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SIGNIFICANT LAND UTILIZATION

MCOLF, ATLANTIC

The current utilization of the MCOLF, Atlantic support area is two-fold. Primarily it provides the necessary facilities required to support the Rocket Range-2 (RR-2), Bombing Target-11 (BT-11) and Bombing Target-9 (BT-9) target complex. These facilities include housing, messing and administration for the personnel who maintain and operate the target complex, facilities for training ordnance personnnel in range procedures and operation/maintenance of targets, and the facilities required to refuel and arm helicopters when using the complex. Secondly, the area provides an open area, free of vegatation which may mask electronic/radar operations, for training of anti-aircraft missile and communication units in conjunction with aircraft using the nearby target complex. Introduction of the AV8 Aircraft at MCAS, Cherry Point, will require use of this area as a vertical landing/takeoff training site, contiguous to the target complex and clear of other aircraft type operations.

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1. Rocket Range-2 (RR-2)

a. Existing/Planned Land Use Maps (see pages VII-20 and VII-21, Existing and Planned Use Maps for MCOLF, Atlantic).

b. Significant Utilization. This Range provides facilities for conventional low level bombing and rocketry training, medium altitude dummy dive bombing, and dive angle calibration. No live ordnance is authorized on this Range.

2. Bombing Target-11 (BT-11)

a. Existing/Planned Land Use Map (see page VII-27).

b. Flight Patterns (see page VII-24).

c. Significant Utilization. This Range provides facilities for conventional low level bombing, rocketry, medium altitude dive bombing, and strafing on both fixed and moving targets; napalm on fixed targets, special weapon delivery and dive angle calibration. No live ordnance other than for strafing is authorized on this Range. It is the only fully instrumented, all weather range in the area. Prior to availability of BT-11, Second Marine Aircraft Wing units were deployed to MCAS, Yuma, Arizona for this training.

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3. Bombing Target-9 (BT-9)

a. Targets, consisting of decommissioned ships, are located on Brant shoals. Therefore no land use map exists for this area. Tab E contains a photo of this target.

b. Significant Utilization. This Target Area is used for conventional weapons and missiles and for night flare operations. It is the only live ordnance air to ground target other than strafing, in the target complex.

4. Maw Point/Pamlico Point

a. Existing/Planned Land Use Map (see page VII-27).

b. Significant Land Use. These two areas, no longer used with ordnance, are used only for "dry runs" and only to supplement the RR-2/BT-11/BT-9 target complex as required. Seldom used, their disposal would not degrade essential training. They are, however, planned as telemetry sites in the programmed/funded Navy Aircraft Combat Maneuvering Range (ACMR) which will be located in the Pamlico Sound area.

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5. Cat Island

a. Existing/Planned Land Use Map (see page VII-27).

b. Utilization. This Island, no longer used with ordnance, is used only for "dry runs" and only to supplement the active target complex. Its disposal would not degrade essential training requirements.

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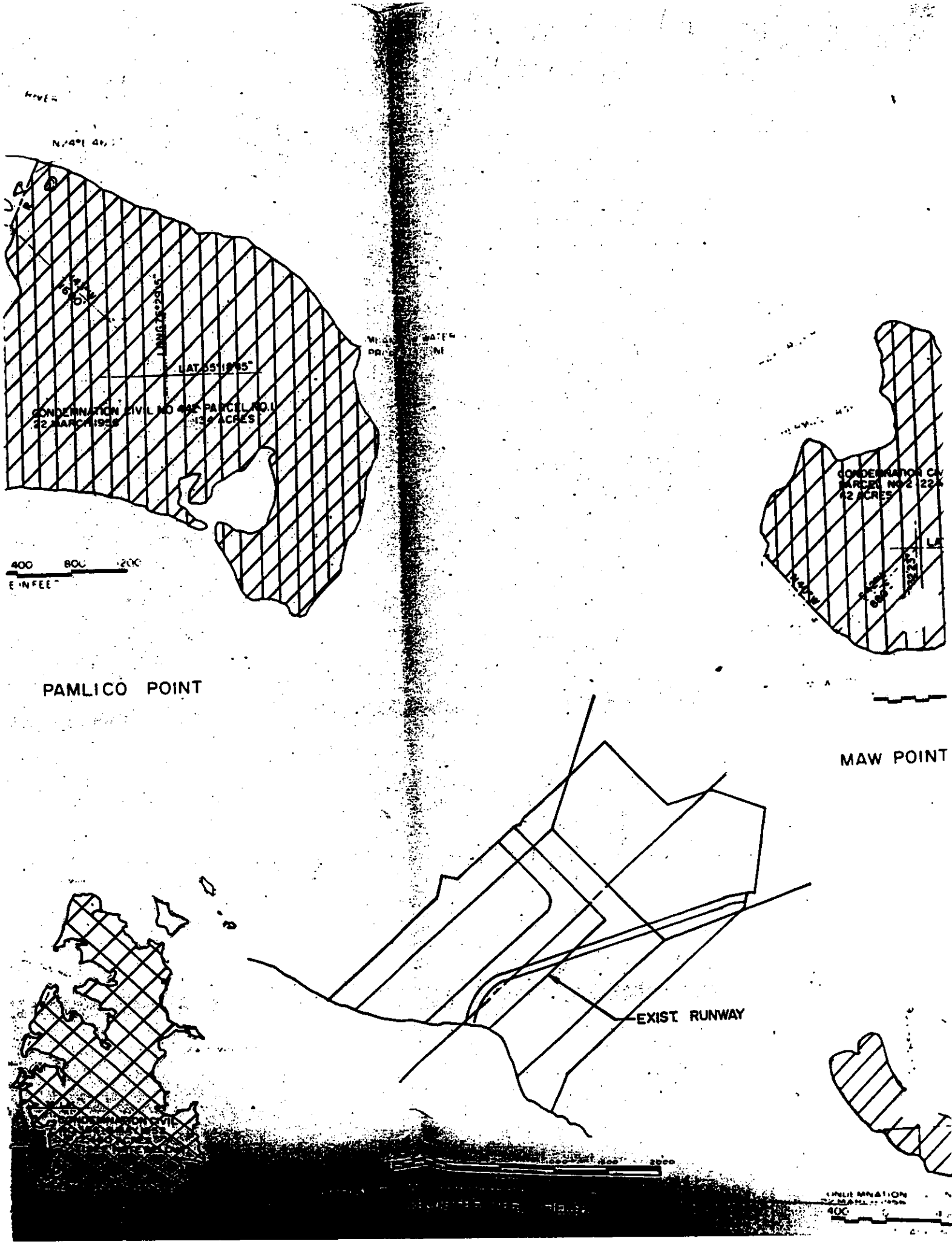

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J. PROPOSED LAND ACQUISITION/DISPOSALS

1. Proposed Acquisition

Acquisition will be considered in those areas located in the Air Station/Auxiliary/Outlying Field AICUZ, depending on final DOD/ Department of the Navy policy and criteria regarding acquisition of real estate in the Zone.

2. Proposed Disposals

*a. Cat Island. The Cat Island target area is no longer essential to training requirements. Disposal would not degrade training requirements.

*b. Maw Point and Pamlico Point are not essential as target areas. The programmed Air Combat Maneuvering Range (ACMR) for the Pamlico Sound area however, may require the installation of telemetering facilities at these two points. Specific land area required for these facilities at Maw/Pamlico Point has not yet been determined. Depending on ACMR requirements, these land areas may be proposed for disposal.

c. 5.36 Acre Parcel of Land now in a disposal status. This land is located within the MCAS, Cherry Point AICUZ in the area where the most serious encroachment has occurred and is expected to worsen. It is therefore proposed that this parcel of land be returned to MCAS, Cherry Point for retention. See following page for location of this parcel of land.

*It should be noted that a large accumulation of expended ordnance exists in these areas which could present a problem depending on their planned use.

ACE000004288

SUMMARY OF LEASES, EASEMENTS, LICENSES AND PERMITS INCLUDING AGENCY AND PURPOSE
AS OF 31 MARCH 1972

INGRANTS

NAVFAC OR OTHER DRAWING NO.	LEASE/LICENSE EASEMENT OR PERMIT NO.	DATE	USER	ACREAGE OR SQUARE FEET	PURPOSE	EXPIRATION DATE	MAINTENANCE RESPONSIBILITY	PROPERTY RECORD NO.
1169724	-0-	31 May 1958	MCAS, Cherry Point	0.02A	Easement for LP Gas Line Crossing N. C. Highway 101	Indefinite	User	
1169724	-0-	10 Jan 1945	MCAS, Cherry Point	0.18A	Drainage Easement at Fort Macon Village	Perpetual	User	
1169724	NOy(R)-58821	2 Oct 1961	MCAS, Cherry Point	0.05A	Easement for Power Line East of Cunningham Blvd on Board of Education Land	Indefinite	User	
1169725	-0-	31 May 1958	MCAS, Cherry Point	0.06A	Easement for LP Gas Line Across Cunningham Blvd at US Highway 70	Indefinite	User	
1169724	NOy(R)-58805	18 Sep 1961	MCAS, Cherry Point	0.90A	Easement for Sewer and Waterlines and Sidewalk East Side of Cunningham Blvd to Serve Fort Macon Village	Indefinite	User	1-80013
1169723	NOy(R)-56818	9 Mar 1960	MCAS, Cherry Point	0.90A	Drainage Easement in Sherwood Forest at Slocum Village	Perpetual	User	
1169723	NOy(R)-56859	17 Dec 1959	MCAS, Cherry Point	0.03A	Drainage Easement at Slocum Village	Perpetual	User	
1169723	NOy(R)-56860	23 Dec 1959	MCAS, Cherry Point	0.03A	Drainage Easement at Slocum Village	Perpetual	User	
1169723	NOy(R)-56861	4 Nov 1959	MCAS, Cherry Point	0.03A	Drainage Easement at Slocum Village	Perpetual	User	
1169726	-0-	12 June 1956	MCAS, Cherry Point	0.71A	Easement Spur Track to Magazine Area	Indefinite	User	
1169723	NOy(R)-58720	15 Nov 1960	MCAS, Cherry Point	0.01A	Easement for LP Gas Line North & Parallel to NC Hwy 101 & US Hwy 70	Indefinite	User	
1169726	-0-	18 Dec 1956	MCAS, Cherry Point	0.07A	Easement for Railroad Spur Track to Magazine Area	Indefinite	User	
1169722	NOy(R)-49647	1 Mar 1956	MCAS, Cherry Point	0.99A	Permit for Railroad Spur Track to Magazine Area	Indefinite	User	1-80006
1169725	-0-	16 May 1963	MCAS, Cherry Point	2.82A	Avigation Easement Reserved in Deeds to Town of Havelock	Perpetual	Owners	
1169725	-0-	12 Jun 1967	MCAS, Cherry Point	29.37A	Avigation Easement Reserved in Deeds to Craven County Board of Education			
1169722 DPWO No. 43402	NOy(R)-48883	25 Jun 1955	MCAS, Cherry Point	0.03A	Telephone Conduit and Cable Under US Highway 70 & Old Highway 70 in Railroad Right of Way Near Gate 1	Indefinite	User	1-80015
1169725	-0-	16 May 1963	MCAS, Cherry Point	0.41A	Easement Reserved in Deed to Town of Havelock for Fire Alarm Cable, Sewer & Water Lines	Perpetual	User	1-00001-AE
1169725	-0-	12 Jun 1967	MCAS, Cherry Point	1.86A	Easement Reserved in Deed to Craven County Board of Ed. for Water, Sewer, & LP Gas Lines and Fire Alarm Cable	Perpetual	User	
1169721	-0-	4 Sep 1953	MCAS, Cherry Point	0.93A	Road and Power Line Right-of-way to Radio Range Station (Billfinger Road)	Indefinite	User	1-80008
1169721	-0-	3 Sep 1953	MCAS, Cherry Point	2.00A	Right-of-way for Roadway & Electric Power Transmission Line (Billfinger Road) to Radio Range Station	Indefinite	User	1-80009
1169721	NOy(R)-48055	1 Sep 1953	MCAS, Cherry Point	17.44A	Radio Range Station in Croatan National Forest Off Center Line R/W 32	Indefinite	User	1-80005
1169721	NOy(R)-44839	11 Jan 1950	MCAS, Cherry Point	121,00A	Timber Cutting for Avigation East End R/W 28 & SE end R/W 32	Indefinite	None	1-80003
1169721	NOy(R)-63820	1 Feb 1962	MCAS, Cherry Point	0.11A	Shore Patrol Headquarters, Morehead City, NC	Indefinite	User	

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SUMMARY OF LEASES, EASEMENTS, LICENSES AND PERMITS INCLUDING AGENCY AND PURPOSE
AS OF 31 MARCH 1972

INGRANTS

NAVFAC OR OTHER DRAWING NO.	LEASE/LICENSE EASEMENT OR PERMIT NO.	DATE	USER	ACREAGE OR SQUARE FEET	PURPOSE	EXPIRATION DATE	MAINTENANCE RESPONSIBILITY	PROPERTY RECORD NO.
1169726	NOy(R)-49648	3 Jul 1956	MCAS, CHERRY POINT, N. C.	NONE	U.S. Highway 70 Railway Crossing Signal Light Near Slocum Road	Indefinite	User	1-60007
1307037	NF(R)-1792	25 Jul 1967	MCAS, CHERRY POINT, N. C.	3.86A	Use of Submergeland for Aircraft Target Facilities (Formerly Brant Island)	Indefinite	User	
FHDwg 2596	NF(R)-1869	1 Apr 1968	MCAS, CHERRY POINT, N. C.	0.20A	Small Boat Mooring Facility at Thorofare Bay Canal near Cedar Island		User	
1169724	NOy(R)-63820	1 Feb 1962	MCAS, CHERRY POINT, N. C.	0.11A	Shore Patrol Headquarters, Morehead City	Indefinite	User	
1212556	NOy(R)-47787	1 Jul 1954	MCAS, CHERRY POINT, N. C.	11&.33A	Portion of MCALF Wilmington Owned by New Hanover County, N. C.	30 Jun 1979	New Hanover County	
1169223	NOy(R)-67660	2 Apr 1968	MCAS, CHERRY POINT, N. C. (Family Housing)	0.20A	Construction of Roadway and Utility Line Slocum Village	Perpetual	User	

OUTGRANTS

1169722	NOy(R)-60383	11 Oct 1951	Hancock Village Corporation	109.65A	Hancock Village Mortgage	10 Oct 2026	None	1-00008-AN
1169724	NOy(R)-60950	1 Dec 1952	Carolina Power & Light Co., & Carolina Telephone & Telegraph Co.	3.70A	Easement For Electric Power and Telephone Distribution Systems in Hancock Village	10 Oct 2026	Users	1-00001-AO
1169722	NF(R)-9979	20 Jun 1970	McDonnell Douglas Corp.	0.11A	Trailer Parking for Office	19 Jan 1975	User	1-00001-AF
1169724	NOy(R)-60892	1 Dec 1952	Carteret Craven Electric Memb. Corp. & Carolina Telephone & Telegraph Co	30.68A	Easement for Electric Power and Telephone Distribution Systems, Ft. Macon Village	10 Oct 2026	User	1-00001-AB
1169724	NOy(R)-60361	11 Oct 1951	Fort Macon Housing Corption	30.60A	Fort Macon Village Mortgage	10 Oct 2026	None	1-00001-AM
1169724	-O-	1 Sep 1961	Craven County Board of Education	0.01A	Utility Connection Agreement	Indefinite		1-00001-AK
1169724	-O-	10 Jan 1950	Carteret Craven Electric Membership Corp	2.50A	Easement for Power Line Along North Side of U.S. Highway 70 and Old Hwy 70	Perpetual	User	1-00001-AA
1169722	NF(R)-11019	1 Jan 1972	Bank of Havelock	5.36A	Public Park at Intersection U.S. Highway 70 and Cunningham Blvd	31 Dec 1972	User	
1169724	-O-	7 Aug 1953	N.C. State Highway & PW Commission	1.80A	Easement for Jaycee Street, Havelock	Perpetual	User	1-00001-AC
1169724	NF(R)-10041	1 Oct 1970	U. S. Post Office	0.09A	Parking Lot Rear Havelock Post Office	30 Sep 1973	User	1-00001-AL
1169723	-O-	31 May 1958	N. C. State Highway & PW Commission	0.40A	Easement for LP Gas Lines in Right of Way for N.C. Hwy 101 & Hwy 70	Indefinite	User	
1169723	-O-	31 May 1958	N. C. State Highway & PW Commission	1.84A	Easement for U. S. Highway 70 Reserved in Deed for Slocum Village	Indefinite	User	
1169723	-O-	31 May 1958	Vance S. Harrington, Inc. & Havelock Builders & Supply Co., Inc.	0.58A	Easement over Jackson Drive and Utility Lines in Slocum Village (Civil No.82)	Indefinite	User	
1169723	-O-	31 May 1958	Tidewater Power Company		Easement for Power Line Reserved in Deed to Slocum Village (Civil No.82)	Indefinite	User	
1169723	-O-	31 May 1958	Jones-Onslow Electric Membership Corp		Easement for Power Line Reserved in Deed to Slocum Village (Civil No.82)	Indefinite	User	
1169726	NOy(R)-49254	26 Jan 1956	State of North Carolina	2.00A	Easement for Highway between Havelock & New Bern Widening U.S. 70	Indefinite	User	1-00003-AC
1169726	-O-	11 May 1944	State of North Carolina	1.89A	Easement for U.S. Highway 70 Reserved in Deed Transfer from Dept of Agriculture	Indefinite	User	1-00003-AB
1169723	-O-	31 May 1958	Vance S. Harrington Co., Inc.	1.16A	Easement for Sewer Line and Roadway Reserved in Deed to Slocum Village	Perpetual	User	1-50001-AA
1169722	NF(R)-11107	28 Nov 1971	Town of Havelock	18.20A	License for Youth Recreational Center	27 Nov 1976	User	
1169722	NF(R)-11523	16 Dec 1971	Carolina Telephone & Telegraph Co	17.80A	Easement for Telephone Cables to Serve Unofficial Subscribers (Families & other)	15 Dec 2021	User	

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SUMMARY OF LEASES, EASEMENTS, LICENSES AND PERMITS INCLUDING AGENCY AND PURPOSE
AS OF 31 MARCH 1972

OUTGRANTS

NAVFAC OR OTHER DRAWING NO.	LEASE/LICENSE EASEMENT OR PERMIT NO.	DATE	USER	ACREAGE OR SQUARE FEET	PURPOSE	EXPIRATION DATE	MAINTENANCE RESPONSIBILITY	PROPERTY RECORD NO.
1169722	NOy(R)-49254	26 Jan 1956	N.C. State Highway & PW Comm.	2.00A	Highway Easement for U.S. Highway 70 near Slocum Road	Indefinite	User	
1169722	NOy(R)-49633	28 Jun 1956	Carolina Power & Light Co.	15.60A	Powerline Easement Along Slocum Road	27 June 2006	User	1-00003-AF
1169722	NOy(R)-58739	17 Jan 1961	Carolina Power & Light Co.	8.90A	Powerline Easement Along West Meanders West Prong Slocum Creek	16 Jan 2011	User	1-00003-AH
1169722	NOy(R)-63863	6 Jul 1962	Carolina Telephone & Telegraph Co.	8.53A	Telephone Line Easement Capehart MEMQ Area	5 Jul 2012	User	1-00016-AA
1169722	NOy(R)-52518	3 Jun 1958	Cherry Point Quarters, Inc., (Third)	48.80A	Capehart Housing Mortgage	2 Jun 2013	None	1-00003-AI
1169722	NOy(R)-52519	3 Jun 1958	Fourth Cherry Point Quarters, Inc.	46.30A	Capehart Housing Mortgage	2 Jun 2013	None	1-00003-AA
1169722	NOy(R)-52520	3 Jun 1958	Fifth Cherry Point Quarters, Inc.	51.30A	Capehart Housing Mortgage	2 Jun 2013	None	1-00003-AB
1169722	NOy(R)-52517	3 Jun 1958	Second Cherry Point Quarters, Inc.	58.30A	Capehart Housing Mortgage	2 Jun 2013	None	1-00003-AC
1169722	NOy(R)-58744	8 Jul 1959	Carolina Power & Light Co.	26.25A	Power Line Easement From Power Plant to Camp Lejeune	28 Jun 2006	User	1-00003-AE
1169722	NF(R)-8860	1 Aug 1969	National Aeronautics & Space Admin.	0.01A	Tracking Site near Bldg 282	31 Jul 1974	User	1-00001-AP
1169722	NF(R)-1892	1 Aug 1968	Kelly L. Watson	-0-	Docking Space for Ferry Operations at Hancock Creek	31 Jul 1973	User	
1169722	NOy(R)-52516	3 Jun 1958	First Cherry Point Quarters, Inc.	57.10A	Capehart Housing Mortgage	2 Jun 2013	None	1-00003-AD
1169722	NOy(R)-99199	23 Sep 1966	First Citizens Bank & Trust Co.	0.09A	Banking Services in Bldg. 91	22 Sep 1991	User	1-00001-AE 2-00034-AA
1169722	NF(R)-11601	11 Aug 1971	Seashore Transportation Company, Inc.	1468 SF	Space in Bldg 293 to Operate Bus Station	10 Aug 1976	User	2-01303-AA
1169724	NF(R)-10096	16 Jun 1971	Craven County Board of Education	14.30A	14 Bldgs. for Housing Teachers, 1 Bldg for Classroom, and Land for 3 softball fields	15 Jun 1972	User	
1169722	NF(R)-11637	25 Oct 1971	Girl Scout Council of Coastal Carolina, Inc.	1632 SF	Space in Bldgs 284 and 489 for Training Purposes	24 Oct 1976	User	
1169722	NF(R)-11562	1 Jun 1971	Atlantic and East Carolina Railway Company	100 SF	Office Space in Bldg 159 for Railway Freight Agent	31 May 1976	User	2-02574-AA
1169722	NF(R)-11126	20 Dec 1971	Cherry Point Federal Credit Union	1.84A	Site for Credit Union Bldg	19 Dec 1996	User	1-50001-AB
1169722	NOy(R)-67542	15 Oct 1941	Atlantic and East Carolina Railway Co.	-0-	Use of Railroad Side Track Facilities in Industrial Area	Indefinite	User	
1169722	NF(R)-9955	1 Nov 1969	Carolina Telephone and Telegraph Co.	0.02A	Buried Cable and 18 Poles to Serve Hancock Village and Others	Indefinite	User	1-00001-AI
PWDwg 2596	-0-	11 Aug 1942	N.C. State Highway and PW Comm.	4.02A	Right of Way to Extend U.S. Highway 70 into MCALF Atlantic (100' x 1753')	Perpetual	User	
1169722	Unassigned	20 Feb 1972	East Carolina Council, Boy Scouts of America, Inc.	4450 SF	Bldgs 282 and 2431, Training and District Committee Meetings	19 Feb 1977	User	
1169725 1169722	NF(R)-11619	1 Sep 1971	Town of Havelock	0.91A	Sewage Force Main Across East Prong Slocum Creek	Indefinite	User	
1169723	NF(R)-8864	18 Jul 1967	Town of Havelock	1.40A	8 Sewer Force Main and 15" Gravity Sewer Line-PW Sketch Nos 3006 & 3007	Perpetual	User	
1169724	NF(R)-6379	4 Apr 1969	Town of Havelock	4.20A	10" Gravity Sewer Line, PW Sketch No. 3185	Perpetual	User	
1307037	NF(R)-9997	10 Jul 1970	Carteret County	3.62A	Canal Connecting Turnagan Bay at Point of Marsh	Perpetual	User	1-00008-AA
1169722	NF(R)-11603	15 Sep 1971	U.S. Coast Guard	0.01A	Hancock Creek Range Rear Light	14 Sep 1976	User	
1169723	NOy(R)-60732	11 Jan 1950	Slocum Village Corporation	4.50A 166.91A	Slocum Village Housing Project	Indefinite	User	1-50001-AC 1-00034-AC
1169722	NOy(R)-65123	30 Dec 1956	Atlantic and East Carolina	0.80A	Railway Spur Track and Related Facilities Into Magazine Area	Indefinite	User	1-50010

ACE00004291

SUMMARY OF LEASES, EASEMENTS, LICENSES AND PERMITS INCLUDING AGENCY AND PURPOSE
AS OF 31 MARCH 1972

OUTGRANTS

NAVFAC OR OTHER DRAWING NO.	LEASE/LICENSE EASEMENT OR PERMIT NO.	DATE	USER	AGENCY OR SQUARE FEET	PURPOSE	EXPIRATION DATE	MAINTENANCE RESPONSIBILITY	PROPERTY RECORD NO.
1169726	NF(R)-11503	1 Sep 1971	Weyerhaeuser Company, Inc.	.416A	Vehicle Access to U.S. Highway 70 through Slocum Road	31 Aug 1976	User	
PWDwg 2596 1169724	NF(R)-9957 -O-	20 Oct 1970 1 Jul 1970	N.C. State Highway Commission Craven County Board of Education	19.22A N/A	Roadway (No. 1367) Across MCAIF Atlantic Sanitary Sewer Line Emptying Into Manhole No. 428 in Park Lane (P.W. Sketch No. 3292)	Perpetual Indefinite	User User	1-00007-AA Utility Sales Contract
1169723	NOy(R)-67690	23 Nov 1964	MCAS, Cherry Point, N.C.	0.30A	Easement Mission Drive, Slocum Village	Perpetual	User	1-00031-AA
1169724	NOy(R)-48927	29 Jun 1954	N.C. State Highway & P.W. Com.	0.90A 0.02A	Easement old Highway 70 near Main Gate	Indefinite	User	1-00001-AB 1-00001-AD
6th Naval District								
1212556	NOy(R)-47787	1 Jul 1954	New Hanover County	148.95A	Marine Corps Auxiliary Landing Field Wilmington, N. C. (Bluethenthal Field)	30 June 1979	User	Portion Acquired for Navy Use
1212556	NF(R)-13908	6 Jul 1971	Department of the Air Force	N/A	USAF Use of Two 210,000 Gal. Fuel Storage Tanks, and one Tank Truck Loading Facility MCAIF, Wilmington	5 Jun 1972	User	

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APPENDIX C-18

Dyson, G . P., 1946

Letter to Commander, Marine Corps Air Station, Cherry Point, SUBJECT: MCAAS Atlantic, N.C. – Reduction to Caretaker Status of, dated 1 February 1946

REPRODUCED AT THE NATIONAL ARCHIVES

RECD E
26 74
ENTRY 4444
Box 193
FILE KV

KV

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON, D.C.

Aer-MA-0223-McD

9554

1 February 1946

From: Chief of the Bureau of Aeronautics.
To: Commander, Marine Corps Air Bases, Cherry Point, N.C.

Subj: MCAAS Atlantic, N. C. - Reduction to Caretaker Status of.

Refs: (a) CNO Avia. Planning Directive 8NN-46 dated 21 Jan. 1946.
(b) BuAer ltr Aer-FI-EAC Ser 239410 dtd 4 Aug. 1945.
(c) Avia. Circular Ltr. No. 139-45 dtd 28 Nov. 1945.

Encls: (HW)
(A) Instructions for the Preservation of Aeronautical Shop Equipment at Stations Deactivated to a Caretaker Status.
(B) Instructions for Disposition of Airport and Seadrome Lighting Equipment at Naval Air Activities placed on a Caretaker Status.
(C) Public Works Instructions for the Maintenance of Naval Aeronautical Activities Caretaker Status.
(D) Instructions for the Disposition of Aerological Equipment at Decommissioned Activities or Activities Deactivated to Caretaker Status when Reactivation Period is in excess of sixty (60) days.

1. Reference (a) directed the reduction to caretaker status of Marine Corps Auxiliary Air Facility Atlantic, N.C. commencing 1 February 1946, and to be completed 1 April 1946. Reference (b) summarizes the fiscal policy and procedure to be followed for stations placed on caretaker status.

2. In compliance with reference (a), Commander, Marine Corps Air Bases, Cherry Point, N. C. is requested to arrange for the following:

(a) Insure that personnel are retained as required to accomplish expeditiously the change in status directed in reference (a). It is suggested that Commander, Marine Corps Air Bases, Cherry Point, recommend to Marine Corps Headquarters through appropriate channels as soon as possible the dates on which specific station officers may be made available for further assignment.

(b) Take appropriate action in the preservation and care of all material and equipment to insure minimum loss in handling or by deterioration. Instructions for the preservation of aeronautical shop and ground equipment and public works maintenance equipment are contained in enclosure (A).

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DIGITIZED AT THE NATIONAL ARCHIVES

(c) Commander, Marine Corps Air Bases, Cherry Poi insure that sufficient barracks and galley ge the station to permit immediate accommodation equivalent to the full station personnel comp for the contingency of reactivation. Retenti collateral equipment as required shall be mad

(d) Provide required preventive maintenance for v airport field and seadrome lighting equipment contained in enclosure (B) as a guide.

(e) Give buildings, runways, landing mats, aprons gasoline tanks and other collateral equipment treatment under a program of preventive maint of Government property using enclosure (C) an in as a guide.

(f) Dispose of aerological equipment in accordanc

(g) Redistribution of aeronautical and collateral material to meet requirements of other static jurisdiction of Commander, Marine Corps Air F N.C., is hereby authorized to insure that sta active status will have adequate quantities c ment available. Applicable Bureau of Aeronau and the stock levels prescribed in Chapter 27 Supplies and Accounts Manual and Memoranda sh guide. Preference shall be given to permanen

(h) Make appropriate reservations of available ai and maintenance equipment which ultimately m transfer in accordance with reference (c) pa

(i) Prepare all other aeronautical and collateral material not required for caretaker station r removal from the station in accordance with Attention is invited to the fact that existi require disposition instructions from the Na prior to transfer for such items as airport small boats, aircraft engines in class 265, equipment and communications equipment.

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REPRODUCED AT THE NATIONAL ARCHIVES

Aer-MA-0223-McD

9554
Subj: MCAAS Atlantic, N. C. - Reduction to Caretaker Status of. 1 February 1946

accordance with reference (c). Items under the cognizance of other Bureaus or offices should be reported in accordance with instructions issued by the cognizant Bureau or office or other competent authority. In the absence of such instructions, items should be reported directly to the cognizant Bureau or office of the Navy Department for disposition instructions.

4. Upon completion of action outlined above, Commander Marine Corps Air Bases, Cherry Point, N. C., is requested to submit to the Bureau of Aeronautics a list of aeronautical and collateral equipment retained on the station under preventive maintenance.

G. R. Dyson

G. R. DYSON
Captain, USN
By direction Chief of Bureau

CC:
BuPers
BuOrd
BuMed
BuDocks
BuShips
BuSandA
CNO (Op-510)
CNO (Op-515)
CNO (Op-414D1)
CNO (Op-20-Z)
EXOS, OR&I (Special Devices)
BuSandA (OV)
BuSandA (OP)
SO, MCAB, Cherry Point, N.C.
BAMR Norfolk
CO, MCAAS Atlantic, N.C. (w/c encls. (A), (B), (C), (D)
SO, MCAAS Atlantic, N.C. (w/c encls. (A), (B), (C), (D)
ASO, Phila.
ComNAB FIVE
ComFIVE

020546 0303

ACE000004296

APPENDIX C-19

Haring, E. E., 1945

Letter to The Commandant, U.S. Coast Guard, Washington, DC, SUBJECT: Restricted Area at Bogue Sound - Request for, dated 5 May 1945

TRC/jbl

SADWE-2 384.4 5 May 1945

SUBJECT: Restricted Area at Bogue Sound - Request for

TO: The Commandant
U. S. Coast Guard
WASHINGTON, D. C.

1. Reference, letter Headquarters Fifth Naval District, Naval Operating Base, Norfolk 11, Virginia, file ND5(10)/A16-3(6-2), dated 3 May 1945.

2. This office sees no objection to the described restricted area, provided its limits and regulations are given wide publicity, particularly among fishing and navigation interests at Beaufort, Morehead City, Salter Path, Broad Creek, Bogue, and Swansboro, North Carolina.

E. E. HARING
Colonel, Corps of Engineers
District Engineer

CC: Headquarters Fifth Naval Dist.
Naval Operating Base
Norfolk 11, Virginia

D. E. H
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WIL DIST CG
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HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk 11, Virginia

ND5(10)/A16-3(6-2)

3 MAY 1945

From: ComFive
To: Comdt USCG

Subj: RESTRICTED AREA AT BOGUE SOUND - REQUEST FOR

Refs: (a) CO MCAS Cherry Pt, NC, ltr 178(953)/N12/H2, 26 Apr 1945
(b) CO MCAS Cherry Pt, NC, ltr (880)/N12, 17 Apr 1945
(c) CS Chart No. 1234

Encl: 1. HW Copy of ref (a)
2. HW Copy of ref (b) and encl thereto

1. It is requested that the following area dangerous and closed to navigation be established for an indefinite period. Details of the area and its use are included in refs (a) and (b).

(a) The Area: Bounded by lines boxing the following four (4) points: (1) 34°42'00" N, 76°55'35" W, being approximately 4200 yards 289° True from the spire southeastward of Rock Point shown on ref (c); (2) 34°42'12" N, 76°53'48" W, being approximately 2030 yards 330° True from said spire; (3) 34°38'05" N, 76°54'55" W, being approximately 7150 yards 204°30' from said spire; and (4) 34°38'17" N, 76°53'10" W, being approximately 6140 yards 180°30' from said spir

(b) The Regulation: No vessel shall enter the area for any purpose other than for operations or maintenance work ordered by the enforcing agency.

(c) The Enforcing Agency: The Commanding Officer, MCAS, Cherry Pt, NC, will be the enforcing agency. Adequate safety precautions will be taken.

2. The DCGO 5ND, including the COTP Nor, and the Area Coordinator of Fisheries, Beaufort, NC, have advised that their offices have no objections to the establishment of subj area.

3. In order to expedite approval of the area, the US District Engineer, Wilmington, NC, is requested, by copy of this letter, to forward any objections regarding the establishment of the area directly to the Comdt USCG WashDC.

4. Encl (A) to ref (b) shows that the proposed floating target, 12' X 12', will be located at a point 2290 yards 262° True from the Rock Point spire, and the 12 alignment buoys at intervals of 50 feet on a line bearing 340° True from the floating target, the buoy closest to the target being 600 feet distant.

/s/ R. S. Crenshaw
R. S. CRENSHAW
ASSISTANT COMMANDANT

CC (less encl to ref (b))
CO MCAS Cherry Pt, NC.
US DistEng, Wilmington, NC.
Area Coordinator of Fisheries, Beaufort, NC.
DCGO 5ND
COTP Nor

ACE000004299

178

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
Cherry Point, N. C.

SERIAL NO. 953

N12/H2

APR 26 1945

From: The Commanding Officer.
To: The Commandant, FIFTH Naval District, Norfolk, Virginia.

Subject: Surface Danger Area, Bogue Sound Area.

Reference: (a) CO MCAS, Cherry Point, ltr Serial 880 of 17Apr45.
(b) Telephone conversation with Com5 Operations Office and Operations and Training Officer, MCAS, Cherry Point.

1. Reference (a) requested permission to use a floating target in Bogue Sound, N.C., in conjunction with a rocket range being built by this station. Reference (b) requested information relative to the surface danger area which would be created by use of this target. Accordingly, the area (1½ miles x 4 miles) described by the following coordinates is considered to be the surface area, entrance into which would be considered hazardous:

Lat. 34° 42' 00" N.
Long. 76° 55' 35" W.

Lat. 34° 42' 12" N.
Long. 76° 53' 48" W.

Lat. 34° 38' 05" N.
Long. 76° 54' 55" W.

Lat. 34° 38' 17" N.
Long. 76° 53' 10" W.

The operations to be conducted in the above area will not interfere with any traffic in the Inland Waterway.

2. It is requested that the above described surface danger area be brought to the attention of local mariners and Inland Waterway Traffic.

/s/
P. E. CONRADT

ENCL: 1

ACE000004300

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
Cherry Point, N. C.

SERIAL NO. 880

N12

APR 17 1945

From: The Commanding Officer.
To: The District Coast Guard Officer.
Via: The Commandant, Fifth Naval District,
Naval Operating Base,
Norfolk, Virginia.
Attention: Officer in Charge Aids to Navigation.

Subject: Target alignment buoys, installation of, request for.

Enclosure: (A) Section involved of hydrographics chart No. 833.

1. It is requested this station be permitted to install twelve (12) subject buoys as indicated in the locations on Enclosure (A).

2. These buoys will be furnished by this station, and installation will be accomplished by service personnel of this station.

3. The buoys will be converted 55-gallon oil drums, securely moored at intervals of fifty (50) feet. They will be white color.

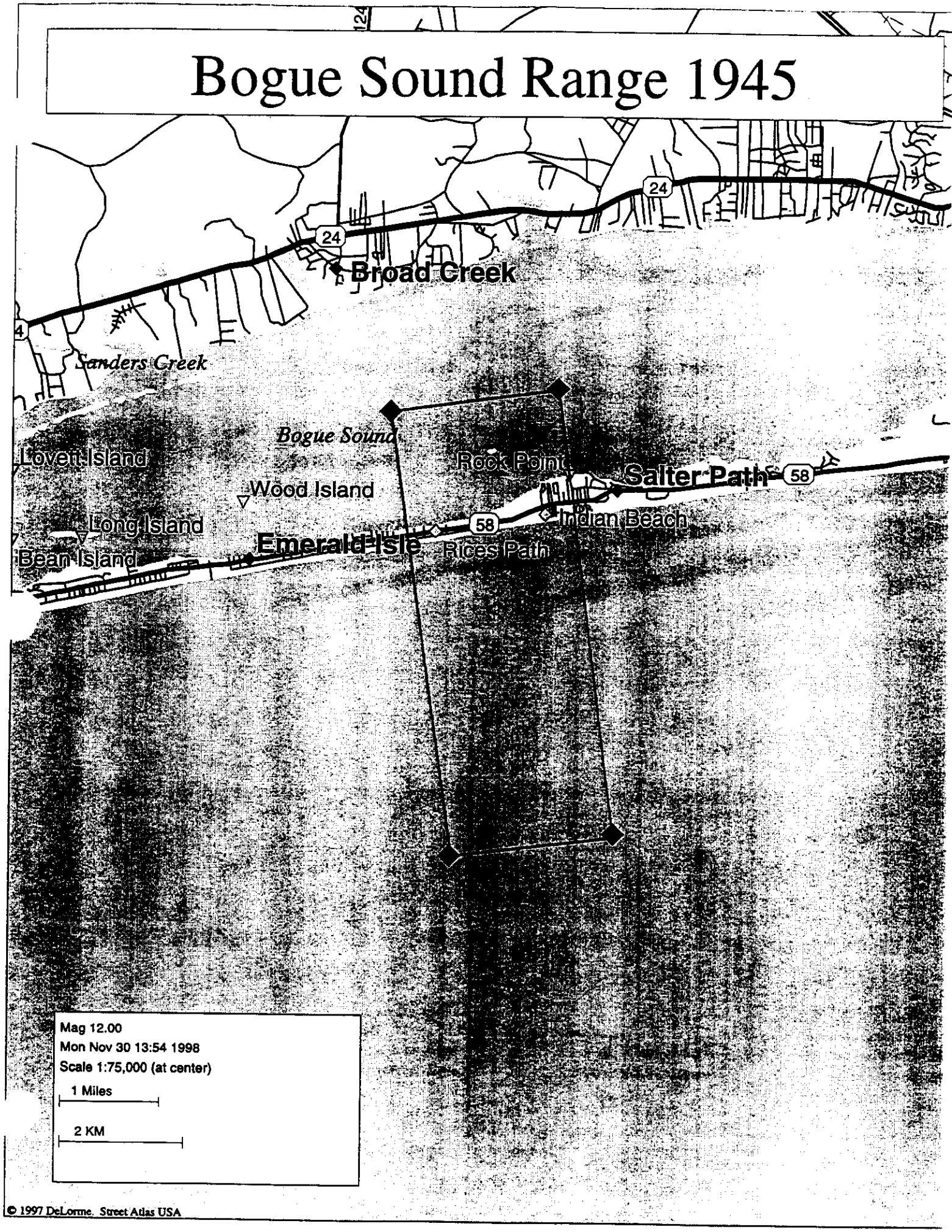
4. These buoys will be used to aid bombing planes to align their runs on a rocket target to be built as indicated on Enclosure (A). Constant attention by personnel to be stationed at the target will be given to the maintenance and securing of the buoys.

/s/ [redacted]
P. E. CONRADT

ENCL 2

ACE000004301

Bogue Sound Range 1945



APPENDIX C-20

Haring, E. E., 1945

Letter to Commandant, Fifth Naval District, SUBJECT: Surface Danger Area, Modification of, request for, dated 22 June 1945

TRC/jbl

SUBJECT: Surface Danger Areas, Modification of, request for

SADNE-2 384.4 1st Ind.

U. S. Engineer Office, Wilmington, N. C., 22 June 1945

TO: The Commandant, Fifth Naval District, NORFOLK, VIRGINIA, (Attention: Operations).

This office has no objection to the establishment of the surface danger areas, described in basic letter.

E. E. HARING
Colonel, Corps of Engineers
District Engineer

Inclosure:
No change.

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X Bogue Snd
X Panlico R.

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DANGER ZONE FILES

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IN REPLYING REFER TO NO.

104

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

19 June 1945

From: The Commanding General.
To: Colonel E. E. Haring, Corps of Engineers
District Engineer, U.S. Engineer Office
308 Customhouse, Wilmington, N. C.

Subject: Surface Danger Areas, Modification of, request for.

Reference: (a) CG, Cherry Point ltr 106 dtd 19June45 to ComFive, Norfolk, Va.

Enclosure: (A) Copy of reference (a).

1. Enclosure (A) is forwarded herewith for information.

2. It is requested, if the enclosure meets with approval, that the District Engineer indicate satisfaction by dispatch to the Commandant, Fifth Naval District, Norfolk, Va. (Att: Operations)

H. W. REED
Major, USMCR
Operations Officer
By direction

ACE000004305

log

From: The Commanding General.
To: The Commandant, Fifth Naval District, Norfolk, Virginia.

Subject: Surface Danger Areas, Modification of, request for.

References: (a) ComFive ltr ND5(10)/A16-3(6-2) to Comdt USCG, dtd 23May45.
(b) U.S.Eng. Office, Wilmington, NC, ltr SADWX 384.4 to Comdt USCG, dtd 29May45.

Enclosures: (A) Photostat Section of Chart 1233 showing BT-1.
(B) Photostat Section of Chart 1234 showing BT-2.
(C) Photostat Section of Chart 537 showing BT-8.
(D) Photostat Section of Chart 1234 showing BT-5.
(E) Photostat Section of Chart 1234 showing BT-6.

1. Reference (b) listed objections to surface danger areas for targets BT-1, BT-2, BT-5, BT-6 and BT-8 as indicated by reference (a).

2. This command has contacted the U. S. Engineer Office, Wilmington, North Carolina. To eliminate objections listed in reference (b), it is requested that reference (a) be modified as follows:

AREAS: BT-1 - The waters of Pamlico and Core Sound which are encompassed by a circle of 2,000 yards radius centered at 34°58'50" N, 76°15'13" W, said central point being approximately 1785 yards 43° true from Hog Island Point Light. Enclosure (A).

ACE000004306

BT-2 - The waters of Bogue Sound and the Atlantic Ocean which are encompassed by a circle of 2,000 yards radius centered at 34°41'09" N, 76°57'05" W, said central point being the approximate center of Cat Island. Enclosure (B).

BT-3 - The waters of Pamlico River which are encompassed by a circle of 750 yards radius centered at 35°30'00" N, 77°01'28" W, said central point being approximately 1,000 yards 197° true from McWilliam Point Light. Enclosure (C). Note: Bombing runs will be made on course of 140° true and 320° true.

5. Enclosure (D) shows the exact location of BT-3 (Rocket target and strafing targets). Enclosure (E) shows the exact location of BT-3 and the surface danger area. The U. S. Engineer Office, Wilmington, North Carolina, has no objections to the surface danger areas for these targets.

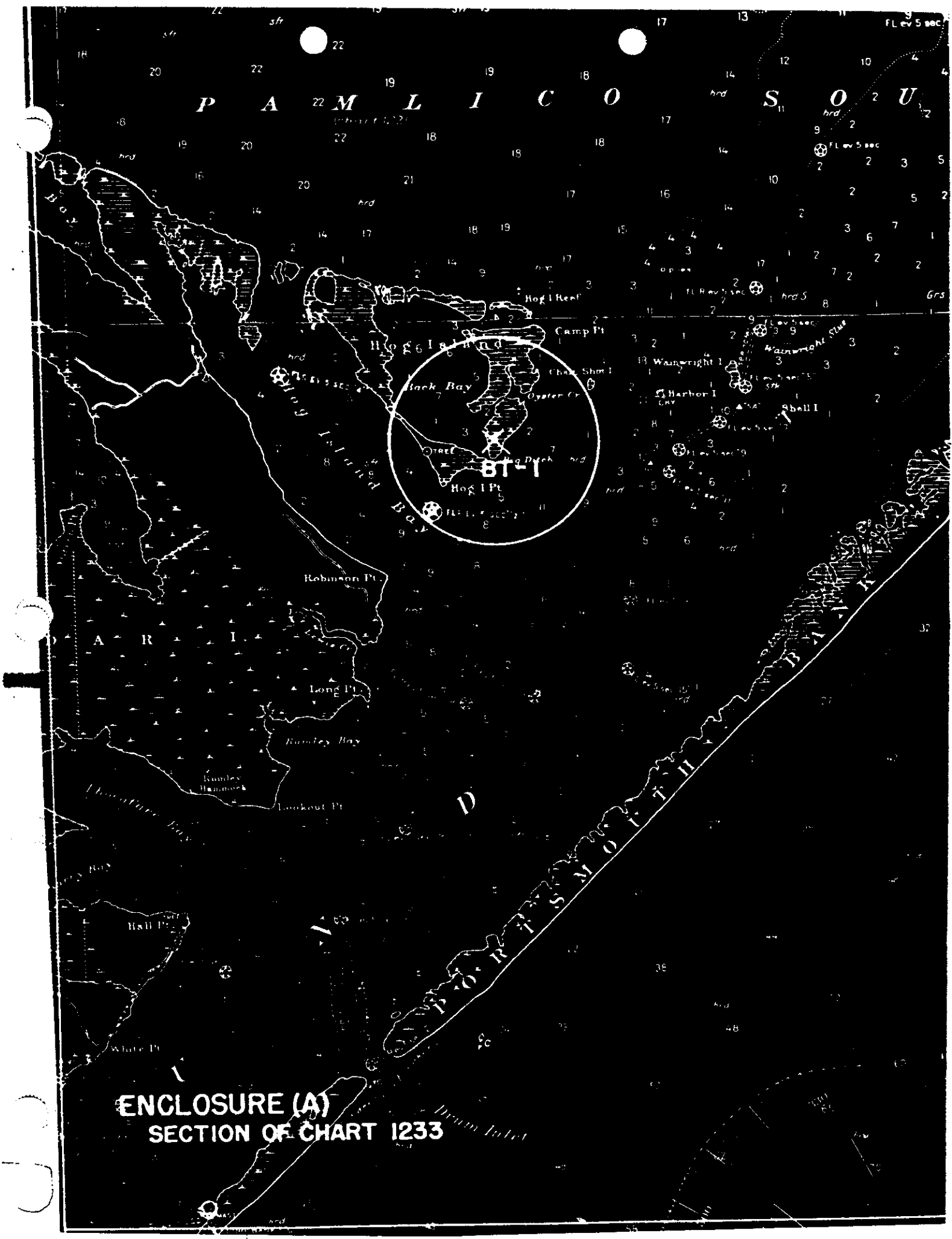
6. The modifications listed in paragraph No. 2 will eliminate all objections outlined in reference (b).

AGN/bgl
T. J. CUSHMAN 6/14/45

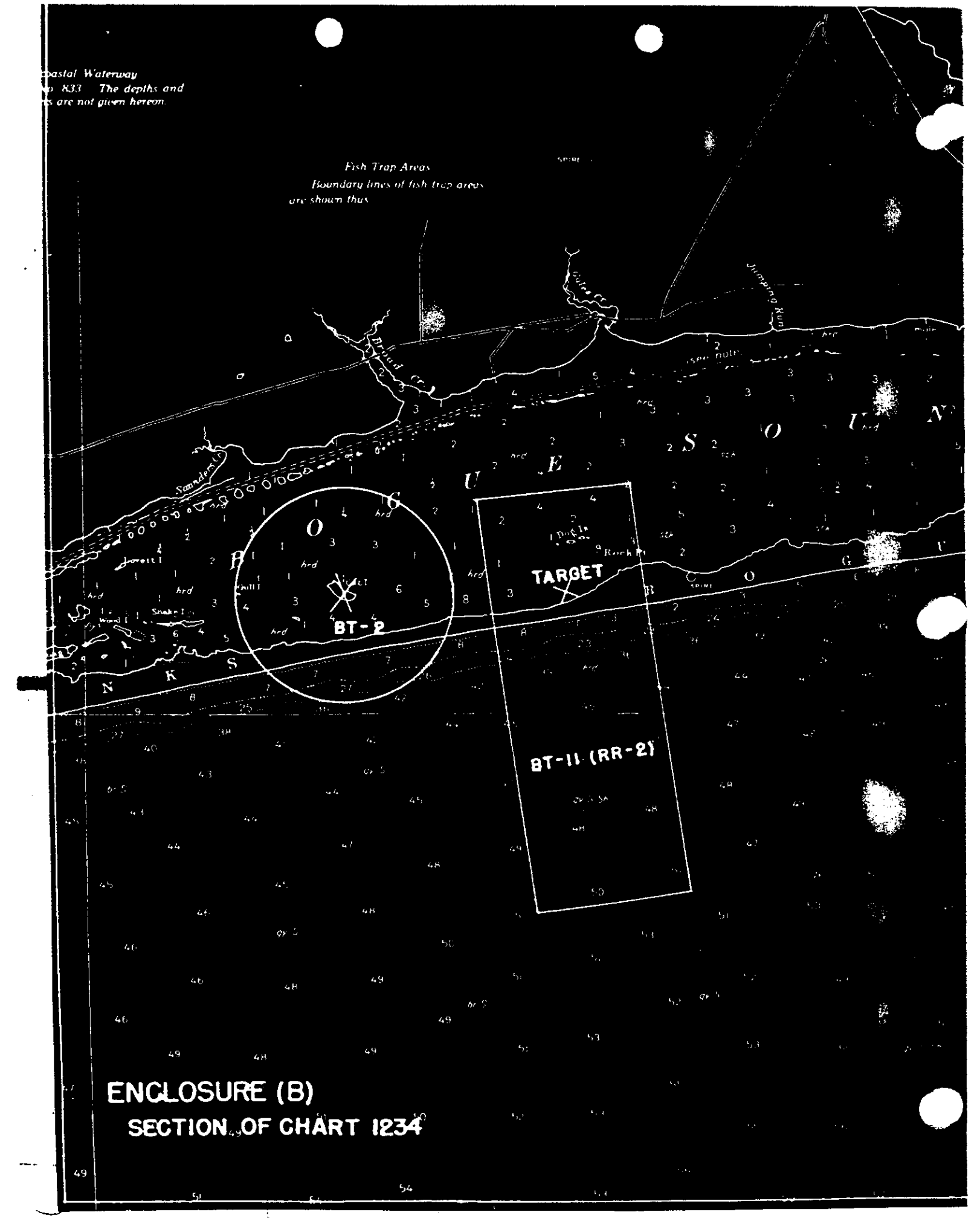
cc: U.S. Engineer Office, Wilmington, N. C. (with enclosures)

Please return one copy after mailing.

ACE000004307



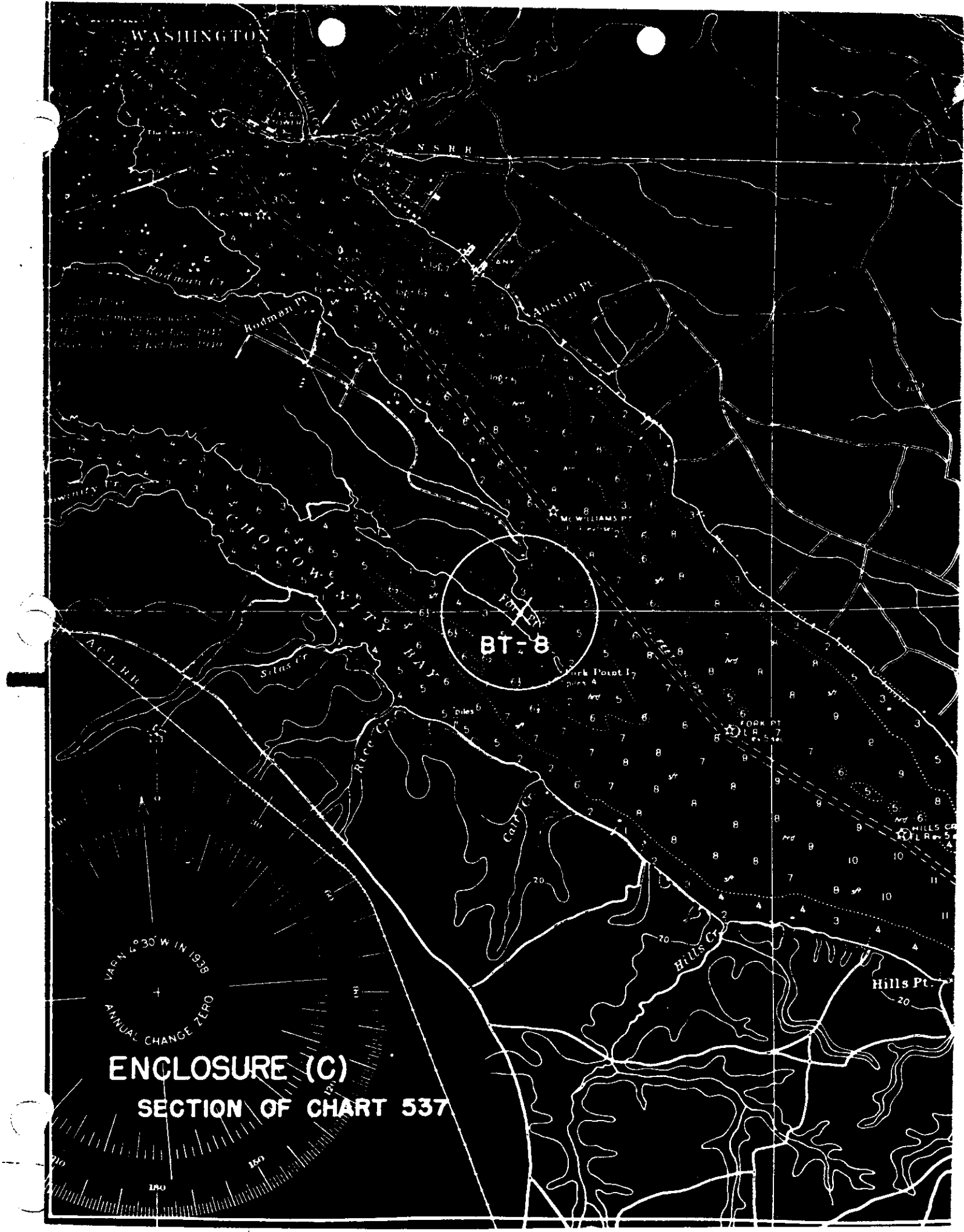
ENCLOSURE (A)
SECTION OF CHART 1233



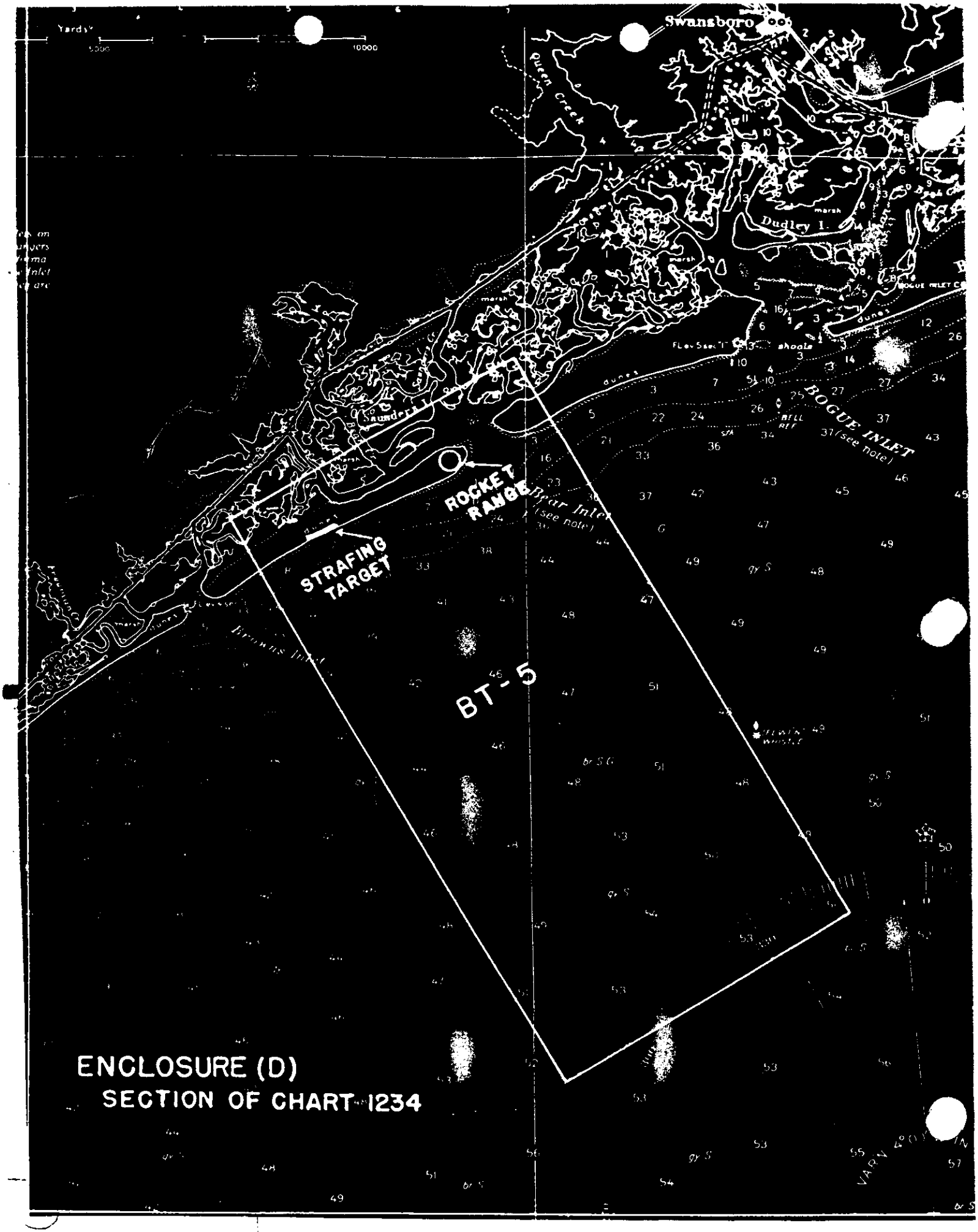
ENCLOSURE (B)

SECTION OF CHART 1234

ACE000004309

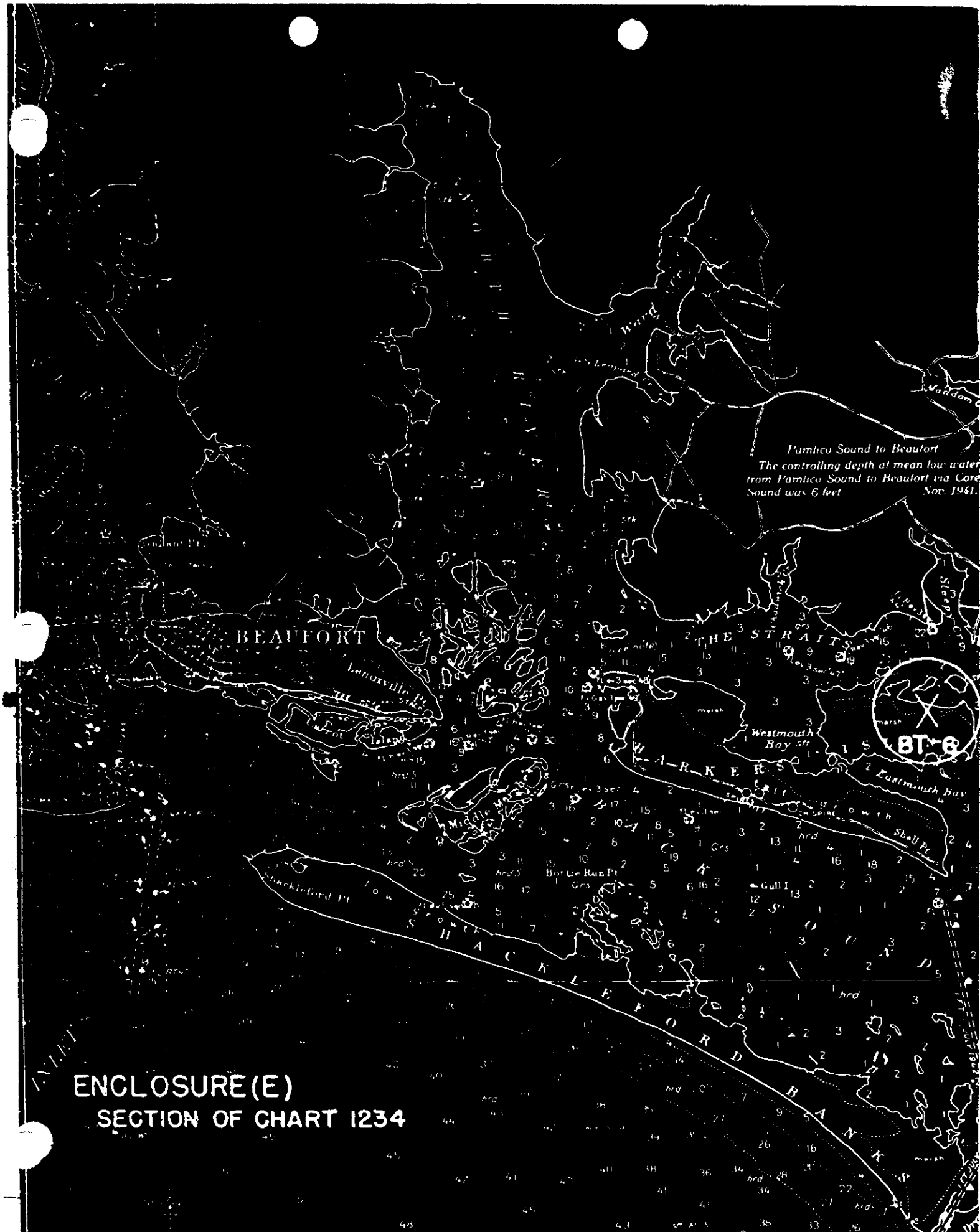


ENCLOSURE (C)
SECTION OF CHART 537



ENCLOSURE (D)
SECTION OF CHART 1234

ACE000004311



ENCLOSURE(E)
SECTION OF CHART 1234

ACE000004312

APPENDIX C-21

Hartranft, J. B. Jr., 1945

Notes of Meeting No. 618, Interdepartmental Air Traffic Control Board, 18 May 1945

ARCH II
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For George

~~RESTRICTED~~

INTERDEPARTMENTAL
AIR TRAFFIC CONTROL BOARD
ROOM 1021, ARMY AIR FORCES ANNEX NO. 1
WASHINGTON, D. C.

Meeting No. 618

18 May 1945

Place: IATCB Room, Army Air Forces Annex No. 1

Time: 1:00 P. M. to 5:00 P. M.

Members Present:

D. E. Postle, Civil Aeronautics Board, Presiding
J. S. Marriott, Colonel, Air Corps, War Department

Alternate Members Present:

R. S. Garrison, Lieutenant Commander, USNR, Navy Department
A. D. Niemeyer, CAA, Department of Commerce

Secretary: J. B. Hartranft, Jr., Lieutenant Colonel, Air Corps

SUBJECTS:

Page No.

1. AIRPORTS:

A. ALBANY, GEORGIA - MUNICIPAL AIRPORT - REGULAR AIRPORT FOR AIR CARRIER - CASE #5125 1
B. COVINGTON, KENTUCKY - KENTON COUNTY AIRPORT - DESIGNATED LANDING AREA (GREATER CINCINNATI AIRPORT-CINCINNATI, OHIO) - CASE #3618 2
C. DOS PALOS, CALIFORNIA - DOS PALOS AIRPORT - CIVIL FLIGHT TRAINING - CASE #4861 2

2. DANGER AREA:

A. CORVALLIS, OREGON - GUNNERY AND BOMBING AREA - CASE #5086 3
B. KLAMATH FALLS, OREGON - TARGET FOR NAVAL AIR STATION - CASE #5093 3
C. MIAMI, FLORIDA (WHITE WATER BAY) - AIR-TO-GROUND GUNNERY RANGE FOR NAVAL AIR STATION - CASE #5085 4
D. PLACIDA, FLORIDA - BOMBING AND GUNNERY RANGE - CASE #5087 4
E. ST. GEORGE ISLAND, FLORIDA - GUNNERY RANGE - CASE #5123 5

3. MEMORANDA FOR THE RECORD:

A. CHERRY POINT, NORTH CAROLINA - BOGUE ROCKET RANGE - CASE #5088 5
B. DOS PALOS, CALIFORNIA - DOS PALOS AIRPORT - DESIGNATED LANDING AREA - CASE #4861 6
C. DESIGNATED LANDING AREAS - FORT WORTH REGIONAL COMMITTEE - CASES #5097 through #5100 6
D. DESIGNATED LANDING AREAS - ATLANTA REGIONAL COMMITTEE - CASES #5103 through #5122 6
E. MOFFETT FIELD, CALIFORNIA - NAVY ACTIVITIES - CASE #5089 8

4. DEFERRED CASES:

A. LAREDO, TEXAS - WORMSER AIRPORT - DESIGNATED LANDING AREA - CASE #5094 8

* * * * * * *

1. AIRPORTS:

A. ALBANY, GEORGIA - MUNICIPAL AIRPORT - REGULAR AIRPORT FOR AIR CARRIER

Discussion:

The Secretary of the Board presented a request from the Civil Aeronautics Board Member on behalf of Eastern Air Lines for approval of Municipal Airport, Albany, Georgia, as a regular airport for air carrier operations.

~~RESTRICTED~~

C5-9582, AF

ACE000004315

Meeting No. 618 18 May 1945

RECOMMENDATION:

That Municipal Airport, Latitude 31° 32', Longitude 84° 11', ALBANY, GEORGIA, be approved as a regular airport for air carrier operations.

* * * * * *

1-B. COVINGTON, KENTUCKY - KENTON COUNTY AIRPORT - DESIGNATED LANDING AREA (GREATER CINCINNATI AIRPORT-CINCINNATI, OHIO)

Discussion:

The Secretary of the Board presented a report from the Chicago Regional Committee concerning request for approval of Kenton County Airport, COVINGTON, KENTUCKY (Greater Cincinnati Airport) as a Designated Landing Area.

Findings:

1. The Chicago Regional Committee at their Meeting No. 36, 23 December 1944, recommended approval of Kenton County Airport as a Designated Landing Area provided operations were conducted only on Sundays of each week and that all activities were coordinated with Lockbourne Army Airfield.

2. In Meeting No. 510, Kenton County Airport was approved as an auxiliary airport for the Lockbourne Army Airfield.

3. War Department Member advises that Lockbourne Army Air Base uses Kenton County Airport as an auxiliary for take off and landing practice of four engine aircraft, both during daylight hours and hours of darkness. During the flood period Lockbourne Army Air Base permitted civil aircraft including both air carrier and private airplanes to temporarily use Kenton County Airport. Experience has shown that civil flight activities will interfere with military training and Lockbourne Army Air Base has requested that Kenton County Airport not be designated.

RECOMMENDATION:

That request for approval of Kenton County Airport (Greater Cincinnati Airport) Latitude 39° 03', Longitude 84° 40', COVINGTON, KENTUCKY, for designation by the Administrator, Civil Aeronautics Administration, as a Designated Landing Area, be disapproved.

* * * * * * * * (Cincinnati)

1-C. DOS PALOS, CALIFORNIA - DOS PALOS AIRPORT - CIVIL FLIGHT TRAINING

Discussion:

The Secretary of the Board presented report of Los Angeles Regional Committee on a request for approval of civil flight training from Dos Palos Airport, DOS PALOS, CALIFORNIA, which is located within the Western Vital Air Defense Area.

Findings:

1. Dos Palos Airport is located within that portion of the Western Vital Air Defense Area within which civil flight training may be approved and the Los Angeles Regional Committee has recommended such approval provided flight operations are conducted in accordance with Western Defense Command Public Proclamation No. 22, 3 February 1945.

2. Description of recommended local flying area for Dos Palos Airport has been forwarded by the Los Angeles Regional Committee.

ACE000004316

Meeting No. 618 18 May 1945

RECOMMENDATIONS:

1. That civil flight training from Dos Palos Airport, Latitude 36° 57' 43", Longitude 120° 37' 37", DOS PALOS, CALIFORNIA, be approved and the local flying area therefor be made a matter of record.

2. That flight operations from the airports listed above be conducted in accordance with Western Defense Command Public Proclamation No. 22, 3 February 1945.

* * * * * * * (San Francisco)

2. DANGER AREAS:

A. CORVALLIS, OREGON - GUNNERY AND BOMBING AREA

Discussion:

The Secretary of the Board presented a request from Commander Naval Air Bases Thirteenth Naval District, received through Navy Department Member, for approval of a Danger Area for use by Naval Auxiliary Air Station Corvallis, Oregon.

Findings:

1. This area was formerly part of an artillery range for Camp Adair which range was rescinded in Meeting No. 513.

2. The area will be used for air-to-ground gunnery, practice and live rockets, strafing, dive and medium altitude bombing.

RECOMMENDATIONS:

1. That the following described Bombing and Gunnery Area at CORVALLIS, OREGON, be approved for use by Naval Auxiliary Air Station, Corvallis, Oregon:

Straight lines connecting the following points:

Latitude 44° 52' 15", Longitude 123° 26' 00"
Latitude 44° 51' 00", Longitude 123° 14' 00"
Latitude 44° 44' 45", Longitude 123° 12' 15"
Latitude 44° 45' 15", Longitude 123° 24' 45"

2. That the area described above be designated a Danger Area, shown on aeronautical charts and published in notices to airmen and in publications of aids to air navigation.

* * * * * * * (Portland)

2-B. KLAMATH FALLS, OREGON - TARGET FOR NAVAL AIR STATION

Discussion:

The Secretary of the Board presented request, received from the Los Angeles Regional Committee, for approval of an area for air-to-ground firing and low level bombing and strafing to be used by Naval Air Station Klamath Falls, Oregon.

Finding:

In their Meeting No. 34, the Los Angeles Regional Committee recommended approval of this area.

ACE000004317

Meeting No. 618 18 May 1945

RECOMMENDATIONS:

1. That circular area, having three mile radius, centered at Latitude 41° 53', Longitude 122° 02', in the vicinity of BUTTE RESERVOIR, CALIFORNIA, be approved for use by Naval Air Station, Klamath Falls, Oregon, for air-to-ground firing, high and low level bombing and strafing.

2. That the area described above be designated a Danger Area, shown on aeronautical charts and published in notices to airmen and in publications of aids to air navigation.

* * * * * * * (Mt. Shasta)

2-C. MIAMI, FLORIDA (WHITE WATER BAY) - AIR-TO-GROUND GUNNERY RANGE FOR NAVAL AIR STATION

Discussion:

The Secretary of the Board presented a request from Commander Gulf Sea Frontier, received through Navy Department Member, for approval of an air-to-ground gunnery target site for Naval Air Station, MIAMI, FLORIDA.

Findings:

1. Proposed site was selected for air-to-ground gunnery by representatives of the Florida State Department of Conservation as not conflicting with their wild life conservation program.

2. Proposed target site lies within that portion of the State of Florida assigned for Navy use by Army/Navy Florida Agreement, dated 19 September 1942.

RECOMMENDATIONS:

1. That air-to-ground gunnery target site located at Latitude 25° 18', Longitude 81° 00' 15", WHITE WATER BAY, FLORIDA, be approved for use by Naval Air Station Miami, Florida.

2. That a circular Danger Area, having a radius of 3 miles centered at Latitude 25° 18', Longitude 81° 00' 15", be designated over Navy site, shown on aeronautical charts and published in notices to airmen and in publications of aids to air navigation.

* * * * * * * (Miami)

2-D. PLACIDA, FLORIDA - BOMBING AND GUNNERY RANGE

Discussion:

The Secretary of the Board presented a request from Headquarters, Army Air Forces, and Air Installations Division, AC/AS, M&S, received through War Department Member, for approval of Bombing and Gunnery Range for use by Punta Gorda and Venice Army Air Fields, Florida.

RECOMMENDATIONS:

1. That the following described Bombing and Gunnery Range at PLACIDA, FLORIDA, be approved for use by Punta Gorda and Venice Army Air Fields, Florida:

North Boundary - Latitude 26° 51' 00"
South Boundary - Latitude 26° 48' 00"
East Boundary - Longitude 82° 16' 30"
West Boundary - Longitude 82° 18' 30"

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ACE000004318

2. That the area described above be designated a Danger Area, shown on aeronautical charts and published in notices to airmen and in publications of aids to air navigation.

* * * * * * * (Miami)

2-E. ST. GEORGE ISLAND, FLORIDA - GUNNERY RANGE

Discussion:

The Secretary of the Board presented report of Atlanta Regional Committee on an Army request for approval of St. George Island, Florida, Gunnery Range for joint use by Army Air Forces Training Command and the First Air Force.

Findings:

1. Original request, dated 2 March 1945, for approval of St. George Island Gunnery Range was referred to the Atlanta Regional Committee at Meeting No. 592. Subsequently the Army Air Forces submitted a revised request dated 9 April 1945 which included an additional area for use by the First Air Force.

2. The Atlanta Regional Committee at their Meeting No. 50, 2 May 1945, recommended approval of the St. George Island Gunnery Range as originally requested and recommended the establishment of a Danger Area thereover. The Regional Committee recommended disapproval of the revised request dated 9 April 1945, and the War Department Member, IATCB, has withdrawn the request pending further investigation.

3. Subject gunnery range will be used by Army Airfield, Marianna, Florida, under the jurisdiction of the First Air Force, and by Tyndall Field, Panama City, Florida, under the jurisdiction Army Air Forces Training Command.

RECOMMENDATIONS:

1. That following described Gunnery Range at ST. GEORGE ISLAND, FLORIDA, be approved for use by Army Airfield, Marianna, Florida, and Tyndall Field, Panama City, Florida:

Beginning at the eastern end of St. George Island, Latitude 29° 45' 30", Longitude 84° 42'; thence north to Latitude 29° 47', Longitude 84° 42' 30"; thence west southwest to the western end of St. George Island, Latitude 29° 37' 20", Longitude 85° 05' 50", thence generally east along southern shore of said island to the point of origin.

2. That the area described in recommendation 1, above, be designated a Danger Area, shown on aeronautical charts and published in notices to airmen and in publications of aids to air navigation.

* * * * * * * * (Mobile)

3. MEMORANDA FOR THE RECORD:

A. CHERRY POINT, NORTH CAROLINA - BOGUE ROCKET RANGE

Navy Department Member advises that the following target within a previously established Danger Area will be used by the Marine Corps Air Station Cherry Point:

Bogue Rocket Range, Latitude 34° 41' 05", Longitude 76° 54' 15"

(Norfolk)

* * * * * * * *

ACE000004319

3-B. DOS PALOS, CALIFORNIA - DOS PALOS AIRPORT - DESIGNATED LANDING AREA

The Los Angeles Regional Committee has approved Dos Palos Airport, Latitude 36° 57' 43", Longitude 120° 37' 37", DOS PALOS, CALIFORNIA, for designation by Administrator, Civil Aeronautics Administration, as a Designated Landing Area, provided flight operations from the airport are conducted in accordance with Western Defense Command Public Proclamation No. 22, 3 February 1945.

* * * * * * *

3-C. DESIGNATED LANDING AREAS - FORT WORTH REGIONAL COMMITTEE

1. Airports listed below were approved by the Fort Worth Regional Committee for designation by the Administrator, Civil Aeronautics Administration, as Designated Landing Areas, and are published in accordance with Recommendation #2 of Meeting No. 591, dated 14 March 1945.

AIRPORT	LOCATION	RUNWAYS	RESTRICTIONS	CHART
Ammann Cumulus Corral Airport San Antonio, Texas	29°29'38" 98°25'45"	N/S 2600' E/W 2500' NW/SE 2250'	Flight operations to be conducted below 3000 feet and confined to the area north and west of Ammann Cumulus Corral Airport	San Antonio
Brown Airport, Inc., Tulsa, Oklahoma	36°05'15" 95°53'30"	N/S 2400' NW/SE 3200' NE/SW 2700' E/W 2600'	None	Tulsa
Hardin College Airport Wichita Falls, Texas	33°52'30" 98°31'15"	N/S 2600' E/W 1600' NE/SW 1700' NW/SE 1500'	Flight operations to be conducted toward the south, away from Sheppard Field, Wichita Falls, Texas	Dallas

2. Fort Worth Regional Committee disapproved the designation of Midtown Skyport, Latitude 31° 28' 50", Longitude 100° 24' 25", San Angelo, Texas, as a Designated Landing Area.

* * * * * *

3-D. DESIGNATED LANDING AREAS - ATLANTA REGIONAL COMMITTEE

Airports listed below were approved by the Atlanta Regional Committee for designation by the Administrator, Civil Aeronautics Administration, as Designated Landing Areas, and are published in accordance with Recommendation #2 of Meeting No. 591, dated 14 March 1945:

AIRPORT	LOCATION	RUNWAYS	RESTRICTIONS	CHART
Cornelia Fort Airpark, Nashville, Tenn.	36°11'30" 86°42'15"	SE/NW 2600' NE/SW 2600'	Flights to stay outside of Berry Field control zone unless authorized	Nashville
Robinson Field Plant City, Fla	28° 01' 82° 08'	1800'	Flight operations to remain in assigned local flying areas	Orlando
Pine Ridge Airport Leesburg, Fla.	28° 50' 81° 55'	1800'	Flight operations to be coordinated with Army Air Forces Tactical Center, Orlando, Fla.	Orlando
Bower Airport Bainbridge, Ga	30°50' 84°40'	2375'	None	Mobile

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Meeting No. 618 18 May 1945

AIRPORT	LOCATION	RUNWAYS	RESTRICTIONS	CHART
Lake Wales Airport, Lake Wales, Fla.	27°53'30" 81°36'30"	NE/SW 4000' NW/SE 4000'	None	Miami
Ulmer Field Brookhaven, Miss.	31°36' 90°25'45"	N/S 2600'	None	Beaumont
Franklin Apt. Franklin, Tenn	35°55' 86°53'13"	N/S 2000' E/W 2200'	None	Chatta-nooga
LaFayette-Trion Apt., Trion, Ga.	34°35' 85°17'	2360' 2171'	Flight operations to be limited to day contact only	Chatta-nooga
Marks Apt., Marks, Miss.	34°15'30" 90°12'30"	2150'	None	Little Rock
Black Mountain Airport Black Mountain N. C.	35°36' 82° 21'	2100'	None	Charlotte
Dickson Flying Service Apt Albertville, Ala.	34°16'30" 86°13'30"	1800' 1650' 1500'	None	Chatta-nooga
City Airport Panama City, Fla	30°12' 85°39'	2600'	None	Mobile
Paris U.S.T.V.A. Field, Paris, Tennessee	36°20' 88°12'	2200'	Designation not to be published	Nashville
Humboldt Apt., Humboldt, Tenn.	35°47'20" 88°52'30"	2000'	None	Chatta-nooga
Panama City Seaplane Base, Panama City, Fla.	30°09'23" 85°39'54"	Water Operation	(1) Local flights to be conducted within assigned Local Flying Area, (2) Flight operations to be co-ordinated with Tyndall Field, Panama City, Florida	Mobile
Houston Airport Houston, Miss.	33°52'45" 89°01'45"	3700' 2900' 2900'	None	Birming-ham
North Wilkes-boro Airport North Wilkes-boro, N. C.	36°09' 81°10'	E/W 1500'	None	Winston-Salem
Slade Ranch Airport, Longwood, Fla.	28°42' 81°22'	NNW/SSE 2640'	Flight operations to be limited to day contact only and coordinated with Army Air Forces Tactical Center, Orlando, Florida.	Orlando

ACE000004321

Meeting No. 618 18 May 1945

AIRPORT	LOCATION	RUNWAYS	RESTRICTIONS	CHART
Skyport Apt., Dunodin, Fla.	28°02'30" 82°47'12"	NE/SW 3000' NW/SE 3000'	No flight operations from this field to be conducted prior to coordination with 3rd Air Force Headquarters. Designation not to be published.	Orlando
Sarasota Pine Shores Airport & Seaplane Base, Sarasota, Fla.	27°15'36" 82°31'12"	Water Operation	Flight operations to be limited to day contact only.	Miami

* * * * * * *

3-E. MOFFETT FIELD, CALIFORNIA - NAVY ACTIVITIES

Navy Department Member advises that Naval Air Transport Service aircraft maintenance and pilot training will be included in the activities of Naval Air Station Moffett Field. This activity will, for the present, be in addition to established activities.

* * * * * * * (San Francisco)

4. DEFERRED CASES:

A. LAREDO, TEXAS - WORMSER AIRPORT - DESIGNATED LANDING AREA

Case #5094, report of Fort Worth Regional Committee on request for approval of Wormser Airport, Laredo, Texas, as a Designated Landing Area, has been referred back to the Regional Committee for reconsideration.

* * * * * * *

The above recommendations are within the policies established by the War Aviation Committee and are approved.

FOR THE INTERDEPARTMENTAL AIR TRAFFIC CONTROL BOARD:

J. B. Hartranft, Jr.

J. B. HARTRANFT, Jr.
Lieutenant Colonel, Air Corps
Secretary

C5-9582, AF

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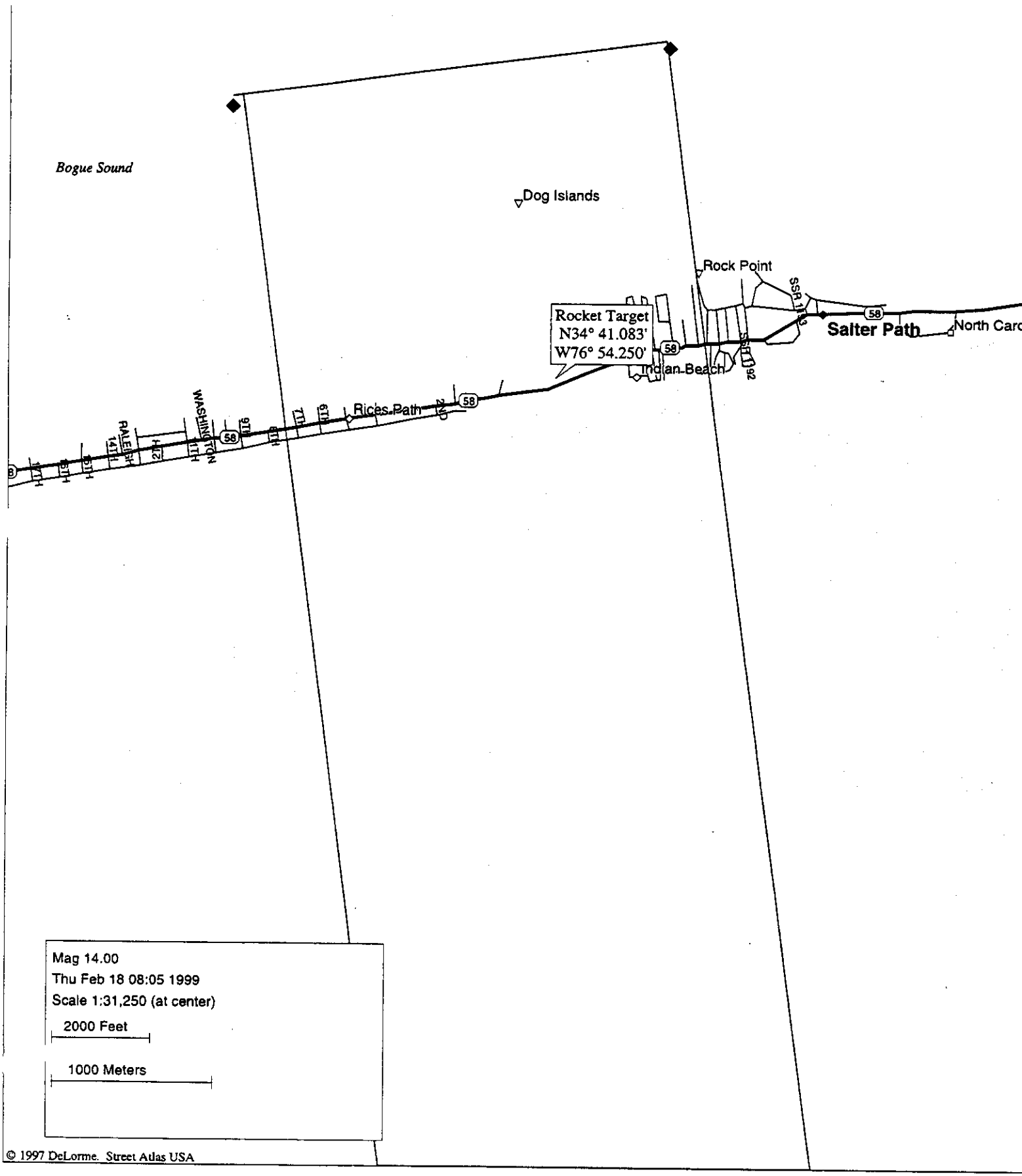
ogue Sound Rocket and Gunnery Range (194



APPENDIX C-22

Hewitt, T. J., 1950

Public Notice on establishment of danger zone in the vicinity of Raccoon Key, 4 December 1950

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WILMINGTON DISTRICT
308 CUSTOMHOUSE
WILMINGTON, N. C.

SAWKN

4 December 1950

PUBLIC NOTICE

You are hereby notified that the Commanding General, United States Marine Corps, Marine Corps Air Station, Cherry Point, North Carolina, has requested the establishment of a prohibitive area of navigable waters extending 1000 feet in all directions outward from Raccoon Key, a small island located at Latitude 76°26' W. and Longitude 35°04'20" N. near the mouth of Neuse River in Cedar Island Bay, North Carolina.

Should the proposed prohibitive area be established all craft and vessels except those of the United States Marine Corps and Coast Guard will be prohibited from entering the area.

Please advise me if you have any objections to the establishment of the prohibitive area, or if you know of any person, firm, or association who may be opposed to such establishment.

Objections to the establishment of this prohibitive area, if any, will be received at this office until 14 December 1950.

FOR AND IN THE ABSENCE OF THE DISTRICT ENGINEER:

T. G. Hewitt

T. G. HEWITT
Executive Officer

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILE

ACE000004325

List of names to whom Public Notice, dated 4 December 1950, was sent re application of Commanding General, United States Marine Corps, Marine Corps Air Station, Cherry Point, N. C., for permission to establish a prohibitive area of navigable waters extending 1000 feet in all directions outward from Raccoon Key, a small island located at Latitude 76°26' W and Longitude 35°04'20" N near the mouth of Neuse River in Cedar Island Bay, N. C.

NEW BERN, N. C.
Postmaster
Chairman, Board of County Commissioners Craven County
The Mayor
Secretary, Chamber of Commerce
The Sun-Journal
John G. Dunn
W. F. Dowdy
R. R. Eagle
C. W. Hodges
L. T. Granthan
T. A. Granthan
J. V. Bladen
Carl F. Bunting
Hon. Graham A. Barden
J. E. Blaylock
C. O. H. Boyd
Edgar M. Barwick
E. A. Braddy
W. M. Brown
John C. Davis
J. B. Derrickson
William Dunn
W. L. Hand
William F. Ward, Attorney
Ray Henderson
David C. Lawrence
Harry C. Lawrence
Curtis E. Lupton
John F. Rhodes
W. E. Street, Jr.
Albert T. Willis
U. S. Coast Guard
Mrs. Emma Blades
W. B. Smith
Mary P. Ward
A. D. Ward, Jr.
Fred B. Miles
Judge R. A. Nunn
Executor, Estate of C. J. McCarthy
Frances Duffy
Sudan Temple
J. V. Blades
Dr. R. L. Pollock
R. E. Whitehurst

JACKSONVILLE, FLA.
G. F. Tresher, St. Johns River Line, 10 South Newman St.
Logan Diving & Salvage, 306 Consolidated Bldg., Jax 2

NORFOLK, VA.
Chief Engineer, Nfk. Southern Ry. Co.
Standard Oil Co. of N. J., Supply & Transportation Dept., 8201 Hampton Blvd., Nfk. 8
Texas Company, Marine Dept., P. O. Box 232, Berkeley Station, Nfk 6
Southern Transportation Co., Kimball Terrace & Thayor Sts.
Norfolk, Baltimore & Carolina Line
C. G. Willis, 803 Nat'l Bank of Commerce Bldg.
Dept. of Commerce, U. S. Coast & Geodetic Survey, Southeastern District Headquarters, Room 418, U. S. Post Office Bldg.
Commander, Fifth Coast Guard Dist., P. O. Box 540
Commanding Officer, Fifth Naval District, Naval Operating Base
Richmond Cedar Works, P. O. Box 1251

WASHINGTON, D. C.
Headquarters, U. S. Air Forces (2)
Washington News Service, 1604 K St., N.W.
Chester C. Thompson, Chairman, Advisory Committee, The Amer. WW Operators, Inc., Suite 312, 1319 F St., N. W.
Asst. Chief of Engineers for Civil Works Attn: Oper. Div., Misc. Civil Br.

GEORGETOWN, S. C.
International Paper Company, Southern Kraft Division

BRIDGETON, N. C.
Postmaster
Marshall Harvey
L. I. Willis

ACE000004326

List of names (continued)

WASHINGTON, NORTH CAROLINA
R. B. Wheatly, P. O. Box 567

WILMINGTON, N. C.
Civil Aeronautics Adm., Customhouse

CHERRY POINT, N. C.
Commanding General, U. S. Marine Corps, Marine Corps Air Station

BEAUFORT, N. C.
U. S. Fishery Biological Laboratory

PLYMOUTH, N. C.
Roy Hampton

VANDEMERE, N. C.
E. H. Holton

ATLANTIC, N. C.
Clayton Fulcher, Jr.

RALEIGH, N. C.
N. C. Wildlife Resources Commission
N. C. State Highway & Public Works Com.
N. C. Dept. of Conservation & Development

CAMP LEJEUNE, N. C.
Commanding General

ATLANTA, GEORGIA
Regional Director, Fish & Wildlife
316 Glenn Bldg.

MOREHEAD CITY, N. C.
N. C. Fisheries Commissioner

ACE000004327

APPENDIX C-23

Hill, W. P. T., 1950

Letter to Chief, Bureau of Yards and Docks, SUBJECT: Out-Lease of Navy-Owned Real Property comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, N. C.; recommendations for, dated 13 June 1950

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ARCH II
RG 71
ENTRY 1001
Box 910
FILE C34-36-CP-3

CSK-104-ava

13 Jun 1950

SECOND ENDORSEMENT on CDR MCAB Cherry Point, N. C. ltr 129-rh N1-9/N1-13 ser 2159 of 1 Jun 1950 to BUDOCKS

From: Quartermaster General of the Marine Corps
To: Chief, Bureau of Yards and Docks
Via: Chief, Bureau of Aeronautics

Subj: Out-Lease of Navy-Owned Real Property comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, N. C.; recommendations for

1. Forwarded, concurring in the recommendations of the basic letter and the first endorsement.

W. P. T. HILL

- -

Copy to:
CDR MCAB Cherry Point, N.C.
COMSIX
Director of Aviation, MC (w/copy of basic letter and first end. less encls)

ACE000004329

REPRODUCED AT THE NATIONAL ARCHIVES

for PEACE OF MIND- BUY SAVINGS BONDS

HEADQUARTERS
MARINE CORPS AIR BASES
Cherry Point, North Carolina

129-rh

N1-9/N1-13
Ser 2159
1 JUN 1950

From: Commander
To: Chief, Bureau of Yards and Docks
Via: (1) Commandant, Sixth Naval District
(2) Quartermaster General of the Marine Corps
(3) Chief, Bureau of Aeronautics

Subj: Out-Lease of Navy-Owned Real Property comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, N. C.; recommendations for

Ref: (a) COMSIX ltr Code 60(DE-210) ser 524 of 10 Mar 1950 to BUDOCKS w/encl (1) thereto

Encl: (1) Description of Government-owned real property comprising Marine Corps Auxiliary Air Station, Bogue, Carteret County, N. C., as of 28 April 1950
(2) PW Dwg 1451 entitled "Bogue AAS Property Available for Leasing"
(3) Proposed Lease Agreement for MCAAS Bogue

1. The land comprising the inactivated Marine Corps Auxiliary Air Station, Bogue, was acquired through condemnation proceedings, Declarations of Taking Nos. 100 and 117 Civil, filed at the instance of the Secretary of the Navy, in the District Court of the United States for the Eastern District of North Carolina, New Bern, N. C. This inactivated air station now comprises 838.32 acres of land for which the Government paid approximately $71,675 to the former owners. This investment is based upon the original cost less the value of 6.5 acres of land, a portion of Tract 33 which has been reported separately by the Bureau for disposal.

2. Buildings and other improvements to the real property at MCAAS Bogue have been duly surveyed and rated to the extent that it is considered that the future strategic military value of the property is in the actual ground area, runways, taxi strips and parking apron. In this connection, the estimated cost to the Government of improvements constructed on the land and now remaining in place is $775,000.00. For potential use by the National Military Establishment in case of a national emergency, it is considered that title to the land and remaining improvements thereto should be retained in fee simple.

00615452

ACE000004330

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3. Insofar as is known locally, neither the Department of the Army, the Department of the Air Force, nor other Federal agency, nor any state, county or city has expressed any desire to obtain use of the unimproved land areas outside the runway system and operating areas at Bogue. However, several former owners of portions of the land and other residents in the immediate vicinity have repeatedly expressed desires to obtain use of this land for various purposes. An on-the-site inspection of the premises has disclosed the potentiality of clearing portions of the land of weeds, brush, stubblefield and grass, and reverting such portions to agricultural use. It is believed that between 250 and 300 of the 675 acres of land outside the runway system could thus be utilized for the cultivation of crops, and that the estimated fair rental value of this acreage which could be made available for leasing as of 1 January 1951 is $650.00 per annum. This estimate is based upon the known value of similar land now out-leased at MCAAS Oak Grove without consideration for potential taxation by Carteret County at the going rate of $1.80 per $100.00 of assessed valuation. This estimate is further based upon the controlled rotation of crops by production marketing associations which might preclude acreage allotments of tobacco and cotton and confine the agricultural useage to crops of watermelons, canteloupes and other vegetable products not subject to such controls. In this connection, between 250 and 300 acres of the land appear to be suitable for growing tobacco, corn, cotton, peanuts, rye, clover and miscellaneous vegetables.

4. A site inspection of the premises at Bogue has also revealed that approximately 100 acres of the land are subject to flood at high tides, that approximately 100 acres are covered with substantial timber growth, that approximately 165 acres are contained in the runway system, and that approximately 175 acres of the land have been disturbed to the extent that would prevent utilization for farming purposes.

5. It is believed to be in the public interest to derive an annual rental from portions of the 675 acres of land, for the time being not required for military or public use. The exact areas are described by enclosures (1) and (2). It is proposed that the property be advertised substantially as set forth on enclosure (3).

6. Paragraph 5 of enclosure (1) to reference (a) advised that the use of the land under consideration for aviation training purposes would be prohibitive due to proximity to established fishing and farming communities. It is therefore recommended that authority and instructions be issued to advertise the above 675 acres of land as an out-lease for use as agricultural land.

I. W. MILLER

ACE000004331

REPRODUCED AT THE NATIONAL ARCHIVES

Description of Government-owned real property comprising Marine Corps Auxiliary Air Station, Bogue, Carteret County, North Carolina, as of 28 April 1950

Beginning at the intersection of Goose Creek and the south right-of-way line of N. C. Highway #24; thence running southeastwardly with the meanderings of said Goose Creek 1190 feet more or less to a pipe at the corner of the property formerly belonging to Isaiah Hill; thence with the meanderings of Goose Creek southeastwardly and southwardly to the mean low water line of Bogue Sound; thence running with the mean low water line of Bogue Sound in a general westerly direction to an iron pipe at the mouth of a branch, said pipe being at the corner of property formerly belonging to the heirs of S. E. and Hattie M. Smith; thence continuing with the mean low water line of Bogue Sound in a general northwesterly direction to the mouth of Hunting Island Creek; thence with the meanderings of said Hunting Island Creek ina general northeasterly direction to a branch at a corner of property formerly belonging to heirs of S. E. and Hattie M. Smith; thence with the meanders of said branch as follows: N 51° 09' E, 365 feet; N 34° 07' E, 155 feet; N 50° 12' E, 226 feet; N 82° 10' E, 184 feet; N 74° 25' E, 76.0 feet; N 48° 40' E, 492 feet to a corner of land formerly owned by L. P. Taylor; thence N 57° 25' E, 308.0 feet to the property line of Mrs. K. M. Hurst; thence running with the property line of said Mrs. K. M. Hurst as follows: S 22° 49' W, 63 feet, N 86° 06' E, 140 feet; N 78° 40' E, 137.0 feet; N 15° 00' E, 770.0 feet to a corner of the land of E. S. Smith; thence running with the property line of E. S. Smith as follows: N 69° 20' E, 150 feet; N 84° 00' E, 203.0 feet; N 70° 00' E, 15.0 feet; N 11° 30' W, 537 feet to the south right-of-way line of N. C. Highway #24; thence running N 78° 00' E along the said south right-of-way line of N. C. Highway #24, 3731 feet to the point of beginning; containing 838.32 acres, more or less.

Enclosure (1)

ACE000004332

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Code 60 (DE-210)
Ser 1234

7 June 1950

FIRST ENDORSEMENT on COM MCAB Cherry Pt., N. C. ltr 129-rh, N1-9/N1-13, Ser 2159 of 1 Jun 1950

From: Commandant, SIXTH Naval District
To: Chief, Bureau of Yards and Docks
Via: (1) Quartermaster General of the Marine Corps
(2) Chief, Bureau of Aeronautics

Subj: Outlease of Navy-owned Real Property comprising the Inactivated Marine Corps Auxiliary Air Station, Bogue, Carteret County, North Carolina; recommendations for

1. Forwarded. It is recommended that the subject station exclusive of the part thereof comprising the runway system be publicized for the solicitation of lease proposals for agricultural purposes.

W. E. Thompson
By direction

Copy to:
COM MCAB Cherry Pt., N. C.

ACE000004333

APPENDIX C-24

Holmberg, J. S., 1953

Letter to Commandant, Fifth Naval District, SUBJECT: Target Surface Danger Areas in Pamlico Sound, NC, establishment of, dated 21 Dec 1953

384.4
areas Pending

HEADQUARTERS
MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

[illegible]
[illegible]
Ser 5344

21 DEC 1953

From: Commander
To: Commandant, Fifth Naval District
Commanding General, Fleet Marine Force, Atlantic
Commanding General, Aircraft Fleet Marine Force, Atlantic
Commanding General, Second Marine Aircraft Wing

Subj: Target Surface Danger Areas in Pamlico Sound, N. C., establishment of

Ref: (a) ComFIVE ltr Ser [illegible] of 10 June 1953 and endorsements thereto

Encl: (1) Part [illegible] - Danger Zone Regulations Pamlico Sound, Bogue Sound and adjacent waters North Carolina

1. Reference (a) requested the addressees be informed of any action taken on the establishment target surface danger areas in Pamlico Sound. Enclosure (1) establishes subject danger areas and is forwarded for information.

2. [illegible]

J. S. HOLMBERG
Chief of Staff

Copy to:
[illegible]
Distong, USA, Wilmington, N. C.

RECD Corps of Engineers Wilmington, N. C. DEC 23 1953 10:11

ACE000004335

PART 204—DANGER ZONE REGULATIONS

PAMLICO SOUND, BOGUE SOUND, AND ADJACENT WATERS
NORTH CAROLINA

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3), section 204.55 establishing and governing the use and navigation of Danger Zones in Pamlico Sound, Bogue Sound, and adjacent waters, North Carolina, is hereby amended as follows:

204.55 Pamlico Sound, Bogue Sound, and adjacent waters, N.C.; danger zones for Marine Corps operations. (a) Bombing and rocket firing area in Pamlico Sound in vicinity of Brant Island. (1) The area. The waters within a circular area with a radius of 3.0 statute miles having its center on the southern side of Brant Island at latitude 35° 12' 30", longitude 76° 26' 30".

(2) The regulations. The area shall be closed to navigation at all times except for vessels engaged in operational and maintenance work as directed by the enforcing agency. Prior to bombing or firing operations the area will be "buzzed" by plane. Upon being so warned vessels working in the area shall leave the area immediately.

(b) Bombing, rocket firing, and strafing areas in Pamlico Sound and Neuse River. (1) The areas. (i) The waters within a circular area with a radius of 1.0 statute miles having its center at latitude 35° 02' 12", longitude 76° 20' 00".

(ii) The waters within a circular area with a radius of 0.5 [illegible] 76° 25' 30".

(iii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 04' 30", longitude 76° 20' 24".

(iv) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 01' 42", longitude 76° 25' 42".

(v) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 34° 58' 48", longitude 76° 24' 12".

(2) The regulations. (i) The areas described in subparagraphs (b)(1)(i) and (b)(1)(ii) of this paragraph will be used as bombing, rocket firing, and strafing areas. Live and dummy ammunition will be used. The areas shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the area immediately.

Enclosure (1)

(ii) The areas described in subparagraphs (b)(1)(iii), (b)(1)(iv), and (b)(1)(v) of this paragraph will be used as bombing, rocket firing, and strafing areas. Practice and dummy operations will be used. All operations will be conducted during daylight hours, and the areas will be open to navigation at night. No vessel shall enter these areas during the hours of daylight without special permission from the enforcing agency. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the areas immediately.

(c) Bombing area in Atlantic Ocean in vicinity of Bear Inlet. (1) The area. The waters within a rectangular area described as follows: Beginning at latitude 34° 30' 00", longitude 77° 10' 00"; thence to latitude 34° 32' 33", longitude 77° 08' 30"; thence to latitude 34° 31' 15", longitude 77° 09' 41"; thence to latitude 34° 36' 33", longitude 77° 13' 18"; and thence to the point of beginning. The area includes all of the entrance to Bear Inlet, and extends westward to a point approximately 1,000 yards east of Browns Inlet and seaward approximately five and one-half miles from Bear Inlet.

(2) The regulations. The area shall be closed to navigation at all times except for vessels proceeding along established waterways. Adequate safety precautions will be taken before and during each practice. Operations will be suspended, if necessary, to insure the safety of vessels proceeding along established waterways.

(d) Enforcing agency. The regulations in this section shall be enforced by the Commander, Marine Corps Air Bases, Cherry Point, North Carolina, or his authorized representatives.

/s/ Robert T. Stevens

Robert T. Stevens
Secretary of the Army

These rules and regulations will be in full force and effect 30 days after their publication in the Federal Register. They were published in the Federal Register, 12 December 1953; public notices of their approval were sent to all known interested parties on 15 December 1953; they have been posted at post offices at Atlantic, Morehead City, Beaufort, Oriental, Vandemere, and Hobucken, North Carolina.

BRC D Bureau of Engineers Washington, D. C. DEC 23 1953 10 AM

ACE000004337

APPENDIX C-25

Hussey, G. F. Jr., 1944

Letter to Commanding Officer, Marine Corps Air Station, Cherry Point, SUBJECT: Set, Gas Identification (Detonation), Issues of, dated 11 December 1944

REPRODUCED AT THE NATIONAL ARCHIVES

(Maze) KV9

11 DEC

From: The Chief of the Bureau of Ordnance.
The Commanding Officer,
Marine Corps Air Station,
Cherry Point, N. C.

Subject: Set, Gas Identification (Detonation), Issues of.

Reference: (a) A/I No. 481-44.
(b) NavOrd OCL X14-42.

1. Reference (a) indicates that five items of ammunition were issued to the Officer in Charge, Chemical Warfare School, for use in a mobile training unit. The last item is listed as four (4) cans Set, Gas Identification, Detonation, Samples of HS, Ml, CG & PS. Reference (b) recommends that the individual tubes of agents be stowed in the metal shipping container at all times when not in use. Accordingly, issues of parts of the Set, Gas Identification, Detonation, Ml, should not be made separately from the metal cylinder unless these agents are to be used immediately for a field demonstration.

2. If separate cans were issued on reference (a), it is requested that the Officer in Charge, Chemical Warfare School, under the Commanding Officer, Marine Corps Air Station, Cherry Point, be advised that extreme care must be exercised in handling the cans, if these have not already been expended.

G. F. HUSSEY, JR.

AJM:dmb

R. H. Oller
By Direction

Copy to:
OinC, CWSch., MCAS
Cherry Point, N.C.

12-9-44
Ext. 5972

ARCH II
RG 74
ENTRY 25
Box 808
FILE KV9

GPO 16—20171-1

ACE000004339

APPENDIX C-26

Jacobs, Florence K., 1945

History of U. S. Marine Corps Air Station, Cherry Point, North Carolina, 1941 – 1945 compiled by Florence K Jacobs, 1st Lieut. USMCWR, Air Station Historical Officer

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Authority NND 775120
By: EE NARA Date 10/7/98

5346

HISTORY

of

U. S. MARINE CORPS AIR STATION

CHERRY POINT, NORTH CAROLINA

1941 - 1945

COMPILED BY FLORENCE K. JACOBS, 1st LIEUT, USMCWR
AIR STATION HISTORICAL OFFICER

~~Confidential~~

ARCH II
RG 127
ENTRY 18A
BOX 1580
FILE CHERRY POINT

ACE000004341

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[redacted]

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By CE NARA Date 10/7/77

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Enclosure "U-3"	"PILOTS WITH REPEATED INAPTITUDE ACCIDENTS"
Enclosure "U-4"	FATAL AVIATION ACCIDENTS

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Authority NND 775120
By EE NARA Date 10/7/77

HISTORY OF MARINE CORPS AIR STATION CHERRY POINT, NORTH CAROLINA

ORIGIN

Early in 1941 plans were being made for the expansion of the Marine Corps. The Committee on Naval Affairs met on February 15, 1941 for consideration of a bill (H.R. 3155) to authorize the construction of this station. The following information has been extracted from this bill:

HISTORY

"The program of expansion of the combat units of the Marine Corps to include two Marine Divisions and seven defense battalions with modern long range weapons, makes it imperative that areas suitable for housing and training units be made available, since the present facilities are inadequate for the purpose. A suitable training area for all elements of a Marine Division requires that there be access to deep water ports, that it include an area at least 10 miles square, unobstructed by public roads, railroads, industries or habitations which would interfere with firing by artillery weapons up to 6-inch, or with aircraft and anti-aircraft gunnery; that landing beaches providing varying surf conditions be available; that suitable sites exist for the operation of land and sea planes; that it will be in proximity to recreation areas, and that rail transportation and power be readily available.

"It will be seen from the above that a real necessity exists for a training area for the Fleet MarineForce units on the Atlantic coast.

"After detailed reconnaissance by a board of Marine officers of various areas along the Atlantic and Gulf coasts between Norfolk, Va., and Corpus Christi, Tex., it was determined that the areas in the vicinity of the New River, and Neuse River, in North Carolina, were the only ones

[redacted]

ACE000004346

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Authority NND 775120
By EE NARA Date 10/7/77

which would meet the necessary requirements.

"Existing plans for increased national defense include, amongst other items, a materially enlarged Marine Corps. The main tactical unit of the Corps is the Fleet Marine Force, and as contemplated, this force will comprise two major units known as streamlined divisions, each to include one aviation wing. As a permanent training and combat area for the ground elements of one of these divisions on the east coast, the Marine Corps has urged the purchase and development of a sizeable area in eastern North Carolina, known as the New River area. It is logical that if such an area is developed, adjacent aviation facilities should likewise be provided in order that the combat team may be complete.

"The only existing Marine Corps aviation facilities on the east coast are now located at Quantico, with auxiliary facilities of a minor nature for gunnery exercises at Parris Island, S.C. Quantico, as now developed, will accomodate 5 squadrons. Limited suitable acreage will prevent large expansion. The proposed wing of about 310 planes will have 16 squadrons. Quantico, of course, is too far from the New River area to permit the necessary close association and cooperation required between an air organization and its parent unit. Furthermore, Quantico, though it can be used for major overhaul, for ground and trade schools, and for limited flight training, never has been, and never will be satisfactory as an air base, because:

1. Geographical location is anything but ideal as regards year around weather conditions.
2. Field is practically valueless in time of peace or war from the standpoint of gunnery and bombing training, because;

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Authority NND 775120
By CE NARA Date 11/7/77

(a) Absence of outlying fields makes dive-bombing impracticle.

(b) No machine gun practices of any nature can be fired, as no sea areas are available.

"With a view towards correcting the above disadvantages, and further, with a view towards locating an air base in the vicinity of the division it will support, the Neuse River site 35 miles northeast of the proposed divisional combat area has been selected for development. This area is ample in size, will have landplane and seaplane facilities, has miles of coastal area for gunnery practice, enjoys excellent and mild weather, and is located where possibilities for outlying fields are unlimited".

This site lies in the "Coastal Plains" section which extends from the Atlantic shore about 60 miles inland. The terrain is level and marshy. There are large stands of pine which were formerly used for production of Naval stores, such as timber, turpentine, tar and allied products.

This section is listed on a sunshine map as one of the three areas in the United States having the greatest amount of annual sunshine--an important factor in an air base. There were two bad features which detracted from its desireability as a site. The first was exposure to hurricanes. Cherry Point lies in the path of most of the Atlantic seaboard storms, so special plane hurricane evacuation plans were drawn up, to be put in effect as soon as a hurricane condition is anticipated. The second was the presence of malarial mosquitoes due to the swamps. Malaria control projects, instituted by Navy Medical Corps officers have neutralized this problem.

PLANNING

In the planning of this project, the fundamental mission of the air

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ACE000004348

PRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority NND 775120
By RE NARA Date 10/1/77

station had to be kept in mind. The purpose was to "maintain and operate facilities for the organization, equipment, training and maintenance of Marine Corps aircraft units, including operation as a Class A overhaul base." (Station Regulations, USMCAS)

LAND ACQUISITION AND APPROPRIATIONS

On February 19, 1941, Congress authorized the expenditure of $25,000,000 for Marine aviation facilities at Neuse River, N. C. This was to include all land purchases, construction of all buildings, and acquisition to and improvement of outlying fields.

With the approval of Congress, condemnation proceedings were instituted and a "Declaration of Taking" was filed in the District Court, Eastern District of North Carolina, on September 26, 1941, for 7,582.2 acres of land, more or less in Craven County, North Carolina, Col. Charles S. Bryant, et al, defendants. The purchase price for this land was to be one hundred four thousand eight hundred sixty nine dollars ($104,869.00). The terms of the acquisition were in fee simple.

For "Declaration of Taking" and boundaries of said land see "Enclosure "A".

464.6 acres were at the same time taken over from the U. S. Department of Agriculture (Forest Service). This acreage was part of the Croatan National Forest, and was composed of four tracts. (For description see Enclosure "B")

Additional land was required for a magazine area, and on April 2, 1942 the option and description of the proposed magazine area, comprising 2467.5 acres was filed in the District Court, Eastern District, N. C. (For description see Enclosure "C").

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The option and description of 38.8 acres of land, needed for the extension of Runway #3, was filed on September 16, 1942 in the District Court, Eastern District, N. C. (For description see Enclosure "D").

CONSTRUCTION AND APPROPRIATIONS

Up to date $82,000,000 have been spent for construction on the main base at Cherry Point, six auxiliary air facilities and four outlying fields. (For reference to detailed expenditures and appropriations see Enclosure "E").

Plans and specifications for the original contract were sent out for bids, and the firm of T. A. Loving and Associates of Greensboro, North Carolina was awarded the $14,000,000 contract on August 8, 1941. (For composition of firm, see Enclosure "F").

Subsequent work has been done by the same firm.

All construction work from the original contract to June, 1943 was done on a cost plus, fixed fee basis. All subsequent work has been done on a lump sum contract basis.

Practically every type of construction was needed; a water treatment plant, heating plant, disposal plant, an underground distribution system, with pre-stressed concrete tanks, hangars, an assembly and repair shop with an engine overhaul shop and motor test cells. Runways, barracks, mess halls, warehouses, officers quarters and other miscellaneous structures and ground facilities.

Partial operation of the base was originally scheduled for March 1942, but due to the amount of critical materials needed for the central heating plant it was found that the plant could not be put into operation in time to meet the construction schedule. However, the contractors

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brought in a railroad locomotive, parked it near the barracks building and connected it with the underground steam distribution system, in this way supplying heat and hot water for the buildings to be occupied.

Before construction work could begin, an adequate supply of common and skilled labor had to be secured, and housing and transportation provided for this labor. Transportation facilities were inadequate for both materiel and personnel.

TRANSPORTATION

The nearest trunk line railroad was located at Goldsboro, N. C., seventy miles west of the base. From there the Atlantic and East Carolina Railroad originates and runs to Morehead City. This line, known as the "Old Mullet Line", is a single track railroad, not meant for heavy traffic. The road bed was in poor condition and the rolling stock was old and lacking in quantity. The maximum speed at which trains could be operated over this road was at 15 mph.

To improve the road and expedite delivery of much needed building materials, an agreement was reached between the owning company, which was the State of North Carolina (A and N.C. RR), and the Federal Government, for each agency to put up $200,000 for improvement of the track. Work to include the purchasing and laying of heavier rails, new ties and other track material, and re-ballasting the line.

The operating company (A and N.C. RR) was to reimburse the Federal Government the $300,000 from subsequent revenue. The work was done on a cost plus fixed fee basis, and the track was improved to Kinston, N.C., and part way to Morehead City, N.C. (NOy 6554). Traffic was accelerated to 50 mph, except over certain structures, consequently speeding up the

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entire building program.

The highway system to Cherry Point was also inadequate, as there was only one 16 foot, two lane cement highway. Vast loads of material were brought in by trucks and personnel working on the project had to use the highway to come and go to work. To speed up traffic and eliminate as much congestion as possible, the State Highway Patrol policed the roads. A connecting road to the station was built, and working hours of the employees were staggered to allow for better distribution of traffic.

TRANSPORTATION OF LABOR

Due to the rural location of the project, great difficulty was experienced in the transportation of personnel to and from their homes, owing to the limited railroad and bus facilities which serviced this area under normal conditions. The tremendous influx of workers taxed the full capacity of all available transportation facilities. In an effort to alleviate this condition the Contractor contacted bus companies in an endeavor to secure additional bus service through the sections supplying the greater portion of the workers, which, due to the lack of housing facilities near the job site, were spread over large areas.

With the exception of the Seashore Transportation Co. of New Bern, no bus company had a franchise to run busses in the vicinity of Cherry Point, nor was willingness expressed to obtain such franchises. The Seashore Transportation Co. operated a regular route between New Bern and Goldboro, N.C., a distance of some 60 miles and increased the number of busses as the construction at Cherry Point advanced, but this increase in bus service only affected a small portion of the Contractor's

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personnel, inasmuch as approximately 68% of the force lived within a radius of 50 miles of the project and the balance at a distance greater than 50 miles. Also most of the employees lived miles from the main highway and only a small portion used the bus line, the others depending on hitch-hiking or forming private car pools, neither of which were really satisfactory.

The transportation company could not cope with the situation due to the fact that it operated on the main highways and passed only a few scattered concentration points in the Contractor's labor supply areas, where an entire bus load of employees could be picked up at one time.

An effort was then made by the Contractor to charter busses, or, in particular, school busses, which might be available for use during the spring and summer vacations, but investigation proved that a State Law prevented their use for other than transporting school children. The final solution to this problem was the formation by the Contractor of a Transportation Plan and Car Pool, and, with the assistance and cooperation of the Regional OPA office, a local rationing board was set up on the job site to provide necessary gasoline and tire rationing, and to insure ride-sharing. This board was staffed with Contractor personnel under the jurisdiction and guidance of a few members of Local Board No. 45-44-1 of New Bern, N. C.

Other ways had to be devised to reduce the traffic congestion, so a partial solution was found by the building of a saw mill and three asphalt plants on the base. This saw mill cut 60,000,000 feet of timber from the forest stands on the base, and the asphalt plant, using native sand, produced enough to pave an 18 foot highway, 265 miles long.

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ASPHALT PLANTS

At the beginning of the job, two asphalt batching plants were erected. They each had a capacity of 50 tons per hour. Again, the "Speed-up" program necessitated additional output capacity and a third plant was set up adjacent to the first two. This plant's capacity was 75 tons of asphalt per hour. To further step up the batching operations, aggregate pre-heating and drying facilities were added, increasing the combined capacity of all three plants about 30% or approximately 225 tons per hour total. A coal burning boiler of 100 horsepower capacity generated steam for preheating asphalt in the tank cars before it was pumped into the storage tanks. Asphalt storage capacity consisted of one 50,000 gallon and two 24,000 gallon tanks. The batching plants themselves were oil burning, and fuel oil was stored in two tanks, one 20,000 gallon and the other 24,000 gallon capacity. These plants batched asphalt at Cherry Point for paving operations at the Main Station, Morehead Section Base, Atlantic and Bogue Outlying Fields. During the periods of major paving construction in the winter of 1941-1942, they maintained an average daily output of 2600 tons with a total of 525,000 tons for the life of the original contract. In the spring of 1942, one of the 50 ton plants was dismantled and re-erected near a local sand pit at Pollocksville. This plant was then used for all paving operations at Oak Grove Outlying Field.

ASPHALT CONTROL

The control of asphalt for paving purposes was under the direction of the Froehling and Robertson Inspection Laboratory, who maintained a representative at each batching plant. Samples and tests were conducted

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to insure that mixtures were in compliance with specifications requirements. Inspectors were stationed at the source of material supply so as to eliminate rejection after delivery as far as possible.

HOUSING FOR CIVILIAN EMPLOYEES

"(a) Shortly after the initial construction work at MCAS, Cherry Point, N.C. was begun, it became evident to the Commanding Officer that housing for civilian employees would be required. As a result, the OinCC was directed to make a survey of the prospective needs for civilian housing. The result of this survey indicated at that time, that 1320 housing units would be needed.

"Accordingly the Federal Housing Authority, after some correspondence constructed the first increment consisting of 270 housing units under their Docket #NC-31062.

"The FHA experienced considerable difficulty in securing material for the construction of their projects. It was considered that any additional housing units could be constructed more expeditiously if the funds were sub-allocated to the Navy, and the work prosecuted by the OinCC at MCAS, Cherry Point, N.C. This was done, and 500 additional housing units were so constructed under contract NOy-7436, Federal Housing Authority Docket #NC-31165.

"(b) The work included the construction of 53 two-story, wood row houses, conforming to the standard plans for low cost war housing as prepared by the Bureau of Yards and Docks. They included 500 dwelling units of which 125 contain one bedroom, 250 contain 2 bedrooms and 125 contain 3 bedrooms.

"It was considered that the buildings as constructed under contract

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were economical and suited for the intended purpose (excerpt fr record report of NOy-7436 to Budocks, dtd Nov 1944).

The allocation of these houses when these units were first built was no problem, as there were sufficient homes for all.

With the growth of the station, the problem grew more complex, so a representative committee was formed to decide who should have precedence (See Enclosure "G").

Of the 870 housing units built, 140 units are for the use of military personnel with families present. The military personnel includes non-commissioned officers and commissioned officers up to and including the rank of captain in the Marine Corps and lieutenant in the Navy.

LABOR

Union regulations and agreements.

The Contractor did not enter into any agreements with Unions as the job was to be run "Open Shop" and they were to be guided only by the "Agreement between the representatives of Government agencies engaged in defense construction and the Building and Construction Trades Department of the American Federation of Labor", entered into on July 22, 1941.

Conduct of labor delegates and observation of exclusion policy: Excerpt for one meeting held on August 8, 1941, at the Contractor's temporary office in the Post Office Building in New Bern, N. C., at which time the Project Manager for the Contractor, informed the Union delegates assembled that the job was to be run "open shop" with the use of union trades from time to time, the union delegates had no function on this project other than to furnish mechanics for the several union trades as they were required.

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From the inception of this project, the Contractor's policy was to show no discrimination against race, creed, color, national origin, or labor affiliation, and equal representation was given to all.

Employment of shop stewards: The unions appointed shop stewards in the five trades that were union, (plumbing, steamfitting, bricklaying, plastering, and lathing) who, in addition to working at their respective trades, performed their union duties, such as collecting dues and checking union cards.

Use of referral card system: Procedure was established at the inception of the job that all applicants for a position had to produce either a referral card from the U. S. Employment Service or a satisfactory release from their former employers. Union employees were hired through their delegates.

Wage Adjustments: As a result of numerous requests from the Union trades on this project, and by the Contractor, wages were increased to confore with nearby projects.

Open and closed Shop Difficulties: No difficulties were experienced under this heading because the Contractor made a declaration from the inception, that the job was to be run "open shop" with employment of unionized trades from time to time.

Strikes and cessation of work: None during life of contract.

Absenteeism: The problem of absenteeism was a difficult one with which to deal because of the inadequate transportation and housing facilities, and the class of common labor that was available in this locality. Absenteeism continued to increase and peak was reached in February 1943 when actual figures for that month revealed that an average of 47% of

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Availability of Labor: The remote location of this project, in an agricultural area where few construction workers were available and the fact that the nearest fair-sized cities, New Bern and Morehead City, were 20 miles distant, are the prime reasons for the shortage in labor that existed on this project. An actual survey of employees on this project revealed that 32% came from upwards of 50 miles from the job.

Housing of Labor: No housing was available for labor in the immediate vicinity of this project. There were limited housing facilities in New Bern and Morehead City, N.C., each a distance of approximately 20 miles from the job. The Contractor combed the area within a reasonable distance of the job and made a record of all available rooms for workers. A labor construction camp was established in June 1942, approximately five miles from the job site, by converting a former CCC Camp, where facilities were installed for housing and feeding of about 250 laborers.

GENERAL EVENTS

On the 18th of August, 1941, the organization known as "Air Facilities under Development at Cherry Point, North Carolina" was established in accordance with Major General Commandant letter 01358/AM-14-mwk, dated 9 August 1941. On the same date, organization officers were established in the U.S. Post Office Building, New Bern, N.C. On 3 September, 1943 these offices were moved to the construction camp office building on the site of Aviation Facilities under Development at Cherry Point.

Lt. Col. Thomas J. Cushman, USMC, reported on board 18 August, 1941 for duty as prospective Commanding Officer. The strength of the Command for that month were four (4) enlisted men.

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A Medical officer reported for duty in October, plus seven enlisted men, making a total of two officers and eleven enlisted men by the end of November.

Japan bombed Pearl Harbor on 7 December, 1941, accelerating the expansion program at Cherry Point.

On 9 December, 1941 two platoons of the Fourteenth Marine Provisional Company, New River, N.C. reported for temporary detached duty as Marine Guard for this station. The Guard lived in temporary barracks on the Station and the balance of the men in New Bern, being transported to and from the base in the contractors trucks.

By March 1942 some of the barracks and houses in MEMO were ready for occupancy, so the enlisted personnel from Headquarters Squadron were moved from New Bern to the barracks, and the unmarried officers and officers without families to MEMO. The strength of the command had grown to 317. (For monthly count of personnel, see "Record of Events", Enclosure "H")

In Sept. 1941, the designation of the organization was changed to Cunningham Field, Cherry Point, N.C., and on 1 December 1941, the designation of Cunningham Field was changed to U.S.Marine Corps Air Station Cherry Point, N.C. It was commissioned as such on 20 May 1942.

About the same time the jurisdiction of this station was changed from the Sixth Naval District to the Fifth Naval District.

On 8 June, 1942, Lt. Col. T. J. Cushman, USMC, wrote the following letter to Brigadier General R. J. Mitchell, USMC, (Conf. AA-101-eg).

"In view of several recent developments at Cherry Point, I am writing this to acquaint you with the general picture, so that you may take

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such action as may be appropriate. As you know, there are at present one Navy squadron and two Army squadrons temporarily based here.

"The Resident Officer in Charge of Construction has stated that he expects all construction work now in progress to be completed by 15 September 1942. (For chronology of construction, see Enclosure "K") This does not include A & R facilities nor the extension of the Gasoline Storeage and Distribution System recently authorized:

"(a) Twelve barracks buildings are now complete and ready for occupancy, with ten more under construction. Two messhalls are complete, one in operation and the other fully equipped and ready for operation when needed. The strength of organizations now at Cherry Point are as follows:

Marine Corps, 45 officers and 584 enlisted men.
Navy, (Y S-9), 21 officers and 130 enlisted men.
Army, two Bombardment Squadrons (Medium), 34 officers and 130 enlisted men.

"(b) At present four runways are completed and in operation. Two others are completed with the exception of grading and seeding shoulders. The last two are scheduled for completion within six weeks.

"(c) The Operations and Control Tower Building is practically completed and will be occupied and in operation in two or three weeks.

"(d) The first Seaplane Hangar is completed and ready for occupancy, with the exception of a few minor details, such as painting.

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glazing, etc. The lean-tos will be occupied within a week.

"Fifty sets of Officers' Quarters are completed, twenty-six of which are occupied. Accommodations for 224 bachelor officers are now available, with only 10 bachelor officers present. Of the 300 sets of non-commissioned Officers' Quarters, 57 sets are assigned as follows:

15 to Junior Marine Corps and Navy officers.

8 to Warrant officers.

34 to Senior non-commissioned and Petty officers.

This leaves available for assignment:

24 Married Officers' Quarters.

214 Bachelor Officers' Quarters.

243 Non-commissioned Officers' Quarters

One Navy squadron (Scouting 9) and two Army squadrons, 79th Bombardment (Medium) and 48th Bombardment (Medium), are temporarily operating from this Station under the Commander, Eastern Sea Frontier. Unofficial information recently obtained indicates that a small Liaison and Operations Unit will be established at Cherry Point in the near future. This unit will consist of approximately five officers and fifteen enlisted men, whose function is operational control of the temporary base squadrons.

"The United States District Engineer's Office, at Wilmington, North Carolina, is conducting a survey of airdromes, both civil and military, along the Atlantic seaboard for the purpose of reporting those fields which are capable of expansion to include 7000' runways suitable for heavy bombardment operations. The Air Station at Cherry Point and the New Bern Municipal field are included in this survey. Inquiries have

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recently been made by Mr. T. J. Hewitt, of the District Engineer's Office, on this subject.

"In view of the above, and the status of completion of this Station it is strongly recommended that any or all of the following measures be considered:

"(a) That the organizations of the 3rd Marine Aircraft Wing be expedited.

"(b) That at least one Marine Aircraft group be ordered to this Station at the earliest practicable date.

"(c) That the number of aircraft assigned to this Station be substantially increased at the earliest practicable date.

"(d) That substantial increase in station personnel, both commissioned and enlisted, be effected.

"(e) That the Ordnance and Communications Schools now being conducted at the Marine Corps Air Station, at Quantico, Virginia, be transferred to Cherry Point, this transfer to include all equipment, staff of instructors, and personnel under instruction. There are ample facilities available for housing both material and personnel."

MARINE CORPS AIR STATION, CHERRY POINT, N.C. was designated to receive aviation personnel from recruit training for further assignment to aviation training schools and other aviation facilities, by authority of letter from CMC., dated 23 July 42.

ORGANIZATION

This Command was reorganized into Headquarters Squadron and Engineering Squadron #41 on 22 April 1942. It was again reorganized on 6 August 1942, when the following units were formed: Guard Detachment, Headquarters Squadron, Aviation Engineering Squadrons Nos. 41,42,43,44 and 45.

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It was again reorganized on 6 Jan 43 to add AES 46.

The first women Marines reported on 29 May 1943, and formed AES 45, which meant some re-shuffling of personnel in other squadrons. On 15 Apr 44, the Aviation Women's Reserve Group (AWRG-I) was commissioned in accordance with Air Station General Order 10-1944, and AES 45 again became a male squadron. AWRG-I was composed of Headquarters Squadron 16, AWRS 17, 18 and 19. AWRS-20 was commissioned in July 1944 and AWRS-15 on 16 February 1945.

COMMANDING OFFICERS of MCAS, Cherry Point, N.C. were as follows:

18 August 1941 - 23 August 1943 Lieutenant Colonel T.J.Cushman,USMC

23 August 1943 - 11 September 1943 Lieutenant Colonel R.W.Conroy, USMCR

11 September 1943 - 1 April 1944 Colonel C. F. Schilt, USMC

(For biography, see Enclosure "L")

1 April 1944 - - Colonel P. E. Conradt,USMC

(For biography, see Enclosure "M")

DEPUTY COMMANDING OFFICERS, MCAS, Cherry Point, N.C. were:

8 December 1943 - 1 April 1944 Colonel P. E. Conradt, USMC

30 October 1944 - - Colonel Wm. B. Steiner, USMC

EXECUTIVE OFFICERS, MCAS, Cherry Point, N. C. were:

1 May 1942 - 9 September 1942 Lieutenant Colonel Harold R. Lee, USMC

9 September 1942 - 26 September 1942 Lieutenant Colonel.A.D.Abel,USMC

26 September 1942 - 17 July 1944 Lieutenant Colonel R. W. Conroy, USMCR

17 July 1944 - 4 August 1944 Colonel Theodore B. Millard, USMC

4 August 1944 - - Lieutenant Colonel Wm. C. Lemly, USMC

SECTIONAL ORGANIZATIONS for the Station were established on 13 April 1944,

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consisting of S-1, S-3, S-4 and A & R. S-2 was established in August 1944.

Officers in charge of these sections were as follows:

S-1 Section

13 April 1944 - 12 February 1945 Lieutenant Colonel M.A.Tyler, USMC

12 February 1945 - - Major G. G. Budwig, USMCR

S-2 Section

1 August 1944 - 23 October 1944 Lieutenant Colonel Benj. Reisweber, USMCR

23 October 1944 - - Major J. P. Adams, USMCR

S-3 Section

13 April 1944 - 6 December 1944 Lieutenant Colonel R.C.Scallin, USMC

6 December 1944 - Lieutenant Colonel R.A.Black, USMC

S-4 Section

13 April 1944 - 14 July 1944 Captain R.E.Sullivan (SC) USN

14 July 1944 - 4 August 1944 Lieutenant Colonel Wm. C.Lemly, USMC

4 August 1944 - 13 October 1944 Lieutenant Colonel E.W.Seeds, USMC

13 October 1944 - 2 November 1944 Lieutenant Colonel Benj.Reisweber, USMCR

2 November 1944 - - Lieutenant Colonel S.F.Patterson, USMCR

AVIATION ENGINEERING SQUADRON 46 was commissioned on January 6, 1943 to serve as a utility squadron for this station, with a total of twenty-five aircraft, which included SNC's, R4D's, SNJ's, GB's and ED's.

TRACKING AND TOWING missions are performed by this squadron for the Base Artillery Battalion, Camp Lejeune, N.C. At first SNC's, J2F's and SNJ's were used for these hops, to be later replaced by JM's.

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PHOTOGRAPHIC MISSIONS are scheduled on an average of two a week, when outlying fields, auxiliary air facilities and plane crashes are photographed. Camp Lejeune was photographed and charted in this manner.

FERRYING of all twin-engined aircraft was done from modification centers in the Eastern half of the United States for delivery to Marine Corps activities.

TRANSPORT SERVICE was a vital necessity during the construction and organization of Cherry Point. Scheduled flights were set up for the transporting of materiel, supplies and personnel in R4D's. The "Leatherneck" hop was established 3 Feb 1943. This is a hop that leaves Cherry Point each Friday for Washington, D.C. The first stop is at Camp Lejeune, N.C. to pick up freight and passengers. There is another stop at Quantico, and then Washington, D.C. The plane returning the same afternoon. Quantico originates the same type of hop on Tuesday of each week. In addition to cargo, approximately 26 passengers are carried on this run each week.

PARATROOPERS were trained in R4D's from this squadron. The first group of paratroopers were transported on 16 January 1943 by Lt. Col. Schlapkohl, USMC. Six battalions were trained without loss of life or injury to any personnel.

THE J M TRAINING PROGRAM was inaugurated in March 1944 with the arrival of 12 JM's. The purpose of the program was to train 2 five-man towing crews each month for duty overseas.

Each pilot receives instructions and check rides to determine his qualifications as a JM pilot.

THE GROUND SCHOOL schedule ties in with the JM program. The first course

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is a complete study of the JN, then each student must pass an examination for a civilian commercial pilot rating. Each pilot in the squadron is required to attend ground school for a half a day, each day, until completion of the course.

COMMANDING OFFICERS

Lt. Colonel M. A. Tyler, USMC	6 Jan 43 - 3 Aug 43
Major H. A. Bowen, USMC	4 Aug 43 -26 Nov 43
Lt. Colonel H. A. Johnson, USMC	27 Nov 43 -29 Jan 44
Major H. A. Bowen, USMC	29 Jan 44 - 1 Apr 44
Major B. B. Krammes, USMCR	2 Apr 44 -12 Oct 44
Lt. Colonel E. W. Seeds, USMC	12 Oct 44 - -

OPERATIONS DEPARTMENT

On 18 March 1942, Lt. Colonel T. J. Cushman, USMC, inaugurated flight operations by making the first landing on Cunningham Field. This was three days after completion of the first two of eight runways.

Even during the construction period this base played an important part in the anti-submarine warfare. On 22 March 1942, a Navy Squadron arrived for patrol and convoy duty in anti-submarine warfare. Up to date there has always been one Navy Squadron stationed here for anti-submarine patrol.

During the first year this field was also used by Army Squadrons engaged in the same work. Though this work was important, the primary purpose of this station was to furnish facilities for the training of combat units of Marine Corps Aviation.

With this purpose in mind, an approximately rectangular area, ninety miles square was laid out and approved as the Cherry Point Danger Area. This area extended along the coast for about ninety miles, inland for

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sixty miles, and to seaward for thirty miles. Within this area were eight overwater gunnery ranges ten miles wide and thirty miles long. Land was acquired within this area for eight bombing targets. These targets were preferably on small islands, in order to prevent damage by fire. There is also one strafing target.

RESCUE was one of the largest problems confronting operations. The terrain consists of flat farm lands, large wooded plots, swamp areas with an abundant growth of swamp grass, scrub trees, numerous stumps, and fallen trees. There were very few roads, and rivers, lakes, shallow sounds, and backwater areas complicated this problem.

Just how complex rescue operations were in this area was demonstrated early in the history of this station when an Army plane crashed within eight miles of the base, after all of the crew had parachuted to safety. Though the crash was plainly visible from the air and numerous attempts were made with many types of vehicles, as well as on foot, it was about six months before a salvage party reached the scene. Almost innumerable types and varieties of machines and contraptions were tested and failed; however, the experience gained on this and subsequent crashes proved that a combination of vehicles, plus trained crews, a crash stand-by plane, hydroplane, aircraft rescue boats, and a special radio communications net were required. For the swamp areas a caterpillar tractor, with alternate wood and steel extensions on the treads, was found to be best. Platforms are built on the sides of the tractor to accomodate stretchers and passengers. Low platform trailers with loading planks are used for transporting the tractors over highways.

Of great use and assistance have been ambulances and standard

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carryalls, equipped with two way radio, set up on a crash frequency. The carryalls have a plexiglass dome built into the top, so a man can stand up and see over the tall swamp grass, or see a plane in the air.

For crashes occurring in extremely difficult locations, assistance has been rendered by the lighter-than-air unit located at Weeksville, North Carolina.

For rescue work in shallow water areas, hydroplanes have been found to be very useful. Two separate Ocean Rescue units were required, due to the fact that Cape Lookout extended out to sea between two gunnery ranges. Four Navy Rescue boats, with trained crews, were requested and assigned for duty. Two of the boats and crews were stationed at Ocracoke, North Carolina, covering the northern gunnery ranges, and two were stationed at Morehead City to cover the southern gunnery ranges.

AIR TRAFFIC CONTROL problems were manifold, due to the varied types of aircraft using the field.

The anticipated volumn of traffic prohibited a standard type of traffic pattern, and it was out of the question to assume that all traffic could be handled by radio.

Each type of aircraft, having a different speed of approach and turning radius had to be taken into account. This necessitated devising a system whereby all aircraft approaches the field at 1500 feet, make left hand turns only, within a three mile radius of the field, passing over a point in the center of the field, parallel with one specified runway. At this point, the landing sequence is determined, and no aircraft is allowed to pass another from that point until the landing is completed.

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Besids the tetrahedron, located in the center of the field, a large platform was constructed, on which is displayed the number of the landing runway.

This system entirely eliminates the necessity of communicating with the control tower for landing instructions. As a pilot passes over the center of the field, he knows that he is not to pass any plane and that no planes are to pass him. A glance tells him the number of the service runway.

After passing over the center of the field, all planes immediately descend to 1000 feet, thereby giving a 500 foot separation between planes in the landing circle and approaching planes.

This system, plus the excellent and unique design of the field has been conducive to efficient large scale operations. There have been no midair collisions in the traffic pattern, even though records indicate that the air traffic has been as heavy as any in this country.

As this Station is geographically located within an area which was designated as an Active Air Defense Area, it was necessary to keep the Army Interceptor Command in Wilmington, North Carolina informed as to where every flight was going, time of take off, estimated length of flight, time of arrival, and return. This necessitated a complex clearance set up as well as an efficient communications net between Cherry Point and all of its satellite fields. Any breakdown in this system would lead to an unidentified plane being sighted by one of the numerous civilian airplane spotters, causing a subsequent alert of the entire area until the plane was identified.

On the whole, the system worked very well as only two alerts were

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caused by airplanes operating from this base, and one of these was not caused by the clearance system. This is an outstanding record, in view of the large volume of flights cleared from this station.

Schools were conducted in the Station Operations Department to train clearance and control tower personnel, for both the outlying fields and other Marine Corps Air Stations.

During the construction and organizational period of the outlying fields it was necessary to set up a scheduled air transport flight to each of these fields. This service proved of value in transporting material, supplies and personnel for the Station and tactical units.

This Station furnished all the transport airplanes used in training paratroopers at New River, North Carolina.

During 1942 and 1943, Aviation Engineering Squadron 46 was called upon to ferry all twin engined aircraft from factories and modification centers in the Eastern half of the United States, for delivery to Marine Corps activities.

This included R5C's from Buffalo, New York, and Louisville, Kentucky; SNB's from Witchita, Kansas; R4D's from Oklahoma City, Oklahoma; and PBJ's from Omaha, Nebraska and Kansas City, Missouri. A total of 506 airplanes were ferried in 8 months, without damage to a single plane.

CHERRY POINT AIRFIELD

Cherry Point Airfield is notable first because of its size. It consists of eight runways with maximum usable lengths of from 6000' to 7600', with the one exception which is 4800' long. All runways are graded 500' wide and paved with sand asphalt 400' wide, with a maximum transverse grade of 1.25% and a longitudinal grade not exceeding 0.20%.

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Complete clearing has been carried 1500' wide and 1500' beyond the end of the paving of all runways, providing glide angles free of obstruction.

The layout of runways, the construction of which started on 21 November 1941, approximate a radial, or hub arrangement with the center lines meeting close to one point. The radial layout provides a central control of all flight operations in that, with any given wind direction, planes landing will arrive at the same general area from which planes take off. At this field there are two runways running north and south, two runways east and west, and two each for the intermediate directions, each runway being 45° to the adjacent ones. Each pair of opposing runway is offset 500' which helps distinguish their individual lengths allowing end markings to be placed with less chance of confusion.

While it is not claimed that the Cherry Point Field is the ideal solution, there is no question that at the time it was laid out it was a distinct advance in design over many other current airfield layouts. The fact that all planes take off and land within a few hundred yards of the Operations Building adds enormously to the efficiency and safety of control of all flight operations. The Operations Building is so located that from the Flight Control Room not only the beginning, but the ends of all runways can be distinctly seen, allowing maximum use of visual light signals for all traffic instructions. The radial arrangement also eliminates the necessity for long taxi-ways to the ends of runways. While the construction cost of taxi-ways is more than offset by the additional runways inherent in the radial layout, there is a great operational economy in the shortening of taxiing required as well

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as elimination of added ground hazards, and simplification of field drainage.

The duplication of runways in each direction adds enormously to the traffic capacity of the field. At the present time the capacity of the field is not fully utilized as far as runways are concerned, but is limited by the amount of plane storage and service facilities as well as personnel housing.

Of equal, if not greater importance to the operational capacity of the field is the size of the aprons and warm-up platforms which provide for the greater part of the plane storage facilities. All warm-up platforms are provided with mooring eyes on 20' centers each way. Storage space, however, has been constantly behind the demands made upon the field as evidenced by the crowding of planes on every available foot of space, and by the recently authorized increase of these paved areas to provide greater capacity. The economy of outdoor storage of planes is somewhat offset by the greater damage resulting from blowing sand and dust.

From the point of view of expansion, the layout of the runways allows increase in the lengths of all runways to 8000' or more with the possible exception of two runways. The present runways, however, are adequate for all planes up through the size of Flying Fortresses. The greater than average width of runways allows take-offs of the smaller planes in formation. Since the purpose of the field is advance flight training, it would appear that the runways adequately provide these facilities.

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WOMEN RESERVES

The first Women Reserves arrived at the Marine Corps Air Station, Cherry Point, North Carolina on 29 May, 1943. Second Lieutenant Meredith Lynn, WCWR, on temporary duty from Headquarters was in charge of the group of eighteen women from Hunter College, New York City. Lieutenant Lynn remained on the station until 6 June 1943 when two officers arrived from MTD, USMRKS, Northampton, Massachusetts for permanent duty.

The administrative and clerical work for the group was handled by the station Headquarters Squadron until 1 August 1943 when the women were all assigned to Aircraft Engineering Squadron-45. First Lieutenant Julia L. Rockefeller served as commanding officer of the squadron until 7 October 1943 at which time she was relieved by Captain Katherine D. Lynch.

The number of Women Reserves grew by leaps and bounds, and housing became a serious problem. (For personnel count see Enclosure "I") At the time the first women arrived there were no special quarters for them. They were assigned to Barracks 221. Later, Barracks 220 was added and this building became the site for the offices of the new squadron. It was not until 11 November 1943 that the first WR Barracks was opened. This was the beginning of an area which now contains six barracks, each designed to house 360 women; a mess hall consisting of four wings; a small warehouse; a post exchange and recreation building; study hut; tinker shop; and mail hut.

The Women Reserve officers were first assigned rooms in the Main BOQ. From there they moved to MBMQ where they occupied four apartments.

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Again the quarters were outgrown and on 27 August 1943, BOQ 2 was turned over to the women. As the numbers increased, one wing of the barracks also had to be utilized until the completion of the Women Officers Quarters on 2 June 1944. This building, though it does not have an adequate number of rooms, now serves as Quarters for all the WR officers, Navy nurses, and Wave officers assigned to the station.

The Marine Corps Air Station, Cherry Point, North Carolina, has been the focal point for all Women Reserves assigned to Marine Corps Aviation. All officers and enlisted women so designated are ordered here for a period of indoctrination on an air station while waiting for further assignment. Many of the women remain here, some are transferred to other bases, while a large group are assigned to specialist schools. The first schools open to women were the Storekeepers' School, University of Indiana; Radio Operators' School, University of Wisconsin; Aerographers' Mate School, Parachute Rigger and repairmens' School (both) NAS, Lakehurst, N.J.; and Control Tower Operators' School, Atlanta, Georgia.

The first group of enlisted women was assigned to the following departments; Adjutant and Sergeant Major (6), Post Exchange (1), Quartermaster (1), Police Officer (1), Telegraph Office (3), Recruit Assignment (2), Recreation (1), Transfer Office (1), Headquarters Squadron (1), and Personnel (1). Motor Transport was the first department to use large numbers of women. By August 1943, almost 100% of the driving of station busses was done by Women Reserves. (For a list of WR assignments see Enclosure "J") The Operations, Photographic, Assembly and Repair, and Recreation departments were the first to use women officers.

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Since the arrival of Women Reserves on the station they have been serving on councils and boards, some of which are as follows: Air Station Council, Air Station Promotion Examining Board, Enlisted Men's Recreation Council, NCO Committee for Post Exchange, Committee for Awards for Civilian Personnel, Officers Club Recreational Committee, WR Recreation Council, Courts Martial. WR officers also serve as Assistant Air Station Officer of the Day during working hours (0800 - 1630).

The Commanding Officer of AES-45 had as her staff an executive officer, adjutant, and personnel officer. Later another officer was added to the group, the Plans and Training Officer. Her duty was composed mainly of supervising programs for casuals and indoctrinating new officers. She also coordinated the promotion lists from departments and became officer-in-charge of candidates for Officer Candidates School.

As soon as there was an organization, it was necessary to have watches to insure security within the barracks area. The lack of geographic isolation of the WR Area made this difficult. Provision was made in September 1943, whereby the Women Reserves were to perform guard duty to provide internal and external security for the area. Casuals were used for guards with Barracks NCO's for Sergeant of the Guard. The guard duty was actually begun in August 1943, but, by provision from Headquarters in Letter of Instruction 529, 1943, it was established on a permanent basis. Women were forthwith put on sentry duty and difficulties were brought to the attention of the squadron duty officer. Guard was abandoned after short experiment with permanent personnel when casuals "ran out".

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Also with the organization of AES-45, women stood duty at the Main Gate to check personnel as to uniform.

The main problems have been disregard of uniform regulations, failure to carry identification cards, unauthorized use of government vehicles, absence from muster, disorderly conduct, and use of forged liberty cards. The first case of a Women Reserve being AWOL from station and duties was a case of 22 hours on 26 August 1943.

The first promotion examination for enlisted women were conducted on 7 August 1943 about three months after the Women Reserves began duty on this station. Examinations were required for promotion to the fifth and sixth pay grades.

The Marine Corps Air Station at Edenton, North Carolina was opened to women in August, 1943 and on the 9th, 114 enlisted women were detached to that station. Several officers were also transferred to duty there. Some of these women were assigned to Operational Training Squadron-8. This was the first time that women had been designated for other than station activities. It was not until 18 December, 1944 that the first assignments of women were made to the Ninth Marine Aircraft Wing at Cherry Point.

September 1943 saw the opening of three Auxiliary Air Facilities near Cherry Point and women went to these fields to take up their jobs. Atlantic Field, Beaufort, North Carolina received 29 enlisted women and 2 officers. To Bogue Field, Morehead City went 46 enlisted, and Oak Grove Field, New Bern, received 64.

1 March 1944, Kinston Field was opened and the first draft of women to be sent there included 23 enlisted.

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Congaree Field, Columbia, South Carolina was commissioned 1 May 1944. As of this date, a few WR's were sent on temporary duty. Transfers were made to Headquarters Squadron this field on 20 July 1944. This being an old army base, quarters were already available, however inadequate. Many improvements have been made to date, but living conditions are much different here than at the other Auxiliary Air Facilities.

During November, 1943 the first women were sent to California for duty at air stations. They were assigned as follows - El Toro, 89; El Centro, 83; Mojave, 58; Santa Barbara, 4. These are enlisted only. Officers were also sent. These groups have been added to as the stations grew.

Major Ruth Cheney Streeter made her first visit to Cherry Point on 17 August 1943.

The first selection board for officer candidates from enlisted ranks was held on 1 October 1943. Seven of the women were chosen to go with the first class from the ranks and left for Camp Lejeune, North Carolina on 5 October 1943. Twenty-one went in the second class on 2 November 1943. Some of these women are now serving at Cherry Point as officers. The Women's Reserve Mess Hall opened 20 November 1943. However, it was not until 9 October 1944, that the administration was completely separated from General Mess.

The first tragedy among the WR's at Cherry Point was on 24 December 1943 when two enlisted women were killed in an automobile accident between the base and New Bern. (Corp. Jean E. Frantz and PFC Catherine Dawson).

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On 4 April, 1944, the new wing of the Station Dispensary for the use of the women was completed.

On the 15th, Aviation Women's Reserve Group One and new squadrons were formed. Headquarters Squadron-16 consisted of 70 officers and 354 enlisted women. In this squadron were the girls in the departments under S-1. It also included all the casual officers. Squadron-17 was set up as the casual squadron for the enlisted personnel but now includes the departments under S-2 and S-4, namely, Security and Supply. Squadron-18 is made up of personnel in the following training departments of S-3: Parachute, Communication, Celestial Link, Photographic, Link Trainer, Chemical Warfare, Combat Conditioning, Public Relations, Operations, Aerology, Gunnery. Squadron-19 consists of Assembly and Repair Personnel. Later (1 August) Squadron-20 was commissioned which also contains Assembly and Repair workers.

April 17 saw the opening of the WR storehouse which was used as a uniform shop until such time as the Post Exchange opened its doors.

The WR administration Building to house the Group and Squadron offices was opened 25 April 1944. Almost from the start it was inadequate to meet the demands of the ever-growing group. One squadron had its offices in the barracks and another in dallas huts. A new addition was immediately begun and was finished in March, 1945.

15 May 1944 was a memorable occasion for the women. It marked the opening of the New WR Post Exchange and Recreation building. Also included in the building was the new beauty parlor, so long a necessity on the base. The uniform shop and bowling alleys have one wing of the building. Further uses of the building will be described later.

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The Synthetic Training Building was razed by fire on 3 June 1944. In this disaster, two WR's, among others, lost their lives. They were Second Lieutenant Mary Rita Palowitch and Corporal Germaine Laville. Others escaped with burns and injuries. Almost a year later, some of the women are still being treated for burns in naval hospitals.

During the month of August 1944, two new barracks were opened for use. Before this, Barracks 220 had been used by women Reserves again for the overflow of Squadron-19 and Squadron-20. Request for three more barracks (navy style) has been approved. Construction will start soon and these buildings should complete the WR Area.

Since the Fall of 1943, the WR's have appeared in Station parades, but the first all-WR parade was held on 18 November 1944. It consisted of five companies of approximately 1000 women. This parade was intended to take place on the Marine Corps Birthday but had to be postponed because of inclement weather. Colonel Streeter loaned her flags for the occasion. The WR's had first exhibited their skill on the drill field with a trick drill team which performed on 16 October 1943 to welcome Captain Lynch as the new Commanding Officer. Captain Louise Stewart from Headquarters Marine Corps was also present. June, 1944 saw the first organized drill instruction at Cherry Point. At this time, drill was carried on by departments and women officers took charge. Along with the drill were lectures on customs and courtesies of the service.

The first WR's left Cherry Point for duty overseas on 18 December 1944.

Captain Jeannette Pearson reported for duty on 13 January 1945. She became Group Executive Officer, vice Captain A. S. Lyons, detached.

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During February 1945, personnel at the Marine Corps Air Station at Edenton, North Carolina were transferred back to Cherry Point. MCAS, Edenton was returned to the Navy at that time. Housing facilities were inadequate and it was necessary to take over Barracks 220 again. Squadron-15 was also formed at this time comprised of the personnel from Edenton.

The WR birthdays on 13 February 1944 and 1945 have been occasions made festive by many parties. The 1945 birthday was honored by having two headline entertainments on the station. A large number of stage, screen and radio stars presented a show on the afternoon of the 18th in Hangar One. That evening, Vincent Lopez' orchestra played for a dance and broadcast on a coast to coast hook-up. General Field Harris spoke from Washington honoring the women and their services.

Before closing this history, I belive that a word should be said about the growth of recreation at Cherry Point. This is a vital issue because of the distance of the station from any large cities.

The center for WR recreation was first housed in a triple Dallas Hut between Barracks 220 and 221. First recreational equipment for the women's area was a radio-phonograph and ping-pong tables. Magazines were provided and tennis courts were available between the two buildings. Twenty-five bicycles were procured for the women and these met with such success that they have been added to and the idea spread to the men who now have bicycles for their own use also.

Music has found its way to the top of the list for recreational interests. Girls Glee Clubs have been formed and have appeared on programs broadcast over WHIT in New Bern, North Carolina and over the

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Tobacco Network. Sunday evenings at the Recreation building there is a program called "Music for Marines". It is designed for the pleasure of hundreds of Marines who gather to listen to some of the world's best music on records.

The recreation building is used for many things. Squadrons hold dances on special occasions. There are bowling alleys, pool table and ping-pong tables, soda fountain, game room, and library. A fully equipped kitchen is very popular with the girls who gather at night to cook a good home-style meal. This is booked for weeks in advance.

The auditorium has found many and varied uses-Calisthentics, Badminton, Volleyball. From that extreme we find it also used for regular church services every Sunday morning. During the hurricane emergency in the summer of 1944, it was used to house evacuees from some of the Auxiliary Air Facilities. There are many other forms of recreation available to the WR's - art room, sailing, swimming, (both in a pool and at the beaches), community sings, Judo, archery, softball, basketball, square dances, and ballroom dancing classes. Some of the women have entered into the stage shows which have been worked up on the station, and have had a great deal to do with their success - "All Fouled Up", "Shake it Easy", "The Doughgirls". We have Girl Scout leaders and Red Cross volunteer workers.

A weekly roundtable discussion group meets in one of the Barracks. It is open to all hands. Here many have found a stimulating outlet for their thoughts on current affairs.

The women have also been very active in the religious life of the Station. They make up a large percentage of the attendance of the

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Protestant, Catholic, Jewish, and Christian Scientist services which are held regularly. The choirs of which they are a part add much to the effectiveness of the services. Women Reserve officers were the leaders in the movement to have regular Christian Science meetings here.

MESSING FACILITIES

The Guard Detachment, which had arrived on 9 Dec 41, lived in temporary barracks, and a civilian cafeteria messed both military personnel and civilians.

This cafeteria operated under contract, and each man was alloted $1.20 per day for meals.

A mess hall was being set up in the temporary barracks, and on 18 January 1942, the day the first load of supplies arrived, there was a fire in the cafeteria, forcing the temporary mess hall to function immediately.

Plans were approved for a permanent mess hall. This was constructed as quickly as possible. On 18 March 1942, Mess Hall #1, was officially opened.

The first evening meal was served to 130 Marines, and 630 Army and Navy personnel.

Many problems confronted the personnel of this first mess hall. Equipment was coming in very slowly, while Marines streamed in and out by the hundreds each week. This great fluctuation of personnel took place with little or no advance notice, consequently food shortages or waste occurred.

Untrained personnel and poor planning of menus in accordance with the availability of food added to the confusion, so in January, 1943, a

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commissary branch of the Marine Corps was set up, providing the general mess with trained commissary personnel consisting of mess sergeants, cooks, bakers, etc. At the same time, to insure an adequate supply of both perishable and dry stores, the Master Menu was set up. The use of the standard menu makes it possible to accurately determine the advance requirements for all types of food.

To accomodate the growing personnel, a new mess hall was built and was officially opened on 10 May 1943.

Approximately 18,000 people were being fed in these two mess halls, which accomodated 7000 people at one time.

Mess Hall #1 was open 24 hours a day. Hot food was served to night crews, and as many as 3500 meals were served between 0700 and 0130. Bogue and Atlantic Outlying Fields were opened and the mess at these fields operated as a branch of the general mess from December 1942 until May 1943, when the Third Wing Tactical Units moved to these fields for practical training, subsequently taking charge of all activities.

In May 1943, the first contingent of Women Reserves arrived, and for almost six months, took their meals in Mess Hall #2. In November 1943, the WR Mess Hall was opened and operated for about a year as part of the general mess.

Four serving halls were constructed for the WR mess hall, but only two were used at first, but by Spring of 1944 all halls were being used, and at present, approximately 2100 WRs are being served at each meal.

QUARTERMASTER DEPARTMENT

C. T. Young, then a second lieutenant, was the first Station Quartermaster at U. S. Marine Corps Air Station, Cherry Point, North Carolina.

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He began his assignment in a "two by four" room in the Old Administration Building, sharing it with an MTSgt., the second highest ranking Quartermaster man. The other enlisted Quartermaster personnel shared a large room with contractor's employees, other departments, etc. This was in January 1942.

A Supply Sergeant, a Sergeant, two PFC's and two or three Privates comprised the enlisted staff. The Supply Sergeant handled the entire subsistence assignment, the Sergeant did all the work of the Property Section, as it was then, one of the PFC's managed the procurement and handling of aviation gasoline, the other PFC was a file clerk, and the Privates were warehousemen.

The present Warehouse Number 5 housed property items, and Warehouse Number 7 held subsistence dry stores. This was the extent of the warehouse facilities. Navy Supply had not been activated at that time. All stores and property received at the station, whether Navy or Marine Corps items, were received and stored or distributed by the Station Quartermaster. Navy property was stored in separate Navy Supply storage facilities, but the Station Quartermaster was charged with Navy Accounting and accomplished all invoices and paper work.

One of the many great responsibilities borne by the Station Quartermaster in the early days was the purchase, storage and distribution of household furniture required for MEMQ, MOQ, and BOQ quarters. Lesser functions, important at the time, were the management of the stables for the mounts used by the Guard Detachment, and the procurement of necessary aircraft parts for the three Grumman amphibious biplanes, the only Marine Corps planes on the station.

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In May 1942, the Station Quartermaster moved over to the main Navy Supply Office, and on 4 July, Navy Supply formally was placed in operation. Quartermaster personnel began to grow. In April, Second Lieutenant J. M. Carmen had arrived and became officer in charge of naval stores and the furnishing of the housing facilities being constructed. There were approximately 60 enlisted personnel in the Quartermaster office by July. In the meantime, the Station Bakery had opened in April, and, placed under the Station Quartermaster, was in full operation. The Station Laundry was being built, preparatory to its initial operations in September, when it, too, was made a Station Quartermaster activity.

Although warehouse facilities remained the same, the Station Quartermaster Office moved again, this time to the present Administration Building, in July 1942. The offices now occupied by the Station Paymaster were employed. During this period, with the separation from Navy Supply, Lieutenant Carmen became property officer. The Supply Sergeant was promoted to Warrant Officer and was designated Officer in Charge of Subsistence. The Sales Commissary operated as a part of Subsistence and was located in the frame structure near Gate 6.

The Disbursing Assistant Quartermaster and Passenger Transportation Division was inaugurated in September 1942. The issuance of transportation commenced the same month, although disbursement of funds did not begin until November. The civil payroll for Station Laundry and for civilian employees of the Office of the Station Quartermaster was prepared and paid by Disbursing Assistant Quartermaster, along with public bills.

In order to overcome the relative inexperience of most of the

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Quartermaster personnel, and due to the huge responsibilities and vital mission of Station Quartermaster activities in the creation of the present Marine Corps Air Station, Quartermaster "school" was held twice weekly, with the Quartermaster officers and top-ranking NCO's officiating.

Station Quartermaster moved into its present, permanent location in January 1943. Ample office and warehouse space was then available and operations became efficiently centralized. Warehouse Number 5 was abandoned, although Warehouse Number 7 remains in use by the Freight Transport Division. The positions of Personnel Officer and Officer in Charge of the Accounting and Civil Service Payroll Section were established in December 1942. The organization of the Accounting Section in September 1942 had made possible charge account privileges at the Station Laundry and Commissary and for telephone services.

Station Transportation was placed under the wing of the Station Quartermaster in December 1943, when Captain Young was Station Mileage Administrator. It remained a part of Station Quartermaster until the arrival of Major Albert O. Woodrow in February 1944, when it reverted to the status of an independant station department. Boating activities also were a charge of the Station Quartermaster, but when Major Woodrow arrived they became a part of Station Recreation.

Today, with Major Woodrow as Station Quartermaster, his department is composed of personnel, property, Disbursing and Passenger Transportation, Subsistence, Sales Commissary, Laundry, Bakery, Salvage, Freight Transport Service and Carpenter Shop, and Transportation (Quartermaster) Divisions. He relies upon three Captains, two first lieutenants, two second lieutenants, six warrant officers and 426 enlisted personnel to

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carry out the operations and services that are as highly important as the names of the various Station Quartermaster divisions indicate.

MEDICAL AND SANITATION

The following reports by Lt. Comdrs. Baurichter, McDaniels, and Olanick, cover the growth of the medical and sanitation facilities from 1941 to 1944.

Lt. Comdr. F. P. Baurichter, (MC) USNR, states:

"SEWAGE DISPOSAL - During the early construction period of this station, and before the sewage disposal plant was commissioned, sewage was disposed of by means of pit privies.

"A modern sewage disposal plant with a capacity of 600,000 gallons per day was constructed during May 1942. The plant served the barracks, industrial and MEMQ areas. By the end of 1942 a second complete unit was ready for operation.

"The treatment of sewage was by the following successive steps: (1) Grinding by comminutors, (2) Pre-chlorination, (3) Primary settling, (4) Aeration and biologic action by trickling filtration, (5) Secondary settling (6) Post-chlorination. The effluent was discharged into the waters of Slocum Creek. Sludge from the settling tanks is pumped into special chambers for digestion and the residue is dried on sand beds before ultimate incineration or use as fertilizer.

"Sewage in the BOQ and NOQ area was disposed of by means of a large septic tank until 1944. In 1944 pipelines were constructed and the sewage is now pumped to the sewage disposal plant for treatment and disposition.

"With the addition of the sewage from the BOQ and NOQ areas to

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the sewage disposal plant, and the increased personnel of the station, the plant was enlarged in 1944. The new addition was commissioned in February 1945 and increased the capacity of the plant from 1,200,000 to 1,800,000 gallons per day.

"Prior to the commissioning of the water treatment plant, water was obtained from the nearby cities and hauled to the station in barrels.

"In 1942 a water purification plant was built. Water was obtained from fifteen wells. During 1944, water consumption had to be restricted to essential uses. In 1944, five additional wells were added to maintain an adequate water supply. Water is supplied to both the station and the adjacent civilian housing project.

"PURIFICATION METHOD - The purification plant contained four filter units. Two of the units were operated during 1942 and were under the supervision of the construction contractor's at that time. The other units were not used until 1943. The enlargement of the station made it necessary to increase the number of filters. Two additional filters were added in 1944 bringing the total capacity of the plant to 3,000,000 gal. per day.

"Previous to Navy consumption, samples of water were analyzed through the facilities of the State Board of Health Laboratories as new wells were placed into service, and at bi-weekly intervals. As service personnel began to appear in greater numbers, these analyses were performed at weekly intervals. Occasional contaminated specimens were found but, according to the opinions of the contractor's engineers, these were due to construction activity. When equipment became available,

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daily specimens were analyzed by the sanitary engineer in charge of operation. During 1943 low residual chlorine and B. Coli contaminates were occasionally found in samples taken in the BOQ and NCO areas; these areas being supplied by the terminal portions of the distribution lines. Massive chlorination resulted in raising the residual chlorine and removed the B. Coli contaminants. In 1944 massive chlorination was not necessary.

"The following steps are carried out in the purification process: (1) Chlorination (2) Aeration, (3) Lime softening (4) Rapid sand filtration.

"GARBAGE & REFUSE - The first method used to dispose of garbage and refuse was by burning in open pits.

"Disposal of edible mess garbage, since 1941, has been performed under contracts consummated by the Station Quartermaster with local hog raisers who utilize the material for animal feeding.

"During April, 1942, a temporary incinerator was constructed for the disposal of rubbish and garbage. The incinerator was not adequate and in May, 1943 a new incinerator was commissioned which adequately handled the problem during that year. The capacity of this incinerator was 2500 pounds per hour. Materials which could not be satisfactorily burned, as well as combustibles in excess of the amount needed to properly operate the incinerator, were dumped and burned in a low area alongside the incinerator. Due to the increase of personnel of the station in 1944, and the inclusion of garbage and refuse from the adjacent Civilian Housing Project, the incinerator has become greatly overloaded and the amount of garbage and refuse that must be disposed of on the

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open dump has increased. Because of the large rat population in the adjacent villages of New Bern, Morehead City, Beaufort, and more distant towns with their endemic typhus, and the presence of the malaria vector in the area, the need of a new incinerator was recognized and plans adopted for enlargement of the incinerator to a capacity of 5,000 lbs. per hour.

"INDUSTRIAL MEDICINE AND HYGIENE - Prior to 1944 Industrial Medicine was confined to the care of injured and ill employees by the station dispensary.

"In January 1944, a medical officer of Industrial Hygiene and Medicine was added to the roster.

"Under his supervision an Industrial First Air Station was set up in the A & R Building for the care of industrial injuries and occupational diseases suffered by civil service employees on the station. This first-aid station was commissioned during March 1944. All records pertaining to these cases are maintained at the Industrial First-Air Station. The Industrial First-Air Station also provides first-aid care for Marine personnel working in the industrial jobs and moderate treatment of personal illness of civil service employees.

"In November, 1944 an auxiliary first-aid room was opened in the Engine Overhaul Building to render first-aid to Civilian and Marine personnel in that activity. At present no facilities are yet available for the study of industrial hygiene in the shops.

"COMBAT TRAINING POOLS - Two standard Combat Navy Training Pools were commissioned during 1944. The two pools are identical. The main entrance which is on the end of the building opens into dressing rooms

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which run the entire width of the building. The bathroom, shower room, drying room, and gear locker are on the left side of passage leading from dressing room to pool at the end of which is a foot bath. The filter and chlorine rooms are on the right of this passage. At the deep end of the pool there is a training platform. The pool is 75' wide and 164' long with a 720,000 gallon capacity. The depth of the pool runs from 4' at one end to 12' at the other end. The water is in a continual process of being recirculated, chemically treated, refiltered, and chlorinated. Filtration is done by three pressure filters each having a capacity of 400 gallons per minute. There is a complete change of water every ten hours. Approximately 40,000 gallons of fresh water is used daily. The amount of residual chlorine and the PH is checked every two hours.

"Female dressing, shower and toilet facilities are now being constructed at each of the pools."

Lt. Comdr. J. G. McDaniels (MC)USNR writes of the early days of MCAS, Cherry Point, N. C. as follows:

"Captain J. W. Vann, MC, USN was the Senior Medical Officer. The two other doctors present were Lieutenant Commander H. E. Gillespie, MC, USN, and Lieutenant (jg) E. J. Olenick, MC, USN.

"The first floor of Barracks C #202 located on 5th Avenue was devoted to use as a Dispensary, "slop chute" and chapel. The east wing had about fifteen (15) beds for patients use in the northern portion and about ten (10) beds in the southern portion for the hospital corpsmen. The rooms between the wings were used for sick call. The western wing was the post exchange and beer parlor during the week, and the

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church on Sunday. We kept the song books and religious literature in the sick bay. Not infrequently one could hear a homesick hospital corpsman break out one of the song books and sing aloud all the old religious songs. We had four patients with catarrhal fever in the ward.

"On the station there were twenty-five (25) Marine officers and four hundred fifty-four (454) enlisted Marines. They had one Douglas airplane and two "Ducks". The Navy had a squadron of about twenty-two (22) officers and one hundred and thirty-seven (137) enlisted men, with probably fifteen to twenty SBJs that were doing patrol duty off the coast.

"There were no families aboard and we lived in MEMQ, one officer to each room. Private vehicles were permitted to travel only from the main gate to MEMQ. This was because the other roads were in constant use by construction trucks which meant that we either walked, or thumbed a ride on a truck to and from work. Construction went on twenty-four hours daily without let up. That summer was hot and dry. The dust was terrific and since sanitation facilities were almost nill, the flies and mosquitoes were innumerable. The food situation was bad because of inadequate refrigeration and storage space, inexperienced help and the dust. Generally, we went to Morehead City or New Bern for our evening meal. There were of course no recreation facilities on the base and fishing, swimming or boating in the adjoining streams were strictly forbidden; this was primarily because of the inexperience of the officers and men and the fear of sabotage—One night all the guard detachment was "broken-out", search lights and machine guns set up, because of a report that a submarine had been sighted coming up the Neuse River.

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"By May 1942, we had three additional Medical Officers and generally had some two to eight patients. Our seriously ill were sent to Norfolk or the dispensary at New River by ambulance. Some emergency operative cases were taken care of by Morehead City hospital, by special arrangement by the Bureau. These cases were generally appendectomies.

"There was little to do. The six of us looked at each other all day, swatted flies, killed mosquitoes and griped. We understood that the Bureau thought that since the station was to be commissioned in July 1942, that the Dispensary would be built by then, when as a matter of fact, the foundation had just been laid.

"In June 1942, some of the houses in MDQ were complete and about six families moved in. This was in itself encouraging but during this first summer the mosquitoes forbad anyone getting out after sundown. Guards all wore gloves and nets. Roosevelt Boulevard could be traveled but was still under construction. Groceries were bought in New Bern.

"It was during this summer that so many ships were being sunk by German submarines off the coast of the Carolinas and Virginia. We occasionaly received a load of ship wrecked refugees. They required very little medical care. The majority cleared through Morehead City section base, and they, from time to time, received some seriously wounded men. We were called occasionally for consultation. Twice I made a trip to Ocracoke Island to see wounded men rescued from torpedoed ships. These trips were made by plane ("Ducks") from here.

"On 11 July 1942, Captain J. R. Vann was relieved by Commander Guy Fish, MC, USN, as senior Medical Officer. On 7 October 1942, we moved eighteen (18) patients into the new Dispensary. Our first operation,

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a hemorrhoidectomy, was done 22 October 1942. We had a staff of six doctors in addition to the Medical Officer and two flight surgeons who were with an Army squadron that had been stationed here for several months. The Army held its own sick call but we took care of their seriously ill patients and operations in the Dispensary.

"During the winter of 1942, errors in the construction in the Dispensary were gradually corrected. The sanitation improved satisfactorily, the Malaria Control work was progressing nicely and supplies commenced coming in, the station personnel increased as did our work and we were much happier.

"On 3 November 1942, nine Navy Nurses reported for duty, Miss M. R. Genest being the Chief Nurse. Since that time we have gradually enlarged and improved both the station and the dispensary. Our facilities for treating the sick, we believe to be unexcelled by any dispensary. The summer of 1943 and 1944 was marked by its lack of mosquitoes and flies, particularly in contra-distinction to summer of 1942."

Lt. Comdr. Everette J. Olenick (MC) USNR, states:

"Concerning the early medical history of the Station, one would probably say it began with my arrival on 24 October 1941. It appears that the first officer to be ordered to the Station was a Medical Officer. Colonel Cushman had preceded me by a couple of months but he and the Marine Corps administrative personnel had been sent down in a sort of detached duty status from Quantico. This is evidenced by the fact that we charged purchases such as gasoline to an M.A.D. unit at Quantico at the earliest time. The reason, no doubt, for the very early assignment of the medical officer here was chiefly to set up a malaria control

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program.

"The construction was being carried on by Navy C. E. C. officers who operated from the Norfolk office of the 5th Naval District and who lived in and around New Bern. Their administration was completely separated from the Marine Corps. The original name of the activity was Cunningham Field.

"The Marine Corps Office was in a room of the contractor's administration building and it was here that Colonel Cushman made his headquarters with a staff of about six enlisted Marines to carry on his program of supply, organization, administration, transportation, and the like. As medical officer, I was assigned to small office next door to the Colonel's headquarters. It became the malaria control office, but remained as the only administrative medical office on the Station until the completion of the regular Administration Building.

"In November 1941, about a month after my arrival, quarters for the Marine Guard Detachment were established in a temporary building near the main gate (later to become the old commissary and guard barracks) and personnel arrived shortly thereafter. With the arrival of these men, about a hundred in number, a regular sick call was established in one room of the building. Equipment was furnished by the contractors' carpenters and supplies were received from my previous post of duty, Marine Barracks, New River, North Carolina (later named Camp Lejeune) pending the arrival of materials listed on our first MSD requisition. Patients requiring hospitalization were referred to the newly completed temporary dispensary at the tent camp area of the New River activity. They were transported by pickup truck.

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"My primary task was that of malaria control, a circumstance which caused me to spend much time in the swampland in hip boots. There was certainly plenty of swamp before drainage was effected, and you'll remember the 10½ foot alligator that was dug wriggling from the muck by one of our draglines. At any rate, while I was occupied with ditching, surveying, blasting and hydraulic dredging, the guard detachment was placed in a position which required great circumspection in choosing a time of day to become sick.

"Other officers began to arrive in December and the first aviators, Bill Kellum and Ross Mickey, both 2nd Lieutenants at the time, were among them. Colonel Cushman wanted to be sure they were physically qualified to fly the lone plane which was kept on the grassy New Bern airfield, wherefore I, who had only remotely heard of flight surgery, checked them over and very solemnly reported that, as far as I could see, they looked all right. It develops now that they really were, for I understand that each has a night fighter squadron functioning under him in active Pacific duty at the present time.

"The attack on Pearl Harbor intensified the construction program and the original plans were simplified greatly. As a consequence the dispensary, originally to have been built on the shore of Slocum Creek, was located at a more central point on the revised site plan. Construction was not begun, however, and medical care continued to be administered at the Guard Barracks with the aid of the station's first corpsmen, PhM3/c L. Sloan and HA1/c H. Sims, who reported for duty in December 1941.

"Captain J. W. Vann, MC, USN, reported to the station in March 1942. A few weeks later the new Administration building was opened for

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use and Captain Vann established the medical administrative office there. Other personnel began to arrive in numbers as barracks space became available and the dispensary facilities were moved to Barracks "C" located across the street and slightly west of the present bakery building. We allotted two-thirds of the lower deck and utilized the east wing as a combination sick bay ward and corpsmen's barracks. Two Packard ambulances had arrived by this time and were used to remove serious and operative cases to New River or to the civilian hospital in Morehead City as occasion demanded.

"Lt. Comdr. Harold Gillespie, MC, USN, arrived in March 1942 direct from the School of Aviation Medicine and Pensacola and we began to stand alternate heel and toe watches, which allowed us to get "home" to New Bern briefly every second night. The following month Dr. McDaniel and Dr. William J. Holloway arrived to augment the medical complement. The Station was commissioned in April (the 19th, I believe) of 1942 without a true dispensary. We were sharing the lower deck of Barracks "C" with the Post Exchange and beer "slop chute" at that time. We smelled mighty like a brewery.

"Construction on the present dispensary began in May or June of 1942 and it was occupied in October. Captain Guy Fish had relieved Captain Vann in July and had worked very diligently toward insuring that it would be the best possible physical plant for its purpose.

"The malaria control program paralleled the growth of the station and was extended to include the sanitizing of each new area as it became incorporated in the expanding plans of construction. From the primary task of constructing twenty miles of drainage channels, we

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revised, stretched, and economized to such a degree that more than sixty miles of channel was completed, and approximately thirty acres of area was covered by filling material pumped via hydraulic dredge. When the malaria control project was transferred to the station fund operation, from the originally established construction allotment, we were able to turn back $40,000. As unspent from the $371,000 appropriation together with approximately $20,000 worth of transportation, power machinery, tools, and maintenance equipment. This economy was especially gratifying to me because of the fact that we performed three times as much work as was planned in the primary survey, and because it was effected in the face of an unexpected 14% levy placed upon all expenditures as a contractor's overhead fee. The development of new departures in dynamite blasting technique, dragline fill methods, and shortcut terrain surveys was largely responsible. To my mind, the accomplishment is noteworthy from an objective viewpoint and not merely because I held a personal stake in its outcome. It represented the main medical activity of the construction period and was one of the very few projects that did not appeal for increased funds when the scope of the job grew. Likewise, it presented the development or transmission of malaria in an area which was not only endemically seeded but in one of which infected military personnel returned in considerable numbers."

MALARIA CONTROL

The Malaria Control program is an example of one of the necessary collateral activities which must accompany the rapid construction of a large military establishment in localities far removed from the sanitary facilities of settle communities.

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Due to the geographical location of Cherry Point, the Malaria problem is aggravated by the ravines and bites which extend from the interior towards the creeks. Channels of semi-stagnant spring and rain-water were prevented from flowing by variations in grade, distribution, and tidal backflow, so dense heavily overgrown swamps resulted, heavily infested with mosquitoes.

The North Carolina State Board of Health considered the area an endemic malarial control locality and its investigators found Anopheles Quadrimaculatus adults throughout.

Larvae of this species, the sole malaria vector in the southeast United States, were found in their usual fresh water breeding places and also in the brakish mouths of many creeks branches.

At the beginning of Station developments the upper portion of these branches were almost impenetrable matted jungle like swamps, the mouths elongated wet grassy marshes, bordered by flat banks, which varied up to many acres in area. This whole region was alive with mosquitoes.

The construction contract was consummated on July 28, 1941 as a part of the pre-war defense program and actual building was started two weeks later.

The malaria control program, like the station itself, was geared originally to a program of defense preparation and was aimed not only toward preventing malarial infection of personnel, but also at protecting other parts of the country from becoming endemic malaria foci when their young men might return from training and maneuvers here.

With the advent of the war, the need for protection became even

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more apparent, especially since personnel have begun to return from Pacific and other theatres where malaria is epidemic.

A survey of the area was conducted in October and was reported to the Surgeon-General of the Navy by Lt. Comdr. Omar J. Brown (MC) USN in a memorandum dated October 20, 1941. This stated that the following phases of control were indicated: Oiling, drainage, filling, and the detection and treatment of carriers. It also indicated that larvicidal oiling and ditch maintenance would probably be necessary for as long as the base might be maintained. It appeared at that time that about twenty miles of ditch and two hundred acres of land fill would be needed to control malaria. This was based on the policy of sanitizing an area within the one mile Anopheline flight range of habitations or of localities where individuals would be expected to remain outdoors at night. No attempt was made to plan the destruction of pest mosquitoes because of the great distances which these insects can range and because, though greatly annoying, they are incapable of appreciably harming the health of a command.

Actual local control on October 24, 1941, with the appointment of a Medical Officer in Charge of Malaria Control.

Contact was at once established with the Navy Construction Contract Administration which represented the main operating unit, and all other interested agencies, such as the Craven County Health Department, the North Carolina Board of Health and representatives of the U.S. Public Health Service.

These agencies were most cooperative and rendered valuable assistance in surveying, planning and mapping the work in accordance with

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methods previously used and proven successful in this locality.

Craven County adopted a mosquito abatement ordinance empowering the County Health Officer to carry out any measures necessary to control malaria and the mosquitoes which transmit the disease. He was further empowered to enter into agreements with any governmental agency or private party in order to effectuate the purpose of the ordinance.

Contact was then made with the owners of the land lying within the control zone, and arrangements were made to allow crews to perform malaria control work on their properties.

Actual labor was initiated and carried forward through Construction Contract NOy-4957, since it was the only disbursing agency then present and operating. Funds were allotted by the Bureau of Aeronautics through the Bureau of Yards and Docks and an appropriation of $371,000 was made. However, certain deductions were made by the Bureau of Yards and Docks for handling the project, and the total allotment was reduced to $362,870 when received here. From the reduced funds were to be further deducted the contractors fee of $3,590.00 as well as the contractors pro-rata overhead charges, established tentatively at 14% of the total allotment.

The actual field program resolved itself into a combination of surveying, clearing, ditching, filling, and oiling.

LABOR

A crew of one hundred laborers was obtained through the construction contract, as was a survey party of seven men and physical work began November 12, 1941, almost a month before the attack on Pearl Harbor. At the same time contact was made with the W.P.A. through the

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ever helpful representatives of the State Board of Health, Messrs. C. M. White, C. L. White, Jr., and F. A. Jacocks. As a result of this, a W.P.A. malaria control project was approved and established for the Station and its immediate environs.

Because of differences in wage scales and working hours, it was decided to keep the two crews separate. The W.P.A. crew was therefore assigned to clearing the hand-ditching in that portion of the extra-cantonment area within the Anopheles mosquito one-mile flight distance from proposed inhabited installations. The W.P.A. work began December 19, 1941 and continued until early May of 1942. During this time, the daily attendance gradually fell from a high of 45 men per day to a low of about 8 or 10 men as increased defense activities in this section of the country depleted labor reservoirs. While the project was in effect, the W.P.A. employees were transported to and from their respective communities in Navy owned trucks for which the gasoline and oil were supplied by the W.P.A. A thirty-hour working week suppressed the effectiveness of the crew with the result that 20,000 man hours of labor had been expended when the project was closed out five months later with the following accomplishments claimed:

Acres cleared (light brushing) 200 (minus)
Hand ditch dug. (linear feet 1-2 feet deep) 1500
W.P.A. payroll costs, $6,300.00.

The main program however, was carried out by the labor units hired and administered through construction contract NOy 4957 and financed by the funds which were allotted to that contract for malaria control purposes.

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SURVEYING

In the early phases of the program, extensive survey activity was performed, and exact lines and levels for drainage channels were established. With the aid of employees of the State Board of Health who served as field leaders of the seven man survey party, 88,000 feet of proposed drainway was charted and staked for dragline ditching while 93 acres of swamp and marsh elevations were staked for hydraulic fill. Later, in May 1942, when dragline ditching was superceded, almost entirely by dynamite ditch blasting, it was found that proper grades could be successfully evolved empirically and the survey party was therefore dispensed with. A marked financial saving resulted from the re-assignment of survey personnel to actual drainage tasks.

CLEARING

Because of the heavy jungle-like undergrowth that characterized the lowland area, it was apparent that extensive clearing operations would be necessary before accurate evaluations of drainage needs could be completed and necessary channels be installed. The natural drainways were grown especially thick because of the accumulated moisture, and these very drainways were slated to become the main channels of the proposed runoff system. In addition, since large dragline ditches were proposed, completely cleared rights of way, sixty feet wide were required in order to allow manuvering of machines with their long booms and their heavy fabricated wooden mats. It was found furthermore that clearing of swamps and marsh shores would be necessary in order to allow the placement of hydraulic fill in those sections where the ground elevation was too low for direct drainage.

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As a result, intensive effort was applied toward the clearing program and, except for equipment and survey crews, the entire labor personnel was detailed to this part of the program. As a matter of conservation policy, it had been decided to preserve as many large and healthy trees as possible. Undergrowth, vines, and small trees (below four inches in diameter) were cut with brush hooks, piled and burned while those large trees which grew within the ditch lines were felled with saws and axes. The resulting logs were then cut into 16 foot lengths for hauling to the construction lumber mill where lumber was cut for general use. The brush hook was found to be an exceptionally good tool for rapid light clearing.

During the primary installation phase of the program (November 1941 to March 1943) a total of 393 acres of swamp and marshland were cleared by the contract crew. In the course of this work, many interesting features of the back country were brought to light. These included old burial grounds, illicit liquor stills, snakes, alligators, and a variety of game animals such as deer, fox, wild turkeys, ducks, raccoons, etc.

Dynamite stump blasting was at first included in the work of clearing dragline right of way. Later, however, when it became apparent that entire ditches could be blasted with only slightly more dynamite than was required for stump removal, this activity was discontinued and the very need for widely cleared rights of way was largely removed.

When the clearing phase was well under way, the crews were subdivided in order that the drainage and filling programs might proceed concomitantly.

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DRAINAGE

From preliminary reconnaissance and surveys, it had been estimated that it would be necessary to construct about twenty miles of ditch to drain the area sufficiently to prevent anopheline mosquito breeding within the control zone. However, as the clearing program allowed the visualization of additional collections of standing water, and as the return of normal rainfall succeeded a period of severe drouth, it became progressively apparent that the estimated requirements were extremely low. When the program of primary installation was brought to virtual completion, more than sixty miles of malaria control ditches of various types had been dug. This great lineage does not include the many miles of ditch constructed by the contractors for roadside drainage and storm water runoff.

DRAGLINE DITCHING

Earliest plans, developed as a result of the primary survey, were for the use of draglines in digging the main drainage channels. Into these, lateral ditches were to be dug by hand. Two draglines were therefore purchased from project funds in December 1941. One of these is a Lorain 3/4 yard machine and the other a Myers 1/2 yard model. Both machines were put to work as soon as rights-of-way were cleared and large stumps were removed from the ditch lines by blasting. In the deep swamps the work progressed very slowly and painfully because of many roots, persistent medium sized stumps, irregularities in the ground surface, fallen logs and, perhaps most of all, because of the large, deep holes which remained after the blasting of stumps.

It was necessary for the machines to work constantly on heavy

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wooden mats approximately 6 by 16 feet in size, constructed of three lamina of two inch planking and the effort involved in keeping six or seven such mats under and ahead of the respective machines, further retarded the work. In addition, the slimy mucky nature of the swamps made it often necessary for multiple dips to be made in order to accomplish one actual bucketful of excavation. The Byers machine was found to be slow and difficult to operate.

After two months of dragline activity in the wooded swamps, experimentation with the use of dynamite for ditching purposes were successfully completed and both draglines were detailed to work along the shores of treeless marshes where rapid progress could be made in the placing of laid fill. A total of approximately two miles of ditch 6 feet deep had been completed by the draglines when they were moved from the wooded swamps in February 1942. Subsequent to that time, even though dragline ditching became essentially secondary accompaniment of the filling activity, an additional 10 miles of dragline ditch was completed.

DYNAMITE DITCHING

The program of dynamite ditching was developed for use in the heavily wooded swamps when it became apparent that the progress of dragline activity could not be accelerated appreciably. Its adoption was hastened by the realization that large quantities of dynamite were already required to remove stumps from dragline ditch lines. Accordingly, in February 1942, various test ditches were blasted and local soil peculiarities were observed. It was found that the section of ditch resulting from a dynamite blast in wet swampland, extended to a 50% greater depth than that at which the dynamite was placed. In addition

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it was found that dynamite sticks could be placed no farther apart than about 1½ inches if regular outlines were to be maintained. Immediately afterwards, by utilizing 50% nitroglycerin dynamite instead of the standard 40% ammonia type, it was found possible to fire chains of sticks by propagation of the detonating impulse. This obviated the need for placing a blasting cap on each individual stick and conserved the time and materials which that procedure had required. In order for the detonating impulse to be successfully transmitted, it was necessary for the sticks to be inserted at distances of no more than 12 inches from each other. A crew of seven men was established with a licensed blaster in charge, and a technique was developed for the rapid placing of charges.

As one laborer proceeded along the chalk cord which marked the course of the proposed ditch, he thrust a heavy sharpened steel rod into the soil to the desired depth at spaced intervals, and enlarged the resulting vertical hold with a circular motion. He was followed by another laborer who placed the stick of dynamite in the hole, rammed it home with a blunt wooden rod, and pressed the soft earth topping back into place by foot pressure. A blasting cap was attached to one of the sticks in the center of the line and the charge exploded by an electric plunge-type magneto. About 500 feet of ditch was blasted at each shot after which a labor crew immediately entered the proximal end of the ditch to perform primary dressing. This included removal of clods, cutting of protruding roots and rough establishment of grade. It was carried out inasmuch as possible, within two or three hours after the blast, before the new crude ditch might fill with water. Four tined curved potato hooks were of great value in this work.

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Following primary dressing, the dynamite ditches were allowed to stand without manipulation for approximately a month in order to allow the shattered banks to settle. Final dressing and shaping of side walls was then performed with excellent results.

It was soon found that dynamite sticks could be cut in half with a jackknife and without altering explosive or propagating activity except that closer placement of adjacent charges was required and a narrower ditch obtained. An 8 inch distance was found by trial and error to be the maximum for success. However, each stick thus yielded 16 instead of 12 inches of ditch. Half-stick ditches were used for secondary lateral channels and for placing interceptor ditches at the top of hills on both sides of wide ravine-like swamps where constant springwater seepage would not drain from single central channels. The use of these bilateral hillside interceptor ditches was particularly successful and was followed by the complete drying of swamps which in some cases had been holding water to a depth of 1½ feet.

Attempts were then made to perform ditch blasting with dynamite sticks cut into thirds, but this required additional manipulation and shortened distances which rendered the technique impracticable.

Dynamite appears superior to draglines for placing ditches in heavily wooded localities for the following reasons; it requires only a five foot right of way compared to the 50-60 foot right of way required for dragline ditching, dynamite ditches can be readily curved to avoid stumps and obstructions; it is faster and cheaper; it is readily mobile, and free from depreciation and repairs. It has the disadvantage, however, of varying from precision in ditch grading and

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of requiring two dressings.

Dynamite ditching was completed in December 1942 with a total of 35.6 miles of channel excavated by this method by the use of approximately 25 tons of dynamite.

HAND DITCHING

The hand method of ditching was intended for use in placing lateral drainage channels, in draining small potholes, and in working areas near underground pipe installations where blasting or heavy equipment was interdicted. Although this type of work is known to progress comparatively slowly, it possesses the advantage of combining primary construction with final finishing and can be depended upon to maintain constant slopes in places where minimal gradient exists. By swerving ditch lines to avoid trees and other obstructions, the hand ditch system was extended at a surprisingly rapid rate despite the tedious nature of installation. It had been estimated that 35,000 feet of hand ditch would be required but, as rains brought into view pools and ponds which were not apparent during the dry season in which the original survey of roads was made, more than twice this lineage was found necessary. A total of 72,300 feet of hand dug ditch, varying in depth from 2 to 4 feet, was completed by March 1943. During the maintenance period, it is expected that an additional lineage of approximately 5,000 feet of such ditch will be constructed. It should be noted that the crews assigned to this work were required to re-dress sections of dragline, dynamite, and hand ditch during the primary construction period whenever heavy rains caused them to crumble, fill, or cave in.

As the program progressed and the ditch banks became more stable,

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the need for re-dressing following rains, became appreciably lessened. It is apparent, however, that ditch maintenance crews will be necessary for as long as the Air Station exists, unless impervious drainways of concrete, asphalt, or similar material are installed.

FILLING

Because of the low lying nature of the site, it was observed during the primary survey of October 1941, that certain areas along the upper reaches of Slocum Creek and at the mouths of the various ravines and inlets would require filling in order to allow drainage to take place. It was estimated that 200 acres of fill 1½ feet deep would be necessary and hydraulic dredging was considered to the logical method.

HYDRAULIC FILL

After the solicitation of competative bids through the Construction Contract Administration, the services of a local dredging company were obtained by subcontract. The C. Walker Hodges Dredging Company of New Bern was the low bidder at $23.00 per hour for actual pumping time, and 70% of that unit price for time consumed in moving, servicing, laying pipe, and making adjustments. By the terms of the contract, two hours per day was established for making mechanical repairs, any time beyond that to be without fee. Time records were to be kept by three timers hired by the Navy. On this basis the 14 inch suction dredge "Reliance" was brought into Slocum Creek and began pumping fills from the creek bottom on December 12, 1941.

As far as could be determined, this was the first known occasion on which hydraulic dredging was utilized solely for malaria control purposes. The filling material was found to be composed mainly of sand

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and marine shells although a small amount of muck was also present in the upper layers of the creek bed. The optimum depth of the fill was found to be about 1½ feet and stakes were set at that level by the survey party in order to simplify the work of the dredging crew which worked on the basis of a twenty four hour day. As the filling progressed upstream along the low areas not amendable to drainage, it became clear that a considerable portion of the sand was returning to the creek as a result of gravitational backflow. To reduce this, efforts were expended toward the construction of shoreline bulkheads which were made of fallen brush and logs. These were built rapidly, functioned excellently, and resulted in an appreciable economy.

In addition, in order to accomplish the spreading of a fill as shallow as our 1½ foot average, the following sequential technique was developed in addition:

(a) Pumping a mound of sand 3½ to 4 feet deep through the open-ended dredgepipe.

(b) Washing the mound to the desired level by pumping a heavy stream of sand-free water alone through the open-ended pipe.

(c) Attaching a bubbler type of spreader to the open-ended pipe, and

(d) Spraying sand through the bubbler ("shinaman") to fill the hole scoured out by

(e) The washing process.

By 1942 a total of 193 acres of hydraulic fill had been completed. At this time the dredge was released to the construction administration on their earnest statement of its urgent need for important work in the

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face of an equipment shortage, and on their promise to rent long a long boomed dragline to the malaria control project in order that the remaining proposed filling might be completed. The result was one of the unfortunate episodes of the program because the dragline was withheld from us for a full month after we relinquished the dredge, and was removed after only two weeks, on the grounds that swamp work was dangerous. Because of the fact that malaria control funds were tied up in the construction contract, attempts to effect adherence to the terms of the exchange agreement were rendered ineffectual. The remainder of the filling program was therefore accomplished by our shorter boomed draglines.

MOTOR TRANSPORT, although then not set up as a Department, started with the station in August 1941. As soon as military personnel reported on board, official business necessitated transportation.

Contractors trucks were mainly used for transporting military personnel to and from the base.

Bicycles were mainly used on the base. In December, 1942, about 40 bicycles were available. These were assigned by the Executive Officer to the heads of departments. Regulations stated that they were to be used for official business only.

The duties of the Transportation Officer were outlined in an Air Station Special Order, dated 12 January 1943. He was to be in charge of the garage, boat house, all motor vehicles, and all boats assigned to the station.

The CO wrote to Ch Buaer on 16 Dec 42 requesting that approximately 614 motor vehicles, purchased from construction funds, be assigned to

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the station as soon as they had served their purpose, and could be released by the CinCC.

On 31 Dec 42, another letter from the CO states that 40 vehicles had been received from BuAer, and that 180 were due. It was requested that delivery be held up until further development of the station, as there were insufficient parking facilities at this time. At the same time BuAer suggested setting aside a 45 acre development, to be known as the "Automotive Spare Parts Department", which was to serve as a spare parts pool for the East Coast. The final outcome of these suggestions was the establishment here of the Bureau of Aeronautics Pool. Here vehicles belonging to the Fifth Naval District are stored for the purpose of supplying vehicles to other naval units in this locality, or having them available for overseas shipment.

The duties of Motor Transport were varied. The Scout and Motor Patrol, long since abolished, was one of its functions. This entailed the posting of the guard, security of the magazine area, and the security of the base in general. Patrolling was done from 1630 to 0800.

In Dec 1942, this department was also called upon to furnish men and heavy equipment to pull out an Army plane that had crashed in the swamp area adjacent to the base. This brought to the attention of the Motor Transport Officer, that, with the growth of aviation, suitable equipment and well trained men were needed to go into the swamps and marshlands, for the purpose of saving lives, as well as valuable equipment.

Ten picked men were trained and detailed to man a 24 hour stand by watch for possible plane crashes.

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The growth of the station was rapid and transportation became such a problem that a bus system was inaugurated in April 1943. A sufficient number of experienced military drivers were not available, making it necessary to employ civilian personnel.

In July 1943, Cherry Point received its first complement of enlisted Women Reserves from the Motor Transport School in New River, N.C. These women were assigned to the Bus Department to assist in maintaining transportation. As more WRs became available, they were assigned for clerical and stenographic work in the various departments.

A WR Officer was assigned as OinC of the Bus Department, and as men were released for overseas assignments, WRs replaced them. The bus department is now a large organization, entirely operated by Women Reserves.

Motor Transport now consists of seven departments, with sub-divisions in each department.

Its complement is seven officers, of which three are WRs, 135 enlisted WRs and 425 enlisted men.

Major W. E. Keene took over as Transportation Officer in July 1944, and started a reorganization of the Motor Transportation Department.

A complete reorganization of personnel was accomplished by forming specialized departments, and staffing each department with its complement of officers, NCO's, enlisted and civilian workers.

Rand Kardex systems were set up for personnel, vehicles maintained, and services performed.

The Departments were organized into sections so that vehicles and allied pieces of equipment were in one section, and fuels, oils, lubricants

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and miscellaneous records would be in another section.

A positive system of supporting each vehicle record card with a custody receipt, to be signed for by the receiving activity, was set up. This obviated the possibility of unauthorized transfer of custody of vehicle.

For outlying fields and auxiliary air facilities, a complete folder was made up, containing inventories of vehicles, equipment, garage tools and mechanic's hand tools. Copies were forwarded to the Commanding Officer of each field, with a request to receipt for the contents by an endorsement on the accompanying letter which described the function of the folder, the inventory, and gave a report of that fields transportation set up.

A uniform system was put into effect, whereby each activity and outlying field would submit weekly reports on services performed on each vehicle, amount of fuel consumed, and mileage records.

A master file of all motor vehicles was maintained, so that a complete recording of regular monthly and semi-annual inspections and adjustments, accidents, and a listing of deadlines vehicles was available at all times.

The Preventive Maintenance system, planned by the U. S. Navy, with its attendant procedures and simplified forms was adopted. Outlying and auxiliary air facilities were equipped with lubrication equipment, tire and battery service tools, and other hand tools necessary to perform the first and second echelon services required to maintain the transportation equipment.

THE PARTS DEPARTMENT is a separate functional department, with its own

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system of accountability, having a standardised and universal system of perpetual inventory. There is a Receiving Section where all parts and materials are received, checked for breakage, or the correct count and posted in the Perpetual Inventory Kardex system.

Each employee is given a definite task to perform, missions and tasks being set up in the Navy Management program, so that relieving personnel will know what the job is.

When Major Keane took over Motor Transport, an inventory was taken to ascertain surpluses and obsolescence, and as a result, over 12,000 pounds of surplus stock was returned to the Naval Supply Automotive Depot at Scotia, New York for redistribution to those activities which had immediate use for this material. A Salvage Section worked over and identified, tagged, and inventoried stocks which had been consigned to a dump, and much needed stock was located and binned as a result. Fast moving parts were consigned to the Parts Department and slow moving parts were warehoused, properly binned, and accounted for.

THE HEAVY DUTY SECTION has trained members to make daily checks to see that refueler equipment is being maintained and safe guarded, and to make reports on a regular form, of any infractions or deficiencies noted. This is done on the regular run, while delivering gasoline.

THE LAND CRASH AND RESCUE SECTION is provided with an outfitted truck to handle lubrication, tire and battery service, and tools necessary for the performance of regular maintenance work, eliminating the need for bringing cars to the main station, and also decreasing the work load on the Field Service truck.

Trained members of the crash crew conduct classes in convoy, crash

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and rescue work for the purpose of equipping each outlying field with trained personnal, and the necessary vehicles. Four fields are now equipped with crane, tractor-truck "Swamp-cat", low bed trainer, 6 x 6 truck, radio equipped carry-all, and a crew of six men to each field on detached duty.

Other departments include the paint shop, tire department, sheet-metal, body and fender shop, and a unit replacement system has been established for the replacement, repair, and exchange of carburetors, starters, generators, voltage regulators, speedometers, clocks, and electrical units.

SAFETY is stressed. Recognized approved methods of safety are put into order form and given wide distribution, including the safety rules and regulations on the refueling of aircraft. Certain traffic management, dispatching systems, loading procedures and weight distribution, routing, convoys and motor march systems are imparted to non-commissioned officers and to vehicle drivers. Shop safety measures are pointed out to mechanics and students in the garage and shops.

A line system has been installed for carrying out inspection and adjustments. Under this system, each vehicle is lined up, pre-inspected by an inspector and road tested. Then under the supervision of an officer and non-commissioned officers, again road tested.

A local MCAS Transportation Bulletin has been conceived to spread the gospel of safety, and to carry technical information and items of interest to those engaged in motor transport work.

MECHANICAL SCHOOLS were conducted at night by factory representatives of the Willys-Overland, International, General Motors, Chevrolet and

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other motor companies.

Cars were taken apart and by motion pictures, lectures, and chart work, the mechanics were taught the functions, repair, and replacement steps.

For practical instructions, key NCO's and civilian technicians taught Marine personnel and student mechanics, by actually working on cars with them.

The need for general expansion has made it possible to reorganize and consolidate the departments to improve the flow of work from one department to another. The flow process of maintenance now is from the steam cleaning department to car washing, thence to the sheet metal shop, and if necessary, to the paint shop; from there to the Preventive Maintenance Building for the 1000 or 6000 mile servicing, and from there into the battery, tire, and lubrication departments which are under one roof.

A Transportation Pool has been established as there was a lack of available transportation. This pool provides passenger cars and station wagons, to be used for official business only.

Each request for a vehicle must be justified, stating the reason for the trip, and signed for by the requesting officer.

A Truck Information Center receives information from key departments of anticipated truck and load requirements, and parts previously ordered are brought back on the return load.

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ASSEMBLY AND REPAIR DEPARTMENT'S primary function is to overhaul and repair aircraft, engines, accessories and other aeronautical equipment when such work is beyond the capacity of the operating squadron. (Air Station General Order 43-1943). This was in accordance with the mission and purpose of the air station "to maintain and operate facilities for organization, equipment, training and maintenance of Marine Corps aircraft units, including operation of a Class A overhaul base".

Grading of the site for A & R started in April 1942. The Aircraft Overhaul building was dedicated by the Assistant Secretary of the Navy, Ralph A. Bard, on 4 December 1943.

The various buildings cover an area of 506,908 square feet, built at a cost of approximately $6,612,198.

CONSTRUCTION

The Cherry Point shop was the fourth of a series of A & R's of similar design to be built within the continental limits of the United States. Those previously completed are located at the following Naval Air Stations: Jacksonville, Fla., Quonset Point, R.I., and Corpus Christi, Texas.

The schematic plans were prepared and approved by Buaer in March 1942. In general, the building was to be like the A & R in Jacksonville, Fla.

C. Frederick Doriot, Chief Architect to Buaer, made a trip to Jacksonville, in the same month, to study their set up. His report shows that complete replanning and relocating of shops should be done for efficient production.

New plans were drawn up, based on the Jacksonville plans, but

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planning had to be done piecemeal, as the original allotment for this project was only $1,214,500.

The original plans called for the hangar section to be built of structural steel, and the shops of wooden framing.

BuAer sent a letter in April 1942, suggesting that A & R be built of reinforced concrete or timber, rather than structural steel. As plans were based on the standard BuAer design that was used for Jacksonville, the site was already graded and the foundation was to be laid in a few weeks. The operation of the building was based on a necessity for long span trusses and cranes, which had already been ordered. Structural redesigning would require approximately five months, with comparatively little saving in the amount of steel required. 1800 tons of steel would be required with the steel frame at a cost of $1,300,000 and 1350 tons of reinforcing steel for concrete at a cost of $1,600,000. The reinforced concrete would take much longer to build.

By June 1942, the allotment had been increased to $2,140,500. BuAer gave instructions to go ahead with the reinforced concrete for the hangar section and the shop section was to be of wood framing in order to stay within the limites of allocation. (ltr AER-MA-213-em-KV9/NOy-4957 M5/KV9-Serial 1083669, dtd 24 Jun 1942).

On 1 July 1942, Mr. Kline of BuAer came to Cherry Point and instructed the architect to change the design of the shops, as the paint and dope shop, and like shops would be fire hazards. The wood framing was not to be used, but the size of the shops were to be cut down in order to stay within the allocation. The OinCC was advised that no more materials were to be ordered for the wooden design. The following day,

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the CinCC notified BuAer that the change to reinforced concrete would delay construction for many months, the change over would cost an additional $400,000 and that reinforcing steel would be very difficult to obtain.

The additional cost was an important factor, so formal approval of design and construction for Budocks was received on 20 July 1942 for the following: steel frame construction for the hangar section, wood frame for the shop section, shops to have brick bearing walls, plaster ceiling and protection, so no part of the wood frame would be exposed, and all hazardous shops to be equipped with a sprinkler system.

Structural steel framing was used only in the large hangar section, because provisions had been made, in the foundation and framing for many types of industrial machines, as practically the entire area was to be served by overhead crane and trasrail equipment, with a capacity of up to 5 ton.

Several second stories and mezzanines are built of reinforced concrete, while the remainder of the building is framed in wood, bearing on wood columns, and brick walls, (for detailed construction information, see P. W. Technical Report, Contract NOy-4957).

Authorization to proceed with the working drawings for the remainder of A & R shops was finally received on 7 Dec 1942 (ltr fr C.F.Doriot, Chief Architect to BuAer).

$1,932,400 was released by the Secretary of the Navy on 18 Dec 1942 for completion of the A & R extention, parachute shop, hazardous material storage, engine overhaul building, and six test cells. After this sum was apportioned, only $600,000 was available for engine overhaul test cells.

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It was estimated in March 1943, that the first section of the building would be completed by 1 August 1943. Drainage, sewage, a railroad spur, connection roads, and utility distribution systems were needed. It was brought to the attention of Buier that underground work could not be installed in the proper sequence, as no money had been allocated for water, sewer, lights, etc. $499,000 was allocated on 2 June 43 for this purpose. Of this amount, $100,000 was specified to be for the purchase and installation of a boiler.

More funds have been, and still are being allocated from time to time for such facilities and utilities found to be inadequate for the efficient functioning of this department. The cost and completion dates of A & R buildings are as follows:

Buildings	Completion Date	Sq.Ft.	Cost
Oxygen Shop	15 Jun 1942	2,000	$ 21,074.68
Parachute Loft	1 Jun 1943	7,207	66,412.90
Hazardous Material Storehouse	1943	1,230	9,180.00
Deepwell Pump House	1 Aug 1943	86	548.25
Air Conditioning Bldg.	23 Dec 1943	6,996	41,466.06
Aircraft Overhaul Bldg.	23 Dec 1943	305,683	4,791,884.64
Transformer Bldg.	23 Dec 1943	3,328	21,299.20
Oil Reclaiming and Hazardous Material Storehouse	2 May 1944	1,144	3,626.66
Engine Overhaul Bldg. & Test Cells	2 May 1944	189,623	1,602,985.58
Maintenance Shop	1944	18,611	53,720.00
		505,908	$6,612,197.97

THE AIRCRAFT OVERHAUL BUILDING, which includes an extension and the administrative offices, covers an area of 305,683 feet.

The hangar section has structural steel columns and roof trusses. The large hangar doors are 45 feet high and are mechanically operated.

All decks are of 6 inch concrete, treated with a surface sealer and

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hardener, which also renders them static proof.

Electric power is distributed by a Westinghouse Industrial Bus System, thereby making power combinations available throughout the shops, expediting the use of electrical power, and eliminating a network of conduit feeder lines.

Hydraulic lifts and an aircraft weighing scale are some of the innovations in this building.

Reinforced concrete columns in the extension, or small hangar, were precast locally, and support the roof trusses at different levels. These roof trusses were built of local pine. Unfortunately the lumber was not sufficiently dried and they cracked under the strain of heavy crane loads. After being reinforced, they have proven adequate.

THE ENGINE OVERHAUL BLDG AND TEST CELLS covers an area of 159,523 square feet, built at a cost of $1,602,986.

The basic structure is of reinforced concrete columns, with wooden roof trusses.

It has a unique heating and ventilating system, consisting of individual self contained units located in pent houses over the roof area. Each shop or department is heated from its individual plant, fresh air being taken in from above the roof level, filtered, heated and distributed directly to the shops.

The 6 test cells provided for the Engine Overhaul Shop are of the latest approved design. Intricate baffling and controlled airflow aids in sound-proofing. There is also a completely equipped control room serving each pair of test cells.

The structure was turned over to the A & E Officer by Public Works

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in April, 1944, but as the shops were not completed, operation of this division did not start until October 1944.

MACHINERY, EQUIPMENT & SUPPLIES for the A & R Department started arriving from the Bureau of Aeronautics as early as June 1942. There were no storage facilities available, so the Supply Department had to build two temporary warehouses in order to house this equipment. Much of this material was needed at NSD, Norfolk, Virginia, so it was recrated and shipped there, with the understanding that it would be replaced by Buaer. Comdr. Conrad of Buaer and Comdr. Harriman, Supply Officer, Cherry Point, discussed details of the transaction over the telephone, a memorandum being made of the conversation of 27 January 1943. Comdr. Harriman said, "We are in pretty good shape on this material. We are now in the middle of the third consecutive inventory of it. We've had to shift it from house to house down here in order to accomodate our building program. Ordinarily it would have been installed upon delivery. Instead of that we have been kicking it around the station for six months in order to accomodate a non-existent A & R Department."

On 26 Oct 1943, the Supply Officer requested that all A & R equipment tools, and shop store be removed from the Supply Department to the new A & R Building partially completed. "This material has occupied a total of 33,000 sq. ft. of inside storage space for 15 months. In consequence, the Supply Department is denied storage facilities for which there is an urgent need, as valuable aeronautical materials (both Supply and Wing) are deteriorating out of doors."

The contractor was ready to start setting equipment in June 1943. In July 1943, $200,000 was appropriated for the uncrating and installation

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of equipment (BuAer ltr Aer-MA-04-LB/ES/X59 to BuDocks dtd 2 Jul43). As the new building was not completed, the machinery could not be installed until several months later.

Up to date, some of the shops are still being built. New planes and engines have necessitated augmenting and replacing much equipment. No figures are available as to the cost of the equipment, but the estimated value is between two and three million dollars.

PRODUCTION

While Cherry Point was designated as a Class A Overhaul Base, there were no repair facilities available for two years after the commissioning of the Station. It was decided by BuAer that until such a time as A & R was in a productive status, that NAS, Norfolk and MCAS, Quantico be designated as repair bases for Cherry Point.

A part of Hangar #1 was designated as the A & R Department in May 1943. Production was limited by space and facilities. Minor repairs, painting, fabric and dope work and engine changes for tactical squadrons were some of the activities carried on at that time.

The Commanding General of the 3 MAW (ltr to CO, dtd 19 Oct 43) requested information as to whether the local A & R could perform major overhaul on aircraft belonging to the 3 MAW, as personnel of the Wing needed the entire time for training.

No major overhaul was possible at this time because the new building had not been finished.

From May 1943 to September 1944, only minor and miscellaneous repairs were made to various types of aircraft, such as F4U, R4D, PBJ, SNJ, JM, SNB and SBD. Some manufacturing of spare parts was also done, as

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soon as the machinery was set up and made available. All the shops were not completed, consequently they could not be set up. The tooling up and readying of the completed shops was a major part of the work during this period.

In Oct. 1944, Cherry Point was assigned to overhaul F4Us, FBJs and R4Ds. The R4D program to terminate in March 1945 and the F4U program in June 1945, and the JM program to be assumed in March 1945.

MCAS, Cherry Point, was designated as a supporting activity for minor manufacturing and repair work required to support UTRon Five, in August 1944 (BuAer ltr-MA-151-A68-over L-9-3 over FF13-4 dtd 25Aug44).

270 Corsairs were assigned to A & R by 9 NAY for incorporation of service changes on 7Dec44. FBJs were assigned for radar modifications at the same time.

Cherry Point will discontinue work on model F4U/F3A/FG in December 1944, were the instructions of BuAer (ltr Aer-MA-151-GWM-216890 dtd 23Dec44), FBJs were to be concentrated at Cherry Point. Non-flyable FBJs on the West Coast were to requisition all necessary spare parts from Cherry Point.

In January 1945, the Cherry Point FBJ schedule was reduced, due to non-availability of Fleet returns. At the same time, it was announced that JMs were to be concentrated at Cherry Point. On 27Feb45, this was changed (3pd ltr to CO-Aer-MA-151-AOS), JM reconditioning at this station was cancelled, due to the increased requirements for FBJs. Only FBJs and F4Us were to be reconditioned here, the first priority being assigned to FBJs.

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ORGANIZATION AND PERSONNEL

The A & R Department consisted of one officer in January 1943 (ltr to Supply O to CO dtd 14Jan43), and it was suggested that the department be activated now to save time and effort later. The suggestion included employing a chief clerk, chief planner and estimator, and a production manager to lay the ground work.

Authorization was again requested to establish an A & R Department in a letter to the Commanding Officer from Lt. Col. M. T. Ireland, USMC, A & R Officer, dated 14 May 1943. This letter requested that office and shop space in Hangar #1 be designated as the A & R Department; that a skeleton organization of key personnel be set up; that AES 41 be designated as the administrative unit for A & R enlisted personnel, and that the "additional" duty of A & R Officer be changed to "regular duty".

Key civilian positions were established in March 1943.

Officers, enlisted and civilians were assigned to A & R in May 1943 and were then sent to the various aircraft factories, and to other Assembly and Repair Departments on the East Coast to learn all phases of aircraft repair and overhaul work, in order to prepare for efficient operations. Military personnel were also sent to the Navy Inspection School in order to prepare Aircraft Inspectors. Since 1944, 566 Marines and civilians have had specialized training off the base.

It was originally estimated that approximately 80% of civilian and military employees would be inexperienced, consequently "on the job" training was deemed necessary. A vocational training school was established on the base to meet this need.

It was also estimated that A & R would employ 50% each of civilian

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and military personnel. This percentage of civilian employees has never been reached due to the geographical isolation of this station, and lack of housing and eating facilities.

The F.H.A. Housing Project, outside the gate, has provided housing for key personnel, and a civilian cafeteria, and parking lot were built on the base to provide additional necessary facilities.

By December 1943, approximately 385 civilians were employed in A & R and about twice as many Marines. At present there are 1135 civilians employed there, of which 40% are women, with jobs ranging from sweepers to supervisors.

Marine personnel at present numbers 2618 enlisted of which approximately 30% are WRs. There are 73 male and 10 WR officers.

SQUADRON 41 was set up as the administrative unit for male Marine personnel. All the WRs on the station were, until April 1944, attached to AES 45. In April 1944, the Aviation Women's Reserve Group One was formed and WRs doing allied work were assigned to separate squadrons. Squadron 19 was designated as the A & R squadron for WRs. An additional WR squadron was found necessary, so on 1 Aug 44, Squadron 20 was commissioned.

A VOCATIONAL TRAINING SCHOOL was established early in 1943 to meet the "on the job" training need, the training schedule to be compatible with the production and working schedule. This school was established in 45 Dallas Huts. Equipment and tools were acquired from the machine, sheet metal, aircraft woodwork and foundry shops of a former N.Y.A. Project at Greenville, N. C.

Fundamental theory and instruction were given in all phases of engine repair, sheet metal accessories, radio, and propellors. Blue

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print reading, riveting, sheet metal fabrication, and metalsmithing were also taught.

Classes were set up to train personnel in the overhaul of Wright 2600 Aircraft Engine, preparatory to the completion of the Engine Overhaul building. The course was set up, but Buier then decided that they were to work exclusively on Pratt and Whitney R-2800 Engines. Mock-ups, tools and teaching devices were changed to meet the new requirements. Engine overhaul now employs 735 people, of which 541, or over 73% have been trained at the A & R Vocational Training School.

At present, the school is teaching F4U maintenance and overhaul, consisting of engine inspection, engine and accessories storekeeping and hydraulics.

SUPERVISORY TRAINING

This program was inaugurated in November 1944 as a direct answer to an operating need. The curriculum is derived mainly from the current training programs of the Army, Navy Training Within Industry, and Civil Service Commission, in recognition of the supervisor as the key person in every organization. In order to promote better all around relations and understanding, the A & R officer, his staff and supervisory personnel, civilian and military, have taken the "Job Relations" course.

WORKING PROCEDURES for the "Overhaul Board were set up on 23 July 1943 in the Assembly and Repair General Order #3-19-43 (Enclosure "T-1")

This overhaul board failed to function due to many factors.

On 20 March 1945, a similar working, but greatly amplified operating procedure was adopted, named the Aircraft Reconditioning Policy (Enclosure "T-2").

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SALVAGE BOARDS were set up by A & R General Order #4-1943 and Special Order #31-1944. These were superseded by A & R General Order #13-1945 (Enclosure "T-3") which sets up two salvage boards.

THE SALVAGE YARD was established by A & R General Order 4-1943. Aircraft stricken from the BuAer lists are sent there to disassemble all repairable parts.

Inspectors are provided to determine the economic repairability of these parts and those deemed critical by the Navy.

Repairable parts are properly identified, tagged, and listed for routing to Supply for further issue. Obsolete parts are sent to the scrap pile. The skeleton of the plane is burned into small sections and sold for scrap metal.

In January 1945, preservation was coordinated with salvage. Under this program, engines, carburetors, propellors, and other parts are preserved according to the latest directives. Landing gears, wing butts, and all open parts are paraketoned. Ships stored here are run up regularly to prevent rust and corrosion.

Maintenance men are kept busy securing planes against the heavy winds and dust, and keeping the cranes, hoists, tractors, trucks, and other equipment in repair.

During the past year, approximately seventy-eight stricken ships have been salvaged and during the last nine months over seven hundred engines have been preserved for long storage.

THE PARACHUTE DEPARTMENT

This department was originally set up in part as the A & R Parachute Overhaul Department, consisting of major repair of parachutes,

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their harnesses and carrier packs. A second location was set up as the Air Station Parachute Department, which provided for the proper storage and maintenance of station parachutes. This included routine inspection, repacking and minor repairs. A third department, set up in two triple Dallas Huts provided for the maintenance of parachutes for operating units.

The A & R Officer on 26 Nov 43, requested that the first and third departments be combined into one organization known as the Air Station Parachute Department or that it be made a division of the A & R Department.

Consolidation of the various parachute activities was made on 8 June 1944. The Air Station Parachute Department was to be separated from the A & R activities. Major overhaul, repairs and parachute facilities were to be the responsibilities of this department. Storage and issue to be a function of the Supply Department, and that a fleet parachute loft be maintained for operating units. These units to furnish their own qualified riggers, but the loft was to be under the general supervision of the Air Station for custody and maintenance of collateral equipment.

ASSEMBLY & REPAIR OFFICERS

Lt. Col. R. T. Ireland, USMC	Oct 1942 - July 1944
Colonel T. J. Moon, USMC	July 1944- -

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THE THIRD MARINE AIRCRAFT WING was commissioned on 10 Nov 42, and the Command Post closed on 6 April 1944, when Headquarters Squadron left for the West Coast. With the departure of the 3 MAW, all their records went with them, so little information regarding that organization is available at this source.

The 3 MAW was formed under the command of Lt. Col. Calvin R. Freeman, USMC. Lt. Col. Freeman reported on 4 Dec 42 as the Prospective Commanding Officer of the Wing. He was detached for duty with Marine Aircraft Wing, Pacific, on 30 Nov 42.

"THE MISSION of the Third Marine Aircraft Wing is to conduct such training exercises as may be authorized or directed in order to prepare this Wing for battle missions, and to conduct such battle missions as may be directed. Towards this end, each member of this command will do his utmost to prepare himself, and all members under his command for a state of battle readiness."

Col. Claude Larkin, USMC, assumed command in the Spring of 1943. Shortly thereafter, he was promoted to the temporary rank of Brigadier General. He remained the Commanding General of the 3 MAW until its departure in March 1944.

THE NINTH MARINE AIRCRAFT WING was commissioned on 1 April 1944, (MarCorps conf. dis. #211546), Colonel Christian F. Schilt, USMC, assuming command. On 17 June 1944, Brigadier General Lewis G. Merritt assumed command, relieving Colonel Schilt. Colonel Schilt again assumed command of the 9th MAW on 17 January 1945, when Brig. Gen. Merritt assumed command of Marine Corps Air Bases, Cherry Point, N.C. (For biography see Enclosure"N")

Tactical organizations stationed at Cherry Point were detached from

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the 3 MAW and transferred to the 9 MAW on the date of its commissioning. (For a complete list of squadrons temporarily based at this Station from 1943-1945 see Enclosure "E").

THE MISSION of the 9 MAW was to organize, equip, and train Marine Air Units for combat operations.

TACTICAL REORGANIZATION of the units, for operational control was made on 23 August 1944 (Wing G.O. 44-1944).

Commands were designated as follows:

Strike Command	VMSB and VMTB Squadrons
Fighter Command	VMF Squadrons
Bomber Command	VMB Squadrons

Service Command 9 (Provisional) was commissioned on 31 August 1944 (Wing G.O. 48-1944) All service squadrons were to be assigned to the Service Command.

Wing General Order 44-1944 was rescinded on 11 November 1944, thereby eliminating the Strike, Fighter and Bomber Commands.

In October 1944, the decommissioning of various squadrons took place, the personnel of these squadrons being transferred to Headquarters Squadron of the Group to which the squadrons were assigned, pending reassignment.

The Ninth Marine Aircraft Wing assumed the status of a replacement training wing on 10 October 1944 (COMINCH Conf. dis #221425)

A DIRECTOR OF AVIATION TRAINING for 9 MAW was established on 13 November 1944 (Wing G.O. 62-1944), with Colonel E. L. Pugh, USMC, designated as the Director of Aviation Training, for the purpose of supervising, coordinating, and effecting tactical exercises for all tactical units, as well as to maintain necessary records and statistics on pilots and air-

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crewmen in order to most effectively and efficiently provide nominations as replacements.

Under this program training exercises were conducted where pilots were briefed and sent on simulated bombing missions against "enemy" installations, for practice in interception, low level and strafing attacks, practice in rocket firing, dive bombing, and positions in support of ground troops. High ranking officers of the Brazilian Air Force were indoctrinated and trained in the operational and organizational procedures of this command, from 29 Jan - 18 Feb 45.

THE AVIATION SAFETY PROGRAM, 9 MAW was instituted as a functional part of the Ninth Marine Aircraft Wing in April of 1944. The purpose was to study accidents and their prevention; to standardize investigation and analysis; to coordinate medical and line information; to establish a safety consciousness; and to place a more adequate pilot in the combat unit and thus reduce operational losses and increase enemy losses. With the cooperation of all members of the Wing staff, all obstacles were overcome, and the five aims of the program attained, as verified by a reduction from eighteen to twenty aviation fatalities in the early months of the program to zero in March of 1945.

The organization of the Ninth Marine Aircraft Wing Safety Program was unique and original, directing paramount attention toward the pilot as an individual. Four important sections were formed: the flight training jacket reviewing section; the accident analysis sections; the safety publications sections; and the flight analysis section.

The flight training jacket reviewing section undertook the tedious task of reviewing the jackets of all Marine aviators reporting to the

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Wing. The purpose of these reviews was to inform Squadron Commanding Officers of deficiencies, weaknesses, and dangerous tendencies of pilots assigned to their squadrons in order to correct such deficiencies of student aviators during their squadron training, or in cases of extreme inaptitude, to reclassify or reassign student aviators unsuitable for combat Marine Aviation.

A vital nucleus of the Aviation Safety Program was the Accident Analysis section. Graphs, facts and figures, and monthly accident analysis reports served not only as potent weapons in "selling" Aviation Safety, but focused attention on specific problems within individual squadrons or groups. The use of a master tally sheet not only served as a standard source of accident information, but furnished the Wing with a permanent concise history of all crashes.

The Flight Analysis Section was composed of members with considerable combat experience, as well as initiate association with training and classification of pilots. This section initiated all corrective recommendations concerning adverse accident rates, and visited groups failing to maintain a favorable accident rate.

The Safety Publications Section was formed on the thesis that repetition is a basic educational and advertising measure. This section originated a splendid color brochure of crash histories; "Dilbert" Channel-letters, accident repeater Channel-letters, 9MAW Monthly Aviation Safety Digests, and Army and Navy Safety reprints, to continually bring pertinent information to the attention of the pilot. In addition, the following reports have been published to guide Squadron Safety Officers:

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1. "Aviation Safety Progress Report, (9MAW) (Enclosure "U-1")

2. "Pilot Staleness" (Enclosure "U-2")

3. "Pilots with Repeated Pilot-Inaptitude Accidents" (Enclosure "U-3")

4. "Fatal Aviation Accidents" (Enclosure "U-4")

A Personal History Card originated by the Wing Medical Department has been of great value to Flight Surgeons and Commanding Officers alike, in coordination of pertinent medical and line information.

The Safety progrss has received letters of commendation from the Commandant of the Marine Corps, Chief of Naval Operations, and Chief of the Bureau of Medicine and Surgery.

MARINE CORPS AIR BASES was established on 21 September 1944, by authority of MarCorps dispatch 202206. Brigadier General Lewis G. Merritt, USMC, Commanding General of the 9th MAW, on the same date, assumed the title and additional duty as Commander, US Marine Corps Air Bases, Cherry Point, N. C.

Colonel C. F. Schilt, Chief of Staff, was designated as Deputy Commander for tactical units, as additional duty, and Colonel P. L. Conradt as Deputy Commander for U. S. Marine Corps Air Bases, Cherry Point. N. C.

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THE SYNTHETIC TRAINING DEPARTMENT was officially established by NCAS Regulations, Section 301, published in 1943. These regulations cover the responsibilities of the Training Officer and are broad and general. Mainly they are the establishment and administration of training facilities for station personnel and attached organizations.

The first training officer to be assigned was Major Abel. The Ordnance School was established in January 1942, under his direction. THE ORDNANCE SCHOOL was established to furnish trained ordnance men for the Third Marine Aircraft Wing.

Students were assigned by classification, and they reported to AES 43, for the duration of the course.

After graduating eighteen classes of about thirty men per class, the school was closed in May 1943, when the need for ordnance men was fulfilled.

CHEMICAL WARFARE, recognition, and small arms classes were started in August 1942. All casuals awaiting assignment were enrolled in this course, which was closed in January 1944, due to a lack of casuals.

THE SYNTHETIC TRAINING BUILDING was planned and constructed under the direction of Lt. Col. Winston. It was occupied on 5 June 1943 by the Free Gunnery Training Unit, Station Gunnery Department and Link Trainer Department.

Upon occupancy of this building, the jurisdiction of the Link Training Department was transferred from the Operations to the Training Officer.

A Training Film Library and Literature Department was established in this building, to serve station personnel and attached organizations.

On 3 June 1944, the Synthetic Training Building was destroyed by a

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fire, in which five perished and eleven were injured. The dead are:

Second Lieutenant Mary B. Pulowitch, MCWR
Second Lieutenant Charles R. Toberen, USMCR
Corporal Robert W. Bamford, USMCR
Corporal William R. Keogh, USMCR
Corporal Germaine C. Laville, MCWR

Dallas Huts were erected for temporary housing of the training units.

THE CELESTIAL NAVIGATION TRAINING Department was established on 14 February 1944. Operators were selected and began courses in Navigation, Link Celestial Navigation Training, as authorized by Headquarters. Personnel were selected on the basis of GCT, MA, and mathematical background.

Training began on 3 April 1944, the syllabus being variable according to the needs of each student. Under Major Stevens, navigation procedures and equipment were standardized. Approximately four hundred and forty students are trained each month, and the course is repeated until each student has completed it satisfactorily.

THE FERRY SQUADRON TRAINING UNIT was established under Lieutenant Colonel Winston in May 1943, and is still in operation.

This unit was formed to furnish aerial gunners to the Third Marine Aircraft Wing. The approved syllabus published by the Bureau of Aeronautics was used.

Students were assigned by classification and by squadrons attached to the station. The grades were entered in the student's record book.

Approximately forty refresher courses of an average of twenty students were graduated, exclusive of approximately two hundred WRs who were trained to serve as instructors in special devices at various Marine Corps Air Stations.

THE RECOGNITION DEPARTMENT of this unit, furnished recognition training

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for all personnel.

THE LANDFALL TECHNIQUE TRAINING FACILITY was established in May 1943. It is a three weeks course, each class comprised of eight students. The students are taught map reading and the making of landfall models by various methods that can be used under combat conditions. Most of the students were from the Intelligence offices of the tactical squadrons.

THE COMBAT CONDITIONING and Swimming Department was placed under the Training Department in February 1944. It was formed for the purpose of furnishing combat conditioning instructors for the 3 MAW, and to instruct personnel in combat conditioning and swimming. Approximately one hundred and fifty instructors were trained.

In December 1944, this training facility was replaced by survival training.

THE AIRBOMBER GROUND TRAINING UNIT was established to train bombadiers for the 9 MAW. After equipment was secured and instructors trained, the activity was transferred from this station by order from Headquarters, Marine Corps Aviation.

The Airbomber Ground Training was used to instruct personnel, attached to tactical units, in maintenance and operation.

The program was administered by Headquarters, Advance Base Aviation Training Unit, Lambert Field, St. Louis, Mo.

SURVIVAL TRAINING was started in January 1945 and up to date, three hundred and sixty-two men have satisfactorily completed the course.

Training Officers	Dates	Accomplishments
Major Abel Major R.S.Dew	January 1942	Estab. Ordnance School
Lt. Col. Winston	Apr 43-Jul 43	Estab. Free Gunnery Training Unit

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Training Officers	Dates	Accomplishments
Major J.W.Stevens	Jul 43-May 44	Estab. Navigation & Celestial Navigation Dept. Landfall Tech. Train. Combat Conditioning & Swimming
Major E.A.Sisak	May 44-Jun 44	
Major W.L.Gaffney	Jun 44- -	Estab. Survival Training Airbomber Ground Train.

The following recommendations are submitted that would facilitate the operation of the Training Department:

That a squadron department be formed for the sole administration of this department, and that the Training Officer be the squadron commander. That all attached training personnel be assigned to this department, as well as all students for the duration of their training, and that an officer from attached organizations be assigned to act as the liaison officer between his organization and the training department.

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THE NAVY SUPPLY DEPARTMENT was started on 30 April 1942, when Commander John N. Harriman reported on board as Air Station Supply and Accounting Officer.

The mission of the Supply Department was to receive, store, issue, and keep records of the thousands of items required to operate the Station and its facilities.

In order to be in a position to fulfill this mission, Commander Harriman set about finding personnel to fill key positions. This was no small task, but through working with the Civil Service Office in Washington, D. C. and other agencies, He had some measure of success by securing 38 civilians for the Supply Department and 6 for Accounting Department. The offices were in a small wooden building near the old Administration Building.

By July 1942, the date the Supply Dept. was legally commissioned, buildings #145, 146, 147 and Fual Tank Farm A were apportioned to this department.

Building #147 was a one story brick structure, 200' x 560'. The Supply offices moved to this building, which was also used for storage of general stores, flight clothing, and shared by the Quartermaster Department.

Building #145 was a hangar type warehouse for large aeronautical parts, and 146 was for inflammable materials.

Tank Farm A had seventeen 25,000 gallon storage tanks, and six 200 gallon tanks, with pumps, for motor gasoline.

Civilian positions were gradually being filled and several naval officers reported on board 1 July 1942, assigned as assistants to the

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Supply Officer.

The first inspection to be conducted by the Fifth Naval District Supply Officer occured on 10 Sep 42. The personnal at that time assigned to the department, consisted of the Supply Officer, 8 Naval officers as assistants, and 243 civilians.

EQUIPMENT was very limited. It consisted of two trucks, the necessary skids, hand equipment, and office machinery. A crane could be borrowed from the Public Works Department and had to be returned by noon each day.

Less than 10% of the required stock was on hand, due to lack of storage space, and the housing of other station departments in the supply area.

In a letter to Captain Murray Roger (SE)USN of the Bureau of Supplies and Accounts, dated 17Aug42, Commander Harriman writes, "My worst problem (and a serious one) is the storage situation. The Marine Corps, the Public Works Officer, the A.& R. Officer, and the Medical Officer (Marine Corps property, A&R Machine tools, furniture for quarters and hospital equipment) all packed into my "postage stamp" of a storehouse leaving no place for supplies. However, nobody seems to worry except me."

Until the date of the commissioning of the Supply Dept., the Quartermaster Dept. had performed the duties of the Supply Dept.

After commissioning, Supply drew on Navy Supply at Quantico, Va. for needed materiel. This practice continued until about the middle of October, 1942, at which time Supply began requisitioning its own stock of materiel.

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No aircraft was on the station at the outset, but by October, 1942, seven small station planes, AES #41 (later A & B), and the Public Works Dept. had to be maintained.

By the Spring of 1943, Supply was functioning as the Standard Organization is set up in Article 1102 of the Bureau of Supplies and Accounts Manual. Its storehouse held a minimum complete stock of general and aeronautical items.

PERSONNEL - 1943

Officer personnel at this date had increased to 15, and civilian personnel to 628.

Some of the key civilian employees were subject to the draft, so the Supply Officer induced them to become enlisted Marines, and kept them in the same positions they held as civilians.

By May 1943, there were 20 Naval Officers assigned to Supply.

Fifty Marine Women Reserves were obtained to work in this department in September 1943. At first they were assigned only to the warehouses as storekeepers, having been trained at the Navy Storekeepers School at the University of Indiana. After several months, however, the WRs were also assigned to clerical positions and up to date all types of Supply work is being assigned to them.

TANK FARMS A AND B were taken over by the Fuel Division on 6 June 1943. This Division was now able to supply aviation gasoline to Station and Wing aircraft, motor gasoline for Station vehicles, and coal for heating plants.

THE THIRD WING was being equipped by Supply for overseas service by the end of 1943. In the meantime, its hundreds of planes had to be kept

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flying. The Service and Tactical Squadrons had to be fully equipped, in addition to handling all the supplies for the Station.

THE NINTH WING followed the departure of the Third Wing, being commissioned on 1 April 44. The procedure set-up for outfitting the various Groups and Squadrons was analogous to the method used in outfitting the Third Wing.

THE ACCOUNTING DEPARTMENT became more efficient on 15Feb45, when it installed the International Business Machine equipment to turn out all civilian payrolls.

At present, April 1945, there are 866 civilians on the payroll. Military personnel consists of the Supply Officer, assisted by 22 officers, 108 enlisted WRs and 82 enlisted men.

SCOPE AND ACCOMPLISHMENTS

Over 70,000 separate items, ranging in size from a 3300# airplane engine to an instrument piece of .00# are carried by Supply; 40,000 of these items are aeronautical equipment and 30,000 general stores.

Materiel is shipped to all parts of the world, at an average of 3,500,000# per month, by plane, freight car, truck, and boat.

It is the major supply point for the Marine Corps Air Bases on the East Coast. The stations included besides Cherry Point are: Quantico, Va., Parris Island, S.C., Eagle Mountain Lake, Tex., Walnut Ridge and Newport, Ark., Congaree, S.C., Kinston, Bogue, Atlantic, Oak Grove, Greenville, Washington, Beaufort and Wilson, N.C.

SUPPLY OFFICERS

Commander John N. Harriman(SC)USN	30 April 1942-13December 1943
Captain R. M. Sullivan(SC)USN	13 December 1943 - -

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OUTLYING FIELDS AND AUXILIARY AIR FACILITIES

Detailed studies were made of sites that would be suitable for outlying fields. Soils, accessibility, topography, clearing, grading, and necessary road construction were all taken into consideration.

Mr. L. E. Wooten was the consulting engineer. Report on Site #1 was made on 19 February, 1942 (CO's files M1-9) for all MCAAF and Outlying Fields.

Twenty sites were investigated, the report on Site #20 being submitted on 31 October 1942.

The following outlying fields and auxiliary air facilities have been acquired either by purchase or lease:

MCAAF, Atlantic, N.C.
MCAAF, Bogue, N.C.
MCAAF, OakGrove, N.C.
MCAAF, Kinston, N.C.
MCAAF, Camp Lejeune, N.C.
MCAAF, Congaree, S.C.
Outlying Field, Beaufort, N.C.
Outlying Field, Greenville, N.C.
Outlying Field, New Bern, N.C.
Outlying Field, Washington, N.C.
Outlying Field, Wilson, N.C.

The fields at Wilson, Washington, Greenville, New Bern, Beaufort and Kinston have been leased to the Navy Department by the cities and counties owning them. They have been chiefly developed by Civil Aeronautics Authority Funds, at the request of the Marine Corps and Navy Department.

East lease provides that the owners will convey to the U.S. Government, on request, in fee simple, such parts of the airport as may be needed for construction of buildings and facilities.

Atlantic, Bogue and Oak Grove were the first Outlying Fields to

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be constructed and the problems of any of these, was common to all.

All three were commissioned as Auxiliary Air Facilities on 16 August 1943.

Each AAF was set up and operated as a miniature air station under the control and jurisdiction of the main stem. (Memo fr CO dtd 23Aug43).

A non-commissioned officer stationed at Cherry Point was put in charge, under the supervision of a field officer.

The acreage of the first three Outlying Fields was as follows:

Atlantic	1469.325 acres
Bogue	573.16 acres
Oak Grove	976.46 acres

The rapidly increasing personnel and formation of new organizations made it imperative that housing and other facilities be increased at the main station and its outlying fields. Funds in the amount of $3,400,000 were requested for this purpose, (Conf ltr to Bunar, from CO, MCAS Cherry Point, N.C. L/54/101-el, serial 0266, dtd 10Feb43), with a recommendation that aeronautical activities be dispersed to relieve congestion of air traffic. It was further recommended that Navy owned and leased fields be expanded so that each one would provide the necessary facilities to accomodate two (2) Marine Aircraft Squadrons and station personnel; group headquarters to be established at Bogue and Oak Grove Outlying Fields.

These plans were approved by the Chief of Bunar (Conf ltr Aer-MA-316- EM over NI-9/KV9 over KV9, dtd 27 Feb43) and the Bureau of Yards and Docks was requested to provide the facilities and collateral items for following outlying fields:

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LOCATION	CONSTRUCTION	COLLATERAL	TOTAL
Atlantic	$1,107,500	$151,500	$1,259,000
Bogue	1,252,800	165,000	1,417,800
Oak Grove	1,107,500	163,000	1,270,000
		TOTAL	$ 3,946,800

These projects were to be financed under the provision of the Contract Authorization Act of August 6, 1942.

An inspection of leased fields at New Bern, Kinston, Greenville and Washington, N.C., was made on January 29 and 30, 1943. (Ltr fr SCE of Area III to CinCC, contract NCy-4957, dtd 1Feb43). It was estimated that the expenditure for the development of each station, exclusive of the field, would average about $1,000,000 each. In this report the coordination of CAA and Navy projects were discussed, and it was recommended that the extension of the flying fields themselves be taken over by the Navy contractors, either by turning over the funds to the Navy, designating the Bureau of Yards and Docks as the prime contractor, or by the CAA negotiating a contract with the Navy contractor. In any event that the Navy have jurisdiction over the work, in order to insure that Navy requirements were met.

TRANSPORTATION, OUTLYING FIELDS

By authority of Air Station Special Order, Number 256-1942, regular trips via automobile were scheduled to Atlantic and Bogue Fields, from Cherry Point, starting on 2Jan43.

On 12Jan43 regular flights were scheduled to all Outlying Fields, Tuesdays and Fridays, by authority of Air Station Special Order 78-1943.

MCAAF - ATLANTIC

On April 29, 1942, Mr. Wooten, Consulting Engineer, forwarded

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property maps and record descriptions of the sites that were to comprise Atlantic Field, to the Resident OinCO, with the statement that the deeds records were the worst ever encountered, and recommended that surveys be discontinued, especially in view of the fact that the land value was less than $10.00 per acre.

The reports, maps and descriptions were forwarded to OinC, Contract NOy-4957, NOB, Norfolk, Va., on 2May1942.

On 1 May 1942, the Senior Member of the Shore Station Development Board had sent a letter to the Secretary of the Navy, (OP-12B-1-Lgw over SO 23375, Serial 33812) recommending that approval be given for the acquisition and development of Atlantic Outlying Field, at an estimated cost of $532,000 as this project was required in connection with anti-submarine and fleet training purposes.

On 26 May 1942 the layout plan for Atlantic Field was submitted by the Project Manager (Mr. Purebee) to the R.C.I.C. showing proposed facilities for this field, not to exceed $472,800, which was to include runways, and taxiways, access roads, communications, fire protection facilities, and sufficient housing to accomodate 80 enlisted men and 32 officers, Plans for future developments were estimated to be $625,000.

As this field was to be used for Coastal Patrol activities, it was suggested that these additional facilities be paid for out of funds from this source.

Funds for additional facilities were not forthcoming, as the policy was "to construct or improve one field at a time". As grading of the runways at Oak Grove and extension of the runways at Cherry Point were under way, it was suggested that when either of these projects were

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completed, that additional runways at Atlantic and Bogue could be built at that time, as special equipment had been assembled to meet conditions peculiar to this territory. If the organization, equipment and operators were released, they would be difficult to replace.

The original construction planned was announced as almost completed on 30ct42 (ltr OinCC to CO) with the suggestion that a third runway, additional facilities, and accomodations for a total of 250 men be authorized to enable continuous construction operations.

The estimated cost was to be $492,000. Of this amount $10,439 to be for designs and specifications under contract NOy-4955, Olson and Dietrich, Carr and Greiner. Construction, $481,561 contract NOy-4957, T. A. Loving Co. and Associates.

As no action was taken on these requests, approval for the expansion of Atlantic and Bogue was again requested, (ltr fr Ch Bunar to Ch Budocks dtd 16Jan43), as only by providing additional facilities at these fields could the newly commissioned organizations assigned to the Cherry Point area, be adequately supported. These projects were to be financed under the provision of the Contract Authorization Act of August 6, 1942.

A directive from Washington arrived (ltr from CO to OinCC dtd 21Jan43) requesting that estimates be submitted on all outlying fields for an immediate expansion program of all Navy owned and leased fields to accomodate two squadrons at each field. In the case of Navy leased fields, estimates were to include cost of acquisition of additional property on which Government owned facilities could be erected.

The estimate for the accomodation of 700 enlisted men and 100 officers at Atlantic was $1,099,000 for construction and $22,500 for engineering.

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The construction of the third runway was started on 8Mar43 as an allotment of $228,000 was received for this purpose. This runway was completed 10May43.

On 1Mar43, VMSB-341 was ordered to Atlantic Outlying Field for temporary basing, by authority of Wing Special Order 44-1943.

Collateral Equipment for outlying fields (Bogue and Atlantic) was to be purchased from an allotment of $75,000 set aside for this purpose, by the Bureau of Aeronautics. (Ltr fr OinCC to CO, dtd 13Jul42).

Using the per man basis of $244.00 each, $27,328 was allocated to Atlantic outlying field.

Additional funds for collateral equipment were requested (Ltr fr CO, MCAS, Cherry Point to Lt.H.F. Curren, Buaer, dtd 19Aug42) as facilities were to be increased to accomodate 120 men.

The Marine Guard took over Atlantic Outlying Field on 15Dec42.

Electrical service contracts prepared by the Carteret Craven Membership Cooperative, were submitted on 28Sep42.

Schedule MP-1 year contract for Atlantic Outlying Field
Schedule MP-3-3 year contract for Bogue Outlying Field
Schedule MP-5-5 year contract for Bogue Outlying Field

It was suggested by Comdr. J. B. Moss, USN, that the Station submit a Naval Stock Fund requisition, ultimately chargeable to the appropriation "Aviation, Navy, 1943, subhead 3, to cover the cost of the current to be used, from the date of use to the end of the fiscal year.

By 26Feb44 there were so many power failures that a log was kept of the interrupted service (ltr fr CO to Carteret Craven Electric Membership Corp) as the interruptions were of great frequency and lasted as long as 24 hours. On 24 April, 1943 the REA consolidated the

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Carteret Craven System with the Jones-Onslow Membership Corp. to improve electrical services.

COMMUNICATIONS

The Carolina Telephone and Telegraph Co. proposed to construct facilities to provide one talking and one teletype service, on a five year termination charge basis, to the following listed fields, Atlantic, Bogue, Pollocksville, Washington, Greenville, and Kinston (Memo fr Communications O to CO, dtd 12Mar43). A private switchboard and telephones were installed in key buildings (ltr fr OinCC to Communications O dtd 19May43).

With the arrival of Marine Squadrons the telephone system was found to be totally inadequate and many improvisations had to be made, including the use of field sets.

In a letter from ComFive to CNO dtd 18Mar43 it states, "regarding the telephone service, examination of the enclosure indicates the CNO directives were not closely followed in the design and provision of the subject telephone facilities. In some instances, necessary safety precautions were not taken, adequate clearances were not provided, twist was excessive and cable fills were low".

Housing for in-migrant workers employed at AAF Atlantic was requested (ltr fr CO to ChBudocks, dtd 16Mar44, Serial 565) as civilian employees had to travel for many miles to and from work, with consequent heavy turn over in personnel.

On 30Mar44, the CO of Atlantic MCAAF inquired if the Atlantic Army Base could be transferred to USMC. The Army Base, comprising 4.75 acres, called Camp Happy was declared excess by the Army on 5Apr44, and was to

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be the site for the trailer camp housing project.

The trailer camp for war housing of 30 families of Civil Service personnel was approved on 19May44 (ltr fr Asst Regional Representative, Nat'l Housing Admin., Region IV, Atlanta, Ga. File #11-15.20).

It was stipulated that if all houses were not occupied by Civilians, the remainder could be rented to Marine personnel, under the rank of Major.

The lease for the Army Base was authorized to be transferred from the War Department to the Navy Department on 26Aug44, the physical transfer taking place on 17Sep44. The erection of the camp, housing and electrical facilities were completed by 30Sep44 (ltr fr CO to ChBudocks, Serial 2156).

The Navy personnel in charge of rental collections were bonded (Cir ltr 373-42 over N4-1, dtd 23Dec42).

The following procedures were used for operating the trailer camp:

(a) outline for collection of rents and refunds to tenants (Cir ltr 83-44, dtd 17Jun44).
(b) procedure for maintenance and operations, Joint Circ ltr 76-44 dtd 20May44

A permit was requested by the Navy from the Federal Housing Authority to put the housing project under Navy Management. When the need was over the trailers were to be returned to FHA. (Ltr dtd 24Nov44).

Gasoline storage and pumping facilities were requested in September, 1942. It was suggested that tank trucks or gasoline drums be used, to be hand operated or with motor driven pumps, the drums to be placed on concrete platforms, at least 100 ft. from any existing facility on the field.

With the advent of the squadrons it was found than an underground

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gasoline distribution and storage system would be required. This was requested on 21Jan43. This system was approved and announced as completed and ready for use on 15Mar43.

The Supply Officer stated it was not ready as the concrete slab covering the fuel cap and strainer installation did not have a manhole adequate for proper access. On 16Apr43, it was reported that the flushing system was unsatisfactory, but on 19 May, two of the four underground tanks were placed in commission. On 10ct43 many deficiencies were noted in the system, which were corrected. On 2Dec43, the system was completed and approved by the Public Works Officer, under project #740.

RECREATION

Thirty enlisted men were stationed at Atlantic with no recreational facilities in the neighborhood, so arrangements were made on 26Jan43 to use the Atlantic High School gymnasium two nights a week, at a cost of $1.50 a night to pay for the electricity. On 30Jan43, $290.00 was requested for recreational purposes. By May 1943, the Recreation Officer had made arrangements to have tickets issued to the men to attend local picture shows, a radio-phonograph with records had been purchased and games for indoor use were available.

Athletic equipment was available, and a small library had been set up. The High School gymnasium was still being used and USO shows played at this field several times a month. Plans were under way to build a baseball diamond, horse shoe pits, etc. On 24 June 1943, a trained motion picture operator was assigned to Atlantic and movies were shown on that station.

Dispensary facilities were limited to a 15 bed building, due to the

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availability of a large dispensary at Cherry Point and the hospital at New River. The construction of dispensaries was authorized on 10 April, 1943 for Atlantic, Oak Grove and Bogue.

OAK GROVE OUTLYING FIELD

On 18 June 1942, the report of a preliminary survey recommended that Oak Grove be considered for acquisition and development as an outlying field. This airfield is located just north of Trent River, approximately 2.5 miles west of U.S. Route #17.

A "Declaration of Taking" was filed on March 27, 1942, for the acquisition of the land that was to comprise Oak Grove Outlying Field.

The authorization for the development of Oak Grove was given by BuDocks on 19 November 1942 with the approval of the Secretary of the Navy. The approval was received on 24 December, 1942, the building of facilities to be accomplished by change order (BuDocks ltr to OinCC, NOy-4957) and the estimated cost, including fee was to be $851,000.

On August 28, 1942, the estimated cost of developing the field was $925,000, of which $841,000 was for construction, $54,000 for land, and $30,000 for engineering, (ltr fr OinCC to BuDocks). $30,000 was requested for collateral equipment (ltr fr Buaer to BuDocks, dtd 15Oct42, Aer-MA-314- EM over M1-9/KT9). This amount, plus the $925,000 was to be charged to the Contract Authorization Act of August 6, 1942.

$1,074,300 was released by the Secretary of the Navy for the construction of additional facilities at Oak Grove Outlying Field, chargeable to the appropriation, "Supplemental Naval Appropriation Act, 1943".

The first barracks were completed on 4May43, so Marine Fighting Squadron Three Twenty-One (VMF-321) of Group Thirty-Two, was ordered

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to Oak Grove for temporary basing. The balance of the history is similar and concurrent to Atlantic and Bogue Fields. The chronology of building is attached.

BOGUE

In a letter from the Commandant, Fifth Naval District, it was recommended on 21 May 1942 that Bogue Sound, consisting of approximately 573.16 acres be taken over immediately under the Second War Powers Act, and authority was requested for negotiating with the owners so work could be started in advance of the actual taking of the property. (For property description see Enclosure "O"). The land was to be acquired in fee simple and all costs of the acquisition to be chargeable to the Sixth Supplemental National Defense Appropriation Act 1942. The estimated cost of construction was as follows:

	Original facilities	Additional facilities	Total Cost
Construction	$574,250	$404,729	$978,979
Land	50,000	2,500	52,500
Engineering	25,750	8,771	34,521
	$650,000	$416,000	$1,066,000

The original facilities providing 2 runways, and facilities for 120 men, were completed by 1 October 1942. On 12 October 1942 a Marine Guard was established at Bogue Field.

Immediate expansion of the field was found necessary, so $416,000 was the additional allocation which was to provide a third runway and facilities for 130 additional men or a total of 250 men.

On 1 December 1942, the first details of men were ordered to Bogue Field for the purpose of establishing an outpost.

Bogue Field was designated as an Auxiliary Air Facility on 16Aug43.

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BEAUFORT - OUTLYING FIELD

A letter dtd 17Oct42, from the Board of County Commissioners requested that the Navy apply to WPA for the improvement of the airport at Beaufort, N.C., as the lease for this field was held by the Navy, and could be used for emergency landings.

Approval for building an airport at Beaufort, N.C. was given in February. 1943, where Civil Air Patrol and Eastern Sea Frontier were operating at Civil Coastal Patrol Base #21.

On 3 March 1943, Major Dawson, the Base Commander, requested in a letter to ComFive that the CAP be permitted continuation of operations from this base. On 17 March 1943 a letter from ComFive to ChBuaer recommended that CAP be permitted to remain, which request was approved by ChBuaer on 26Mar43.

Letter from ComFive to CO, Cherry Point, dtd 12Mar43, serial 405 states that up to date Beaufort was only used as an emergency landing field, but when units of the Third Marine Aircraft Wing start using the field for training, plus the establishment of gunnery ranges in the Swansboro, Beaufort Inlet, and Ocracoke areas, close coordination would be essential if CAP continued to use the field.

The field was to be developed by Civil Aeronautics funds and a request for this project was submitted on 12Mar43 (ltr Aer-MA-318-HPS-over M1-9/KV9).

By March 1944, the construction of the airport was almost completed and a request for expansion was submitted, (ltr fr CO to DCNO, dtd 16Mar44, Serial 558).

The field included three (3) 4,192' runways and complete taxiways.

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The estimated cost of expansion was to be $1,424,902.00. This was to include facilities and the extension of the NW-SE runway to 5000'. Expansion of the field was recommended as it was conveniently located to receive supplies by rail, water and highway, and it was located in close proximity to existing Bombing Targets and Free Gunnery Ranges.

This request was refused, due to the fact that the Army had made the airport at Congaree available to the Navy, and this field could accomodate a VMF or VMSB group. (Ltr fr CNO to CO dtd 14Apr44).

LEJEUNE

New River was principally designed to be used for providing utility services for ground units under training at Camp Lejeune. Runways were constructed for (1) normal liaison communication and transportation purposes, and (2) for transport type aircraft in connection with training paracnutists. The facilities were to be definitely limited to a landing field, fuel and communication.

It was commissioned as the New River Outlying Field on 19 October 1943 and established as the MCAAF, Camp Lejeune on 26 April 1944.

The first assignment for temporary detached duty was made on 9 March 1943.

The increase of facilities adequate to support two (2) tactical squadrons was authorized in a letter from CNC on 4 March 1944, and action taken to provide adequate collateral equipment, (Ltr fr CNO, dtd 9Sep44). The authorization for increase in facilities and equipment were deferred, due to changes in the Marine Corps Aviation program (Aviation Planning Directive 24-MK-44).

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SIMMONS-KNOTT, NEW BERN

The lease for this field, between the city of New Bern and the County of Craven, North Carolina, and the United States of America, was made and entered on the 8th day of August 1941. Appropriation: Naval Stock Fund, ultimately chargeable to "Aviation Navy, 1944, subhead 3".

The Municipal Airport at New Bern, then known as Mitchell Field, was temporarily used by U.S. Army Air Force, by permission of Marine Corps Headquarters. The 65th Observation Group used it as a base for operations in February 1942.

The field was closed for construction in April 1942, the cost of necessary construction being estimated at $3,784.00.

By October 1942, two runways were completed and the field lighting, rotating beacon, as well as the telephone system were installed. An access road was planned and approved in September 1942.

The first details of men arrived for temporary detached duty on 16 February, 1943.

The Commanding General of the Third Wing requested that additional funds in August 1943 from the Material Officer, Office of the Director of Aviation, in order to provide a temporary camp for a squadron of the Third Wing. $12,000 was alloted for this purpose.

In November, 1943, MAG-34 used this field for night flying.

General Larkin recommended that the field be officially designated as Conderman Field, in honor of Second Lieutenant Edward J. Conderman, USMCR, MAG-21, who was killed while operating against the enemy on Wake Island, on 8 December, 1941. Lt. Conderman was a resident of New Bern. The request was approved by the Commandant and the Chief of Naval Operations.

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As it was a leased field, the city of New Bern was consulted for approval. It was then revealed that the name of the field was Simmons-Knott, in honor of Congressman Simmons and Lieutenant Knott, USMCR. Lt. Knott having been killed in an airplane crash during the dedication ceremonies.

As the field was already named for a Marine, the request to change it to Conderman Field was canceled.

By January 1944 the facilities were found to be inadequate to accomodate sufficient squadrons and Brig. General Larkins announced that the Third Wing would have to abandon it unless additional facilities were provided. After a survey, it was decided that the building of additional runways and taxiways would be excessive in comparison to the advantages that would be gained at this field. A deterring factor was the fact that air traffic would become a problem due to the proximity of this field to Folloksville and Cherry Point.

In April, the Army Air Force announced that some of its air facilities were being made available to the Navy. In this available list was Congaree, S. C. which was requested for use by the Marine Corps. In view of obtaining this new field, plans for additional facilities at Simmon-Knott were abandoned.

GREENVILLE, KINSTON AND WASHINGTON, N.C.

Proposed leases of Civil Aeronautics Authority developed airports at Kinston, Greenville, Washington and New Bern were to be $1.00 a year, chargeable to the Naval Appropriation Act 1943, subhead 3.

These airports were to function as Outlying Fields, which according to Buaer was to "provide landing and servicing facilities devoid of installations."

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The CAA was requested to further develop the leased airports at Greenville, Kinston and Washington, N.C. to meet Navy requirements. (Buaer ltr to Adm CAA, Aer-MA-314-MJP-Kl-9/KV9, dtd 26 Nov 42).

The above request was authorized, but before completion of the project, it was found that aircraft activities had increased beyond what was contemplated, and multi-engined aircraft would also have to be dispersed, so it was imperative that runways be extended to 5000' (ltr fr CO to AuAer, dtd 4Oct43, Serial #1498).

Changes in the boundary of the 5th Naval District were made, to include Kinston and Greenville, as activities of the U.S. Marine Corps Air Station, Cherry Point. (Comfive ltr to VCNO, Serial 4996, dtd 14Jun43).

KINSTON OUTLYING FIELD

(Ltr fr Ch Buaer to Ch Budocks dtd 26Jun43 Aer-MA-316-HN over Kl-9/KV9)

"The Marine Corps Air Station, Cherry Point, N.C. was planned and developed by the Department to be the largest Marine Corps Air Station within the continental limits, to provide facilities for the operation of a complete Marine Air Wing, an inshore patrol squadron and a squadron of VB aircraft plus utility and other planes. To carry out this mission and to provide therefore facilities commensurate with those at Naval Air Centers of similar size, it was originally considered necessary to develop a total of ten (10) outlying fields as auxiliaries to the main Air Station. As a corollary to the production of aircraft, pilots and air crews for the Marines, facilities were requested in February 1943, for three (3) of these outlying fields, i.e. Atlantic Bogue and Oak Grove. The development of the other outlying fields was deferred until

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needs became more pressing.

"In consonnce with the supply of aircraft, pilots and other Marine aviation personnel, it has now become necessary that a fourth outlying field be developed with full facilities as an auxiliary station. The Bureau of Aeronautics has prosecuted the development of this major Marine Corps Air Station and its satellite fields only as the need arose, and it is desired to emphasize that the presently requested development at Kinston is only to provide additional aircraft operational facilities to prevent saturation at the main station.

"The Navy Department has recognized that the cancellation of the proposed Wilmington, N.C. site for an air station would entail the development of additional facilities at Cherry Point or other fields already set up. The Bureau of Aeronautics and the Commandant, Marine Corps were requested to collaborate in the provision of such minimum facilities as might be required to support a squadron of twelve (12) PB4Y landplanes authorized to operate from Cherry Point."

"In view of the rapid commissioning of new squadrons and supply of airplanes for these squadrons, together with requirements centered at Cherry Point for the PB4Y squadron and Eastern Sea Frontier twin-engined aircraft engaged in constant operations, the bureau now considers that it is necessary to develop the Kinston, N.C. outlying field runways which are now under construction, to provide complete facilities.

"These projects should be financed under the provision of the Supplemental Naval Appropriation Act of 1943."

The lease for this airport (NOy (R)33935) was entered into on 17April42, between the city of Kinston, county of Lenoir and the United

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States Navy, at a rental of not more than $1.00 per year, for the duration of the war, chargeable to the appropriation "Naval Supply Account Fund", ultimately chargeable to the appropriation "Aviation Navy, 1942, subhead 3".

WPA was constructing the airport and requested Navy specifications on 11Aug42 in order to get higher priority ratings, so essential materials could be purchased for quick completion of said facility.

The Public Works Officer was requested to make an immediate survey of this field and to make an estimate of the cost of providing lights, water, telephones, etc. (ltr fr CO to PWO dtd 25Sep42).

This estimate was submitted on 30Oct42 totalling $1350.

The grading of runways was done by WPA up to the point where the N-S runway was completed and the E-S runway well under way, as given in a report on 6Jan43, with the estimated completion date on 1Apr43, but on 13Jan43 almost all of the WPA equipment had been removed, so a request was sent to the Civil Aeronautics Authority to develop the three runways, each 4000' x 150'. This request was approved and CAA appropriated $700,000 for the work, with the estimated completion date being 15Sep43.

On 17May43, the CinCC wrote to the CO recommending that if the development of the housing facility is contemplated that the request should be submitted in ample time, as with the present system of controlled materials, delays are unavoidable.

$1,801,800 was requested for the construction of aviation facilities and the architectural and engineering costs, with a breakdown of facilities by projects, was requested before an appropriation could be made. (ltr from ChBuaer to CinCC, dtd 15Aug42).

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On 16Aug43, the CO was advised that $2,001,700 were released for construction, including $199,900 for collateral items.

Additional land was required for expansion of AAF Kinston in order to build various facilities, the estimated value of the land being $3,840 (ltr fr CO to Ch Budocks, dtd 1Aug44, serial 1632). This request was approved on 8Aug44 a lump sum contract was awarded T. A. Loving in the amount of $281,280 for the building of additional facilities.

On 23Sep43 a request was made for the extension and paving of the runway, to permit extension of training operations conducted in the Cherry Point area. 5000' runways were required as twin engined bombers were to be used and this length of runway was considered to be the minimum for this type of operations.

GREENVILLE OUTLYING FIELD

The background of the acquisition of this field which was opened for operations on 4 July, 1944, is best told in the excerpt of the following letter dated 20 August, 1942, written by the executive secretary of the Greenville Chamber of Commerce to Congressman Herbert C. Bonner: "As you know, the Navy Department leased the Municipal Airport here effective as of 1 May 1942. Up to that time, a Civil Pilots Training Program was being operated by H. M. Barnes of Lumberton. Immediately upon the announcement that the Navy had leased the airport, Mr. Barnes withdrew his operations, and there has been no activity on this airport since the effective date of the Navy lease.

"You will remember that it is situated on a 500 acre tract of land owned jointly by the city and county and was constructed as a W.P.A. national defense project, having three runways 500 ft. wide, two of which

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are 3,200 ft. in length and one is 4000 ft. in length. The central section of the field is graded level and embraces an area of approximately 2500x2600 ft. affording a usable landing area which could accomodate light planes without regard to runways. Electric lights and water were installed and were used by Mr. Barnes, and in addition to these facilities, a small hangar and office building and fuel tanks and pumps were also constructed.

"It is needless for us to go into further details concerning the location and facilities available here, as you materially assisted in securing the construction of this airport and are no doubt familiar with it.

"We read in the press frequently of other airports being built for use of the Army and Navy, and this subject has been one of considerable descussion at the Board meetings of the Chamber of Commerce, as well as among citizens in the community, all of whom wonder why the Greenville Airport is not being used, yet still others are being built. Of course we all realize that the War and Navy Departments are in a better position to determine their needs than we laymen, yet we feel this airport could possibly serve some useful purpose in the prosecution of this war.

"Upon instructions of officers and directors of this organization I am writing this letter with the hope that you can come to our rescue again and assist us in getting it used by the Navy Department, which has it under lease. Since the Navy's lease became effective, it has been allowed to grow up in weeds and no doubt some of the runways need attention to prevent deterioration due to weather."

This letter was forwarded to Buaer and General R. J. Mitchell, USMC,

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replied on 3 September, 1942, stating that it was still the Bureau's intentions to use the airport. In the meantime, the Public Works Officer was instructed to have the grass and weeds cut and repair the shoulders of the field.

On 26 March, 1942, the CAA was requested to pave the runways at Greenville, as with the anticipated large number of aircraft to be operated at this field, the present facilities were inadequate.

Colonel Cushman informed the city of Greenville on November 30, 1942, that the Navy Department had authorized the CAA to perform the paving and extension of the runways, and that a detail of Marines were to be stationed at the field.

120 acres of additional land was purchased by the City of Greenville in May 1943, making the total of the field approximately 520 acres. The resolution to buy the land was adopted jointly by the Board of County Commissioners and the Board of Alderman of the City of Greenville, on May 5, 1943. Agreement and clarification regarding the ownership was requested by the CAA, (ltr fr Dept. of Commerce, CAA, dtd 18 May 43 to Bd of County Commissioners). On 25 May 1943, information was furnished that 50% of the additional acreage was owned by Pitt County and 50% by the City of Greenville.

A request that authority be given for the construction of a camp at Greenville, capable of handling two VMSB squadrons was made by the Commanding General of the Third Wing (ltr CG, 3MAW to Director, Div of Avn dtd 16Sep43). This request was in view of the fact that three (3) four thousand (4000) foot, paved runways would be completed by October 5, 1943, and the fact that congestion in the operating, parking and

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storehouse areas on MCAS, Cherry Point, had become so difficult that it was impossible to organize new squadrons without some relief of present conditions.

As no housing facilities were available, tentage and expeditionary equipment now on hand, were to be used and the labor as far as practicable, to be performed by Third Wing personnel.

As the runways were nearing completion, the Greenville City Engineer wrote to the Mayor of that city on 18 September 1943 suggesting that some construction deficiencies should be brought to the attention of the Navy before all the machinery and equipment was removed, and other items as follows:

(1)"The fact that plans do not call for a fence. Regardless of the Stock Law, we know that horses, cows, pigs and sheep run at large.
(2)"Also in my letter of September 4, I mentioned the necessity of grading the area beyond the building lines. Approximately 25 acres are in this tract and from information obtained from officers who have recently visited the field, it is this site the Navy has chosen for a camp.
(3)"High penetration asphalt used on the runways is soft and concrete turns should be built at the end of each runway.
(4)"The apron located in front of the building area, according to present plans is to be constructed with asphalt. This by all means should be concrete. Gas and oil drippings from planes will soon cause the asphalt to disintegrate and vibrations from planes warming up will ruin the surface."

Concrete warm up platforms were requested on 21 September 1943 and this request was approved 28 December 1943. The estimated cost to be $112,890, appropriation: Public Works Bureau of Yards and Docks.

The need for parking areas and utilities sufficient to support one half of a Marine Group under expeditionary training was again requested on 11 November 1943, suggesting that Dallas Huts be utilized to house 2000 men, to be financed from funds made available for the development

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of the field. Buaer was advised that there would be no balance remaining to purchase Dallas Huts (BuDocks ltr to Buaer, dtd 18 January 1944). Sixty-one triple Dallas Huts and 6 Quonset Huts were acquired in February 1944.

VMSB-343 and VMSB-344 were sent to Greenville in January, 1944. Personnel of VMSB-343 were quartered at a NYA camp located 5 miles south-east of the field. VMSB-344 was quartered in a tent camp, and the messing of this squadron was accomplished by trucking food prepared at the NYA galley to the mess tent, in regular food containers.

VMSB-343 was removed from the NYA camp by 12 September 1944 and quartered in the Dallas Huts.

WASHINGTON

The lease for this Outlying Field, made by the City of Washington, N.C. and county of Beaufort, was for an auxiliary airport for use of aircraft of the U.S. Navy, and was for the period from 1Jul42 to 30Jun43. This was later revised by authority of a CAA - Navy lease contract which remains in force for the duration of the war and as long as deemed necessary by the Secretary of the Navy.

The field was to be developed by CAA funds, but the work was deferred, due to the necessity of acquiring additional land by the City of Washington.

Plans were approved and bids were accepted on 14Jun43 for construction, and the field was closed to aircraft traffic on 28Aug43.

CNO ltr to Director, Planning Div (OP-31) dtd 7Mar44 states, "The Civil Aeronautics Authority Administration at this time is constructing three (3) 5000' paved runways and a concrete warming-up platform on the

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field at Washington, N.C.

"It is estimated that construction will be completed by 15Apr44..... due to a deficiency of personnel facilities it will be necessary to billet units under canvas on the field near Washington for extended training periods.

"In order that operations may be started immediately upon the arrival of a squadron and to preserve equipment and material issued for use in the combat area, the field should be provided with a small combination control tower and administration building."

Further expansion was contemplated, but in the meantime Congaree was being made available to the Marine Corps by the Army, so CNO decided that additional facilities would not be required at Washington, as Congaree could accomodate a VMF or VMSB group (CNO ltr to CO, dtd 14Apr44).

The field was completed and turned over to the Navy 5Jul44, having three (3) runways but no facilities to operate planes. Necessary facilities were requested and that a security watch be established (CO ltr to SecNav, Serial 1518, dtd 12Jul44).

The field was opened for operations on 3 August, 1944.

WILSON - OUTLYING FIELD

The Wilson airport was under construction as a WPA project when that agency was abolished. The airport as planned consisted of two 3000 ft. runways, and when that project was abandoned, one runway was rough graded and the other cleared and stumped. One 5 inch driven well, 75 feet deep, was on the property and 90% of the originally planned drainage was completed.

The property was four and a half miles west of Wilson, N.C. and

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By TJ NARA Date 11799

two and a half miles from two paved highways, and electric power was available, (for description on site, see Enclosure "O-1").

In July 1943, officials of the city of Wilson agreed to lease the site on the same agreement in effect for other leased fields.

The CAA agreed to construct the airport on October 6, 1943 and the lease between the city of Wilson and the United States of America was entered into on the 12 day of October, 1943. The contract was NOy(R) 33937.

$800,000 were made available by the CAA for the construction of 3 runways and appurtenant facilities (ltr fr Budocks to CO, dtd 30Dec43, NOy-8476 over O-5E1). The lease for Wilson Airport states that the area comprises approximately 704.3 acres, however a letter from the City Manager of Wilson dated 1 August 1943 states that the airport area consists of 758.6 acres of land. (For description see Enclosure "O-1")

This airport lies within the limits of the Sixth Naval District.

It was opened for daylight operations only, on 13 March 1945.

CONGAREE, S. C.

Congaree, S. C. Airfield was selected from a list of Army Air Fields which could be made available to the Navy. It was transferred to the Navy on a permanent basis. The facility was planned to accomodate 72 carrier type and 8 training type aircraft. The Marine Corps planned to base one fighter or dive bombing group at this field.

Navy Department Circular Letter S.E.C.P. - 114-sr of 14Apr44 was sent for use in establishing this facility.

Authorization for occupation of the field was given on 22May44, (ltr fr LtCol Meeks to CO) "Pursuant to authority of Chief of Engineers,

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Classified Radio War 34672 and Memo from CG, ASF, SPMOU 323.3 (1May44) you are authorized to occupy and assume jurisdiction of Congaree Army Field, Congaree, South Carolina, pending formal approval of the War Department of the unconditional transfer of subject station to the Navy Department".

"Transfer of all War Department civilian personnel, maintenance supplies and equipment under control of Headquarters, Fourth Service Command is authorized subject to local determination."

All communication facilities, tower equipment and Army radio were to be transferred from the Army to the Navy.

Local operating areas for aircraft were assigned, but these areas were found to be inadequate (CO ltr to VCNO Serial 989, dtd 6May44) as approximately 100 F4U aircraft were to be stationed there. Consequently it was requested that some of the area assigned to the Air Corps Training Command, Shaw Field, be reassigned to MCAAF, Congaree, S. C.

In a meeting between Lt. Col. E. W. Seeds, OinC Auxiliary Air Facilities and the CO's of USMCAS, Parris Island, S. C., NAS, Charleston, S.C., and Air Operations Officer 6th Naval District on 7May44 (Memo-A2-12/382/N1-9) an agreement was reached to assign to MCAS, Parris Island the northeast twenty (20) miles of "Danger Area" now used by NAS Beaufort S. C. for gunnery, in exchange for the northern twenty(20) miles of Navy area which is now used by Marine Corps squadrons assigned to Georgetown for gunnery practice.

The unconditional formal transfer of this field was made on 30 June 1944 by a permit, revocable at will be the Secretary of the Navy.

[redacted]

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Authority NND 775180
By TJ NARA Date 11798

IN THE DISTRICT COURT OF THE UNITED STATES
FOR THE EASTERN DISTRICT OF NORTH CAROLINA

United States of America,

Petitioner

NO 63 CIVIL

7,582.2 acres of land, more or less, in Craven County, North Carolina, Col. Charles S. Byron, et al.,

Defendants

DECLARATION OF TAKING

WHEREAS, it has become necessary that the lands which are the subject of condemnation in the above entitled proceeding be taken for immediate public use by the United States of America for the establishment of a Marine Corps Air Base at Cherry Point, in the vicinity of Neuse River, Craven County, North Carolina, upon the filing of this declaration of taking.

NOW, THEREFORE, I, James Forrestal, Acting Secretary of the Navy, acting for and in the capacity of the Secretary

ENCLOSURE "A"

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By TJ NARA Date 11799

[redacted] CAROLINA

[redacted] to the provisions of the Acts of Congress approved July 16, 1941, (Public Law 174, 77th Congress; 55 Stat., Chap. 298); July 3, 1941 (Public Law 150, 77th Congress; 55 Stat., Chap. 273); August 1, 1888 (25 Stat., 357; USC, title 40, sec. 257), and February 26, 1931 (46 Stat., 1421; U.S.C., title 40, sec. 258a), do hereby make and cause to be filed this declaration of taking, pursuant to said acts of Congress and any acts amendatory thereof or supplementary thereto, and by virtue and authority thereof, do hereby state that I have selected for acquisition 7,582.2 acres of land, more or less, in Craven County, North Carolina, which said lands are shown ona whiteprint of a map dated June 1941, entitled "Ownership map of proposed Cherry Point Marine Aviation Base, Craven Co. N. C., surveyed and mapped by U.S. Forest Service." which isattached hereto as Exhibit "A" and made a part of this declaration of taking. Said lands are more particularly described as follows:

> All that certain piece, parcel or tract of land situate lying and being within the natural boundaries of the Neuse River on the north, Hancock Creek and Shop Branch on the east, North Carolina Highway #101 on the south, and the East prong of Slocum Creek and Slocum Creek on the west, more particularly described as follows: Beginning at its southwest corner where the meander line of the east branch of the East prong of Slocum Creek crosses the north line of the right of way of U.S. Highway #70 just west of the intersection of U.S. Highway #70 and North Carolina Highway #101 and then

 [redacted]

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Authority NND 775190
By TJ NARA Date 11788

[redacted]

of Slocum Creek to tidewater on the east bank of Slocum Creek at mean low water, thence northerly along the east bank of Slocum Creek at mean low water to the Neuse River; thence with the south bank of the Neuse River in an eastern direction to the mouth of Hancock Creek; thence in a southern direction up the west bank of the run of Hancock Creek at mean low water to the south of Shop Branch; thence continuing in a southern direction up the meander line of Shop Branch on its west bank to its intersection with North Carolina Highway #101; thence in a western direction along the north line of the right of way of said North Carolina Highway #101 to the beginning, EXCEPT four parcels of land owned by the United States of America shown on Exhibit "A" attached hereto as parcels designated 52, 60, 109, and 291,

containing after the exception of the above parcels 7,582.2 acres, more or less,

And I do declare said lands to be taken under authority of the aforesaid acts of Congress; that the use for which said lands are to be put is the same as authorized by said acts; and that the estate hereby taken in said lands for the public use aforesaid is in fee simple, subject to existing public utility [redacted], if any, and right of ways for roads and highways.

And I, James Forrestal, Acting Secretary of the Navy, acting for and in behalf of the Secretary of the Navy, do hereby state that the sum of money estimated by me to be just compensation for all of said lands, improvements thereon and appurtenances thereunto belonging, is one hundred four thousand

[redacted]

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By TJ NARA Date 11799

[redacted] eight hundred sixty-nine dollars ($104,869.00), which said sum having been appropriated by Congress is hereby deposited into the registry of the court for the use and benefit of ther persons entitled thereto, and that the names and addresses of the owners of said property or interests therein and the amount of just compensation for said lands, and improvements thereon, which are hereby taken are shown on Schedule "A" which is hereto attached and made a part of this declaration of taking. I am of the opinion that the ultimate award for the taking of said lands will be within the limits prescribed by Congress.

IN WITNESS WHEREOF, the petitioner, by and through the said James Forrestal, Acting Secretary of the Navy, acting for and in behalf of the Secretary of the Navy, has caused this declaration of taking to be signed in its name and has caused the seal of the Navy Department to be affixed hereto on the 27th day of August, 1941, in the City of Washington, District of Columbia.

UNITED STATES OF AMERICA

By _____
James Forrestal
Acting Secretary of the Navy

(SEAL)

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Authority NND 775190
By TJL NARA Date 11798

DESCRIPTION OF 464.6 ACRES OF LAND TAKEN OVER FROM US FOREST SERVICE CHERRY POINT, N. C.

TRACT 82

All that certain tract or parcel of land, lying and being in Township 5, Craven County, North Carolina, on the watershed of Hancock Creek, situate West of Hancock Creek and North of N. C. Highway #101, being entirely covered by the following grants:

No.	Name	Date	Acres
148	Frederick Agreman	1770	185
119	Francis Always	1755	400

All bearings in this description are turned from the true meridian and all distances are expressed in chains.

This property is more particularly delineated on a map thereof, compiled by the U. S. Forest Service, Croatan Purchase Unit, surveyed March 1936, said map being hereby declared to be part and parcel of this description.

Beginning at Corner 1, a hewn post set at old witness trees in marked line, common to Roper Lumber Company tract (2f) being the first corner of Estate of Sarah Whittington tract (109), also in the North Boundary of Grant No. 148. Set of F. S. Standard concrete post marked 326-1936. A scribed 12" oak bears S.75 deg. E., 0.93 chain distant and a scribed 6" oak bears N.55 deg., W., 0.22 chain distant. Thence, with Tract 2f, N.78 deg. 40 min. E., 17.19 chains to Corner 2, a hewn post set, old witnesses, common to Tract 2f and G. W. Cully Estate tract (221-b).

Thence, with Tract 221-b, S7 deg. 30 min. W., 52.03 chains to Corner 3, an iron pipe set, old witnesses, in the run of Bell's Cut, common to Tract 221-b and Heirs of A.C.Hill tract (235-a).

Thence, in a Southwesterly direction, up and with the meanders of the run of Bell's Cut, 19.2 chains to Corner 4, a stake, old witnesses, in the run of Bell's Cut common to Turner McKay tract (448), being also the second corner of Tract 109.

Thence, with Tract 109, reversed, N.7 deg. 30 min. E., 56.02 chains to the Place of Beginning, containing NINETY-TWO AND FIVE-TENTHS (92.5) Acres, be the same more or less.

TRACT 82-C

All that certain tract or parcel of land, lying and being in Township 5, Craven County, North Carolina, on the waters of East Prong of Slocum Creek, a tributary of Slocum Creek and Neuse River, situate on both sides of the Cherry Point Road, being entirely covered by the following grants:

No.	Name	Date	Acres
	NONE FOUND		

A footnote on a warrant to Thomas Smith for 200 acres refers to this area as being covered by a grant to same issued in 1751.

ENCLOSURE "B"

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Authority NND 775190
By TJ NARA Date 11799

All bearings in this description are turned from the true meridian and all distances are expressed in chains.

This property is more particularly delineated on a map thereof, compiled by the U.S.Forest Service, Croatan Purchase Unit, surveyed October 1935, said map being hereby declared to be part and parcel of this description.

Beginning at Corner 1, an 18" sweet gum near the edge of a cornfield, common to Roper Lumber Company tract (3-f). A scribed 9" water oak bears N.40 deg. W., 0.34 chain distant and a scribed 5" pine bears S.10 deg. 15 min. E., 0.15 chain distant.

Thence, four (4) lines with Tract 3-f, reversed, S.67 deg. 30 min. E., 22.50 chains to Corner 2, a lightwood stake in the edge of Sandy Run, old witnesses: S.22 deg. 10 min. W., 18.21 chains to Corner 3, a lightwood stake, old marks: N.67 deg. 00 min. W., 22.50 chains to Corner 4, a hewn post set; N.22 deg. 10 min. E., 18.00 chains to Place of Beginning, containing FORTY AND SEVEN-TENTHS (40.7) Acres, be the same more or less.

TRACT 102

All that certain tract or parcel of land, lying and being in Township 5, Craven County, North Carolina, on a watershed of Hancock Creek, North of N.C.Highway #101, being covered by the following grants:

No.	Name	Date	Acres
148	Frederick Acreman	1770	185
119	Francis Always	1755	400

All bearings in this description are turned from the true meridian and all distances are expressed in chains.

This property is more particularly delineated on a map thereof, compiled by the U.S. Forest Service, Croatan Purchase Unit, surveyed March 1935, said map being hereby declared to be part and parcel of this description.

Beginning at Corner 1, a hewn post set at old witness trees in marked line, common to Roper Lumber Company tract, being the first corner of J.N.Aberly tract (52), in the North boundary of Grant No. 148. Set a F. S. standard concrete post marked 326-1935. A scribed 12" oak bears S.75 deg. E., 0.93 chain distant and a scribed 6" oak bears N.86 deg. W., 0.22 chain distant.

Thence, with Tract 52, reversed, S.7 deg. 30 min. W., 56.02 chains to Corner 2, a stake, old witnesses, in the run of Doll's Cut, the fourth corner of Tract 52.

Thence, in a Westerly direction, up and with the meanders of the run of Doll's Cut, 6.9 chains to Corner 3, a hewn post set in Doll's Cut at the mouth of Cavanaugh's Ditch, common to T. M. McRae tract.

Thence, in a Westerly direction, up and with the meanders of Cavanaugh's Ditch, 9.9 chains to Corner 4, an iron pipe set at the intersection of ditches on East side of road, common to T. M. McRae tract and Cavanaugh tract. Set a F. S. standard concrete post marked 327-1935 alongside and scribed bearing trees.

Thence, N.7 deg. 30 min E., (at 27.25 chains passing corner common to Cavanaugh tract and Malvina Robinson Heirs tract), 38.25 chains to Corner 5, a hewn post set, old witnesses, common to Malvina Robinson Heirs tract.

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By TJ NARA Date 11799

Thence, with Malvina Robinson Heirs tract, S.78 deg. 30 min. W., 29.06 chains to Corner 6, a hewn post set at intersections of marked lines in the Mossick Pond, common to Malvina Robinson Heirs tract and Roper Lumber Company tract.

Thence, with Roper Lumber Company tract, N.19 deg. 00 min. W., 8.33 chains to Corner 7, an iron pipe set at intersection of marked lines, old witnesses, on the West side of Mossick Pond, common to Roper Lumber Company tract and Malvina Robinson Heirs Tract.

Thence, two (2) lines with Malvina Robinson Heirs tract, N.78 deg. 00 min. E., 33.10 chains to Corner 8, a stake, old witness; N.7 deg. 30 min. E., 6.00 chains to Corner 9, a post set, common to Malvina Robinson Heirs tract and Roper Lumber Company tract.

Thence with Roper Lumber Company tract, N.80 deg. 00 min. E., 16.22 chains to the Place of Beginning, containing 111.1 Acres. There is excluded, however, from the foregoing acreage of 111.1 Acres, Exception No. 1, School tract of 1.2 Acres, which when deducted from the above acreage will leave a net acreage in Tract 109 of ONE HUNDRED AND NINE AND NINE-TENTHS (109.9) Acres, be the same more or less.

Exception No. 1
School Tract

Beginning at Corner 1, an iron pipe set at corner of ditch cut around the School. Corner 4 of Tract 109 bears S.13 deg. 20 min. W., 21.90 chains distant. A scribed 12" pine bears N.39 deg. 30 min E., 0.14 chain distant and a scribed 12" pine bears S.19 deg. 30 min. E., 0.88 chain distant.

Thence, four (4) lines with said ditch, E.18 deg. 00 min. E., 3.38 chains to Corner 2, a point at corner of ditch; N.71 deg. 10 min. E., 3.46 chains to Corner 3, a point at corner of ditch; S.21 deg. 0 min. W., 3.13 chains to Corner 4, a point at corner of ditch; N.75 deg. 50 min. W., 3.30 chains to the Place of Beginning, containing One and Two-Tenths (1.2) Acres, be the same more or less.

TRACT 291

All that certain tract or parcel of land, lying and being in Township 5, Craven County, North Carolina, on the waters of Hancock Creek, and Still Out, tributaries of Neuse River, being entirely covered by the following grants:

No.	Name	Date	Acres
-	Martin Franks	1717	80
506	Joseph Lofton, Sr.	1791	130
-	Leonard Loftin	1746	200
-	Edmond Murphy	1745	250

All bearings in this description are turned from the true meridian and all distances are expressed in chains.

This property is more particularly delineated on a map thereof, compiled by the U.S.Forest Service, Croatan Purchase Unit, surveyed September 1934, said map being hereby declared to be part and parcel of this description.

Beginning at Corner 1, a 14" pine bearing old marks on the West edge of Hancock Creek, common to Roper Lumber Company tract (Xf). Set a U.S. standard concrete post marked 332-1937 alongside. A 12" pine bears

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By TJ NARA Date 11798

N.72 deg. 30 min. E., 0.21 chain distant and a 10" pine bears N.15 deg. 00 min. W., 0.60 chain distant.

Thence, with Tract 3f, N.66 deg. 00 min. W., 61.47 chains to Corner 2, a cedar post set in Still Cut, common to Tract 3f, scribed bearing trees.

Thence, in a Northeasterly direction, down and with the meanders of Still Cut, 47.8 chains to Corner 3, a point in Still Cut at the beginning of its navigable waters.

Thence, in a Northeasterly direction, down and with the East edge of Still Cut, 21.0 chains to Corner 4, a point on the East edge of Still Cut and the West edge of Hancock Creek at the mouth of Still Cut in Hancock Creek.

Thence, in a general Southerly direction, up and with the meanders of the West edge of Hancock Creek, 101.0 chains to the Place of Beginning, containing TWO HUNDRED AND TWENTY-ONE AND FIVE-TENTHS (221.5) Acres, be the same more or less.

*Description of this parcel of land furnished by Lt. R. M. Brown, USNR, of Land Acquisition Office.

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By TJ NARA Date 11799

to a corner on the south edge of Anderson Creek; thence continuing North 44 degrees, 30 minutes East 2605 ft. to a stake on the south edge of Neuse River; thence along the south edge of Neuse River 8407 ft. to the point of beginning, containing 2887.5 acres; the above bearings being reckoned from the magnetic meridian.

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Authority NND 775190
By TJ NARA Date 11799

References to Construction Reports

Technical Report NOy 4957
Completion Report NOy 4957
Technical Report and Project History NOy 4955
Technical and Record Reports of Miscellaneous Lump Sum Projects

The above reports are on file at the Bureau of Yards and Docks.

Construction Appropriations

1. Second Deficiency Appropriation Act 1941 - $14,145,000,000
2. Contract Authorization Act - 1942
3. First Supplemental National Defense Appropriation Act 1942 - Internal Security.
4. Third Supplemental National Defense Appropriation Act - 1942
5. Sixth Supplemental National Defense Appropriation Act - 1942
6. Naval Appropriation Act - 1943
7. National Emergency Fund Aviation, Navy Subhead III - 1943
8. Public Law No. 441, 77th Congress 173,061 (Maintenance Bureau of Ships - 1943.).
9. Supplemental Naval Appropriation Act - 1943

The above reports are on file at Budocks and at Public Works, MCAS, Cherry Point, N.C.

ENCLOSURE "E"

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ACE000004480

APPENDIX C-27

Khoury, C. R., 1952

Letter to Wilmington District Engineer, SUBJECT: Establishment of a restricted area, dated 17 October 1952

IN REPLY ADDRESS NOT THE SIGNER OF THIS LETTER, BUT COMMANDANT SIXTH NAVAL DISTRICT, U. S. NAVAL BASE, CHARLESTON, S. C.

REFER TO No.

HEADQUARTERS SIXTH NAVAL DISTRICT
U. S. NAVAL BASE
CHARLESTON, S. C.

for PEACE SAVINGS BONDS

Code 03

17 October 1952

From: Commandant, SIXTH Naval District
To: Wilmington District Engineer, U. S. Corps of Engineers
Commander Fifth Coast Guard District

Subj: Establishment of a restricted area

1. On 16 June 1952 the Chief of Naval Operations approved the use of the hulk ex-YFN-244 as a toss bombing target at Point of Marsh, Pamlico Sound.

2. Information relative to the location and description of the target is as follows:

Location:	Rattan Bay, Point of Marsh, Pamlico Sound Lat: 35° 02' 12" N Long: 76° 28' 00" W
Date on Location:	14 June 1952
Type of Target:	High Altitude Toss Bombing
MCAS Target No.	BT-10
Cognizance:	Commander, Marine Corps Air Bases, Cherry Point, North Carolina

3. As this target is located in a non-restricted area it is proposed to initiate necessary action to establish a Surface Danger Zone of a three mile radius around the present location of the ex-YFN-244. It is therefore requested that earliest concurrence or recommendations for the establishment of the above restricted area be submitted to the Commandant, Sixth Naval District (Attn: Code 03) in order that the necessary action may be undertaken without delay.

C. R. KHOURY
By direction

Copy to:
CNO
BUAER
CINCLANTFLT
CG, MCAB, Cherry Point, N. C.
ComMCAS, Cherry Point, N. C.

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILES

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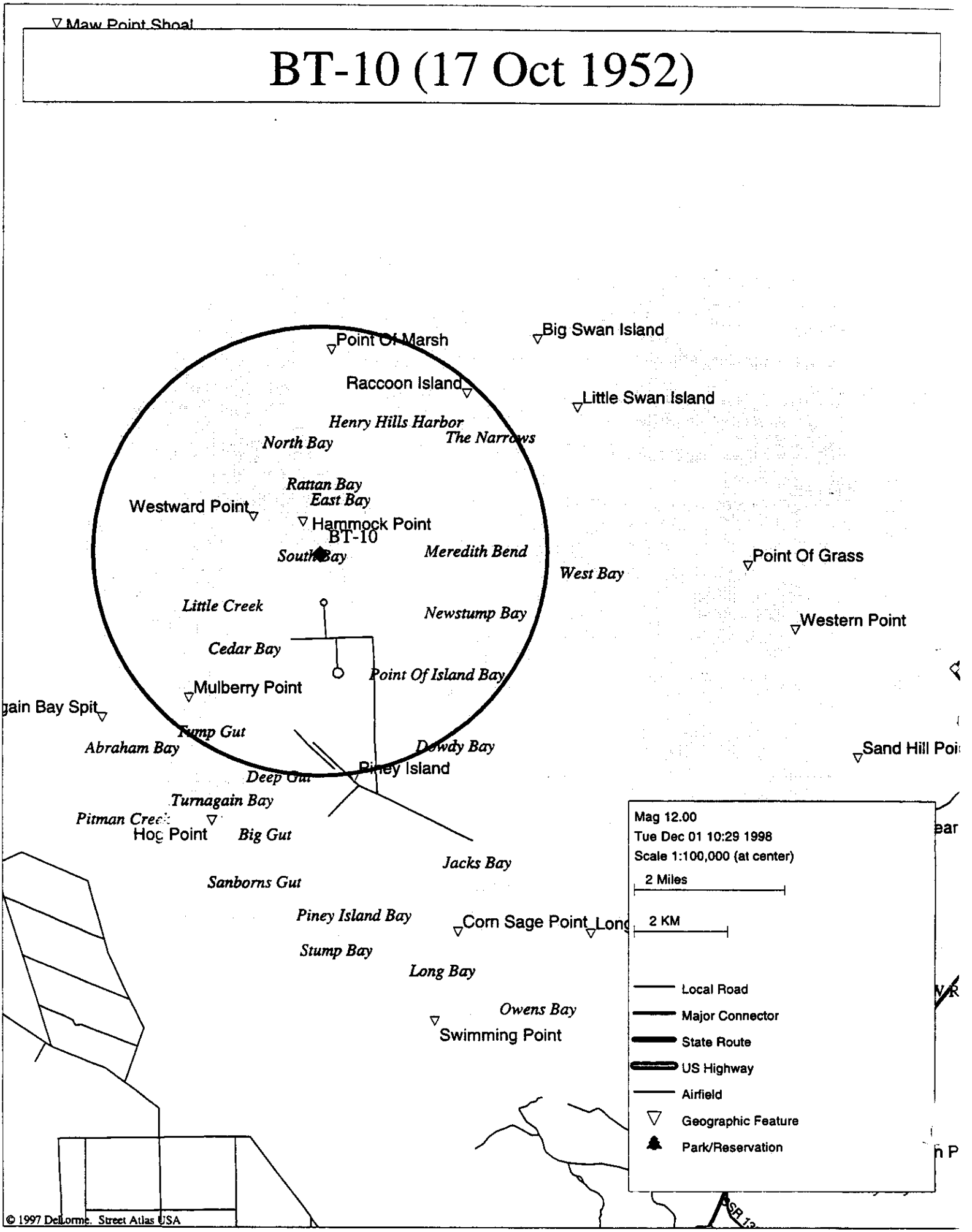
BT-10 (17 Oct 1952)



APPENDIX C-28

Koonce, A. C., 1951

Letter to District Engineer, SUBJECT: Danger areas prescribed by the Civil Aeronautics Board, indications of on nautical charts and inclusion of in Danger Zone Regulations, information concerning, dated 9 Apr 1951

In Replying Refer to No.

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

123-2:emh
N12
Ser 1543
9 APR 1951

From: Commanding General, Marine Corps Air Station, Cherry Point, North Carolina
To: District Engineer, U. S. Engineer Office, 308 Customhouse, Wilmington, North Carolina

Subj: Danger areas prescribed by the Civil Aeronautics Board, indication of on nautical charts and inclusion of in Danger Zone Regulations, information concerning.

Ref: (a) FIRST ENDORSEMENT file SAWKN of 14 Mar 1951 on CG MCAS CP ltr ser 1083 of 7 Mar 1951

1. In accordance with the request contained in reference (a), the recommendations contained in the basic letter have been reviewed. The following recommendations are submitted for consideration as a basis for the establishment of regulations governing surface navigation in the subject areas:

a. Bogue Sound Area No. 1, which is authorized for use by Marine Corps Air Station, Cherry Point, as a rocket range, be designated as a danger area within a radius of 2,000 yards of a point located at Latitude 34° 41'18" North and Longitude 76° 57'12" West, and closed to navigation except for operation and maintenance work ordered by the enforcing agency. Safety precautions will be taken before and during target practice and operations will be suspended if necessary to ensure the safety of any vessel accidentally entering the designated area.

b. Bogue Sound Area No. 2, which is authorized for use by Marine Corps Air Station, Cherry Point, as a target area for miniature bombs, be designated as a danger area within a radius of 2,000 yards of a point located at Latitude 34° 41'24" North and Longitude 77° 01'54" West, and closed to navigation except for vessels proceeding along the Atlantic Intra-Coastal Waterway or for operation and maintenance work ordered by the enforcing agency. Safety precautions will be taken before and during target practice and operations will be suspended when any vessel enters the designated area.

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILES

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c. The Core Sound Area, which is presently authorized for use by Marine Corps Air Station, Cherry Point, as a rocket range, be designated as a danger area within a radius of 2,000 yards of a point located at 34°54'00" North and Longitude 76°20'30" West, and closed to all navigation except for operation and maintenance work ordered by the enforcing agency. Adequate safety precautions will be taken before and during target practice and operations will be suspended if necessary to ensure the safety of any vessels accidentally entering the designated area.

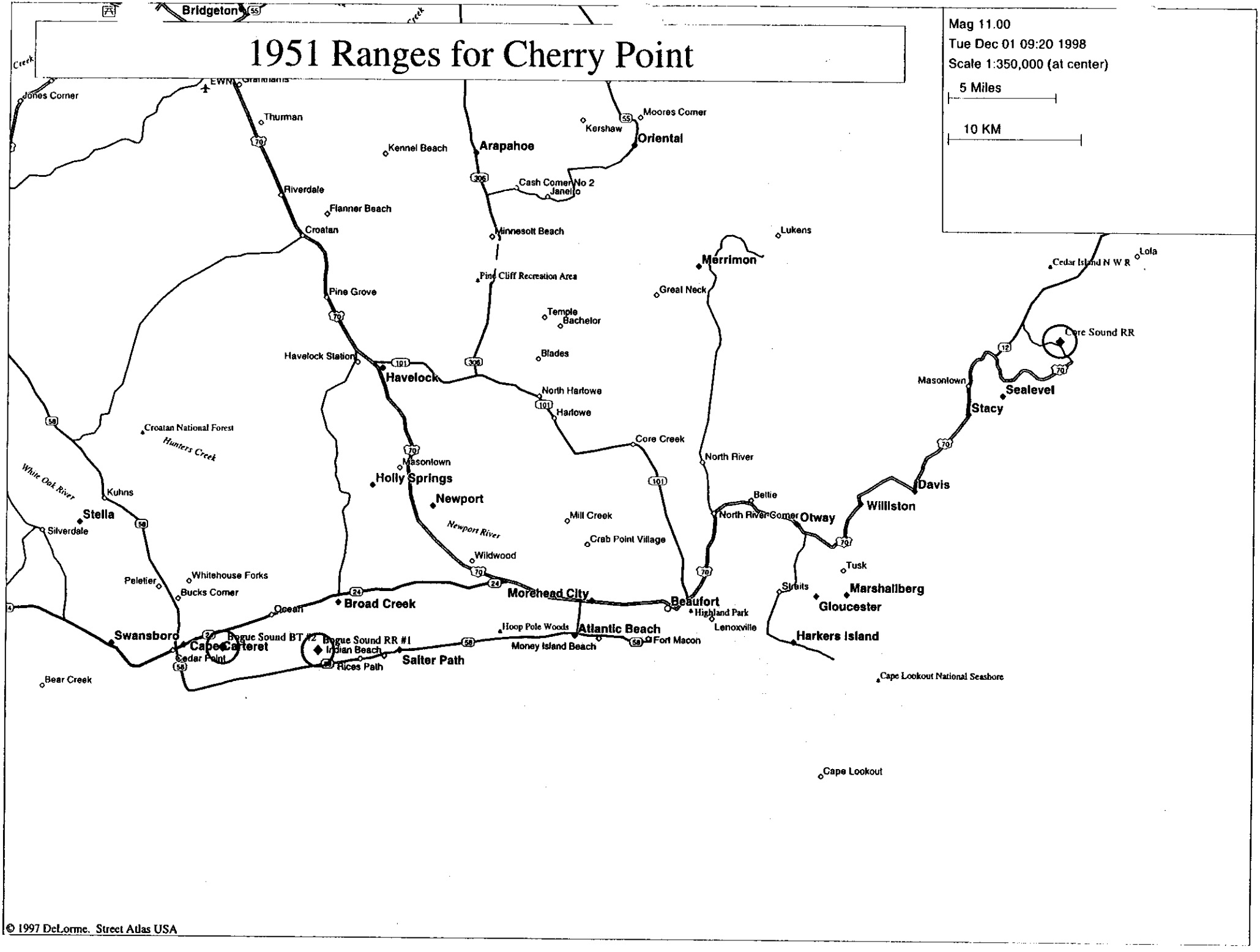
2. Cherry Point Area No. 1 need not be indicated on nautical charts, as aircraft operations in this area do not constitute any hazard to surface navigation.

3. It is recommended that publication of information pertaining to Cherry Point Area No. 2 be held in abeyance pending further investigation by this office. Appropriate recommendations will be submitted to your office at a later date.

A. C. KOONCE
By direction

ACE000004486

1951 Ranges for Cherry Point



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APPENDIX C-29

Larkin, Claude A., 1943

Letter to Commandant, U S Marine Corps, SUBJECT: Chemical Warfare Personnel and Training, dated 3 November 1943

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Authority EO 10501
By [illegible] NARA Date 9/18/98

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~~RESTRICTED~~

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FILE

KV53/P11-1

0246

THIRD MARINE AIRCRAFT WING, FMF
U. S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA

CONFIDENTIAL

3 November, 1943.

From: The Commanding General.
To: The Commandant, U. S. Marine Corps, Washington, D. C.

Subject: Chemical Warfare Personnel and Training.

Reference: (a) CMC Ltr AA-581-cds (Conf), dated 8 October, 1943.

1. In reply to paragraph 4 of reference (a), the services of the suggested training detail do not appear to be necessary and are not desired by this Wing. This decision is based on the following facts:

(a) The duties of Wing Chemical Warfare Officer are now being performed as a secondary function of the Wing Gunnery Officer and with this exception adequate officer and enlisted personnel for training purposes are, or soon will be, available either within the Third Wing or at the Marine Corps Air Station, Cherry Point, North Carolina.

HEADQUARTERS U. S. MARINE CORPS
WASHINGTON, D. C.
Date: OCT 1 1943
From: Commandant of the Marine Corps
To: Officer-in-Charge, S & C Files Division of Plans and Policies
1. The classification of this document is changed.
2. The office requesting the reclassification shall notify the originator of the correspondence of this change.
By direction.

(b) The physical facilities enumerated in paragraph 4 (B) of the second endorsement to enclosure (A) of reference (a) are available and have been available and in service at the Marine Corps Air Station, Cherry Point, N.C., for approximately a year and a half. All instructors at the Air Station Chemical Warfare School are Edgewood Arsenal graduates. Approximately 14,000 students, many of them in the Third Wing, have received training at this school in the past year and a half.

RESTRICTED

(c) The training books, pamphlets, etc., listed in paragraph 4 (C) of the second endorsement to enclosure (A) of reference (a) are already available at this station and have been in continuous use for some time. An officer of this Wing recently visited Edgewood Arsenal to obtain all new material of this sort.

(d) The state of training in chemical warfare within this Wing appears to be satisfactory. All personnel, except recent arrivals, have been trained in handling of gas masks, personal protection and gas discipline. Special decontamination crews have been trained in all groups and are prepared to handle decontamination of airplanes, runways, buildings, dugouts, etc. These crews have been trained in the use of power decontaminating apparatus; hand sprayers, and other chemical warfare gear. Training of this kind as well as individual training for personnel is being continued.

ACE000004489

REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority E.O. 13526
By ___ NARA Date 9/15/98

Subject: Chemical Warfare Personnel and Training.

2. As noted in paragraph 1 (a), the Wing Gunnery Officer, Captain John A. Luetkemeyer now has additional duty as Wing Chemical Warfare Officer and in addition as Bomb Disposal Officer. Captain Luetkemeyer is an extremely capable officer and is performing all of these duties in a highly satisfactory manner, but it is considered desirable to relieve him of at least one of his additional duty assignments in order that he may devote his full time to his duties as Wing Gunnery Officer. The assignment of a chemical warfare officer of appropriate rank, who can devote his entire efforts to the duty of Wing Chemical Warfare Officer, is desired.

Claude A. Larkin
CLAUDE A. LARKIN

DECLASSIFIED

ACE000004490

APPENDIX C-30

MCAS Cherry Point, 1975

Portions of AirStaO 3570.2E, 4 June 1975

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILE

(6) TACC will advise the flight leader of other traffic in the area, targets/area in use, and reporting instructions.

(7) Flights are responsible for MARSA.

(8) In the event TACC cannot be contacted, flight leaders will RIO with Cherry Point Approach Control (ATCF) who will coordinate with TACC by other means.

(9) TACC will advise the ATCF of the target in use and to what altitude, prior to clearing a flight onto targets.

b. IFR Operations. As outlined in the enclosure for the assigned target or area.

4. Safety Precautions and Restrictions

a. All flights will be at subsonic speeds except as outlined in enclosure (6) and in accordance with paragraphs 433 and 434 of reference (d).

b. During the dry season, fire conditions may cause RR-2, BT-3, and BT-11 to be closed, or the use of flares prohibited.

c. All operations, including dummy runs, and the use of flares or searchlights are prohibited unless published on the approved schedule. Specific restrictions pertaining to individual targets or areas are set forth in the appropriate enclosure.

d. Weapons delivery will be conducted only in designated areas or on targets as scheduled.

(1) Over-water areas, the flight leader must insure the area is clear of nonparticipating aircraft and surface vessels.

(2) Over-land targets, the flight leader must be observant for ground vehicles/personnel that may be endangered.

(3) In the case of unconventional weapons operations, a chase aircraft shall insure that the target is clear of non-participating aircraft, personnel, and surface vessels.

e. The following visual signals will be used to indicate an officially "closed" target:

(1) A large yellow "X" adjacent to the target

ACE000004492

(2) A red flare fired by the target crew.

f. Two-way radio communication within the flight is mandatory. Receive or transmit only aircraft will not participate in dummy or live runs. During delivery runs, strict radio discipline is doubly important; strict observance of flight patterns and intervals is also a requirement.

g. The first run will be dummy for spacing and for ID; unless specifically scheduled as hot for special operations. Positive identification of the target by each aircrew must be made prior to commencing live runs. In the case of unconventional weapons operations, it shall be the responsibility of the chase aircraft to insure that the delivery aircraft can deliver its weapon in a safe manner. If this is not possible, the chase aircraft shall cause the delivery aircraft to abort its live run.

h. When any doubt exists as to the safety of continued firing or bombing, any member of the flight may call "Foul Range". All firing or bombing will cease until doubt as to safety is removed.

i. Ordnance switch management will be in accordance with the appropriate aircraft NATOPS/TacPubs Manuals.

j. Prior to commencing runs on an assigned target, the flight leader will visually ascertain that the target and surrounding area is clear of boats, personnel, and non-participating aircraft. The chase aircraft will accomplish the above in the case of unconventional weapons operations.

k. Runs on aircraft, submarines, or surface craft are prohibited unless specifically authorized as part of a joint exercise and in accordance with paragraph 427 of reference (d).

l. When different flights of the same squadron/group (2DMAW) are assigned on the same area or target, the flights shall be coordinated and prebriefed to avoid interference and approved by 2DMAW G-3.

m. Pilots will visually inspect ordnance equipment and armament loading prior to take off and be fully cognizant of the safety precautions applicable to the ordnance carried. including installed fuses.

ACE000004493

n. Pilots must familiarize themselves with designated dump areas and the proper procedures for the jettisoning of live ordnance. BT-9 is designated as the primary ordnance jettisoning area, alternate: 180° radial at a minimum of 25 NM off Cherry Point TACAN (CH 75 NKT). Except in an emergency, ordnance will be jettisoned in designated areas only under VFR conditions. (Emergency jettisoning (paragraph 432c of reference (d)).) Nothing precludes the emergency jettisoning of external stores through extensive cloud cover; however, the pilot is directly responsible for his actions and must take every possible precaution to minimize danger to other aircraft and persons/property on the surface.

o. In case of any unusual or unsafe situation arising which may require corrective action to prevent a similar occurrence (but is not a flight violation), it should be reported on an Operations Hazard Report to the CG, MCAS Cherry Point (Attn: Director of Operations).

p. When carrying external/internal ordnance, aircrews will exercise caution to avoid populated areas, fur and poultry farms, and resorts or disaster areas which could be endangered or caused annoyance (paragraph 425, reference (d)).

q. When firing on towed or fixed targets, caution will be exercised to insure all projectiles and ejected links and cases fall within designated impact areas.

5. Weather Minimums. Minimums are as stated for the appropriate target or area.

6. Planned Ejection Area

a. In the event that a pilot decides that he must eject but has sufficient time and control of his aircraft to pick a spot and plan the ejection, the designated planned ejection area is at BT-11. BT-11 bears 074°/22 NM from the Cherry Point TACAN (NKT).

b. Ejection procedures will be governed by the Flight Manual appropriate to the aircraft. The aircraft should be positioned on a heading of 065°.

c. The pilot should contact Marine Cherry Point Target Control at BT-11 (317.1 MHz) and inform range personnel of his intentions. At this time, the range will be cleared of all other aircraft and range personnel will have vehicles and a boat standing by, should they be needed.

ACE000004494

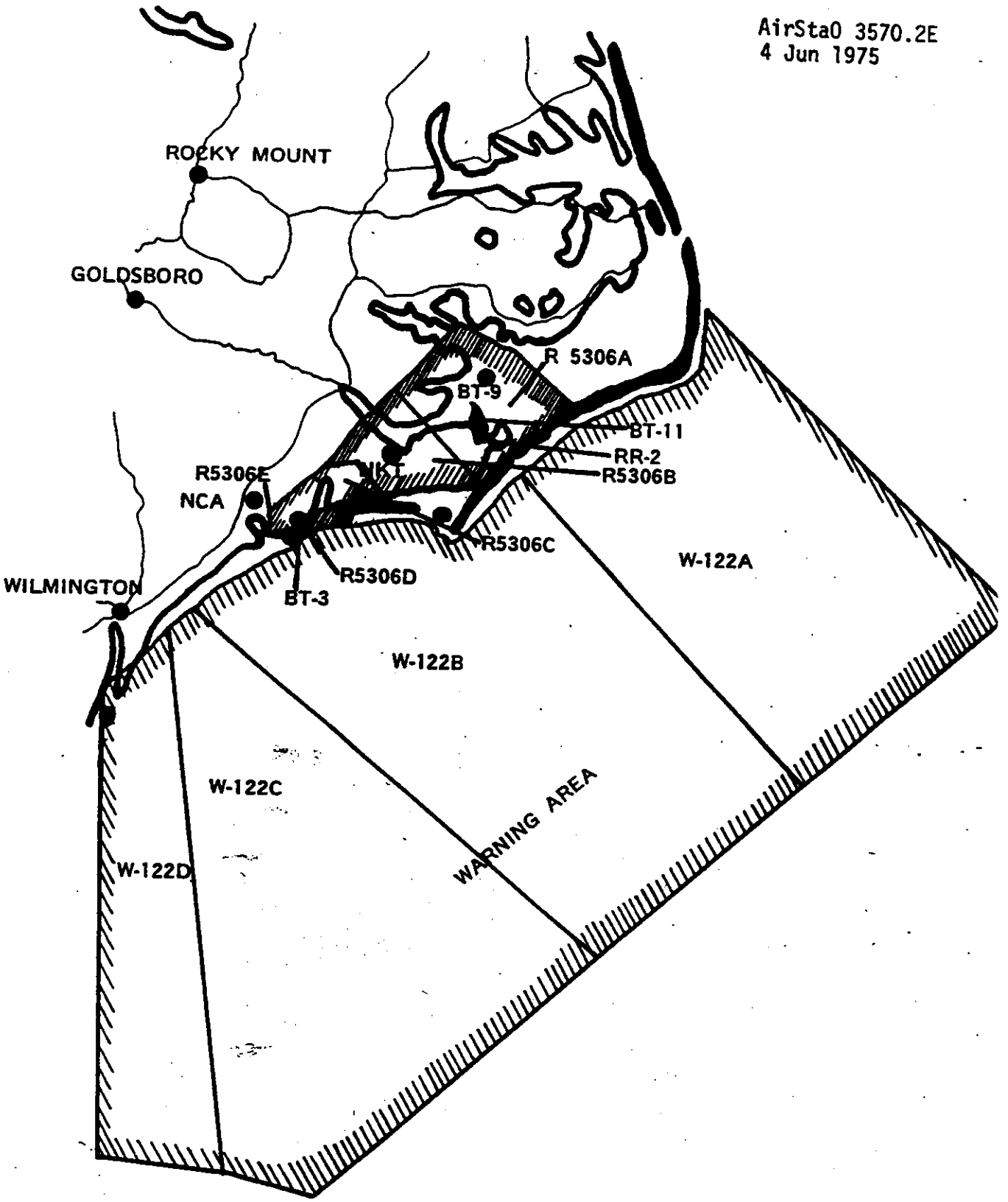
7. Environmental Considerations

a. Flight over known wild life preserves below 3,000 feet is prohibited and should be avoided. Sonic speeds over or firing at wild life (fish, mammal, fowl or game) is prohibited (paragraph 426, reference (d)).

b. The noise and damage induced by the air blast from HE ordnance has resulted in the implementation of a "Blast Forecasting" procedure. This procedure determines maximum TNT equivalency of HE ordnance that can be employed under specific weather conditions. This information is available from the TACC (466-2102, 2421, 2003, 2001) by noon the day prior to scheduled mission and is constantly updated thereafter. The aircrew is responsible to be sure the ordnance delivered does not exceed the limitations of the daily blast forecast. Remarks for specific targets will indicate a requirement for obtaining the "Blast Forecast".

ACE000004495

AirSta0 3570.2E
4 Jun 1975



MCAS CHERRY POINT
TARGETS AND OPERATING AREAS
FIG 1-1

ENCLOSURE (1)

ACE000004496

SAMPLE FORMAT

FROM: CG SECOND MAW CHERRY POINT NC

TO: CG, MCAS CHERRY POINT NC
*CG, MCB CAMP LEJEUNE NC
MAG ONE FOUR CHERRY POINT NC
MCCRTG TWO ZERO CHERRY POINT NC
MACG TWO EIGHT CHERRY POINT NC
MASS ONE CHERRY POINT NC
MACS SIX CHERRY POINT NC
MAG THREE ONE BEAUFORT SC
MAG THREE TWO BEAUFORT SC
MAG TWO SIX NEW RIVER NC
MAG TWO NINE NEW RIVER NC
COMFAIRWING ELEVEN NAS JACKSONVILLE FL
FOURTH TFW SEYMOUR JOHNSON AFB NC
THREE FIVE FOUR TFW MYRTLE BEACH AFB SC

**INFO: COMNAVAIRLANT NORFOLK VA
JAXOAC JACKSONVILLE FL
VCOAC NAS OCEANA VA

*OTHER DIVISION/FORCE TROOPS UNITS THAT ARE INVOLVED.

**INFO ADDRESSEES -- INCLUDE THOSE COMMANDS LISTED AS ACTION ADDEES ABOVE THAT ARE NOT SCHEDULED DURING PERIOD BEING PUBLISHED.

BT

UNCLASS//N03150//
SC-103

MCAS CHERRY POINT PASS TO OT/MACG-28 PASS TO TACC/MAG-26
PASS TO AERIAL GUNNERY SCHOOL

AERIAL TARGET ASSIGNMENT FOR WEEK OF 2-6 APR 1975

Figure 1-2

ACE000004497

1. KEY: XXX CLOSED

201 -- VMFAT-201

202 -- VMAT(AW)-202

203 -- VMAT-203

224 -- VMA(AW)-224

121 -- VMA(AW)-121

332 -- VMA(AW)-332

AG -- AERIAL GUNNERY SCHOOL

4 -- 4TH TACTICAL FIGHTER WING (USAF)

VA-5 (USN)

VA-43 (USN)

312 -- VMFA-312

* -- TACTICAL AIR CONTROLLER (AIRBORNE) IS PRESENT TO CONTROL FLIGHTS

2. FOR ALL SUBS AND CANX CALL TACC AND PARENT GROUP.

3. REQUEST ALL SQDNS CONFIRM ALL SKED MSNS WITH TACC 30 MIN PRIOR TO TOT. EXT 2001/2102/2421/2003.

4. BT-11 MANNED MON WED AND FRI 0800-1600 AND TUES AND THURS 1400-2200.

5. TAC AIR CONTRLR (AIR) AVAIL ON TUES AND THURS WHEN BT-11 UNMANNED. TACC WILL NOTIFY DIR AER TGTS WHEN TAC(A) IS ON STATION AT BT-11.

	2	3	4	5	6
6. BT-9					
1300-1400	---	AG	---	AG	---
7. BT-11					
0830-0900	201	XXX	201	XXX	201
0900-0930	332	XXX	332	XXX	332
0930-1000	312	201*	312	XXX	312
1030-1100	VX-5	XXX	---	XXX	VX-5

Figure 1-2

ENCLOSURE (1)

ACE000004498

	2	3	4	5	6
1100-1130	4	4*	4	XXX	4
1130-1200	332	XXX	332	332*	332
1200-1230	224	XXX	224	XXX	224
1230-1300	---	XXX	---	XXX	---
1300-1330	---	XXX	---	XXX	121
1330-1400	203	XXX	203	XXX	203
1400-1430	202	202	202	202	202
1430-1500	202	202	202	202	202
1500-1530	121	121	121	121	121
1530-1600	121	121	121	121	121
1600-1630	XXX	224	XXX	224	XXX
1630-1700	XXX	203	XXX	203	XXX
1700-1730	XXX	---	XXX	---	XXX
1730-1800-	XXX	VA43	XXX	VA43	XXX
1800-1830	XXX	VA43	XXX	VA43	XXX
1830-1900	XXX	121	XXX	121	XXX
1900-1930	XXX	121	XXX	121	XXX
1930-2000	XXX	---	XXX	---	XXX
2000-2030	XXX	---	XXX	---	XXX
2030-2100	XXX	224	XXX	224	XXX
2100-2130	XXX	332	XXX	332	XXX
2130-2200	XXX	202	XXX	---	XXX

Figure 1-2

ENCLOSURE (1)

ACE000004499

	2	3	4	5	6
8. W-122A					
0800-1200	201	201	201	201	201

201: 5000 - FL 350 ACM/GCI CAPTIVE SIDEWINDERS

9. W-122B					
0700-1300	312	312	---	312	312
1300-1700	312	312	---	312	---
1700-2200	312	312	---	---	---

312: 5000 - FL 400 ACM/GCI

10. BT-3 AS SCHEDULED BY CG, MCB CAMP LEJEUNE.

11. NAVY DARE AND TANGIERS AS SCHED BY VCOAC.

12. PINECASTLE AS SCHED BY JACKSONVILLE OPERATING AREA COORDINATOR.

Figure 1-2

ENCLOSURE (1)

ACE000004500

Name: Rocket Range 2.

Call Sign and Frequencies: Marine Cherry Point Target Control on 285.0 MHz.

Location. RR-2 is located one-half mile north of MCOLF Atlantic, North Carolina. It is at 34°54'N 76°20'40"W on the 090°R/30 NM of Cherry Point TACAN (CH 75 NKT).

Description: A manned target consisting of a round six foot diameter metal container as the bullseye with rings of overlapped white truck tires at 50' and 100' radius. The run-in heading of 090° is marked by five white F-1 aircraft. One engine can painted international orange is located at 1400 feet at 12 o'clock to establish a safe recovery retirement line.

Air Space Reservation Area: Lies within R-5306A.

Altitude Limits: Surface to 15,000 feet; however, runs will not be initiated above 10,000 feet.

Type of Exercise: Conventional low level bombing and rockets, medium altitude dummy dive bombing and dive angle calibration.

Ordnance Authorized: 2.75" rockets (inert), MK.76 practice bombs or equivalent, and MK.106 practice bombs or equivalent are the only ordnance authorized.

Hours of Use: RR-2 available only on special request 0800-1200 and 1300-1630 Monday through Friday except on holidays.

Weather: VFR.

Lighting: None. Flares prohibited.

Controlling Command: CG, MCAS Cherry Point, N.C..

Scheduling Activity: CG, 2DMAW.

Scheduling Document and Lead Time: Submit request to the CG, 2DMAW by 0900 Tuesday preceding the week of desired scheduling. Assignment to targets will be by weekly message.

ENCLOSURE (2)

ACE000004501

Overlapping, Included and Adjacent Areas and Targets:

1. No overlapping.

2. No included air space.

3. BT-11 10 NM to NW.

Flight Pattern: Figure 2-1.

Remarks:

1. All runs will be made on a run-in heading 090° with an immediate left turn after pull out to avoid flying over populated areas.

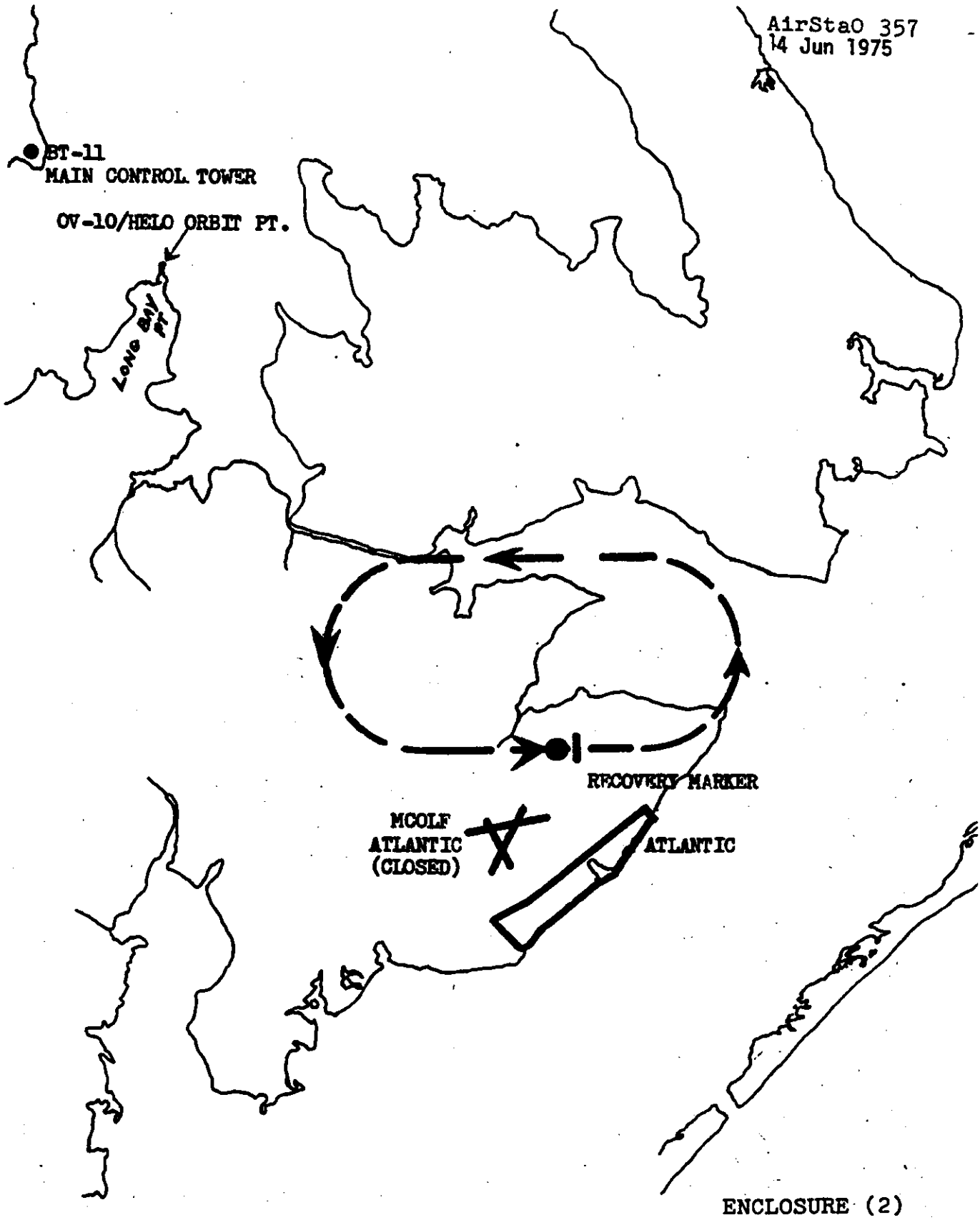
2. The pattern is limited to four miles abeam the target bullseye to provide clearance from BT-11 traffic.

3. Off set bombing is not authorized.

4. Due to the close proximity of populated areas and off target lights, night operations are not authorized.

5. Positive two way radio communication is mandatory. No runs or drops (dummy or practice ordnance) will be made without positive radio communication and control.

ACE000004502



ENCLOSURE (2)

ROCKET RANGE-2
FIG 2-1

ACE000004503

Name: BT-3 (204.56, Title 33, CFR)

Call Sign and Frequencies: Aircraft will be under positive control of the TACP/TACA as assigned. The call sign and frequencies will be specified for each approved request. Except for Helo operations, TACP's will be provided by 2D MarDiv or Force Troops.

Location: Brown's Island, 34°38'N, 77°12'W; which is 7 miles SW of Swansboro, N.C. and within R-5306D on the 225°R/25 NM MCAS Cherry Point TACAN (CH 75 NKT).

Description: BT-3 is on the eastern shore of the Camp Lejeune Reservation and is used extensively by artillery and other ground-to-ground weapons. It is adjacent to the Intercoastal Waterway, and, therefore, boat traffic may delay operations and impose limitations on impact areas. Targets include LCVP's, tanks, motor vehicles, and other improvised targets. Marking of targets may be by smoke (grenades/mortars). TACP will provide control and marking from towers located near the Intercoastal Waterway. This range is also commonly referred to as the N-1 Impact Area.

Airspace Reservation Area: BT-3 lies within R-5306D.

Altitude Limits: Surface to 15,000 feet. (Unless scheduled and cleared for higher altitude.)

Type Exercise: Day or night close air support and helicopter operations.

Ordnance Authorized: All conventional inert weapons and explosive ordnance up to and including 250 pounds TNT equivalent.

Hours of Use: As approved by the CG, MCB Camp Lejeune.

Weather: VFR.

Lighting: Use of air or ground initiated flares: Continuous lighting by flares is mandatory for live night close air support operations when the ceiling/visibility is less than 5000' and five miles or ground visibility does not permit range guards to observe waterborne traffic in the Intercoastal Waterway or seaward for 1000 yards.

ACE000004504

Controlling Command:

1. CG, MCAS Cherry Point R-5306.

2. CG, MCB Camp Lejeune for approval to use target area and airspace within R-5306D for tactical unit training and to specify limitations/restrictions.

Scheduling Authority: CG, MCB Camp Lejeune (R-5306D).

Scheduling Method and Lead Time: Submit a request to the Commanding General, MCB Camp Lejeune at least two weeks prior to the date of use. 2DMAW squadrons will submit a request to 2DMAW, G-3 not later than the 10th of the month prior to the month desired. The target schedule is published weekly by a Camp Lejeune Base Bulletin.

Overlapping, Included, and Adjacent Areas and Targets:

1. No overlapping airspace.

2. No included airspace.

3. Adjacent areas and targets:

   (a) R-5306E and R-5306C.

   (b) Area "G" Camp Lejeune.

Flight Pattern: (Figure 3-1)

1. After RIO with TACC (275.4 MHz), entry to target area will be via the IP as designated. After establishing radio communications with the TACP/TACA, the flight will proceed as directed. Each flight member will positively identify the assigned target(s) by making a dummy run and confirmation will be made by TACA/TACP. When the target is marked by smoke, the TACP/TACA may waive the requirement for a dummy run except for live explosive ordnance. Attacks will be made by single aircraft using a NE-SW approach along a run-in line of 225°, generally paralleling the Intercoastal Waterway with left turns. The recovery altitude will be at least 1000 feet AGL. Ordnance will not be dropped within 800 yards of the Intercoastal Waterway.

ACE000004505

Remarks:

1. Blast forecasting applies. Due to the close proximity of civilian communities, it is mandatory that the aircrew obtain blast forecast information from the TACC (466-2102, 2421, 2003, 2001) prior to the mission to determine the maximum allowable pounds equivalency of TNT that can be permitted. This information is available from the TACC by noon the day prior and is constantly updated thereafter. The aircrew is responsible to ensure the daily blast forecast limitations are not exceeded.

2. Positive two-way radio communication is mandatory. No runs or drops (dummy, inert or explosive ordnance) will be made without positive control.

3. Flares will not be dropped outside the target area to landward.

4. After the towers (range guards) are manned, a helo sweep of the area will be made to assure that no one is in the area. Aircrews should be on the alert for unexpected personnel and equipment in the area.

5. Ricochet hazards exist on some targets due to their water-mud surface.

6. Be on the alert for other aircraft transiting the area or following the coastline.

7. Waterborne traffic seaward of Brown's Island to a maximum range of 25,000 yards may also cause interference with operations.

8. Off-set radar bombing utilizing the RABFAC System is authorized in the N-1 area. VFR only and a FAC must be in Brown's tower.

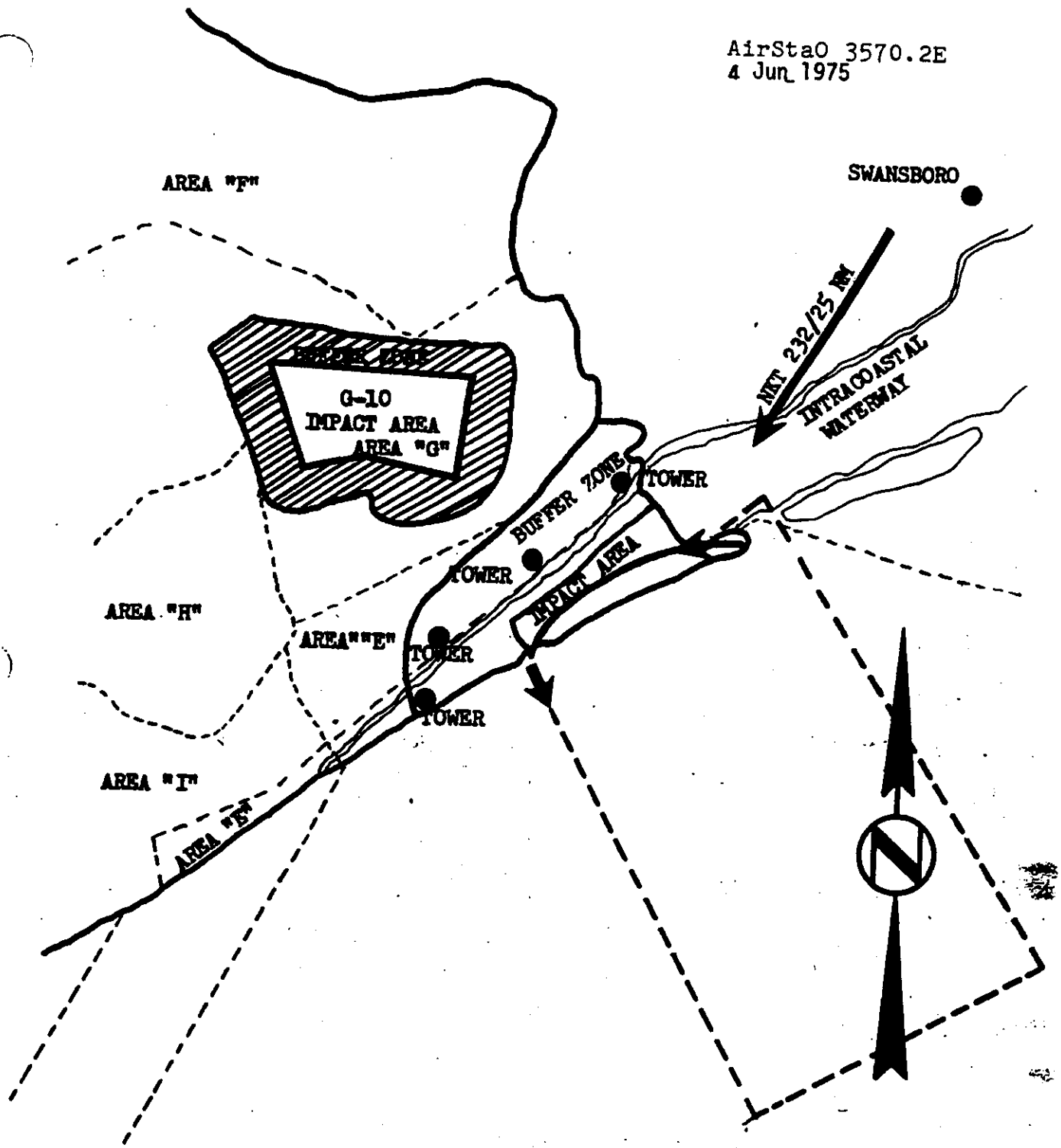
9. Flights originating outside of R-5306 will contact Cherry Point approach control prior to entering R-5306 for further clearance.

10. The BT-3 schedule does not show airspace use by high ordinate firing ground weapons. Remain clear of Camp Lejeune airspace R-5306D/E until clearance is obtained from Cherry Point ATCF.

ACE000004506

11. Detailed regulations for the use of this range are contained in reference (b). Flight leaders are responsible for insuring these regulations are complied with in all instances.

ACE000004507



BT-3

FIG 3-1

ENCLOSURE (3)

ACE000004508

Name: BT-9 (204.55(a), Title 33, CFR)

Call Sign and Frequencies: Positive air control is not provided. Flights using BT-9 will monitor 337.0 MHz, calling in the blind when commencing runs; each aircraft calling in and off, and the flight leader calling clear when the flight is clear of the target. When clear, the flight will contact the TACC or Cherry Point Approach Control as appropriate.

Location: In the Pamlico Sound at 35°12'30"N and 76°26'40"W on the 053°R/28.5 NM MCAS Cherry Point TACAN (CH 75 NKT), (Figure 4-1).

Description: An unmanned target consisting of two ship hulks (DD Class) positioned 90° to one another, stern to stern and grounded on Brant Island Shoals.

Airspace Reservation Area: Lies within R-5306A. MCAS Cherry Point ATCF will keep aircraft under its control clear of a five nautical mile radius from the center of the target while in use. A surface buffer zone (safety) includes the waters within a three statute mile radius.

Altitude Limits: Surface to 15,000 feet. (Unless scheduled and cleared for a higher altitude.)

Type Exercise: Conventional weapons delivery.

Ordnance Authorized: Strafing and explosive ordnance not to exceed 200 lbs. TNT equivalent, 5" rockets (inert or live). Inert ordnance up to 1000 lbs., limit one live bomb drop per run. Blast forecasting applies. It is mandatory that the aircrew obtain blast forecast information from the TACC (466-2102, 2421, 2003, 2001) prior to the mission to determine the maximum allowable pounds equivalency of TNT that can be permitted.

Hours of Use: Continuous.

Weather: VFR.

Lighting. Flares.

Controlling Command: CG, MCAS Cherry Point, N.C..

ACE000004509

Scheduling Activity: CG, 2DMAW.

Scheduling Document and Lead Time: Letter or message by 0900 on Monday, two weeks prior to date desired. Cherry Point based units will be scheduled at the bi-monthly scheduling conference.

Overlapping, Included, and Adjacent Area and Targets:

1. Overlapping of flight patterns with BT-11 flights will occur when P-3 aircraft are utilizing BT-9.

2. No included air space.

3. BT-11 10 NM to the South.

Flight Pattern: Figure 4-1.

Remarks:

1. Unless otherwise directed by the TACC or Cherry Point Approach Control, approach to BT-9 will be directly to the target at an altitude appropriate to the direction of flight in VFR conditions in accordance with FAR.

2. Only one flight will be cleared onto the target at a time.

3. Care will be exercised to remain clear of BT-11 patterns.

4. Ordnance will not be dropped on the target should surface vessels or aircraft enter the target area. These violations will be reported to the Airfield Operations Officer.

5. Zooming of surface vessels within the three statute mile buffer zone is authorized and flight leaders will insure the target is clear prior to ordnance delivery. Minimum altitudes will be observed. (FAR 91.79.)

6. All flight members are cautioned to be watchful for small craft (surface) and other aircraft that may enter the target area.

7. High altitude weapons delivery will not be made without clearance from TACC. The BENNETT Holding Airspace overlies BT-9 and requires the TACC to coordinate with Cherry Point ATCF prior to granting clearance.

ACE000004510

AirStaO 3570.2E
4 Jun 1975

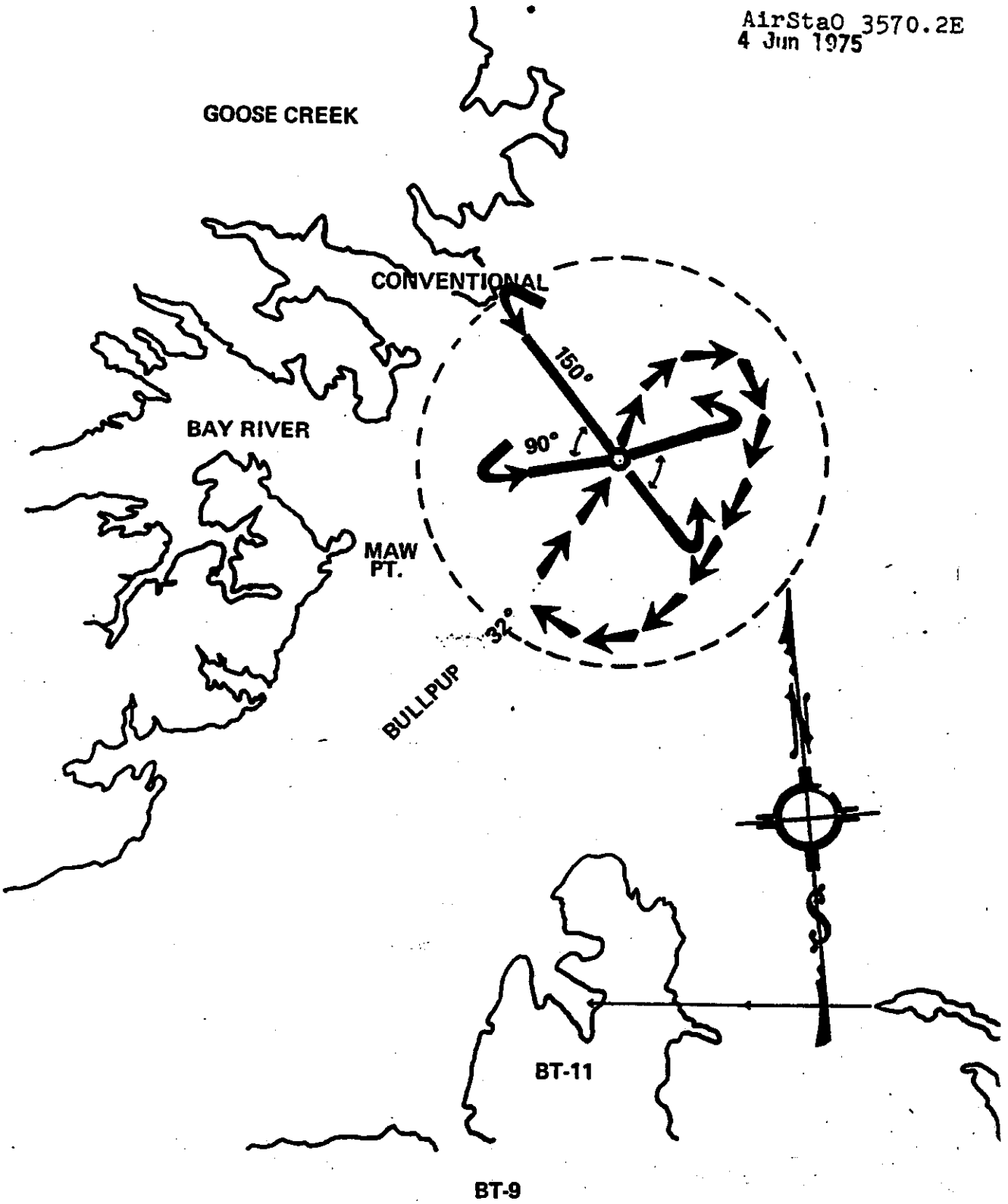


FIG. 4-1

ENCLOSURE (4)

ACE000004511

8. High altitude weapons deliveries will not be scheduled at the same time for BT-9 and BT-11.

9. When live ordnance is used, only one bomb or rocket will be released per run.

10. Flights originating outside of R-5306 will contact Cherry Point Approach Control prior to entering R-5306 for further clearance.

Name: BT-11 (204.55(b) Title 33, CFR).

Call Sign and Frequencies: Marine Cherry Point Target Control: Primary 317.1 MHz; Secondary -- none; Guard 243.0 MHz.

Location: The BT-11 complex encompasses all of Piney Island and Point of Marsh, Figure 5-1. The complex is at 34°59'N 76°27'W on the 074°R/22 NM MCAS Cherry Point TACAN (CH 75 NKT).

Description: A multi-purpose target complex designed for conventional and unconventional weapons delivery training, consisting of five separate targets. The specific description and purpose of each target is as follows: (For orientation, refer to Figure 5-1.)

1. Barge Target: (Figure 5-2) A raked target consisting of a sunken barge located in Rattan Bay which is used for TPQ, Unconventional Weapons Delivery, and conventional delivery of bombs and rockets. The run-in line of 275° is marked by two fixed points designated the "Outer" and "Inner" markers (large orange rectangular markers). The "Outer" marker is 34,793 feet from target center, and the "Inner" marker is between nautical mile markers one and three at 13,015 feet from target center. Nautical mile markers (small square black markers) are located at five, four, three, and one nautical miles from target center and slightly to the right of the run in line (275°).

a. Patterns

(1) Unconventional Weapons Delivery: (VFR) Run-in heading 275°. Position reports are required at outer marker, inner marker and pull-up if no tone signal, and clear of the target. The appropriate escape maneuver in accordance with the type of delivery made is authorized. In the case of unconventional weapons operations, a chase aircraft shall be in radio contact with the target and the delivery aircraft. The chase aircraft shall ensure that the target is clear of non-participating aircraft, personnel, and surface vessels. It shall be the responsibility of the chase aircraft to ensure that the delivery aircraft can deliver its weapon in a safe manner. If this is not possible, the chase aircraft shall cause the delivery aircraft to abort its live run.

(2) Conventional Bombs/Rockets: (VFR) Run-in heading 275° with a left or right hand pattern. Report rolling in and off target.

ACE000004513

(3) High Altitude Bombing: (VFR) Run-in heading 275° with a right pattern or 095° with a left pattern. Report rolling in and off target. See Altitude Limits.

(4) TPQ Bombing: (VFR/IFR) Run-in heading 095° with left turns. Position reports are given as required by the TPQ Controller. Pattern altitude is 15,000 feet unless a higher altitude is approved by Cherry Point ATCF. The pattern is 7 x 20 miles and the bomb corridor 1 x 6 miles. (Figure 5-4).

(5) Self-Contained Delivery: (VFR/IFR) The run-in is 275° with a left (VFR) or a right (IFR) hand pattern. A report at points "Yoke" and "Zulu" is required under VFR/IFR conditions. Maximum air speed is 550 knots; the minimum altitude after passing Point "Yoke" is 500 feet. The pattern is 7 x 20 miles and the bomb corridor is 1 x 6 miles. (Figure 5-3) The RABFAC data included is standard but is subject to change due to the relocation of the beacon. Confirm the RABFAC data with the range controller prior to use.

NOTE: Unless radar monitoring of aircraft in the pattern is used, bomb drops will be made VFR only. When the range at BT-11 is unmanned, a designated Tactical Air Controller (Airborne) will ensure the safe conduct of the flight and ensure that the range is clear of non-participating aircraft, personnel, boats, and vehicles before allowing aircraft onto the range. The Tactical Air Controller (Airborne) can cancel flights at any time for reasons of safety. The Tactical Air Controller (Airborne) will ensure that positive two way communications exist between aircraft of a flight before clearing that flight onto the range. The schedule will indicate when the targets are being controlled by a Tactical Air Controller (Airborne). TAC Center will confirm this schedule with the Director, Aerial Targets Branch when the Tactical Air Controller (Airborne) is being used.

b. Ordnance: MK.76 or equivalent, MK.106 or equivalent, and 2.75" rockets (inert).

2. 500 Foot: (VFR)(Figure 5-2) A raked conventional air-to-ground rockets and bombs target consisting of a triangle of three engine cans painted orange as the bullseye and an outer circle of 315 foot radius. Run-in heading is 275° and is marked by six markers at 1,000 foot intervals from the target center.

ACE000004514

a. Pattern: Conventional Bombs/Rockets. The run-in heading is 275° with a left or right hand pattern. Report rolling in and off target.

b. Ordnance. MK.76 or equivalent, MK.106 or equivalent, and 2.75" rockets (inert).

3. Strafing Target: (VFR)(Figure 5-2) Consists of one 9 x 12 foot acoustically scored panel located 1250 feet south of the 500 foot target. The run-in heading is 275° and is marked by seven 4 x 8 foot markers at 300 foot intervals from the target center. A foul line is marked by two red panels 1200 feet from the target. Minimum dive angle is 10°.

a. Pattern: (VFR) Fixed Wing Strafe. The run-in heading is 275° with a left hand pattern. The minimum altitude at the foul line is 100 feet. Ricochets must be considered and the strafing conducted so as to avoid them. Helicopter Strafing. Forward firing is to be conducted the same as for fixed wing. Side door gunnery is not authorized on this target.

b. Ordnance. 7.62mm, 30/50 cal., 20 mm..

4. 800-Foot: (VFR)(Figure 5-2) A raked conventional air-to-ground weapons target consisting of four engine cans painted orange arranged in a square to outline the bullseye and an outer circle of 400 foot radius. The run-in heading is 275° and is designated by six markers at 1000 foot intervals from the target center.

a. Pattern: Conventional Bombs/Rockets. The run-in heading is 275° with a left or right hand pattern. Report rolling in and off target.

b. Ordnance. MK.76 or equivalent, MK.106 or equivalent, and 2.75" rockets (inert).

5. Moving Target Range: To be published at a later date.

Airspace Reservation Area: Lies within R-5306A.

Altitude Limits: Surface to 15,000 feet. (Unless specifically scheduled for a higher altitude.)

ACE000004515

Type Exercise: Air-to-ground rockets, bombs, strafing, unconventional weapons delivery, TPQ, and self-contained. (RABFAC available upon request.)

Hours of Use: Manned Monday, Wednesday, and Friday from 0800-1600 (continuously) and on Tuesday and Thursday from 1400-2200 (continuously). All times are local.

Weather: VFR/IFR. (The Barge Target is the only target available IFR.)

Lighting: Electric lighting at target center and at the cardinal points of the 500 foot Rocket Bomb Target only. Air delivered flares may be used (see remarks for restriction).

Controlling Command: CG, MCAS Cherry Point.

Scheduling Authority: CG, 2d Marine Aircraft Wing.

Scheduling Method and Lead Time: Submit request to CG, 2dMAW by 0900, the Monday preceding the week of the desired scheduling. Scheduling assignments will be made by weekly message.

Overlapping, Included and Adjacent Areas and Targets:

1. Located within R-5306A.

2. No included airspace.

3. BT-9 is located 10 miles north of BT-11.

4. RR-2 is located seven miles southeast of BT-11.

Air Control Procedures:

1. VFR

a. 2dMAW aircraft departing airfields within R-5306, the flight leaders will RIO with the TACC (275.4) and give the following information:

(1) Event number.

(2) All aircraft call signs.

(3) Number and type of aircraft.

ACE000004516

(4) Type mission.

(5) Fuel on board in hours.

(6) Ordnance load.

(7) Actual time departed base.

(8) Estimated time of return to base.

(9) Remarks, area to work, controllers, etc..

b. Flights originating outside of R-5306 will contact Cherry Point Approach Control for further clearance to BT-11.

c. TACC will clear the flight to contact Marine Target Control (317.1).

d. After initial contact with Marine Cherry Point Target Control, give the following information:

(1) Tactical call sign.

(2) Number of aircraft in flight and call sign in order of flight. (If Navy or Air Force, give type.)

(3) Target desired and type of ordnance.

e. The first pass will be a dummy/spacing/ID run on the target assigned, except for unconventional weapons delivery.

f. Each flight member will call in and off, whether dummy or hot.

g. When all runs are completed and the last man has called off, the flight leader will call clear of the target and switching to TACC, tactical or approach control frequency as pre-briefed.

h. Upon completion of the mission, RIO with TACC (275.4) prior to RTB.

2. IFR. The following procedures will be used by flights employing TPQ-10 or self contained bombing systems under IFR conditions:

ACE000004517

a. General. Cherry Point ATCF will control altitudes, SIF/IFF codes and radio frequencies. MACS/ATCF will monitor and maintain separation between aircraft on target. A maximum of two aircraft will be authorized in the TPQ pattern at one time. The same delivery maneuvers will be used by both aircraft. The maximum airspeed in the pattern is 550 knots. The minimum altitude in the self-contained pattern will be as follows:

(1) When visual contact with the target can be maintained and the horizontal visibility is three miles or greater, a minimum altitude of 500 feet AGL will be observed.

(2) When the above visibility conditions do not exist, a minimum of 1,500 feet AGL will be observed.

b. Filing (IFR)

(1) Local squadrons will place in the remarks section of the daily flight schedule "Local IFR BT-11" or "Local IFR TPQ-10". (Flight leaders should insure that ATCF/MACS/MASS and/or Marine Cherry Point Target Control are available before filing.)

(2) During briefing, the flight leader will request a local IFR clearance using tactical call signs, requested recovery time, and altitude.

(3) The ATCF will assign a recovery time as near as possible to that time requested on the daily flight schedule. Sample clearance: "A/C (ID) cleared to (fix)(normally Point Whiskey NKT TACAN 059°/24.5) maintain (altitude), advise _____(MACS) your expected recovery time is (time in Zulu).

(4) The climb-out for local aircraft will be a radar vector to point "Whiskey" or as assigned.

(5) Flights originating outside Cherry Point will place in the remarks section of the DD Form 175: "Local IFR BT-11" or "Local IFR TPQ-10" and on initial contact with the Cherry Point Approach Control state intentions.

c. Communications Failure

(1) During Climb-Out. Should a pilot lose communications

ACE000004518

during the initial climb or enroute to the assigned hand off fix, he will immediately squawk 3/7700/7600, proceed directly to the NKT TACAN 059°/22, climbing as rapidly as practical to the altitude assigned and hold NE of the 22 NM DME fix on the NKT TACAN 059° radial, left turns, five mile legs, until the expected recovery time specified in his clearance. At ETR, proceed to IAF for the approach appropriate to the assigned altitude and then make the approach.

(2) While in the TPQ-10 Pattern: Should the pilot lose communications, he will immediately squawk 3/7700/7600 and proceed directly to the BENNETT DME fix, 015°/10 NM (NKT), hold as published, maintain 15,000 feet or as assigned for the TPQ-10 pattern until the expected recovery time specified in his clearance. Leave BENNETT at the expected recovery time. Make HI-TACAN II penetration and approach from the assigned altitude.

(3) While in the Self-Contained Pattern: Should the pilot lose communications while in the pattern, squawk 3/7600/7700 and proceed to the 22 NM DME fix on the NKT TACAN 059° radial, climbing to and maintaining the altitude assigned for entry and hold as in (1) above until the expected recovery time specified in his clearance. Leave the 22 NM DME fix on the NKT TACAN 059° radial at the expected recovery time. Fly a 22 mile arc southeast of the NKT TACAN to intercept the NKT TACAN 150° radial. Maintain the assigned altitude until the NKT 150° radial and make a straight-in approach from 150°/22 NM.

d. Air Control TPQ and Self Contained. Communications while in the patterns will be on a common frequency assigned by ATCF. Marine Cherry Point Target Control will be on this frequency when ordnance is dropped.

(1) ATCF will furnish MACS or MASS the following on transfer of control:

(a) Aircraft call sign.

(b) Clearance limit.

(c) Altitude assigned.

(d) Frequency assigned (target control common).

ACE000004519

(e) SIF/IFF.

(f) Recovery time.

(2) MACS/ATCF will coordinate with TACC for aircraft entering and leaving the target.

(3) MACS will not change any of the information listed in paragraph d(1)(a) through (f) without coordination with ATCF.

(4) MACS will relinquish control of aircraft to ATCF upon request.

(5) MACS/ATCF will call "foul range" if:

(a) There is an aircraft within three miles of the target.

(b) There is an aircraft at any range between the target and the bombing aircraft.

(c) There is an aircraft closing on the target or bombing aircraft that could be within either of the above.

(6) MACS/ATCF will call all bogies within six miles of the bombing aircraft when on the final run to the target.

(7) Aircraft may release ordnance only under the following conditions:

(a) The range crew has visually cleared the surface area.

(b) MACS/ATCF has confirmed that the bombing aircraft is within the bombing corridor.

(8) While in the self-contained pattern, the following calls will be made at the positions indicated:

Location:	Point "YOKE"	Point "ZULU"
Call:	"Identification"	"Identification"
	"Point 'YOKE'"	"Point 'ZULU'"
	Type run	All Clear
	Altitude	Switches Safe

ENCLOSURE (5)

ACE000004520

(9) Aircraft in the TPQ-10 pattern will be under the direction of TPQ Radar, call sign "Chieftain" and monitored by MACS/ATCF. The TPQ-10 radar does not provide aircraft separation. Traffic information will be provided by MACS/ATCF.

(10) MACS/ATCF will call "All clear" or "Foul target" immediately after the pilot acknowledges the "5000 ARMSTRONG" given by MASS on each run. In the case of a self-contained run, clear/foul will be called after the Point YOKE report.

(11) The ATCF controller, in whose area the bombing pattern lies, will give general traffic information on itinerant IFR traffic to MACS as necessary when such traffic will infringe upon the patterns.

(12) Radar hand-off. Radar hand-offs shall be between the ATCF controller and the MACS controller via established land lines. The hand-off will be accomplished at, or prior to, point "WHISKEY" (059°/24.5 NKT TACAN) on aircraft enroute to the target. Departing BT-11, hand-offs will be made at, or prior to, point "GOLF" (051°/10.4 NKT TACAN) for TPQ-10 or Point "YOKE" (082°/35.6 NKT TACAN) for self-contained. When making a hand-off, the position of the aircraft will be identified by radial and distance from the NKT TACAN.

e. Recovery Operations. Upon completion of operations at BT-11, MACS will hand-off mission aircraft to ATCF while in the bombing pattern at Point "X-RAY" or Point "FOXTROT". It is the responsibility of the pilot to inform MACS 10 minutes prior to departure from the target so that MACS may coordinate altitudes and frequency assignment with ATCF. If the pilot is unable to meet his recovery time, ATCF must be advised by MACS and a new recovery time issued.

Low Level Routes. Low level training routes terminating at BT-11 are the New Bern 103 and 104 which are described in the Flight Planning Document, Section IIA and plotted on the Flip Low Altitude High Speed Training Route Chart -- Eastern U.S.. Flown VFR only when weather is 3000' and visibility is 5 NM or better. Airspeeds: 301K to subsonic. Altitudes: 1500' and below. The routes both terminate two miles to the north of the special weapons target and are not aligned with the approved IP and run-in line.

3. Coordinating Instructions

ACE000004521

a. General. Aircrews will ascertain that they possess current route information for New Bern 103 or 104 as appropriate and comply with instructions contained in the Flight Information Publication Planning Section IIA-11 and 12.

b. Special. After passing check point "K", switch to 317.1 MHz and contact Marine Cherry Point Target Control, monitor guard. Upon contact with Marine Cherry Point Target Control, state the route being flown and the estimated time of arrival at IP (10 NM out). If the target is in use at that time (initial contact), Marine Cherry Point Target Control will direct the aircraft using the target to go high and dry over the target and to orbit at 10,000. If unconventional weapons deliveries are scheduled, they will be directed to depart the range. When the range is clear, clearance to continue will be given. If weapons deliveries are not scheduled, continue straight ahead, climb and depart the range area staying below 10,000 until clear. If no contact is made with Marine Cherry Point Target Control prior to IP (10 NM out), abort by turning left, climb and continue attempts to make contact. If no contact is made, depart the range area and contact the TACC for range status. If contact is made, comply with range instructions and continue the mission.

REMARKS:

1. Flights originating outside of R-5306 will contact Cherry Point Approach Control prior to entering R-5306 for further clearance. It is recommended that prior to departure flight leaders check with Cherry Point ATCF for IFR traffic or conditions in the area which may cause delay or noncompletion of the mission.

2. Flight leaders will contact Marine Cherry Point Target Control prior to entering the target area. Entry points are XRAY (071°/35.6 NM) or YOKE (082°/33.6 NM NKT). If the target is in use, fixed wing (less OV-10) will orbit Point XRAY or YOKE at FL 170 or as directed by target control. Helicopters and OV-10 aircraft will orbit Long Bay Point at 3000 feet. (See Figure 2-1.)

3. No traffic will enter the target area without positive

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radio contact with Marine Cherry Point Target Control, whether the spotting towers are/are not manned, except unconventional weapons delivery discussed in enclosure (5), page 1, paragraph 1(a)1.

4. If communications with Marine Cherry Point Target Control are lost while in the pattern, cease firing, monitor guard, and watch for signal flares to be fired from the Range Control Building (Figure 5-1), or the tower controlling the flight.

RED --- Cease firing, range is closed. Depart the target area.

5. Flights arriving at BT-11 ten or more minutes late will not be cleared on to the range unless the flight can depart on time or the period following is not scheduled. Range closing times will be observed.

6. Target Control has the authority to refuse the use of the target to any flight violating the provisions of this Order or by unsafe acts of airmanship. Disregarding the instructions of target control will result in the filing of a flight violation.

7. Minimum recovery altitude is 1500 feet unless otherwise lower for the type of delivery being made, but in no case lower than permitted by the weapon (simulated/actual) safety criteria.

8. When different flights of the same squadron/group are assigned or wish to use the same target, the flights shall be coordinated and prebriefed to avoid interference. Only similar models of aircraft may work the range at BT-11 at the same time (i.e., an A-6 can only work with A-6's, F-4 with F-4's, etc....).

9. Flares will be dropped so as to fall in water areas in the Rattan Bay area of BT-11. Precautions will be taken to preclude flares drifting into grassy or wooded areas or set to burn out prior to impact. Operations utilizing flares may be cancelled at any time by the Aerial Targets Branch should weather or target conditions warrant such cancellation.

10. Flight leaders shall ensure that the target is clear of

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non-participating aircraft, personnel and surface vessels. In the case of unconventional operations, the chase aircraft will accomplish this task before allowing the delivery aircraft to make its hot run.

11. When the range is unmanned a Tactical Air Controller (Airborne) can control flights utilizing BT-11. The TAC (Airborne) will ensure the safe conduct of the flight and ensure that the range is clear before clearing aircraft onto the range. The TAC (Airborne) can cancel flights at any time for reasons of safety. The TAC (Airborne) will ensure that positive two way communications exist between aircraft of a flight before clearing the flight on the range.

ACE000004524

AirStaO 3570.2E
4 Jun 1975

BT-11 COMPLEX

FIG. 5-1

ENCLOSURE (5)

ACE000004525

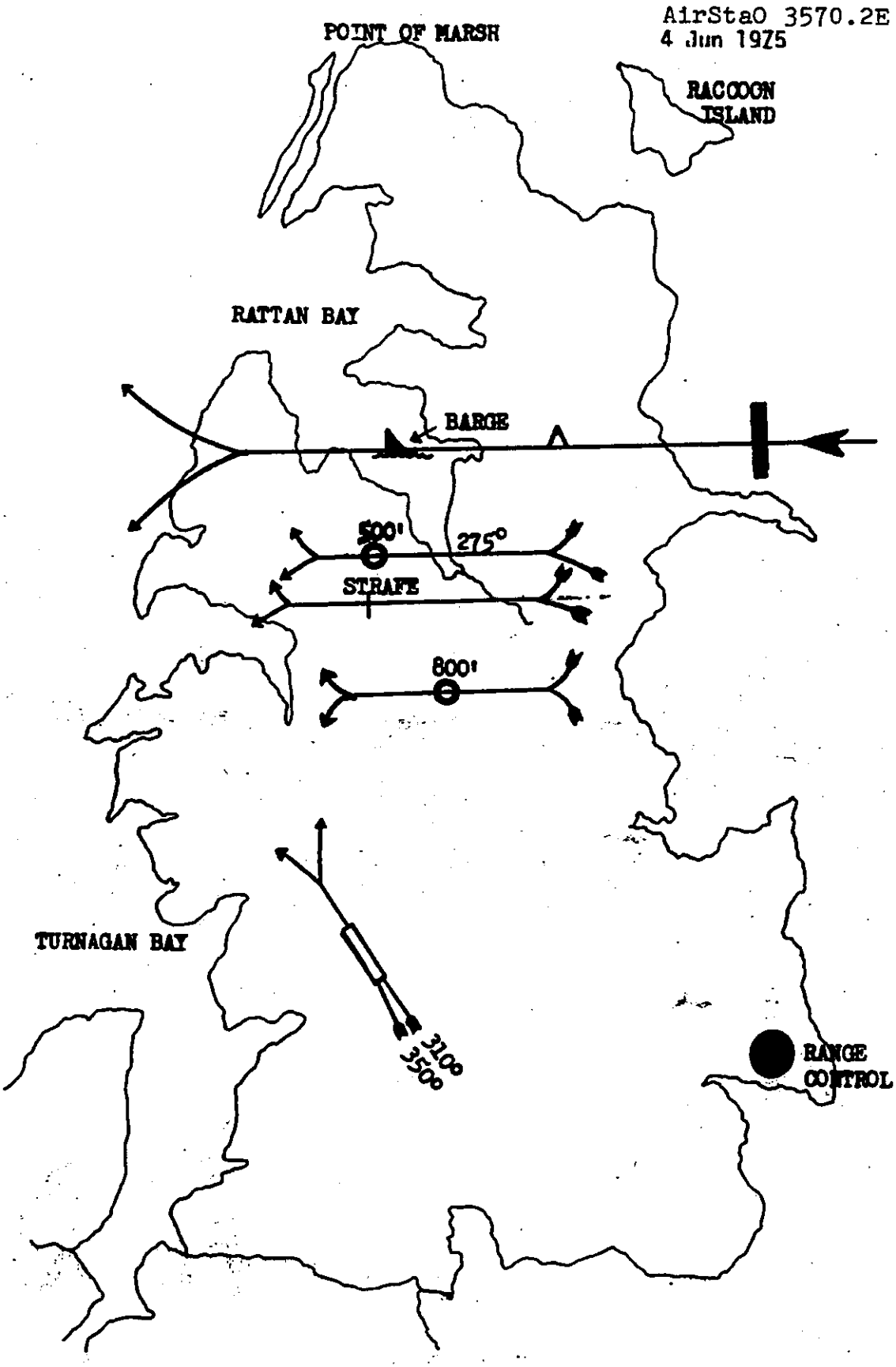
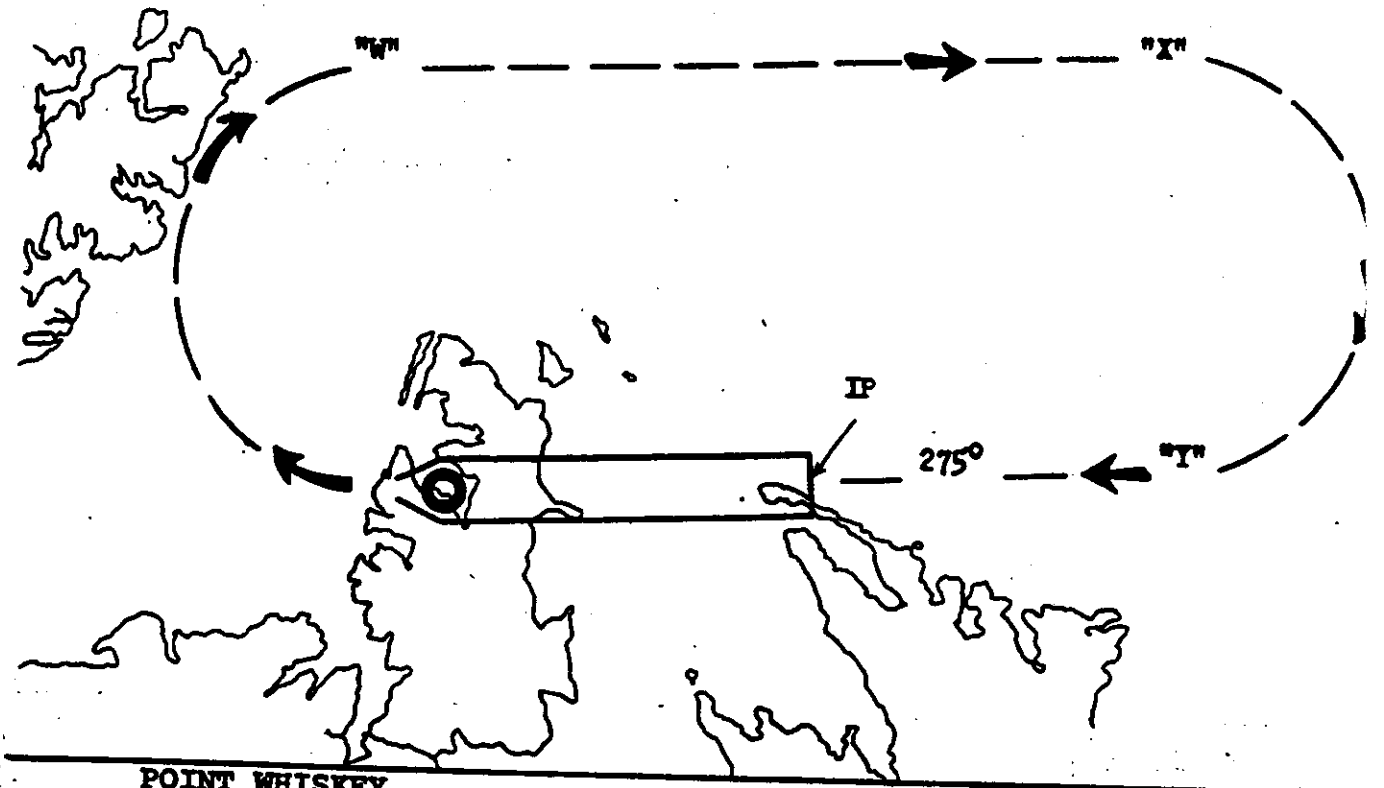


Fig. 5-2 BT-11 COMPLEX ENCLOSURE (5)

ACE000004526



POINT WHISKEY	059/24.5NM (3509N-7629W)
POINT XRAY	071/36.6NM (3509N-7614W)
POINT YOKE	082/33.6NM (3502N-7614W)
INITIAL POINT	078/28NM (3502N-7621W)
TARGET	078/23NM (3502N-7628W)
POINT ZULU	075/21NM (3502N-7629W)

NOTE: POINTS "WHISKEY" AND "YOKE" ARE ATCF/MACS HAND OFF POINTS. SEE IFR PROCEDURES.

CAUTION: BE ALERT FOR OTHER TRAFFIC IN VICINITY OF PT. "W" AND ON DOWNWIND LEG DUE TO PROXIMITY OF BT-9.

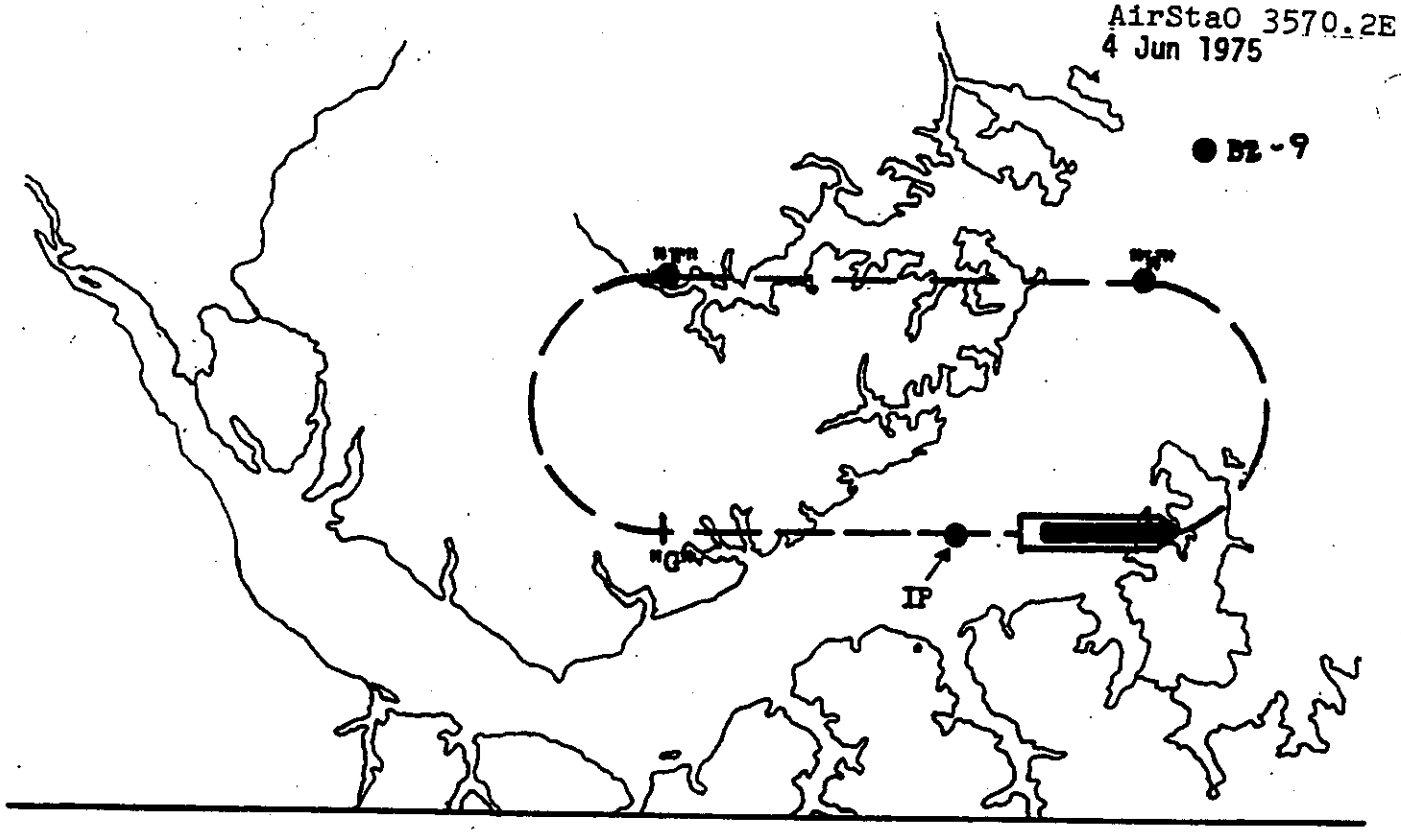
RADFAC DATA:

FOR 500 FOOT TARGET	
BEARING FROM THE BCN TO TGT	343° TRUE
DISTANCE TO THE TGT	2,550 FEET
ALT OF TGT	10'
ALT OF BCN	40'
FOR BARGE TGT	
BEARING FROM BCN TO BARGE	352° TRUE
DISTANCE TO TGT	5,025 FEET
ALT OF TGT	10'
ALT OF BCN	40'

BT-11 SELF-CONTAINED

Fig. 5-3

ENCLOSURE (5)



POINT WHISKEY	059/24.5NM (3509N-7629W)
POINT FOXTROT	034/16NM (3509N-7645W)
POINT GOLF	051/10.4NM (3502N-7645W)
INITIAL POINT	070/18 NM (3502N-7635W)
TARGET	076/23NM (3502N-7628W)

NOTE: POINTS "WHISKEY" AND "FOXTROT" ARE ATCF/MACS/MASS HAND OFF POINTS. SEE IFR PROCEDURES.

CAUTION: BE ALERT FOR OTHER TRAFFIC BETWEEN THE TARGET AND IN THE VICINITY OF POINT WHISKEY DUE TO PROXIMITY OF BT-9.

BT-11 TPQ-10

Fig. 5-4

ENCLOSURE (5)

ACE000004528

Name: Warning Area 122

Call Sign and Frequencies: Flight leaders will follow the air control procedures outlined in this enclosure and the prebriefed communications procedures as required for the exercise being conducted.

Location and Description: W-122 is a sea area approximately 200 x 100 miles as shown in Figure 1-1 and has been divided into four separate ranges to provide maximum utilization.

1. W-122A: Beginning at 35°30'N 75°25'W to 34°21'N 74°05'W to 33°43'N 75°00'W to 34°50'N 76°15'W thence three NM from and parallel to the shoreline to the point of beginning.

2. W-122B: Beginning at 34°50'N 76°15'W to 33°43'N 75°00'W to 33°05'N 75°53'W to 34°18'N 77°38'W thence three NM from and parallel to the shoreline to the point of beginning.

3. W-122C: Beginning at 34°18'N 77°38'W to 33°05'N 75°53'N to 32°15'N 77°00'W to 32°20'N 77°20'W to 34°05'N 77°43'W thence to the point of beginning.

4. W-122D: Beginning at 34°24'N 77°28'W to 32°15'N 77°00'W to 32°20'N 77°20'W to 34°05'N 77°43'W to 34°18'N 77°38'W thence three NM from and parallel to the shoreline to the beginning.

Altitude Limits: Surface to unlimited.

Type Exercise: Air-to-air gunnery, air-to-air missiles, air combat maneuvering, surface-to-air guns and missiles, and high Mach speeds.

Ordnance: As required for exercise to be conducted.

Hours of Use: Joint use (as scheduled).

Weather: VFR/IFR. Type of exercise to be conducted will determine weather criteria.

Controlling Agency: FAA Washington ARTCC.

Scheduling Command: CG, MCAS Cherry Point.

Scheduling: Submit request to CG, MCAS Cherry Point at least

ACE000004529

two weeks prior to the date of employment using the format in Figure 6-1. 2dMAW squadrons will submit requests to CG, 2dMAW (Attn: G-3) for consolidation.

Responsibilities and Safety:

1. CG, MCAS Cherry Point

a. Establishing and disseminating safety criteria for the range.

b. Scheduling of the range and the necessary liaison with the FAA and the U.S. Coast Guard regarding live firings on the range.

c. Providing meterological data upon request to the firing unit.

d. The waiving of any safety criteria pertinent to the range that is considered to be necessary for any particular exercise.

2. Officer Conducting the Exercise (OCE)

a. Conducting all missile firings in accordance with established procedures and safety criteria.

b. Allowing missiles to be fired only after all safety criteria have been met and area clearance has been assured.

c. Causing a firing run to be discontinued if any circumstance presents itself that would indicate danger to inhabited areas, ships, or other aircraft.

d. Maintaining radar and voice contact with the firing units through a designated agency.

e. Adequate briefing for all personnel involved in the missile firing exercise.

f. Proper loading, checkout, and handling of all missiles and control systems prior to introduction on the range.

g. Providing a "Safety Officer" who will be on duty at a designated MACS agency and will assure that the exercise is being conducted in accordance with established criteria.

ACE000004530

h. Issuing "Destruct" or "Hold Fire" commands through the Safety Officer as necessary to preclude endangering any populated areas, personnel, or aircraft.

i. Visual and/or radar reconnaissance of the range area to insure that the range is clear of surface vessels, fishing boats, etc.. This clearance will be acknowledged before firing will begin.

3. Flight Members

a. Insuring that information required for "Safe Shoot" is understood before actual firing begins.

b. Notifying proper authority of any known or suspected conditions which might have an adverse effect on the exercise.

4. Specific Safety Requirements

a. Missile Destruct System. A destruct system, if incorporated in the design of a missile, shall be installed and operative in all respects, unless a waiver has been submitted and approved.

b. Missile Launch Limitation. In no case will a missile be launched if there is the slightest indication that it will impact outside the range area.

c. Missile Launch Aircraft Position. Aircraft firing air-to-air missiles will be accurately positioned for firing by air control radar and no missiles will be fired unless cleared by the designated controlling agency. Firing will be conducted seaward of the ADIZ.

d. Area Activation Requirements. Missile firing will not be conducted unless an appropriate NOTAM/HYDRO has been issued at least 48 hours in advance of the scheduled firing.

Air Control:

1. VFR Operations

a. Pilots must RIO with TACC on 275.4 MHz prior to entering or leaving the warning area.

ACE000004531

b. ADIZ clearance may be obtained through the TACC or MACS.

2. IFR Operations

a. The procedures contained herein are established between Cherry Point ATCF and the Marine Air Control Squadrons of the 2dMAW, Cherry Point area. All pilots desiring IFR separation to and from W-122 are expected to be familiar with these procedures and particularly with the sections concerning lost communications.

b. Cherry Point Approach Control will control all traffic on the landward side of the ADIZ from the surface to FL 180.

c. TACC will control altitude and sector assignments within W-122 seaward of the ADIZ.

d. The MACS squadrons will control within sectors and altitude blocks as authorized by TACC.

e. Filing. Using squadrons will place in remarks section of the daily flight schedule "LOCAL IFR W-122". Aircraft from other stations will indicate type mission on initial contact with Cherry Point Approach Control.

(1) During briefing, the pilots will request a local IFR flight from Flight Clearance using tactical call signs. Pilots will also specify recovery time desired and altitude requested in W-122.

(2) ATCF will assign recovery times as near as possible to the time requested on the daily flight schedule.

f. Coordination will be effected between ATCF and MACS when the pilot calls for clearance.

(1) ATCF will furnish MACS with:

(a) Aircraft call sign.

(b) Altitude requested.

(c) Recovery time.

(d) Clearance limit.

ACE000004532

(2) MACS will furnish ATCF with:

(a) Positive altitude assignment within W-122.

(b) Lowest altitude that the aircraft may enter.

(c) Mission frequency.

(d) If necessary to provide separation from other aircraft in W-122, a radar hand-off point will be designated and ATCF Departure Controller will vector the aircraft in the most expeditious manner to the hand-off point.

(3) Sample Clearance. "(Aircraft call sign) IS CLEARED TO (fix) VIA W-122. MAINTAIN FL (as assigned by MACS). ADVISE MACS YOUR EXPECTED RECOVERY TIME IN (Time in ZULU)."

g. The actual radar hand-off will be between ATCF Controller and MACS Controller via established landlines. Positions of aircraft may be identified by radial and distance from any geographic point, normally Cherry Point TACAN (see subparagraph j(1)).

h. Communication Failures

(1) During Climb-Out. Should the pilot lose communications during the initial climb, he will immediately squawk 3/7600/7700, proceed direct to the clearance limit, climbing as rapidly as practicable to the altitude assigned for W-122, and hold until the expected recovery time specified in his clearance.

(2) Within W-122. Should the pilot lose communications while operating in W-122, he will proceed direct to the clearance limit specified, at the last assigned altitude, and hold until the expected recovery time squawking 3/7700/7600. MACS will inform TACC/ATCF as soon as possible of radio failure and specify the last assigned altitude.

(3) If no contact is established and further clearance is not received, a penetration and approach will be commenced at the block time received. If VFR, maintain VFR and land as soon as possible.

ACE000004533

i. If the pilot is unable to contact MACS when so instructed by the departure controller, he will return to departure frequency for another MACS frequency assignment. The departure controller will coordinate for a new frequency and vector the aircraft to prevent ADIZ penetration if possible.

j. Hand-off points may be mutually agreed upon between controllers but will normally be as follows:

(1) Along the ADIZ at the following points of reference on the Cherry Point TACAN:

(a) POINT ALPHA - 190° radial at 49 NM.

(b) POINT BRAVO - 170° radial at 34 1/2 NM.

(c) POINT CHARLIE - 150° radial at 35 NM.

(d) POINT DELTA - 120° radial at 39 NM.

(2) Inbound aircraft will not be vectored closer than five miles to the ADIZ until cleared by the ATCF.

(3) Outbound aircraft will not be vectored beyond the ADIZ until cleared by MACS.

k. ATCF will provide general information on itinerant VFR traffic in W-122 to MACS.

l. In IFR conditions, operations will be conducted wholly within W-122 seaward of the ADIZ.

m. Upon completion of operations in W-122, MACS will give vectors toward the hand-off point or approach fix. It is the responsibility of the pilot to inform MACS ten minutes prior to departure from W-122 so that MACS can coordinate altitudes and frequency assignments with ATCF and ADIZ penetrations with WADS for expeditious recovery at Cherry Point. If for any reason the pilot is unable to meet his recovery time, ATCF must be so advised by the MACS and a new ETA given.

n. After MACS coordinates with ATCF, the aircraft will be given an approach control frequency, IFF Code (Squawk 0400), assigned altitude, and be requested to contact Cherry Point Approach Control.

ACE000004534

Air-to-Air Missile Firing:

1. The tactical doctrine of the live fire exercises including pattern, speeds, ranges, altitudes and volume of present and projected military aircraft, weapons and missile operations shall be a coordinated effort of both the firing unit and air control unit.

2. The designated 2dMAW air control unit shall be the controlling agency for entrance into, control within, and exit from the weapons range. If previously scheduled by proper authority (Airfield Operations), control between the flight commander and the Marine Air Control Squadron will be made on an assigned frequency prior to entry into the range.

ACE000004535

APPENDIX C-31

Mason. F. A., 1951

Letter to Chief of Forest Service, dated 8 May 1951

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 79

[illegible]

MAY 8 1951

[illegible]

[illegible] of approval of [illegible] will be made.

[illegible] this proposal, it is requested [illegible] relative thereto be provided to this [illegible]

Sincerely yours,

[illegible]

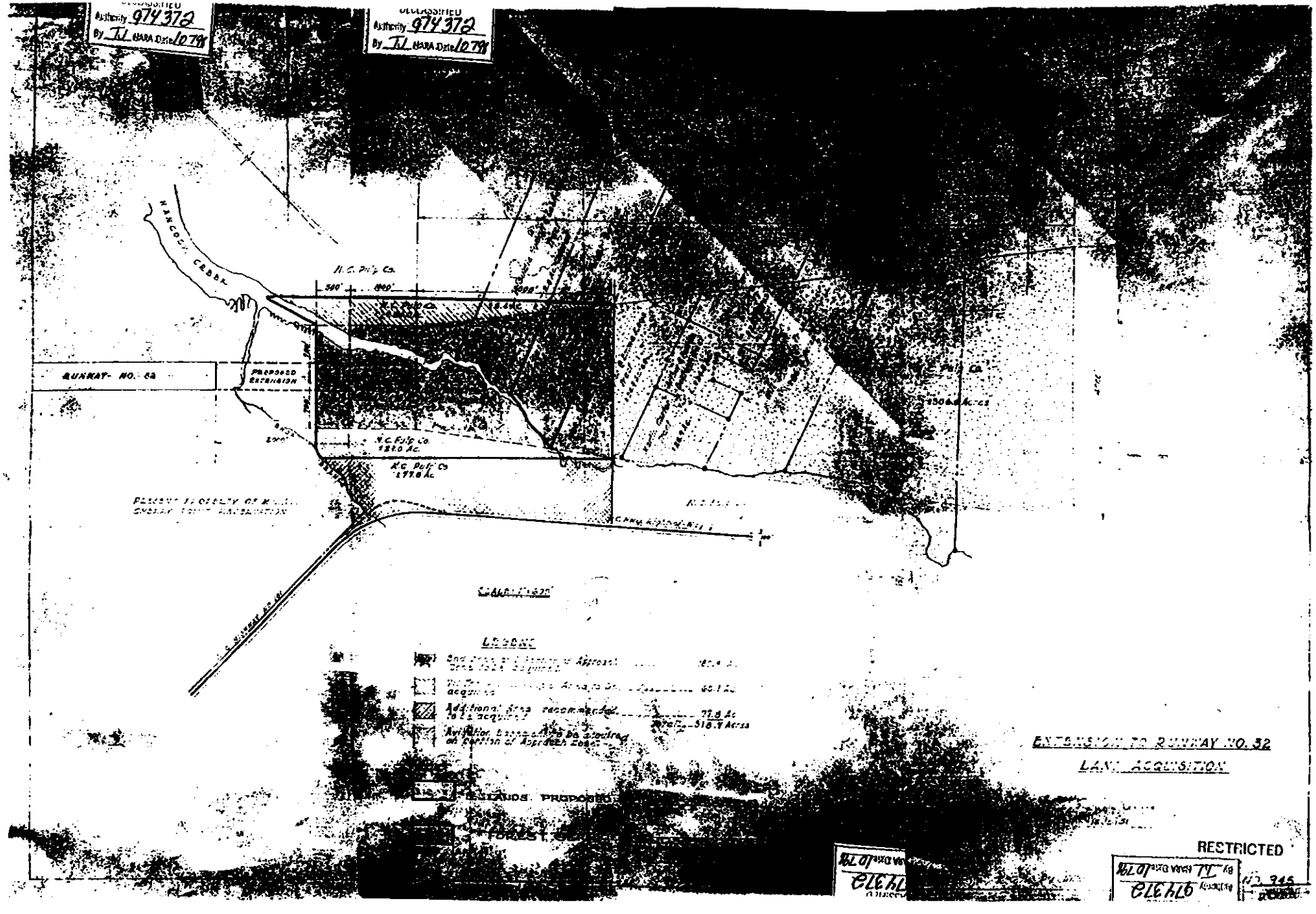
F. A. MASON
By direction

REAL ESTATE COPY

5-2-51

DECLASSIFIED
Authority 974372
By TL NARA Date 10 79

DECLASSIFIED
Authority 974372
By TL NARA Date 10 79



EXTENSION TO RUNWAY NO. 32

LAND ACQUISITION

RESTRICTED

DECLASSIFIED
Authority TL
CLERK

ACE000004538

APPENDIX C-32

Miller, I. W., 1949

Letter to the Office of the Chief of Naval Operations, SUBJECT: Semi-Annual Supplement to Original Historical Report of MCAS, Cherry Point, NC, forwarding of, dated 29 July 1949

personnel to become more proficient in the control of numerous aircraft under actual instrument conditions. During the period of this report the tower controlled 58102 flight operations for an average of 322.8 flight operations per 24-hour period, assuming "Positive Control" for fourteen crashes, one of which occurred outside the "Cherry Point Control Zone".

May 9-30, 1949, NAMT(F)-3 conducted a fire fighting school for crash crew personnel. The On-Station Crash Crew completed eight crash operations and eighty-eight standbys for delayed or actual emergencies.

Air Station Photographic Laboratory - See Appendices, page 3.

Air Space Dispatcher - See Appendices, page 3.

The Rifle Range opened for familiarization and requalification firing on 31 January 1949. Firing practice had been secured due to necessary range maintenance and training of range personnel. There are twenty aviation personnel permanently assigned to the rifle range as coaches and to provide routine maintenance. In addition to the above permanent personnel the Second Wing has assigned 8 enlisted men TAD as coaches. Routine maintenance of weapons on the rifle range has been conducted by the range personnel. Triangulation as an aiming device has been replaced by substituting firing the .22 caliber rifle, Course "C", on a 50-foot range, constructed during February 1949. Requalification firing has been conducted in compliance with Marine Corps General Order #5. A Marine Corps Air Station pistol team, to participate in local matches, was organized with the approval of Assistant Chief of Staff, G-3. See Appendices, pages 3 and 4. Rifle qualification percentages are lower than previous scores attained under rules of the "old Course". Inclement weather has also hindered record firing at this range.

Familiarization firing of weapons is conducted whenever requests are sub-

ACE000004540

Under the old system of paying Marines where payrolls were prepared in the squadron office normal procedure of a pay office was that clerks handled the enlisted accounts of the same units at all times and in all phases. Under the new system this principle was tried and did not seem to operate as efficiently as the system presently employed in this office where more specific tasks are assigned individuals employed in the enlisted accounts section. It seems to work better for us to have one man post 510 pay record orders, another man compute pay, and still another run the payroll money list. Specialization has been increased.

A beneficial suggestion was made by a corporal in the department. Under the instructions of the pamphlet "Payment of Marine Corps Personnel" the fourth copy of the Payroll Money List (Form NAVMC-815 SD Rev.) is transmitted to the squadron for addition or deletion of names where omitted or included on that money list in error. There is no attempt to enter any amounts of pay to individuals on this list. The corporal, on his own initiative, has worked out a plan whereby the amounts of pay due are inserted on this fourth copy and the copy is posted on the organization bulletin board. This gives all men an opportunity, in advance of pay day, to learn how much money they will receive and to register any complaints they may have if there should be an error in the calculation of their pay. The squadrons that have tried this find it definitely to the benefit of the men and are strongly in favor of this plan. It is therefore contemplated that additional organizations on this station will be incorporated under the provisions of this experiment in an effort to perfect the plan, reduce the errors in pay, and give better service to the various squadrons.

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ordered.

Communications Department assumed the operation of Western Union facilities on 15 April 1949. For statistics see Appendices, page 5.

G-4 SECTION (LOGISTICS)

For purposes of coordination control on administrative and policy matters, the following are under the cognizance of Assistant Chief of Staff, G-4: Medical, Dental, Public Works, Motor Transport, Supply (USMC), Disbursing (USMC), Ordnance and Supply & Fiscal.

The Medical Department, during March, April and May, treated the station with 2% DDT by aircraft in malaria control work. Cherry Point and Havelock have been fogged nightly with DDT for adult mosquito control since 15 April 1949. Chlordane, H_2O sol., or DDT powder, from January to May, has been used in 411 homes. Dynamite was used for blasting 2,000 feet of ditches during the month of February 1949. Approximately 78,000 linear feet of drainage ditches were cleared and redressed since 1 January 1949.

Classes for Hospital Corpsmen are held four hours each week, in compliance with Bureau of Medicine and Surgery directives, on the subjects of nursing, minor surgery and first aid, materia medica, toxicology, anaesthesia, anatomy, physiology, hygiene and sanitation.

Rear Admiral Joel T. Boone, (MC) USN, and party visited and inspected the Medical Department on 28 April 1949.

Rear Admiral B. Groesbeck, Jr., (MC) USN, and party visited the Medical Department on 24 May 1949.

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Medical statistical data is shown in Appendices, page 6.

Dental Department - The administrative responsibilities of the Senior Dental Officer for the Second Marine Aircraft Wing, FMFLant, and MCAS, Cherry Point, N. C., are vested in one individual, thus permitting a more efficient utilization of assigned personnel and facilities in the department. The routine is systematized to efficiently render treatment to all personnel. Pertinent dental statistics are shown in Appendices, page 6.

The Public Works Officer reports that Plans and Specifications are being prepared for a Memorial Recreation Building to be located in Slocum Creek Park. Final completion has been made on the following projects by civilian contractors:

NOy-14396 - To provide a machinery room and miscellaneous work in connection with the air conditioning of Engine Overhaul Shop and O&R Offices.

NOy-14566 - To alter existing Bachelor Officers' Quarters No. 2 and Sub-BOQ'S Nos. 492, 493, 494 and 495, into apartments for Junior Married Officers.

NOy-15097 - To convert engine test cells Nos. 1 and 2 to jet engine test cells.

NOy-15318 - The unloading, storing, and erection of forty-eight (48) 19'x140' prefabricated steel aircraft containers, and the installation therein of all specified equipment.

NOy-16660 - To provide and secure the weatherstripping of all windows, transoms, and exterior doors in Building No. 489 (24 Married Officers Apartments).

The Disbursing Office, Marine Corps Air Station, is also the Disbursing Office for the Second Marine Air Wing and AirFMFLant. Its function is to pay Marine Corps personnel and civil service personnel working for the Marine Corps on this station. At present it handles the accounts of 670 officers, 6493 enlisted men and 207 civilians. It pays the public bills contracted for in the operations

ACE000004543

Supply and Fiscal (Navy) - The work of providing replacements by the Navy Supply Department for materials used by units of 2-MAW during Combine III, and obtaining and supplying requirements for FLEX maneuvers, began in January 1949. Upon completion of the FLEX maneuvers, the Marine Air Groups began turning in all material to the Screening and Identification Unit. Each group supplied 15 men to assist in screening and preparing class transfers from the special Class 203 to the prime class. Some 3500 items were processed through the Screening and Identification Unit. All RFI items were returned to store. Items not RFI were carefully screened and stocked in Class 265.

Also during January purchase limitations for this station were raised to $500.00 for standard, and $1,000.00 for non-standard materials.

During February planned requirements were established for material requirements to support the July MARTCOM maneuvers. Material was "frozen" by Stock Control and Storage began getting their stock in condition to expedite issues.

Planned requirements were established in February for materials required to carry out the Navy Supply Department's responsibility for initial outfitting of MCAS, Edenton. Necessary papers to effect transfer of outfitting allowances to Edenton were completed in April and shipment of Section "G" allowance list material was begun in May.

As directed by BuSandA, a new concept of APA Stores Accounting involving "Class Cognizance Symbols" was installed in March. Additional refinements of APA Stores Accounting as required by BuSandA ltr JL/L11-2(6)(S-11/DF-4) mn, dtd 31 May 1949, were studied and preliminary "trial runs" of procedures were conducted.

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Preliminary work of computing allowances of Marine aviation units was begun during March as the result of receipt of new outfitting directives. In April revised material readiness directives were received and stocks of "ear-marked" materials were re-evaluated. During May Tactical Unit (2-MAW) deficiencies were processed and issued. Preparation of invoices for allowances not held by organizations of 2-MAW was accelerated.

Approximately 600 tons of material from the China roll-back were received by barges and processing was begun through the Screening and Identification Unit. No receipt papers were received and each item had to be screened and identified. This was in addition to routine duties and other programs described elsewhere in this report.

During June action was taken to remove all R1830-90, -92 and -94 engines from long term storage cans for shipment to Pensacola, Florida, for spare parts recovery program. These engines are being shipped by truck to Norfolk for transshipment (BuAer ltr 42121, dtd 3June49 to CG Cherry Point, N. C.).

This Department continued a restorage program instituted during 1948 of all storehouses. By using frame pallets and utilizing available cube space, valuable and much needed storage space will be recovered. This method of storage not only conserves space, but makes the material more accessible for issue.

A Centralized Preservation and Packaging Unit was planned. A project order was requested to install necessary equipment and tools in Section "F" of Building 148. Overhaul and repair production, ready-for-issue material, and other Station and Wing preservation work will be kept in the proposed shop.

The Navy Supply and Fiscal Officer established a training program for en-

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A decision was made to replace male storekeepers and property and supply clerks in the Audit Section of Inventory Branch with female property and supply clerks. Positions involved are being redescribed and changes will be effected by reassigning present male storekeepers to Storage as vacancies occur. It is also intended to assign all newly employed storekeepers to Inventory for 90 days' training and indoctrination before assigning them to Storage.

Station Ordnance - As of 1 January 1949 the Station Ordnance had a total of two officers and 44 enlisted men. Since that time 7 men were discharged or transferred and 10 replacements were received. During January 3 men were sent TAD to the Rifle Range to assist as coaches and one staff NCO was sent TAD to Atlanta, Ga., on the Burial Detail. On 4 March 1949 the Assistant Ordnance Officer was transferred to MCAS, El Toro, California, for duty. No replacement was received for this officer. In March the ABS-21 Ordnance Officer sent men, on a daily basis, to this department to assist in the handling and supply of munitions required by squadrons supported by ABS-21. These men have received on-the-job training in regard to the stowage and handling of all types of aircraft munitions. On 9 May 1949 this department received 20 enlisted men TAD from the squadrons attached to the Second Marine Air Wing for on-the-job training for a period of one month. In turn, this department sent 20 men to the squadrons for on-the-job training. This method was used to qualify all men concerned for obtaining an Ordnance SSN (911), or for promotion.

The Administrative Unit is responsible to G-4 Station for the supervision, operation and maintenance of the units shown below. It procures all necessary Ordnance equipment and ammunition required for the operation of Station activities and units attached. It also acts as adviser to the Station and attached units on

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matters pertaining to Aviation Ordnance. The completion of required daily, monthly, and periodic reports and inventories of Ordnance Equipment and Munitions assigned to this Station has been accomplished. Stowage, upkeep and inspection of munitions were provided to conform with current regulations. This department procured and issued on custody receipts all necessary Aviation Ordnance equipment. It inspected and turned in on RMCM's to Navy Supply Salvage, Ordnance equipment declared unserviceable. Numerous items of Ordnance equipment were turned in for rework and overhaul (Class 265). Consolidated receipts were compiled and all Ordnance equipment previously issued to the squadrons was signed for by the Ordnance Officers of ABS-21 and 22.

Ordnance Mobile equipment was issued to the squadrons on custody receipts. Checks and minor repairs were accomplished on all Ordnance vehicles assigned to the Station. Reports required were made to the Station Transportation Officer. Several Ordnance vehicles were painted and checked by Station Transportation. Forty MK. 2 Bomb trailers were checked and turned into Navy Supply on an RMCM.

The Aircraft Target Maintenance Unit was sent out frequently to rebuild targets used for bombing and rocket firing. A radar target was built in the water off Hog Island and was rebuilt as requested by the two Night Fighter Squadrons. A rocket target for controlled rocket firing has been constructed at Atlantic Field and will be put into use during June. The targets repaired are located on Cat Island, Brown Island, Hog Island, Atlantic and Bogue Fields.

The Officers' Skeet Range carried out frequent schedules by the Naval Aviators of this Station and Units attached. This unit repaired and inspected several shotguns turned in by Special Services Department. It accepted several personal

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firearms which were turned in for storage and safekeeping by personnel attached to the Station. An electric release for the traps was installed and proved satisfactory.

The Munitions Unit handled, stowed, and issued ammunition, rockets, and bombs required by various units of this Station. Annual Physical Inventory of Class "A" and "B" (Bombs and accessories, and Pyrotechnics) was completed and a report sent to BuOrd. Rearrangement of several Magazines was accomplished. This unit received rockets, bombs, and napalm from BuOrd. It shipped large quantities of .30 caliber cartridges and starter cartridges, and miscellaneous items of munitions to NAD, St. Julien's Creek, Va., upon instructions from BuOrd. This unit also shipped 5,000 electrical connectors to NAD, Hingham, Massachusetts, upon instructions from BuOrd. The rocket test cell was used quite frequently to modify 2.25 A/C rockets and several reports were made on this modification to BuOrd. The area was kept well policed at all times. Brush, dead grass and rubbish, were removed to keep the fire hazard to a minimum. Daily inspection was held in all Magazines.

The Saluting Battery was fired five times during this period, - one 17-gun salute rendered for Admiral Brown; one 17-gun salute for Lieutenant General Keller E. Rockey, and one 11-gun salute for Brigadier General Hayne D. Boyden. On Washington's Birthday a 21-gun salute was fired, and a 21-gun salute was also fired on Memorial Day.

The Bachelor Officers' Mess (Closed) was activated on 8 October 1948. The Mess was formed to combat rising living costs which had become excessive, especially for warrant officers and second lieutenants without flight pay. Another mission of the Mess was to take advantage of physical facilities existing in the Boats [illegible]

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OVERHAUL AND REPAIR DEPARTMENT (Page 8, paragraph 2) -

This is a large industrial plant employing 1692 Civil Service employees and 520 Marines. Since 1 January 1949 the Workload Division of the Planning Group prepared data and issued schedules for the overhaul of 59 aircraft, modification to 18 aircraft, repairs to 11 aircraft, salvage of 11 aircraft, overhaul of 142 aircraft engines, repair to 146 aircraft engines, salvage of 6 aircraft engines, overhaul or check and test of approximately 31,000 miscellaneous aeronautical items, and issued approximately 2,000 orders for manufacture of aeronautical parts.

This establishment has flown 395 test flights since 1 January 1949 and accumulated 570 flight hours.

During this period there have been 15 R4D's; 46 F7F's; 12 OY's and 5 FH aircraft overhauled or modified, and prepared for delivery to the services. The first overhauled FH-1 jet aircraft was delivered on 14 April 1949. The Overhaul and Repair Department received or transferred 383 aircraft during this period, including the following types: R4D, R5C, JRB, JRF, JD, F7F, F6F, F4U, FG-1D, FH, F2H, OY and HO3S helicopter. 115 aircraft were canned; 10 were salvaged, and 209 were preserved.

G-1 SECTION (PERSONNEL) (Page 13, paragraph 1).

The Strength report, military and civilian, during period from 1 January through June 1949 -

1949	Officers	Enlisted	Civilian
January	128	1790	3389
February	134	1899	3323
March	124	1851	3345
April	127	2048	3407
May	124	2068	3407
June	126	2030	3407

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G-1 SECTION (PERSONNEL) (CONTINUED) (Page 13, paragraph 1)

Approximately 46 officers and 625 enlisted men have been detached since January 1, 1949. There were 12 General Courts Martial, 23 Summary Courts Martial, and 37 Deck Courts Martial. Seven officers and 47 enlisted men were detailed to additional duty in connection with reburial services for World War II dead at various Eastern cities and towns. There were 76 reenlistments and 165 discharges of enlisted personnel.

PHOTOGRAPHIC LABORATORY (Page 22, paragraph 2)

During this period the Photographic Laboratory processed 12,402 still negatives 57 rolls of still film, 2,750 feet of motion picture film, and 26,545 prints.

AIR SPACE DISPATCHER (Page 22, paragraph 3)

1,536 personnel were afforded air transportation through the air space dispatcher.

RIFLE RANGE (Page 22, paragraph 4)

RIFLE M-1 (Course "A")

Total Fired	Total EX	Total SS	Total MM	Total UQ	Percentage
1,122	26	117	549	430	61.7%

CARBINE (COURSE "A")

817	43	198	490	86	89.4%

PISTOL, CAL. .45 (COURSE "A")

66	10	25	19	12	81.8%

REVOLVER, Cal. .38 (Course "A")

281	57	102	84	38	86.8%

The above totals on the rifle and carbine include both officers and enlisted men.

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RIFLE RANGE (Page 22, paragraph 4 (continued))

There were 1,008 enlisted and 114 officers who fired the rifle M-1. On the carbine there were 812 enlisted men and 5 officers who fired; .38 caliber, 208 officers and 10 enlisted; .45 caliber, 66 officers.

Total ammunition expended to date -

Rifle M-1,	Caliber .30 - - - - -	269,200 rds.
Carbine,	Caliber .30 - - - - -	122,700 "
Pistol,	Caliber .45 - - - - -	38,240 "
Revolver,	Caliber .38 - - - - -	28,100 "
Rifle & Pistol,	.22 - - - - -	271,950 "

The amount of ammunition expended for practice and for participation in matches by the Marine Corps Air Station Pistol Team is as follows:

Revolver,	Caliber .38 - - - - -	6,295 rds.
Pistol,	Caliber .45 - - - - -	2,955 "

Existing installations limit the amount of qualifiers to a 60-man detail per week for a 2-week period, for the rifle. Carbine shooters are limited to a 60-man detail per week for a 1-week course. Two details of 15 pistol and revolver shooters are qualified every week, the course being covered in 5 half days.

AIRCRAFT ENGINEERING SQUADRON 46 (Page 23, paragraph 1)

Aircraft Complement: 3 R4D; 2 F7F; 2 JRB; 2 SNB; 2 F4U; 2 SNJ; 1 OY; 1 HO3S-1.

The following is the recapitulation of Flights flown, pilot hours, etc., during the period of this report:

	Jan	Feb	March	April	May	June
Pilots Flight Time	1444.4	1628.3	1509.5	1588.4	1460.5	1641.8
Number of Pilots	97	99	101	104	110	102
Number of Flights	451	529	505	546	532	546
Hours Flown	782.6	908.6	838.0	942.0	931.6	931.4
Percent of Availability	72%	66%	70%	71%	70%	73%

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APPENDIX C-33

Mitchell, R. J., 1946

Letter to the Chief of Naval Operations, SUBJECT: Administrative History, Preparation of, dated 26 April 1946

HEADQUARTERS
MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

A. CHRONOLOGY

(1) United States Marine Corps Air Bases was formed 21 September 1944 at Marine Corps Air Station, Cherry Point, North Carolina.

(2) (a) Brigadier General Lewie G. Merritt, U. S. Marine Corps, was the first in command of Marine Corps Air Bases. Tour of duty 21 September 1944 to 2 May 1945. (See Appendix, Joint Wing & Bases General Order 21, 1 September 1944).

(b) Brigadier General H. D. Campbell, U. S. Marine Corps, second Commanding General, Marine Corps Air Bases. Tour of duty 3 May 1945 to 3 August 1945. (See Appendix, Marine Corps Air Bases General Order 25-1945).

(c) Major General Ralph J. Mitchell, U. S. Marine Corps, third Commanding General, Marine Corps Air Bases. Present tour of duty started 4 August 1945..... (See Appendix, Marine Corps Air Bases General Order 35-1945).

(3) Upon being commissioned, Marine Corps Air Bases was the senior organization in command at Cherry Point, North Carolina. Subordinate commands under Marine Corps Air Bases as of 21 September 1944 were the Ninth Marine Aircraft Wing and the Marine Corps Air Station.

B. NARRATIVE

(1) Marine Corps Air Bases was organized to serve as coordinator between Headquarters, U. S. Marine Corps, Washington, D. C., and the subordinate commands under Marine Corps Air Bases.

(2) This served as a liaison command whereby Headquarters, Washington could issue directives to one command for this area and have Marine Corps Air Bases carry the directives through to the organizations under its command.

(3) Authorization for commissioning Marine Corps Air Bases, Cherry Point, North Carolina, was issued in Marine Corps dispatch 202206, dated 21 September 1944. (See Appendix).

(4) (a) Ninth Marine Aircraft Wing was commissioned on 1 April 1944 (MarCorps conf. dis. #211546), Colonel Christian F. Schilt,

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U. S. Marine Corps, assuming command. On 17 January 1944 Brigadier General Lewie G. Merritt, U. S. Marine Corps, assumed command, relieving Colonel Schilt. Colonel Schilt again assumed command of the Ninth Marine Aircraft Wing on 17 January 1945 when Brigadier General Merritt assumed command of Marine Corps Air Bases, Cherry Point, North Carolina.

(b) The mission of the Ninth Marine Aircraft Wing was to organize, equip, and train Marine Air Units for combat operations.

(c) Tactical reorganization of the units for operation control was made 23 August 1944 (See Appendix, Wing General Order 44-1944). Commands were designated as follows:

Strike Command - VMSB and VMTB Squadrons
Fighter Command - VMF Squadrons
Bomber Command - VMB Squadrons

(d) Wing General Order 44-1944 was rescinded on 11 March 1944, thereby eliminating the Strike, Fighter and Bomber Commands.

(e) In October, 1944, the decommissioning of various squadrons took place; the personnel of these squadrons being transferred to Headquarters Squadron of the Group to which the squadrons were assigned, pending reassignment.

(f) The Ninth Marine Aircraft Wing assumed the status of a replacement training Wing on 10 October 1944 (COMINCH conf. dis. #221425). This changed the Ninth Marine Aircraft Wing's original mission of training tactical units and crews to the training of replacements for the tactical units that were already overseas.

(g) The Ninth Marine Aircraft Wing was decommissioned on 31 March 1946, and all units and personnel thereof were transferred to the Second Marine Aircraft Wing (Marine Corps Air Bases confidential General Order 7-1946).

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HEADQUARTERS
MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

16 NOV 98
Naval Aviate
Office,
Washington
Naval Yard
Box 390

APR 2[illegible] 1945

SERIAL NO. 1207

A12

From: The Commander.
To: The Chief of Naval Operations, Navy Department, Washington 25, D. C.

Subject: Administrative History, Preparation of.

References: (a) Aviation Circular Letter 101-45, Ser 329703, of 11Sep45.
(b) Manual for Historical Officers, Nav 00-25Q-26.
(c) Aviation Circular letter 22-26, OP-519 HMD over ser 16-P-519 of 8Feb46.

Enclosure: (A) Copy of Administrative History 21Sep44 to 30Apr46.

1. According to basic instructions outlined in references (a), (b) and (c), enclosure (A) is submitted.

R. J. MITCHELL

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ADMINISTRATIVE HISTORY

HEADQUARTERS
MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

PERIOD COVERED: 21 September 1944 - 30 April 1946

Distribution: (1) Originial to The Commandant of the Marine Corps
(2) The Chief of Naval Operations
(3) File

ACE000004556

I Description of the Activity of Marine Corps Air Station, Cherry Point, North Carolina.

(A) Extent and distinctive geographical features.

1. Marine Corps Air Station, Cherry Point, North Carolina, is located on a site of land that lies in the "Coastal Plains" section which extends from the Atlantic shore about sixty miles inland.

2. The terrain is level and marshy. There are large stands of pine trees which were formerly used for production of Naval stores, such as timber, turpentine, tar and allied products.

3. This area is listed on a sunshine map as one of the three areas in the United States having the greatest amount of annual sunshine, which is an important factor in selecting the site for an airbase.

(B) Effect of Relative Importance of features listed in I(A) on Operational Activities.

The reasons why Cherry Point is a satisfactory air base are:

1. Geographical location is ideal for year-around weather conditions.

2. Field is of great value in time of peace and war from the standpoint of gunnery and bombing because:

(a) Sufficient outlying fields are available to enable the use of all assigned gunnery and bombing ranges,

(b) Sea areas are available for machine gun practices of any nature.

(c) The air base is located thirty-five miles to the northeast of the New River site, known as Camp Lejeune. This is the divisional combat area for the ground Marines which Marine Aviation is trained to support.

(C) The fundamental mission of the Marine Corps Air Station, Cherry Point, North Carolina, is to maintain and operate facilities for the organization, equipment, training and maintenance of Marine Corps aircraft units, including operation of a Class A overhaul base.

II Historical Development.

(A) No comments other than listed in Section I.

III Headquarters and Staff.

(A) On September 21, 1944, Marine Corps Air Bases was commissioned as a

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(p) [redacted] copy of COMINCH Airmailgram number 022134, MCR 10, 2 May 1944, and Commandant of the Marine Corps confidential letter A4-622-jhs, serial 07D12744, 8 May 1944.

(d) On 15 March 1946, Marine Wing Service Squadron Nine was redesignated Headquarters Squadron, Marine Corps Air Bases by authority of Commandant of the Marine Corps confidential dispatch 052213, 6 March 1946.

(e) Headquarters Squadron, Marine Corps Air Bases, serves as a personnel reception and assignment unit for the Marine Corps Air Bases, Cherry Point, North Carolina. Personnel reporting to Marine Corps Air Bases, Cherry Point, North Carolina, are first assigned to this squadron and then are reassigned to units comprising the Marine Corps Air Station, Cherry Point, North Carolina, and the Second Marine Aircraft Wing.

IV Administrative Relationship

(A) The nature of Marine Corps Air Bases contacts with the Navy Department, Headquarters, Marine Corps, and other bureaus are done by three methods:

(1) Telephonic conversation, dispatch and routine correspondence. No officer of this command is on duty at the Fifth Naval District or Headquarters, Marine Corps, acting in an advisory capacity or as a liaison officer.

(B) No comments on command relationship in operational field. The responsibility for carrying out operational duties is delegated to the two subordinate commands of Marine Corps Air Bases:

(1) Second Marine Aircraft Wing, and
(2) Marine Corps Air Station, Cherry Point, North Carolina.

(C) In regards to the perplexities of the Commander's authority, reference (a) of SecNav letter 13 June 1945 states that the Commandant invites attention to the fact that in the past few years a practice has grown up within the Navy Department for issuing directives to the commandants of Naval districts wherein Marine Corps activities within the geographic district limits have been included either directly or by interpretation. The Commandant of the Marine Corps requests that since Marine Corps posts and stations located within Naval districts are under the cognizance of the Commandant of the Marine Corps, they are to be excluded from such directives, and that information or action required be obtained from the Commandant of the Marine Corps.

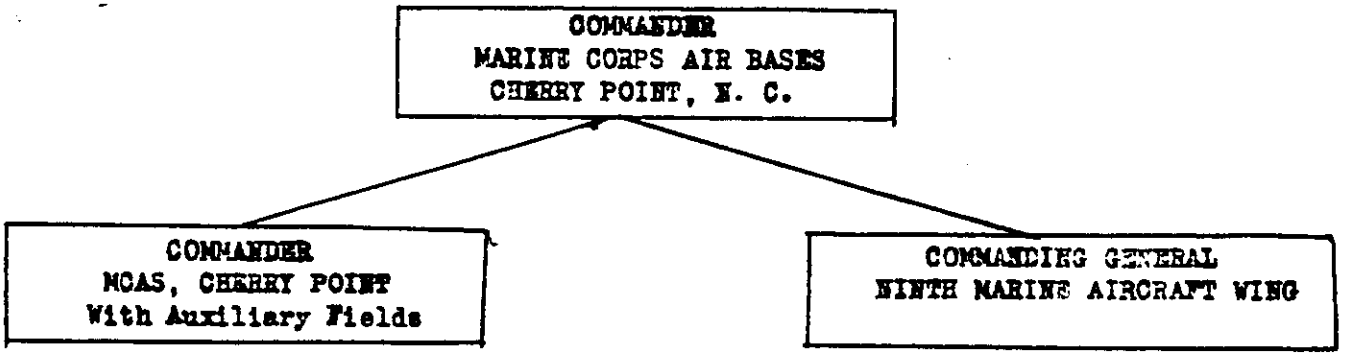
ACE000004558

HEADQUARTERS
MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

17 January 1945

MARINE CORPS AIR BASES GENERAL ORDER)
: ORGANIZATION COMMAND
NUMBER. . . . . 1-1945)

1. For the information and guidance of the organizations of this command the following diagram is promulgated, outlining in general the command set-up in force in the Cherry Point Area:



BY COMMAND OF BRIGADIER GENERAL MERRITT.

D. F. O'NEILL
Colonel, U. S. Marine Corps
Chief of Staff.

Distribution: 9th MAW "A" AirSta "A".

OFFICIAL:

/s/ Van L. Chamberland
VAN L. CHAMBERLAND
First Lieutenant, USMC,
Adjutant

- -

ACE000004559

APPENDIX C-34

Morrison, L. A., 1942

Letter to Chief of the Bureau of Supplies and Accounts, SUBJECT: Check in payment of 832.9 acres of land, more or less, in Craven County, North Carolina, for the establishment of a magazine storage area for use in connection with the Marine Corps Air Base, Cherry Point, North Carolina, dated 19 March 1942

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 7 98

7 Oct 98
Archives II
AG 71
Entry 1001
Box 912
Folder C... Pt.
C34-36-CP
Folder 2 of 2
N.C

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO No.
KV8/N1-13

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D. C.

MAR 19 1942

From: Chief of the Bureau of Yards and Docks.
To: Chief of the Bureau of Supplies and Accounts.

Subject: Check in payment of 832.9 acres of land, more or less, in Craven County, North Carolina, for the establishment of a magazine storage area for use in connection with the Marine Corps Air Base, Cherry Point, North Carolina.

Enclosure: Copy of Bureau accounting requisition No. 900/42, dated March 19, 1942

1. The Secretary of the Navy is requesting the Attorney General to condemn 832.9 acres of land, more or less, in Craven County, North Carolina, needed for the establishment of a magazine storage area for use in connection with the Marine Corps Air Base, Cherry Point, North Carolina. The fair market value of the land, as determined by the Secretary of the Navy, is $14,905.00.

2. It is requested that a check in the amount of $14,905.00 be drawn, payable to the Clerk of the District Court of the United States for the Eastern District of North Carolina, and forwarded to the Office of the Judge Advocate General for transmission, with the Declaration of Taking, to the Attorney General.

3. The appropriation chargeable is 17X1204, "Public Works, Bureau of Yards and Docks." A copy of Bureau accounting requisition No. 900/42, dated March 19, 1942, is enclosed.

L. A. Morrison
By direction of Chief of Bureau

CC - Judge Advocate General
CC - Commandant, Fifth Naval District

DECLASSIFIED
Authority 974372
By TJ NARA Date 10798

[illegible] 1942

ACCOUNTING REQUISITION

Requisition No. () 900 Bureau Yards and Docks Date 19 March 1942 Contract No.

Schedule No. Material for { Stores account / Ship or account } Title 13-X-; or Final Title

Appropriation 17X1204, Public Works, Bureau of Yards and Docks.

Purpose Land

Ultimately chargeable:
Appropriation
Title

Allotment: 17X1447.001-14-Bureau

Job Order No.
(or) Ship's Req. No.

Estimated Cost: $14,905.00

Date

ITEM No.	ARTICLES OR SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT Dollars	AMOUNT Cents
1.	Purchase of 632.9 acres, more or less, of land and fixed improvements, in Craven County, North Carolina, for the establishment of a magazine storage area for use in connection with the Marine Corps Air Base, Cherry Point, North Carolina, appropriated for under Second Deficiency Appropriation Act, 1941 approved 3 July 1941.				$14,905.00	

The Navy Department has requested the Department of Justice to undertake condemnation proceedings and to file a declaration of taking. Reference: Acting Secretary of Navy's letter file KV9/N1-13(420305)U dated 19 March 1942 to the Attorney General. The fair market value of the land and improvements as determined by the Secretary of the Navy is $14,905.00 distributed among the owners as listed in the Declaration of Taking approved by Acting Secretary of Navy 19 March 1942.

This requisition is made for the purpose of setting up the necessary obligation and no purchase is to be ordered thereunder.

ACE000004562

APPENDIX C-35

Nelson. R. D., 1992

Letter to Director of Operations (EOD), SUBJECT: Request for Explosive Ordnance Disposal Support at MCOLF Oak Grove, dated 21 September 1992

NATURAL RESOURCES AND ENVIRONMENTAL AFFAIRS DEPARTMENT
Marine Corps Air Station
Cherry Point, North Carolina 28533-5000

6280
LN
21 Sep 92

From: Natural Resources and Environmental Affairs Officer
To: Director Operations (EOD)

Subj: REQUEST FOR EXPLOSIVE ORDNANCE DISPOSAL SUPPORT AT MCOLF OAK GROVE, NC

Encl: (1) Site Map of MCOLF Oak Grove Identifying Ordnance Areas
(2) Ordnance Magazines at MCOLF Oak Grove, NC

1. The Commandant of the Marine Corps is proceeding with the disposal of Marine Corps Outlying Landing Field (MCOLF) Oak Grove, North Carolina as excess property. Record searches and preliminary visual site inspections have been conducted to identify environmental hazards that must be further investigated and corrected prior to relinquishing the property.

2. During the records search, nine (9) ordnance magazines, an ordnance store and workshop, and a rifle/pistol range were identified. During the 1940's, when MCOLF Oak Grove was active, no formal ordnance disposal procedures were in effect. Based on experiences by other installations, it is possible that ordnance is buried at MCOLF Oak Grove. Therefore, it is necessary to investigate the area for buried ordnance prior to relinquishing the property.

3. It is requested that the combined Explosive Ordnance Disposal (EOD) Team at MCAS Cherry Point perform a subsurface ordnance sweep of the areas identified in enclosure (1). Enclosure (2) provides a list of the ordnance magazines identified. Dimensions of the magaz ines are included for initial planning purposes. To meet our plan of action and milestone (POA&M) for excessing MCOLF Oak Grove it is requested that the sweep begin 11 January 93 and be completed within four (4) weeks.

4. If you have questions or require additional information, please contact Ms. Deborah Istvan of my staff at extension 3631/4591.

R. D. NELSON

cc:
CWO Martin, OIC combined EOD Team

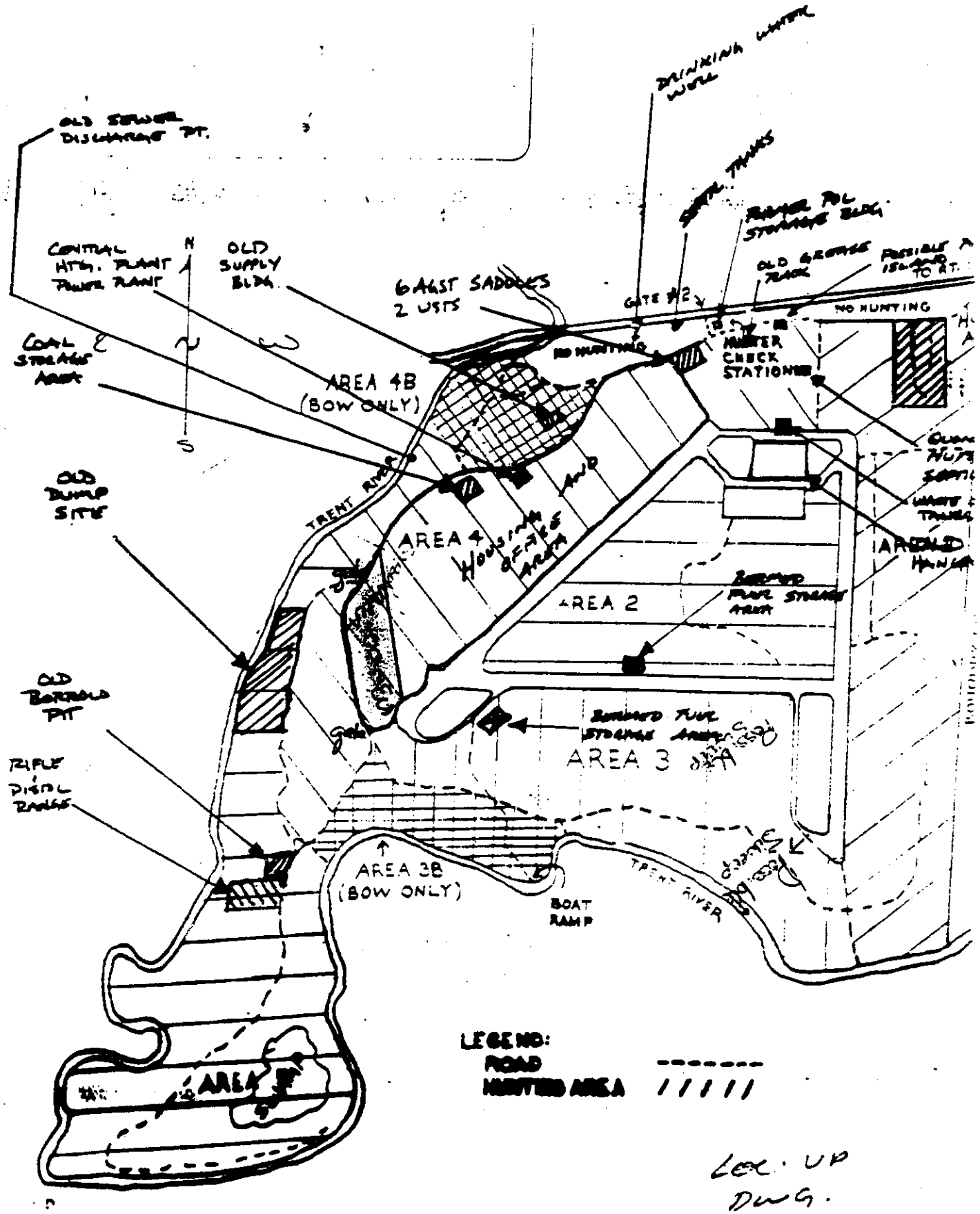
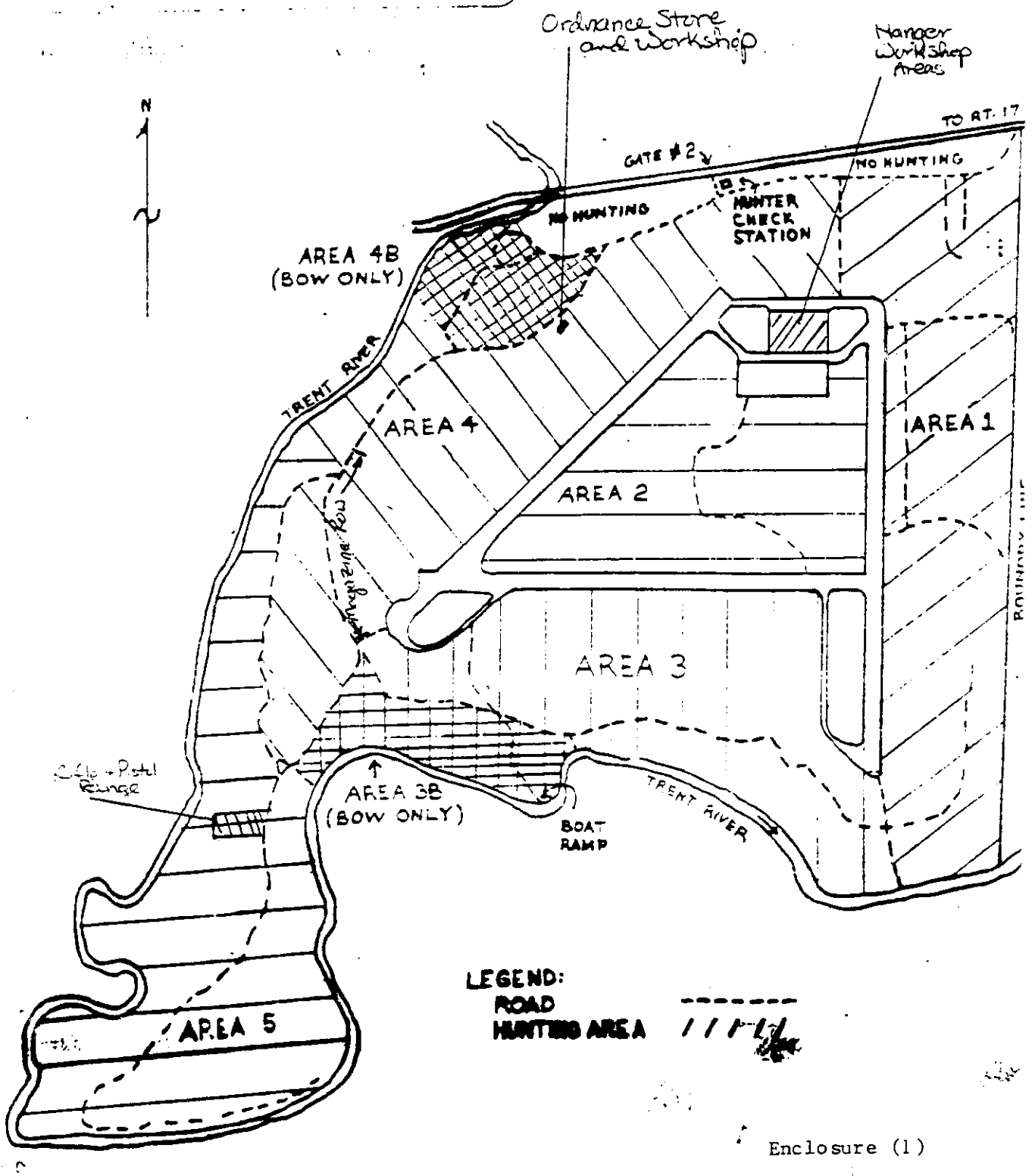


Figure 4-1.--Hunting Map of MCOLF Oak Grove

ACE000004565


Ordnance Store and Workshop
Hanger Workshop Areas
N
TO RT. 17
GATE #2
NO HUNTING
NO HUNTING
HUNTER CHECK STATION
AREA 4B (BOW ONLY)
TRENT RIVER
AREA 4
AREA 1
AREA 2
AREA 3
AREA 3B (BOW ONLY)
BOAT RAMP
TRENT RIVER
Rifle + Pistol Range
AREA 5
LEGEND:
ROAD
HUNTING AREA

Enclosure (1)

ORDNANCE MAGAZINES
MCOLF OAK GROVE

Magazine	Dimensions (feet)
High Explosive	50 x 28
Fuse & Detonator	10 x 8.5
Small Arms	20 x 11.5
Inert Storehouse	20 x 20
Pyrotechnics	10 x 8.5
Torpedo Storage	50 x 28
2 - Ready	49 x 11.5 10 x 8.5
Smoke Drum Storehouse	20 x 20

Enclosure (2)

ACE000004567

UNITED STATES MARINE CORPS
Combined Exoplsive Ordnance Disposal Teams
Marine Coprs Air Station
Cherry Point, North Carolina 28533

8027
CEOD
28 Jan 1993

From: Operations Chief, CEODT
To: Combined Explosive Ordnance Disposal Team OIC

Subj: SWEEP OF MCOLF OAK GROVE, NORTH CAROLINA

1. During the time period of 11-28 January 1993 a limited surface and sub-surface sweep of Oak Grove was conducted by personnel from the combined teams. Limited personnel support was also provided by MWSS-272. A Mk 26 Ordnance Locator was temp loaned from MWSS-272 for use during this operation.

2. A total of 8 days were spent utilizing Mk 26 Locators to search for abandoned, lost, or dud ordnance aboard Oak Grove. The search was conducted in and around areas believed to be ordnance handling areas and range complexes.

3. Findings during the conduct of operations aboard Oak Grove:

a. No hazardous ordnance items were encountered during this sweep.

b. No ordnance items were located sub-surface.

c. Ordnance items recovered:

1. Expended 40mm cartridge cases.

2. Sand filled bomb. (1) located in trash dump.

3. Expended 7.62mm and 5.56mm Blank Ammo.

4. Empty ammo cans, 7.62mm and 40mm Boufer.

5. Componets of M49A1 trip flares.

d. Numerous suspected trash dumps were located sub-surface, sample diggings produced no evidence of ordnance contamination. Due to the extent and size of these dump sites they were not completely unearthed, but marked and reported to the NREA representative present.

ACE000004568

4. Conclusions.

a. The probability of finding unexploded ordnance aboard MCOLF Oak Grove, however slight, exsists.

1. To make any other statement would be fool ~~hearty~~ hardy. Once an area has been utilized as an ordnance build up or handling area the probablity exsists to find unexploded ordnance items.

b. Bearing in mind conclusion a, no presence of abandoned, lost or dud ordnance was discovered during the limited sweep of this area. This area, reasonablity, should be considered safe for use by the general public from an EOD point of view.

C. P. McGINN

ACE000004569

APPENDIX C-36

Schilt, C. F., 1943

Letter to Chief of the Bureau of Ordnance, SUBJECT: Chemical Warfare Training Equipment, request for, dated 19 November 1943

RECORDS OF THE NATIONAL ARCHIVES

106

CH D
-6 74
ENTRY 25
BOX 452
FILE KV9

IN REPLYING REFER TO NO.

KV9

Mn2

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, N. C.

SERIAL NO. 1763

A16-3

KV9 PRINT 19 NOV 1943

112343 00676

From: Commanding Officer.
To: The Chief of the Bureau of Ordnance,
Navy Department, Washington, D. C.

Subject: Chemical Warfare Training Equipment, request for.

Reference: (a) Service Chemicals, United States Navy, 1942.

1. It is requested that the following items of Chemical Warfare equipment be prepared and shipped to this station for use in Chemical Warfare training:

Item	Quantity
Gas Identification - Detonation Set M-1	5
CN Capsules	500
Pot, Smoke, HC, M-1	25

C. F. SCHILT.

ACE000004571

APPENDIX C-37

Schilt, C. F., 1944

Wing Memorandum Number 113-1944, Units Comprising Ninth Marine Aircraft Wing, 31 October 1944

REPRODUCED AT THE NATIONAL ARCHIVES

VLC-905-dft

ARCH II
RG 74
ENTRY 25
Box 808
File KV9

HEADQUARTERS 5397
NINTH MARINE AIRCRAFT WING & U. S. MARINE CORPS AIR BASES
CHERRY POINT, NORTH CAROLINA

31 October, 1944.

KV 9
MM6

WING MEMORANDUM)
NUMBER 113-1944) : UNITS COMPRISING NINTH MARINE AIRCRAFT WING.

110544 00166

1. Effective 1 November, 1944, the Ninth Marine Aircraft Wing with Headquarters at MCAS, Cherry Point, North Carolina, is comprised of the following units located at stations as indicated:

UNIT	LOCATION
HqSq-9	MCAS, Cherry Point, N. C.
MWSS-9	MCAS, Cherry Point, N. C.
VMR-352	MCAS, Cherry Point, N. C.
VMD-354	OLF, Greenville, N. C.
VMD-954	OLF, Greenville, N. C.
SMS-51 (Formerly SMS-92)	MCAAF, Pollocksville, N. C.
AWG-1	
Hq&SS	MCAS, Cherry Point, N. C.
AWS-14	MCAS, Cherry Point, N. C.
AWS-16	MCAS, Cherry Point, N. C.
AWS-17	MCAAF, Pollocksville, N. C.
AWS-18	MCAAF, Bogue Field, N. C.
MAG-34	
HqSq-34 (Formerly HqSq-94)	MCAS, Cherry Point, N. C.
SMS-34 (Formerly SMS-94)	MCAS, Cherry Point, N. C.
MAG-52	
HqSq-52 (Formerly HqSq-91)	MCAAF, Congaree, S. C.
VMF-521	MCAAF, Congaree, S. C.
VMF-522	MCAAF, Congaree, S. C.
VMF-523	MCAAF, Congaree, S. C.
VMF-524	MCAAF, Congaree, S. C.
MAG-53	
HqSq-53	MCAAF, Kinston, N. C.
SMS-53 (Formerly SMS-91)	MCAAF, Kinston, N. C.
VMF(N)-531	MCAAF, Kinston, N. C.
MAG-91	
HqSq-91 (Formerly HqSq-92)	MCAS, Cherry Point, N. C.
SMS-91 (Formerly SMS-53)	MCAS, Cherry Point, N. C.
VMF-911	MCAS, Cherry Point, N. C.
VMF-912	MCAS, Cherry Point, N. C.
VMF-913	MCAS, Cherry Point, N. C.
VMF-914	MCAS, Cherry Point, N. C.
MAG-92	
HqSq-92 (Formerly HqSq-52)	MCAF, Walnut Ridge, Arkansas.
SMS-92 (Formerly SMS-51)	MCAF, Walnut Ridge, Arkansas.
MAG-93	
HqSq-93	MCAAF, Bogue Field, N. C.
SMS-93	MCAAF, Bogue Field, N. C.
VMBF-931	MCAS, Eagle Mountain Lake, Texas.
VMBF-932	MCAS, Eagle Mountain Lake, Texas.
VMSB-933	MCAAF, Atlantic, N. C.
VMSB-934	MCAAF, Atlantic, N. C.

ACE000004573

REPRODUCED AT THE NATIONAL ARCHIVES

MAG-94	
HqSq-94 (Formerly HqSq-34)	MCAF, Newport, Arkansas.
SMS-94 (Formerly SMS-34)	MCAF, Newport, Arkansas.
VMF-513	MCAF, Walnut Ridge, Arkansas.
VMF-514	MCAF, Walnut Ridge, Arkansas.
MAG-62	
HqSq-62	MCAS, Cherry Point, N. C.
SMS-62	MCAS, Cherry Point, N. C.
VMB-614	MCAF, Newport, Arkansas.
VMB-621	MCAS, Cherry Point, N. C.
VMB-622	MCAF, Newport, Arkansas.
VMB-623	MCAS, Cherry Point, N. C.
VMB-624	MCAS, Cherry Point, N. C.
VMB-453	MCAS, Cherry Point, N. C.
VMB-463	MCAS, Cherry Point, N. C.
VMB-473	MCAS, Cherry Point, N. C.
VMB-483	MCAS, Cherry Point, N. C.
Service Command 9 (P)	
HqSq-9 (P)	MCAS, Cherry Point, N. C.
SMS-52	MCAF, Congaree, S. C.

2. Due to recent changes in unit designations and stations, it is requested that all Bureaus and Departments carefully check and revise current mailing lists in accordance with the above.

C. F. SCHILT,
Colonel, U. S. Marine Corps,
Commanding.

Distribution: "A"

OFFICIAL:

VAN L. CHAMBERLAND,
First Lieutenant, USMC,
Adjutant.

11544—00166

BUORD
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1944 NOV 3 15 26
NAVY DEPT.

ACE000004574

APPENDIX C-38

Smith, R. E. Jr., 1966

Air Station Order P1500.2D, Training Manual, Marine Corps Air Station, Cherry Point, 24 March 1966

MCHC
COMMAND CHRONOL
JUL-DEC 66

UNITED STATES MARINE CORPS
HEADQUARTERS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533

ASO P1500.2D
145:ODH:jsh
MAR 2 4 1966

AIR STATION ORDER P1500.2D

From: Commanding General
To: Distribution List

Subj: Training Manual, Marine Corps Air Station, Cherry Point, North Carolina; promulgation of

Encl: (1) Locator Sheet

1. Purpose. To publish the Training Manual.

2. Cancellation. ASO P1500.2C.

3. Objectives

a. To provide, under one cover, the facilities and courses available in the Cherry Point complex.

b. To outline the organization and functions of the Training Department.

c. To provide information concerning scheduling and quota assignments to schools or courses, including appropriate facilities at MCAS, Beaufort, S.C. and MCAF, New River, N.C.

d. To inform all commands that these services are available to all personnel when requested and approved by the appropriate authority.

4. Concurrence. The Commanding General, 2d Marine Aircraft Wing, concurs with this order insofar as it pertains to units and members of his Command.

5. Certification. Reviewed and approved this date.

R. E. Smith, Jr.
R. E. SMITH JR.
CHIEF OF STAFF

DISTRIBUTION: "A" plus TrngO (50), Airfield Ops (10)

Copy to:
2d MAW (200)
CG, Force Troops, Camp Lejeune (5)

ACE000004576

CHAPTER 5

MILITARY TRAINING DIVISION

SECTION A: GENERAL

5101. Organization. The Military Training Division consists of the following branches:

a. Noncommissioned Officer Leadership/General Military Training School Branch

b. Marksmanship Branch

c. Operational Aviation Medicine and Survival School Branch

d. Administration School Branch

e. Airborne Operators School Branch

f. Aerial Targets Branch

5102. Training Areas

a. The training areas described below are the only areas within the Cherry Point Air Field Complex authorized for use. See Appendix B for the location of these training areas.

(1) Combat Training. Areas "A", "B", "C", "F", and Atlantic Field.

(2) Drill Field - Parades - Athletics. Area "D".

(3) CPX Sites. Areas 1, 2, 3, 4, 5, and Atlantic Field.

(4) NBC. Area "E" (assigned to 2nd MAW).

(5) Survival Display & Training. Area "G".

b. Scheduling. Requests for use of all training areas, except Areas "E" and "G", will be made in writing (2 copies) directly to the Station Training Officer (Extension 3451) at least seven (7) days prior to the date the area is desired. Requests must include the following information:

(1) Type of training, date, and time.

(2) Number of personnel to be trained.

ACE000004577

(3) Ordnance and demolitions to be used.

(4) Officer-in-Charge and unit telephone number.

(5) If medical personnel are in support.

The MCAS Special Services Officer is exempt from this requirement as it applies to Area "D" for athletic events. However, he will coordinate the scheduling of such events with the Station Training Officer.

c. Restrictions. The following restrictions apply in the use of training areas:

(1) Blank ammunition and training devices are the only authorized ordnance allowed for use in Areas "A", "B", "C", "F", and Atlantic Field. No ordnance will be used in any other training area.

(2) Those areas marked by cross-hatching in Appendix B are restricted areas. Unauthorized personnel will not enter these areas.

(3) Use of demolitions will be directly under the supervision of the MCAS Explosive Ordnance Disposal Officer.

(4) Units will insure that safety personnel are designated and equipped with flashlights or lanterns when units are moving across or adjacent to roadways.

(5) Plant and wildlife will not be destroyed.

(6) Fires are not permitted, except in cases of emergency.

(7) Pyrotechnics and cigarette smoking are not permitted when fire conditions, as set forth in Chapter 6, ASO P5510.3 are in effect. It is the responsibility of the using unit to know the current fire conditions at the time of use of the assigned training area.

(8) Vehicles will not be driven over grassed areas and both vehicles and personnel are restricted from entering any designated wildlife plots located in a training area.

d. Liaison. The Station Training Office will maintain liaison with the Station Provost Marshal and other interested departments to coordinate the use of requested training areas.

5103. Physical Readiness Test Area. The Physical Readiness Test Area is depicted in Appendix C. This is the only area aboard the Air Station authorized for conducting Event #5, the Forced March. Units desiring to utilize this area may do so by calling the Station Training Officer (Ext. 3451).

ACE000004578

5104. Viet Cong Mine and Booby Trap Indoctrination Course. This course is located in Area "H" and is depicted in Appendix B. The MCAS Explosive Ordnance Disposal Officer controls the area and is responsible for the instruction.

a. Course Description. This course is designed to indoctrinate personnel by means of lecture, demonstration, and replicas of typical mines, fuses, and booby traps employed by the Viet Cong in the Republic of Vietnam. The course will accommodate thirty (30) students and is 85 minutes in duration. A maximum of five (5) courses can be run each day.

b. Scheduling. Requests for the indoctrination course will be made in writing (2 copies) to the Station Training Officer at least seven (7) days prior to the date the indoctrination is desired.

c. Uniform and Equipment. Utilities with cap, cartridge belt, canteen, and first aid packet/jungle kit.

5105. NBC Training (Station)

a. Specialist Training. The establishment and purpose of NBC Monitor/Decontamination Teams is set forth in MCO 3400.3__ and ASO P3440.4__. The Second Marine Air Wing NBC Unit provides an 8-day training course available to MCAS Commands. Instruction is given in the following subjects:

(1) Principles of radiological monitoring, chemical detection and identification, and biological sampling.

(2) Specialized training in all aspects of NBC decontamination, including establishment and operation of personnel decontamination stations.

b. Prerequisites

(1) Be a member or prospective member of an MCAS Squadron Monitor/Survey or Decontamination Team.

(2) Have a minimum GCT of 90 with 6 months obligated service remaining.

c. Gas Chamber Training. This training is required annually by ASO 3400.1__ for all MCAS personnel. The Second Marine Air Wing Gas Chamber Training Facility will provide this training. See Appendix B for the location of the facility.

d. Scheduling. Requests for training, as outlined in paragraphs a. and c. above, will be made in accordance with ASO 3400.1.

ACE000004579

5106. Swimming Instruction

a. The Station Training Department will coordinate and supervise the training of Second Marine Air Wing and Station personnel requiring swimming instruction in accordance with MCO 1510.2__. The details of the program will be promulgated by separate directive.

ACE000004580

SECTION D. MARKSMANSHIP BRANCH

5401. Mission. The mission of the Marksmanship Branch is as follows:

a. To provide marksmanship facilities and training for MCAS, Cherry Point, Second Marine Air Wing, MARTC units, and other regular and reserve units who are required by higher authority to conduct requalification and familiarization firing.

b. To support recreational, team and intermural shooting programs established by local and higher authority.

5402. Facilities. The following facilities are provided to support marksmanship training and recreational firing:

a. A rifle range with 30 firing points at the 200, 300 and 500 yard lines and 20 firing points at the 600 yard line.

b. A fixed target pistol range with 25 firing points at the 15, 25 and 50 yard lines.

c. A small bore and FAM firing range with facilities for the following:

(1) M3A1 Submachine Gun - 7 targets

(2) M60 Machine Gun - 7 targets

(3) Riot Gun, 12 gauge - 7 targets

5403. Marksmanship Courses. MCO 3574.2__ sets forth the courses of fire available for requalification and familiarization firing.

a. "A" Course, Rifle

(1) Personnel will report to the Marksmanship Branch by 0600 Monday (Tuesday, if Monday is a holiday) for two weeks of training.

(2) Commanding Officers may authorize Sergeants and above, whose last "A" course qualification was 215 or above, to report for only the second week of training after initially reporting per paragraph 5403.a(1).

b. "B" Course, Rifle. Training will be conducted over three half day periods. Personnel will report by 0600 of the first day of training.

ACE000004581

c. "A" Course, Pistol

(1) Personnel will report to the Marksmanship Branch by 0700 on Monday, (Tuesday, if Monday is a holiday) for five days of training.

(2) Personnel, who at the completion of the second or third days firing scored 300 or higher, may declare themselves and fire for record on the subsequent third or fourth day.

5404. Marksmanship Training Quotas and Firing Schedule

a. Annual Requalification

(1) Rifle 7.62 "A" and "B" Courses. See Appendix H for quotas and schedules.

(2) Pistol, .45 Cal. and Revolver .38 Cal. "A" Course. See Appendix H for quotas and schedules.

(3) Submachine Gun, .45 Cal. M3A1. Commands will contact the Officer-in-Charge, Marksmanship Branch, for scheduling.

b. FAM Firing. Firing of the below listed weapons will be conducted at 1300 Tuesdays and Thursdays and may be scheduled by contacting the Officer-in-Charge, Marksmanship Branch. Except for the riot gun, personnel will report to the range with weapon and, if appropriate, two magazines and a holster. Ammunition will be furnished by the Marksmanship Branch.

(1) Pistol, .45 Cal., automatic

(2) Revolver, .38 Cal.

(3) Submachine Gun, .45 Cal. M3A1

(4) Riot Gun, 12 gauge

c. Special Infantry Weapons Training. Commands desiring to train personnel in the weapons listed below may do so by contacting the Officer-in-Charge, Marksmanship Branch. The instructing, firing and supervision of such personnel will be the responsibility of the Marksmanship Branch.

(1) Submachine Gun, .45 Cal. M3A1. Commands will furnish weapons and ammunition.

ACE000004582

(2) Machine Gun M-60. Commands will furnish ammunition, weapons, and three sandbags per weapon. Commands will insure that all tracer rounds are removed from ammunition belts and that the belts are turned over to the Marksmanship Branch for inspection 24 hours prior to the scheduled date of firing.

5405. Administrative Instructions

a. Rosters. Commands will submit rosters of personnel assigned to "A" or "B" course, rifle and/or pistol training, to reach the Marksmanship Branch by 0800 on the Friday preceding the scheduled training. See Appendix I for roster format. 2nd MAW Commands will furnish the 2nd MAW, G-3 and Station Training Officer with information copies.

b. Messing and Transportation

(1) Early morning breakfast is served at 0515 in Mess Hall #3.

(2) Buses depart from Mess Hall #3 at 0545 and 1245.

c. Uniform and Equipment

(1) Rifle. Utilities with field boots, individual rifle, four (4) magazines and pouches, cartridge belt, first aid or jungle kit and poncho. No flight or flight line clothing will be allowed on the Range.

(2) Pistol/Revolver. Utilities or uniform of the day and individual weapon with two (2) magazines.

d. Verifying Officers

(1) Commands will furnish the following verifying personnel for each scheduled rifle "A" and "B" course record firing:

2nd MAW	-	1 Officer or E-3/E-9
2nd MAW	-	2 E-6/E-7
MCAS	-	1 E-6/E-7

e. Report of Record Firing. The Officer-in-Charge, Marksmanship Branch, will promulgate correspondence setting forth individual qualification scores which is the authority for recording individual scores in the SRB and OQR.

ACE000004583

5406. Recreation Firing. Recreation firing is open to all military personnel and their dependents 14 years of age and over and when accompanied by their military sponsor. This requirement is waived for those dependents participating in the Special Services Summer Youth Program in which case, 13 years of age is the minimum. The prerequisites for participation in this program are spelled out in other Air Station directives. The following instructions cover only that firing open to individual shooters and does not apply to local, state or nationally sanctioned clubs or associations. Requests for use of the facilities of the Marksmanship Branch by such organizations must be made in writing to the Commanding General, Marine Corps Air Station, Cherry Point, N. C.

a. Weapons. The following weapons/caliber may be used for recreational firing:

(1) U.S. Rifle, .30 Cal, M1 (Military personnel only)

(2) .22 Cal. non-service rifle (Military and dependents)

(3) .22, .38, and .45 Cal. service and non-service pistol or revolver (Military personnel and dependents 18 years of age and older)

b. Weapons Inspection. Persons firing privately owned weapons will be required to have their weapon checked for serviceability by the Marksmanship Branch armorer prior to firing. The following inspection will be performed:

(1) Safety Devices: Adequate and operations.

(2) Sights.

(3) Firing Mechanism: Trigger pull, sear.

(4) Barrel: Cracks, bulges, warping.

(5) Bore: Obstructions, excess wear, dirt.

(6) Stock: Cracks, proper fit with barrel.

c. Ammunition. Military personnel participating in recreational firing may draw ammunition from the Marksmanship Branch as listed below. All unexpended ammunition will be returned. Dependents will furnish their own ammunition.

(1) Ctg .22 Cal. Ball - 50 rounds

(2) Ctg .30 Cal. Ball or AP - 50 rounds

ACE000004584

(3) Ctg .38 Cal. Spec Ball - 40 rounds

(4) Ctg .45 Cal. Ball - 40 rounds

d. Firing Schedule. Recreation firing will be conducted from May through October in accordance with the following schedule. Personnel will contact the Marksmanship Branch at least 2 days in advance for permission to fire.

(1) Wednesday, 1300 - 1500. Military only with .22 Cal. rifle and pistol and .38 and .45 Cal. pistol and revolver.

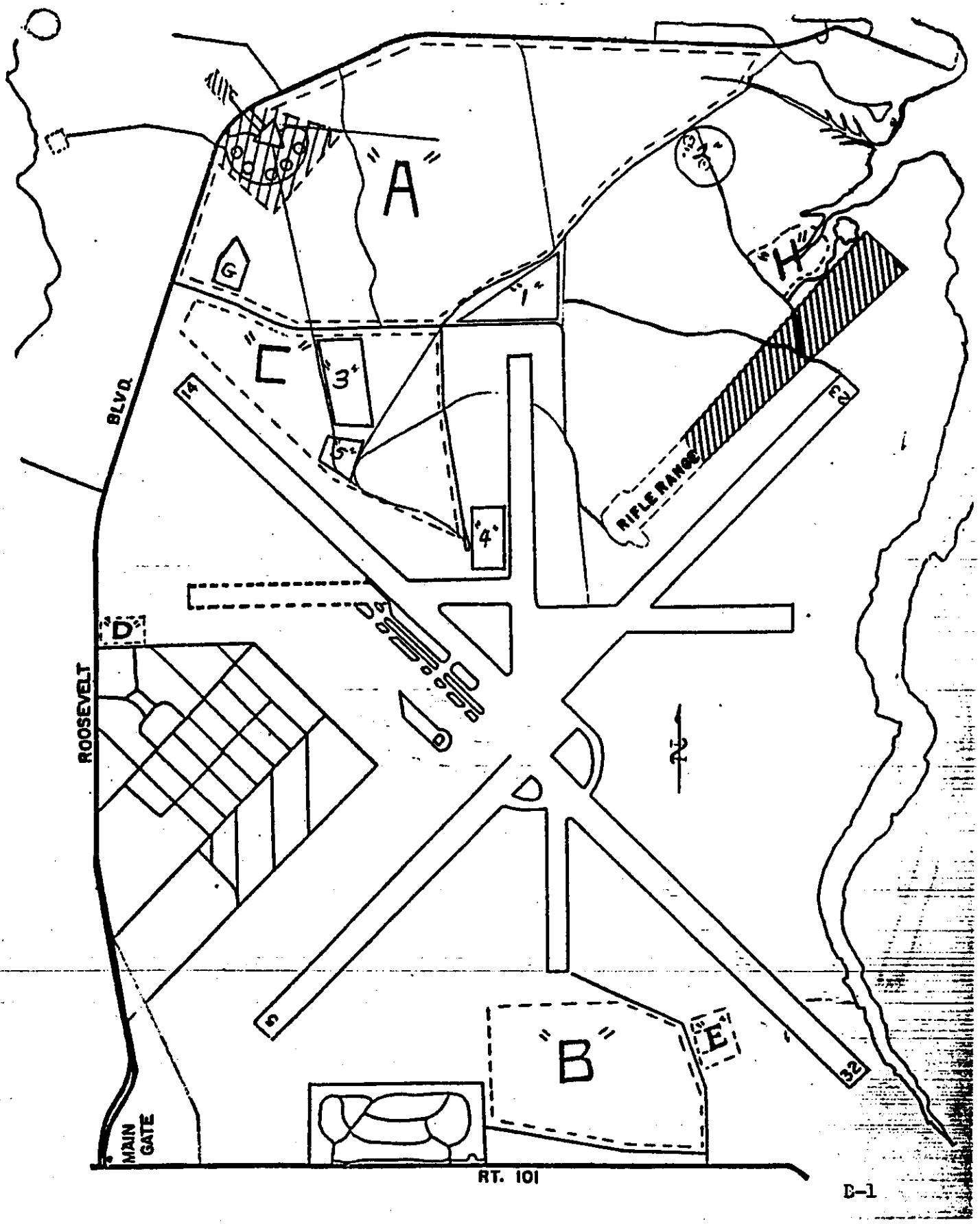
(2) Saturday, 0800 - 1100. Military and dependents for those weapons listed in Paragraph 5406.a.

e. Operating Procedures. The Officer-in-Charge, Marksmanship Branch is responsible for the operation and supervision of recreation firing. He will place particular stress on safety and will insure that qualified Range Safety Officers and Instructors are designated for each range where firing is being conducted. All personnel will be schooled in the current range safety regulations prior to firing.

f. Firing Courses. See Appendix J.

ACE000004585

APPENDIX B



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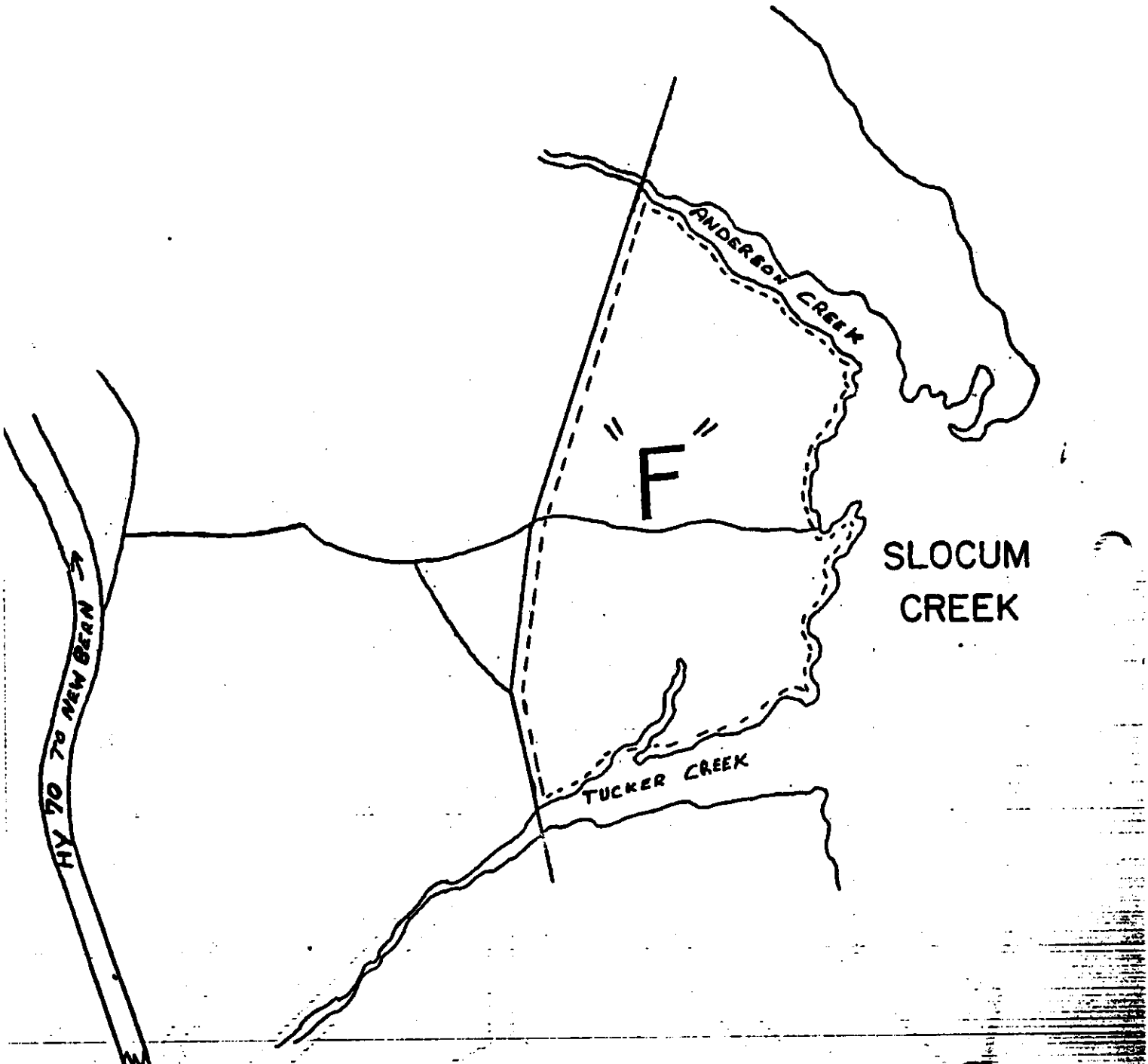

ACE000004587

APPENDIX C-39

Stevens, Robert T., 1953

Danger Zone Regulations, 204.55 Pamlico Sound, Bogue Sound, and Adjacent Waters, NC; danger zones for Marine Corps operations, 24 Nov 1953

PART 204—DANGER ZONE REGULATIONS

PAMLICO SOUND, BOGUE SOUND, AND ADJACENT WATERS, NORTH CAROLINA

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3), section 204.55 establishing and governing the use and navigation of Danger Zones in Pamlico Sound, Bogue Sound, and adjacent waters, North Carolina, is hereby amended as follows:

204.55 Pamlico Sound, Bogue Sound, and adjacent waters, N. C.; danger zones for Marine Corps operations. (a) Bombing and rocket firing area in Pamlico Sound in vicinity of Brant Island. (1) The area. The waters within a circular area with a radius of 3.0 statute miles having its center on the southern side of Brant Island at latitude 35° 12' 30", longitude 76° 26' 30".

(2) The regulations. The area shall be closed to navigation at all times except for vessels engaged in operational and maintenance work as directed by the enforcing agency. Prior to bombing or firing operations the area will be "buzzed" by plane. Upon being so warned vessels working in the area shall leave the area immediately.

(b) Bombing, rocket firing, and strafing areas in Pamlico Sound and Neuse River. (1) The areas. (i) The waters within a circular area with a radius of 1.8 statute miles having its center at latitude 35° 02' 12", longitude 76° 28' 00".

(ii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 00' 30", longitude 76° 29' 50".

(iii) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 04' 12", longitude 76° 28' 24".

(iv) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 35° 01' 42", longitude 76° 25' 48".

(v) The waters within a circular area with a radius of 0.5 statute mile having its center at latitude 34° 58' 48", longitude 76° 26' 12",

(2) The regulations. (i) The areas described in subparagraphs (b)(1)(i) and (b)(1)(ii) of this paragraph will be used as bombing, rocket firing, and strafing areas. Live and dummy ammunition will be used. The areas shall be closed to navigation at all times except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the area immediately.

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(ii) The areas described in subparagraphs (b)(1)(iii), (b)(1)(iv), and (b)(1)(v) of this paragraph will be used as bombing, rocket firing, and strafing areas. Practice and dummy ammunition will be used. All operations will be conducted during daylight hours, and the areas will be open to navigation at night. No vessel shall enter these areas during the hours of daylight without special permission from the enforcing agency. The areas will be patrolled and vessels "buzzed" by the patrol plane prior to the conduct of operations in the areas. Vessels which have inadvertently entered the danger zones upon being so warned shall leave the areas immediately.

(c) Bombing area in Atlantic Ocean in vicinity of Bear Inlet. (1) The area. The waters within a rectangular area described as follows: Beginning at latitude 34° 38' 03", longitude 77° 10' 06"; thence to latitude 34° 32' 53", longitude 77° 06' 30"; thence to latitude 34° 31' 15", longitude 77° 09' 41"; thence to latitude 34° 36' 33", longitude 77° 13' 18"; and thence to the point of beginning. The area includes all of the entrance to Bear Inlet, and extends westward to a point approximately 1,000 yards east of Browns Inlet and seaward approximately five and one-half miles from Bear Inlet.

(2) The regulations. The area shall be closed to navigation at all times except for vessels proceeding along established waterways. Adequate safety precautions will be taken before and during each practice. Operations will be suspended, if necessary, to insure the safety of vessels proceeding along established waterways.

(d) Enforcing agency. The regulations in this section shall be enforced by the Commander, Marine Corps Air Bases, Cherry Point, North Carolina, or his authorized representatives.

Approved: Nov 24 1953

/s/ Robert T. Stevens

Robert T. Stevens
Secretary of the Army

These rules and regulations will be in full force and effect 30 days after their publication in the Federal Register. They were published in the Federal Register, 12 December 1953: public notices of their approval were sent to all known interested parties on 15 December 1953; they have been posted at post offices at Atlantic, Morehead City, Beaufort, Oriental, Vandemere, and Hobucken, North Carolina.

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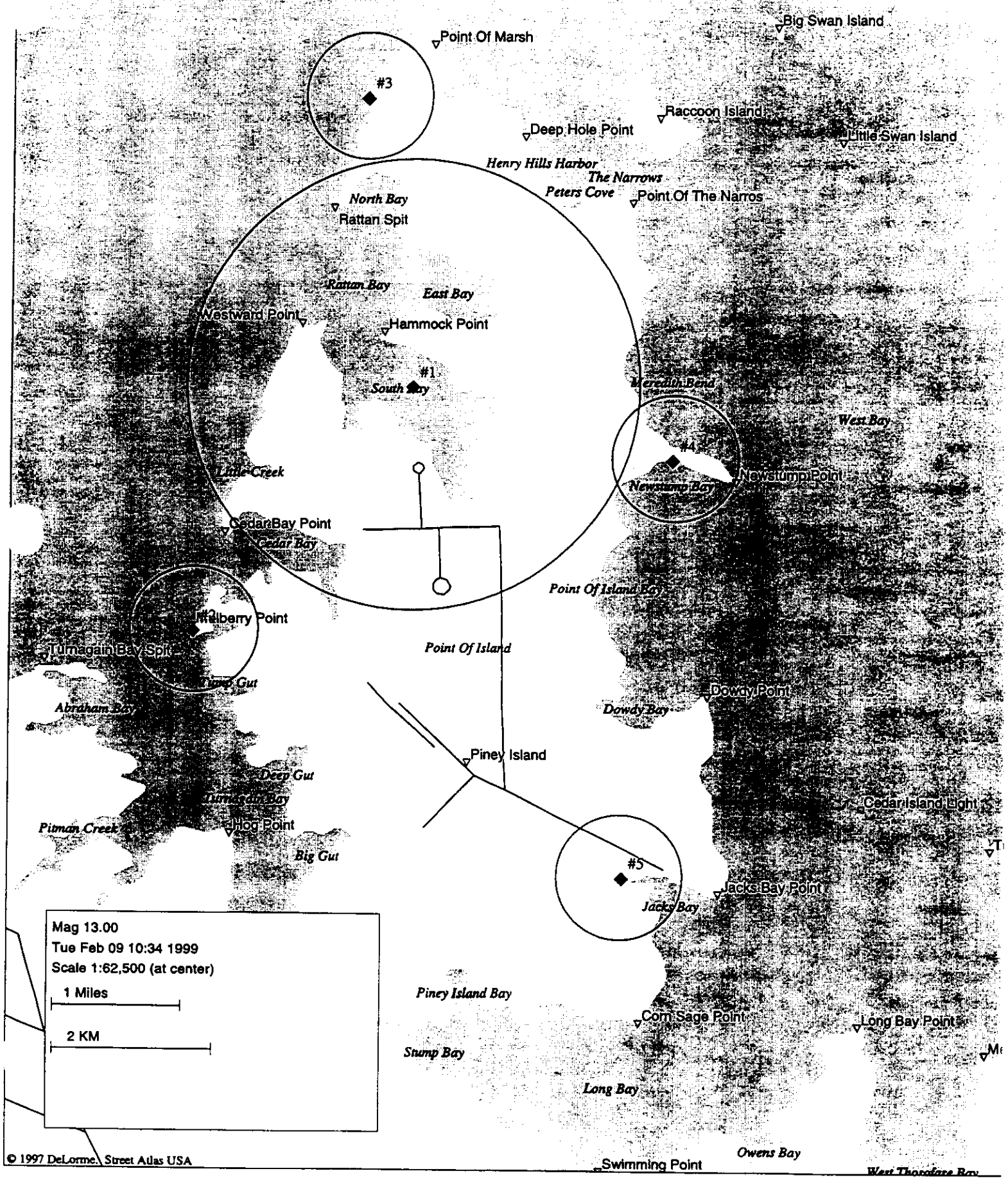
Point of Marsh Bomb Targets (1953)



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APPENDIX C-40

Swigart, O. R., 1947

Letter to District Engineer, SUBJECT: Bombing Target #7 Located in Lat. 35-19-00 N Long 76-16-15 W Disestablishment of, dated 11 September 1947

HEADQUARTERS FIFTH NAVAL DISTRICT
NORFOLK 11, VIRGINIA

ND5(31D)/16-3(6-2)

11 September 47

From: ComFive
to: District Engineer, U. S. Engineers Office, Wilmington, N. C.

Subj: BOMBING TARGET #7 LOCATED IN LAT. 35-19-00 N. LONG 76-16-15 W DISESTABLISHMENT OF

Ref: (a) Federal Register No. 15 of 22 Jan 46.

1. Ref (a) contains a compilation of Danger, Restricted and Anchorage areas within the FIFTH Naval District .

2. The use of the subj target area has been discontinued. Therefore, its inclusion in compilation contained in Ref (a) is no longer required.

3. It is requested that the War Department Corps of Engineers take such action as is required for the disestablishment of the subj bombing target and subsequent removal from the list of Danger and Restricted areas in the FIFTH Naval District.

4. It is further requested that this command be advised when the subj disestablishment has been accomplished.

[redacted]

/s/ O. R. Swigart
/t/ O. R. SWIGART
By Direction

C O P Y

WILMINGTON DISTRICT - USACE
ENVIRONMENTAL OFFICE
DANGER ZONE FILES

ACE000004593

Eng D.

SUBJECT: Disestablishment of Bombing Target #7 Located in Lat. 33-19-00 N. Long. 78-16-15 W.

SAWG-1 1st Ind.

Office of the District Engineer, Corps of Engineers, WD, Wilmington, N. C., 15 September 1947.

THROUGH: The Division Engineer, Corps of Engineers, WD, South Atlantic Division, P. O. Box 4114, ATLANTA, GEORGIA.

TO: The Chief of Engineers, U. S. Army, WASHINGTON 25, D. C.

In view of information contained in basic letter, it is requested that item 6.5-310, report, this office, dated 18 August, subject: Regulations Governing Use and Control of Navigable Waters, be revised by the elimination of Target No. 7, Great Island, N. C.

FOR AND IN THE ABSENCE OF THE ACTING DISTRICT ENGINEER:

T. J. HEWITT
Executive Officer.

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APPENDIX C-41

Taber, R. B., 1977

Air Station Order P1500.12, Training Manual, MCAS Cherry Point, 14 September 1977

[redacted]

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533

AirStaO P1500.12
OT:ljg:EMT
14 SEP 1977

TRAINING
MCAS CHERRY POINT

OFFICIAL FILE COPY
STATION TRAINING

AIR STATION ORDER P1500.12

From: Commanding General
To: Distribution List

Subj: Training Manual, Marine Corps Air Station, Cherry Point, North Carolina (Short Title: MCAS Cherry Point Training Manual)

Encl: (1) LOCATOR SHEET

1. Purpose. To publish the Air Station Training Manual.

2. Objectives

a. To provide, under one cover, information pertaining to the training facilities and courses available in the Cherry Point complex.

b. To outline the organization and functions of the Training Department.

c. To provide information concerning scheduling and quota assignment to schools or courses.

3. Concurrence. The Commanding General, Second Marine Aircraft Wing, and the Commanding Officer, Naval Air Rework Facility, and the Commanding Officer, US Naval Hospital concur with this order insofar as it pertains to units and members of their command.

4. Certification. Reviewed and approved this date.

R. B. TABER
Chief of Staff

DISTRIBUTION: A-2 plus OA (5)/OT (25)/CG Files (10)

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MCAS CHERRY POINT TRAINING MANUAL

RECORD OF CHANGES

Log completed change action as indicated:

Change Number	Date of Change	Date Received	Date Entered	Signature of Person Entering Change

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MCAS CHERRY POINT TRAINING MANUAL

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CHAPTER 1

STATION TRAINING DEPARTMENT

SECTION A: GENERAL

101. Mission. The mission of the Station Training Department is to direct and supervise, under the control of the Director of Operations, the operations of all activities of the Training Department. This Department is responsible for the establishment, maintenance, operation and coordination at military training facilities as required.

102. Organization. The Station Training Department consists of the following divisions: (See Appendix A for Organizational Diagram.)

Administrative Section.

Military Training Division.

Training Support Center Division.

103. Tasks

1. To provide Air Station directorates, department heads, and squadron commanders professional assistance in the conduct of military training programs. The scope of this service pertains to all government units/ departments, both civilian and military.

2. Conduct in-garrison type schools/courses in accordance with the requirements of the Air Station, Naval Air Rework Facility, and the 2d Marine Aircraft Wing.

3. Schedule, operate, and maintain the Training Building and other classrooms, training areas, and Aerial Bombing Targets.

4. Provide, maintain, and operate in-garrison type training devices.

5. Maintain liaison with higher, adjacent, and supporting organizations to ensure accomplishment of the training mission with the least expenditure of time and funds.

6. Evaluate new training methods and equipment to ensure that modern techniques and equipment are employed.

SECTION B: INSTRUCTIONS FOR ACCOMPLISHMENT

104. Procedures. Instructions concerning accomplishment of the training mission are contained in the remaining chapters of this Manual.

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105. Additional Programs. From time to time, training facilities/courses other than those listed herein will be afforded Cherry Point units. Information concerning this training will be promulgated either by changes hereto or by separate directives.

106. Training Department Location and Telephone Numbers. The telephone number for information and assistance for MCAS, Cherry Point, is 919-466-2811 (Autovon 582-3750). The Training Officer and division heads are located in the Training Building (Building #39), MCAS, Cherry Point (Training Officer, 466-3448/2347; Military Training Office, 466-5989; Training Support Center, 466-3964).

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CHAPTER II

ADMINISTRATIVE SECTION

SECTION A: GENERAL

201. Mission. The mission of the Administrative Section is to provide administrative services to the Training Department and to advise and assist the Training Officer and division heads in matters pertaining to personnel, administrative procedures and practices. Such services include (but are not limited to) the preparation of departmental correspondence to higher echelons, reproduction services, report and forms control, scheduling of classrooms, civilian employee and military personnel matters, routing of correspondence and mail, and maintenance of departmental master files.

202. Classrooms. The Training Department maintains and schedules classrooms for training purposes in support of all tenant commands. Most of these rooms are small, accommodating from 25 to 35 students. The size of the rooms varies and requesting units should be specific about the size space required for the proposed class or program. The auditorium in the Training Building will seat a maximum of 364 students, and may be scheduled for large classes. The Station Theater is scheduled for training purposes by the Special Services Department. Note: The spaces within Building #39 (Training Building) are not normally available for use evenings and weekends due to a shortage of personnel.

203. Scheduling of Classrooms. For classroom reservations, call 466-2347/3448 at least five, but no more than 14 working days prior to the date the classroom is desired. Classrooms will be scheduled on a first come, first served basis - except where priorities are required to meet Command interest. The following information must be provided at the time the reservation is made:

1. Name, rank, unit, and telephone number of requestor.

2. Number of attendees expected, type of class/program to be presented, and the name of the senior Marine (or responsible party; or instructor-in-charge) who will be present.

3. Date and time required.

NOTE: Cancellation notification or change of "responsible party" must be made no later than 24 hours prior to start of scheduled class. Failure to provide notification of inability to use reserved spaces may result in restriction of use privileges for the reserving unit/organization.

204. User Responsibilities. Users of classrooms are responsible for the

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conduct of the class, the care of classrooms and equipment contained therein, and the conduct/behavior of personnel attending both within and without the classroom.

1. All equipment in the classrooms shall be returned to its original position/condition at the close of each class period, i.e., desks or chairs and tables returned to original arrangement, windows closed, lights extinguished, and doors locked.

2. Decks will be swept and buffed at the end of each class period. In the event of spills occuring, the classroom will also be damp mopped prior to buffing.

3. Ash trays, butt cans, and trash baskets will be emptied at the end of each class period. Disposal is to be made ONLY into the dumpster at the rear of the building.

4. Interruption of classes for telephone calls and/or delivery of messages is discouraged. No telephone extensions nor intercommunication units exist in the classrooms, and personnel are unavailable for service as messengers except for calls of an emergency nature.

205. Training Department Responsibilities

1. The Administrative Section will be responsible for the scheduling of classroom spaces.

2. The Building and Grounds Branch will provide standard equipment desired by users (desks/tables and chairs) and maintain classrooms in a suitable condition for use.

3. The Audio-visual Branch (Film Library) of the Training Support Center will provide audio-visual and special-use equipment as required. The Film Library maintains control of audio-visual equipment (film, projectors, etc.) lecturnettes, and so forth. Desired equipment in these categories and the proper licensing and authentication of qualified equipment operators must be arranged and cleared through this Section by prospective users. The Film Library extension is 5114.

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CHAPTER III

MILITARY TRAINING DIVISION

SECTION A: GENERAL

301. Mission. The Military Training Division plans, coordinates, reviews, monitors, and supervises military training programs and schools. It coordinates with the Civilian Training Division, Civilian Personnel Department, and schedules all military-oriented training.

302. Organization. The Military Training Division consists of the following branches:

Support Coordinator Branch

Academic Coordinator Branch.

303. Training Areas

1. Designated Training Areas. The training areas described below are the only areas within the Cherry Point complex authorized for use. SEE Appendix B for the location of these training areas.

a. Combat Training: Areas "A," "B," and Atlantic Field.

b. Drill Field-Parades-Athletics: Area "D."

c. CPX Sites: Areas 1, 3, 4, 5, and Atlantic Field.

d. NBC: Area "C" (assigned to 2d MAW).

e. Survival Display and Training: Area "F."

f. Physical Readiness Test Area: See Appendix C.

2. Scheduling. Requests for use of all training areas, except Area "C," will be made in writing (two copies), to the Support Coordinator Officer (extension 5989) at least seven days prior to the date the area is desired. The Physical Readiness Test Area may be scheduled by calling the Support Coordinator Officer (extension 3448/5989). Requests must include the following information:

a. Type of training, date, and time.

b. Number of personnel to be trained.

c. Ordance and demolitions to be used.

d. Officer-in-charge and unit telephone number.

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c. If medical personnel are in support.

NOTE: The Air Station Special Services Officer is exempt from this requirement as it applies to Area "D" for athletic events.

3. Restrictions. The following restrictions apply in the use of training areas:

a. Blank ammunition and training devices are the only authorized ordnance allowed for the use in Areas "A," "B," "F," and Atlantic Field. No ordnance will be used in any other training areas.

b. Those areas marked by cross-hatching in Appendix B are restricted areas. Unauthorized personnel will not enter these areas.

c. Use of demolitions will be directly under the supervision of the Air Station Explosive Ordnance Disposal Officer.

d. Units will ensure that safety personnel are designated and equipped with flashlights or lanterns when units are moving across or adjacent to roadways.

e. Plant and wildlife will not be destroyed.

f. Fires are not permitted.

g. Pyrotechnics and cigarette smoking are not permitted when fire conditions, as set forth in Chapter 6 of AirStaO P5510.3B, are in effect. It is the responsibility of the using unit to know the current fire conditions at the time of use of the assigned training area.

h. Vehicles will not be driven over grassy areas. Both vehicles and personnel are restricted from entering any designated wildlife plots located in a training area.

SECTION B: SUPPORT COORDINATOR BRANCH

304. Mission. The Support Coordinator Branch schedules Training Areas, provides aerial target facilities for weapons delivery; provides training; maintains and operates assigned water craft to provide personnel transportation and logistic support operations for Aerial Targets and Survival School, maintains the grounds surrounding the Training Building, and such other utility missions as the Support Coordinator Officer may assign.

305. Organization. The Support Coordinator Branch consists of the following sections:

a. Aerial Targets Section.

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b. Utility Boats Section.

c. Building & Grounds Section.

d. Training Areas Section.

306. Aerial Targets Section

1. Mission. The mission of the Aerial Targets Section is to provide personnel and support equipment for manned targets at Bombing Target-11 and Rocket Range-2 which are part of the Cherry Point complex and assigned to the Commanding General, 2d Marine Aircraft Wing for scheduling. See AirStaO 3570.2F, (Target Facilities and Operating Areas for MCAS, Cherry Point, North Carolina).

2. Organization. The Aerial Targets Section consists of the following areas:

a. Food Services.

b. Maintenance.

c. Operations.

d. Bombing Target-11.

e. Rocket Range-2.

3. Communications. Radio contact is maintained by the Aerial Targets Section with Bombing Target-11 and Rocket Range-2 during hours of operation. To reach Atlantic Field from MCAS, Cherry Point telephones, dial 13; ask for Atlantic Field. The long distance telephone number is Atlantic 225-5871.

307. Utility Boats Section

1. Mission. The Utility Boats Section maintains and operates assigned water craft to provide personnel transportation and logistic support operation for the Aerial Targets Section. The Utility Boats may also perform other utility missions in the waterways surrounding Cherry Point as directed by the Support Coordinator Officer.

2. Organization. The Utility Boats Section is broken down into the following areas:

a. Engineering.

b. Coxswain.

308. Buildings and Grounds Section. Mission. The Buildings and Grounds

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Section provides custodial services for public areas in the Training Building, including the heavy cleaning of classroom spaces, providing standard equipment desired by classroom users (desks/tables and chairs), and maintaining grounds surrounding the Training Building.

SECTION C: ACADEMIC COORDINATOR BRANCH

309. Mission. The mission of the Academic Coordinator Branch is to establish quotas and schedule times for the academic courses/schools offered military and civilian personnel by Station Training and to provide supervision of the instruction given in these courses.

310. Organization. The Academic Coordinator Branch consists of the following section/schools:

a. Survival, Evasion, Resistance to Interrogation and Escape (SERE) School.

b. Marksmanship Section.

c. Noncommissioned Officer Leadership school.

d. Defensive Driving School.

e. Intermediate Typing Course Section.

311. Survival, Evasion, Resistance to Interrogation and Escape (SERE) School (SECRET/INTERIM SECRET CLEARANCE REQUIRED)

1. Mission. The mission of SERE School is to provide unit commanders with a realistic and rigorous training program on land and in water environments, and to ensure familiarity with water survival equipment and procedures of employment for aircrewmen through Aircrew Water Survival Requalification.

2. Organization. SERE School is divided into the following areas:

a. Land Survival.

b. Water Survival.

3. Scope of Training. All training is conducted under the cognizance of the Director of Operations, MCAS, Cherry Point, with the Military Training Officer acting as the senior advisor to the program. The scope of training includes all training requirements listed in OPNAVINST 003305.1 for SERE training except the POW practical experience phase which was suspended for Marine Corps personnel by CMC msg P3020162 November 1972. SERE training is to be attended every four years or prior to combat deployment by aircrew personnel. Aircrew Water Survival Requalification is conducted according to OPNAVINST 3710.7U and COMNAVAIRLANTINST 3740.11G. Aircrew members are

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required to attend Water Requalification every three years. Subjects will be taught by highly qualified instructors who have received schooling in Land Survival, Flight Equipment, Water Survival, Swimming, and use of the parachute drag and helo lift.

a. Land Survival. This training is conducted year-round and is of five days duration. A final secret clearance is preferred. However, the minimum security clearance that will be accepted is a confidential clearance with an interim secret clearance on a "need to know basis". Personnel not possessing this mandatory security clearance will not be accepted as students of the SERE School. This mandatory requirement will not be waivered. Training consists of classroom lectures, field lectures, demonstrations and a practical application field exercise. Training is conducted in progressive SERE sequence through the five days, i.e., survival essentials, evasion in hostile territory, resistance to interrogation and indoctrination, and escape. Without exception, students will report to the Director, Survival Training, Building #47 no later than 0730 on the convening date.

(1) Classroom. The following lectures are given at Building #47 (21.5 hours):

(a) Introduction to SERE.

(b) Survival Stresses.

(c) Water Procurement.

(d) Venomous Snakes.

(e) Primitive Medicine.

(f) Survival Kits.

(g) Intelligence Brief (Secret).

(h) Concepts of Evasion & Land Navigation.

(i) Camouflage & Concealment.

(j) Pre-Field Brief.

(k) Survival/Evasion Exercise Critique.

(l) Code of Conduct & Geneva Protocol for POWs.

(m) POW Organization and Communication.

(n) Communist Methods of Interrogation & Indoctrination.

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(o) Resistance Techniques & Escape.

(p) Closed Seminar, Study/Discussion, Viet Nam POW Debriefs (SECRET).

(q) Guest Speaker (normally, ex-POW when available.)

(2) Demonstration Area. The following lectures/demonstrations are given at the Survival School Compound adjacent to Building #414 (4 Hours):

(a) Survival Still, Construction and Operation.

(b) Plant & Animal Life as a Food Source/Traps and Snares.

(c) Small Game Preparation Demonstration.

(d) Shelters, Selection and Construction.

(e) Fire Types, Starting and Maintaining.

(3) Field Training Area. The field exercise is conducted within a portion of Croatan National Forest designated and approved by both the District Ranger Office and MCAS Command. (This area is subject to change.) The following are conducted in the area designated (29 Hours):

(a) Signalling Techniques.

(b) Student Small Game Preparation.

(c) Final Brief.

(d) Practical Exercise.

The student is required to evade contact with hostile forces while at the same time maintaining regard for his personal survival needs; water, food, rest, shelter, and attaining specified point objectives in night movement as well as day.

b. Water Survival. This training is conducted during the months of May-September and is of one day in duration, consisting of classroom lectures in the morning and practical application in the afternoon. Without execption, students will report to the Director, Survival Training no later than 0730 at Building #47 on the class date.

(1) Classroom, Lectures are conducted in Building #47 and consist of:

(a) Survival Equipment and Parachute Descent.

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(b) Employment of Survival Equipment including Self-Aid.

(c) Sea Survival Subsistence.

(d) Rescue Signaling Devices.

(e) Dangerous Marine Life.

(2) Practical Application. The swimming requalification exercise is conducted at the Enlisted Pool (Combat Pool #2), MCAS, Cherry Point. The requalification test consists of the following:

(a) Survival Floating Skill Test.

(b) Concussion Swim Skill Test.

(c) Burning Oil Swim Skill Test.

(d) Surface Oil Swim Skill Test.

(e) Parachute Release Skill Test (Wind drag and slack line).

(f) Helo-lift Rescue Recovery.

4. Uniform and Equipment. Students are required to report for training with the following items which will not be furnished by the school:

a. SERE

(1) Appropriate field clothing (utilities or flight suits).

(2) Survival knife.

(3) Poncho.

(4) Identification tags.

(5) Compass.

(6) Four pair of socks (during winter months).

(7) Long underwear (during winter months).

(8) Gloves (during winter months).

(9) Field jacket with liner (during winter months).

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b. Water Survival.

(1) Bathing suit.

(2) Tennis shoes.

(3) Towel.

5. Adminstrative Instructions

a. A Secret or Interim secret on a "need to know" basis, security clearance is required. This is a mandantory requirement for all SERE School students and will not be waived.

b. Quotas are promulgated by appropriate Air Station Bulletins in the 1500 series.

c. Rosters of students assigned will be submitted in time to reach the Military Training Officer no later than five working days prior to the class convening date. Second Marine Aircraft Wing group commanders will furnish the G-3 (Wing Training Officer) with an information copy. SEE Appendix D for sample reporting roster.

d. Military orders are not required for personnel based at Cherry Point. Such personnel will remain under the administrative control of their parent unit; however, they must be relieved of all other duties while undergoing instruction.

e. Personnel Not Based at Cherry Point. The following will govern assignment of such personnel:

(1) Personnel under TAD orders who are based at locations other than Cherry Point will report to the OIC of the Joint Reception Center, Building #214 for processing and billeting instructions. Personnel will report to the Joint Reception Center in sufficient time to allow administrative details to be completed in order that the student will have ample time to report to the school on the class convening date.

(2) Without exception, all students will report to the Director, SERE School, Building #47, no later than 0730 on the scheduled reporting date.

f. The commanding officers of all personnel attending will be notified of a satisfactory or unsatisfactory completion and will be provided with sufficient data for proper record book entries.

312. Marksmanship Section

1. Mission. Conducts small arms marksmanship training in accordance with directives from the Commandant of the Marine Corps.

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2. Functions. In the accomplishment of the above stated mission, the Director, Marksmanship Branch, is responsible to ensure that:

a. Strict control procedures are maintained and closely supervised for small arms ammunition in accordance with MCO P4400.15H, MCO P8011.4D, and OPNAVINST 5510.45B.

b. All weapons and ammunition handling safety requirements and procedures are strictly enforced.

c. All persons receive safety instructions prior to the firing of any weapon on any range. (Parent units must provide Ear Protectors.)

d. All weapons are inspected by a qualified range armorer for serviceability prior to firing.

e. Any person, regardless of rank, who is unable to fire or who causes an unsafe condition to exist is immediately terminated from firing and removed from the firing line. All such persons will be screened through the Marksmanship Branch Office by the Director, Marksmanship Branch or the Range NCOIC.

f. Appropriate conduct is exercised by all range operation personnel.

g. All Marine Corps property utilized by the Marksmanship Branch is strictly controlled and supervised in accordance with MCO P4400.15H.

h. All range personnel are thoroughly instructed in the performance of their job.

i. All routine upkeep of facilities and equipment is properly performed by assigned range operating personnel and all shooters. This is to include lawnmowing, painting & making targets.

j. All requalification scores are prepared and ready for pickup not later than five working days after each scheduled record firing course date.

k. In addition, all range operating personnel are familiar and comply with the contents of MCO P3574.2F.

3. Facilities. The Air Station Marksmanship Branch is located adjacent to runway 23 on Range Road. The following facilities are provided at this location to support the mission.

a. Ranges

(1) A Rifle Range with 30 firing points at the 200, 300, and 500 yard lines; and 20 firing points at the 600 yard line.

(2) A Pistol Range with 25 firing points at the 15, 25, and 50 yard lines.

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(3) A FAM Range with 10 firing points at the 15 and 25 yard lines.

b. Buildings

(1) Building 960 - Range Office.

(2) Building 995 - Supply and Coaches Lounge.

(3) Building 925 - Assembled Target Storage.

(4) Building 926 - Carpenter Shop.

(5) Building 999 - Target Factory.

(6) Building 1659 - Storage.

(7) Building 476 - Pit Office and Storage.

(8) Building 990 - Head.

(9) Building 14 - Water Pump House.

(10) Building 938B - Small Arms Training Unit (SATU).

(11) Building 3289 - (SATU).

(12) Building 3689 - National Rifle Association (NRA) Office.

4. Command and Control. The Director, Marksmanship Branch will exercise operational control of ALL personnel utilizing the range facilities. Administrative control of requalification personnel will remain with the parent unit. Unit commanders will inform the Director, Marksmanship Branch of any administrative requirements and request return of the individual concerned to the parent unit if administratively required. The Director, Marksmanship Branch is authorized to terminate such personnel as required. All such personnel will be signed out through the Marksmanship Branch Office prior to departing the range area.

5. Organization. The Marksmanship Branch is manned in accordance with USMC T/O 8411, including augmentation as stated in AirStaO P5300.1B/ MgO P5300.1B (FMF RAP SOP). Administrative control is exercised through the Station Operations and Engineering Squadron (SOES). Operational control is maintained by the Director of Operations, Marine Corps Air Station, Cherry Point, through the Station Training Officer. Communications support is supplied by the Communications-Electronics Department, Electronics Maintenance Division. Ammunition support is provided by the Weapons Department, Marine Corps Air Station, Cherry Point, North Carolina. General maintenance and maintenance support is provided by Maintenance Control Division, Facilities Maintenance Department, Director of Installations and Logistics,

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Marine Corps Air Station, Cherry Point, North Carolina.

6. Marksmanship Courses. Standard marksmanship courses are provided for and executed as set forth in MCO 3574.2F and amplified in Air Station bulletins in the 3574 series. Arrangements for special courses may be requested and approved through the Station Training Department. Firing will be conducted only at prescribed times unless permission is granted by higher authority. Once a detail has started firing, it will NOT be interrupted except for those circumstances stated in MCO 3574.2F.

a. "KD" and/or "B" Course (Modified), Rifle. Without exception, personnel will physically report to the Marksmanship Branch outdoor classroom with all necessary equipment no later than 0530 the scheduled reporting day or as stated in the firing schedule.

b. "A" Course, Pistol. Personnel will physically report to the Marksmanship Branch pistol range with all necessary equipment no later than 0600 Monday (Tuesday if Monday is a holiday) for a maximum of five days of live firing and training. Personnel (SNCOs or officers) that have scored 330 or higher at the end of the first day may declare themselves and fire for record, the second day of firing.

c. Familiarization (FAM) Firing. Without exception, personnel will physically report to the Marksmanship Branch FAM range with all necessary equipment no later than 0830 on Tuesdays and Thursdays. Parent units must provide their own sound suppression devises. Cotton is NOT acceptable. Ammunition is not provided by the Marksmanship Branch. To prevent overcommitment of the facilities and assigned personnel, units desiring to FAM fire personnel should contact the Military Training Officer no later than five working days prior to firing.

d. Recreation (REC) Firing. A recreational firing program is established depending upon the availability of range personnel and facilities.

(1) Recreational firing for pistols is held every Wednesday from 1130-1300. Personnel interested in firing must call the Director of the range two days prior to the day desired.

(2) Without exception, dependents must be accompanied by their military sponsors.

(3) A limited quantity of ammunition will be issued to military personnel on an as-available basis.

(4) Hearing protection must be worn in order to fire.

(5) While recreational firing is in progress, a corpsman must be in the area and a safety officer/SNCO physically present on the firing line.

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(6) The contents of this Order apply to recreational shooters, as appropriate.

7. Administrative Requirements

a. Weapons. Organizations utilizing the ranges for requalification/familiarization firing will be required to provide necessary weapons. Only service issue weapons drawn from the individual's unit will be authorized. There will be no modifications to these weapons after removal from the armory. Personal weapons are not authorized.

(1) Organizational commanders will ensure that all weapons to be fired receive a thorough technical inspection and are rendered serviceable prior to the time personnel report to the range for live firing.

(2) Each shooter is responsible for the security of his/her weapon and equipment while assigned to the range.

b. Sound Suppressors

(1) All personnel assigned to the rifle/pistol details or to FAM fire will be responsible for providing their own sound suppression device.

(2) Standard earplugs and/or sound suppression ear muffs will be utilized by everyone, shooters and non-shooters, while in the vicinity of weapons firing while firing is in progress. (COTTON IS NOT ACCEPTABLE).

c. Firing Schedule. The firing schedule and quota are published semi-annually by Air Station bulletin in the 3574 series.

d. Firing Detail Quotas. The below listed quotas are to be considered absolute minimums for efficient and effective range operation and personnel utilization. It is imperative that unit commanders ensure these quotas are filled. In the event that 120 or less personnel report for live firing of the rifle, that range detail will be cancelled.

e. The maximum amount of shooters that the Rifle Range can properly control, coach & administer at any one time is 210. The maximum Pistol shooters is 175.

(1) "Known Distance (KD)," Rifle

2D MAW	HQHQRON	STAOPERGRON	NAMTRADETS	NAVAIRREWORKFAC
80	20	20	As needed	As needed

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(2) "B" Course, Rifle (Modified)

2D MAW	HQHQRON	STAOPENGRON	NAVTRADETS	NAVAIRREWORKFAC
80	20	20	As needed	As needed

(3) "A" Course, Pistol/Revolver

2D MAW	HQHQRON	STAOPENGRON	NAVTRADETS	NAVAIRREWORKFAC
53	11	11	As needed	As needed

e. Firing Detail Assignment Rosters

(1) Units will submit rosters, (original with four copies) of personnel scheduled for range firing to the Director of Operations (Station Units), or to the G-3 Training Officer (Wing Units), not later than five working days prior to the course beginning date. (See Appendix E for roster format.)

(2) Units will designate an OIC/NCOIC of each firing detail for the rifle and so indicate on their rosters.

(3) The OIC/NCOIC of the detail is required to muster the personnel of his unit and report the results to the Director, Marksmanship Branch, each day prior to the designated reporting time.

f. Clothing/Equipment

(1) The designated uniform for personnel firing the service rifle is bloused utilities with field boots. No flight or flight line clothing will be allowed on the firing line. Additionally, it is the parent unit's responsibility to ensure each individual will have the following equipment in his possession upon reporting to the rifle range:

(a) Rifle, M-16 one.

(b) Sling, one.

(c) Cartridge Belt, one.

(d) Magazines and pouches, two each.

(e) Pens or pencils, two.

(f) Sound Suppressors (NO COTTON), one set.

(g) Poncho or Field Jacket. one.

(h) Canteens w/cover, two.

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(i) Field Protective Mask w/pouch, one.

(2) The designated uniform for personnel firing the service pistol/revolver will be either bloused utilities with field boots or the uniform of the day. No flight or flight line clothing will be allowed on the firing line. Additionally, it is the parent unit's responsibility to ensure each individual will have the following equipment in his possession upon reporting to the pistol range:

(a) Pistol, caliber .45 M1911A1/caliber .38 revolver, one.

(b) Holster, one.

(c) Magazines for .45 (.45 shooters only), two.

(d) Sound Suppressors, one set. (GO COTTON)

g. Verifying Officials

(1) The purpose of verifying officials is twofold:

(a) To ensure the accuracy of the shot values disked.

(b) To ensure expeditious pit service through the pit officer/NCO. It is the verifier's responsibility to ensure that any problems which may arise are immediately relayed to the "on line" range safety officer.

(2) On record days, commands will furnish the following verifying personnel for each scheduled rifle course:

2D MAW	HQ&SQDRON	STAOPENGRON
1 Officer & 11 SNCOs	1 Officer & 2 SNCOs	1 Officer & 2 SNCOs

(3) A roster of verifying personnel will be submitted to the Director of Operations (Station Units), or to the G-3 Training Officer (Wing Units), by 1100 five working days prior to the record day.

h. Transportation

(1) Transportation to and from the range will be furnished by units sending details to the range.

(2) Personnel utilizing privately owned vehicles are subject to parking and driving regulations as prescribed by the Director, Marksmanship Section. Violators will be subject to having their vehicles barred from the range or subject to removal in accordance with existing regulations. All vehicles are subject to search.

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i. Messing

(1) Early breakfast is served in the Station Dining Facility (Building #3451) at 0515 daily.

(2) The Director, Marksmanship Branch will request bag lunches for all scheduled shooters for their noon meal.

j. Pre-Firing Marksmanship Training

(1) Commanding officers are responsible for the conduct of marksmanship pre-firing and safety training to prepare individuals of their commands for live firing.

(2) The Station Training Department will establish two pre-firing training areas at the rifle range.

(3) Pre-firing training areas may be requested from the Military Training Division. The conduct of the training and the police of the areas are the responsibility of the using unit.

8. Visitors on the Ranges

a. All visitors will report to the Marksmanship Section Office, Building #960, upon arriving at the range.

b. NO ONE, regardless of rank or position, will advance beyond the 50 yard line on the pistol and EAW fire ranges or the 500 yard line on the rifle range while firing is in progress unless escorted by a permanent member of the assigned range personnel.

c. At NO time will any visitor be allowed to interfere with the shooting or shooters.

d. Civilians will not be permitted on the range unless permission is granted by the Director, Marksmanship Branch. Civilians must be escorted by a permanent member of the range at all times.

9. Vehicles on Ranges

a. No vehicle will be allowed in the pit area unless specifically approved by the Director, Marksmanship Section.

b. No privately-owned vehicle will be driven or parked behind any firing line at any time.

c. All vehicles will be parked in designated areas and designated parking spaces. All other vehicles will be cited.

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10. General Safety Precautions

a. Background. Safety is the prime consideration in all small arms operations involving live firing. When considering safety precautions, it is difficult to cover every possible situation that might arise. Therefore, an attempt should be made to grasp the ideas upon which precautions are based in order that unsafe conditions can be recognized and corrected. Further, success of that program requires constant vigilance by all those responsible in the following major areas:

(1) Personal conduct.

(2) Regulations and procedures.

(3) Equipment condition.

b. Unsafe Conditions. ANY PERSON OBSERVING AN UNSAFE CONDITION OR OPERATION PROCEDURE WILL REPORT THE SITUATION TO THE RANGE SAFETY OFFICER IMMEDIATELY. Carelessness, noncompliance with procedures, lack of alertness, disorganized haste, ignorance, and overconfidence in the performance of duties will maximize these problems. All personnel shall be thoroughly indoctrinated and trained in detailed safety precautions. Trained personnel, approved equipment and procedures are necessary to ensure safe, efficient and reliable operations.

c. General Safety Rules. There are numerous safety rules that apply to weapons and ammunition. The four principal rules apply while handling firearms. The remainder are specifically for the range.

(1) The four principal safety rules:

(a) CONSIDER EVERY WEAPON LOADED UNTIL YOU HAVE PROVEN IT OTHERWISE.

(b) ALWAYS CLEAR THE WEAPON WHENEVER IT IS PICKED UP FOR ANY PURPOSE.

(c) NEVER POINT THE WEAPON AT ANYONE OR ANYTHING THAT YOU DO NOT INTEND TO SHOOT.

(d) AMMUNITION IS DANGEROUS. DO NOT PLAY WITH IT.

(2) Additional safety rules:

(a) Never place the finger within the trigger guard unless you intend to fire or snap in.

(b) Never snap in while standing to the rear of the firing line.

(c) Never insert the rounds until it is actually time to fire.

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(d) Never turn around at your firing point with a loaded weapon in your hand. By doing so, you might point it at other personnel around you.

(e) Always unload the weapon upon completion of firing or when leaving it where someone else might handle it.

(f) Always point the weapon upward when snapping the trigger after examining it.

(g) Never lower the hammer on a chambered cartridge. The weapon is much safer cocked and locked.

(h) All safety devices should be tested frequently. Such devices are extremely dangerous if they do not operate properly when expected to.

11. Rifle Range Safety Regulations

a. All firing will be conducted under the supervision of a Range Safety Officer who has been so designated in writing by the Commanding General. A copy of all letters designating safety officers will be maintained by the Director, Marksmanship Section.

b. Inspection of a weapon will be executed immediately upon taking a weapon to ensure that it is NOT loaded and has no safety defects.

c. Weapons will have bolts to the rear, safety on, magazines out unless firing is being conducted or snapping-in instruction is in progress on the designated range. M-16s will have charger clip behind the bolt retainer lock.

d. Ammunition will be kept clean and out of direct rays of the sun. Shooters will turn in all unused rounds and ammunition which appears to be defective. LIVE AMMUNITION WILL NOT BE REMOVED FROM THE RANGE BY ANY SHOOTER REGARDLESS OF RANK OR POSITION.

e. No muzzle covers are allowed on any weapon on any range.

f. All personnel will remain behind the ready line until instructed otherwise.

g. All shooters posted on the ready line will be seated facing the impact area. All weapons will be between the shooter's legs, pointed down range at a 45 degree angle. The heel of the butt will be touching the ready box with the toe of the butt on the ground. No one will cover any portion of the muzzle with any type or kind of obstruction.

h. All personnel not engaged in firing or supervision firing or posted

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on the ready line will remain behind and clear of the ready line, SEATED on the benches in an UPRIGHT position.

i. All personnel will refrain from unnecessary conversation while on or in the vicinity of the firing line.

j. No shooter will advance to the firing line until the command is given by proper authority.

k. Weapons will be pointed down range at all times while on the firing line.

l. All personnel will utilize sound suppression devices when line firing is in progress. (NO COTTON).

m. Snapping-in will not be permitted to the rear of the firing line, or in any area other than snapping-in ranges.

n. No smoking, eating, or drinking will be permitted by shooters while on the firing line or the ready line.

o. Weapons will be loaded or fired only on command by authorized personnel and only when they are at the firing point with the muzzle pointed toward the targets.

p. While a shooter is on the firing line, anytime a weapon is removed from the shoulder, the weapon will IMMEDIATELY be placed on SAFE.

q. During rapid fire stages, weapons will remain "ON SAFE" until the shooter is in the firing position.

r. Firing is prohibited when the target is being scored with scoring disks.

s. Any individual who observes a condition which makes firing dangerous will immediately command "CEASE FIRE" and report the circumstances to the Range Safety Officer or Line NCO.

t. At the command "CEASE FIRE," all shooters first action will be to clear and lock their weapons and "REMAIN IN POSITION."

u. A misfire will be treated as a hang fire. The bolt will not be opened until thirty seconds have elapsed since the attempt to fire. The bolt will be opened only by the Range Safety Officer or the Range Armorer.

v. Weapons will not be removed from the firing line until they are cleared, inspected, and placed in a safe condition.

w. Personnel manning the pits will stay under cover of the pits and to the front of the red safety line while firing is in progress.

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x. No one will leave the pits without the permission of the Pit NCO.

y. No weapon will be fired on fully automatic unless specifically authorized and personally supervised by the Director, Markamanship Section.

z. Prior to any firing from the 600-yard line, the Line NCO will notify the Range Officer and the Director, Marksmanship Section. The Range Officer and/or Range Chief will then order all personnel and private property in front of and within a 30 degree safety angle on each side of the 600-yard line be moved away from the vicinity of the 600-yard line. (This will include all personnel in any of the buildings forward of the 600-yard line.) After ensuring by personal inspection that all personnel and private property are behind the 600-yard line, the Range Officer will permit firing to commence. No privately-owned vehicle will be driven behind the 600-yard line while firing line is being used.

aa. "AFTER HOURS SHOOTING." This is defined as firing that is conducted for recreation either on weekends or after regularly scheduled requalification firing has secured. Such firing on the range will be permitted only with specific permission of the Military Training Officer. When designated in writing by the Commanding General, qualified staff noncommissioned officers may act as Range Safety Officers for this recreation firing.

12. Pistol Range Safety Regulations

a. All firing will be conducted under the supervision of a Range Safety Offcier who has been so designated in writing by the Commanding General. A copy of all letters designating Safety Officers will be maintained by the Director, Marksmanship Section.

b. Inspection of a weapon will be executed by the individual immediately upon taking a weapon to ensure that it is NOT loaded and has no safety defects.

c. Weapons will be carried at raise pistol with the slide locked to the rear or cylinder open at all times in front of the 50-yard line. Anywhere else on the range, the weapon will be cleared, holstered, and the hammer at the "half cocked" position (.38 caliber). .45 caliber - safety on, magazine well empty.

d. All personnel not engaged in firing or supervision firing will remain behind the 50-yard line until given the command to advance to the firing line.

e. No snapping-in will be permitted to the rear of the firing line.

f. No weapon will be fired until after it has been inspected by the Marksmanship Section Armorer.

g. All personnel will remain behind the firing line (the white line) until instructed otherwise.

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h. All shooters will utilize sound suppression devices when on the firing line. (NO COTTON)

i. Weapons will be loaded or fired only on command by authorized personnel.

j. Weapons will be pointed down range at all times while on the firing line.

k. The arm of the hand gripping the pistol will be fully extended while firing.

l. Firing at other than designated targets is prohibited.

m. No weapon will be touched, picked up, loaded, or fired while any person is forward of the firing line, unless specifically authorized by the Range Safety Officer.

n. All personnel will refrain from unnecessary conversation while in the vicinity of the firing line.

o. Any individual who observes a condition which makes firing dangerous will immediately command "CEASE FIRE," shooters will clear their weapons and bench them until instructed otherwise.

q. After personnel have completed firing, they will remain behind their respective firing point, behind and clear of the white line on the asphalt.

r. No smoking, eating, or drinking will be permitted by shooters on the firing line. Shooters may smoke after clearing their weapon and stepping behind and clear of the firing line (white line).

s. Weapons will not be removed from the firing line until they are cleared, inspected, and placed in a safe condition.

t. In case of weapon malfunctions while shooting, the shooter will immediately bench his weapon, raise his hand, and step behind the white line.

u. Firing at ranges greater than 50 yards is prohibited.

v. "AFTER HOURS SHOOTING." This is defined as firing that is conducted for recreation either on weekends or after regularly scheduled requalification firing has secured. Such firing on the range will be permitted only with specific permission of the Military Training Officer. When designated in writing by the Commanding General, qualified staff noncommissioned officers may act as Range Safety Officers for this recreation firing.

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13. Ammunition Regulations

a. Small arms ammunition is highly susceptible to theft; therefore, all ammunition handling will be closely supervised at all times and carried out in accordance with the proper handling procedures as established by pertinent directives.

b. The Director, Marksmanship Section, and each Range Officer are responsible for the care, strict handling, and control of all ammunition on the ranges (refer to MCO P4400.15H, MCO P4400.20A, MCO P8011.4D, and MCO P8020.1D).

c. All explosives and ammunition handling operations shall be supervised by a qualified NCO who has been appointed by the Director, Marksmanship Section as his representative to ensure safe handling and proper issuing procedures are followed.

d. Ammunition or explosives handling operations shall not be performed during hours of darkness nor during electrical storms except in extreme emergencies.

e. Ammunition requisitioned/maintained on-hand shall be limited to that quantity required to support known requirements. However, the quantity must not exceed that which can be properly safeguarded.

f. Only the required amount of ammunition will be drawn. It will be checked by the Ammunition NCO to ensure that the amount issued is correct and is an authorized lot.

g. Keys to ammunition areas will be kept under a stringent system of key control to ensure continuous custody and ready identification of the individual (s) having possession of the keys at any given time.

h. Only authorized personnel shall be permitted in any ammunition or explosives space, and these personnel shall be allowed only when required by their duties.

i. No weapons will be permitted in ammunition sheds.

j. Uncovered lights, flame, spark producing devices nor smoking shall be permitted in the vicinity of ammunition of explosives handling or storage areas.

k. Ammunition shall be stored in magazines or areas designed, designated, and isolated for this purpose. Storage in any structure not specifically designated for this purpose, especially buildings occupied by personnel, is prohibited. The MCAS Cherry Point, Range Area is NOT to have any ammunition on-hand except during times of approved firing.

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l. Ammunition and explosives shall be accounted for and issued utilizing the procedures outlined in MCO P4400.15H.

m. Unserviceable ammunition shall be provided the same degree of security, pending its disposition, that is afforded other categories of ammunition.

n. All ammunition and explosives on-hand shall be readily identifiable by type and lot number.

o. Ammunition must never be abandoned, destroyed, fired indiscriminately, or otherwise disposed of in order to circumvent the inconvenience of returning the item (s) to a storage area.

p. Ammunition shall not be removed from its packing containers until required for use. Prior to use, ammunition shall be handled in a manner to preclude relegation to an unserviceable category (e.g., loss of lot number identification), should it become necessary to terminate the firing and return the ammunition to a storage area.

q. Ammunition will be inspected for serviceability prior to its issue.

r. Ammunition having loose projectiles, cracks, deep scratches, dents, or excessive corrosion will not be fired.

s. Ammunition having defects will be suspended and returned to the Ammunition MCO for the following reasons:

(1) Hang fires.

(2) Cracks, bulges, ruptures.

(3) Blown or perforated primers.

(4) Excessive pressure or recoil.

t. Any unusual performance by ammunition will be reported to the Director, Marksmanship Section.

u. Ammunition will be protected from direct sunlight, moisture and dirt. Once issued, ammunition will be kept in the possession of the shooters.

v. No ammunition or explosive assembly will be used in any weapon or appliance for which it is not designed. Changes, modifications, repairs, or additions to ordnance material will not be made under any circumstances.

w. Ammunition shall not be disassembled, altered, or modified, except for those normal operations provided for in user level technical publications and authorized operations performed by qualified explosive ordnance disposal

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x. Only authorized dummy ammunition may be used on ranges. No person is authorized to fabricate or manufacture dummy ammunition.

y. Government-owned ammunition shall not be provided gratuitously (except as specified in authorized allowance), offered for sale, sold, or exchanged/bartered for privately-owned or Government-owned property. The foregoing does not apply to ammunition provided by Special Services activities or stocked in the Marine Corps Exchange system.

z. Incendiary and tracer ammunition will not be fired without the permission of the Director, Marksmanship Section.

aa. No person will have in his/her possession ammunition or explosives other than those issued for scheduled training. Upon completion of scheduled training, all ammunition will be immediately returned to the issuing agency.

bb. Upon completion of firing, all personnel will check their person and equipment for ammunition and brass. Under no circumstances will ammunition or brass be kept in the possession of personnel off the range. All shooters regardless of rank will be required to police brass & place it in the appropriate container.

cc. All reuseable ammunition containers shall be returned to the issuing activity for disposition. The use of reuseable containers for any purpose other than their intended use is strictly prohibited.

dd. Boxes, cans, paper, and trash will be inspected for live rounds prior to removal to dump.

ee. Ammunition returned to the issuing activity for any reason shall be repackaged by the using unit. This ammunition shall be inspected for serviceability and safety by the issuing activity prior to returning it to storage.

ff. Ammunition shall not be removed from any military activity except as duly authorized by proper authority.

gg. Military vehicles transporting ammunition and explosives shall be operated by personnel who:

(1) Possess a Motor Vehicle Operator's Identification Card (Standard Form 46) which indicates "Explosives Driver." Station Weapons Officer and officer delegated by the Commanding General, 2d Marine Aircraft Wing are authorized to certify the "Explosives Driver" notation.

(2) Are in possession of a doctor's certificate certifying that the operator has been examined within the past 12 months by a medical doctor and found to meet the physical standards established by the Federal Highway Administration and set forth in the Motor Carrier Safety Regulations. The identification side of the certificate need not be completed.

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(3) Have reached their 18th birthday for on-Station driving or their 21st birthday for off-Station driving.

hh. Vehicles transportating explosives shall not exceed 25mph aboard bases or 45mph off-Station unless local regulations specify a greater speed, in which case that speed may be maintained.

ii. Vehicles transporting ammunition or explosives shall be inspected, placarded, and red flags displayed. Flags and placards shall be removed from the vehicle when the ammunition or explosives have been off-loaded.

jj. Ammunition or explosives shall not be transported during the hours of darkness except when required by operational commitments.

kk. Private vehicles will not be used to transport ammunition.

ll. Instructions pertaining to the disposal of cartridge cases, containers, pallets, and other items, generated as a result of expenditures or disposal of ammunition, are contained in the current editions of [illegible] MCO P4400.20 and AirStaO 4570.1.

mm. Accidents shall be reported in accordance with the current edition of MCO 5101.8. The Military Training Academic Coordinator Officer will be notified immediately.

nn. In order to avoid loss of life or property through carelessness or ignorance, it is essential that proper training be conducted for all personnel involved in the handling, transportation, storage, and disposal of ammunition.

14. Marksmanship Section Personnel

a. The contents of this section apply only to Marksmanship Section personnel assigned in accordance with USMC T/O 8411 including augmentation as stated in AirStaO P5300.1H/MCO P5300.1H.

b. The Director, Marksmanship Section, has complete operational control of the above mentioned personnel in the accomplishment of the mission. Due to the importance placed on Marine marksmanship, these personnel are declared "Key Personnel" and will be utilized only in conjunction with marksmanship training, preparation for training, and range maintenance and improvement. Unless USMC T/O 3411 is revised, the number of required personnel directed by the following subparagraphs will be complied with.

c. The required number of personnel on the rifle range is: six coaches on line, two Block NCOs, a Pit Officer, a tower operator for range command and control, a Line NCO, one armorer, two target NCOs in the pits, a corpsman, and a Safety Officer - a total of 13 enlisted Marines, two officers, and one corpsman.

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d. The required number of personnel on the pistol range is: four coaches on line, one Line NCO, a target turner, an armorer, and a Safety Officer - a total of seven enlisted Marines and one officer.

e. For ease of identification and safety, all officers assigned as members of the Marksmanship cadre will wear a two-inch white band. These bands will be attached and worn at all times and in all places that the utility uniform is appropriate for as long as the individual is assigned as a permanent member of the Marksmanship Section.

f. No firing will be conducted on any ranges unless the four rules stated in MCO 3574.2F are strictly adherred to:

(1) Range Safety Officer on firing line.

(2) Communications with pit.

(3) Corpsman in immediate vicinity.

Additionally, a red flag will be flown from the main flagpole on the range. This flag means that live firing is in progress or will be shortly, and everyone is to use caution in the range vicinity. Flag dimensions will be: 5 foot 9 3/8 inches wide x 18 foot long (penant shaped).

g. Safety shoes or toe guards and coveralls will be utilized at all times by personnel performing the following jobs:

(1) Pit assigned personnel.

(2) Grass cutting details.

(3) Ammo handlers.

h. SAFETY IS THE PRIMARY CONSIDERATION. REQUALIFICATION OR FAMILIARIZATION IS SECONDARY.

313. Noncommissioned Officer Leadership School

1. Mission. The mission of the Noncommissioned Officer Leadership School is to train sergeants, corporals, and lance corporals in those military skills essential to the overall professional competence of Marine noncommissioned officers. It includes training in leadership principles, techniques, and professional knowledge required to confidently assume the responsibility and exercise the authority vested in the noncommissioned officer.

2. Scope of Training. The School's curriculum is comprised of 163 hours of lectures, discussion, and practical application periods as listed below. Emphasis is placed on giving each student the opportunity to assume responsibility and discharge authority. While at the School, students are assigned

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both administrative and tactical billets to give them practical experience in leadership. In addition to those assignments, students prepare and present oral instructions and perform close order drill. The syllabus is four weeks in length and includes:

a. Indoctrination - 3 hours.

b. Uniform Regulations/Graded Inspection - 5 hours.

c. Weapons, to include FAM fire - 11 hours.

d. Leadership - 11.5 hours.

e. Techniques of Military Instruction (TMI) - 16 hours.

f. Drill - 14.5 hours

g. Financial Management - 1 hour.

h. Land Navigation - 10.5 hours.

i. Basic Communications - 2 hours.

j. First Aid and Field Sanitation - 6 hours.

k. Code of Conduct - 1 hour.

l. Uniform Code of Military Justice (UCMJ) - 1 hour.

m. Marine Corps History/Customs and Courtesy - 3 hour.

n. Nuclear, Chemical and Biological Warfare (NBC) - 3 hours.

o. Tactics - 36 hours.

p. Interior Guard - 3 hours.

q. Review and Examinations - 11.5 hours.

r. Physical Training - 20 hours.

s. Graduation - 4 hours.

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3. Prerequisites

a. Students assigned will have demonstrated a proficiency in general military subjects as determined by his or her commanding officer.

b. Students have a minimum GCT/AA score of 90. This requirement may be waived if the individual has high conduct and proficiency marks or above fitness reports. No student with a GCT/AA score of below 85 will be assigned.

c. Additionally, students assigned must:

(1) Be the rank of corporal through sergeant or be an exceptional lance corporal with NCO potential who has at least two months in grade.

(2) Have passed the Marine Corps Physical Fitness Test in the current or preceding quarter.

(3) Not have attended a noncommissioned officers leadership school within the preceding 12 months.

(4) Have a minimum of six months obligated service remaining on current enlistment or indicate an intention to reenlist.

(5) Possess the required uniforms as indicated in Appendix F.

(6) Not have been in a disciplinary status within six months prior to assignment to school.

4. Administrative Instructions

a. Quota assignments and class schedules will be promulgated by separate directives in the 1500 series. Units desiring quotas/additional quotas may request them from the Military Training Officer.

b. See Appendix F for uniforms, equipment and weapons requirements, and class prospectus.

c. See Appendix G for a sample of the Student Reporting Roster.

d. MCAS and NAVAIRREWORKFAC units will submit student rosters to the Military Training Officer five working days prior to the class reporting date. Second Marine Aircraft Wing units will submit student rosters two weeks prior to the class reporting date to the Commanding General, Second Marine Aircraft Wing (Attn: G-3), who will consolidate and forward these student rosters to the Military Training Officer five working days prior to the class reporting date.

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e. Orders are not required for personnel based at Cherry Point. Such personnel will remain under the administrative control of their parent unit; however, they must be relieved of all duties while attending this School. Without exception, personnel will report to the Director no later than 0800 on the scheduled reporting date.

f. Personnel based at commands other than Cherry Point will report under TAD orders to the Officer-in-Charge of the Joint Reception Center, Building #293, by 1000 on the day prior to the scheduled reporting date for administrative processing and billeting. Personnel reporting from MCAS (H), New River will not bring their pay records. All personnel will report to the School Director by 1300.

g. Students who successfully complete the prescribed course of instruction will be presented a diploma upon graduation, and a report will be furnished each commander regarding grade and class standing. The student completing the course of instruction with the highest average will be designated the class "HONOR MAN/WOMAN" and will receive a Certificate of Commendation signed by the Commanding General and an NCO School plaque.

h. Students will be detached prior to sucessful completion of the class for the following reasons:

(1) Failure to maintain an overall standing of 75%.

(2) Failure to maintain interest or lack of motivation.

(3) Becoming subject to disciplinary action.

(4) For medical reasons which prevent the student from meeting graduation requirements.

(5) Failure to pass the final Physical Fitness Test.

i. In those cases where a student is detached prior to satisfactorily completing the school, the Director, NCO Leadership School, will forward a report setting forth the circumstances requiring detachment via the chain of command to the parent unit.

j. Students will not be accepted in the NCO Leadership School if the following requirements are not complied with:

(1) Report in the prescribed uniform as referenced in Appendix F.

(2) Report with the prescribed weapon and the 782 gear as referenced in Appendix F.

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314. Defensive Driving School

1. Mission. Provides driving instruction for enlisted personnel, including the hazards of current highway conditions, and their responsibility toward others while operating a motor vehicle.

2. Scope of Training. The concept of driving defensively on our Nation's highways has been developed from the studies of accidents on the highways. This information has been compiled, and a method has been developed where a driver can be instructed to avoid these accidents and drive defensively. The Defensive Driving School uses the AEtna Raytheon Drivocator System.

3. Method of Training. The AEtna Raytheon Drivocator System is a series of 16mm films, film strips, and recorded tapes placed on a computer. Each student has a control box on his or her desk with buttons marked A, B, C, and D. The Computer presents a problem with the 16mm film, stops the film, starts the recorder and shows a frame from the film strip with four possible solutions and a brief explanation for each one. The student pushes one of the buttons with a letter corresponding with the letter he or she thinks is the correct answer, and moves on to the next problem. The course is approximately eight hours long and employs the student response method of instruction. At the end of the course, the totals are recorded, and successful students are graduated. Completion reports are sent to parent commands for entry in service records. The curriculum for the course is shown in Appendix H.

4. Administrative Instructions. Information on quotas, uniform, and equipment requirements are set forth in AirStaO 5100.15F. Class schedules will be promulgated by separate directive in the 1500 series.

315. Intermediate Typing Course

1. Mission. To provide instruction in typing for enlisted personnel who possess a minimum typing speed of ten-corrected-words-per-minute. Designed to increase typing proficiency to 30-corrected-words-per-minute.

2. Scope of Training. A 45-hour course is conducted for clerk typists utilizing self-instructional techniques under the supervision of a qualified typist.

3. Prerequisites. Minimum typing speed of ten-corrected-words-per-minute.

4. Administrative Instructions

a. Quotas and class schedules will be promulgated by separate directive in the 1500 series.

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b. Quota requests should be forwarded to the Military Training Academic Coordinator (Attn: Typing School) at least two weeks prior to the convening date of the class. See Appendix I for sample student reporting roster.

c. The school will be conducted from 0800 - 1000 Monday through Friday for three weeks and 1300 - 1500 Monday through Friday for three weeks.

d. Personnel will remain under the administrative control of the parent units; however, they must be relieved from all other duties while undergoing instruction. Personnel will report to Room #105, Building #30, at 0745 on the convening date of the morning class and 1245 on the convening date of the afternoon class.

e. Students who fail to maintain a satisfactory academic standing, become a disciplinary problem, fail to maintain interest, or are inattentive will be detached and ordered to return to their command. The Military Training Academic Coordinator will forward to the parent command a report setting forth the circumstances requiring the detachment.

f. A report will be furnished each command upon completion of training.

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CHAPTER IV

TRAINING SUPPORT CENTER

SECTION A: GENERAL

401. Mission. The mission of the Training Support Center is to provide training services to include the production, maintenance, distribution, inventory control and operation of training material and equipment in support of tenant activities, FMF units, and units of the operating forces of the Navy and Marine Corps.

402. Organization. The Training Support Center is under the supervision of a Superintendent, Training Administrator, located in the Training Building (Building #39). The Training Support Center Division consists of the following branches/sections:

1. Flight Procedures/Weapons Systems Trainer Branch:
   a. A6 Training Section.
   b. AV8A Training Section.
   c. TAOC Training Section.
   d. Minor Devices Section.
2. Audio-visual Aids Branch
   a. Audio-visual/Film Library Section.
   b. Graphic Arts Section.
   c. Instructional Television Section.
3. Supply Branch

403. Scope. The programming, application, maintenance support, and utilization of audio-visual aids and training devices (less Naval Air Maintenance Training Detachment) is coordinated and/or accomplished by the Training Support Center. New ideas and suggestions from units are solicited, since it is largely through this media that new devices and training methods are developed. Training officers and other individuals charged with formulating and conducting training programs are encouraged to avail themselves of the facilities and services offered by this division.

SECTION B. FLIGHT PROCEDURES/WEAPONS SYSTEMS TRAINER BRANCH

404. Mission. The mission of the Flight Procedures/Weapons Systems Trainer Branch is as follows:

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1. To provide flight procedures/weapons systems/Tactical Air Operations Central (TAOC)/Electronic Countermeasure (ECM) operator training within local capabilities.

2. To maintain and operate Cockpit Procedures Trainers (CPT), Part Task Trainers (PTT), Weapons Systems Trainers (WST), and TAOC Trainers within local capabilities.

3. To provide maintenance support on all minor training aids/devices and sound/projection equipment within local capabilities.

4. To provide technical advice with respect to requests for development, procurement, and routine operations for training devices, aids, and other training support equipment to tenant using activities.

405. Major Training Devices Available. The following major aviation training devices are available or planned as indicated:

1. Device 2F67 (A6A WST). A trailerized simulator intended to train pilots and bombardier/navigators in-flight and system characteristics of the A6A Weapons System. The range of training available is familiarization, normal and emergency procedures, flying techniques, and mission profiles.

2. Device 2F99 (AV8A OFT). A permanently housed simulator intended to train pilots in operational flight characteristics of the AV8A flight system. The range of training available is familiarization, normal and emergency procedures, and flying techniques.

3. Device 2C36 (A4 CPT). A single cockpit trainer which simulates the TA4F aircraft in which the trainee pilot can gain familiarization and practice cockpit procedures. The trainer can be used to train pilots in all phases of ground and in-flight cockpit procedures. Also, to train ground operations.

4. Device 15A19 (TAOC). A trailerized digital radar simulator intended to train TAOC operators, which can provide real-time simulated situations consisting of multiple targets to the operational equipment of one TAOC which is part of the Marine Air Command and Control System (MACCS). This trainer is used primarily to train TAOC and MACCS operators.

5. Device 15A16 (ECM Operator Trainer). An Electronic Countermeasures Simulator intended to train operators in familiarization and techniques of electronic countermeasures in the TAOC and MACCS environment.

406. Scheduling of Trainers. In order to provide maximum utilization and readiness of the aforementioned major aviation training devices, proper scheduling procedures must be adhered to by both the Training Support Center and the using activities.

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1. MAG-14 is responsible for the scheduling of all A-6 aircrew training devices located at Cherry Point.

2. MAG-32 is responsible for the scheduling of all AV8A aircrew training devices located at Cherry Point.

3. MACG-28 is responsible for the scheduling of all TAOC training devices located at Cherry Point.

a. Two weeks prior to the beginning of each quarter, the Training Support Center will forward to the appropriate Group the Projected Quarterly Availability Report of Aviation Training Devices.

b. Prior to the first day of each quarter, the Group will return to the Training Support Center a report showing "block" allotments of training hours given to each user of a particular device.

c. The using activity will notify the Training Support Center through the daily flight schedule.

(1) The daily flight schedule will be delivered to the training Support Center prior to 0730 of the day the events are scheduled.

(2) Only the hours listed on the daily flight schedule will be used as scheduled hours for the Daily Device Readiness and Utilization Report.

407. Maintenance Support

1. In addition to the trainers listed in paragraph 402.2 above, maintenance support is provided by the Flight Procedures/Weapons Systems Branch to the following divices:

Device	Nomenclature	Location
9F2	Parachute-Release-in-Water Trainer	Combat Pool #2
9H1	Parachute Hoist Trainer	Combat Pool #2

2. The Flight Procedures/Weapons Systems Branch (FP/WST) also provides preventive and corrective maintenance of all minor devices and projection/sound equipment.

SECTION C. AUDIO-VISUAL AIDS BRANCH

408. Mission. The mission of the Audio-Visual Aids Branch is as follows:

1. Program, coordinate, and supervise the employment of sound/projection equipment, minor devices, and films.

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2. Design and manufacture visual training aids within local capabilities.

3. To stock, maintain inventory control for, issue/loan and repair audio-visual equipment, instructional aids, training support systems, film, tape/slides, and related minor training devices for support of parent command, tenant units, and other designated activities.

4. Review and approve, produce and maintain Instructional Television programs within local capabilities.

409. Audio-visual/Film Library Section. Located off the main lobby of Building #39, the library offers the instructor a selection of over 1500 titles in 16mm sound/motion picture films. Also available are Field Manuals (FMs), Technical Manuals (TMs), recognition slide kits, and graphic training aids (Flip Charts). A wide assortment of sound/projection equipment is available for loan, such as: projectors (35mm slide, opaque, 16mm sound/Super 8s, motion picture overhead transparency), indoor public address systems, and tape recorders. Minor devices and film titles not in stock may be requested in writing to the Superintendent, Training Support Center. The library also provides a preview facility where the instructor may screen training films prior to instruction. A catalog of training films and audio-visual aids is published annually by separate directive in the P1551 series. This catalog is updated as required by supplements.

1. Custodial Regulations. Sound/projection equipment and minor devices used to support training may be drawn from the library on either temporary or extended custody dependent upon requirements and in accordance with the following regulations:

a. Licensing of Operators. Only personnel with a current audio-visual aids operator's license are authorized to operate audio-visual sound/projection equipment on custody from the Audio-visual/Film Library.

(1) Licenses can be obtained by completing a short course of instruction/check-out in the operation of audio-visual sound/projection equipment conducted by the Audio-visual/Film Library.

(2) The above course is available upon individual request and scheduled directly through the Audio-visual/Film Library.

b. Temporary Custody. Temporary custody is normally a period of THREE WORKING DAYS. Temporary custody is available to officers, department heads, and staff noncommissioned officers. Sergeants and below and Civil Service employees whose names are on file at the library (See Appendix J for sample format) will be permitted temporary custody privileges on behalf of their commanding officer or department head. Organizations are LIMITED to authorizations of five personnel at any one time. Temporary custody authorizations are valid for a period of six months and can only be updated/renewed by submission of a new letter of authority.

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c. Extended Custody. Extended custody is designed to support training programs of a continuing nature. This type custody is normally granted for a period of SIX MONTHS; however, should circumstances warrant and sound/projection equipment and/or minor devices are available, custody may be renewed at the library. (MCAS 1551/6 is the form utilized.)

d. Recall. To ensure maximum effective utilization, to afford the fullest support of all training programs and to meet training contingencies - all items are SUBJECT TO RECALL.

e. Exchange of Loan. Items on loan will NOT BE EXCHANGED OR LOANED directly between activities. Squadrons deploying will turn in all items on their account to the library for reissue. Responsible persons are required to turn in at the library all items on loan to them or effect a transfer of custody AT THE LIBRARY prior to transfer.

f. Modification or Repair. No modifications or repairs to sound/projection equipment or minor devices and/or editing of training films by consignees is authorized at any time for any purpose. All requirements will be referred to the Superintendent, Training Support Center. Preventive maintenance will be performed by a licensed operator on all extended custody sound/projection equipment.

2. Classified. Loan of classified items will be restricted to individuals whose names appear on a current organizaitonal access list on file with the library (See Appendix K for sample format). Access will be kept to a minimum consistent with operational requirements, but should include: S&C Files Officer or authorized enlisted personnel, Custodian/Alternate Custodian of Classified Material, and designated training officers or authorized enlisted personnel. Organizations are limited to access of five personnel at any one time. Classified Access Lists are valid for a period of six months and can only be updated/renewed by submission of a new letter of access. Positive identification is a prerequisite to loan to classified material.

3. Utilization Reports. Reports of utilization of training film only are required by OPNAVINST 3150.21. Such reports will be made on Training Film Utilization Data Cards provided by the Audio-visual/Film Library. Consignees will fill out and mail these Data Cards each time a training film is projected. Film drawn on Temporary Custody will bear this card in the film can. Holders of film on Extended Custody will be supplied with cards by the library to report their respective showings.

410. Graphic Arts Section. Located in Building #39, this section is prepared to provide a source of artistic talent with equipment to materially assist the instructor by designing and manufacturing visual training aids to be used in direct support of training. Units having a requirement for custom design and manufacture of graphic aids are requested to personally present their requirement and execute a Graphic Art Work Request.

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1. Capabilities. The Graphic Arts Section has the capability to design and manufacture charts (40" x 60" maximum), projectuals (transparencies for use with the overhead projector), illustrative art work, flats, and dimentional designs for creating 35mm slides (processing and binding are accomplished by the Station Photo Lab), and can assist in the design of prototype insignia. Ideas and requirements for graphic aids of any nature are solicited, and the services of this section are available to assist in every way possible.

a. To assist in orderly planning and accomplishing of work, a normal lead time of two weeks is required from submission date to completion date. The nature of certain requests may require additional time over and above the normal lead time of two weeks. The requestee will be so advised at the time of submission.

b. All activities are enjoined to consider their visual aid requirements early in the planning stage of instruction. However, in the case of a valid emergency or when a short notice requirement should arise, every effort will be exerted to meet this contingency.

2. Restrictions. The painting of name, building, or other signs for outdoor identification is not a function of the Graphic Arts Section; such requests should be directed to the Facilities Maintenance Department. Priority of work will only be awarded to those requests that represent pure training aids in support of authorized training programs. Such items as reports, charts, office graphs, organizational or personnel charts, etc., will only be manufactured upon approval of the Superintendent, Training Support Center on a time available basis and will constitute a training medium for section personnel.

411. Instructional Television (ITV) Section. The Instructional Television Production Studio is capable of ITV requirements and special unprogrammed requirements submitted to this Command by tenant units/activities.

SECTION D. SUPPLY BRANCH

412. Mission. The Supply Branch provides supplies for all divisions of the Training Deaprtment; requisitions, receives, ships, and issues all supplies and parts required for the department; maintains plant account records of all departmental property; coordinates the collateral equipment requirements of the department; and formulates and administers the budget.

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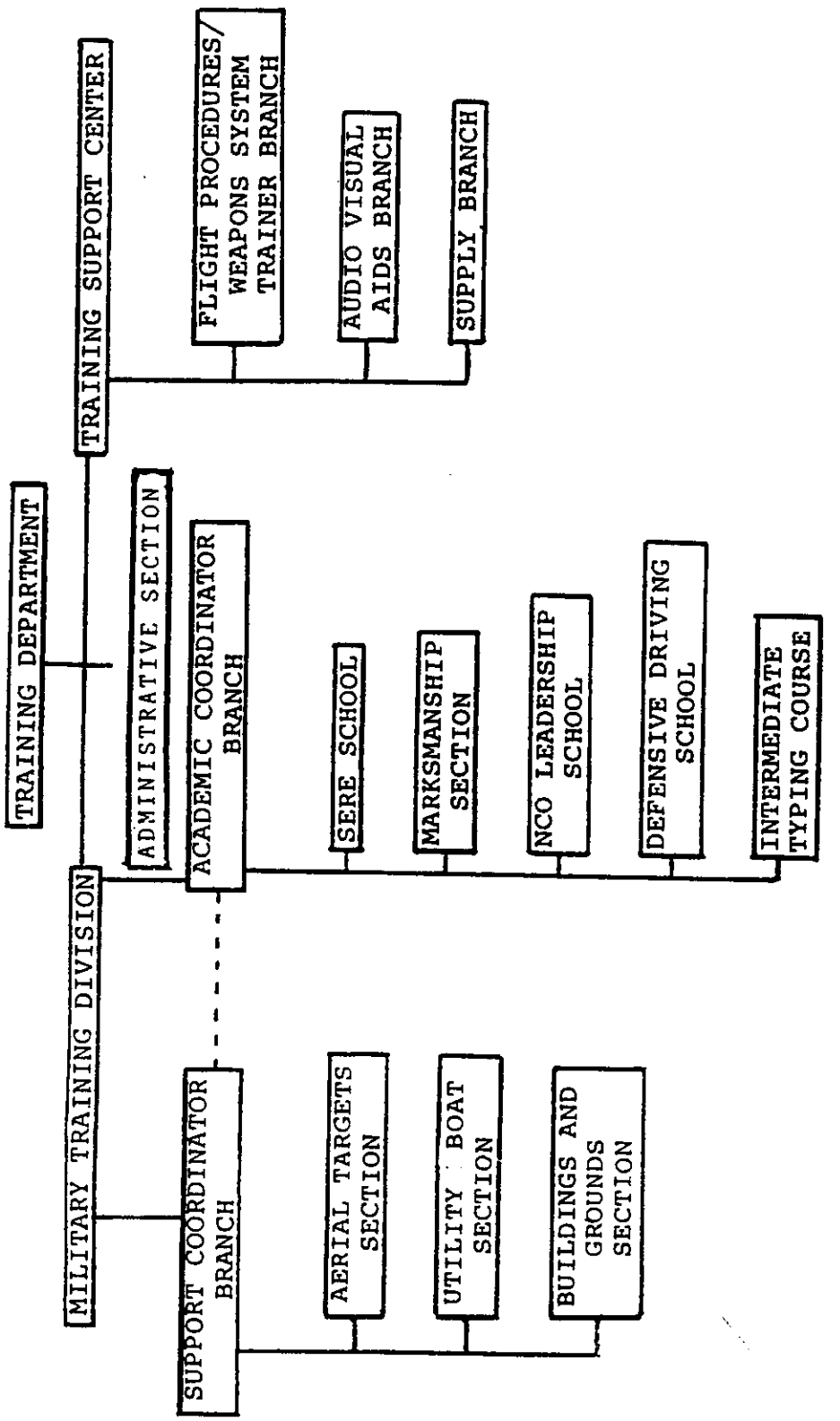
APPENDIX A

ORGANIZATION DIAGRAM



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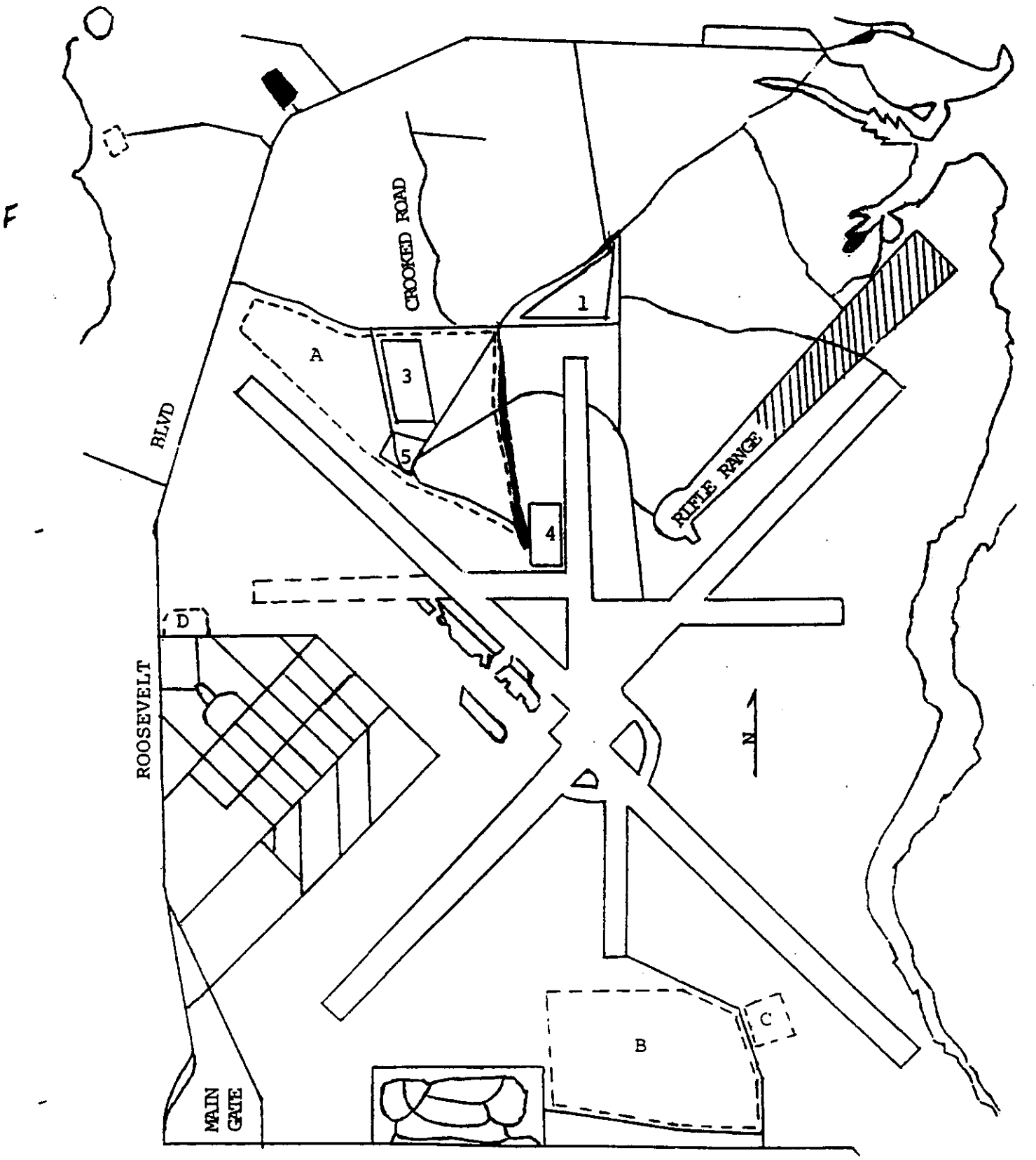
MCAS CHERRY POINT TRAINING MANUAL

APPENDIX B

COMBAT TRAINING AREAS



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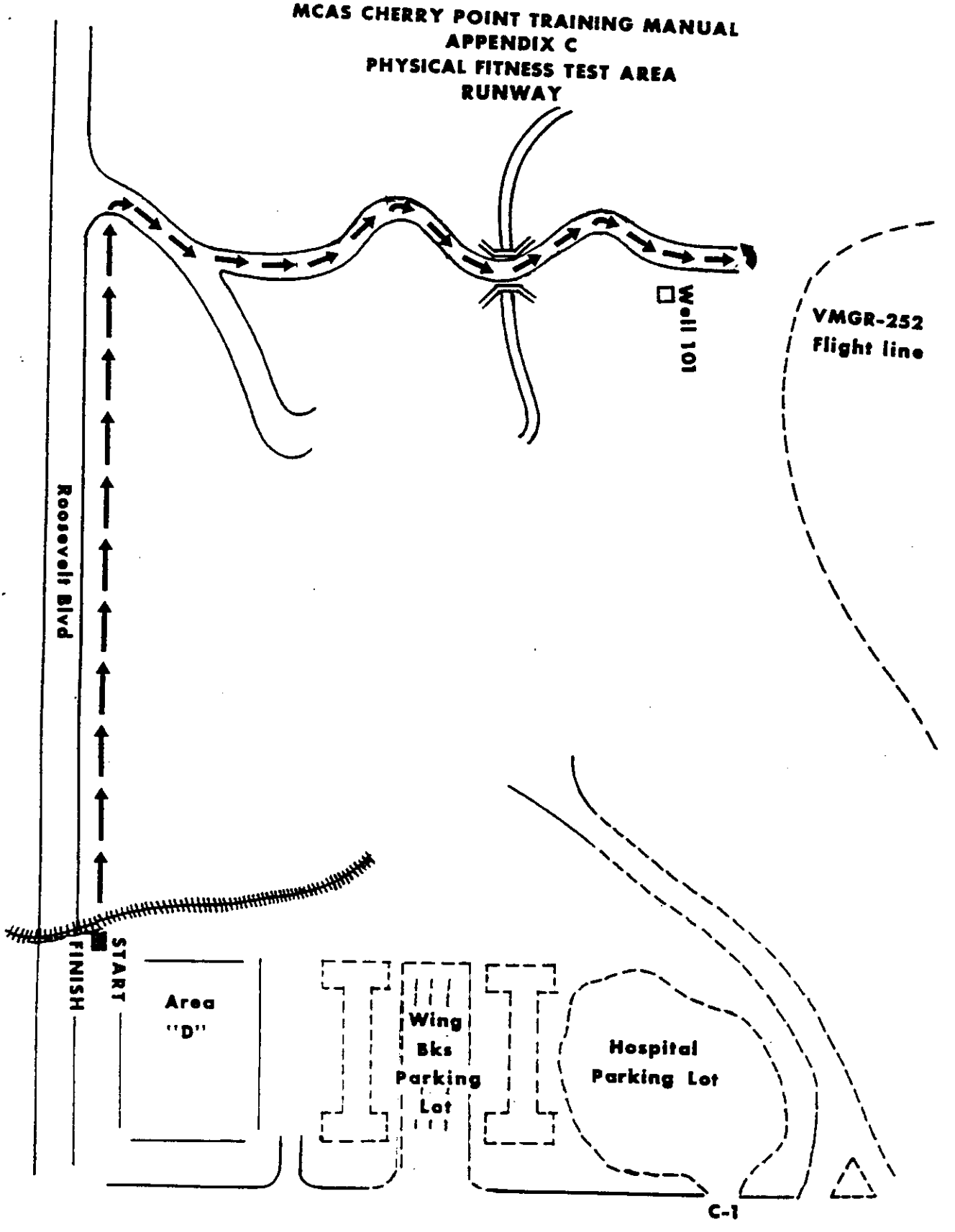
MCAS CHERRY POINT TRAINING MANUAL
APPENDIX C
PHYSICAL FITNESS TEST AREA
RUNWAY



MCAS CHERRY POINT TRAINING MANUAL

APPENDIX D

SAMPLE STUDENT REPORTING ROSTER
(SERE SCHOOL)

(ORGANIZATIONAL HEADING)

Originator's Code
1500
Date

From:
To: Military Training Officer, Station Training Department, Marine Corps Air Station, Cherry Point, North Carolina 28533

Subj: Student Assignment to SERE School; roster for

Ref: (a) AirStaO P1500.12

1. In compliance with reference (a), this roster of personnel who are assigned to attend the subject training is hereby submitted five working days prior to the school reporting date. Class number_____, convening (reporting date).

2. Officer's qualification records/Service Record Books have been screened and these personnel possess the prerequisities as set forth in reference (a). Further, all personnel have in their possession correct & serviceable uniforms & the required equipment as set forth in reference (a).

NAME	RANK	SSAN	SECURITY CLEARANCE

(Signature)

Copy to: Squadron Training (1) as appropriate
Group Training (1) as appropriate
Individual concerned (1) as appropriate

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MCAS CHERRY POINT TRAINING MANUAL

APPENDIX E

SAMPLE MARKSMANSHIP TRAINING ROSTER
(Organizational Heading)

Orgininator's Code
3591
Date

From:
To: Assistant Chief of Staff, G-3 (Training 2DMAW/Director of Operations, MCAS, (as appropriate)

Subj: Marksmanship Training

Ref: (a) AirStaO P1500.12
(b) AirStaBul 3574

Encl: (1) Roster of Personnel to Requalify with the Rifle
(2) Roster of Personnel to Requalify with the Pistol.

1. In compliance with the instructions contained in references (a) and (b) enclosures (1) and (2) are submitted (in quadruplicate), five working days prior to the scheduled reporting date.

2. Personnel whose names appear in enclosures (1) and (2) will report to the Director, Marksmanship Branch located at Building #960, Station Rifle Range, MCAS Cherry Point, North Carolina no later than 0800 on Friday (date) 19__ to receive and participate in the subject training/

(Signature)

Copy to: Squadron Training - 1
Group Training - 1

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ROSTER OF PERSONNEL TO REQUALIFY WITH THE RIFLE ("B" MOD: 1-77)

LAST NAME	INT	MI	RANK	SSAN	UNIT	WEAPON TO FIRE	MEAL CARD#	PREVIOUS SCORE	SCORE FOR DETAIL "B" MOD 1-77
* MARINE EIGHTBAY	A. S.	J. N.	SSGT PFC	123456789 345678923	SOES H&HS-12	M-16 M-16	COMRATS 0120	231 UNQUAL	This block is to be completed by the Director, Marksmanship Training

* OIC or NCOIC (as appropriate) of this detail

1

Director's Signature

ACE000004647

ROSTER OF PERSONNEL TO REQUALIFY WITH THE PISTOL (A-1-77)

LAST NAME	INT	MI	RANK	SSAN	UNIT	WEAPON TO FIRE	MEAL CARD#	PREVIOUS SCORE	SCORE FOR DETAIL (A-1-77)
*MARINE EIGHTBAY	A. S.	J. N.	CAPT SSGT	123456789 234567892	MCT-25 MCT-25	.38 .45	COMBATS 0120	231 ANNUAL	This block is to be completed by the Director Marksmanship Training.

* OIC or NCOIC (as appropriate) of this detail.

(Director's Signature)

1

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MCAS CHERRY POINT TRAINING MANUAL

APPENDIX F

UNIFORMS, EQUIPMENT AND WEAPONS REQUIREMENTS.
AND CLASS PROSPECTUS FOR NCO LEADERSHIP SCHOOL

1. Uniform, Equipment, and Weapons

a. Uniforms

(1) Without exception, students will report to the Director in the uniform of the day with garrison cap no later than 1300 on the convening date of class.

(2) Care should be taken to ensure that the student has the required number of serviceable uniforms in the event that a seasonal uniform change is directed during the course of instruction. All uniforms should fit properly and in accordance with the latest uniform regulations.

(3) In addition, each student will have the appropriate ribbons and badges.

(4) Students based at Cherry Point will maintain their clothing in the location designated by their parent unit. All other personnel will maintain their clothing in the Joint Reception Center.

b. Equipment and Weapons. Students, prior to reporting, will have in their possession the following items:

1 Belt, cartridge, M-16
2 Pouches, magazine, M-16
2 Canteens w/one cup & two covers
1 Tool, entrenching, w/cover
1 Field Protective Mask, M17
1 Poncho
1 Helmet, M1 w/liner and camouflage cover
1 Haversack
1 Blanket
1 Lock, general purpose
1 Set, Identification Tags
1 Shelter half, tent pole
1 Guy line
5 Tent pegs

2. Class Prospectus. Students will be instructed in accordance with the following class prospectus:

DAY	TIME	SUBJECT
#1	1300-1600	Indoctrination

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DAY	TIME	SUBJECT
#2	0630-0820	Inventory PFT
	0830-0920	Uniform Regulations
	0930-1130	M-16 Rifle care, cleaning, disassembly and assembly, nomenclature
	1130-1245	Lunch
	1245-1300	Formation
	1300-1250	Introduction to Leadership
	1400-1450	NCO Authority and Responsibility
	1500-1550	Introduction to Techniques of Military Instruction (TMI)
	1600-1650	Voice and Mannerisms
#3	0700-0720	Formation and Inspection (Courtesy)
	0730-0920	Student Two-minute Presentation
	0930-0950	Training Aids
	1000-1130	Leadership Traits
	1130-1245	Lunch
	1245-1300	Formation
	1300-1350	Leadership Principles
	1400-1520	Drill
	1530-1600	Cleanup
	1600-1700	PT
#4	0700-0720	Formation and Inspection
	0730-0950	Leadership Traits and Principles (TEST)
	1000-1130	Admin Time
	1130-1245	Lunch
	1300-1350	Graded Inspection #1
	1400-1530	Drill
	1530-1600	Cleanup
	1600-1700	PT
#5	0700-0730	Formation and Inspection
	0730-0920	Drill
	0930-1050	Leadership Problems (Garrison)
	1100-1245	Lunch
	1245-1300	Formation
	1300-1450	Leadership Problems (Combat)
	1500-1550	Interior Guard
	1600-1700	PT
#6	0700-0730	Formation and Cleanup
	0730-1130	Student 10-Minute Presentation
	1130-1245	Lunch
	1245-1300	Formation
	1300-1450	Drill
	1500-1700	Phase I Review

ACE000004650

DAY	TIME	SUBJECT
#7	0700-0720	Formation and Inspection
	0730-0920	Phase I Examination
	0930-1020	Introduction to Land Navigation
	1030-1120	Administration Time
	1130-1245	Lunch
	1300-1350	Graded Rifle and Personnel Inspection
	1400-1520	Land Navigation
	1530-1600	Cleanup
	1600-1700	PT
#8	0645-0700	Formation
	0700-1120	Student 15-Minute Presentation
	1130-1245	Lunch
	1245-1300	Formation
	1300-1350	Basic Communications
	1400-1520	First Aid and Field Sanitation
	1530-1620	Drill
	1630-1700	Cleanup
#9	0645-0700	Formation
	0700-1120	Student 15-Minute Presentation
	1130-1245	Lunch
	1245-1300	Formation
	1300-1520	Land Navigation
	1530-1600	Cleanup
	1600-1700	PT
#10	0700-0720	Formation and Inspection
	0730-0920	Drill
	0930-1120	First Aid and Field Sanitation
	1130-1245	Lunch
	1245-1300	Formation
	1300-1350	Land Navigation
	1400-1520	Drill
	1530-1600	Cleanup
	1600-1700	PT
#11	0700-0720	Formation and Inspection
	0730-0820	Code of Conduct
	0830-0920	UCMJ
	0930-1030	Drill
	1030-1120	Marine Corps History
	1130-1245	Lunch
	1245-1300	Formation
	1300-1350	Marine Corps History
	1400-1450	Customs and Courtesies
	1500-1700	Phase II Review

ACE000004651

DAY	TIME	SUBJECT
#12	0700-0720	Formation and Inspection
	0730-0920	Phase II Examination
	0930-0950	Tactics Introduction
	1000-1050	Troop Leading Procedures
	1100-1215	Lunch
	1215-1230	Formation
	1230-1320	Combat Formations
	1330-1520	Offensive Combat
	1530-1600	Cleanup
	1600-1700	PT
#13	0700-0720	Formation and Inspection
	0730-0815	Defensive Combat
	0900-1120	Patrolling and Ambushes
	1130-1245	Lunch
	1300-1350	Graded Rifle and Personnel Inspection #3
	1400-1420	Tactics Review
	1430-1700	NBC Warfare
#14	0715-0730	Formation
	0730-0820	Safety Lecture and Operations Order
	0830-0945	Prepare for Field Exercise
	1000-2400	Field Exercise
#15	2400-0830	Field Exercise
	0830-0920	Return to MCAS
	0930-1130	Care and Cleaning of Weapons
	1130-1245	Lunch
	1300-1700	Director's Time
#16	0700-0720	Formation and Inspection
	0730-0820	Drill
	0830-0920	.45 Caliber Pistol
	0930-1120	Care and Cleaning of School Equipment
	1130-1245	Lunch
	1245-1300	Formation
	1300-1450	Care and Cleaning of Weapons
	1500-1530	Cleanup
	1530-1700	PT
#17	0700-0920	Final PFT
	0930-1120	Director's Time
	1130-1245	Lunch
	1300-1350	Graded Rifle and Personnel Inspection #4
	1400-1550	Phase III Review
	1600-1700	Drill

ACE000004652

DAY	TIME	SUBJECT
#18	0700-0720	Formation and Inspection
	0730-0920	Phase III Examination
	0930-1120	Drill
	1130-1245	Lunch
	1300-1700	Drill Graded Application
#19	0715-0730	Formation
	0730-0920	Cleaning of School Equipment
	0930-1120	Gear Turn In
	1130-1245	Lunch
	1234-1300	Formation
	1300-1700	Comment Sheets and Field Day
#20	0645-0700	Formation
	0700-0800	Graduation Practice
	0800-0930	Admin Time
	0945-1100	Graduation

ACE000004653

MCAS CHERRY POINT TRAINING MANUAL

APPENDIX G

SAMPLE STUDENT REPORTING ROSTER
(NCO Leadership School)

(Organization Heading)

Originator's Code
1500
Date

From:
To: Military Training Officer, Marine Corps Air Station, Cherry Point, North Carolina 28533

Subj: Student Assignment to Noncommissioned Officer Leadership School; roster for

Ref: (a) AirStaO P1500.12

1. In compliance with reference (a), this roster of personnel who are assigned to attend the subject training is hereby submitted five working days prior to the school reporting date. Class Number _____, convening (reporting date).

2. Service Record Books of the personnel listed below have been screened and these personnel possess the prerequisities required by reference (a). Further, all personnel have in their possession correct & serviceable uniforms and the required equipment as set forth in Appendix F-1 of reference (a).

NAME	RANK	SSAN	GCT/AA	MCI GMSPFT SCORE

(Signature)

Copt to: Squadron Training - (1)
Group Training - (1)

ACE000004654

UNIT NINE - Getting Ready to Drive

General Objective. This unit introduces the phase of the course that focuses on the operation of the automobile. In this unit, the student is expected to learn the position, function, and use of each of the instruments and switches in the driver's compartment of a typical late model automobile. Also, the student is expected to become proficient in using these devices to evaluate the operating condition of the vehicle and to operate and maintain it efficiently and effectively.

UNIT TEN - Learning Basic Skills

General Objective. Competence in athletics, jobs, and in driving all require appropriate basic skills. Good form in basic skills develops from an understanding and appreciation of the sequence of steps involved in complex performance and intensive, disciplined, purposeful practice in translating such understanding into efficient habit patterns. The development of a thorough understanding and appreciation of the sequence of steps involved in basic driving skills is the objective of this unit.

UNIT ELEVEN - Precise Maneuvers

General Objective. This unit extends the use of manipulative skills into the area of precise maneuvering. Emphasis is focused on the functional relationship between skill and judgment in the execution of complex traffic maneuvers. Therefore, this unit provides a transitional bridge between the learning of manipulative skills and the development of refined driving techniques.

UNIT TWELVE - City Driving

General Objective. Safe driving in complex traffic settings requires positive attitudes, efficient performance and informed judgment. Such attitudes and judgments develop through integration of efficient skills with general knowledge related to traffic, This unit focuses on the issues involved in blending in the stream of traffic, anticipation of potential hazards and recognition of developing traffic patterns. Its aim is to achieve an effective integration of skills and knowledge and, hence, the development of the attitudes and judgement of the attitudes and judgments prerequisite to safe driving.

UNIT THIRTEEN - The Open Road

General Objective. Driving on the open road is not as easy or carefree as it may appear to the beginner. Highway accidents account for a large percentage of traffic fatalities. The higher speeds of the highway and expressway requires the student to adapt the basic skills of city driving to the quicker pace of the open road. This unit is designed to provide the student with the knowledge, skills, and attitudes necessary for sound judgment and efficient performance in driving on highways and expressways.

ACE000004655

UNIT FOURTEEN - Defensive Driving

General Objective. This unit is designed to develop increased alertness and attention to potential hazards, facility in perceptual skills necessary to identify clues to danger, and the ability to anticipate the relative importance of each clue and to take compensatory defensive action im coping with potential highway hazards. The ultimate objective is to integrate previously acquired knowledge and skill with tendencies toward cooperation, caution, and competent application of strategy in traffic behavior.

UNIT FIFTEEN - Driving Emergencies

General Objective. The defensive driver anticipates problems and prepares for them in advance. But problems can develop without warning, and in such emergencies the natural response is often the wrong one. Therefore, the objective of this unit is to provide the student with the knowledge necessary for quick, accurate responses when faced with common driving emergencies.

UNIT SIXTEEN - Adverse Driving Conditions

General Objective. Adaptive behavior is the key to driving efficiency. Just as as an effective driver must adapt his or her techniques to traffic and road conditions, he or she must, also, adapt to different weather conditions. This unit is designed to provide the student with concepts and procedures needed to cope with common adverse driving conditions.

UNIT SEVENTEEN - The Responsible Driver

General Objective. The purpose of this unit is to develop an understanding and appreciation of the personal, social, and economic responsibilities a driver assumes in exercising the privilege to drive, and to develop in the student an increased tendency to accept and behave in accordance with the adult role driving imposes.

ACE000004656

MCAS CHERRY POINT TRAINING MANUAL

APPENDIX I

SAMPLE STUDENT REPORTING ROSTER
(Intermediate Typing School)

(Organizational Heading)

Originator's Code
1500
Date

From:
To: Military Training Officer, Marine Corps Air Station, Cherry Point, North Carolina 28533 (Attn: Typing School)

Subj: Student assignment to Intermediate Typing School; roster for

Ref: (a) AirStaO P1500.12

1. In accordance with reference (a), the following students are assigned to Intermediate Typing School, Class Number_____, convening (Reporting Date)_____ .

NAME RANK SSAN

_____
(Signature)

ACE000004657

MCAS CHERRY POINT TRAINING MANUAL

APPENDIX J

SAMPLE AUTHORITY TO DRAW AUDIO-VISUAL OR MINOR DEVICES

(Organizational Heading)

Originator's Code
1551
Date

From: Officer-in-Charge/Department Head
To: Station Training Officer, Marine Corps Air Station, Cherry Point, North Carolina 28533

Subj: Authority to draw Audio-visual and/or Minor Devices; delegation of

Ref: (a) AirStaO P1500.12

1. In accordance with reference (a), the following listed personnel (LIMIT TO FIVE), of this organization are authorized to draw Audio-visual and/or Minor Devices from the Film Library, Station Training Department.

RANK/GRADE	NAME	SIGNATURE

(Signature)

ACE000004658

MCAS CHERRY POINT TRAINING MANUAL

APPENDIX K

SAMPLE TEMPORARY CUSTODY AUTHORIZATION FORMAT
(72 Hour Maximum Loan Period)

(Organizational Heading)

Originator's Code
1551
Date

From: Commanding Officer/Department Head/Officer-in-Charge
To: Station Training Officer, Marine Corps Air Station, Cherry Point, North Carolina 28533

Subj: Authority to draw/return Audio-visual Aids and/or Minor Devices: delegation of

Ref: (a) AirStaO P1500.12

1. In accordance with paragraph 403.2a(2) of reference (a), the following personnel of this organization are authorized to draw/return Audio-visual Aids and/or Minor Devices from the Audio-visual/Film Library, Station Training Department (Building #39):

Rank/ Grade	NAME	SECURITY CLEARANCE	SAMPLE SIGNATURE

2. Custodial regulations, as contained in reference (a), will be complied with.

3. This delegation of authority cancels and supersedes ser:_____ of (Date)_____.

(Signature)
Name/Rank/Grade (Typed)

ACE000004659

APPENDIX C-42

Thompson, T. B., 1944

Letter to BuDocks, SUBJECT: U. S. Marine Corps Air Station, Cherry Point, N.C. and Auxiliary Air Facilities – Acquisition of Bombing Target Sites for, dated 20 May 1944

REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 7 98

ND5/N1-13
F 5

Op-30/2CH3-bjb
30 5 16 18
Serial 1048930
End.-- 4 on BuDocks ltr. ND5/N1-13 C34-7-GI F-5-1/GRV/mgt dated 8 November 1943.

20 MAY 1944

From: CNO
To: BuDocks

Subj: U. S. Marine Corps Air Station, Cherry Point, N.C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for

7 OCT 98
Archives II
RG 71
Entry 1001
Box 906
Folder Cherry Pt
C-34-7-GP
General Correspondence
on Bomb Target
Sites (Plans) for
U.S.M.C.A.
[illegible], NC

Ref: (a) General Order 138.

(b)

1. Returned , approved in accordance with ref. (a) as to the military features of the site involved. This approval does not extend to the legality of the acquisition procedures nor the propriety of the price to be paid.

T. B. Thompson

T. B. Thompson
By direction

CC:
ComFive
BuAer
Op 31

580516

KVT/N1-13

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 798

MAY 16 6 47 AM '4

Operation

MAINTENANCE DIVISION
Aer-MA-3-RTB
N12/KV9

End--3 Ap 30

From: Chief, BuAer. 5 16 18
To: Chief, BuDocks.

Via: 87299 CNO.

Subj: MCAS, Cherry Point, N. C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for. (BuDocks ltr. ND5/N1-13 C34-7-GI F-5-1/GRV/mgt to CNO, via BuAer, dated 8 November 1943, with encls., and 1st and 2nd endorsements thereto).

1. Forwarded.

2. BuAer concurs with the recommendation contained in the basic letter and therefore requests BuDocks to take appropriate action to acquire leasehold estates in subject bombing target sites.

3. It is noted that informal information indicates that leasehold interests in the lands can be secured for nominal considerations.

4. It is suggested that the initial term of the leasehold estates be extended to 30 June 1945, to avoid the necessity of renewal for the fiscal year 1945.

5. The nominal consideration, if any, and all rent falling due for the fiscal year 1944 under the proposed acquisitions are chargeable to the appropriation Aviation-Navy 1944, Subhead 3. The nominal consideration, if any, and all rent falling due for the fiscal year 1945, under the proposed acquisition are chargeable to the appropriation, Aviation-Navy, 1945, Subhead 3.

6. The subject project does not represent an increase in scope of existing facilities or establish any new facilities at MCAS, Cherry Point for which Naval personnel will be required. This information is given in conformance with SecNav confidential directive, (SC), P16-1/EN dated 26 January 1944 re Employment of Personnel.

W.D. Rowley

W.D. ROWLEY
Comdr., U.S.N.
By Direction Chief of Bureau

CC: ComFive
MCAS, Cherry Point, N.C.

C34-7-GI

PRINT

580516

ACE000004662

REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority 974372
By TJ NARA Date 10 798

MAINTENANCE DIVISION
Aer-MA-3-RTB
N12/KV9

End--3

From: Chief, BuAer.
To: Chief, BuDocks.

13 MAY 1944

Via: 87299 CNO.

Subj: MCAS, Cherry Point, N. C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for. (BuDocks ltr. ND5/N1-13 C34-7-GI F-5-1/GRV/mgt to CNO, via BuAer, dated 8 November 1943, with encls., and 1st and 2nd endorsements thereto).

1. Forwarded.

2. BuAer concurs with the recommendation contained in the basic letter and therefore requests BuDocks to take appropriate action to acquire leasehold estates in subject bombing target sites.

3. It is noted that informal information indicates that leasehold interests in the lands can be secured for nominal considerations.

4. It is suggested that the initial term of the leasehold estates be extended to 30 June 1945, to avoid the necessity of renewal for the fiscal year 1945.

ACE000004663

DECLASSIFIED
Authority 974372
By IW NARA Date 10 79

26 APR 1944

ND5(19)/KV9

End—2 on BuDocks ltr ND5/N1-13 C34-7-GI F-5-1/GRV/mgt, 8 Nov 1943, to CNO via BuAer.

From: ComFive
To: BuAer

Subj: MCAS, CHERRY POINT, N. C. AND AUXILIARY AIR FACILITIES - ACQUISITION OF BOMBING TARGET SITES FOR.

1. Returned, recommending approval.

D. McD. LE BRETON

W.D. ROWLEY
Comdr., U.S.N.
By Direction Chief of Bureau

5 16 18

ACE000004664

REPRODUCED AT THE NATIONAL ARCHIVES
DECLASSIFIED
Authority 974372
By IL NARA Date 10 79

MAINTENANCE DIVISION
Aer-MA-3-RTB
N12/KV9

1944 APR 17 AM 11 12

69451

15 APR 1944

End-1

From: Chief, BuAer
To: Com5

Subj: MCAS, Cherry Point, N.C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for. (BuDocks ltr ND5/N1-13 C34-7-GI F-5-1/GRV/mgt to CNO, via BuAer, dated 8 Nov. 1943, with encl.).

Ref: (a) SecNav disp. 211400 of Dec. 1943, to ALSTACON, re: Leases and Acquisitions.
(b) SecNav directive of 26 Jan. 1944, re: Employment of Personnel.
(c) CNO directive of 17 Feb. 1944, re: Logistics Organizations in Naval Districts.

1. Forwarded for comments and recommendations in accordance with refs. (a), (b) and (c).

2. The return of all papers is requested.

J. P. Fitzsimmons

J. P. FITZSIMMONS
Comdr., U.S.N.
By Direction Chief of Bureau

5 16 18

08418

530516

ACE000004665

REPRODUCED AT THE NATIONAL ARCHIVE

DECLASSIFIED
Authority 974372
By TJ NARA Date 10798

IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO No.
ND5/N1-13
C34-7-GI
F-5-1/GRV/mgt

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D. C.

From: Chief, Bureau of Yards and Docks. NOV 8 - 1943
To: Chief of Naval Operations.

Via: Chief, Bureau of Aeronautics.

Subj: U. S. Marine Corps Air Station, Cherry Point, N.C. and Auxiliary Air Facilities - Acquisition of Bombing Target Sites for

Ref: (a) CO USMCAS Cherry Point, N.C., Ltr. N12/A5/L8 104-4/djs, dated 24 Sept. 1943.

1. By reference (a) the Commanding Officer, U. S. Marine Corps Air Station, Cherry Point, N.C., requested the acquisition of a leasehold interest in 5 bombing target sites for temporary use in the training of aviation units at the U. S. Marine Corps Air Station, Cherry Point, N.C., and at Auxiliary Air Facilities located at Washington, N.C., Greenville, N.C., and Kinston, N.C.

2. All of the areas involved are described as unimproved, barren wastelands, subject in large part to overflow and of little value. Informal information indicates that leasehold interests in the lands can be secured for nominal considerations.

3. If this acquisition is approved by all interested parties this Bureau will take the necessary action to consummate leasehold interests in the properties. In case of approval it is requested that the appropriation available to meet the costs of acquisition be indicated.

Encl:
1. Copy of ref.(a)

All encs. rec'd.
EXCS Mail Room

E L Marshall

E.L. Marshall
By direction of Chief of Bureau

5 16 18

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

ACE000004666

REPRODUCED AT THE NATIONAL ARCHIVE

DECLASSIFIED
Authority 974372
By IL NARA Date 10 79

N17/AS/LB

November 1, 1943

From: Officer in Charge of Land Acquisition, U. S. Marine Corps Air Station, Cherry Point, N. C.
To: The Chief of the Bureau of Yards and Docks, Real Estate Division, Navy Department, Washington, D. C.

Subject: Marine Corps Air Station, Cherry Point, N. C., Acquisition of Bombing Target Sites.

References: (a) Ltr. 24 September, 1943, from Commanding Officer.

Enclosures: (1) Copy of Reference (a).

1. Enclosure (1) was drafted for the Commanding Officer's signature by the undersigned.

2. It is forwarded to the Bureau with the request that congressional clearance be obtained for these acquisitions at an early date.

3. It is believed that these sites can be acquired on a leasehold basis for $1 per year each.

RUSSELL MORTON BROWN,
Lieutenant, USNR

RMB:mmb

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REPRODUCED AT THE NATIONAL ARCHIVES

DECLASSIFIED
Authority 974372
By IL NARA Date 10798

P
Y

UNITED STATES MARINE CORPS
Marine Corps Air Station
Cherry Point, N.C.

N12/A5/L8 104-4/djs

24 Sep 1943

From: Commanding Officer.
To: Officer in Charge of Land Acquisition for USMCAS, Cherry Point, N.C.

Subject: Acquisition of Bombing Target Sites.

Reference: (a) Directive from SecNav dated 28Jul43, Subject: Real Estate Transactions.

1. This station urgently requires additional bombing targets due to the intensive training of the Third Marine Aircraft Wing and other aviation units stationed here.

2. With the commissioning of the Auxiliary Air Facilities of Washington, N.C., Greenville, N.C., and Kinston, N.C., bombing targets will be required for aviation units operating from each of those facilities. It is anticipated that these facilities will be commissioned in the immediate future and immediate acquisition of suitable targets for them is therefore imperative.

3. The following sites have been selected for bombing targets required as above stated, subject to their acquisition in compliance with Reference (a), namely:

(a) For U. S. Marine Corps Air Station, Cherry Point, N. C.:

(1) Brant Island - located in Pamlico Sound at 35°11'N, 76°27'W.

(2) Bayview Marsh - an area of 125 acres more or less, located on the north shore of Pamlico River at approximately 35°24'N., 76°46'W.

(b) For U. S. Marine Corps Air Station, Cherry Point, N. C., Auxiliary Air Facility, Washington, N.C.:

(1) Washington Island - a small island in the Pamlico River located at approximately 34°29'N., 77°00'30"W. (corrected latitude 35° 29' N.)

5 16 18

30-A

COPY

ACE000004668

REPRODUCED AT THE NATIONAL ARCHIVES
DECLASSIFIED
Authority 974372
By IL NARA Date 10 79

Subject: Acquisition of Bombing Target Sites.

(c) For U. S. Marine Corps Air Station, Cherry Point N.C., Auxiliary Air Facility, Greenville, N. C.:
#30-A
#255
(1) Arthur Marsh - an area of 125 acres more or less, located between Arthur, N.C., and Farmville, N.C. at approximately 35°55'N., 77°33'W.

(d) For U. S. Marine Corps Air Station, Cherry Point, N. C., Auxiliary Air Facility, Kinston, N. C.:
#30-A
#255
(1) Dover Marsh - an area of 125 acres more or less, located generally between Dover, N.C. and Kinston, N.C., at approximately 35°13'N., 77°28'W.

4. All of the above areas are unimproved, barren wastelands, subject in large part to overflow. It is understood they are assessed for taxes at valuations ranging from ten cents ($.10) to fifty cents ($.50) per acre. With the Carteret County tax rate at $1.80 per hundred, the tax loss to the community from the acquisition of these sites would be negligible.

5. The market value of these areas would vary from nothing to $2.00 per acre. It is believed that the temporary use contemplated could be secured without substantial cost to the government.

6. It is requested that appropriate action be taken by you, including the compilation of the necessary data therefor, to acquire the sites designated in paragraph (3) for use as bombing targets, on a temporary basis and in compliance with the provisions of Reference (a).

/s/ C. F. Schilt

C. F. SCHILT.

cc: BuAer
Director of Aviation
CG - 3rd M.A.W.

5 16 18

ACE000004669

APPENDIX C-43

Tiencken, W. P., 1943

Memorandum to Special Legal Matters Section, SUBJECT: Marine Corps Aviation Base, Cherry Point, North Carolina, transfer of jurisdiction of certain lands to the Navy Department from the Department of Agriculture and Change in Boundary of the Croatan National Forrest, dated 7 May 1943

DECLASSIFIED
Authority 974372
By IJ NARA Date 10 79 8

34-19
34-20
34-29
F-Sal/GAV:org

MEMORANDUM

May 7, 1943.

From: Planning Section
To: Special Legal Matters Section

Subject: Marine Corps Aviation Base, Cherry Point, North Carolina - transfer of jurisdiction of certain lands to the Navy Department from the Department of Agriculture, and Change in Boundary of the Croatan National Forest.

References: (a) Ltr. from the Secretary of the Dept. of Agriculture to the Secretary of the Navy, dated August 22, 1941. (File 34-20-1)
(b) Ltr. from the Asst. Secretary of the Dept. of Agriculture to the Secretary of the Navy, dated February 15, 1942. (File 34-19)

1. The Marine Corps Aviation Base, Cherry Point, North Carolina, comprises 10,973.1 acres, made up of three acquisitions, as follows:

(a) 7,982.2 Acres of privately owned land, plus 464.6 acres of land owned by the United States of America, totaling 8,046.8 acres. (File 34-20-1 and 2).

(b) 38.8 Acres, additional land, adjoining southeast corner of the 8,046.8 - acre tract. (File 34-29).

(c) 832.9 Acres of privately owned land, plus 2,054.6 acres of land owned by the United States of America, totaling 2,887.5 acres. (File 34-19).

2. The entire area of the subject Base is within the limits of the Croatan National Forest, which is under the juris-

ACE000004671

DECLASSIFIED
Authority 974372
By TJ NARA Date 10798

34-19
34-20 ✓
34-29
F-5-1/c/erg

Subject: Marine Corps Aviation Base, Cherry Point, North Carolina - transfer of jurisdiction of certain lands to the Navy Department from the Department of Agriculture, and Change in Boundary of the Croatan National Forest.

- -

diction of the U. S. National Forest Service, Department of Agriculture.

3. By References (a) and (b) the Secretary of the Department of Agriculture granted the right to occupancy and use of the lands under the jurisdiction of that Department, lying within the limits of the subject Base, to the Navy Department, and expressed a willingness to assist in securing legislation providing for the permanent transfer of these lands to the Navy Department, legislation being considered necessary for permanent transfer for reasons stated.

4. The lands under the jurisdiction of the Department of Agriculture are integral parts of the Aviation Base, and are so situated that they cannot be segregated from the lands acquired by the Navy Department, in the development and operation of the Base. It is therefore requested that the Special Legal Matters Section take the necessary action to secure appropriate legislation for the permanent transfer of these lands to the Navy Department.

5. It is also requested that action be taken to have the boundary of the Croatan National Forest changed to exclude therefrom the lands included in the Aviation Base.

6. A map of the Croatan National Forest, and maps of the lands involved in the proposed transfer of jurisdiction are available in the Bureau.

W. F. TIENCKEN

ACE000004672

Record Group 77
Entry General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 54
Folder: Airfields
Did not find any pertinent information.

Record Group 77
Entry General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 55
Folder: Airfields
Did not find any pertinent information.

Record Group 77
Entry General Correspondence Files relating to Airfields and Related Activities 1940-1945
Box 56
Folder: Airfields
Did not find any pertinent information.

Record Group 127
Entry 18A
Box 1983
Folder: 2400-15
Copied Letter to the Commandant, Fifth Coast Guard District, North Carolina, SUBJECT: Services of Search and Rescue Aircraft, Request For, dated 18 June 1947.
Copied Documentation on Target Practice Range Competition East to West Coast and Training at Cherry Point.

Record Group 127
Entry 18A
Box 1975
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1976
Did not find pertinent information or information not previously retrieved.

ACE000004673

Record Group 127
Entry 18A
Box 1977
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1978
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1979
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1980
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1981
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1982
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1984
Did not find pertinent information or information not previously retrieved.

ACE000004674

Record Group 127
Entry 18A
Box 1985
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1990
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1991
Folder: Documentation
Found Rifle Squad Reports.

Record Group 127
Entry 18A
Box 1992
Folder: Documentation.
Found Rifle Squad Reports.

Record Group 127
Entry 18A
Box 1993
Folder: Documentation
Found Rifle Squad Reports.

Record Group 127
Entry 18A
Box 1994
Folder: Documentation
Found Rifle Squad Reports.

Record Group 127
Entry 18A
Box 1570
Did not find pertinent information or information not previously retrieved.

ACE000004675

Record Group 127
Entry 18A
Box 1571
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1572
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1573
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1572
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 217
Folder: Cherry Point
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 218
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 219
Folder: Cherry Point
Did not find pertinent information or information not previously retrieved.

ACE000004676

Record Group 127
Entry 18A
Box 220
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 221
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 222
Folder: General Correspondence 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 223
Folder: Cherry Point, Correspondence, 1939-1950
Copied Letter to the Interdepartmental Air Traffic Control Board, Atlanta Sub-Committee, SUBJECT: Revision of Cherry Point, North Carolina Danger Area, dated 4 September 1945.

Record Group 127
Entry 18A
Box 224
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A/B
Box 249
Folder: 1310
Copied Letter to the Commandant, U.S. Marine Corps, SUBJECT: Chemical Warfare Personnel and Training, dated 3 November 1943.

ACE000004677

Record Group 127
Entry 18A
Box 840
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1579
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 127
Entry 18A
Box 1580
Folder: Cherry Point, Correspondence, 1939-1950
Copied History of the U.S. Marine Corps Air Station, Cherry Point, North Carolina, 1941—1945, compiled by Florence K. Jacobs, 1st Lieut. USMCWR, Air Station Historical Officer, dated 1945; and Portions of Annual Report on U.S. Marine Corps Air Station, Cherry Point, North Carolina, for the Period from 1 July 1946 to 30 June 1947.

Record Group 127
Entry 18A
Box 1581
Folder: General Correspondence, 1939-1950
Did not find pertinent information or information not previously retrieved.

Record Group 181
Accession 13601
Box 2
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

ACE000004678

Record Group 181
Accession 13601
Box 8
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

Record Group 181
Accession 13601
Box 9
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

Record Group 181
Accession 13601
Box 10
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

Record Group 181
Entry 16194
Box 8
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

Record Group 181
Entry 16194
Box 9
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

Record Group 181
Entry 16194
Box 10
Folder: 5th Naval District
Did not find pertinent information or information not previously retrieved.

ACE000004679

Record Group 181
Entry 59A1816
Box 8
Folder: 5th Naval District, 1956-1957
Did not find pertinent information or information not previously retrieved.

Record Group 181
Entry 59A1816
Box 9
Folder: 5th Naval District, 1956-1957
Did not find pertinent information or information not previously retrieved.

Record Group 181
Accession 59A1816
Box 1
Folder: Correspondence of the Commandant, 1956-1957
Did not find pertinent information.

Record Group 181
Accession 59A1816
Box 2
Folder: Correspondence of the Commandant, 1956-1957
Did not find pertinent information.

Record Group 181
Accession 59A1816
Box 3
Folder: Correspondence of the Commandant, 1956-1957
Did not find pertinent information.

Record Group 181
Accession 59A1816
Box 4
Folder: Correspondence of the Commandant, 1956-1957
Did not find pertinent information.

Record Group 181
Entry 10403, 5th District Correspondence of Commandant, 1945-1952
Box 4 of 4
Folder: Documentation
Found Navy Operational Manuals and Plans.

ACE000004680

Record Group 181
Accession 10403
Box 3
Did not find pertinent information.

Record Group 181
Accession 10403
Box 5 of 5
Did not find pertinent information.

4.2.1.2 CARTOGRAPHIC AND ARCHITECTUAL BRANCH – (301) 713-7030

The research team consulted with the archivists, reviewed finding aids, and copied maps of **MCAS Cherry Point** and Related Facilities for Support and Training.

4.2.1.3 STILL PICTURES BRANCH – (301) 713-6625

The research team consulted with the archivists, reviewed finding aids, and copied aerials of **MCAS Cherry Point**, its Outlying Airfields, and Target Areas.

4.2.2 NATIONAL ARCHIVES I - WASHINGTON, DC
EIGHTH AND PENNSYLVANIA AVENUES
WASHINGTON, DC 20408-0001
(202) 501-5400

The research team consulted with the archivists, reviewed finding aids, and did not find any indication of relevant records.

4.2.3 WASHINGTON NATIONAL RECORDS CENTER
4205 SUITLAND ROAD
SUITLAND, MD 20746
(314) 538-4085

The research team reviewed relevant accession listings applicable to the team's site. The research team did not identify specific records considered useful for the team's research efforts at the time, based on the retrieval and availability of records at other locations.

4.2.4 NATIONAL PERSONNEL RECORDS CENTER
9700 PAGE AVENUE
ST. LOUIS, MO 63132
(314) 538-4085

The research team reviewed accession listings and did not find entries for records that indicated pertinent information.

ACE000004681

4.2.5 U.S. ARMY CHEMICAL AND BIOLOGICAL DEFENSE COMMAND
HISTORICAL OFFICE
BUILDING E5183
ABERDEEN PROVING GROUND, MD 21010
(410) 671-4430

The research team checked with the support personnel, in conjunction with office records, and did not find any pertinent information.

4.2.6 U.S. AIR FORCE HISTORICAL RESEARCH CENTER
CHENNAULT CIRCLE
BUILDING 1405
MAXWELL AFB, AL 36112
(205) 953-2447

The research team conducted a review of office finding aids and ascertained this repository did not contain pertinent information.

4.2.7 NAVAL HISTORICAL CENTER, ARCHIVES
901 M STREET, SE
BUILDING 57
WASHINGTON NAVY YARD
WASHINGTON, DC 20374
(202) 433-3170

The research team consulted with the archivists and historians, reviewed finding aids, conducted research, and found information of a general nature pertaining to **MCAS Cherry Point.**

4.2.7.1 PHOTOGRAPHIC ARCHIVES, BUILDING 57, (202) 433-2765

The research team consulted with the archivists, reviewed finding aids, and ascertained this repository did not contain pertinent information.

4.2.7.2 AVIATION HISTORY BRANCH, BUILDING 157-1, (202) 433-4355

The research team consulted with the historians, conducted research, and copied historical materials, including the following: Letter to the Chief of Naval Operations, Aviation History Unit, SUBJECT: Historical Report, Transmittal Of, dated 17 October 1946; Letter to the Director of Naval History, SUBJECT: Command History FY 85, dated 5 May 1986; Press Release No. 320-64, from the Information Services Officer, MCAS Cherry Point; Extract of History of United States Marine Corps Air Station, Cherry Point, North Carolina, 21 September 1944 to 30 April 1946, located in Box 390; Extract of Administrative History to History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 21 September 1944 to 30 April 1946, located in Box 390; Extract Annual Supplement to Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 July 1946 to 30 June 1947, located in Box

ACE000004682

390; Extract of Semi-Annual Supplement to Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 January to 30 June 1949, located in Box 390; Extract of Semi-Annual Supplement to Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 July to 31 December 1949, located in Box 390; Extract of Semi-Annual Supplement to Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 July to 31 December 1950, located in Box 390; Extract of Semi-Annual Supplement to Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 January to 30 June 1951, located in Box 390; Letter to the Office of the Chief of Naval Operations, SUBJECT: Semi-Annual Supplement to Original Historical Report of MCAS, Cherry Point, NC, Forward Of, dated 29 July 1949; Letter to the Chief of Naval Operations, SUBJECT: Administrative History, Preparation Of, dated 26 April 1946; OPNAV Notice 5451, Planning Directive Concerning Mission of U.S. Marine Corps Air Station, Cherry Point, dated 14 July 1955; Document on the Silver Anniversary of the Naval Air Rework Facility, U.S. Marine Corps Air Station, Cherry Point, NC, dated 16 December 1968; BUWEPS Instruction 5451.34, Mission and Tasks of the U.S. Marine Corps Air Station, Cherry Point, dated 25 August 1961; Letter to the Director of Naval History, SUBJECT: Command History for FY 94, dated 2 April 1995; and Letter to the Chief of Naval Operations, SUBJECT: Command Histories, dated 25 September 1969.

4.2.7.3 NAVY DEPARTMENT LIBRARY, BUILDING 44, (202) 433-4131/4132

The research team consulted with the library's staff, conducted key word research on the library's computer, and did not find any pertinent information, which had not been previously retrieved.

4.2.8 HEADQUARTERS, U.S. MARINE CORPS
2 NAVY ANNEX, ROOM 3110
WASHINGTON, DC 20380-1775
(703) 695-8302/DSN 225-8302

4.2.8.1 ENVIRONMENTAL RESTORATION PROGRAM OFFICE
CODE LFL

The research team reviewed, analyzed, and copied an assortment of documents stored in locker containers in the Environmental Restoration Program Office, which included the following: Master Plan, Cherry Point Complex, dated September 1980; Executive Order 11508, Real Property Survey, Extract on MCAS Cherry Point Section; Executive Order 11508, Installation Survey Report, Marine Corps Air Station (H), New River; Letter to the Commanding General, Marine Corps Air Station, Cherry Point, SUBJECT: DoD Executive Order 11508 Installation Survey of Marine Corps Air Station, Cherry Point, dated 26 September 1972; Letter to the Commander, Naval Facilities Engineering Command, SUBJECT: MCAS Cherry Point, MCON Project P-029, Land Planning Report, dated 14 January 1987; Document on Air Installations Compatible Use Zone, Marine Corps Air Station (Helicopter) New River, NC, HOLF Camp Davis and HOLF Oak Grove, dated July 1978; Report of Excess Real Property, DoD Land Category, Code 911-40, Cat Island Target (PR#1-00037), dated 28 July 1972; and Point Paper, Camp Davis Airfield, dated 5 April 1988.

ACE000004683

4.2.8.2 LAND USE AND BASE STRUCTURE OFFICE, CODE LFL
(703) 695-8232

The research team consulted with the Office Chief, who stated that his office did not have historical documents of significance to the team's research efforts.

4.2.9 MARINE CORPS HISTORICAL CENTER
MARINE CORPS HISTORY AND MUSEUMS DIVISION
REFERENCE BRANCH/ARCHIVES
WASHINGTON NAVY YARD
901 M STREET, S.E.
BUILDING 58
WASHINGTON, DC 20374-0580
(202) 433-3864

The research team consulted with the historians, conducted research, and copied historical materials including the following: Press Release 332-64, 2nd Marine Aircraft Wing; Air Station Order P3125.1E, Air Operations Manual, U.S. Marine Corps Air Station, Cherry Point, dated 13 August 1966, located in the Command Chronology Files; Press Release No. 325-65, 2nd Marine Aircraft Wing in the Posts, Camps, and Stations File Section; Publication entitled *The Surf Rats,* Leatherneck, Volume LXIX, Number 12, dated December 1986, located in the Posts, Camps, and Stations File Section; Lineage of Marine Corps Air Station, New River, Jacksonville, North Carolina, dated 16 February 1966, located in the Posts, Camps, and Stations File Section; Press Release, McCutcheon Field 1-1-1, Release No. 05-135-72, located in the Posts, Camps, and Stations File Section; War Diary, U.S. Marine Corps Air Station, Cherry Point, dated April 1944, located in the Posts, Camps, and Stations File Section; Memorandum for the Record, Agreement between the Commanding General, 2nd Marine Aircraft Wing and the Commanding General, Marine Corps Air Station, Cherry Point, NC, dated 15 January 1966, located in the Command Chronology Files; Unofficial Directory and Guide, New River Marine Corps Air Station, not dated, located in the New River File; Letter of Agreement for Control and Use of Warning Areas W-122 and W-523, located in the Command Chronology Files; Press Release, 2nd Marine Air Wing, not dated, located in the Posts, Camps, and Stations File Section; Air Station Order P1500.2D, Training Manual, Marine Corps Air Station, Cherry Point, dated 24 March 1966, located in the Command Chronology Files; Training Chronology, MCAS Cherry Point, 1 July to 31 December 1979, located in the Command Chronology Files; and *The Flying Marines,* United States Marine Corps Air Station, Cherry Point, North Carolina, dated March 1946, located in the secondary source section of the Reference Branch.

4.2.9.1 MARINE CORPS HISTORICAL CENTER, LIBRARY, BUILDING 58,
(202) 433-3447

The research team consulted with the Librarian and conducted a key word search on the Library's Computer System of Holdings. The research team did not find pertinent information on the assigned site.

ACE000004684

4.2.9.2 MARINE CORPS COMBAT DEVELOPMENT CENTER
MARINE CORPS RESEARCH CENTER
MARINE CORPS UNIVERSITY, LIBRARY/ARCHIVES
2040 BROADWAY STREET
QUANTICO, VA 22134-5107
(703) 784-4685

The research team had a check of files conducted at the Center. The Librarian advised the Ordnance and Technical Services Branch that the Center did not have pertinent information regarding **MCAS Cherry Point**, which focused on the team's research efforts.

4.2.10 U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION
OFFICE OF COAST SURVEY, N/CS261
MARINE CHART DIVISION
NAUTICAL DATA BRANCH
1315 EAST-WEST HIGHWAY
SILVER SPRING, MD 20910-3282
(301) 713-2737, EXT. 123

The research team consulted with Nautical Branch Chief and her staff, reviewed files of hard copy maps, as well as maps with supporting documentation on microfiche, and copied historical maps with annotations of supporting documentation on **MCAS Cherry Point** and its Training Facilities, including a Public Notice for Surface Danger Zone of Navigable Waters Being Established in Bogue Sound, Barry Bay, and Core Sound, NC.

4.2.11 NATIONAL ARCHIVES—SOUTHEAST REGION
1557 ST. JOSEPH AVENUE
EAST POINT, GA 30344-2593
(404) 763-7477

The research team consulted with the archivists, reviewed finding aids, conducted research, copied maps of **MCAS Cherry Point** and its Associated Facilities, and copied historical documentation in the following records as indicated:

Record Group 181
Entry 2191
Boxes 2, 3, and 11 of 30
Folder: Naval Codes N1-9 and N1-13
Did not find pertinent information.

Record Group 181
Entry 2191
Box 5 of 30
Folder: Bldgs Prog, Cherry Point, 1943

ACE000004685

Copied Memorandum, dated 19 April 1943, Report of Visit, 15-16 April 1943, to OTS-8, Marine Corps Air Station, Cherry Point, and N.C., by LT. COMDR. Boundy, LT. COMDR. Sosnoski, Major West and LT. Reynolds; Letter to the Commanding Officer, MCAS Cherry Point, SUBJECT: Sea Area for Aircraft Operations, Availability Of, Request for Information Concerning, dated 8 November 1943; and Letter to Commanding Officer, MCAS, Cherry Point, SUBJECT: Sea Areas for Aircraft Operation, Availability of, Information Concerning, dated 17 November 1943.

Record Group 181
Entry 2191
Box 26 of 30
Folder: N-13
Copied Naval District List.

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 10
Found Real Estate Documents and a Map, including Wilson Municipal Airport, OLF for Cherry Point, NAS.

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 11
Found Real Estate Documentation and a Map on New Bern OLF (Simmons-Knoll Airfield).

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 12
Found Real Estate Documentation and a Map on Greenville OLF.

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 19
Found Real Estate Documentation and Map on Washington Municipal Airport.

ACE000004686

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 21
Found Real Estate Documentation and Map on Beaufort Outlying Field.

Record Group 270
Entry 58A542
Box 26
Folder: Cherry Point Marine Corps, N.C. 30
Found Real Estate Documentation and Map on Kingston Aux Field.

Record Group 270
Entry 58A542
Box 76
Did not find pertinent information.

Record Group 270
Entry 51A1
Box 310
Did not find pertinent information.

Record Group 270
Entry 51A1
Box 291
Folder: Beaufort OLF to MCAS Cherry Point
Found Real Estate Disposal Documents.

Record Group 270
Entry 51A1
Box 290
Folder: Beaufort OLF
Found Real Estate Disposal Documents.

Record Group 270
Entry 51A1
Box 328
Folder: Beaufort NAS
Found Real Estate Disposal Documents.

ACE000004687

Record Group 270
Entry Regional Counsel Files, Legal Counsel Files 1947-1950
Box 57
Folder: Beaufort NAS
Found Real Estate Disposal Documents and Maps.

Record Group 291
Entry 2151
Box 7 of 9
Folder: MCAS Cherry Point
Found Housing, Telephone or Gas Line Maps and Disposal Documentation on 29.37 Acres to the Board of Education.

Record Group 291
Entry 81-0004
Box 15 of 15
Folder: Ft. Macon, Atlantic Beach
Did not find pertinent information.

Record Group 291
Entry 81-0004
Box 15 of 15
Did not find pertinent information.

Record Group 356
Entry 64A1172
Box 9 of 12
Folder: Cherry Point MCAS, N-NC-485 (Portion)
Found Documentation on 3.12 Acres Disposed in 1962 and Documentation on Unimproved Land Used as a "Localizer Site."

4.2.12 FEDERAL RECORDS CENTER
1557 ST. JOSEPH AVENUE
EAST POINT, GA 30344-2593
(404) 763-7477

The research team consulted with the archivists, reviewed accession listings, but did not find records, which appeared pertinent to the research effort.

ACE000004688

4.2.13 U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
P.O. BOX 1890
WILMINGTON, NC 28402-1890
(919) 251-4501

The research team consulted with support personnel from the Operations Division, Regulatory Branch where they researched 3 boxes of Danger Zone files. At this office they copied numerous reports from on Prohibited and Restricted Areas, Danger Zones, Public Notices Relating to the aforementioned areas and zones, and Letters on Applicable Regulations. They also met with the DERP-FUDS coordinator in the Engineering Division. In this latter office no pertinent information was collected. Typical of the information collected from Regulatory were the following: Air Station Order 3570.2K, United States Marine Corps, Marine Corps Air Station Cherry Point, NC, Subject: Target Facilities and Operation Areas, dated 24 April 1989; Laser Safety Evaluation of Bombing Target Nine (BT-9) and Bombing Target Eleven (BT-11), United States Marine Corps, Marine Corps Air Station Cherry Point, NC, prepared by SRS Technologies, selected pages, dated June 1988; Laser Ranges Safety Survey Amendments (BT-9 & BT-11), United States Marine Corps, Marine Corps Air Station Cherry Point, NC, selected pages, dated during 1988-1989; Letter Albermarle Commission w/ attachments Navy Internal Documents, Subject: Concern that Laser Beams Represent Hazard, 26 Jan 1989; Internal Memo, SUBJECT: Use of Laser at U.S. Marine Corps bombing ranges Brant and Piney Island in the Pamlico Sound, NC. Regulatory Branch, Wilmington District, U.S. Army Corps of Engineers, 31 January 1989; Public Notice - Amend the danger zone and restricted area for New River, N.C. and vicinity, Marine Corps firing Zones, MCB Camp Lejeune, Wilmington District, U.S. Army Corps of Engineers, dated 13 Sept 1990; Letter, Establishment of Restricted Area in Vicinity of U.S. Marine Corps Air Station Cherry Point, NC, (BT-9 Raccoon Key), dated 30 Nov. 1950; Correspondence w/ map inclosures, subject, establish prohibited area in Pamlico Sound, Hancock and Slocum Creeks, United States Marine Corps, Marine Corps Air Station Cherry Point, NC, dated Sept. 1990; Correspondence w/ map inclosures, SUBJECT: Danger Areas in General Vicinity of in Pamlico Sound, Pamlico River, Neuse River, Gore Sound and Bogue Sound, U.S. Army Corps of Engineers, dated 29 May 1945; Draft Modification Danger Zone Regulations, Anti-Aircraft Artillery Training Center, Camp Davis, North Carolina, and the Marine Base, New River, North Carolina, based on River and Harbor Act of August 8, 1917, Section 204.55, U. S. Engineer Office, Wilmington, N. C., date 1944; Various correspondence and Public Notices addressing the Establishment of Restricted Area in Vicinity of U.S. Marine Corps Air Station Cherry Point, NC (includes Raccoon Key and Hancock and Slocum Creeks, dates are in 1950; Amendment Danger Zone Regulations, Section 204.55, Waters of the Atlantic Ocean, Firing sectors between New River and Cape Fear, North Carolina, Secretary of War, no date; 6th Ind. Subject: Danger zones for firing ranges, U. S. Engineer Office, Wilmington, N. C., 17 April 1942; Letter (Memorandum), SUBJECT: Request for Prohibited Area in Stone Bay, Wilmington District, U.S. Army Corps of Engineers, dated 17 July 1956; Letter (Memorandum), SUBJECT: Modification of Surface Danger zone Extending to Seaward off Onslow Beach, Onslow County, North Carolina Wilmington District, U.S. Army Corps of Engineers, dated 24 Oct. 1951; Public Notice - Amend the danger zone and restricted area for New River, N.C. and vicinity, Marine Corps firing Zones, MCB Camp Lejeune, Target and bombing area in the Atlantic Ocean in the vicinity of Bear Inlet. Wilmington District, U.S. Army Corps of Engineers, dated 29 Sept 1993;

ACE000004689

and Letter (Memorandum), SUBJECT: Navigable Waters endangered by military artillery and bombing operations; vicinity of Onslow Beach, Camp Lejeune, North Carolina. Wilmington District, U.S. Army Corps of Engineers, dated Jan 1958.

4.2.14 NAVAL FACILITIES ENGINEERING COMMAND
NAVAL CONSTRUCTION BATTALION CENTER
NAVFAC HISTORY OFFICE AND MUSEUM
1000 23RD STREET
PORT HUENEME, CA 93043-4301
(805) 982-5563/5146

The research team consulted with the historians, reviewed files on the assigned site, and copied historical materials, including numerous maps of **MCAS Cherry Point** and its Outlying Fields during the 1940s, 1950s, and 1960s. In addition, the research team copied other pertinent documentation, including the following: newspaper clippings, short historical summaries, correspondence on construction and disposal activities of facilities, as well as the Industrial Engineering Study, Public Works Department, U.S. Marine Corps Air Station, Cherry Point, North Carolina, dated May-October 1954; and the Military Construction Request for FY 59 for Military Construction Program on Marine Corps Air Station, Cherry Point, dated 10 March 1958.

4.2.15 NAVAL FACILITIES ENGINEERING COMMAND
NAVAL CONSTRUCTION BATTALION CENTER
DEFENSE STANDARDIZATION PROGRAM DIVISION
CIVIL ENGINEERING SUPPORT OFFICE
CESO, CODE 1564B
PORT HUENEME, CA 93043-4301, (805) 982-5593

The research team consulted with support personnel, conducted research of the index card file for microfiche film, reviewed maps on an obsolete microfiche viewer, and copied maps, with the best quality possible, on the assigned site and its related activities.

4.2.16 NAVAL FACILITIES ENGINEERING COMMAND
ATLANTIC DIVISION
LAFAYETTE RIVER ANNEX
1510 GILBERT ST.
NORFOLK, VA 23511-2699
(757) 392-4900

4.2.16.1 CLAIMANT BRANCH & REALTY OFFICE: CODE 24
(757) 322-4920/4923

The research team consulted with the realty specialist, conducted research, and copied historical materials, including the following: Letter to Mr. William Brumsey, Jr., Regarding Previous Use of Brant Island Bomb Target, dated 1 July 1968; Letter to the Land Acquisition Section, Land and Natural Resources Division, Department of Justice with Enclosures on Title Data for Parcel

ACE000004690

No. 3, dated 11 April 1966; Letter to the Chief of the Bureau of Yards and Docks, SUBJECT: Point of Marsh, North Carolina, Transfer of Land, dated 26 October 1956; Letter to the U.S. Coast and Geodetic Survey Office, SUBJECT: Point of Marsh Bombing Range, Geographic Positions of Structures, dated 22 July 1958; Summary Data Sheet, Acquisition of Real Property, Marine Corps Air Station, Cherry Point, Point of Marsh, Target Area with Supporting Documentation; Initial Assessment Study of Marine Corps Air Station, Cherry Point, North Carolina, by the Naval Energy and Environmental Support Activity, dated March 1983; and an Assortment of Various Types of Maps of **MCAS Cherry Point**, its Target Areas, and Outlying Airfields, both in hard copy and CD-ROM.

4.2.16.2 FACILITIES PLANNING OFFICE, ATTN: CODE 201RB
(804) 322-4851/DSN 262-4851

The research team consulted with facility planning personnel, reviewed files, and copied pertinent documentation, including Portions of the Environmental Impact Statement, Realignment of F/A-18 Aircraft and Operational Functions from Naval Air Station Cecil Field, Florida, to other East Coast Installations, dated March 1998; and Master Plan Update 1988, Marine Corps Air Station, Cherry Point, North Carolina.

4.2.17 HEADQUARTERS, MARINE CORPS AIR STATION (MCAS)
PSC BOX 8003
CHERRY POINT, NORTH CAROLINA 28533
(252) 466-2811

4.2.17.1 TRAINING OFFICE
(252) 466-5211

The research team obtained a copy of Air Station Order P1500.12, Training Manual; MCAS Cherry Point, by R.B. Taber, dated 14 September 1977.

4.2.17.2 STATION ADJUTANT'S OFFICE, (252) 466-4054

The research team met the Station Adjutant and inquired as to the possible existence of historical records in his office. The Station Adjutant stated his office did not keep historical records relevant to our research efforts. He referred the research team to other offices at **MCAS Cherry Point**.

4.2.17.3 COMMAND HISTORIAN'S OFFICE, (252) 466-4479

The research team found and copied maps of **MCAS Cherry Point** and its associated installations and tagged for reproduction aerials of Outlying Fields and Targets under past or current jurisdiction of **MCAS Cherry Point**, which the research team later received by express mail. The research team also found and copied pertinent historical documentation on **MCAS Cherry Point** itself, its Outlying Airfields, and Target Ranges. Included among the historical materials copied are the following: Extract of Command Chronology, MCAS Cherry Point, 1

ACE000004691

January – 31 December 1992, by W.E. Bartels, dated 18 March 1993; Letter to District Engineer, Wilmington, from A.W. Blackmun, dated 7 November 1962, SUBJECT: MAW/MAYS Point Bombing Target: requirement for; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1973, by L.E. Brown, dated 27 September 1973; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1980, by F.W. Buschhaus, dated 16 September 1980; Publication entitled, "The Flying Marines, United States Marine Corps Air Station, Cherry Point, North Carolina," by Gertrude S. Carraway, dated March 1946; Letter Commandant, Fifth Naval District, dated 5 May 1945, SUBJECT: Surface Danger Areas, request for; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1978, by Thomas L. Griffin, Jr., dated 31 August 1978; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1978, by Thomas L. Griffin, Jr., dated 13 March 1979; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1979, by Thomas L. Griffin, Jr., dated 1979; Extract of Command Chronology, MCAS Cherry Point, 1 January – 31 December 1993, by David A. Jones, dated 25 March 1994; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1981, by R.A. Kuci, dated 1 October 1981; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1981, by R.A. Kuci, dated 1 March 1982; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1982, by R.A. Kuci, dated 7 September 1982; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1982, by R.A. Kuci, dated 15 March 1983; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1983, by R.A. Kuci, dated 14 September 1983; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1983, by R.A. Kuci, dated 14 March 1984; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1984, by G.H. Leach, dated 21 March 1985; Extract of Command Chronology, MCAS Cherry Point, 1 January – 31 December 1995, by A.M. Lloyd, dated 29 March 1996; Extracts from Cherry Point MAW War Diaries for 1944 and 1945; Extract from the Semi-annual Supplement to the Original History of the United States Marine Corps Air Station, Cherry Point, North Carolina, 1 July to 31 December 1951; Extract of Command Chronology, MCAS Cherry Point, 1 January – 31 December 1994, by F. McCorkle, dated 28 March 1995; Extract from Command Chronology, MCAS Cherry Point, 1 January – 30 June 1985, by James M. Mead, dated 23 September 1985; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1985, by James M. Mead, dated 20 March 1986; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1986, by James M. Mead, dated 29 September 1986; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1986, by James M. Mead, dated 18 March 1987; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1987, by James M. Mead, dated 18 September 1987; Extract from Command Chronology, MCAS Cherry Point, 1 July – 31 December 1987, by James M. Mead, dated 24 March 1988; Extract of Command Chronology, MCAS Cherry Point, 1 January – 31 December 1991, by D.A. Richwine, dated 30 March 1992; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1984, by Joseph R. Sales, dated 26 September 1984; Letter to the Natural Resources & Environmental Affairs Department, by Rudy T. Schwanda, dated 24 November 1992, SUBJECT: Historical Input to Environmental Baseline Survey for MCOLF Oak Grove; Extract of Command Chronology, MCAS Cherry Point, 1 January – 30 June 1988, by C.L. Vermilyea, dated 23 September 1988; Extract of Command Chronology, MCAS Cherry Point, 1 July – 31 December 1988, by C.L. Vermilyea, dated 28 March 1989.

ACE000004692

4.2.17.4 JOINT EXPLOSIVE ORDNANCE DETACHMENT OFFICE, (252) 466-2901

The research team reviewed files at the JEOD Office and copied documentation which included a Letter to Director of Operations (EOD), from R.D. Nelson, dated 21 September 1992, SUBJECT: Request for Explosive Ordnance Disposal Support at MCOLF Oak Grove.

4.2.17.5 SMALL ARMS MARKSMANSHIP RANGE OFFICE, (252) 466-5186

The research team consulted with the Manager of the Small Arms Marksmanship Range Office, who stated his office did not have historical documentation pertinent to the research team's efforts.

4.2.17.6 FACILITIES DEVELOPMENT OFFICE, (252) 466-4763

The research team collected an assortment of documentation and historical materials, including the following: Portions of Environmental Impact Statement, Realignment of F/A-18 Aircraft and Operational Functions from Naval Air Station Cecil Field, Florida, to other East Coast Installations, dated March 1998; and Master Plan Update, Marine Corps Air Station, Cherry Point, North Carolina, dated 1988. However, the Facilities Development Office informed the research team that the Navy took historical files from the Public Works Office on activities at the Station when responsibilities for facilities development transferred to the Marine Corps.

4.2.17.7 STATION ORDNANCE OFFICE, (252) 466-2319

The Station Ordnance Officer did not have historical files usable for the research team's efforts. He did present for our review personal paraphernalia (old pictures and letters) provided by retired individuals previously assigned to ordnance positions at **MCAS Cherry Point** between 1952 and 1953 and who recently returned for a reunion. The research team did not derive any relevant information from the personal papers.

4.2.17.8 AIR TARGETS OFFICE, (252) 466-3141

The research team obtained historical and current documentation, as well as maps, which included a current synopsis of the Outlying Airfields and Targets for **MCAS Cherry Point**; Air Station Order 3570.2L, Target Facilities and Operations Area, MCAS Cherry Point, by D.T. Savage, dated 10 July 1991; and Air Station Order P3570.2P, Target Facilities and Operation Areas, MCAS Cherry Point, dated 25 September 1998.

4.2.17.9 STATION LIBRARY, (252) 466-2552

The research team reviewed historical vertical files, which included newspaper clippings and brochures on **MCAS Cherry Point** previously published. The research team also conducted a key word search in the Library's computer files. Most of the materials reviewed had been previously found at other repositories. However, the research team did copy a few items,

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including an article from the Station's Newsletter, *The Cherry Point Windsock,* entitled "Bogue Banks Firing Range Receives New Construction," dated 2 June 1945.

4.2.17.10 ENVIRONMENTAL OFFICE, (252) 466-5376

At the Environmental Affairs Office (POC Ken Cobb), the research team reviewed and collected past Facility and Environmental Reports. Pertinent information and support documentation were collected and selected sheets of certain documents were copied for future reference from the following reports: "Cherry Point Complex Master Plan," Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia, dated September 1980; "Master Plan Update MCAS Cherry Point," North Carolina, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia, dated 1988; "Initial Assessment Study," Marine Corps Air Station, Cherry Point, North Carolina, dated March 1983, Naval Energy and Environmental Support Activity, Port Hueneme, CA 93043; Listings of all Environmental Records prepared for **MCAS Cherry Point**, which are part of the MCAS Administrative Record; "Final Environmental Impact Statement (EIS) for Establishment of the Cherry 1 and Core Military Operating Areas (MOAs)," Marine Corps Air Station, Cherry Point, dated 1987, Marine Corps Air Station Cherry Point, North Carolina; "Final Supplemental Final Environmental Impact Statement (EIS) for Establishment of the Cherry 1 and Core Military Operating Areas (MOAs)," Marine Corps Air Station, Cherry Point, dated October 1992, Marine Corps Air Station Cherry Point, North Carolina; "Draft Environmental Impact Statement, Establishment of an AV-8B Forward Training Facility at Marine Corps Outlying Field (MCOLF) Oak Grove, Jones County, N.C.," dated January 1989, Marine Corps Air Station Cherry Point, North Carolina; "Environmental Assessment, Joint Exercise, Ocean Venture 92 (OV92)," dated 19 December 1991, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia; "Environmental Assessment, Milcon Project P-075, Missile Magazine," dated 1992, Marine Corps Air Station Cherry Point, North Carolina; "Water Quality and Sediment Sampling at Four Military Target Ranges in North Carolina: Palmetto Point, Stumpy Point, Brant Island, Piney Island," dated February 1991, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia; "Phase I Archeological Investigations at Marine Corps Air Station Cherry Point, North Carolina, Final Report," dated, 18 December 1997, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia; and copies of current Lead (Bullet) Removal Projects at existing Rifle and Small arms ranges at MCAS Cherry Point.

4.2.17.11 WING G-3 OFFICE, (252) 466-3033

The research team reviewed the Command Chronologies of the 2nd Marine Air Wing (MAW) in the Operations and Training Office (G-3) of the 2nd MAW. After reviewing the aforementioned files, most of which duplicated the Command Chronologies in the Command Historian's Office, the research made copies of historical documentation, which included the following: Letter to the Commanding Officer, Marine Aircraft Group 29, by P.L. Harrington, dated 5 December 1977, SUBJECT: Post Deployment Report: submission of; Extract of Command Chronology, Squadron 261, Group 26, 2nd MAW, 1 January – 30 June 1998, by D.L. Jerothe, dated 1 July 1998; Extract of Command Chronology, Squadron 167, Group 29, 2nd MAW, 1 January – 30 June 1979, by K.H. Johnson, dated 10 July 1979; Extract of Command Chronology, Squadron

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269, Group 29, 2nd MAW, 1 January – 30 June 1998, by M.D. Mahaffey, dated 10 July 1998; Extract of Command Chronology, MCAS Cherry Point, 1 January – 31 December 1990, by M.W. Wehrung, dated 15 March 1991; Extract from Command Chronology, Squadron 167, Group 26, 2nd MAW, 1 January – 30 June 1998, by M.B. Williams, dated 1998; Extract of Command Chronology, 2nd Marine Aircraft Wing, 1 January – 30 June 1973, by Historian, 2nd MAW; and Extract from Command Chronology, 2nd Marine Air Wing, 1 July – 31 December 1976, by Historian, 2nd MAW; and *The Camp Lejeune Leathernecks*, by Gertrude S. Carraway, dated October 1946.

4.2.17.12 GIS DEPT., FACILITIES SYSTEM SERVICES OFFICE, (252) 466-4524

At the GIS Department, District representatives met with Ms. Denise L. Smith, GIS Manager. and a Contract Employee, David Noble, from Radian International, who is familiar with the **MCAS Cherry Point** GIS system. Mapping/graphics data to facilitate the timely completion of the reports were collected at this office.

4.3 SUMMARY OF INTERVIEWS

The archive search team conducted telephone and personal interviews to assist in the collection of information for this report. **Appendix D** lists interviewees. The team attempted to locate veterans of **MCAS Cherry Point** and persons with first hand knowledge with success. The interviews corroborated much of the information uncovered from historical records. Mr. Frederick T. Miller, Archivist/Historian, conducted many of the discussions summarized in this section, both over the phone and in person. Also assisting in the effort were George F. Sloan III, Project Safety Officer and Historian, and Gerald V. Schwalbe, Project Manager.

4.3.1 Director, Station Operations, **MCAS Cherry Point**

COL Darner, Director, Station Operations, requested and received an in brief on the research team's mission at **MCAS Cherry Point**. He was appreciative of the information on the research team's research project as tasked by HQ Marine Corps, and offered the assistance of his subordinate offices.

4.3.2 Operations Officer, 2nd Marine Air Wing (MAW), **MCAS Cherry Point**

At the Operations and Training Office (G-3) of the 2nd MAW, the research team perused the Command Chronologies of the 2nd MAW. During the research team's visit to this office, Master Gunnery Sergeant Jackson, NCOIC, Wing G-3, introduced COL Charles S. Patton, Wing G-3, to the research team. COL Patton stated his Air Wing's interest in the team's research effort and assured the full cooperation of his staff.

4.3.3 Adjutant, Station Operations, **MCAS Cherry Point**

CPT Holzman, Station Adjutant, and Mr. Miller discussed records management at **MCAS Cherry Point.** The research team was seeking to acquire previously published range manuals,

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training manuals, as well as training and ordnance directives issued by Headquarters, **MCAS Cherry Point**. CPT Holzman stated that, in accordance with standard records management procedures, only current publications are kept on file.

4.3.4 Range Manager, Small Arms Ranges, **MCAS Cherry Point**

Mr. Thom Cogger, who only has purview over the small arms ranges at **MCAS Cherry Point**, stated that the Marine Corps is in the process of placing "bullet traps" at the small arms ranges located near the Airfield for which his office obtained a waiver under safety regulations. Mr. Cogger had only current knowledge of the small arms ranges. When asked if he had any knowledge on other types of training, such as chemical warfare training, he noted the area, designated TA 4, for such use, and referred us through Station Operation channels to CWO 3 Hassan, who is the NBC Range OIC, 2nd MAW.

4.3.5 Director, Facilities Development, **MCAS Cherry Point**

Team researchers met with Mr. Joe Reilly, Facilities Development Office, **MCAS Cherry Point**, and sought additional information on **MCAS Cherry Point**, as a follow-up to their kick-off meeting held in late October 1998. He is one of the senior individuals at Facilities. They also met with Mr. Richard Evey, Real Estate Specialist, Facilities Development Office. **MCAS Cherry Point** controls or maintains the real estate information for many of the East Coast Marine Corps Bases. Mr. Richard Evey is an excellent contact that has been involved with real estate transactions on many East Coast sites during his Marine Corps career.

Mr. Reilly first indicated that during the early years, the Navy was in total control of Facilities Management, and that all records would be available at Norfolk or in the archives. He mentioned that targets BT-1, BT-6, and Haskens Island dated pre 1950s, and also that Maw Point and Pamlico Point were also in existence pre 1950s. Still maintained are accuracy targets at BT-11 and BT-9. (Collected at the Historical Office was a photograph of a sunken island target BT-9; and profiles of a Range drawing were already available for BT-11). His memory is that there was no formalized rifle range at Atlantic Field, but yes, they had live rifle ranges at the Outlying Fields. This was basically because these sites were camps and there was training conducted all over these fields. Some Marine Corps personnel were historically stationed at the fields. Mr. Reilly cautioned that terminology has changed for site designations. There was also ordnance storage for aircraft at three Outlying Fields, and he mentioned that old bunkers exist on Atlantic, Oak Grove and Bogue Fields. It was Reilly's recollection that at Atlantic Field, across the road in a marsh, there were targets consisting of old tanks and other vehicles (pictures were available from the Historian's Office). It was the Facilities Development's past experience that they were able to locate "just textural descriptions and no mapping". Thus, they did not have any drawings of the original (old) Outlying Fields (and were unaware of the existence of old Maps)", according to Mr. Reilly.

Mr. Richard Evey provided a base map on which was depicted the rifle range located to the S/W of the railroad; and the impact area and the EOD demolition area are marked on reference Drawing No. 980730. Once there was a skeet range located directly north of the access road with

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shooting directed towards the southeast from the firing point. There were no buildings in the area of the skeet range, according to Mr. Evey. He offered the following comments on the outlying areas base targets as follows:

1. BT Piney Island is used for Electronic Warfare System: Canals are dug there (Site is 12,452 Acres).

2. Pamlico Point is a 134-acre target, which has fence lines; and private citizens constantly want to hunt in this area. Explosives would be expected to be found from WW II, the Korean War, and possibly the Vietnam eras.

3. Maw Point Outlying Field has similar problems as at Pamlico Point, with pressures for public access for recreational purposes on the rise.

4. Brant Island no longer exists. Back in the 1950-60s time frame, hurricanes just eroded the island away. Two ships were pushed up on the ground (to serve as targets?). Mr. Evey speculated that there might be some type of electrical warfare target at this location.

5. Cat Island goes by three different names (Cat Island, BT-2, and Wood Island). Nearby businesses exist immediately on the adjacent shores. On Bogue Sound and the Intracoastal Waterway posted signs warn that dangerous HE items may exist. Nonetheless, people go immediately up to and onto the properties to pick up "shells".

6. Townsend Bombing Range, Townsend GA, Macintosh County. The Navy (Marine Corps) has leased towers. After a plane crashed on this site, the Marines bought the property. This was handled out of Beaufort; there is a MOA with the Georgia Air National Guard.

7. Rumors exist that HE remains at the Oak Grove OLF, Jones County. Apparently, according to Mr. Evey, "One can dig down below the ground surface and find most anything (Munitions used by the Marines at this site?)."

4.3.6 NCOIC, NBC Range, **MCAS Cherry Point**

Telephonic efforts through the Stations Operations Office, (specifically LTC Colley and MAJ Hinkle) were successful in identifying CWO 3 Hassan, the NBC Range NCOIC, and MAJ Paschall, Station Operations Office, Bogue Field, as Points of Contact. In response to inquiries as to the types of chemical warfare material used at the NBC Range, CWO 3 Hassan stated the NBC course at the Range included the standard military orientation to the chemical agent, CS. Based on historical documentation previously collected, it was inquired of CWO 3 Hassan as to the possibility of the chemical agent, mustard, and M1 Test Detonation Kits having been used at the NBC Range. He only had current information on the NBC Range and did not have any knowledge as to the Range's past use, but stated he would conduct his own inquiries of Marine Corps Training personnel at **MCAS Cherry Point** and check files at Station Operations. Later,

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CWO 3 Hassan reported he did not find any information as to the possible use of mustard or M1 Test Detonation Kits at **MCAS Cherry Point.**

4.3.7 Director of Air Operations, Bogue Field, **MCAS Cherry Point**

MAJ Paschall, Air Operations, Bogue Field (Marine Wing Support Squadron 271, Marine Wing Support Group 27, 2nd Marine Aircraft Wing, **MCAS Cherry Point**), furnished the following information on the history and current status of Bogue Outlying Airfield under the jurisdiction of **MCAS Cherry Point.** MAJ Paschall said he believed his office did not hold files relevant to the team's research, and also indicted the research team might wish to seek information from other personnel assigned to Bogue Field, such as Master Gunner Materna, NCOIC Airfield Operations. In fact, MAJ Paschall stated his surprise upon learning of the historical research determination that Bogue Field itself had once been used for target practice. MAJ Paschall offered referrals to two Marine HELO units (Marine Air Group (MAG) 26 and MAG 29), as well as to the Facilities Development Office. He also recommended that we might desire to contact the Marine Air Wing (MAW), G-3, COL Patton, and the Wing G-3 NCOIC, Master Gunnery Sergeant Jackson, at **MCAS Cherry Point.** Regarding two other Outlying Airfields, Atlantic and Oak Grove, MAJ Paschall stated that both airfields, though occasionally used for training purposes and billeting personnel for maintenance of targets at BT-11, are in a "custodial status." MAJ Paschall appreciated the information the research team provided about Bogue Field, specifically its use for target practice, and offered to escort the research team onto the Outlying Airfield over the upcoming weekend or sometime in the future.

4.3.8 Station Ordnance Officer, **MCAS Cherry Point**

CPT Holobinko, Station Ordnance Officer, furnished the following names and addresses of retired individuals for possible interviews to be conducted at a later date: former SGT Glenn McClimon, Jr., 142 Liberty Hill Road, Greer, SC 29651, and former Corporal George E. Estepp, 137 Tiveston Way, Lexington, KY 40517. In lieu of hard copy files, CPT Holobinko offered the institutional knowledge of one of his staff members, Mr. Joseph Robinson, who has been assigned to the Station Ordnance Office since 1980. While Mr. Robinson's assistance in recalling his own personal experiences was appreciated, additional information that enhanced the research effort was not obtained during the interview.

4.3.9 Director of Air Targets, Range Control, **MCAS Cherry Point**

The research team accompanied by Mr. Rudy Schwanda met with Mr. Tom Piner, Air Operations (Air Targets), **MCAS Cherry Point.** Mr. Piner provided pertinent information on the air targets used by **MCAS Cherry Point**, which confirmed and elaborated on information retrieved during previous research efforts at other locations. He noted the names of Cat Island and Wood Island refer to the same target area located in Bogue Sound. Team archivists/ historians noted that historical documentation and **MCAS Cherry Point** still refer to the former name, while recent nautical charts refer to the latter name. In response to an inquiry, Mr. Piner also addressed his coordination with the Range & Air Space Management Office under the Director of Planning, Headquarters, Naval Facilities Engineering Command, in Washington, DC. The research team

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expressed an interest in finding documents that provide "Ordnance Footprints" for old and new weapons systems. In response to this request, which would enhance the information provided in the "range rule" reports, Mr. Piner suggested contacting the Range Planning Office (N43) under the Chief of Naval Operations located at Crystal City adjacent to the Pentagon.

4.3.10 Command Historian, **MCAS Cherry Point**

Mr. Rudy Schwanda, Command Historian, is in the process of writing a book on the history of **MCAS Cherry Point**, and requested copies of historical documentation collected at other locations. Mr. Schwanda appreciated the research team's offer to furnish data. He stated that the research team had accumulated additional and new information about **MCAS Cherry Point** and its associated facilities, which he had not previously known.

4.3.11 Environmental Officer, **MCAS Cherry Point**

Mr. Kenneth W. Cobb, Physical Environmental Scientist, Environmental Affairs Department, serves as the POC for the research team's efforts in preparing the Archives Search and Range Identification and Preliminary Range Assessment Reports on **MCAS Cherry Point.** During initial interviews, he mentioned that there were a number of practice ranges associated with **MCAS Cherry Point** and that the Environmental Office has been collecting documents in anticipation of addressing "range rule" requirements at some future date. He had already collected a considerable amount of information, including maps, and this information would be made available to the St. Louis District. A significant amount of his historic data had been gathered from the Wilmington District Office of the Corps of Engineers, which had maintained excellent records of the training ranges located along the coast. Historic range records were maintained to assist with District operations and maintenance of the Intracoastal Waterway, according to Ken Cobb. He indicated the contact at the Wilmington CE District is Mr. David Franklin, phone: (910) 251-4952. Mr. Franklin was very helpful in assisting Mr. Cobb with tracking down all the bombing ranges. Mr. Cobb also mentioned he had a small GIS map with all the known range locations.

4.4 AIR PHOTO INTERPRETATION AND MAP ANALYSIS

4.4.1 Interpretation of Aerial Photography

Photo analysis and land use interpretation were accomplished using the following listed photography:

Site	Photo Date	Scale(1:x)	Source	Record Group
Cherry Point NAS	30 MAR 1943	40,000	ARCHIVES	373
	26 APR 1954	10,000	ARCHIVES	373
	12 NOV 1958	20,000	ASCS	N/A
	21 JAN 1964	20,000	ASCS	N/A
	22 FEB 1970	20,000	ASCS	N/A

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Site	Photo Date	Scale(1:x)	Source	Record Group
	03 JAN 1981	20,000	ASCS	N/A
	27 OCT 1988	20,000	ASCS	N/A
Atlantic Field	03 DEC 1953	20,000	ARCHIVES	145
	28 OCT 1958	20,000	ASCS	N/A
	02 FEB 1964	20,000	ASCS	N/A
	17 FEB 1971	20,000	ASCS	N/A
	07 NOV 1980	20,000	ASCS	N/A
	28 JAN 1990	20,000	ASCS	N/A
Bogue Field	11 NOV 1944	20,000	ARCHIVES	373
	02 DEC 1953	20,000	ARCHIVES	145
	01 MAY 1954	08,000	ARCHIVES	373
	12 NOV 1958	20,000	ASCS	N/A
	22 JAN 1964	20,000	ASCS	N/A
	18 FEB 1971	20,000	ASCS	N/A
	02 NOV 1980	20,000	ASCS	N/A
	08 FEB 1990	20,000	ASCS	N/A
Oak Grove Field	09 AUG 1943	40,000	ARCHIVES	373
	09 OCT 1949	24,000	ARCHIVES	145
	11 JAN 1959	20,000	ASCS	N/A
	26 JAN 1964	20,000	ASCS	N/A
	15 FEB 1971	20,000	ASCS	N/A
	16 OCT 1988	20,000	ASCS	N/A
	21 FEB 1990	20,000	ASCS	N/A
Pamlico Point Target	02 DEC 1953	20,000	ARCHIVES	145
	13 OCT 1958	20,000	ASCS	N/A
	29 JAN 1964	20,000	ASCS	N/A
	21 NOV 1970	20,000	ASCS	N/A
	15 FEB 1981	20,000	ASCS	N/A
	30 JAN 1990	20,000	ASCS	N/A
BT-9 (Brandt Island)	13 OCT 1958	20,000	SCS	N/A
	29 JAN 1964	0,000	SCS	N/A
	18 OCT 1970	20,000	ASCS	N/A
	15 FEB 1981	20,000	ASCS	N/A
Piney Island	14 MAR 1943	40,000	ARCHIVES	373
	03 DEC 1953	20,000	ARCHIVES	145
	11 NOV 1958	20,000	ASCS	N/A

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Site	Photo Date	Scale(1:x)	Source	Record Group
	14 JAN 1964	20,000	ASCS	N/A
	17 FEB 1971	20,000	ASCS	N/A
	07 NOV 1980	20,000	ASCS	N/A
	30 NOV 1990	20,000	ASCS	N/A
BT-2 (Cat Island)	30 MAR 1943	40,000	ARCHIVES	373
	11 OCT 1949	24,000	ARCHIVES	373
	11 JAN 1964	20,000	ASCS	N/A
	17 FEB 1971	20,000	ASCS	N/A
	02 NOV 1980	20,000	ASCS	N/A
	27 OCT 1988	20,000	ASCS	N/A
	08 FEB 1990	20,000	ASCS	N/A
Maw Point	13 OCT 1958	20,000	ASCS	N/A
	29 JAN 1964	20,000	ASCS	N/A
	18 OCT 1970	20,000	ASCS	N/A
	15 FEB 1981	20,000	ASCS	N/A
	30 JAN 1990	20,000	ASCS	N/A

Photography listed above covering the **MCAS Cherry Point** site and the associated outlying properties (above) was examined. Features visible on the photography and considered to be significant are shown and described on the following:

Plate	Title
5	MCAS Cherry Point 1997 Aerial Photo
6	MCAS Cherry Point 1943 Photo
16	MCALF Atlantic 1953 Photo
17	MCALF Atlantic 1997 Photo
19	MCALF Bogue 1943 Photo
20	MCALF Bogue 1997 Photo
22	MCOLF Oak Grove 1943 Photo
23	MCOLF Oak Grove 1988 Photo.
26	Piney Island Range Complex 1980 Photos
28	Piney Island Range Complex 1997 Photo
30	Miscellaneous Target Areas - 1964 Photos

Stereo photography was analyzed from hardcopy prints using pocket stereoscopes. All measurements in this analysis were made using analog instrumentation, and should be considered approximate. Confirmation of some interpreted features was made using cartographic data described in Section 4.4.2, Map Analysis. Specific frame numbers for interpreted imagery are listed below.

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MCAS Cherry Point (Plates 5 and 6)

Photo –157 – 1943
An area resembling a skeet range is visible on the north end of the base, but resolution of the photography limits accurate interpretation. The same limitations apply to the bore range on the southeast part of the airfield. The area is clear and contains a concrete pad and possible berms, but use cannot be determined. The rifle range alongside Runway 23 is visible. No berms or range-related features for pistol ranges listed on maps of the era are visible. Dirt trails show an outline of the area that becomes a pistol range in later years. It is possible that targets are set up and firing takes place without a berm or backstop. Ordnance storage is visible across Slocum Creek, to the west. Activity and outdoor storage are visible in what is now Training Area C.

Photo 30 – 1954
Three ranges are visible aside the main runway. The longest is the rifle range. Five berms with firing points are visible. The smaller ranges are a pistol range, and a familiarization range, both about the same size. A bore range is visible on the southeast end of the airfield. Ordnance storage is visible across Slocum Creek, to the west. *Coverage does not include the north end of the base.*

Photo AOK 4W-8 – 1958
A fifth berm is visible on the rifle range, 1,000-yards from the target berm. The pistol and familiarization ranges are still visible to the southwest, as is the skeet range to the northwest. To the southeast, the bore range is visible. A rectangular excavation, 50'x 80', is visible northwest (west of Runway 19). Two possible vehicles or heavy machines sit aside the excavation. Photo resolution limits interpretation of this area, which is in Training Area C. A skeet range is also visible to the north along the Neuse River, on the north end of the golf course. On the south side of Runway 32, two Quonset-hut type buildings are visible in the NBC training area. One may be the gas house.

Photo 57-16 – 1959
The bore range is visible alongside Runway 32, on the southeastern end of the airfield. Small objects resembling the signature of a skeet range sit on the northwest corner of the firing area. Resolution inhibits a precise analysis of the area. The rifle range aside Runway 23 is visible, with four firing-point berms. Two smaller ranges are visible to the immediate southwest of the rifle range. A skeet range is visible to the immediate northwest of the rifle range. Ordnance storage is still visible across Slocum Creek. Mounded material and disturbed soil are visible within the Training Area C, discussed above. A rectangular object the size of a vehicle is visible in the vicinity. Two Quonset-hut type buildings are visible in the NBC training area. One may be the gas house. *1959 imagery does not cover the extreme northwest portion of the base.*

Photo 3EE-64 – 1964
The rifle, familiarization, and pistol ranges aside Runway 23 remain the same as in previous dates. The south firing berm is still visible. The area containing the north skeet range has been allowed to revegetate – the range is not visible. Excavation in Area C discussed in 1958/59 appears graded, but the soil is still uneven in texture. A small open area on the northeast area of

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the base shows excavations and trenches similar to those of an EOD area. Photo resolution prohibits further definition of the area. A smaller rectangular building replaces one of the Quonset huts in the NBC training area. The area is well cleared, and appears fenced. A smaller storage-type structure is visible to the northwest of the small rectangular building. Scars from earlier training are visible in Combat Training Area F. Ordnance storage area remains virtually unchanged.

Photo 1ll-96 – 1970
The north skeet range does not appear active. Small objects in the area are interpreted as vegetation. Another possible skeet range is seen north of the north taxiway former Runway 19. Small objects resemble the signature of such a range, but photo-resolution inhibits accurate assessment of the site. The Training Area C site shows signs of grading and possible material disposal, seen as mounded material along the north end. The Runway 32 bore range does not show any signs of recent activity. A small stand of trees grows near the target berm on this site. North of runway 23, activity consistent with an EOD area is visible. A semi-circular shaped berm is visible, along with dark areas interpreted as burnt ground. Activity is visible on this site. A well-worn trail leads to a creek near the site. Range complex aside Runway 23 remains unchanged, save for the removal of the nearby skeet range. A small aircraft is an addition to NBC training area to the south. Aircraft sits near the site of the former small storage building, hence removed. A small rectangular cleared area is visible in Combat Training Area F.

Photo 179-6 – 1981
Well-worn trails are visible in the Training Area C, which has begun to revegetate. Runway 23 range complex remains largely unchanged. The skeet range north of Runway 19 is plainly visible, as is the EOD area, which still shows signs of activity. The Runway 32 bore range does not appear active and has revegetated. Gas house building in NBC area still visible.

Photo 1388-132 – 1988
Bore range off Runway 32 has been converted into a hardstand. Berm area has revegetated. Gas house in NBC area still visible. Skeet range north of Runway 19, Runway 23 range complex, and EOD area remain relatively unchanged. Ordnance storage is still visible to the west.

MCALF Atlantic Field (Plates 16 and 17)

Photo 6L-114 – 1953
A firing butt is visible on the west end of Runway 28. The pad used for aircraft parking has revegetated from its period of earlier use. Many structures in the cantonment area have been razed. Three igloos are visible in the ordnance storage area. Rocket Range No. 2 is visible as a 200'-diameter circle, 2,500' north of Runway 19/1. The marshy nature of the surface obscures any evidence of cratering. Two spotting towers are visible to the south of the target, along a gravel road.

Photo 1W-50 – 1958
Firing butt for the harmonizing range still visible. Outdoor storage on the southwest end of the airfield shows small, linear items stacked on palettes. Three igloos are still visible. Rocket range

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target is obscured by vegetation, which may be growing in craters resultant from the bombing. Spotting towers still visible.

Photo 7EE-5 – 1964
Both ranges remain largely the same as in the 1950's. Outdoor storage is not visible on southwest runway. Igloos are still visible.

Photo 2MM-40 – 1971
The harmonizing range does not appear active. Five aircraft are visible 2,500' to the north of Runway 1/19, along a flight path to rocket range target. Target is still covered by vegetation. Observation towers are still visible.

Photo 178-136 – 1980
Two of three igloos are visible in the ordnance storage area. The location of the third is obscured by vegetation. Harmonizing range firing butt is still visible, but inactive. Parked aircraft to north along target flightline not visible. Rocket range revegetates, and does not show evidence of cratering. Spotting towers still visible.

Photo 388-258 – 1990
Base remains largely the same as during the 1980's. Vegetation obscures igloos in ordnance storage area.

MCALF Bogue Field (Plates 19 and 20)

Photo 136 – 1944
A skeet range is visible west of Runway 270, on the west end of the base. A probable training area is shown between Runways 5 and 9. Structures and vehicle tracks are visible in this area. Ordnance storage is visible immediately east of Runway 36 as at least four earthen bunkers and one storage building. Another possible training area is visible on the eastern end of the base. Numerous small structures and vehicle tracks are visible.

Photo 4L 194 – 1953
A bombing target consisting of a 300' bull's-eye is visible to the northeast of the base. No cratering is evident. The eastern training area appears unused. The skeet range is not visible. Bunkers are still visible in the ordnance storage area. A berm on the northwest end of base may have use as a pistol range. Much of the cantonment area has been removed.

Photo 32 – 1954
The bunkers in the ordnance storage bunkers area are visible. Ground scars are visible in training area to east. Remnants of the 300' bombing target are still visible. No cratering is evident. *Photo coverage does not include the west side of the base.*

Photo 4W-153 -- 1958
Remnants of the bombing target are visible as three concentric circles. A line of depressions resembling craters is visible west of the target. Earthen bunkers and storage building in ordnance

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storage area are still visible. The possible pistol range appears to revegetate, but may still be usable.

Photo EE-103 – 1964
Much of the former cantonment area has undergone revegetation. The western end of Runway 27 is being used for outdoor storage of large crates. Bunkers still stand in the ordnance storage area, but appear unused. Remnants of the bombing circle are not visible on the photograhy. The area described as a possible pistol range is still visible.

Photo 3MM-165 – 1971
The airfield is active. New structures appear in the former ordnance storage area. Earthen bunkers have not been removed. The west end of Runway 27 is still being used for outdoor storage. A dump is visible on the north end of base, east of the main gate. Mounded material such as dumped from a truck is visible throughout the area.

Photo 178-26 – 1980
At least one igloo appears to be active. Vegetation obscures the rest, which may not be in use. Non-storage structures are still visible in the former ordnance storage area. New hangars and maintenance facilities are also visible.

Photo 3888-91 – 1990
Two igloos are visible in the former ordnance storage area. One other possible igloo is obscured by vegetation. The base remains largely the same as in the 1980's.

MCOLF Oak Grove (Plates 22 and 23)

Photo 41 – 1943
The field is active. Parked aircraft are visible on the apron. Ordnance storage appears under construction, but photo scale limits delineation of any storage structures (none of the magazines are visible). A structure is visible where the ordnance stores and workshop are supposed to be located.

Photo 5F-15 – 1949
An igloo is visible in the ordnance storage area northwest of the Runway 5/Runway 9 intersection. The structure is in an area labeled "inert storage" on maps. About 500' south of this location is a structure resembling a berm or backstop. Firing positions are not visible, leading to the possibility that this is a construction berm. Immediately west of the possible pistol range is a possible dump. A trail breaks off the road leading to the ordnance storage area to an area where the surface has been disturbed. This area was cleared, but not disturbed, in 1943. No visible signs of disposal confirm that this is positively a dump. A mound of material resembling an igloo is visible about 400' from the west end of Runway 23/5. The material is at the end of a wide ground scar, and may be composed entirely of soil, though it should be noted that this area does become the ordnance storage area in later years. A bull's-eye has been painted on the intersection of Runway 9 and Runway 18/36. The bull's-eye may have been used for "dry"

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practice bombing runs. Rectangular cleared area southwest of base may house a berm. While this area resembles a pistol range, no firing positions are apparent.

Photo 6W-147 – 1959
By 1959, the runways are labeled "CLOSED". A possible pistol range is visible 1,200' northwest of the Runway 5 – 9 intersection. Vegetation obscures any remaining storage structures. A berm is visible along the long axis of the above-mentioned rectangular cleared area, southwest of the airfield. Firing positions are still apparent.

Photo 5EE-151 – 1964
The runways appear open. Area that once contained pistol range does not appear active. Vegetation obscures the magazine area except for the area around the high explosive magazine, which appears clear of structures. Vegetation obscures most of possible rifle/pistol range to southwest, but berm is still visible.

Photo MM-11 – 1971
Runway 9 is labeled "CLOSED". The base appears inactive. Vegetation obscures a majority of the magazine area, and no igloos are visible in the clearings.

Photo 378-35 – 1980
The airfield appears open again. New structures are visible. Outdoor storage is visible on the tarmac. Ordnance area still obscured by vegetation.

Photo 988-17 – 1988
The southwestern end of the airfield is being cleared of trees. Bare, graded soil is visible. The disturbance does not appear to be disposal-related.

Photo 3888-177 – 1990
The airfield remains largely the same as in the late 80's.

BT-9, Brandt Island Shoal (Plate 30)

Analysis of imagery covering the target area did not find any features related to military use of Bomb Target 9.

Pamlico Pt. Bomb Target (Plate 30)

Photo 5L-200 – 1953
The swampy nature of the terrain obscures any evidence of military use. No visible targets exist on the point.

Photo 1W-15 – 1958
Nothing of military significance is visible on the photography. A pair of linear features that cross the island are probably trails made by vehicles.

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Photo 1EE-120 – 1964
The swampy nature of the terrain obscures any evidence of military use. No visible targets exist on the point.

Photo 2MM-11 – 1970
More vegetation is present, obscuring anything that might be related to military use.

Photo 178-4 – 1981
Nothing related to military use is visible.

Photo 3788-248 – 1990
Nothing related to military use is visible.

Piney Island Range Complex (BT-4, BT-11) (Plates 26 and 28)

Photo 66-45 – 1943
Photo coverage does not include the north third of Piney Island (or any of Raccoon Island). No features related to military use are visible on the southern 2/3 of Piney Island.

Photo 6L 63 – 1953
Raccoon Island shows no evidence of military operations. Circular patches of vegetation are interpreted as naturally occurring phenomenon.

Photo 6L-23
Piney Island shows no evidence of military operations on land. A white barge is visible in southern end of Rattan Bay, in the proximity of a target marked barge on ancillary data.

Photo 2W-79 – 1958
No targets have been placed on land. The barge target is still visible in Rattan Bay. A tower or platform is visible in Jacks Bay. No determination can be made as to the tower's origin. Two white barges are visible in the bay south of Raccoon Island.

Photo 2EE-94 – 1964
Area remains the same as in late 50's.

Photo 2MM-99 -- 1971
A concrete pad and an observation tower are visible in the north end of Piney Island, facing Raccoon Island. Small objects resembling boats are visible in the area. Jeep trails radiate south and west from this site. No barges are visible in the vicinity of Raccoon Island. The barge is still visible in Rattan Bay. Construction is visible in Jacks Bay. A pier structure, a tower and a floating crane are visible in the area. Concentric circle outlines are visible in an area labeled "helicopter pad" on ancillary data.

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Photo 2MM-96
The 800' bull's-eye target has been recently constructed. No cratering is visible. The 500' bull's-eye is under construction. A crane is on the site. Construction is visible throughout the island, but no other land targets are visible.

Photo 178-116 – 1980
The tower facing Raccoon Island is still visible. No evidence supports recent (to 1980) use of that facility.

Photo 118
500' and 800' bull's-eye targets are visible, along with the simulated airstrip target. A small rectangular structure sits in the middle of each bull's-eye. Two strafing targets are visible, immediately southwest of the 500' bull's-eye. The network of roads and canals that service the island has been laid. Facilities are still visible at Jacks Bay.

Photo 3788-256 – 1990
Both bull's-eye targets and associated strafing ranges are visible. Oval-shaped depressions near the 800' bull's-eye may be craters. The depressions form a rough line along a possible flight line to the bull's-eye. Two boats in the water may be barge and PT boat targets. The Simulated Convoy Target is visible as a linear series of many light-toned rectangular features. To the south, the Simulated Airstrip-Moving Target is visible, along with Simulated Tank Farm and associated towers. The marshy nature of the terrain obscures any cratering in these areas. Trails lead south from Tower 2 to a sparsely wooded area. Use of these trails is unknown. Debris east of the Simulated Airstrip Target may be remnants of the simulated Surface-to-Air Missile (SAM) site. A narrow jeep trail runs from Tower 3 to this area. Cratering is not evident in this area either. Numerous facilities are visible in the Jacks Bay area. A helicopter pad is included in these facilities.

Maw Point Bomb Target (Plate 30)

Photo 5L-128 – 1953
A series of white points in a rough circle define the target, which is located on the southeast side of the point. The target appears roughly 100' in diameter. A linear series of white points shows the flightline to the target. Cratering is not visible on this imagery.

Photo 1W-32 – 1958
Neither the target nor any cratering is visible on the point.

Photo 1EE-139 – 1964
Another target is visible, this one a 200' concentric-circle bull's-eye. The target is on the northeastern quarter of the point. The area appears irregular. If this is due to cratering, this suggests recent use in this marshy environment.

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Photo 178-95 – 1981
The target area still appears irregular. No determination can be made from the imagery as to whether these irregularities are caused by cratering.

Cat Island, BT-2 (Plate 30)

Some dates of photography did not entirely cover Cat Island. The island does not appear cratered at any time. No features related to military use were visible on any of the photography covering the Bomb Target 2 area. The island remains relatively unchanged from the 40's to the present.

Terrain at the site is relatively flat as would be expected in a coastal area. Much of the area is forested. Small lakes and rivers are other hydrographic features of the area included with the Atlantic Ocean. Agriculture is a major use for cleared areas. Major roads and rail plus other lines of communication service the area. Numerous small towns are visible in the area.

4.4.2 Map Analysis

The site was analyzed using the following USGS 7.5 minute quadrangle maps:

Trenton, N.C. (1982)
Swansboro, N.C. (1994)
South River, N.C. (1949); photorevised 1983
Salter Path, N.C. (1994)
Pollocksville, N.C. (1994)
Point of Marsh, N.C. (1949); photorevised 1983
Pamlico Point, N.C. (1951)
Lowland, N.C. (1950); photorevised 1983
Long Bay, N.C. (1949); photorevised 1983
Little Fishing Point , N.C. (1951); photorevised 1974
Jones Bay, N.C. (1950); photorevised 1993
Havelock, N.C. (1994)
Cherry Point, N.C. (1994)Broad Creek, N.C. (1951); photorevised 1971
Atlantic, N.C. (1949)

Maps listed in **Appendix G** were also used in this study.

Review of the above-cited map sheet(s) confirms general descriptions found in paragraph 4.4.1 above. The maps were also useful in locating boundaries and identifying features on the photography.

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5.0 REAL ESTATE

5.1 DoD (MARINE CORPS) OWNERSHIP

5.1.1 **U.S. Marine Corps Air Station Cherry Point**, North Carolina

According to information available from either the **MCAS Cherry Point** Public Works Department or the GIS Department, Facilities System Service Office, the main station area currently encompasses 11,569.17 acres, including the Slocum Village and Fort Macon Village areas. Under permit there exists off the main station an additional 141.48 acres that are used for various purposes, including timber cutting for avigation purposes, relocation of radio ranges, and the Shore Patrol Headquarters.

5.1.2 Offsite Facilities and Targets

5.1.2.1 Marine Corps Outlying Landing Field, Atlantic, North Carolina

Outlying Landing Field, Atlantic currently encompasses 1,473.32 acres, consisting of 1,469.32 acres acquired in fee by Condemnation Civil No. 99, dated 3 December 1942, plus a 4.0 acre Highway Easement purchased 11 August 1942.

5.1.2.2 Marine Corps Outlying Landing Field, Bogue, North Carolina

Outlying Landing Field, Bogue currently encompasses 837.32 acres, consisting of 573.16 acres acquired in fee by Condemnation Civil No. 100, dated 8 December 1942, and 264.16 acres acquired in fee by Condemnation Civil No. 117, dated 9 June 1943.

5.1.2.3 Marine Corps Outlying Landing Field, Oak Grove, North Carolina

Outlying Landing Field, Oak Grove currently encompasses 976.46 acres acquired in fee by Condemnation Civil No. 104, dated 10 April 1943.

5.1.2.4 Target Areas

MCAS Cherry Point currently has management and scheduling control of over approximately 12,672.06 acres of target areas (4 Targets) under its ownership. The Pamlico Point Target consists of 134 acres acquired by condemnation Civil No. 442 (Parcel No. 1), dated 22 March 1956. The Maw Point Target consists of 62 acres acquired by condemnation Civil No. 442 (Parcel No.2), dated 22 March 1956. The Cat Island Target consists of 12 acres acquired by condemnation Civil No. 442 (Parcel No.3), dated 22 March 1956. The Point of Marsh Target Area (BT-11 complex) consists of 12,460 acres acquired by Condemnation Civil No. 442, Parcel No. 356, dated 9 May 1952, and 8.0 acres Coast Guard tract inadvertently included within Parcel No. 356 and later transferred to the Navy on 31 Oct 1956. In addition, under operational control of **MCAS Cherry Point**, the BT-9 bombing target area is located 95 miles south of NAS Oceana on Brant Island Shoal in Pamlico Sound. This range was once the 21-acre Brant Island,

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which originally dates back to the WW II era, and was controlled under a WW II lease. After the original lease had lapsed, the island was later leased again under NOy(R)-45791 in 1951 from a private owner. This target now includes a danger zone of three miles radius centered at 35° 12' 12" N and 76° 26' 36" W on the south side of Brant Island Shoal.

5.2 HISTORIC DoD OWNERSHIP

5.2.1. The history of the land acquisitions, which leads up to the present **MCAS Cherry Point** and its associated offsite landing fields and target areas, breaks itself into the following periods:

a. World War II era
b. Pre to Post Korean War era (1950's)
c. Real Estate Transactions from 1960 through Present

5.2.2 Original Development during WW II

Historically, in April 1941, the Public Works Department, Naval Operating Base at Norfolk, Virginia, proposed establishment of a Marine Aviation Base on the south side of the Neuse River in the vicinity of Cherry Point, North Carolina. The Secretary of the Navy approved the establishment on 15 April 1941; and subsequently the Congress passed H.R. 5166, authorizing the development. After reviews and approvals by the Chief of the Bureau of Aeronautics and site approval by the Secretary of the Navy during July 1941, the Navy Bureau of Yards and Docks commenced with actions leading to the acquisition of approximately 8,046.8 acres. The Department of the Navy acquired 7,582.2 acres of land through a Declaration of Taking, filed on 26 September 1941, with the valid title granted to the United States on 1 October 1941 (Condemnation Civil No. 63). By transfer, the Navy also acquired 464.6 acres of land owned from the United States Department of Agriculture (Tracts 62C, 52, 109, & 291). An additional 832.9 acres were acquired in March 1942 with valid title to the United States on 25 June 1942 (Condemnation Civil No. 81). Later, effective on 11 May 1944, an additional 2,054.6 acres of United States land were transferred by the Department of Agriculture (Tracts 1, 2, 8, & 9). A small tract of land (38.8 acres) purchased 7 May 1943 completed the initial acquisition of land for the **Marine Aviation Base, Cherry Point** (10,973.1 total acres by the end of 1943). For the Fort Macon residential area, Civil No. 127, filed 13 April 1944, added 98.89 acres (less a 4.11-acre school site), along with transfers of 63.22 acres from the National Housing Authority during 1943. Therefore by the end of 1944, the **Marine Aviation Base, Cherry Point** (including the Fort Macon area) was comprised of 11,131.1 acres.

MCAS Cherry Point was commissioned on 20 May 1942 with eleven North Carolina auxiliary fields initially established under the Air Station: Atlantic, Bogue, Oak Grove (Pollocksville), Camp Lejeune (New River), Kinston, Congaree, Beaufort, Greenville, New Bern, Washington, Wilson, and later Camp Davis (**Plate 2**). Additionally, two fields, one in Newport, Arkansas, and the other in Eagle Mountain Lake, Texas, and from early December 1944 to March 1945, the airfield at Edenton, NC were also subordinate to **MCAS Cherry Point**. In support of operations, the Air Station acquired several bomb targets (BT-) and rocket range (RR-) targets, in addition to

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various over water gunnery ranges. With the conclusion of WW II, control of certain associated outlying airfields and target properties were transferred from the Navy to the former owners, through the cancellation of leases.

MCOLF Atlantic: On 1 May 1942, the Bureau of Yards and Docks had gained permission for an auxiliary airfield at Atlantic, North Carolina; and the original airfield construction was completed on 3 October 1942. Atlantic Field was one of the first three Outlying Fields to be completed and was commissioned on 16 August 1943. On 1 February 1946, the field was reduced to caretaker status, and the field was inactivated on 21 May 1946 with instructions given for disposal of these non-permanent facilities. In 1949, a rocket range (RR-2) was constructed on the airfield. The 1,473.32-acre Outlying Field Atlantic, NC is still active today and currently used to house range personnel and units deployed for training (**Plates 1 and 3**).

MCOLF Bogue: The Commandant, Fifth Naval District, recommended on 24 May 1942 that Bogue Sound consisting of approximately 573.16 acres should be taken over immediately under the Second War Powers Act. By July 1942, the recommendation for the acquisition of an auxiliary air field at Bogue Sound had been approved, and the original facilities were completed by 1 October 1942. Bogue Field was another of the first three Outlying Fields to be completed and was designated as an Auxiliary Air Facility on 16 August 1943. Condemnation Civil No. 117, dated 9 June 1943, increased Bogue Field to 837.32 acres. Bogue was deactivated and reclassified as an Outlying Field in 1946, and on 15 May 1947, this field officially was placed in inactive status. In 1949, a practice bomb target, Bogue Sound Area No. 2, was sited on this auxiliary airfield property (**Plates 1 and 3**).

MCOLF Oak Grove: BuDocks with the approval of the Secretary of Navy gave authorization for the development of Oak Grove on 19 November 1942. It was the third of the first three Outlying Fields to be completed, was designated as an Auxiliary Air Facility on 16 August 1942, and then opened in September 1943. The original acreage for this field of 976.46 acres remains under the ownership and control of **MCAS Cherry Point** (**Plates 1 and 3**).

Original Bombing Targets and Rocket Ranges: During the WW II era several bombing targets and rocket ranges were associated with the **MCAS Cherry Point**. Acquisition of these target sites was by lease from private ownership. These sites, which for the most part were transferred back to the original owners after war hostilities, are shown on **Plate 24** and briefly described as follows:

BT-1 Hog Island Bomb Target: (point 2,090 yards 54° true from Hog Island Point Lighthouse, danger area of 3,000 yards radius; later moved to 1,785 yards on a azimuth of 43°, danger area radius of 2,000 yards; maximum published danger zone 3-mile radius).

BT-2 Cat Island: (point centered 550 yards on an azimuth of 28° 30' from Cat Island, danger area of 3,000 yard radius; later modified to approximate center of Cat Island, danger area radius of 2,000 yards; maximum published danger zone 3-mile radius).

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BT-3 Neuse River Bomb Target: (point centered approximately 1,145 yards on an azimuth of 55° from Clubfoot Creek Light, danger area of 3,000 yards radius).

BT-4 Raccoon Key: (point on the northeast shore of Raccoon Key bearing 6,250 yards 136° True from Point of Marsh Light, danger area of 3,000 yards radius; later designated BT-9, danger area of 1,000-foot radius around the key).

BT-5 Bear Island Bomb Target [includes Rocket Range (RR) -1 and Strafing Target (ST) -2]: (3 miles by 6 miles rectangle restricted area included all the navigable waters between Bear Creek and Onslow Beach Bridge on the eastern shore of the Camp Lejeune Reservation; later Brown Island Bomb Target, an active target under MCB Camp Lejeune).

BT-6 Harker's Island Bomb Target, a.k.a. Crainey Island Bomb Target: (located in the waters of the Eastmouth Bay in Core Sound, between the eastward marsh and Shell Point on Harker's Island, danger area of 1,000 yards radius; later listed as BT-2).

BT-7 Great Island High Altitude Bomb Target: (a point on Great Island and bearing approximately 4,030 yards 130° True from Swan Quarter Narrows Light, danger area of 3,000 yards radius).

BT-8 Washington Island Bomb Target, a.k.a. Fork Point Island: (located in the waters of Pamlico River at a point bearing approximately 970 yards 03° 30' True from McWilliam Point Light, danger area of 1,000 yards radius).

BT-9 Brant Island: (located in the waters of Pamlico Sound in the approximate center of 21-acre Brant Island, danger area of 3,000 yards radius; in early 1950's again leased from a private own owner, danger area having a radius of 3 miles established; and later referred to as Brant Island Shoal after the island was bombed out of existence).

BT-10 Bayview Marsh Bomb Target: (located in the waters of Pamlico River, an area of 125 acres in Bayview Marsh with the center point bearing approximately 1,700 yards 354° 30' True from Rumley Marsh Light, danger area of 1,000 yards radius).

Bogue Sound Rectangular Bomb and Rocket Target (RR-2), a.k.a. Free Gunnery Range, Bogue Banks: (a gunnery range in Carteret County consisted of 12' by 12' floating structure located 2,290 yards at 262° true from Rock Point Spire, used in air-to-ground training and by machine gunners in ground-to-air firing, referred to as BT-11 and RR-2. By 1947 this naval air target site was inactive, but available for use under field conditions).

Dover Marsh Bomb Target: (125 acres of Dover Marsh at 35° 13' N, 77° 28' W proposed as a bombing target for training use by the Auxiliary Air Field, Kinston).

Arthur Marsh Bomb Target: (125 acres of Arthur Marsh at 35° 35' N, 77° 33' W proposed as a bombing target for use by the Auxiliary Air Field, Greenville).

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5.2.3 Pre to Post Korean War Era (1950's)

At the main **MCAS Cherry Point,** the Runway 32 extension required the acquisition of an additional 243.55 acres (204.93 acres Condemnation Civil No. 324, dated 13 Aug 1951, and 37.62 acres transfer from Agricultural Department, dated 13 Oct 1953). Also during the 1950's auxiliary fields were developed at Wilmington, NC and Beaufort, SC., resulting in **MCAS Cherry Point,** by 1955, having operational control of the following satellite fields: Marine Corps Auxiliary Landing Field (MCALF) Beaufort, MCALF Parris Island, MCALF Wilmington, Marine Corps Outlying Landing Field (MCOLF) Bogue, MCOLF Camp Davis, MCOLF Oak Grove, and MCOLF Atlantic.

MCOLF Atlantic: Since 1949, when the rocket range was constructed on the airfield, the property has been used to house range personnel and units deployed for training. Additional Real Estate acquisitions for the airfield have not occurred since the WW II era.

MCOLF Bogue: After the 1949 siting of Bogue Sound Area No. 2 practice bomb target on MCOLF Bogue, the base continued in use as a field-training site throughout the 1950's. The danger area for the target was originally a 3 mile radius centered on 34° 42' 00" N, 77° 01' 00" W; later the danger area zone radius was reduced to 2,000 yards. Additional Real Estate has not been procured since the WW II era.

MCOLF Oak Grove: This field was inactivated on 15 June 1947, and from 1947 to 1963 only sporadic activities occurred at this field. By the mid-1950's, the airfield at Oak Grove, along with the Camp Davis airfield, was assigned to New River as Helicopter Outlying Fields (HOLF). No additional Real Estate was procured since the original acquisition in 1943.

MCOLF Camp Davis, a.k.a. HOLF Camp Davis: Camp Davis Airfield, which was originally an Army Airfield established to support anti-aircraft training, was closed and then disposed of at the end of WW II. On 4 June 1956, the Navy leased 955 acres of the old Camp Davis (the airfield area) from International Paper Company, and established the area as a subordinate or outlying field for MCAS New River. MCOLF Camp Davis was used in a manner similar to HOLF Oak Grove. MCB Camp Lejeune recently permanently acquired this and other land as part of the base expansion. MCOLF Camp Davis site is addressed by separate reports covering MCB Camp Lejeune.

MCALF Beaufort, SC: During the 1950's, an auxiliary landing field assigned to **MCAS Cherry Point** was established at Beaufort, SC. Separate Archive Search and Range Identification and Preliminary Assessment Reports specifically address this station.

MCALF Parris Island, SC: During the 1950's, an auxiliary landing field assigned to **MCAS Cherry Point** was established at Parris Island, SC. Separate Archive Search and Range Identification and Preliminary Assessment Reports specifically address this station.

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MCALF Wilmington, NC: Acquired in June 1954, MCALF Wilmington was situated on 148.98 acres of the former Army Air Corps Bluethenthel Field. **MCAS Cherry Point** also had an agreement to utilize an additional 1,141.33 acres of the Bluethenthel commercial airport from the county. Prior to 1951, the federal government had contributed to airport development by contributing land, improvements, and appurtenances to the County. Later, in 1954, the government contributed another approximately $2,500,000 for widening and overlaying existing runways, installing and relocating taxiways, other facility improvements, and acquiring an additional 150 acres for the runway extension. These actions accommodated the training of flight personnel out of **MCAS Cherry Point**, during a period when the facilities at the main air station were especially congested. Today, the site remains a commercial airport.

Bombing Targets and Rocket Ranges: During the 1950's, air training was conducted on the following **MCAS Cherry Point** targets and ranges (**Plate 24**).

Pamlico Point Target: In 1951, under lease NOy(R)-46031, a Bombing and Rocket Target was established at 35° 18'45" N, 76° 29' 15" W. The danger area was a circle one mile in diameter about the point. Condemnation Civil No. 442, Parcel No. 1, dated 22 March 1956, sought control over the 134 acres, but the case for condemnation did not go to court until 1963. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

Maw Point: In 1951, under lease NOy(R)-45993, a Bombing and Rocket Target was established at 35° 09'08" N, 76° 32'23" W. The danger area was a circle 1,000 yards in diameter about the point. Condemnation Civil No. 442, Parcel No. 2, dated 22 March 1956, sought control over the 62 acres, but the case for condemnation did not go to court until 1963. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

Cat Island Target: The 12-acre Cat Island Target property (approximate center established at 34° 41' 12" N, 76° 57'06" W) was initially acquired under lease NOy(R)-47263. In 1955, **MCAS Cherry Point** proposed acquiring Cat Island by purchase of the formerly leased land, and by Condemnation Civil No. 242, Parcel No. 3, dated 22 March 1956, acquired the property. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

Point of Marsh Target Area/Piney Island Complex (BT-11): The BT-11 Complex consists of 12,460 acres acquired by Condemnation Civil No. 442, Parcel No. 356, dated 9 May 1952, and 8.0 acres Coast Guard tract inadvertently included within Parcel No. 356 and later transferred to the Navy on 31 Oct 1956. The BT-11 target is in the southern portion of Pamlico Sound, near the mouth of the Neuse River, in Carteret County, North Carolina. Known as the Point of Marsh Target Area, this area includes Raccoon Key, and encompasses all of Piney Island to include Rattan Bay and parts of Cedar Bay (**Plates 1 and 27**). In the 1950's the target complex included the abandoned WW II era target BT-4 (renumbered BT-9 by 1950) on Raccoon Key; BT-10 in Rattan Bay, later referred to as BT-11; RR-3 or BT-3 at Point of Marsh; BT-6 Newstump Point; BT-7 Jack Bay Point; and BT-8 near Mulberry Point (**Plate 25**).

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Brandt Island or Brandt Island Shoal BT-9: The 21-acre Brant Island Target was leased under NOy(R)-45791, dated 7 April 1951, from a private owner (W.S. Morse). The island target (35° 12'46" N, 76° 26'40" W being in the approximate center of Brant Island) was used for HE bombs with a danger area having a radius of 3 miles established. Later BT-9 is referred to as Brant Island Shoal after the island was bombed out of existence. Utilization of the area is based on submerged land "use-agreement" with the State of North Carolina (**Plates 1 and 24**).

5.2.4 Real Estate Actions from 1960 through the Present

Since the runway expansion, **MCAS Cherry Point** has undergone only minor land additions to the air station area to meet increased needs for housing. The main station now comprises an area of approximately 11,570 (11,710 acres, including offsite permits) acres. Outlying Fields at Atlantic, Oak Grove, and Bogue occupy the same real estate as originally acquired by the Navy. Atlantic Field has and continues to be used to house range personnel and units deployed for training. In 1963, this Oak Grove field was designated a HOLF and placed under MCAF New River for operational use. In 1961, Bogue Field was used for the first Short Airfield for Tactical Support (SATS) program and in 1962 the Chief of Naval Operations requested that Bogue be designated as a Marine Corps Auxiliary Land Field (MCALF). The base was again inactivated and placed in caretaker status in 1965, with the shipment of the SATS equipment to Vietnam. The base was again reactivated in mid 1966 as a SATS training facility.

In addition to the outlying airfields located at Oak Grove, Atlantic, and Bogue, the station still owns the ranges at Piney Island (Point of Marsh), Brant Island, Maw Point, Pamlico Point, and Cat Island. One other associated range (known as Bear or Brown Island Bomb Target) is located within the boundary of MCB Camp Lejeune.

BT-11 (Piney Island/Point of Marsh) remains an active manned multi-purpose target complex under the operational control of **MCAS Cherry Point**. There have not been subsequent property transactions associated with BT-11 since 1956. Per the 1966 Air Station Order P3125.1E, the range area is approximately 12,500 acres with the complex center designated at 35° 01'N and 76° 28'W. This 1966 Air Station Order also identified BT-9, Brant Island Shoal, as consisting of a grounded Landing Ship - Tank (LST) for a target. By this date, the landmass of the island no longer existed. BT-9 is currently a scheduled, unmanned/scored target that is continuously available with scheduling through **MCAS Cherry Point** and includes a circular area that is centered at 35° 12' 12" N and 76° 26'36" W on the south side of Brant Island Shoal extending for a radius of three miles. Marine Air Electronic Warfare Range (MAEWR) threat emitters are located at MCOLF Atlantic and Piney Island Range Complex (BT-11).

5.3 POTENTIAL DoD OWNERSHIP

Archival research has identified several properties under previous military ownership or control that historically were associated with **MCAS Cherry Point**, and which are not addressed in detail within this report. **Plates 2 and 24** identify several of the properties and/or parcels of land, each of which has already or will be addressed under the Defense Environmental Restoration Program (DERP), Formerly Utilized Defense Site (FUDS) Program

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5.4 SIGNIFICANT PAST OWWNERSHIP OTHER THAN DoD

The archival research did not reveal any significant past non-DoD land ownership, related to ordnance or explosives, including Chemical Warfare Materials, of the properties that now comprise **MCAS Cherry Point.**

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6.0 SITE INSPECTION

6.1 GENERAL PROCEDURES AND SCOPE

An ASR site inspection is limited in scope to a visual, non-intrusive inspection of the areas of the site identified as having an OE and CWM hazard potential. This potential is based on an analysis of the collected information. Prior to the inspection, the Archive Search team determines which areas of the site to investigate. The team follows a site safety and health plan (SSHP) prohibiting digging or handling of potential OE and CWM. The SSHP defines standard operating procedures to ensure safety and prevent accidents.

6.2 SITE INSPECTION SYNOPSIS

The ASR team concluded that a visual inspection would result in no additional information.

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7.0 RANGE SUMMARY

7.1 RANGE IDENTIFICATION/PRELIMINARY RANGE ASSESSMENT

The review of the historical information presented in Section 4.1 of this report indicates that the **Marine Corps Air Station, Cherry Point** and most associated military training sites have been in use since 1942 (WW II era). The outlying airfields located at Oak Grove (Pollocksville), Atlantic, and Bogue (**Plate 3**) are still under Navy (Marine Corps) ownership with facility management under **MCAS Cherry Point**. The air station also maintains operation control of the Camp Davis Airfield and New River Air Station, both located on Marine Corps Base (MCB) Camp Lejeune (**Plate 2**). With reference to **Plate 1**, the station also still owns the ranges at Piney Island, Brant Island, Maw Point, Pamlico Point, and Cat Island. One other range (known as Bear or Brown Island Bomb Target) is located within the boundary of MCB Camp Lejeune. This range, along with the New River Air Station and Camp Davis Airfield, are addressed partially within this Archives Search Report, but in greater detail within the reports covering MCB Camp Lejeune.

WW II era airfields established under the Air Station included the eleven North Carolina auxiliary fields shown on **Plate 2** (Atlantic, Bogue, Oak Grove, Camp Lejeune-New River, Kinston, Congaree, Beaufort, Greenville, New Bern, Washington, Wilson, and later Camp Davis). Additionally, although not addressed within this ASR, two fields, one in Newport, Arkansas, and the other in Eagle Mountain Lake, Texas, were also subordinate to **MCAS Cherry Point.** For a short period (1 December 1944 to 1 March 1945), the airfield at Edenton, NC was also auxiliary to **MCAS Cherry Point**, and in the 1950's auxiliary fields were developed at Wilmington, NC and Beaufort, SC. Circa 1955, **MCAS Cherry Point** had operational control over the following satellite fields: Marine Corps Auxiliary Landing Field (MCALF) Beaufort, MCALF Parris Island, MCALF Wilmington, Marine Corps Outlying Landing Field (MCOLF) Bogue, MCOLF Camp Davis, MCOLF Oak Grove, and MCOLF Atlantic. MCALF Beaufort, SC and MCALF Parris Island, SC are addressed in separate Archive Search and Range Identification and Preliminary Assessment Reports prepared specifically on those stations. To support Air Station operations, several bomb targets (BT-), rocket ranges (RR-) targets, and over water gunnery ranges have been established under **MCAS Cherry Point** control (**Plate 24**). Sites previously transferred from military control fall under the auspices of the DERP-FUDS program. Extensive research of ranges on FUDS is not a requirement for this assignment.

From the evaluation of the records; reports; documents; maps; photos; etc. collected during the archival research, over 25 major range complexes with past ordnance usage were identified as possibly requiring assessment under "range rule" guidelines. Site information assessment also included an analysis of aerial imagery used in coordination with the collected historical maps. The ASR site evaluation of past operations at **MCAS Cherry Point** and its support training areas involved consideration of past maneuvers, storage and transportation functions, and training/practice with some form of OE. This historical data assisted the researchers in establishing the period of use, locations and boundaries of those sites possibly eligible for range rule assessment. This historic evaluation of **MCAS Cherry Point** and associated training facilities established the following ranges and/or other OE related areas.

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7.2 MARINE CORPS AIR STATION CHERRY POINT

7.2.1 Rifle Range

The rifle or known distance (KD) range was developed with the initial construction of the base in 1942-43, and the site location has not changed to date. Although since initial construction this range has been modified and new structures built, the actual location (latitude 34° 54' 47" N, longitude 76° 52' 32" W) for the firing points and targets has not significantly changed (**Plates 4, 5 and 12**). The 1966 Station Order document described the rifle range as consisting of thirty (30) firing points on 200, 300, and 500 yard lines and twenty (20) firing points on the 600 yard line. Weapons used include the M1 Rifle, M1 Carbine, M14 Rifle, and M16 Rifle, although other similar weapons may have also been fired at the site. The rifle range, with safety fans, encompasses approximately 1,350 acres of which 682 acres are estimated to lie within the air station boundary.

7.2.2 Pistol Range

The pistol range was constructed at the same time as the rifle range. Site modifications have also periodically occurred, but the firing line and targets locations (latitude 34° 51' 49" N, longitude 76° 52' 39" W) have not moved significantly (**Plates 4, 5 and 11**). The pistol range is identified within one Station Order as consisting of twenty-five (25) firing points on 15, 25, and 50 yard lines. Weapons fired on this range include the .45 Caliber Pistol, .38 Caliber Pistol, and 9mm Pistol. Other weapons may have been used on this range. The pistol range, with safety fans, encompasses approximately 190 acres, all situated within base boundaries and with much of the land occupying the same area as the rifle range safety fans.

7.2.3 Small Bore and Familiarization (FAM) Range

This range is located immediately next to the pistol range and is used for firing small bore (.22 Caliber) weapons and familiarizing personnel on other military weapons (**Plates 4, 5 and 10**). The range coordinates are latitude 34° 54' 48" N, longitude 76° 52' 35" W. Weapons known to have been used on this range are M3A1 Submachine Gun, M60 Machine Gun, .38 and .45 Caliber Pistol, and Riot Gun 12-Gauge. The small bore and FAM range occupies an estimated 190-acre area within the safety fan in essentially the same position as the pistol range.

7.2.4 Skeet Range (Original Location)

In 1943, after **MCAS Cherry Point** requested six skeet sets or six traps along with two (2) shotgun flexible mounts, the base established a skeet range at latitude 34° 56' 56" N, longitude 76° 53' 32" W. This was the first of three different skeet range sites identified during the research. See **Plates 4 through 7** for the original location of the skeet range. This location and safety fan extended off the base into the Neuse River, and it is estimated that the original skeet range encompassed less than 10 acres of base land. Training and recreational range uses are expected to have involved 12-gage shotgun firing number 7 ½ Shot (although any type of shotgun using birdshot may have been fired).

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7.2.5 Skeet Range (1972 Location)

The skeet range has been identified as existing in three different areas in different time periods. See **Plates 4, 5 and 8** for the 1972 skeet range location at latitude 34° 55'24" N, longitude 76° 53'00" W. The land acreage of the range and safety fan is approximately 30 acres.

7.2.6 Skeet Range (Location 3)

The last skeet range was proposed for a site at latitude 34° 55'15" N, longitude 76° 52'29" W (**Plates 4, 5 and 9**). If even positioned as shown the land acreage for the range and safety fan again would approximate 30 acres.

7.2.7 Bore Sighting Range

With reference to **Plates 4, 5 and 14**, the air station was originally constructed with positions for aircraft to bore sight their guns. The bore sighting range is located at latitude 34° 53'50" N, longitude 76° 52'14" W. Explosive munitions were not to be fired at this target and only the remote possibility of HE rounds being accidentally fired causes target butts to be included as requiring "range rule" investigations. Cycling of the aircraft machine guns may have resulted in a complete round being ejected at the firing points. The bore sighting range, with safety fans, encompasses about 2,240 acres of which only 134 acres are estimated to lie within the air station boundary.

7.2.8 Explosive Ordnance Disposal (EOD) Range

This range, which has been in use since at least 1972, was constructed to allow EOD Personnel assigned to the base to dispose of unserviceable and otherwise dangerous munitions (**Plates 4, 5 and 13**). The EOD Range comprises about 16 acres located at latitude 34° 55'41" N, longitude 76° 51'44" W. Since a large variety of munitions or fuze types may have been disposed of at this site, positive identification is essential to a determination of potential hazards.

7.2.9 **Cherry Point** Maneuver/Training Areas

Four combat training areas on **MCAS Cherry Point** were identified in a 1966 Air Station Order (see Areas A, B, C and F - **Plates 4 and 5**). Munitions use in these areas was limited to blank ammunition and training devices such as simulators. A 1977 Air Station Order showed a reduction in the number of combat maneuver/training areas to two (2) areas. Area "A" was no longer in use and Area "F" was then used for survival training, leaving Area "C" (1966), which had been redesignated Area "A" by 1977.

7.2.10 NBC Training Area

The Air Station Orders on training for both 1966 and 1977 identified the NBC training area for the main air station (Area E - **Plates 4 and 5**). Chemical Training Munitions such as Tear Gas Grenades and Chemical Agent Identification Sets, which contain diluted solutions of the live

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agents Mustard, Lewisite, Chloropicrin, and Phosgene can be historically shown as present on **MCAS Cherry Point**. Chemical grenades were known to be stored and used in training at the air station since at least 1945. Although chemical training was conducted on station since the WW II era, the specific location(s) for gas training was not precisely established through this historical research activity. Documents covering similar airfields indicate that training on decontamination of an airframe was usually conducted on or near a runway or taxiway.

7.3 MARINE CORPS OUTLYING LANDING FIELD ATLANTIC

With reference to **Plates 1, 2 and 3**, MCOLF Atlantic (reference point latitude 34° 53' 35" N, longitude 76° 21' 02" W) is about 46 miles east from **MCAS Cherry Point** in Carteret County, NC. An active support facility since 1943, MCOLF Atlantic has a rocket range positioned on the airfield property. In addition, the remainder of the base property has been used for field training exercises that may have involved training munitions; and a Harmonizing or bore sighting range through aerial photo interpretation also can be shown to have once existed at the landing field.

7.3.1 Rocket Range Number 2 or Rocket Range 2

With reference to **Plates 15, 16 and 17**, the danger area for RR-2, as published in the 16 July 1949 Federal Register, was a circle with a radius of 3 miles centered at latitude 34° 53' 20" N, longitude 76° 21' 20" W (point on Airfield Runway 5). Later in 1951, the danger area was reported to consist of a circle with a radius of 2,000 yards centered at 34° 54' 00" N, 76° 20' 30" W (actual reading plotted from current **MCAS Cherry Point** GIS data files is 34° 54' 13" N, 76° 20' 39" W). By 1966, an Air Station Order document identified RR-2 as located on Atlantic Field with dual use as a Land Rocket Range (LR/R) and Land Dive Bombing (LDB) target. The 1976 Air Station Order identified the target as a six-foot diameter metal container painted white as the target, ringed with 50- and 100-foot radius circles made from white painted truck tires. At that time, ordnance usage was limited to 2.75" Rockets (Inert) and MK 76/MK 106 Practice Bombs. By 1989, the use of this range for the delivery of aerial ordnance had ended. However, the range continued in use as a threat simulator. Based upon a 2,000-yard radius danger zone, this range encompasses approximately 2,600 acres of which 1,060 acres are estimated to lie within the outlying field boundary.

7.3.2 Atlantic Field Maneuver/Training Area

In addition to the use of part of the airfield as a rocket range, field maneuvers likely involving the use of training munitions such as blanks and simulators, occurred over the active installation.

7.3.3 Atlantic Field Harmonizing Range

The Atlantic Field harmonizing or bore sighting range, (latitude 34° 53' 43" N, longitude 76° 21' 18" W) was used to adjust the Zero on fixed aircraft machine guns. This range is identified on historical aerial photographs of MCOLF Atlantic Field. This range, including safety fans, encompasses approximately 2,240 acres of which only 33 acres are estimated to lie within the airfield boundary.

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7.4 MARINE CORPS AUXILIARY LANDING FACILITY BOGUE

As shown on **Plates 18, 19 and 20**, MCALF Bogue (reference point latitude 34° 41' 29" N, longitude 77° 01' 42" W) lies 20 miles south-southwest from the main air station in Carteret County, NC. Bogue was an active auxiliary landing field and training facility since the WW II era. In 1949, a practice bomb target was sited on this field, which was subsequently used as a field-training site through the 1950's. A skeet range is located on the west side of the base and a possible pistol range location was established through historic aerial photo interpretation.

7.4.1 Bogue Small Arms Range

A 1997 Archeological investigation of **MCAS Cherry Point** and its outlying fields identified a possible small arms range as existing on MCALF Bogue. The exact location was not evident from discussions within the Archeological report. Air photo interpretation determined the position of a berm, possibly a pistol range (**Plates 18, 19 and 20**.

7.4.2 Bogue Skeet Range

A skeet range was established at latitude 34° 41' 28" N, longitude 77° 02' 26"W (**Plates 18, 19, and 20**). This range and safety fan extended off the base and it is estimated that the range encompassed less than 20 acres of airfield land. Training and recreational uses are expected to have involved 12-gage shotgun firing number 7 ½ Shot (although any type of shotgun using birdshot may have been fired).

7.4.3 Bogue Sound Number 2 Bomb Target

Historical documents indicated that this target was used during as earlier period. However, as published in the 16 July 1949 Federal Register, Bogue Sound Number 2 Bomb Target was a circle with a 3 mile radius centered on latitude 34° 42' 00" N, longitude 77° 01' 00" W. This target was later identified in a 1951 document as having a danger area of 2,000 yards radius centered at 34° 41' 24" N, 77° 01' 54" W (actual reading plotted from current **MCAS Cherry Point** GIS data files is estimated as 34° 41' 52" N, 77° 01' 13" W). Target use during the time frame of 1949-1953 is identified as for miniature practice bombs. Based upon a 2,000-yard radius danger zone, this range encompasses approximately 2,600 acres of which 740 acres are estimated to lie within the outlying field boundary.

7.4.4 Bogue Maneuver/Training Area

At various times, this field was used as a field training area for units and may have involved the use of training ammunition such as blanks, simulators, etc. Possible areas where maneuvers were conducted are shown on **Plates 18, 19, and 20**.

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7.5 MARINE CORPS OUTLYING LANDING HELICOPTER FIELD OAK GROVE

As shown on **Plates 2 and 3**, MCOLF Oak Grove (reference point latitude 35° 01' 30" N, longitude 77° 15' 21" W) is about 25 miles west northwest of **MCAS Cherry Point** in Jones County, NC. The auxiliary air facility was opened in September 1943. In the 1950's and 1960's, this airfield was used for field training activities which would have used training ammunition such as simulators and blanks.

7.5.1 Oak Grove Small Arms Range

Collected documents indicate that in 1993 a preliminary examination of this facility identified a rifle/pistol range. As part of ongoing efforts to eventually dispose of this property, the Combined Explosive Ordnance Disposal Teams from **MCAS Cherry Point** conducted a limited surface and sub-surface sweep of this airfield. EOD personnel identified three areas of the base as requiring examination. No live ordnance items were found. Only expended cartridge cases, empty ammunition containers and expended trip flares were recovered. **Plates 21, 22, and 23** identify possible areas for future investigations, as required.

7.5.2 Oak Grove Skeet Range

Although a definite skeet range location was not determined for MCOLF Oak Grove, it is probable that this activity occurred at the site. Training and recreational uses are expected to have involved 12-gage shotgun firing number 7 ½ Shot (although any type of shotgun using birdshot may have been fired).

7.5.3 Oak Grove Maneuver/Training Area

Field maneuvers possibly involving the use of training munitions such as blanks and simulators are understood to have occurred over the entire area of MCOLF Oak Grove.

7.6 PINEY ISLAND RANGE COMPLEX (BT-11)

Historical Bombing and Gunnery Ranges associated with **MCAS Cherry Point** are presented on **Plate 24**. The DERP-FUDS program addresses ranges that have previously been disposed and are no longer under military control. Certain historic target areas that are still actively in use by the Marine Corps and remain associated with **MCAS Cherry Point** are addressed in the following paragraphs.

7.6.1 Raccoon Key

Raccoon Key was first used during the WW II era with the establishment of BT-4 (**Plate 24**). The danger area was described as consisting of a circle of 3,000 yards radius centered at latitude 35° 04' 20" N, longitude 76° 26' 00" W, being on the northeast shore of Raccoon Key bearing 6,250 yards 136° True from Point of Marsh Light. By 1950, this target number had been changed to BT-9, and the danger area reduced to a circle of 1,000-foot radius around the Key.

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The target is no longer in use, but is considered to exist within the property boundary comprising the Piney Island Bomb Target Complex. Although information recovered did not determine actual WW II era munitions use on the Raccoon Key Target, similar bomb targets had all types of munitions, up to 2,000 lb bombs, dropped or fired on them.

7.6.2 Piney Island Target Complex

In 1952, **MCAS Cherry Point** acquired 12,460 acres of land known as the Point of Marsh (or Piney Island) Target Area. The Piney Island Range Complex, including Raccoon Key, is located in the most remote northeastern section of Carteret County, NC. BT-10 was then established at latitude 35° 02' 12" N, longitude 76° 28" 00" W with a danger area consisting of a circle with a 3-mile radius centered on the target. This 3-mile radius was later reduced to 1.8 miles in 1953. BT-10 was restricted to 25-lb water-filled practice bombs and smaller. As shown on **Plates 25 and 26**, in addition to BT-10, four additional targets were established at the Point of Marsh site. Rocket Range 3 (35° 04'36" N, 76° 28' 12" W) consisted of a white tripod center and a circle of 50 feet radius, with danger area radius of 0.5 miles. Firing was restricted to miniature bombs and SCARS only. In order to reduce conflicts with local fisheries, the RR-3 target was later moved slightly to 35° 04' 12" N, 76° 28'24" W. Bombing Target 6 (35° 01'37" N, 76° 25' 12" W) consisted of a tripod center with a 50-foot radius circle around it, with danger area radius of 0.5 miles. Firing was restricted to miniature bombs and SCARS only. BT-6 was also moved slightly to 35° 01'42" N, 76° 25'48" W. Bombing Target 7 was located at 34° 58'51" N, 76° 25' 15" W. The target consisted of a tripod center with a 50-foot radius circle around it. A danger area with a radius of 0.5 miles was established. Firing was restricted to miniature bombs and SCARS only. In order to reduce conflicts with local fisheries, the BT-7 target center was moved slightly to 34° 58'48" N, 76° 26' 12" W. Bombing Target 8 (35° 01'24" N, 76° 29'36" W) consisted of a tripod center with a 50-foot radius circle around it, with danger area of radius of 0.5 miles. Firing was restricted to miniature bombs and SCARS only. To accommodate local fisheries, this target was likewise moved slightly to 35° 00'30" N, 76° 29'50" W. Continuing changes were evident at Piney Island Target Complex from collected historical documents and aerial photos. The 1966 Air Station Order identified BT-11, located at Rattan Bay, as the only active target in this complex. Its target uses included loft bombing, water dive bombing, and all weather daylight bombing. Certain documents refer to all of the targets on the Piney Island Complex as BT-11. BT-11 included five (5) separate targets identified as a) Special Weapons Bombing/Rocket Target, b) Fixed Wing Strafing Target, c) Napalm Lay-down Target, d) Helicopter Strafing Target, and e) Movable Bombing/Rocket Target. The 1975 Air Station Order indicated that ordnance was limited to inert 2.75" Rockets, and MK 76/MK 106 Practice Bombs, and listed the targets as 1) a Barge Target, 2) a 500 foot Target, 3) a Strafing Target, 4) an 800 foot Target, and 5) a Moving Target Range. By 1989, this target complex had been expanded to twelve (12) fixed and three (3) mobile targets (**Plates 27 and 28**).

7.7 BRANT ISLAND TARGET (BT-9)

Brandt Island Target (BT-9) was in use in early 1945, and likely earlier, for use as a bombing range by **MCAS Cherry Point (Plates 1 and 24)**. BT-9 was established in the waters of Pamlico Sound with a danger area circle of 3,000 yards radius centered on latitude 35° 12'46" N,

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longitude 76° 26'40" W (approximate center of Brant Island). After the war, the original lease was allowed to lapse; but the property was leased a second time during the first half of 1951. At this time, BT-9 target was restricted to 500 lb GP bombs and smaller; and a danger area of 3 miles radius was established. The 1966 Station Order identified BT-9 as consisting of a grounded Landing Ship-Tank (LST) for a target. In addition, by this date, the landmass of the island no longer existed as it had been bombed and eroded to a point that only a shoal remained. The authorized uses were water strafing, water dive bombing, and water rocket range. This range was also listed as the primary ordnance jettison area. By 1972, the ordnance used on this range included MK-79 Napalm Fire Bombs and Bullpup Missiles. The 1975 Air Station Order indicated that strafing and explosive ordnance not to exceed 200 lb NEW, 5" Rockets, and inert ordnance up to 1,000 lb was authorized for use on this target.

BT 9 is currently a scheduled, unmanned/scored target (two ship hulks grounded on Brant Shoal) that is continuously available with scheduling through **MCAS Cherry Point**. It is located in airspace R5306A, approximately 95 miles (153 kilometers) south of NAS Oceana on Brant Island Shoal in Pamlico Sound, Pamlico County, NC. A surface water prohibited area designated by the United States Army Corps of Engineers, Wilmington District, defines BT-9. It includes a circular area that is centered at 35° 12' 12" N, 76° 26' 36" W on the south side of Brant Island Shoal and extends for a radius of three miles. According to a recent 1998 Air Station Order the authorized ordnance delivery maneuvers include conventional weapons delivery, pop-up delivery, and rocket and bomb loft deliveries. Ordnance presently authorized on BT-9 includes strafing and explosive ordnance not to exceed 100 pounds TNT equivalent inert ordnance up to 1,000 pounds.

7.8 CAT ISLAND TARGET (BT-2)

World War II era use as BT-2 is demonstrated by the 1945 establishment of a danger area consisting of a circle of 3,000 yards radius centered on latitude 34° 41' 30" N, longitude 76° 56' 59" W which bears 550 yards on an azimuth of 28° 30' from Cat Island. To accommodate objections to surface danger zones the location was almost immediately changed to 34° 41' 09" N, 76° 57' 05" W, which was at the approximate center of Cat Island, and the danger area reduced to a circle with a radius of 2,000 yards. This 12-acre island property was eventually acquired and in the acquisition (by lease) documents, the island center is shown as 34° 41' 12" N, 76° 51' 06" W (**Plates 1, 24, 29, and 30**). The danger area for this target, as published in the July 1949 Federal Register, was a 3-mile radius from the above coordinates. In 1951, the danger area radius was reduced to 2,000 yards and the target was identified as a rocket range. In 1955, **MCAS Cherry Point** proposed acquiring Cat Island by purchase of the formerly leased land. This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it be used for "dry run" type training. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use. Air delivered ordnance up to 2,000 lb bombs has been used on this target.

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7.9 PAMLICO POINT TARGET

During the first half of 1951, Pamlico Point was leased for training purposes and a bombing and rocket target was established at latitude 35° 18'44" N, longitude 76° 29' 15" W. The danger area was to be a circle of 1 mile in diameter, and 100-lb water/sand-filled practice bombs and SCARS were to be used on this target (**Plates 1, 29 and 30**). Eventually, by 1963, **MCAS Cherry Point** acquired the 134-acre target. This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it be used for "dry run" type training. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use. Munitions use on this range includes 100-lb Practice Bombs and 2.25 inch Subcaliber Aircraft Rockets. The reference to this site as a live ordnance target and the inability to clear it of ordnance hazards indicates that the high explosive equivalents of the practice munitions (100 lb GP Bombs and 5" rockets) may have also been fired upon the Pamlico Point Target

7.10 MAW POINT TARGET

The 62-acre Maw Point Target was first leased for training purposes in 1951, and eventually by 1963, acquired by **MCAS Cherry Point.** In 1962, **MCAS Cherry Point** requested a target be centered at latitude 35° 09'08" N, longitude 76° 32'23" W with a radius of 1,000 yards (**Plates 1, 29 and 30**). The Maw Point Target was to be used for up to 250 lb GP bombs, up to 1,000 lb Water/Sand-Filled Bombs, Rockets up to 5" with inert or smoke head, and practice bombs MK 76 and MK 89. This site was originally used as a live ordnance target, but by 1972, civilian encroachment dictated that it be used for "dry run" type training. Although this land is considered excess, it is retained because of the inability to clean ordnance hazards to a level acceptable for civilian use.

7.11 WARNING AREA W-122

As identified in a 1975 Air Station Order Warning Area W-122 is a range area of approximately 200 miles by 100 miles located as shown on **Plates 24 and 31**. This area is used for air-to-air gunnery, air-to-air missiles, air combat maneuvering, surface-to-air guns and missiles, and high Mach speed maneuvers. With subsequent training regulations, the actual location and size of the area has changed somewhat. Although this range has changed from time to time, it generally includes the former Over Water Free Gunnery Ranges denoted Machine Gun Ranges MG-1 through MG-8.

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APPENDICES

A REFERENCES

B ABBREVIATIONS, ACRONYMS AND BREVITY CODES

C CITED REFERENCES

D INTERVIEWS AND ARCHIVES SEARCH TEAM

E PRESENT SITE PHOTOGRAPHS

F HISTORICAL PHOTOGRAPHS

G HISTORICAL MAPS/DRAWINGS

H SITE SPECIFIC SAFETY AND HEALTH PLAN/SITE INSPECTION

I REPORT DISTRIBUTION LIST

APPENDIX A

REFERENCES

APPENDIX A - REFERENCES

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APPENDIX B

ABBREVIATIONS, ACRONYMS, AND BREVITY CODES

APPENDIX B - ABBREVIATIONS, ACRONYMS, AND BREVITY CODES

AOC	Areas of Concern
ARS	Alternative Realignment Scenarios
ASP	Ammunition Supply Point
ASR	Archives Search Report
BCP	Base Realignment and Closure Cleanup Plan
BNI	Bechtel National, Inc.
BRAC	Base Realignment and Closure
BT	Bomb Targets
CAA	Civil Aeronautics Authority
CADD	Computer-Aided Design and Drafting
CEP	Circular Error of Probability
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CLEAN	Comprehensive Long-Term Environmental Action Navy
CMI	Corrective Measure Implementation
CNB	Tear Gas
COMCABWEST	Commander, Marine Corps Air Bases, Western Area
CS	Confirmation Study
CWM	Chemical Warfare Material
CX	Center of Expertise
DDESB	DoD Explosive Safety Board
DoD	Department of Defense
DPDO	Defense Property Disposal Office
EIS	Environmental Impact Statement
EO	Executive Order
EOD	Explosive Ordnance Disposal
EPA	Environmental Protection Agency
FGDC	Federal Geographic Data Committee
FS	Feasibility Study
FUDS	Formerly Used Defense Site
GIS	Geographic Information System
GPS	Global Positioning System
HE	High Explosive
HOLF	Helicopter Outlying Landing Field
IAS	Initial Assessment Study
IM	Interim Measures
IRP	Installation Restoration Program
JMM	J. M. Montgomery consulting Engineers, Inc.
KD	Known Distance
LDB	Land Dive-Bombing

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LLRW	Low Level Radioactive Waste
LR/R	Land Rocket Range
LST	Landing Ship - Tank
LTA	Lighter-Than-Air
MACG	Marine Air Control Group
MAEWR	Mid-Atlantic Electronic Warfare Range
MAG	Marine Aircraft Group
MAW	Marine Aircraft Wing
MCAF	Marine Corps Auxiliary Field
MCALF	Marine Corps Auxiliary Landing Field
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCOLF	Marine Corps Outlying Landing Field
MIDAS	Munitions Items Disposition Action System
MOA	Military Operating Area
MWSG	Marine Wing Support Group
NACIP	Navy Assessment and Control of Installation Pollutants
NAS	Naval Air Station
NAVFAC	Naval Facilities Engineering Command
NBC	Nuclear Biological, Chemical
NEPA	National environmental Policy Act
NFA	No Further Action
NIMA	National Imaging and Mapping Agency
OE	Ordnance and Explosives
OLF	Outlying Landing Field
OV	Ocean Venture
PA/SI	Preliminary Assessment/Site Inspection
POC	Point of Contact
PR	Preliminary Review
QRE	Qualitative Risk Evaluation
RCRA	Resource Conservation and Recovery Act
RD/RA	Remedial Design/Remedial Action
RFA	RCRA Facility Assessment
RFI	RCRA Facility Investigation
RI	Remedial Investigation
RI/FS	Remedial Investigation/Feasibility Study
ROD	Record of Decision
RR	Rocket Range
SARA	Superfund Amendments and Reauthorization Act
SATS	Short Airfield for Tactical Support
SEP	Spherical Error of Probability
SI	Site Inspection
SOP	Standing Operating Procedures
SSHP	Site Safety and Health Plan

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ST	Strafing Target
SWMU	Solid Waste Management Unit
TACTS	Tactical Aircrew Combat Training System
USADAC	U.S. Army Defense Ammunition Center
USAESCH	U.S. Army Engineering and Support Center, Huntsville
USGS	U.S. Geological Survey
USCINCLANT	U.S. Atlantic Command
UST	Underground Storage Tank
UXO	Unexploded Ordnance
VSI	Visual Site Inspection
WAGE	Wide Area Enhancement
WGS	World Geodetic System
WW II	World War II

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APPENDIX D

INTERVIEWS AND ARCHIVES SEARCH TEAM

APPENDIX D - INTERVIEWS AND ARCHIVES SEARCH TEAM

The following individuals provided pertinent information through interviews concerning **Marine Corps Air Station Cherry Point.** A summary of these cited conversations is included in Section 4.3.

Individual Contacted	Date Interviewed	Position/Organization	Page Number
Mr. Thom Cogger	20 January 1999	Range Manager, Small Arms Ranges, MCAS Cherry Point	4-67
Mr. Joe Reilly	20 January 1999	Director, Facilities Development, MCAS Cherry Point	4-67
Mr. Richard Evey	20 January 1999	Real Estate Specialist, MCAS Cherry Point	4-67
LTC Colley and MAJ Hinkle	20 January 1999	MCAS Cherry Point	4-68
CWO 3 Hassan	20 January 1999	NBC Range NCOIC	4-68
Mr. Tom Piner	21 January 1999	Director of Air Targets, Range Control, MCAS Cherry Point	4-69
Mr. Kenneth W. Cobb	21 January 1999	Environmental Officer, MCAS Cherry Point	4-70

The archive search team also contacted the following individuals in preparation of this ASR. Conversation with these people yielded information of three general sorts:

- background data contained in written documents
- negative information (i.e., no pertinent knowledge of the site)
- coordination of efforts for various interested parties

While valuable, conversations with these individuals did not yield information cited in this report and hence Telephone Conversation Records have not been included.

INDIVIDUAL CONTACTED	DATE INTERVIEWED	POSITION/ORGANIZATION
LTC Art Adkins	19 January 1999	Training Officer, MCAS Cherry Point
CWO 3 (Gunner) Scott	19 January 1999	Joint Explosive Ordnance Det, MCAS Cherry Point
CPT Holobinko	20 January 1999	Station Ordnance Officer, MCAS Cherry Point
MAJ Paschall	20 January 1999	Air Operations, Bogue Field
Mr. Joseph Robinson	20 January 1999	Assigned to the Station Ordnance Office since 1980
Mr. Rudy Schwanda	20 January 1999	Command Historian, MCAS Cherry Point
CPT Holzman	21 January 1999	Station Adjutant, MCAS Cherry Point

The following organization and individuals comprised the archive search team:

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U.S. ARMY CORPS OF ENGINEERS, ST. LOUIS DISTRICT (CEMVS)
Engineering Division - Ordnance and Technical Services Branch
1222 Spruce Street
St. Louis, MO 63103-2833

Individual	Telephone Number	CEMVS Position
Michael Dace	(314) 331-8036	ED-P, Chief of Ordnance and Technical Service Branch
Gerald Schwalbe	(314) 331-8788	ED-P, ASR Project Manager
George Sloan	(314) 331-8796	ED-P, Safety Specialist
Fred Miller	(314) 331-8792	ED-P, Historian
Ida Morris	(314) 331-8040	ED-P, Project Assistant
Dave Kreighbaum	(314) 331-8116	ED-SG, Aerial Photography Interpretation
Ray McCollum	(314) 331-8868	ED-SG, CADD Specialist

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APPENDIX E

PRESENT SITE PHOTOGRAPHS - NOT USED

APPENDIX F

HISTORICAL PHOTOGRAPHS

APPENDIX F - HISTORICAL PHOTOGRAPHS

F-1 1943 Aerial of MCAS Cherry Point, NC

F-2 1943 Aerial of USMCAAF Greenville, NC

F-3 1943 Aerial of MCAAF Atlantic, NC

F-4 1953 Aerial of Beaufort Field, NC

F-5 1943 Aerial of MCAAF Bogue, NC

F-6 1951 Aerial of MCAAF Bogue, NC

F-7 1943 Aerial of MCAAF Kinston, NC

F-8 1953 Aerial of OLF Oak Grove, NC

F-9 1943 Aerial of OLF Washington, NC

F-10 1953 Aerial of Camp Davis, NC

F-11 1954 Aerial of BT #9 Brant Island, NC

F-12 1943 Aerial of MCAS Cherry Point, NC, Rifle Range

F-13 1943 Aerial of Machine Gun Range at Bogue Sound, NC

F-14 1943 Aerial of Landing Field at Rocky Mount, NC

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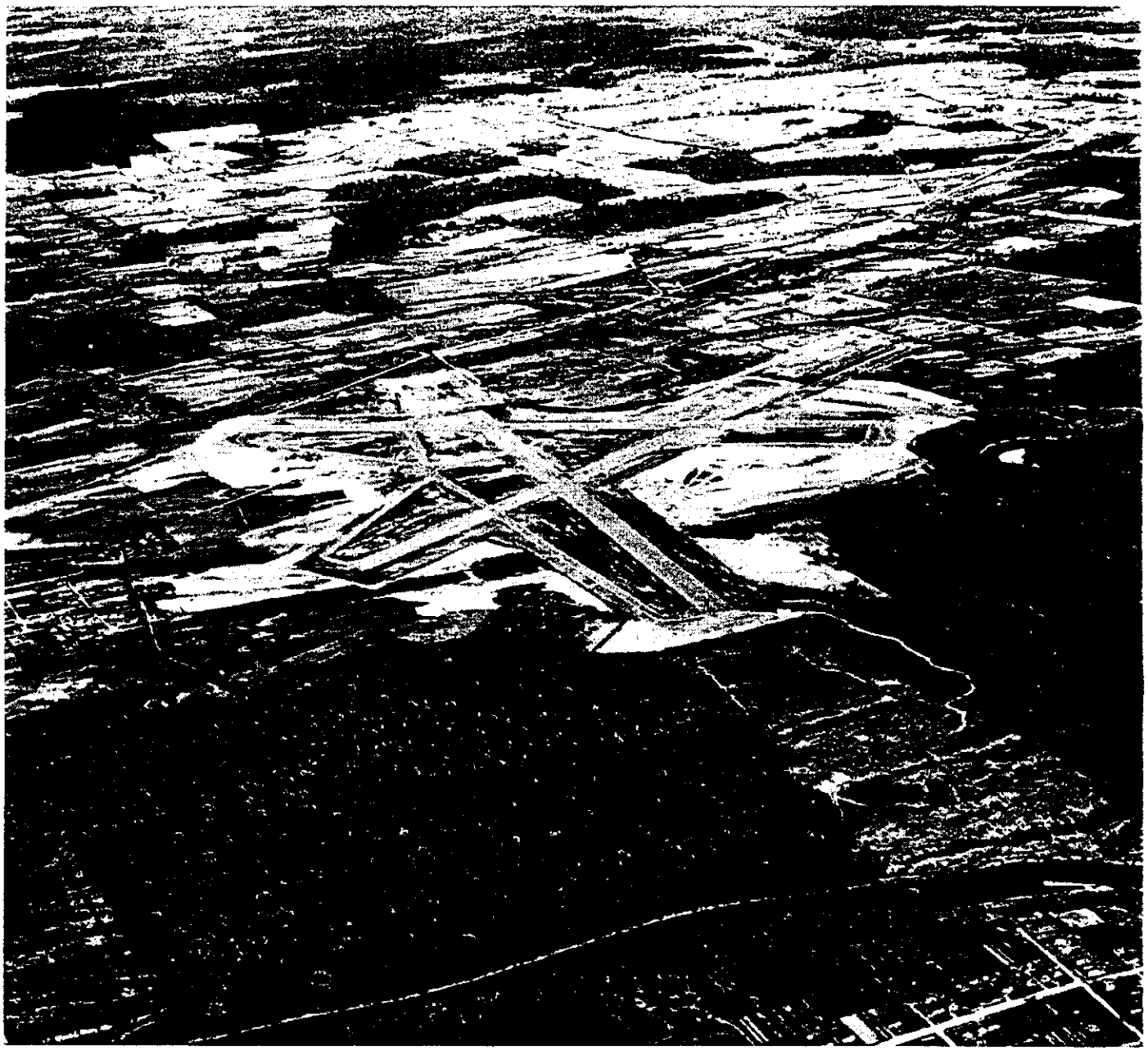
F-1



1943 Aerial of USMCAAF Greenville, NC

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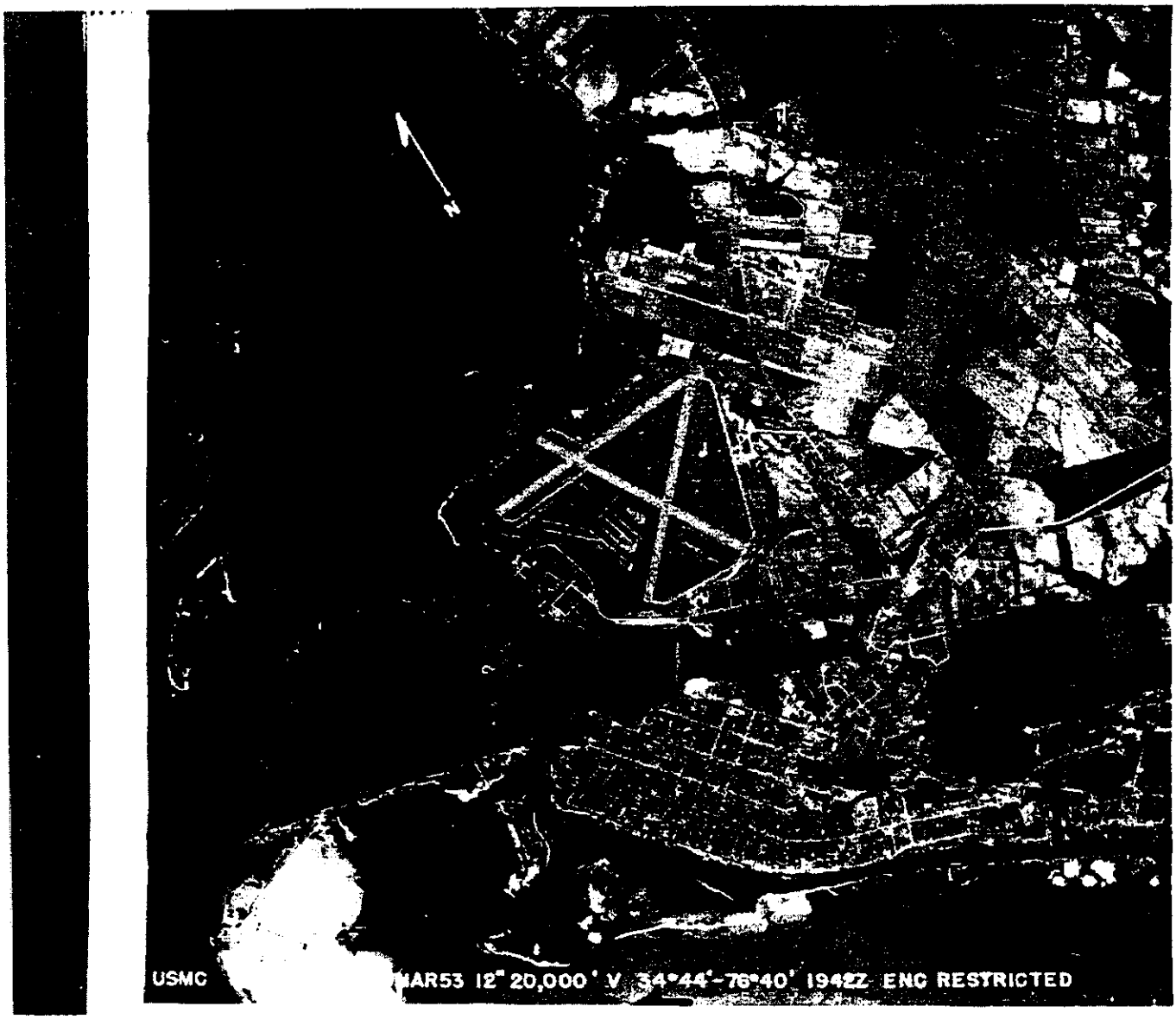

1953 Aerial of Beaufort Field, NC

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1951 Aerial of MCAAF Bogue, NC

ACE000004779

ACE000004780

ACE000004781

1953 Aerial of OLF Oak Grove, NC

ACE000004782

ACE000004783

1953 Aerial of Camp Davis, NC

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1954 Aerial of BT #9 Brant Island, NC

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REPRODUCED AT THE NATIONAL ARCHIVES

384809

NAVAER- 153

NUMBER	DATE
[illegible]	20 Oct. 1943

TAKEN BY:

[illegible] CHERRY POINT

LOCATION:

SUBJECT:

Aerial of [illegible] Cherry Point, [illegible] [illegible].

RELEASED FOR PUBLICATION:

DATE:

ISSUED TO:

Return to: Photographic Library

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ACE000004787

384622

NAVAER-43

NUMBER | DATE

TAKEN BY:

LOCATION

SUBJECT:

RELEASED FOR PUBLICATION

DATE

ISSUED TO:

Return to: Photographic Library

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APPENDIX G

HISTORICAL MAPS/DRAWINGS

APPENDIX G - HISTORICAL MAPS/DRAWINGS

Atlantic Division, Naval Facilities Engineering Command
1984 MCAS Cherry Point Ventilation Improvements Location Plan and Vicinity Map. Port Hueneme, CA.

Atlantic Division, Naval Facilities Engineering Command
1987 Aerial Gunnery Range Modification Phase I. Port Heuneme, CA.

Atlantic Division, Naval Facilities Engineering Command
1992 Aerial Gunnery Range Modification Phase III. Port Heuneme, CA.

Bureau of Yards and Docks
1941 Marine Air Base Cunningham Field Cherry Point, NC, Proposed Layout of Station. Port Hueneme, CA.

Bureau of Yards and Docks
1943 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1943 Atlantic, NC Outlying Field (Poor Copy). Port Hueneme, CA.

Bureau of Yards and Docks
1943 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1943 Marine Corps Air Station, Cherry Point. Port Heuneme, CA.

Bureau of Yards and Docks
1943 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1943 Oak Grove, NC Outlying Field (Poor Copy). Port Heuneme, CA.

Bureau of Yards and Docks
1944 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1944 Marine Corps Air Station, Cherry Point. Port Heuneme, CA.

Bureau of Yards and Docks
1944 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1944 Oak Grove NC Outlying Field (Poor Copy). Port Heuneme, CA.

Bureau of Yards and Docks
1944 Annual Report Plan to Bureau of Yards and Docks as of June 5, 1944, Beaufort, N.C. Port Hueneme, CA.

Bureau of Yards and Docks
1945 Annual Report Plan to Bureau of Yards & Docks as of June 30, 1945, Washington, N.C., A.A. Facility. Port Hueneme, CA.

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Bureau of Yards and Docks

1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Marine Corps Air Station, Cherry Point, NC (Poor Copy). Port Hueneme, CA.

Bureau of Yards and Docks

1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Atlantic, NC Outlying Field (Poor Copy). Port Hueneme, CA.

Bureau of Yards and Docks

1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Bogue, NC Outlying Field (Poor Copy). Port Hueneme, CA.

Bureau of Yards and Docks

1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Oak Grove, NC Outlying Field (Poor Copy). Port Hueneme, CA.

Bureau of Yards and Docks

1950 Map of US Marine Corps Air Station Cherry Point as of June 30, 1950. Port Heuneme, CA.

Bureau of Yards and Docks

1952 Master Shore Station Development Plan, General Development Plan, Sheets 1 thru 6 of 6. Port Hueneme, CA.

Bureau of Yards and Docks

1972 US Marine Corps Air Station, Cherry Point, North Carolina, Sheets 1 through 50 of 50, extracted from 1972 Master Plan. Facilities Engineering, Camp Lejeune, NC.

Carolina Telephone and Telegraph Co

c1942 Plot Plan, Telephone Cable System at Marine Air Base, Cunningham Field, Cherry Point, N.C. RG 71, Microfilm Reel 607, Cartographic Section, National Archives – College Park, College Park, MD.

Cherry Point Development Board

1949 US Marine Corps Air Bases, Development Plan for Fiscal Years 1952 thru 1957, dated 1 November 1949. Port Heuneme, CA.

District Public Works Office, 5th Naval District

1955 U S Marine Corps Air Station, Cherry Point, North Carolina, Station Plan – Location Map, 3 Jun 1955. Cartographic Section, National Archives – College Park, MD.

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District Public Works Office, 5th Naval District
1955 Cat Island, Carteret County, NC, Lands Proposed for Acquisition, 29 November 1955. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

District Public Works Office, 5th Naval District
1955 Maw Point, Pamlico County, NC, Lands Proposed for Acquisition, 29 November 1955. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

District Public Works Office, 5th Naval District
1955 Pamlico Point, Pamlico County, NC, Lands Proposed for Acquisition, 29 November 1955. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

MCAS Cherry Point
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Marine Corps Air Station, Cherry Point, N. C. RG 127, Entry 18A, Box 1579, File Cherry Point, National Archive – College Park, College Park, MD.

MCAS Cherry Point
1948 Map of US Marine Corps Air Station, Cherry Point, N.C. Showing Conditions on June 30, 1948. Port Hueneme, CA.

MCAS Cherry Point
1950 Map of US Marine Corps Air Station, Cherry Point, N.C. Showing Conditions on June 30, 1950, Port Hueneme, CA.

MCAS Cherry Point
1954 MCAS Cherry Point, N.C., Multiple Purpose Bombing Range, 8 Nov 1954. RG 71, Entry 1001, Box 906, File C34-7-CP, National Archives – College Park, College Park, MD.

MCAS Cherry Point
1974 USMCAS Cherry Point, General Development Plan, Map Area 23. Atlantic Division, Naval Facility Engineering Command, Norfolk, VA.

MCAS Cherry Point
1976 MCALF Bogue, General Development Map. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

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MCAS Cherry Point
1985 MCAS Cherry Point Real Estat Summary Map Target Areas. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

Naval Facilities Engineering Command
nd General Development Map existing MCOLF Oak Grove. Atlantic Division, Naval Facilities Engineering Command, Norfolk, VA.

Olsen-Deitrick-Carr & J. E. Greiner Company
1942 Marine Air Base Cunningham Field, Cherry Point, NC Site Plan Atlantic Outlying Field (Poor Copy). Port Hueneme, CA.

Olsen-Deitrick-Carr & J. E. Greiner Company
1942 Site Plan for Oak Grove Outlying Field (Poor Copy). Port Hueneme, CA.

Olsen-Deitrick-Carr & J. E. Greiner Company
1943 Bogue Outlying Field (Poor Copy). Port Hueneme, CA.

Olsen-Deitrick-Carr & J. E. Greiner Company
1943 Marine Corps Air Base, Cunningham Field, Cherry Point, N.C., May 10 1943. RG 71, Entry 1001, Box 910, File C34-36-CP-5, National Archives – College Park, College Park, MD.

Olsen-Deitrick-Carr & J. E. Greiner Company
1943 Outlying Fields, North Carolina, Oak Grove Field. Atlantic Division, Naval Facility Engineering Command, Norfolk, VA.

Olsen-Deitrick-Carr & J. E. Greiner Company
1945 Oak Grove Outlying Field, Designation Number of Buildings and Structures. Atlantic Division, Naval Facility Engineering Command, Norfolk, VA.

Public Works Office
1948 Map of Peterfield Point Outlying Field showing conditions on June 30, 1948 (Poor Copy). Port Heuneme, CA.

Public Works Office
1948 Map of Map of US Marine Corps Air Station Cherry Point, NC, showing conditions on June 30, 1948 (Poor Copy). Port Heuneme, CA.

Public Works Office
1949 Map of US Marine Corps Air Station Cherry Point, NC showing conditions on June 30, 1949, Sheets 1 thru 6 of 6. Port Hueneme, CA

ACE000004793

Public Works Office
1949 Map of Peterfield Point Outlying Field, showing conditions on June 30, 1949 (Poor Copy). Port Hueneme, CA.

Public Works Office
1951 Peterfield Point, Plat of Real Estate Transfer from US Marine Corps Base, Camp Lejeune to Bureau of Aeronautics, Navy Department, dated 9 November 1951. RG 71, Entry 1001, Box 934, National Archives – College Park, College Park, MD.

Public Works Office
1979 Map of Air Station Area, New River, Camp Lejeuen, showing conditions on 1 January 1977. HQ Marine Corps, Installation Restoration Program Office, Washington, DC.

US Coast and Geodetic Survey
1941 Norfolk Sectional Aeronautical Chart, July 1941 w/ proposed Cherry Point outlying fields. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
1942 Norfolk Sectional Aeronautical Chart, 12 March 1942. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
1943 Norfolk Sectional Aeronautical Chart, 16 September 1943. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
1944 Norfolk Sectional Aeronautical Chart, 7 September 1944. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
1945 Norfolk Sectional Aeronautical Chart, October 1945. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
1946 Norfolk Sectional Aeronautical Chart, April 1946. RG 71, Entry 1001, Box 912, File C34-36-CP-7, National Archives – College Park, College Park, MD.

US Coast and Geodetic Survey
C1946 Cape Lookout to New River, USC&GS Chart No. 1234. National Oceanographic and Atmospheric Administration, Nautical Section, Washington, DC.

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US Coast and Geodetic Survey
1949 Atlantic Quadrangel, AMS 5753 IV NE Series V842, 1949. Wilmington District, US Army Corps of Engineers, Wilmington, NC.

US Coast and Geodetic Survey
c1951 Pamlico Sound, Western Part, USC&GS Chart No 1231. National Oceanographic and Atmospheric Administration, Nautical Section, Washington, DC.

US Coast and Geodetic Survey
nd Bogue SD & Vicinity of Bear Inlet, NC, Target Restricted Areas, US Marine Corps (From USC&GS Chart No. 1234. Danger Zone Files, Wilmington District, US Army Corps of Engineers, Wilmington, NC.

US Forest Service
1941 Ownership Map of Proposed Cherry Point Maaaarine Aviation Base, June 1941. RG 71, Microfilm Reel 607, Cartographic Section, National Archives – College Park, College Park, MD.

Wooten, L. E
1942 Marine Air Base, Cunningham Field, Cherry Point, NC, Outlying Fields Survey, Property Line Map Atlantic, NC (Poor Copy). Port Hueneme, CA.

Wooten, L. E.
1942 Marine Air Base, Cunningham Field, Cherry Point, NC, Key Map Outlying Fields Survey. (Poor Copy) Port Huemene, CA.

Wooten, L. E.
1955 MCAS Cherry Point, Fueling Stations, Site Plan – Location Map, 3 June 1955. RG 74, Cartographic Section, National Archives – College Park, College Park, MD.

Wooten, L. E.
1956 Bombing Target, Point of Marsh, NC, Site and Location Map. Port Hueneme, CA.

Samples of Historical Maps

G-1 Bureau of Yards and Docks
1972 US Marine Corps Air Station, Cherry Point, North Carolina, General Development Map, Regional & Vicinity Map, Page 1 of 50, extracted from 1972 Master Plan. Facilities Engineering, Camp Lejeune, NC.

G-2 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Marine Corps Air Station, Cherry Point, NC. Port Hueneme, CA.

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G-3 MCAS Cherry Point
1949 Map of US Marine Corps Air Station, Cherry Point, N.C. Showing Conditions on June 30, 1949. Port Hueneme, CA.

G-4 Bureau of Yards and Docks
1953 Master Shore Station Development Plan, Part III, Section 2, General Development Plan. Port Hueneme, CA.

G-5 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Atlantic, NC Outlying Field. Port Hueneme, CA.

G-6 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned PRE M-Day, MCOLF Atlantic. Port Hueneme, CA.

G-7 Bureau of Yards and Docks
1943 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1943, Bogue, NC, Outlying Field. Port Hueneme, CA.

G-8 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned Pre M-Day, MCALF Bogue. Port Hueneme, CA.

G-9 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Oak Grove, NC Outlying Field. Port Hueneme, CA.

G-10 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Plan, Existing and Planned Pre M-Day, MCOLF Oak Grove. Port Hueneme, CA.

G-11 Bureau of Yards and Docks
1944 Annual Report Plan to Bureau of Yards and Docks as of June 5, 1944, Beaufort, NC, AA Facility. Port Hueneme, CA.

G-12 Bureau of Yards and Docks
1945 Annual Report Plan to Bureau of Yards & Docks as of June 30, 1945, Washington, N.C., A.A. Facility. Port Hueneme, CA.

G-13 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned Pre M-Day, Point-Of-Marsh. Port Hueneme, CA.

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G-14 MCAS Cherry Point
1963 Real Estate Summary Map, Off-Site Component Cat Island. Real Estate Office, MCAS Cherry Point, NC.

G-15 MCAS Cherry Point
1963 Real Estate Summary Map, Off-Site Component Target Areas. Real Estate Office, MCAS Cherry Point, NC.

G-16 MCAS Cherry Point
1967 Real Estate Summary Map, Target Areas. Real Estate Office, MCAS Cherry Point, NC.

G-17 Archives II, Washington, DC
1942 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Zones. Archives II, Cartographic Center, Washington, DC.

G-18 Archives II, Washington, DC
1943 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

G-19 Archives II, Washington, DC
1944 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

G-20 Archives II, Washington, DC
1945 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

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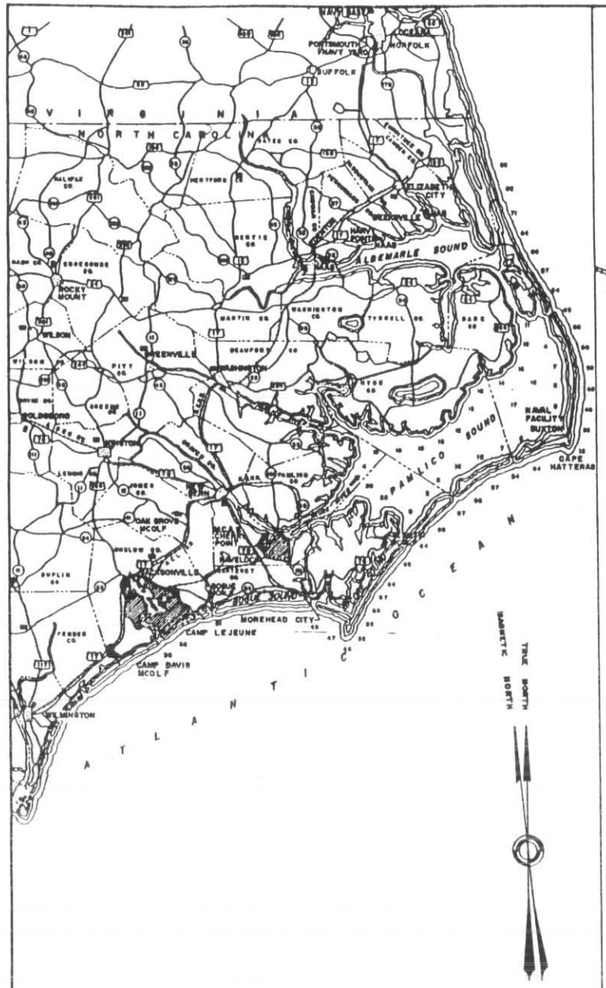


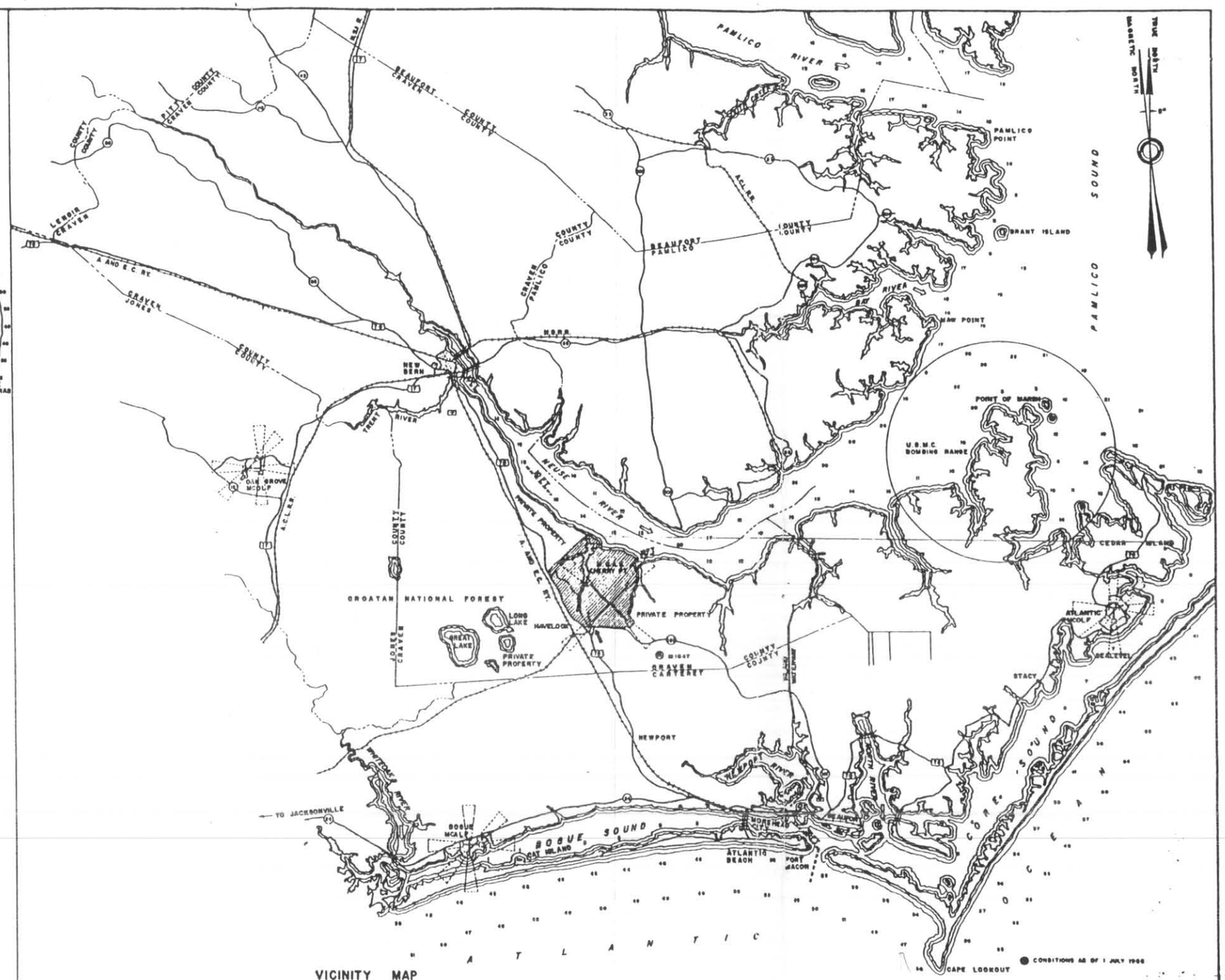
REGIONAL MAP

GRAPHIC SCALE

0 5MI. 10MI. 20MI. 30MI. 40MI. 50MI. 60MI

LEGEND

- STATE LINE
- COUNTY LINE
- U. S. HIGHWAY
- STATE HIGHWAY
- RAILROAD
- SHORE LINE
- CITY
- CIVILIAN AIRPORT
- MILITARY INSTALLATION
- RIVER FLOW
- 80 — DEPTH IN FEET BELOW MEAN SEA LEVEL



VICINITY MAP

GRAPHIC SCALE

0 1MI. 2MI. 4MI. 6MI. 8MI. 10MI. 12MI

LEGEND

- STATION BOUNDARY LINE
- U.S. HIGHWAY
- RAILROAD
- SHORE LINE
- COUNTY LINE
- CIVILIAN AIRPORT
- MAIN STATION ENTRANCE
- STATE HIGHWAY
- CITY
- RUNWAY APPROACH ZONE
- CHANNEL
- BRIDGE
- RIVER FLOW
- 14 — DEPTH IN FEET BELOW MEAN SEA LEVEL

NOTE: THIS IS A HALF-SIZE PRINT – USE GRAPHIC SCALE

NO.	AMENDMENT / DESCRIPTION OF AMENDMENT OR CORRECTION	DATE	LANTDIV APPROVAL
1	REVISED TO COMPLY WITH CHY PT MASTER PLAN	9-12-72	

DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS

DWG. NO. 2531

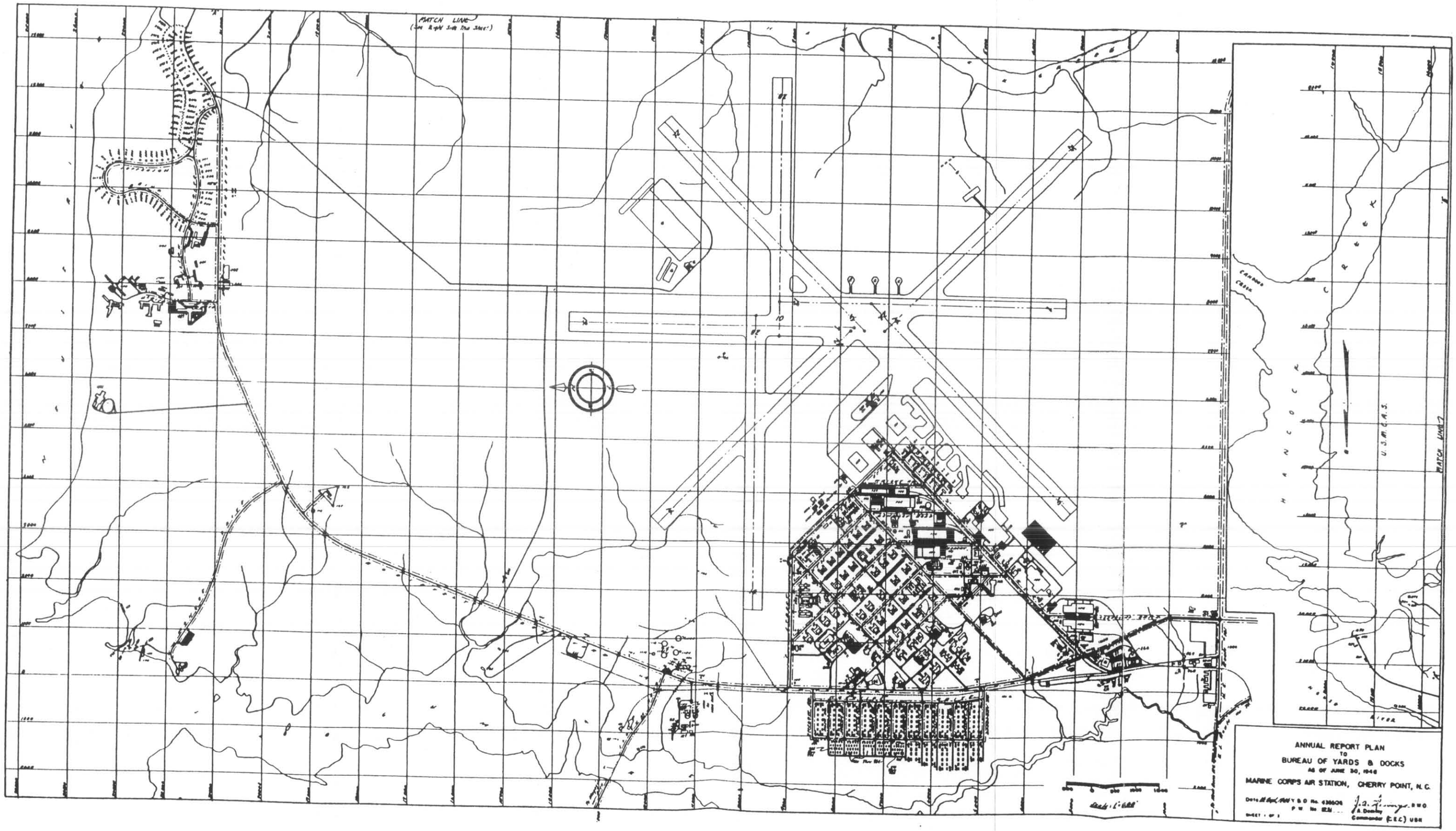
U.S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
GENERAL DEVELOPMENT MAP
REGIONAL & VICINITY MAP

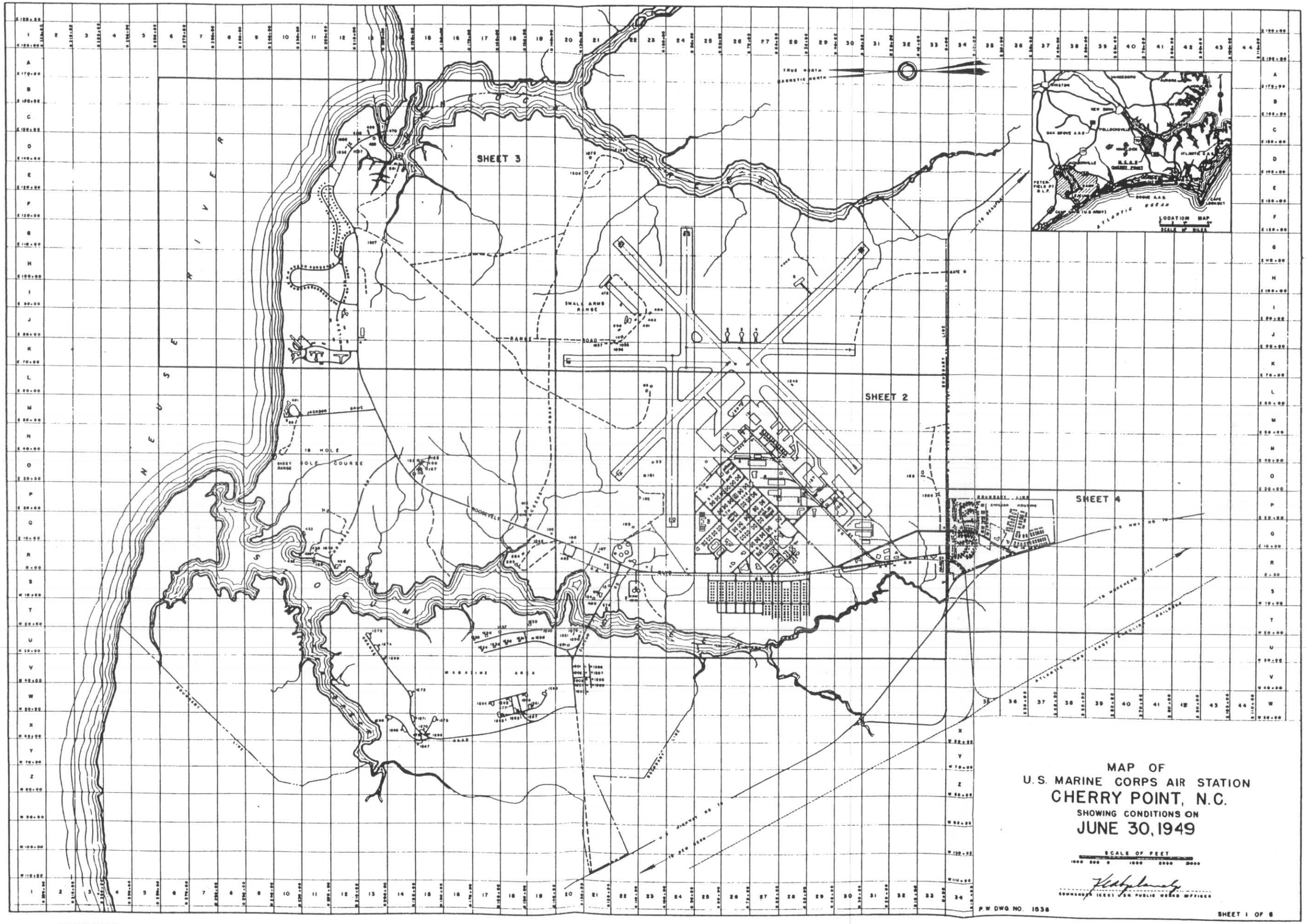
SCALE As Shown

SHEET 1 OF 30

I.D.D. DWG. NO. 772551

RECORD
COPY


MATCH LINE
(See Right Side This Sheet)
MATCH LINE
U.S.M.C.A.S.
ANNUAL REPORT PLAN
TO
BUREAU OF YARDS & DOCKS
AS OF JUNE 30, 1946
MARINE CORPS AIR STATION, CHERRY POINT, N.C.



PROPERTY OF
NAVFAC HISTORICAL
(2 of 4)

PROPERTY OF
NAVFAC HISTORICAL

SCHEDULE			
No	Description	No	Description
1	Squadron Administration Building	61	Barracks
2	" " " "	62	Mess Room
3	Squadron Work Shop	63	Bachelor Officers Quarters
4	" " "	64	" " "
5	Hangar	65	" " "
6	Work Shop Building	66	Officers Quarters (W.R.W.C.)
7	Carburetor Test Building	67	
8	Combustible Stores Building	68	
9	Operations Building	69	
10	Ordnance Stores & Work Shop	70	Barracks
11	Fire Station & Garage	71	Post Exchange Auditorium
12	Paint & Oil Storehouse	72	
13	Station Maintenance Building	73	
14	Incinerator	74	
15	Storehouse (General)	75	
16	Quartermasters Storehouse	76	
17	Gate	77	
18	Administration Building	78	
19	10,000 Gal Elevated Water Tank	79	
20	Breeze Rest	80	
21	Gate House	81	Attendants Building
22	Warehouse	82	Tank (5000 Gals.) Gasoline
23	"	83	" (15,000 Gals.) "
24	Training Building	84	" (12,500 Gals.) "
25	" "	85	" (10,000 Gals.) "
26	" "	86	" (17,500 Gals.) "
27	Ready Magazine	87	Pump Island
28	Transformer Building	88	Septic Tank
29	Field Lighting Equipment Storage	89	Pump Pit (Gasoline)
30	Electric Power Plant	90	" " "
31	Mess Hall (Small)	91	Tank (30,000 Gals.) Water
32	Mess Hall (Large)	92	Well & Well House
33	Barracks	93	Septic Tank
34	Wash Building	94	Chlorinator & Contact Chamber
35	Dispensary	95	Additional Gasoline Storage
36	Barracks (W.R.W.C.)	96	Water Well House
37	Barracks	97	Chlorinator House
38	"	98	50,000 Gal Elevated Water Tank
39	"	99	
40	"	100	
41	"	101	Inert Storage Building
42	"	102	Small Arms & Pyro Magazine
43	"	103	High Explosive Magazine
44	"	104	" " "
45	"	105	Fuse & Detonator Magazine
46	Colored Enlisted Mens Barracks		
47	Laundry, Wash Room & Latrines		
48	" " " "		
49			
50	Post Exchange		
51	Sewage Lift Station		
52			
53			
54			
55			
56			
57			
58			
59			
60			

REVISION	DATE	
2	6-30-44	Plan Brought up to date
1	6-20-43	Plan Brought up to Date

MARINE CORPS AIR STATION CHERRY POINT N.C.

ANNUAL REPORT PLAN
TO
BUREAU OF YARDS & DOCKS
AS OF JUNE 30, 1944

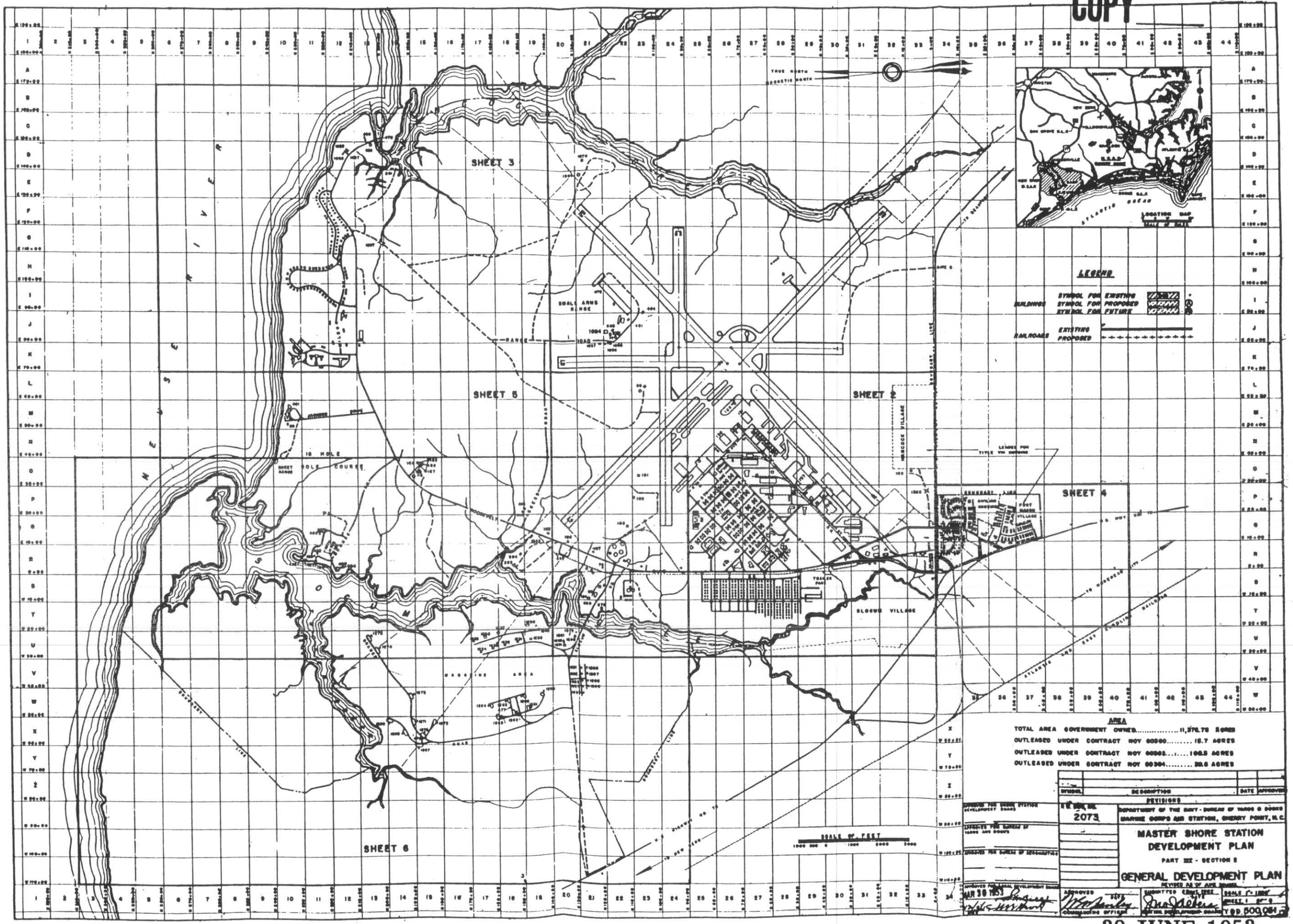
ATLANTIC, N. C. OUTLYING FIELD

Date 12-10-43. Y&D No. 302446 2 Sheets P.W.O.

I.A. Bickelhaupt
CAPTAIN C.E.C.-V(U) USNR

COPY

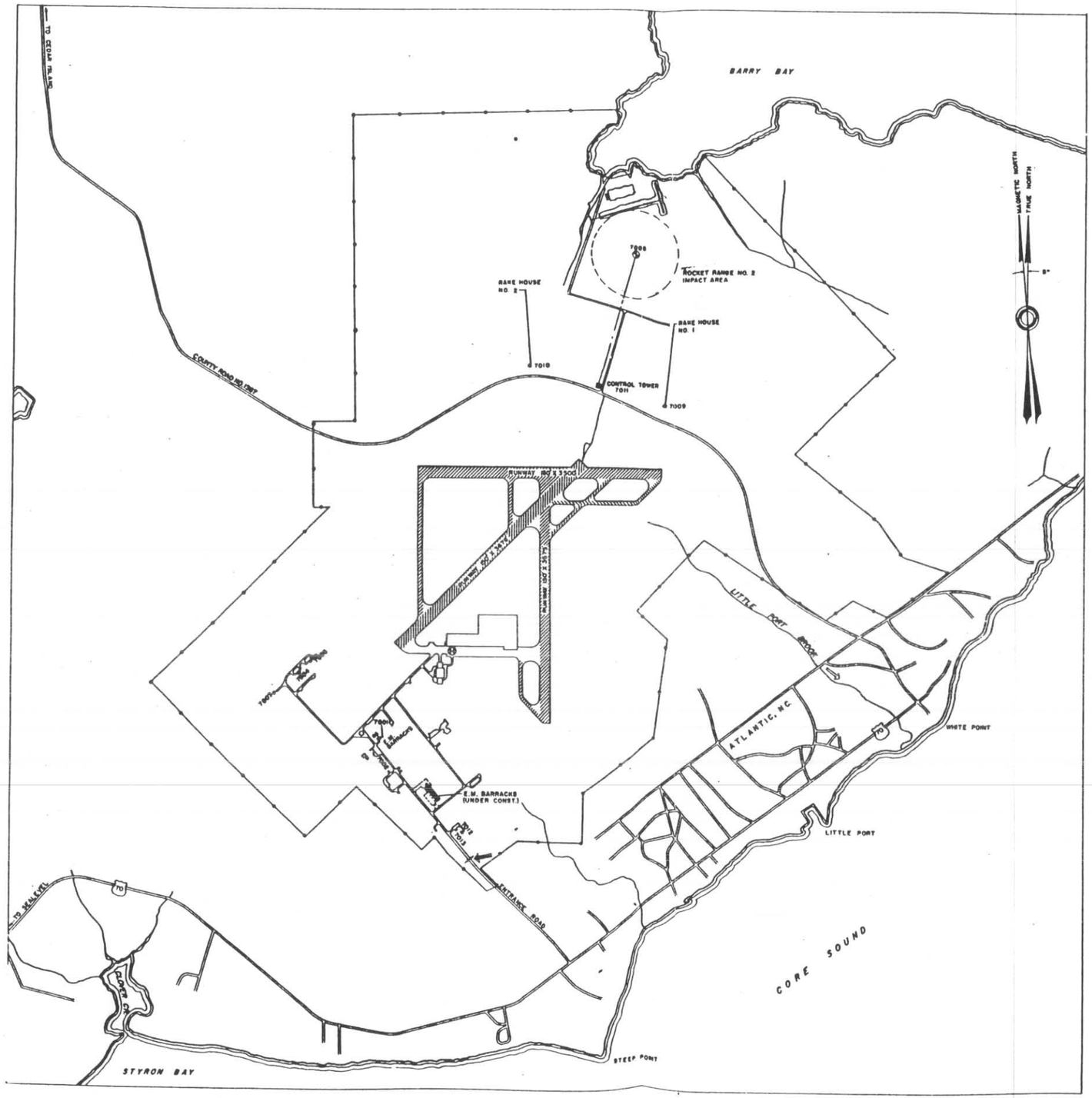
5-3-3



30 JUNE 1953

PROPERTY OF NAVFAC HISTORIAN

PROPERTY OF NAVFAC HISTORIAN



LEGEND

- STATION BOUNDARY LINE
- U. S. HIGHWAY
- SHORE LINE
- EXISTING STRUCTURE TO REMAIN
- RIVER FLOW
- MAIN STATION ENTRANCE
- EXISTING ROAD
- EXISTING FENCE
- EXISTING PAVED AREA
- RUNWAY APPROACH ZONE AND CLEARANCE LINE

LAND AREA: GOVERNMENT OWNED 1469 ACRES

GRAPHIC SCALE
0 200' 400' 600' 1200' 1800' 2400' 3000'

MCOLF ATLANTIC

NO	AND OR DOC	DESCRIPTION OF AMENDMENT OR CORRECTION	DATE	AUTHOR APPROVED
1				
0	AMENDMENT	REVISED TO COMPLY WITH CHY PNT MASTER PLAN	8-12-72	

DWG. NO. 2596

DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS

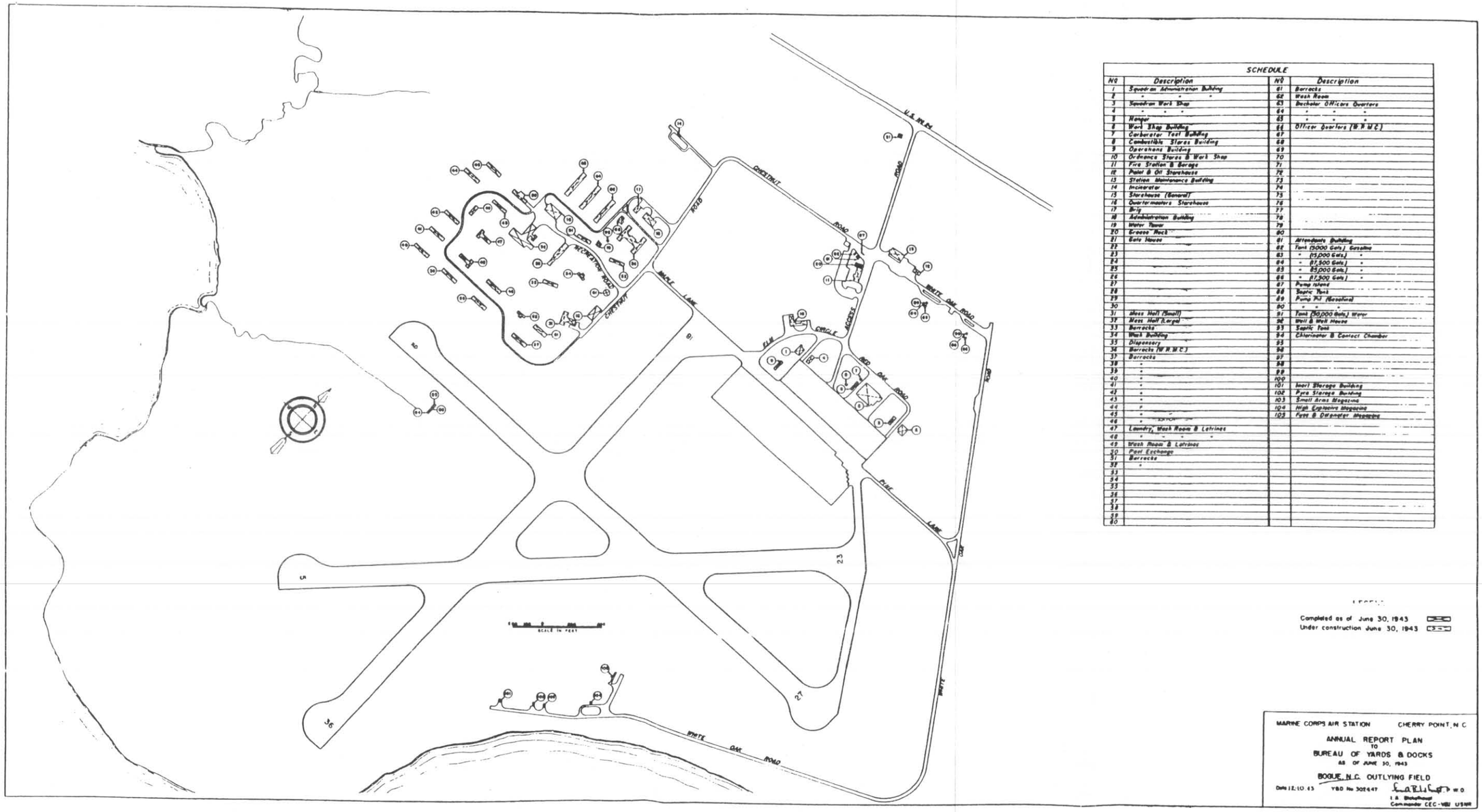
U.S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
GENERAL DEVELOPMENT MAP
EXISTING AND PLANNED PRE M-DAY
MCOLF ATLANTIC

SCALE: AS SHOWN
SHEET 41 OF 132
T.O.D. DWG. NO. 772595

NOTE: THIS IS A HALF-SIZE PRINT – USE GRAPHIC SCALE

PAGE 6

RECO
COPY



SCHEDULE

NO	Description	NO	Description
1	Squadron Administration Building	61	Barracks
2	" " "	62	Wash Room
3	Squadron Work Shop	63	Bachelor Officers Quarters
4	" " "	64	" " "
5	Hangar	65	" " "
6	Work Shop Building	66	Officer Quarters (W.R.M.C.)
7	Carburetor Test Building	67	
8	Combustible Stores Building	68	
9	Operations Building	69	
10	Ordnance Stores & Work Shop	70	
11	Fire Station & Garage	71	
12	Paint & Oil Storehouse	72	
13	Station Maintenance Building	73	
14	Incinerator	74	
15	Storehouse (General)	75	
16	Quartermasters Storehouse	76	
17	Brig	77	
18	Administration Building	78	
19	Water Tower	79	
20	Grease Rack	80	
21	Gate House	81	Attendants Building
22		82	Tank (5000 Gals.) Gasoline
23		83	" (15,000 Gals.) "
24		84	" (17,500 Gals.) "
25		85	" (25,000 Gals.) "
26		86	" (17,500 Gals.) "
27		87	Pump Island
28		88	Septic Tank
29		89	Pump Pit (Gasoline)
30		90	" " "
31	Mess Hall (Small)	91	Tank (50,000 Gals.) Water
32	Mess Hall (Large)	92	Well & Well House
33	Barracks	93	Septic Tank
34	Wash Building	94	Chlorinator & Contact Chamber
35	Dispensary	95	
36	Barracks (W.R.M.C.)	96	
37	Barracks	97	
38	"	98	
39	"	99	
40	"	100	
41	"	101	Inert Storage Building
42	"	102	Pyro Storage Building
43	"	103	Small Arms Magazine
44	"	104	High Explosive Magazine
45	"	105	Fuse & Detonator Magazine
46	"		
47	Laundry, Wash Room & Latrines		
48	" " " "		
49	Wash Room & Latrines		
50	Post Exchange		
51	Barracks		
52	"		
53			
54			
55			
56			
57			
58			
59			
60			

LEGEND

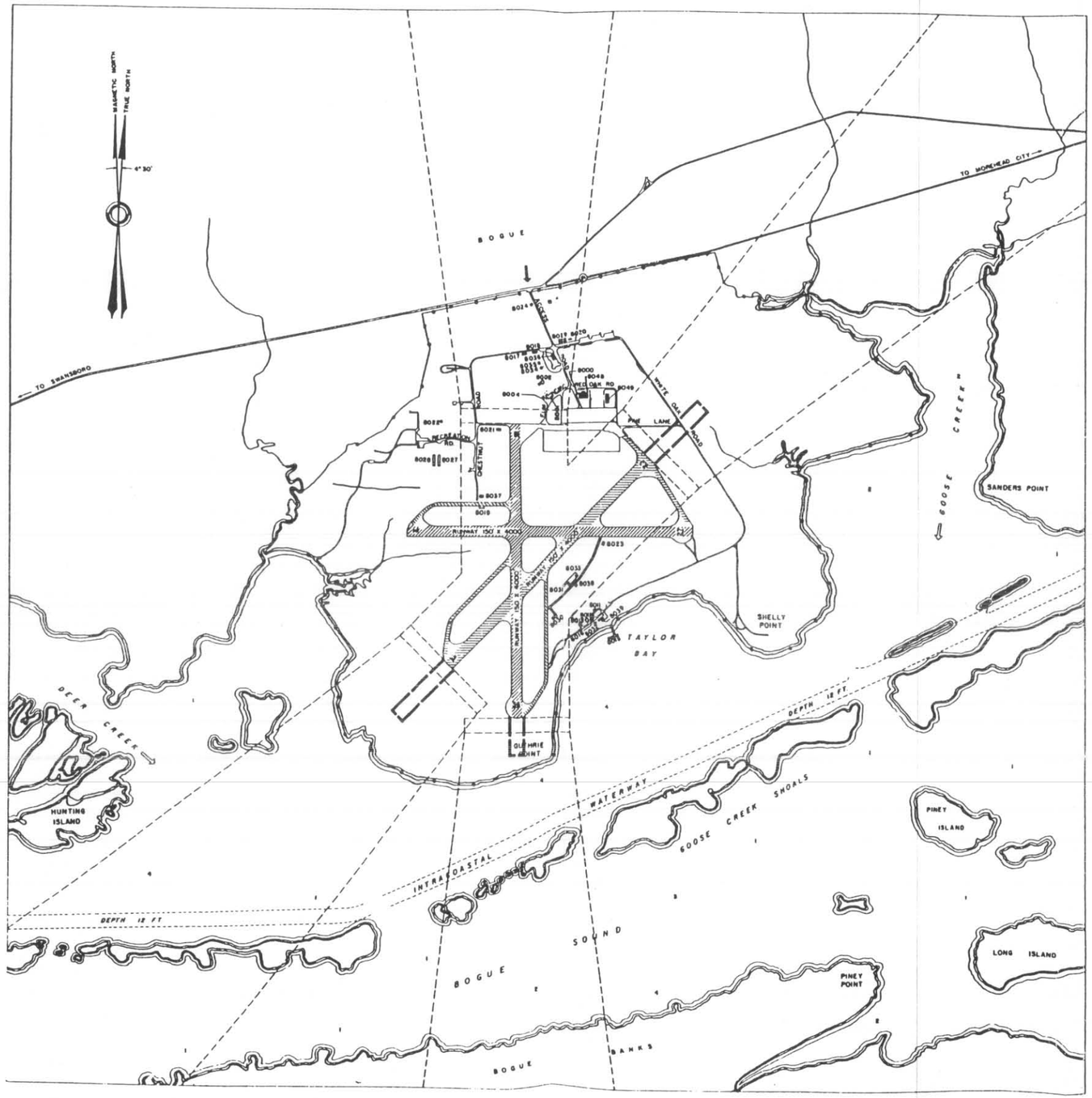
Completed as of June 30, 1943
Under construction June 30, 1943

MARINE CORPS AIR STATION CHERRY POINT, N.C.

ANNUAL REPORT PLAN
TO
BUREAU OF YARDS & DOCKS
AS OF JUNE 30, 1943

BOGUE, N.C. OUTLYING FIELD

Date 12-10-43 YBD No 302447 [signature] P.W.O.
L.A. Bickelhaupt
Commander CEC-VBU USNR



LEGEND

- STATION BOUNDARY LINE
- EXISTING ROAD
- PLANNED PAVEMENT PEACETIME
- STATE HIGHWAY
- EXISTING FENCE
- SHORE LINE
- MAIN STATION ENTRANCE
- EXISTING RUNWAY CLEARANCE LINE AND APPROACH ZONE
- RIVER FLOW

LAND AREA: GOVERNMENT OWNED 837 ACRES

GRAPHIC SCALE
0 200' 400' 800' 1200' 1600' 2400' 3000'

MCALF BOGUE

1	AMENDMENT	REVISED TO COMPLY WITH CHY PNT MASTER PLAN	8-15-78
NO	AND OR DOS	DESCRIPTION OF AMENDMENT OR CORRECTION	DATE

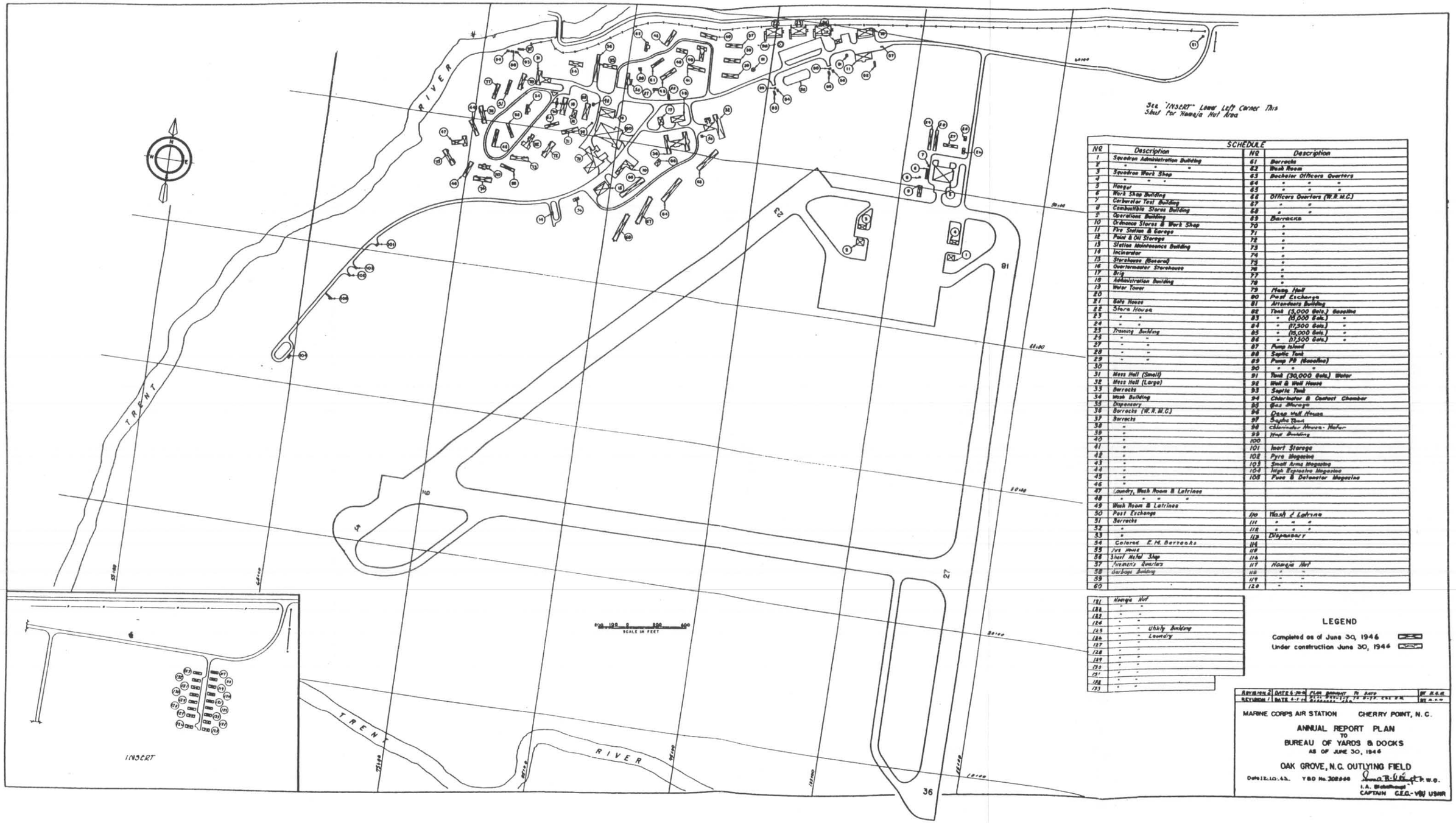
NAVDOCKS DWG. NO. 2597

DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS

U.S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
GENERAL DEVELOPMENT MAP
EXISTING AND PLANNED PRE 85-DAY
MCALF BOGUE

TOS DWG. NO. 772597

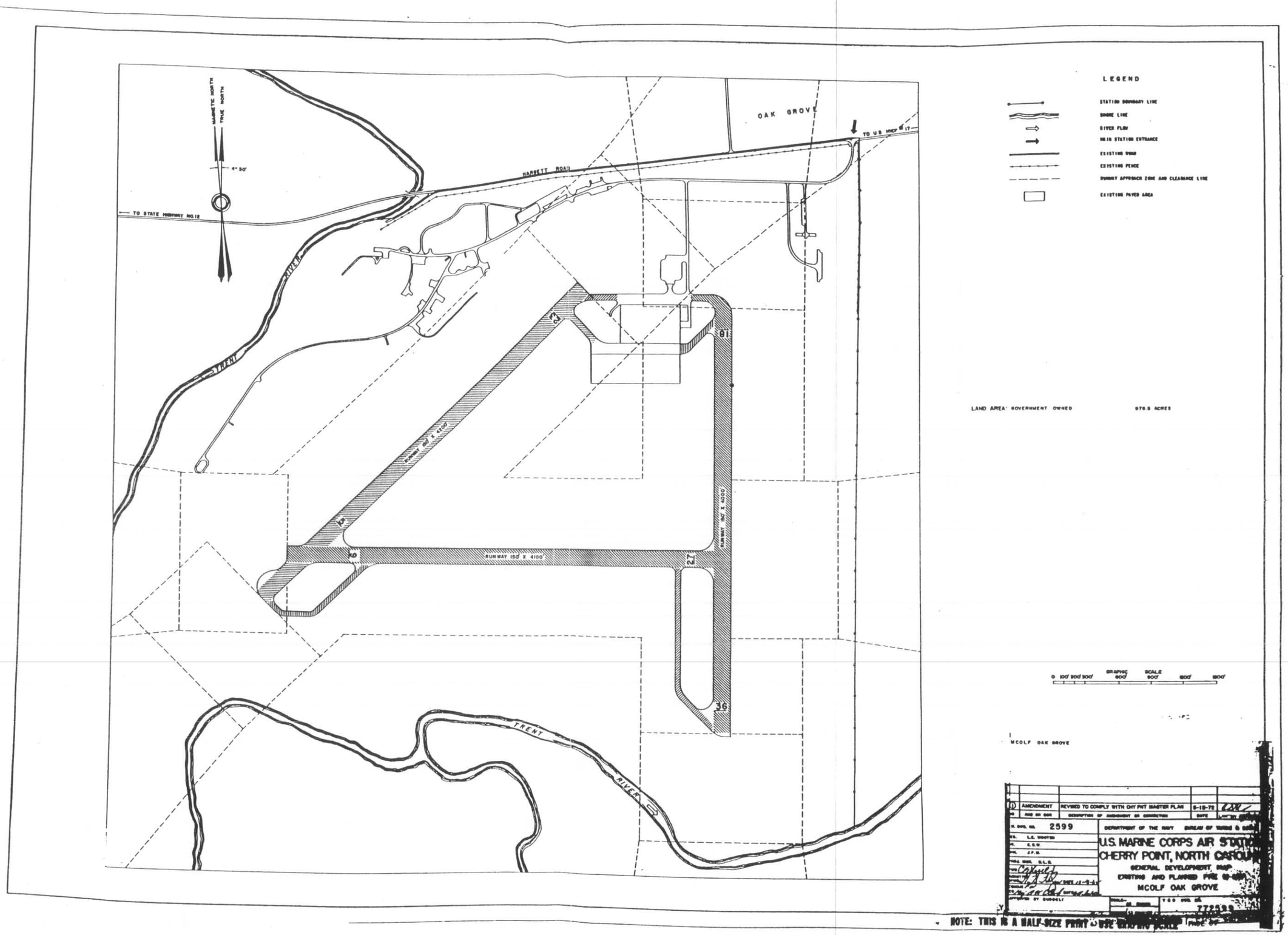
NOTE: THIS IS A HALF-SIZE PRINT – USE GRAPHIC SCALE



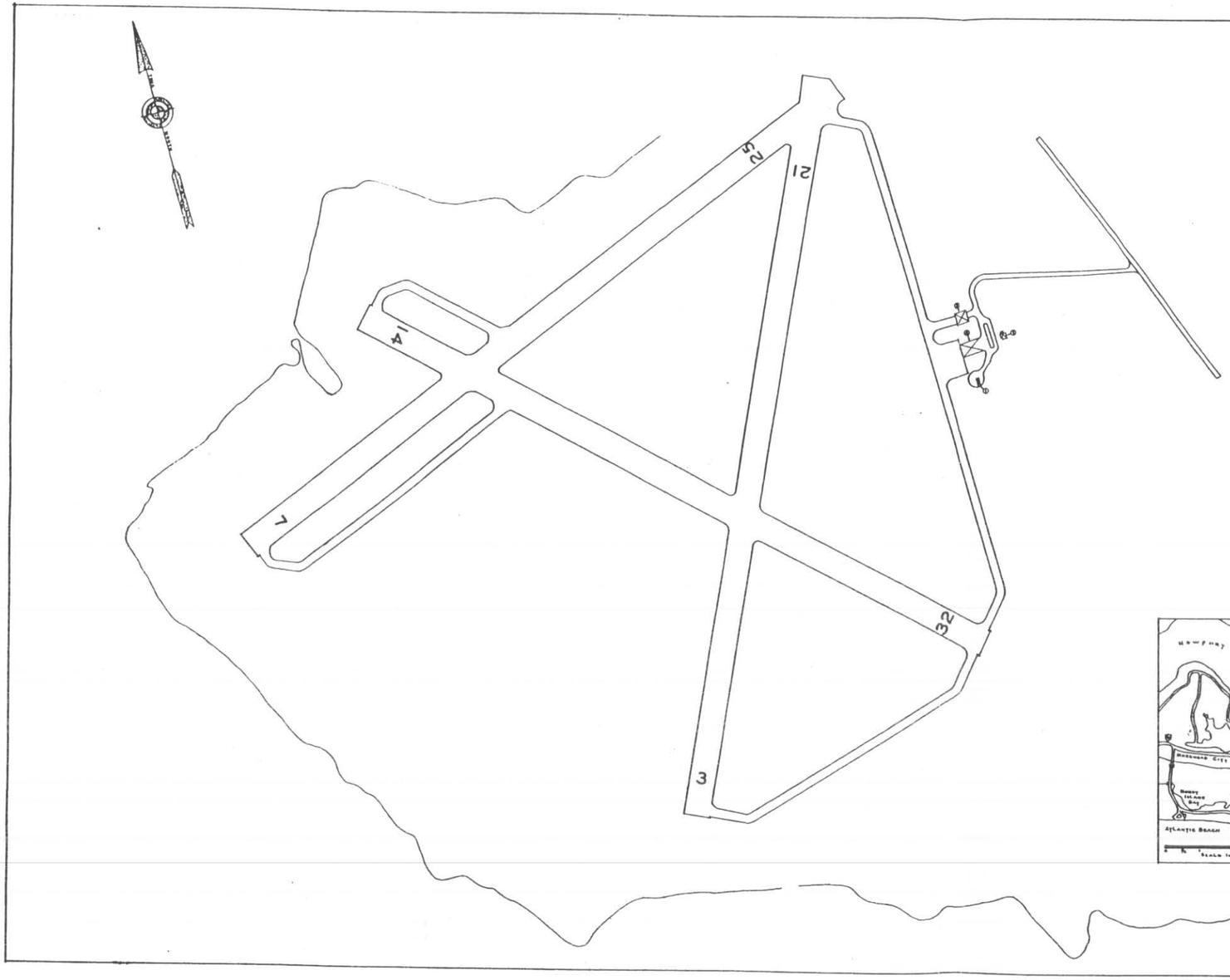
SCHEDULE

No	Description	No	Description
1	Squadron Administration Building	61	Barracks
2	" " "	62	Wash Room
3	Squadron Work Shop	63	Bachelor Officers Quarters
4	" " "	64	" " "
5	Hangar	65	" " "
6	Work Shop Building	66	Officers Quarters (W.R.M.C.)
7	Carburetor Test Building	67	" "
8	Combustible Stores Building	68	" "
9	Operations Building	69	Barracks
10	Ordnance Stores & Work Shop	70	"
11	Fire Station & Garage	71	"
12	Paint & Oil Storage	72	"
13	Station Maintenance Building	73	"
14	Incinerator	74	"
15	Storehouse (General)	75	"
16	Quartermaster Storehouse	76	"
17	Brig	77	"
18	Administration Building	78	"
19	Water Tower	79	Mess Hall
20		80	Post Exchange
21	Gate House	81	Attendants Building
22	Store House	82	Tank (5,000 Gals.) Gasoline
23	" "	83	" (15,000 Gals.) "
24	" "	84	" (17,500 Gals.) "
25	Training Building	85	" (15,000 Gals.) "
26	" "	86	" (17,500 Gals.) "
27	" "	87	Pump Island
28	" "	88	Septic Tank
29	" "	89	Pump Pit (Gasoline)
30		90	" " "
31	Mess Hall (Small)	91	Tank (30,000 Gals.) Water
32	Mess Hall (Large)	92	Well & Well House
33	Barracks	93	Septic Tank
34	Wash Building	94	Chlorinator & Contact Chamber
35	Dispensary	95	Gas Storage
36	Barracks (W.R.M.C.)	96	Deep Well House
37	Barracks	97	Septic Tank
38	"	98	Chlorinator House - Water
39	"	99	Well Building
40	"	100	
41	"	101	Inert Storage
42	"	102	Pyro Magazine
43	"	103	Small Arms Magazine
44	"	104	High Explosive Magazine
45	"	105	Fuse & Detonator Magazine
46	"		
47	Laundry, Wash Room & Latrines		
48	" " " "		
49	Wash Room & Latrines		
50	Post Exchange	110	Wash & Latrine
51	Barracks	111	" " "
52	"	112	" " "
53	"	113	Dispensary
54	Colored E.M. Barracks	114	
55	Fire House	115	
56	Sheet Metal Shop	116	
57	Firemen's Quarters	117	Homeja Hut
58	Garbage Building	118	" "
59		119	" "
60		120	" "

121	Homeja Hut	
122	" "	
123	" "	
124	" "	
125	" "	Utility Building
126	" "	Laundry
127	" "	
128	" "	
129	" "	
130	" "	
131	" "	
132	" "	
133	" "	

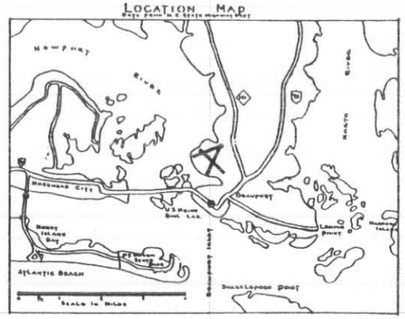


LEGEND
STATION BOUNDARY LINE
SHORE LINE
RIVER FLOW
MAIN STATION ENTRANCE
EXISTING ROAD
EXISTING FENCE
RUNWAY APPROACH ZONE AND CLEARANCE LINE
EXISTING PAVED AREA
LAND AREA: GOVERNMENT OWNED
976.5 ACRES
OAK GROVE
HARGETT ROAD
TO STATE HIGHWAY NO.12
TO U.S. HWY NO.17
MAGNETIC NORTH
TRUE NORTH
4° 30'
TRENT RIVER
RUNWAY 150' X 4100'
RUNWAY 150' X 4000'
RUNWAY 150' X 4200'
GRAPHIC SCALE
0 100' 200' 300' 600' 900' 1200' 1500'
MCOLF OAK GROVE
AMENDMENT
REVISED TO COMPLY WITH CHY PNT MASTER PLAN
DESCRIPTION OF AMENDMENT OR CORRECTION
DATE
2599
DEPARTMENT OF THE NAVY
U.S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
GENERAL DEVELOPMENT MAP
EXISTING AND PLANNED FIVE
MCOLF OAK GROVE
772599
NOTE: THIS IS A HALF-SIZE PRINT - USE GRAPHIC SCALE



	Schedule
No.	DESCRIPTION
1	Office
2	Mess House
3	Equipment Storage
4	Hangar (Burned Down)

LOCATION MAP



Legend
Completed As Of June 8 1944
Under Construction June 8 1944

MARINE CORPS AIR STATION CHERRY POINT, N. C.

ANNUAL REPORT PLAN
TO
BUREAU OF YARDS & DOCKS
AS OF JUNE 8, 1944

BEAUFORT, N.C. AA. FACILITY

DATE 8-8-44 Y&D NO. 322.681

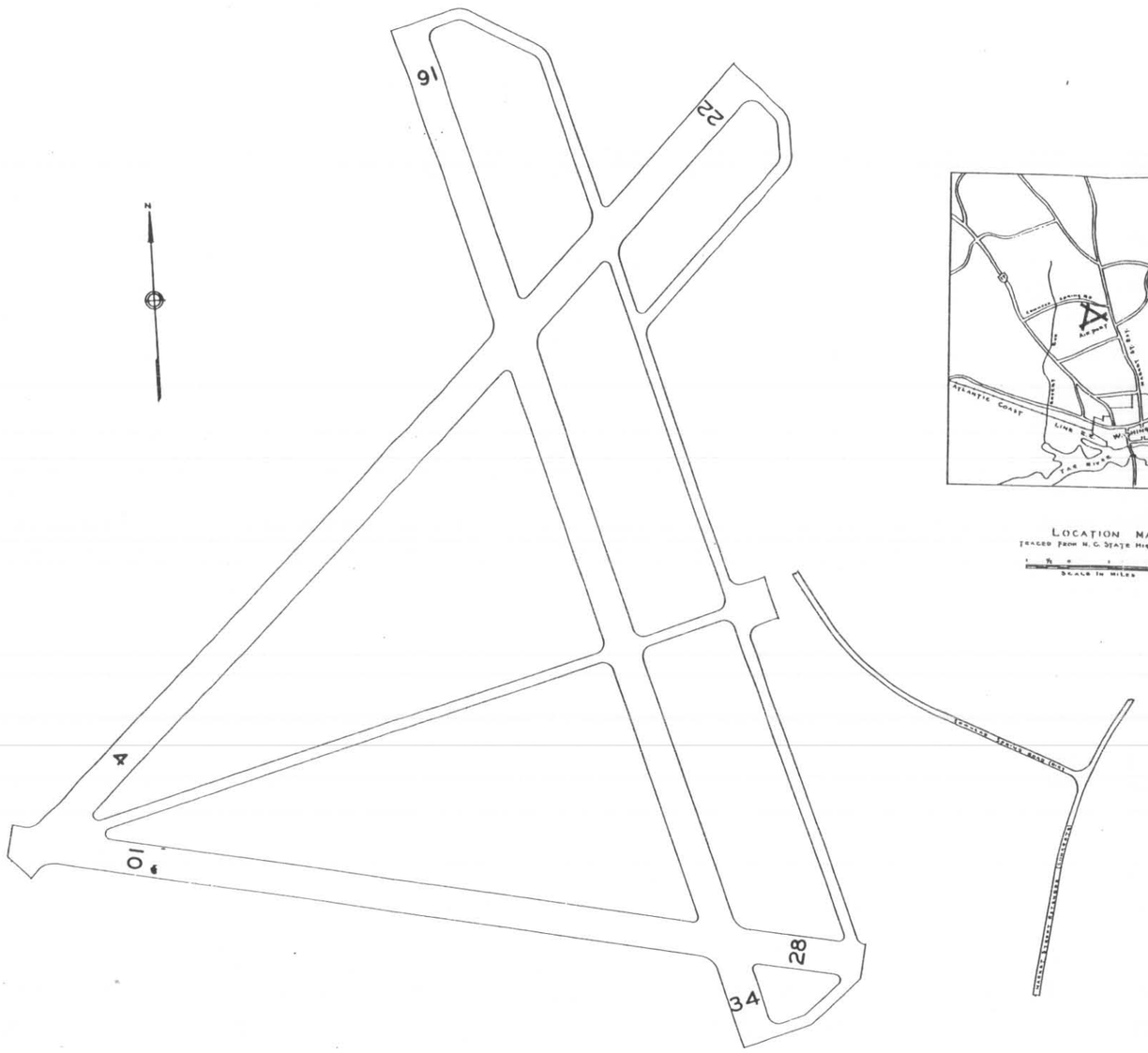
I. A. BICKELHAUPT
CAPTAIN C.E.C. V OD USNR

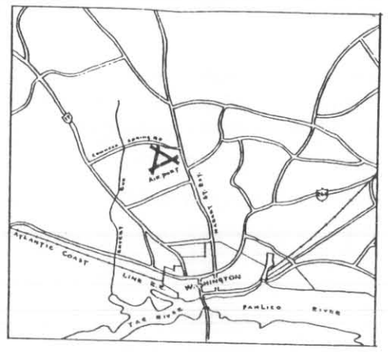
[redacted]

BEAUFORT, N. C.

PROPERTY OF
NAVFAC HISTORIAN
(...)

RECORD
COPY





LOCATION MAP
TRACED FROM N.C. STATE HIGHWAY MAP
SCALE IN MILES

[redacted]
FOR OFFICIAL USE ONLY

Legend
Completed As Of June 30, 1946
Under Construction June 30 1946

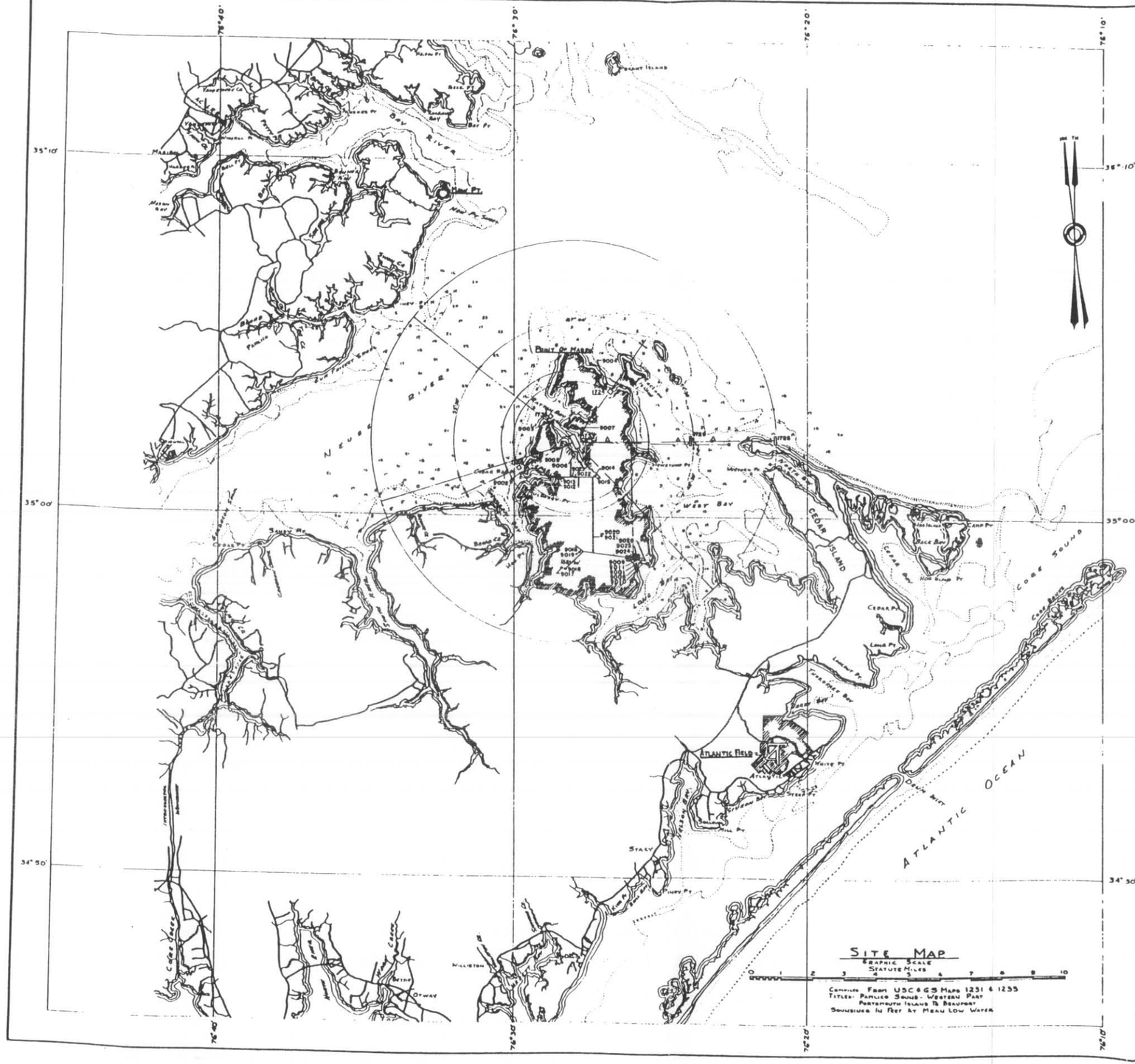
MARINE CORPS AIR STATION CHERRY POINT, N.C.
ANNUAL REPORT PLAN
TO
BUREAU OF YARDS & DOCKS
AS OF JUNE 30, 1946
WASHINGTON, N.C. A.A. FACILITY
DATE 6-2-44 Y&D NO. 322,476 P.W.
I. A. BICKELHAUPT
CAPTAIN C.E.C.V. (S) U

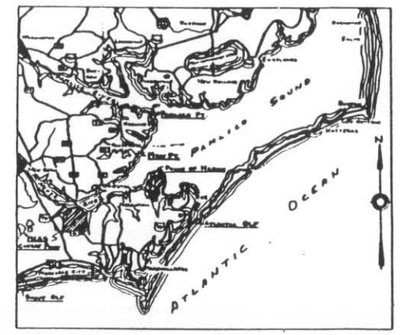
PROPERTY OF
NAVFAC HISTORIAN
(...)

[redacted]

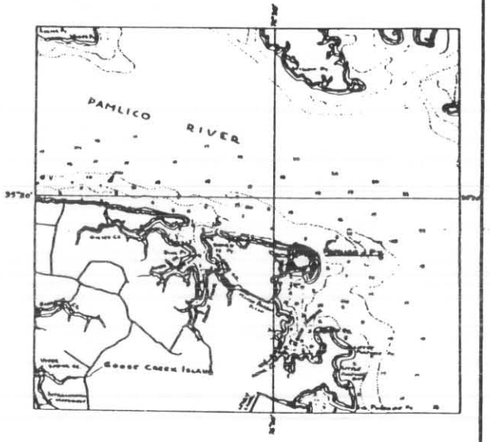
PROPERTY OF
NAVFAC HISTORIAN
(...)

WASHINGTON,





Location Map
Graphic Scale
Statute Miles



Site Map
Graphic Scale
Statute Miles
0 1 2 3 4 5

Traces From USC&GS Map 1231 Titles: Pamlico Sound-Western Part.
Soundings In Feet At Mean Low Water

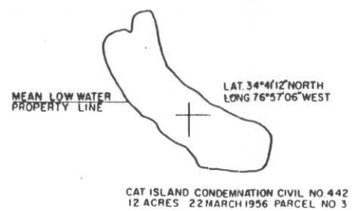
POINT-OF-MARSH

1	AMENDMENT	REVISED TO COMPLY WITH CHY PMT MASTER PLAN	5-12-78
NO.	AND OR DWG	DESCRIPTION OF AMENDMENT OR CANCELLATION	DATE

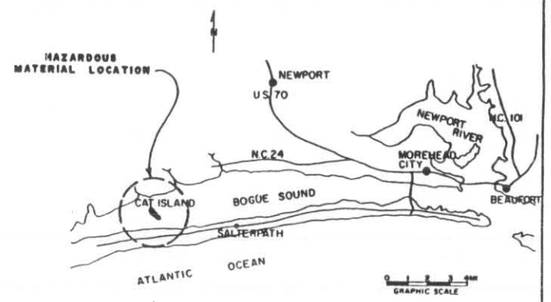
DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS
3355
U.S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
GENERAL DEVELOPMENT MAP
EXISTING AND PLANNED FIRE
POINT-OF-MARSH
867158

NOTE: THIS IS A HALF-SIZE PRINT – USE GRAPHIC SCALE

SUMMARY OF ACREAGE										FEDERAL JURISDICTION					
ESTATE	HOW ACQUIRED							RIGHTS TO USE BY OTHERS		LAND ACQUIRED BY	AREA	DATE ACCEPTED BY U.S.A	STATE LANDS COMMISSION ACTION	APPLICABLE STATE STATUTE	DEGREE
	PURCHASE	CONDEMNATION	DONATION	EXCHANGE	TRANSFER	RESERVATION	TOTAL								
FEE		12.0					12.0	LEASE							NONE
EASEMENT								EASEMENT							
LEASE								PUBLIC RIGHTS							
OTHER								OTHER							
TOTAL		12.0					12.0	TOTAL	0						



CAT ISLAND CONDEMNATION CIVIL NO. 442
12 ACRES 22 MARCH 1956 PARCEL NO 3



CAT ISLAND VICINITY MAP

BOGUE SOUND

BOGUE BANKS

ATLANTIC OCEAN

0 400 800 1200 1600
GRAPHIC SCALE

CAT ISLAND TARGET AREA

NO	AMD OR COR	DESCRIPTION OF AMENDMENT OR CORRECTION	DATE	LANTDOCKS APPROVAL

LANTDOCKS DWG NO
64080

DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS
ATLANTIC DIVISION
NORFOLK 11, VIRGINIA

DESIGN
DRAWN WALKER
CHECK

MARINE CORPS AIR STATION
CHERRY POINT NORTH CAROLINA

DIRECTOR, REAL ESTATE DIV

ACTIVITY CODE NO. 839-080 MANAGEMENT BUWEPS

ASST. DIR. FOR REAL PROP MGMT

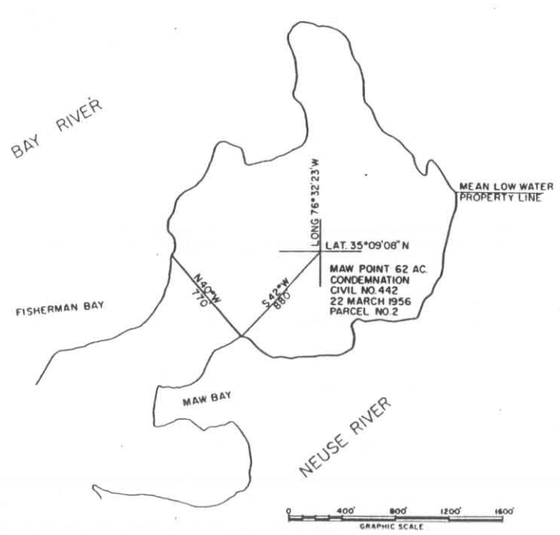
REAL ESTATE SUMMARY MAP
(OFF-SITE COMPONENT CAT ISLAND) —

APPROVED DATE 11/30/63
DIR, LANTDOCKS FOR CHIEF BUDOCKS

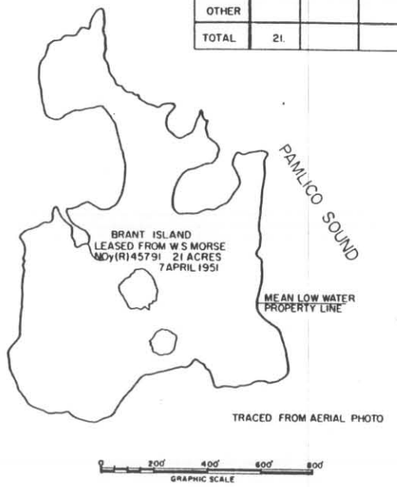
CODE IDENT NO 80091 | SIZE F | Y&D DWG NO. 979080

SCALE 1"=400' | SHEET 8 OF 10

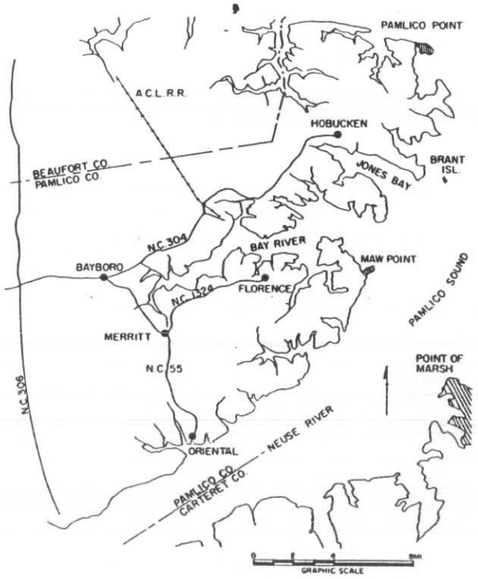
SUMMARY OF ACREAGE										FEDERAL JURISDICTION					
ESTATE	HOW ACQUIRED							RIGHTS TO USE BY OTHERS		LAND ACQUIRED BY	AREA	DATE ACCEPTED BY U.S.A.	STATE LANDS COMMISSION ACTION	APPLICABLE STATE STATUTE	DEGREE
	PURCHASE	CONDEMNATION	DONATION	EXCHANGE	TRANSFER	RESERVATION	TOTAL								
FEE		12648.			8.		12656.	LEASE							NONE
EASEMENT								EASEMENT							
LEASE	21.						21.	PUBLIC RIGHTS							
OTHER								OTHER							
TOTAL	21.				8.		12677.	TOTAL	0						



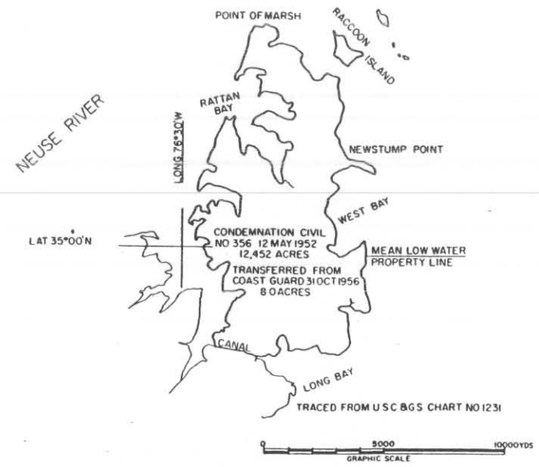
MAW POINT



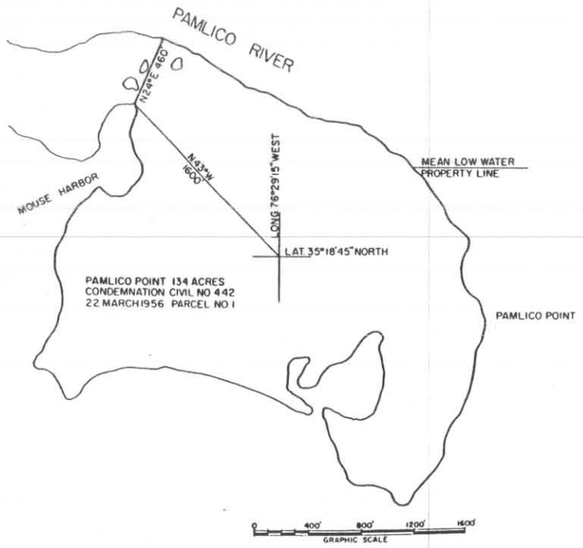
BRANT ISLAND



WESTERN PAMLICO SOUND VICINITY MAP



POINT OF MARSH TARGET AREA



PAMLICO POINT

NO	AMD OR COR	DESCRIPTION OF AMENDMENT OR CORRECTION	DATE	LANTDOCKS APPROVAL

LANTDOCKS DWG NO. 64079

DESIGN
DRAWN WALKER
CHECK

DIRECTOR, REAL ESTATE DIV.

ASST DIR FOR REAL PROP MGMT

APPROVED DATE 1/30/65

DIR LANTDOCKS FOR CHIEF BUDOCKS

DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCKS
ATLANTIC DIVISION
NORFOLK 11, VIRGINIA

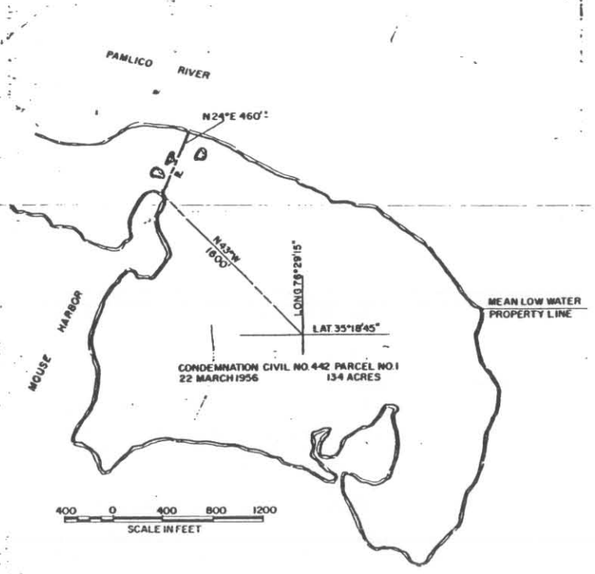
MARINE CORPS AIR STATION
CHERRY POINT NORTH CAROLINA

ACTIVITY CODE NO 8139-080 MANAGEMENT BUWEPS

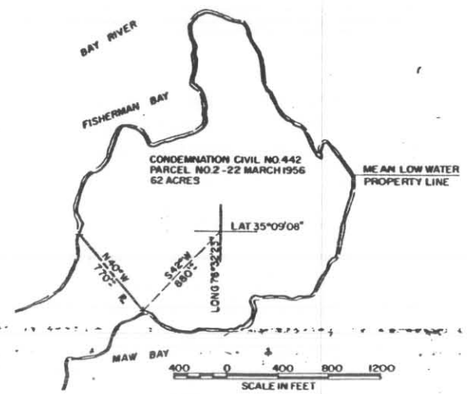
REAL ESTATE SUMMARY MAP
(OFF-SITE COMPONENT TARGET AREAS)

CODE IDENT. NO. 80091 | SIZE F | Y&D DWG NO. 979079

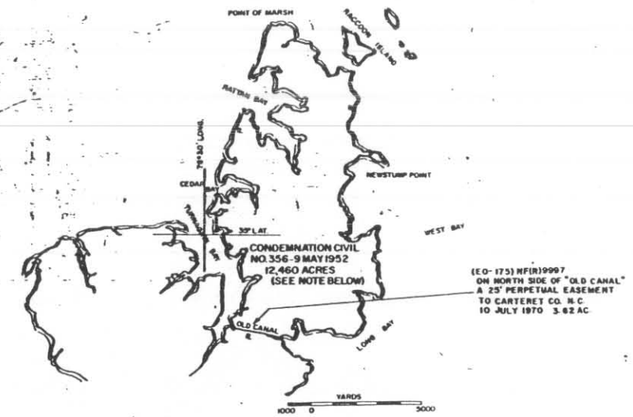
SCALE GRAPH | SHEET 7 OF 10



PAMLICO POINT

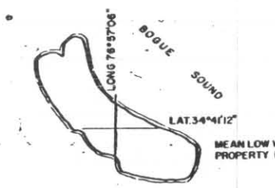


MAW POINT



NOTE
1- CIVIL NO. 356 INADVERTENTLY INCLUDED THE 8 ACRE COAST GUARD TRACT. THIS AREA WAS TRANSFERRED TO THE NAVY 31 OCTOBER 1956.
2- RACCOON ISLAND WAS INCLUDED IN THE CONDEMNATION.
3- TRACED FROM U.S.C. & G.S. COAST CHART NO. 1231

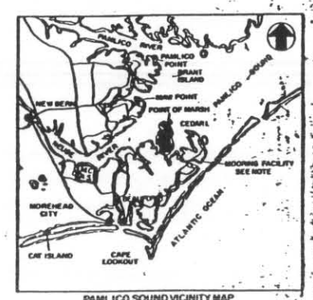
POINT OF MARSH TARGET AREA



CAT ISLAND AKN 63 Sheet 2/3

SUMMARY OF ACREAGE										FEDERAL JURISDICTION				
ESTATE	HOW ACQUIRED							RIGHTS TO USE BY OTHERS		LAND ACQUIRED BY	AREA	DATE ACCEPTED BY U.S.A.	APPLICABLE STATE STATUTE	DEGREE
	PURCHASE	CONDEMNATION	DONATION	EXCHANGE	TRANSFER	RESERVATION	TOTAL							
FEE		12,660.00			8.00		12,668.00	LEASE						PROP.
EASEMENT								EASEMENT	3.62					
LEASE								PUBLIC RIGHTS						
OTHER	4.06						4.06	OTHER						
TOTAL	4.06	12,660.00			8.00		12,672.06	TOTAL	3.62					

8 SEE NOTES 1 & 2



PAMLICO SOUND VICINITY MAP

(P1-92 • N62470-79-RP-00134)
1- THE MOORING FACILITY SHOWN ON THE VICINITY MAP IS AN AREA OF 0.20 ACRES UNDER PERMIT P1-92 FROM THE DEPT. OF INTERIOR 14 DEC. 1978.
2- THE AREA SHOWN AS BRANT ISLAND IS A 3.86 ACRE AREA OF SUBMERGED LANDS UNDER PERMIT NF(R)1792 FROM THE STATE OF NORTH CAROLINA 25 JULY 1967.
3- FOR M.C.A.S. CHERRY POINT MAIN STATION DETAILS SEE NAVFAC DRAWINGS 1169721 THRU 1169730

THIS DRAWING SUPERSEDES Y&D DRAWINGS NO. 979079 & 979080

NO	AMD OR COR	DESCRIPTION OF AMENDMENT OR CORRECTION	DATE	LANTDIV APPROVAL
2	AMD	ADDED CONTRACT NO.	2-28-80	RJS
1	AMD	ADDED EASEMENT, MODIFIED PERMIT & TITLE BLK.	8-10-79	RJS

LANTDIV DWG NO. 82037

ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
NORFOLK, VA.
NAVAL STATION

DRAWN WALKER JR
BOUNDARY INFO.
ENCUMBRANCES
JURISDICTION
RPL MGR REVIEW R. L. Gould

MARINE CORPS AIR STATION
CHERRY POINT NORTH CAROLINA

ACTIVITY CODE NO. 839-080 MANAGEMENT CMC

APPROVAL RECOMMENDED
DIRECTOR REAL ESTATE DIV

REAL ESTATE SUMMARY MAP
TARGET AREAS

DRAWING DATE
APPROVED
HEAD OF MANAGEMENT DEPARTMENT BY DIRECTION LANTNAVFACENGCOM

CODE IDENT NO 80091 | SIZE E | NAVFAC DWG NO. 1307037

SCALE GRAPHIC | SHEET 1 OF 1

UIC 00148

APPENDIX H

SITE SPECIFIC SAFETY AND HEALTH PLAN
AND
SITE INSPECTION REPORT (NOT USED)

APPENDIX H - 1

SITE SPECIFIC SAFETY AND HEALTH PLAN

ACE000004814

SITE SAFETY AND HEALTH PLAN (SSHP)
for
Marine Corps Air Station Cherry Point
New Bern, NC

The purpose of this site visit is to reconnoiter, document, and photograph areas on **MCAS Cherry Point** suspected to be contaminated with unexploded ordnance and/or toxic chemical munitions.

PREPARED BY:	George F Sloan
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ADDRESS:	1222 Spruce St, St. Louis, MO
PHONE	(314) 331-8796
DATE PREPARED:	

REVIEWED/APPROVED BY: _____

NOTE This SSHP is to be used only for non-intrusive site visits and must be approved by safety prior to the start of the field visit. All team members must read, and comply with the SSHP, and attend the safety briefings. The Site Safety and Health Officer (SSHO) shall ensure the Safety Briefing Checklist and the SSHP acceptance form (Appendix C) is filled out prior to the start of the site visit.

A. SITE DESCRIPTION AND PREVIOUS INVESTIGATIONS

1. Site Description

a. Size

b. Present Usage (check all that apply)

[ ] Military	[ ] Recreational	[ ] Other (specify)
[ ] Residential	[ ] Commercial	
[ ] Natural Area	[ ] Industrial	
[ ] Agricultural	[ ] Landfill	
[ ] Secured	[ ] Active	[ ] Unknown
[ ] Unsecured	[ ] Inactive	

2. Past Uses (Briefly describe)

3. Surrounding Population (check all that apply)

[ ] Rural	[ ] Residential	[ ] Other (specify)
[ ] Urban	[ ] Industrial	
[ ] Commercial		

4. Ordnance/Explosives (OE) Potential

B. DESCRIPTION OF ON-SITE ACTIVITIES (check all that apply)

[ ] Walk-through	[ ] Drive-through	[ ] Other (specify)
[ ] On-Path	[ ] On-road	
[ ] Off-Path	[ ] Off-road	

C. SITE PERSONNEL AND RESPONSIBILITIES

1. Responsibilities

a. Project Manager The Corps of Engineers Project Manager (PM) is overall responsible for the site visit. He will assign a Team Leader, (most situation will be the PM). The PM will ensure that the SSHP is completed. Coordinates and executes the site visit.

b. Site Safety and Health Officer Individual designated to conduct safety, enforce the SSHP, conduct safety briefings, and ensure that the team leader can safely fulfill his objectives. The SSHO will maintain the safety gear, and monitor on-site operations. The SSHO is responsible for identifying, marking, and reporting any unexploded ordnance and explosives.

2. Team Members

Name	Position	Address	Phone
Gerald Schwalbe	PM/Team Leader	USACE. St. Louis, MO	(314) 331-8788
George F Sloan	SSHO/UXO Spec	USACE, St. Louis, MO	(314) 331-8796
Fredrick Miller	Historian	USACE, St. Louis, MO	(314) 331-8792

D. OVERALL HAZARD EVALUATION (check one)

[ ] High [ ] Moderate [ ] Low [ ] Unknown

This assessment was developed using the Site Investigation Hazard Analysis and Risk Assessment Code Matrix.

E. GENERAL PRECAUTIONS Prior to the on-site visit, all team members are required to read this SSHP and sign the form acknowledging that they have read and will comply with it. In addition, the SSHO shall hold a brief tailgate meeting in which site specific topics regarding the days activities will be discussed. If unanticipated hazardous conditions arise, team members are to stop work, leave the immediate area and notify the SSHO. The buddy system will be enforced at all times.

F. STANDARD OPERATION SAFETY PROCEDURES, ENGINEERING CONTROLS AND WORK PRACTICES

1. Site Rules/Prohibitions At any sign of unanticipated hazardous conditions, stop tasks, leave the immediate area and notify the SSHO. Smoking, eating and drinking allowed in designated areas only.

2. Material Handling Procedures Do not handle.

3. Drum Handling Procedures Do not handle.

4. **Confined Space Entry** An area identified as a Permit Required Confined space will not be entered. All confined spaces shall be considered permit required confined spaces until the pre-entry procedures demonstrate otherwise. Confined spaces may be entered without a written permit or attendant provided the space is determined not to be a permit required confined space as specified in 29 CFR 1910.146.

5. **Electrical Protection** Overhead power lines, downed electrical wires and buried cables pose a danger of shock and electrocution. In addition, buildings may contain exposed wiring that may hold a potential load. Workers should avoid contact with any and all exposed wire and cables

6. **Spill Containment** N/A

7. **Excavation Safety** Do not enter trenches/excavations.

8. **Illumination** Site visits will be conducted during daylight hours only.

9. **Sanitation** Use existing sanitary facilities.

10. **Buddy System** Individuals will maintain constant contact with other personnel at all times. No one will work alone at any time during the site visit.

11. **Engineering Controls** N/A

12. **Insects** Wearing light colored clothing and tucking in the pant legs can reduce contact. In severely infested area it may be necessary to tape all openings. Apply repellents to both clothing and bare skin. Diethyltoluamide (DEET) is an active ingredient in many repellents, which is effective against ticks and other insects. Repellents containing DEET can be applied on exposed areas of skin and clothing. However, repellents containing permethrin should be used on only clothing. For more information on insect bites, refer to Appendix B.

13. **Poisonous Vegetation** Recognition and avoidance is the best protection. Cover all exposed skin. If it is known or suspected that an individual has been exposed, wash the effected area with soapy water.

14. **Inclement Weather** When there are warnings or indications of impending severe weather (heavy rains, strong winds, lightning, tornados, etc.), weather conditions shall be monitored and appropriate precautions taken to protect personnel and property from the effects of the severe weather.

15. Hot Weather In hot environments, cool drinking water shall be made available and workers shall be encouraged to frequently drink small amounts, e.g., one cup every 15 - 20 minutes; the water shall be kept reasonably cool. In those situations where heat stress may impact worker safety and health, work regimens shall be established. Environmental monitoring of the Wet Bulb Globe Temperature Index shall be conducted and work loads and work regimens categorized as specified in the American Conference of Governmental Industrial Hygienist (ACGIH) publication "Threshold Limit Values and Biological Exposure Indices". For more information on Heat Stress refer to Appendix A of this SSHP.

16. Cold Weather Cold injury (frost bite and hypothermia) and impaired ability to work are dangers at low temperatures and when the wind-chill factor is low. To guard against them; wear appropriate clothing; have warm shelter readily available; carefully schedule work and rest periods, and monitor workers' physical conditions.

17. Off-Road Driving Ensure all emergency equipment is available with the vehicle i.e. tire changing equipment. Drivers shall familiarize themselves with the procedures for engaging four-wheel drive systems before the need for added traction arises. Vehicles will not be driven into an environment that is unknown, such as deep water, or an unstable surface. Vehicles will not be driven into a suspected ordnance impact area.

18. Ordnance

a. General Information

(1) The cardinal principle to be observed involving explosives, ammunition, severe fire hazards or toxic materials is to limit the exposure to a minimum number of personnel, for the minimum amount of time, to a minimum amount of hazardous material consistent with a safe and efficient operation.

(2) The age or condition of an ordnance item does not decrease the effectiveness. Ordnance that has been exposed to the elements for extended periods of time become more sensitive to shock, movement, and friction, because the stability agent in the explosives may be degraded.

(3) When chemical agents may be present, further precautions are necessary. If the munitions item has green markings leave the area immediately, since it may contain a chemical filler.

(4) Consider ordnance that has been exposed to fire as extremely hazardous. Chemical and physical changes may have occurred to the contents which render it more sensitive than it was in its original state.

b. On-Site Instructions

(1) DO NOT TOUCH or MOVE any ordnance items regardless of the markings or apparent condition.

(2) DO NOT conduct a site visit during an electrical storm or an approaching electrical storm. If a storm approaches during the site visit leave the site immediately and seek shelter.

(3) DO NOT use a radio or cellular phone in the vicinity of a suspect ordnance item.

(4) DO NOT walk across an area where the ground cannot be seen.

(5) DO NOT drive a vehicle into a suspected OE area; use clearly marked lanes.

(6) DO NOT carry matches, cigarettes, lighters or other flame producing devices into a OE site.

(7) DO NOT rely on color code for positive identification of ordnance items or their contents.

(8) Approach ordnance items from the side; avoid approaching from the front or rear.

(9) Always assume ordnance items contain a live charge until it can be determined otherwise.

(10) Dead vegetation and animals may indicate potential chemical contamination. If a suspect area is encountered, personnel should leave the immediate area and evaluate the situation before continuing the site visit.

c. Specific Action Upon Locating Ordnance

(1) DO NOT touch, move or jar any ordnance item, regardless of its apparent condition.

(2) DO NOT be misled by markings on the ordnance item stating "practice", "dummy", or "inert". Practice munitions may contain an explosive charge used for spotting the point of impact. The item may also be mismarked.

(3) DO NOT roll the item over or scrape the item to read the markings.

(4) The location of any ordnance items found during site investigations should be clearly marked so it can be easily located and avoided.

(5) Reporting will be conducted in accordance with CELMS-PM-M, Standard Operating procedure for Reporting Ordnance and Unexploded Ordnance (UXO), dated 19 January 1995.

19. **Other** (specify)

G. SITE CONTROL AND COMMUNICATIONS

1. **Site Map** Map will be maintained by the PM or Safety Officer.

2. **Site Work Zones** N/A

3. **Buddy System** Individuals will maintain constant contact with other personnel at all times. No one will work alone at any time during the site visit.

4. **Communications**

a. **On-Site** Verbal communications will be used among team members.

b. **Off-Site** Communications shall be established on every site. Communications may be established by using an cellular phone or by public or private phone which may be readily accessible. (specify below)

[ ] Cellular phone

[ ] Public/private phone (location

[ ] Other

c. **Emergency Signals** In the case of small groups, a verbal signal for emergencies will suffice. An emergency signal for large groups (i.e. air horn, whistle) should be incorporated at the discretion of the SSHO. (specify below)

[ ] Verbal

[ ] Nonverbal (specify)

H. EMERGENCY RESPONSE Team members are to be alert to the dangers associated with the site at all times. If an unanticipated hazardous condition arises, stop work, evacuate the immediate area and notify the SSHO. A First Aid Kit and emergency eye wash (if applicable) will be located in the SSHO's field vehicle. If qualified persons (i.e. fire department, medical facility or physician) are not accessible within five minutes of the site at least two team members shall be qualified to administer first aid and CPR.

1. Emergency/Important Telephone Numbers

Sheriff's Office ..... (xxx) xxx-xxxx

Hosptial ..... (xxx) xxx-xxxx

Huntsville Safety Office ..... (205) 895-1582/1598
Huntsville's after duty hours ..... (205) 895-1180

On-site cellular phone ..... (314)
St Louis Corps of Engineers ..... (314) 331-8036

2. Hospital/Medical Facility Information

Name: XXX
Address: XXX
XXX
Phone: (xxx) xxx-xxxx

Distance to hospital: XXX

Route to Hospital: refer to the site map included with this SSHP.

I. MONITORING EQUIPMENT AND PROCEDURES

1. Exposure Monitoring For non-intrusive on-site activities such as site visits, air monitoring is typically not required. However, if the site situation dictates the need for monitoring, complete the following information on a separate page and attach the page to the SSHP.

a. Monitoring Equipment To Be Utilized N/A

b. Equipment Calibration Results N/A

c. Action Levels N/A

2. **Heat/ Cold Stress Monitoring**

a. Heat Stress monitoring criteria published in Chapter 8 of the NIOSH/OSHA/USCG/EPA "Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities"shall be followed.

b. Cold Stress monitoring shall be conducted in accordance with the most current published American Conference of Governmental Industrial Hygienists (ACGIH) cold stress standard.

J. PERSONAL PROTECTIVE EQUIPMENT Typically, for non-intrusive site visits, Level D is required. If a higher level of protection is to be used initially or as contingency, a brief discussion will be attached. At a minimum personnel shall wear clothing suitable for the weather and work condition. The minimum for field work shall be short sleeve shirt, long trousers, and leather or other protective work shoes or boots. If a higher level of protection is to be used initially or as contingency, a brief discussion will be attached.

1. **Footwear** Footwear providing protection against puncture shall meet the applicable requirements as stated in EM 385-1-1, paragraph 05.A.08. All activities which personnel are potentially exposed to foot hazards will be identified and documented in a hazard analysis.

2. **Hand Protection** Persons involved in activities which subject the hands to injury (e.g., cuts, abrasions, punctures, burns) shall use leather gloves.

3. **Head Protection** Hardhats shall be worn when personnel are subject to potential head injury. The identification and analysis of head hazards will be documented in a hazard analysis.

4. **Eye Protection** Personnel will wear eye protection when activities present potential injuries to the eyes. All eye protection equipment shall meet the requirements as stated in EM 385-1-1, paragraph 05.B.

K. DECONTAMINATION PROCEDURES Decontamination procedures are not anticipated for this site investigation. Team members are cautioned not to walk, kneel or sit on any surface with potential leaks, spills or contamination.

L. TRAINING All site personnel shall have completed the training required by EM 385-1-1 and 29 CFR 1910.120 (e). The U.S. Army Corps of Engineer (USACE) Project Manager shall ensure, and the SSHO shall verify, that all on-site personnel have completed appropriate training. Additionally, the SSHO shall inform personnel before entering, of any potential site-specific hazards and procedures.

M. MEDICAL SURVEILLANCE PROGRAM The USACE Project Manager shall ensure, and the SSHO shall verify, that all on-site personnel are on the Medical Surveillance Program meeting the requirements of 29 CFR 1910.120, and ANZI Z-88.2, as appropriate, depending on the PPE and site specific tasks.

Provide the following information on Training and Medical

NAME	HAZWOPER DATE	PROVIDER DATE	MEDICAL
Gerald Schwalbe	10-98	Corps of Engineers	5-98
George F Sloan	12-98	Corps of Engineers	3-99
Fredrick Miller	11-98	Corps of Engineers	7-98

N. LOGS, REPORTS AND RECORDKEEPING Site logs are maintained by the Project Manager and SSHO. This is to include historical data, personnel authorized to visit the site, all records, standard operating procedures, air monitoring logs and the SSHP.

O. GENERAL The number of personnel visiting the site shall be a limited to a minimum of two, maximum of eight. The more personnel on-site, the greater potential for an accident. The SSHO may modify this SSHP if site conditions warrant it and without risking the safety and health of the team members. This modification will be coordinated with the team members. The SSHO shall notify Corps of Engineers Safety Office in Huntsville, AL. of the change as the situation allows.

APPENDIX A

HEAT- RELATED INJURIES

Once the signals of a heat-related illness begin to appear, the victim's condition can quickly get worse. A heat related illness can result in death. If you see any of the signals of sudden illness, and the victim has been exposed to extremes of heat, suspect a heat-related illness.

People at risk for heat-related illness include those who work or exercise outdoors, elderly people, young children, and people with health problems. Also at risk are those who have had a heat-related illness in the past, those with medical conditions that cause poor blood circulation, and those who take medications to get rid of water from the body (diuretics).

People usually try to get out of extreme heat before they begin to feel ill. However, some people do not or can not. Those that work outdoors often keep working even after they begin to feel ill. Many times, they might not even recognize that they are in danger of becoming ill.

Heat cramps, heat exhaustion, and heat stroke are conditions caused by overexposure to heat. You can help prevent heat-stress emergencies by recognizing and properly treating symptoms. Below is a quick reference guide to heat-related emergencies:

HEAT CRAMPS Heat cramps are the least severe, and often are the first signals that the body is having trouble with the heat. *Symptoms* include: Muscle twitching; painful spasms in the legs, arms or abdomen.

WHAT TO DO:

- Have the individual rest in a cool place.
- Give cool water or a commercial sports drink.
- lightly stretch the muscle and gently massage the area.

HEAT EXHAUSTION Heat exhaustion is a more severe condition than heat cramps. *Symptoms* include: cool, moist, pale, or flushed skin, headache, nausea, dizziness, weakness, and exhaustion.

HEAT STROKE Heat stroke is the least common but most severe heat emergency. It most often occurs when people ignore the signals of heat exhaustion. Heat stroke develops when the body systems are overwhelmed by heat and begin to stop functioning. **Heat stroke is a serious medical emergency.** *Symptoms* include: red, hot, dry skin; changes in consciousness; rapid, weak pulse; and rapid, shallow breathing.

WHAT TO DO: When you recognize a heat-related illness in its early stages, you can usually reverse it.

- Get the victim out of the heat.

- Loosen any tight clothing and apply cool, wet cloths, such as towels or sheets.

- If the victim is conscious, give cool water to drink. Do not let the conscious victim drink too quickly. Give about 1 glass (4 ounces) of water every 15 minutes.

- Let the victim rest in a comfortable position, and watch carefully for changes in his or her condition. The victim should not resume normal activities the same day.

- **Refusing water, vomiting, and changes in consciousness mean that the victim's condition is getting worse. Call for an ambulance immediately if you have not already done so.**

- If the victim vomits, stop giving fluids and position them on their side.

- Watch for signals of breathing problems.

- Keep the victim lying down and continue to cool the body any way you can. If you have ice packs or cold packs, place them on each of the victim's wrists and ankles, on the groin, in each armpit, and on the neck to cool the large blood vessels.

APPENDIX B

BITES AND STINGS

Scorpions, Bees and Spiders

Bee stings are painful, but rarely fatal. Some people, however have a severe allergic reaction to an insect sting. This allergic reaction may result in a breathing emergency. If someone is stung by an insect, remove the stinger. Scrape it away with from the skin with your fingernail or plastic car, such as a credit card, or use tweezers. If you use the tweezers, grasp the stinger, not the venom sac. Wash the site with soap and water. Cover it to keep it clean. Apply a cold pack to the area to reduce the pain and swelling. Watch the victim for signals of an allergic reaction.

Scorpions live in dry regions of the southwestern United States and Mexico. They live under rocks, logs, and the bark of certain trees and are most active at night. Only a few species of scorpions have a sting that can cause death.

Spiders; there are also only two spiders in the United States whose bite can make you seriously sick or be fatal. These are the black widow spider and the brown recluse. The black widow is black with a reddish hourglass shape on the underside of its body. The brown recluse is light brown with a darker brown, violin-shaped marking on the top of its body. Both spiders prefer dark, out of the way places. Often, the victim will not know that he or she has been bitten until he or she starts to feel ill or notices a bite mark or swelling.

Symptoms: include nausea and vomiting, difficulty breathing or swallowing, sweating and salivating much more than normal, severe pain in the sting or bite area, a mark indicating a possible bite or sting, and swelling of the area.

First Aid: if someone has been stung by a scorpion or bitten by a spider he or she thinks is a black widow or brown recluse, wash the wound, apply a cold pack to the site, and get medical help immediately.

Ticks - Lyme Disease

Transmission:

Lyme Disease (LD) is most commonly transmitted by a tick bite (usually painless). The tick vectors include Ixodes scapularis (Deer Tick), Ixodes dammini (Deer tick), Amblyomme americanum (Lone Star Tick) and Ixodes pacificus. Ixodes dammini was thought to be the only species responsible for transmission until it was shown to be the same as Ixodes scapularis in 1993. The ticks prefer to live in wooded areas, low growing grassland, seashores and yards. Depending on the location, anywhere from less than 1% to more than 90% of the ticks are infected with spirochetes.

The Deer tick has a 2 year life cycle and must feed 3 times. In the larvae stage, it is tan, the size of a pin head and feeds on small animals like the mouse where it can pick up the spirochete. During the nymph stage the tick is the size of a poppy seed, beige or partially transparent and feeds on larger animals such as cats, dogs and humans. The adult ticks are black and/or reddish and feed on cattle, deer, dogs and humans. The Lone Star tick is grey with a white dot. April through October is considered the "tick season" even though Lyme disease is a year round problem. Ticks are very active in the spring and early summer.

Location:

Cases of Lyme disease have been reported in virtually every state, although the Northeastern, Great Lakes, and Pacific Northwest areas are particularly endemic.

Symptoms:

Lyme disease is called the "Great Imitator" because it can mimic many other diseases, which makes diagnosis difficult. A rash can appear several days after infection, or not at all. It can last a few hours or up to several weeks. The rash can be very small or very large (up to twelve inches across). A "bulls-eye" rash is the hallmark of LD. It is a round ring with central clearing. Unfortunately, this is not the only rash associated with Lyme. Various other rashes associated with LD have been reported. One bite can cause multiple rashes. The rash can mimic such skin problems as hives, eczema, sunburn, poison ivy, flea bites, etc. The rash can itch or feel hot or may not be felt at all. The rash can disappear and return several weeks later. For those with dark skin the rash will look like a bruise. If you notice a rash, take a picture of it. Some physicians require evidence of a rash before prescribing treatment.

Early Symptoms: Several days or weeks after a bite from an infected tick, a patient usually experiences "flu-like" symptoms such as aches and pains in their muscles and joints, low grade fever, and/or fatigue.

Other Possible Symptoms -- No organ is spared:

- Jaw -- pain, difficulty chewing
- Bladder -- frequent or painful urination, repeated "urinary tract infection"
- Lung -- respiratory infection, cough, asthma, pneumonia
- Ear -- pain, hearing loss, ringing, sensitivity to noise
- Eyes -- pain due to inflammation, sensitivity to light, scleritis drooping of eyelid, conjunctivitis, blurring or double vision
- Throat -- sore throat, swollen glands, cough, hoarseness, difficulty swallowing
- Neurological -- headaches, facial paralysis, seizures, meningitis, stiffneck, burning, tingling, or prickling sensations, loss of reflexes, loss of coordination, MS like syndrome
- Stomach –pain, diarrhea, nausea, vomiting, abdominal cramps, anorexia
- Heart -- weakness, dizziness, irregular heart-beat, myocarditis, pericarditis, palpitations, heart block, enlarged heart, fainting inflammation of muscle or membrane, shortness of breath, chest pain
- Joint -- arthralgias or arthritis, muscle inflammation and pain
- Other Organs -- liver infection, elevated liver enzymes, enlarged spleen, swollen testicles, irregular or ceased menses
- Neuropsychiatric -- mood swings, irritability, poor concentration, cognitive loss, memory loss, loss of appetite, mental deterioration, depression, disorientation, sleep disturbance
- Pregnancy -- miscarriage, premature birth, birth defects, stillbirth
- Skin -- single or multiple rash, hives

The above is a list of possible symptoms. They can occur in any combination. You may have one or several symptoms but not everyone will experience every symptom. Lyme affects each host in a different way. Having one or many of these symptoms does not indicate that you have Lyme disease. Diagnosis for Lyme is a clinical one and must be made by a physician experienced in recognizing LD. Serological testing is not reliable.

Lyme Disease Prevention:

- Dress properly, wear long-sleeved shirts that button at the wrist, long pants tucked into socks, and closed shoes. Choose light-colored fabric so you can spot and brush of ticks.

- Apply approved tick repellant and use only as directed. Products that contain DEET are tick repellents. They do not kill the tick and are not 100% effective in discouraging a tick from feeding on you. Products like Permanone contain premethrin and are known to kill ticks. However, they are not to be sprayed on the skin. Permanone can be sprayed on clothing. Once it is dry it is assumed to be safe. Ticks are anti-gravitational. They are generally seeking the highest point. If they get on your body below the clothes line, one hopes they will travel up and die once they come in contact with treated clothing.

- Always do regular tick checks when outdoors.

- Shower after all outdoor activities are over for the day. If the tick is still wandering it may wash off. Check all body parts that bend. Run fingers gently over skin. If there is a tick and it is attached, it will feel like the last piece of scab left before a cut completely heals. Remove ticks promptly and properly from yourself.

Proper Tick Removal:

Using fine-tipped tweezers, grasp tick close to the skin. Apply gentle, steady straight upward pressure to remove. Disinfect the bite site. Do not squeeze the body, apply Vaseline, use a burnt match, or clean with alcohol while the tick is attached. Any of these actions could cause transmission of the bacteria. Save the tick for testing. Put it in a vial or ziplock bag with a blade of grass. Contact your doctor for further instructions.

The best defense against LD is education. Know your facts.

APPENDIX C

SSHP ACCEPTANCE FORM

ABBREVIATED SITE SAFETY AND HEALTH PLAN

FOR

NAME OF SITE

LOCATION OF SITE

I have read and agree to abide by the contents of the Site Safety and Health Plan.

NAME	OFFICE	SIGNATURE	DATE
Gerald Schwalbe	CEMVS-ED-P	_____	
George F Sloan	CEMVS-ED-P	_____	
Fredrick Miller	CEMVS-ED-P	_____	
_____	_____	_____	
_____	_____	_____	
_____	_____	_____	
_____	_____	_____	

SITE SURVEY SAFETY BRIEFING

(Check subjects discussed)

Date

GENERAL INFORMATION

_____ Purpose of Visit
_____ Identify Key Site Personnel

SITE SPECIFIC INFORMATION

_____ Site Description/Past Use
_____ Results of Previous studies
_____ Potential Site Hazards
_____ OE Safety Procedures
_____ Site SOP
_____ Site Control and Communications
_____ Emergency Response
( ) Location of First aid Kit
( ) Emergency Phone Numbers
( ) Map to Facility
_____ PPE
_____ Weather Precautions
( ) Cold/Heat
( ) Severe Weather

Safety Briefing Attendance

All team members and any accompanying personnel will be briefed and sign this form.

NAME (Print)	**ORGANIZATION**	**SIGNATURE**
Gerald Schwalbe	USACE-STL, CEMVS-ED-P	
George F Sloan	USACE-STL, CEMVS-ED-P	
Fredrick Miller	USACE-STL, CEMVS-ED-P	

APPENDIX H – 2

SITE INSPECTION REPORT (NOT USED)

ACE000004833

APPENDIX I

REPORT DISTRIBUTION LIST

APPENDIX I

REPORT DISTRIBUTION LIST

FINAL REPORT

ADDRESSEE	NO. OF COPIES
Commander, HQ Marine Corps CMC (LFL) (Ms. Deborah Morefield) 2 Navy Annex, Room 3109 Washington, DC 20380-1775	10
Officer in Charge, Marine Corps Air Station Cherry Point ATTN: Ken Cobb, Environmental Affairs Department PSC Box 8006 Cherry Point, NC 28533-0006	

ACE000004835

REPORT PLATES

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3 MCAS CHERRY POINT ACTIVE AIRFIELDS

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5 MCAS CHERRY POINT AERIAL PHOTO

6 MCAS CHERRY POINT - 1943 PHOTO

7 SKEET RANGE (ORIGINAL LOCATION)

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9 SKEET RANGE (PROPOSED LOCATION)

10 SMALL BORE AND FAM RANGE

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31 W-122 AND AERIAL MACHINE GUN RANGES

32 MANEUVER BOAT AREA

ACCURACY STATEMENT AND METADATA

Thematic Computer-Aided Design and Drafting (CADD) map files completed in association with this Archives Search Report are based on historic cartographic, aerial and site visit data collected during this investigation. The thematic maps were created using Intergraph's Microstation Software suite.

The thematic maps were created by scanning and warping selected historic data to reference points collected from non-stable selected base maps such as U.S. Geological Survey (USGS) 7.5 minute, quadrangle sheets or National Imaging and Mapping Agency (NIMA) maps. The horizontal scale and horizontal datum of the base maps is generally known. Attempts have been made to rectify the data to the referenced base maps. However, distortions in scale and contortions of the features are present. These distortions are a result of inaccuracies in the source data, as well as the processes of scanning and rectifying the data. Much of the data on the maps lack sufficient information to support a determination of accuracy.

Many of the historic maps used were hand-drawn or built on locations that were inaccurate by modern standards. In general, historic map inaccuracies are unknown and not quantifiable. The georeferencing process may then magnify the unknown inaccuracies. Therefore, thematic maps generated from historic maps and drawings will have accuracy no greater than the least accurate source.

The historical aerial photography has been semi-rectified (georeferenced) to the base map; however, the photos have not been corrected for photogrammetric displacements such as those due to topography or the altitude of the aircraft at the time of imaging. They are not orthorectified images. Locations of features noted on aerial photography are not exact due to the rectifying of both the image and the base map.

The horizontal and vertical locations of selected features noted in the ASR and located on the thematic maps have been established utilizing Global Positioning System (GPS) technology. These coordinates were acquired using the Federal Version PLGR96+ GPS receiver. Features located utilizing GPS techniques are so noted in the ASR. The PLGR+96 uses the Precise Positioning Service (16 m SEP) and Wide Area GPS Enhancement (WAGE) 4 m CEP.

Copies of the thematic maps are included on the companion CD diskette to this report. The lineage and source of the historic data used to generate the thematic maps is unknown. The majority of Federal Geographic Data Committee (FGDC) Metadata fields are therefore unknown. A metadata file that gives all available pertinent information has been provided with this product. The statements above are inclusive of all available information regarding the historic data sources and the thematic maps generated. The thematic maps are not original digital mapping data; are scanned and warped data with selected unique feature annotation. The intended purpose of the mapping data is for photo-interpretation and not design. The vector data and associated symbology is unique to the intended purpose. The majority of the digitized features are not part of the current

ACE000004838

Tri-Service CADD Standards list of features and associated line types and symbology (i.e., range fans, pits, disturbed land). The mapping data produced does comply with applicable Tri-Service Standards. The point of contact if you have any questions is:

David Kreighbaum
314-331-8116 (DSN: 555-8116)
U.S. Army Corps of Engineers-St. Louis District
Engineering Division, Geospatial Engineering Branch CEMVS-ED-S
1222 Spruce St.
St. Louis, MO 63103-2833

Plates

Below is a listing of the final REPORT PLATES *.DGN files:

curntvic.dgn - PLATE 1, REGIONAL LOCATION AND VICINITY MAP

allvic.dgn - PLATE 2, MCAS CHERRY POINT WW II AIRFIELDS

fldvc.dgn - PLATE 3, MCAS CHERRY POINT ACTIVE AIRFIELDS

sitemap.dgn - PLATE 4, MCAS CHERRY POINT SITE MAP

mainphot.dgn - PLATE 5, MCAS CHERRY POINT AERIAL PHOTO

oldphot.dgn - PLATE 6, MCAS CHERRY POINT - 1943 PHOTO

skeet.dgn - PLATE 7, SKEET RANGE (ORIGINAL LOCATION)

skeet2.dgn - PLATE 8, SKEET RANGE (1972 LOCATION)

skeet3.dgn - PLATE 9, SKEET RANGE (PROPOSED LOCATION)

borfam.dgn - PLATE 10, SMALL BORE AND FAM RANGE

pistol.dgn - PLATE 11, PISTOL RANGE

rifle.dgn - PLATE 12, RIFLE RANGE

eod.dgn - PLATE 13, EOD RANGE
bore.dgn - PLATE 14, BORE RANGE

atlantic.dgn - PLATE 15, MCALF SITE MAP

53atlph.dgn - PLATE 16, MCALF ATLANTIC - 1953 PHOTO

ACE000004839

atlphot.dgn - PLATE 17, MCALF ATLANTIC - 1997 PHOTO

Bogue.dgn, - PLATE 18, MCALF BOGUE SITE MAP

44Bogpht.dgn, 44Bogpht.itm – PLATE 19, MCALF BOGUE - 1944 PHOTO

bogephot.dgn, bogephot.exe – PLATE 20, MCALF BOGUE 1997 PHOTO

oakgrove.dgn - PLATE 21, MCOLF OAK GROVE SITE MAP

43oakph.dgn - PLATE 22, MCOLF OAK GROVE - 1943 PHOTO

880akph.dgn - PLATE 23, MCOLF OAK GROVE - 1988 PHOTO

histvic.dgn - PLATE 24, HISTORIC BOMB AND GUNNERY RANGES

bt11rnge.dgn - PLATE 25, PINEY ISLAND RANGE COMPILATION MAP

bt11ph80.dgn - PLATE 26, PINEY ISLAND RANGE COMPLEX - 1980 PHOTOS

bt11.dgn - PLATE 27, PINEY ISLAND RANGE COMPLEX SITE MAP

bt11phot.dgn, bt11phot.ext – PLATE 28, PINEY ISLAND RANGE COMPLEX - 1997 PHOTO

islands.dgn - PLATE 29, MISCELLANEOUS TARGET AREAS SITE MAP

islphot.dgn - PLATE 30, MISCELLANEOUS TARGET AREAS - 1964 PHOTOS

wl22vic.dgn - PLATE 31, W-122 AND AERIAL MACHINE GUN RANGES

boatarea.dgn - PLATE 32, MANEUVER BOAT AREA

ACE000004840

Historic Maps

The following is a list of historic maps, plans and drawings analyzed in detail for this report.

G-1 Bureau of Yards and Docks
1972 US Marine Corps Air Station, Cherry Point, North Carolina, General Development Map, Regional & Vicinity Map, Page 1 of 50, extracted from 1972 Master Plan. Facilities Engineering, Camp Lejeune, NC.

G-2 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Marine Corps Air Station, Cherry Point, NC. Port Hueneme, CA.

G-3 MCAS Cherry Point
1949 Map of US Marine Corps Air Station, Cherry Point, N.C. Showing Conditions on June 30, 1949. Port Hueneme, CA.

G-4 Bureau of Yards and Docks
1953 Master Shore Station Development Plan, Part III, Section 2, General Development Plan. Port Hueneme, CA.

G-5 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Atlantic, NC Outlying Field. Port Hueneme, CA.

G-6 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned PRE M-Day, MCOLF Atlantic. Port Hueneme, CA.

G-7 Bureau of Yards and Docks
1943 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1943, Bogue, NC, Outlying Field. Port Hueneme, CA.

G-8 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned Pre M-Day, MCALF Bogue. Port Hueneme, CA.

G-9 Bureau of Yards and Docks
1946 Annual Report Plan to Bureau of Yards and Docks as of June 30, 1946, Oak Grove, NC Outlying Field. Port Hueneme, CA.

ACE000004841

G-10 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Plan, Existing and Planned Pre M-Day, MCOLF Oak Grove. Port Hueneme, CA.

G-11 Bureau of Yards and Docks
1944 Annual Report Plan to Bureau of Yards and Docks as of June 5, 1944, Beaufort, NC, AA Facility. Port Hueneme, CA.

G-12 Bureau of Yards and Docks
1945 Annual Report Plan to Bureau of Yards & Docks as of June 30, 1945, Washington, N.C., A.A. Facility. Port Hueneme, CA.

G-13 Bureau of Yards and Docks
1972 US Marine Corps Air Station Cherry Point, North Carolina, General Development Map, Existing and Planned Pre M-Day, Point-Of-Marsh. Port Hueneme, CA.

G-14 MCAS Cherry Point
1963 Real Estate Summary Map, Off-Site Component Cat Island. Real Estate Office, MCAS Cherry Point, NC.

G-15 MCAS Cherry Point
1963 Real Estate Summary Map, Off-Site Component Target Areas. Real Estate Office, MCAS Cherry Point, NC.

G-16 MCAS Cherry Point
1967 Real Estate Summary Map, Target Areas. Real Estate Office, MCAS Cherry Point, NC.

G-17 Archives II, Washington, DC
1942 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Zones. Archives II, Cartographic Center, Washington, DC.

G-18 Archives II, Washington, DC
1943 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

G-19 Archives II, Washington, DC
1944 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

G-20 Archives II, Washington, DC
1945 Norfolk (RS-9) Sectional Aeronautical Chart showing Danger Areas. Archives II, Cartographic Center, Washington, DC.

ACE000004842

Photos

The following is a list of historic aerial imagery mosaic maps created for this report. The imagery was scanned at 150 dpi, warped to reference quadrangles and mosaicked together. The known metadata covering the photo -- source, scale, date flown, etc., are listed in the Photo Interpretation and Map Analysis section of the report. Extracted CADD files are in Intergraph *.ext format:

Atlntcvc.ext - extracted aerial photo used for Plate 3

Bogue.ext - extracted aerial photo used for Plate 3

Mainvic.ext - extracted aerial photo used for Plate 3

Oakgrvic.ext - extracted aerial photo used for Plate 3

Base43.tif - extracted aerial photo used for Plate 5

Oldphot.ext – extracted aerial photo used for Plate 6

Atlan53.tif - extracted aerial photo used for Plate 16

Atlphot.ext - extracted aerial photo used for Plate 17

Bouge44.tif - extracted aerial photo used for Plate 19

Bogephot.ext - extracted aerial photo used for Plate 20

43oakph.ext - extracted aerial photo used for Plate 22

Oakg88.tif - extracted aerial photo used for Plate 23

Piney71.tif - scanned aerial photo (BT-11, 1971)

Histvic.ext - extracted aerial photo used for Plate 24

Bt11ph80.ext - extracted aerial photo used for Plate 26

Bt11phot.ext - extracted aerial photo used for Plate 28

Maw64.ext - extracted aerial photo used for Plate 30
Pamlic64.ext - extracted aerial photo used for Plate 30

BT2_64.tif - extracted aerial photo used for Plate 30

W122vic,ext - extracted aerial photo used for Plate 31

ACE000004843

Boatarea.ext - extracted aerial photo used for Plate 30

BT9_58.tif - scanned aerial photo BT-9, 1958

Maw53.tif - scanned aerial photo (Maw Point Bomb Target)

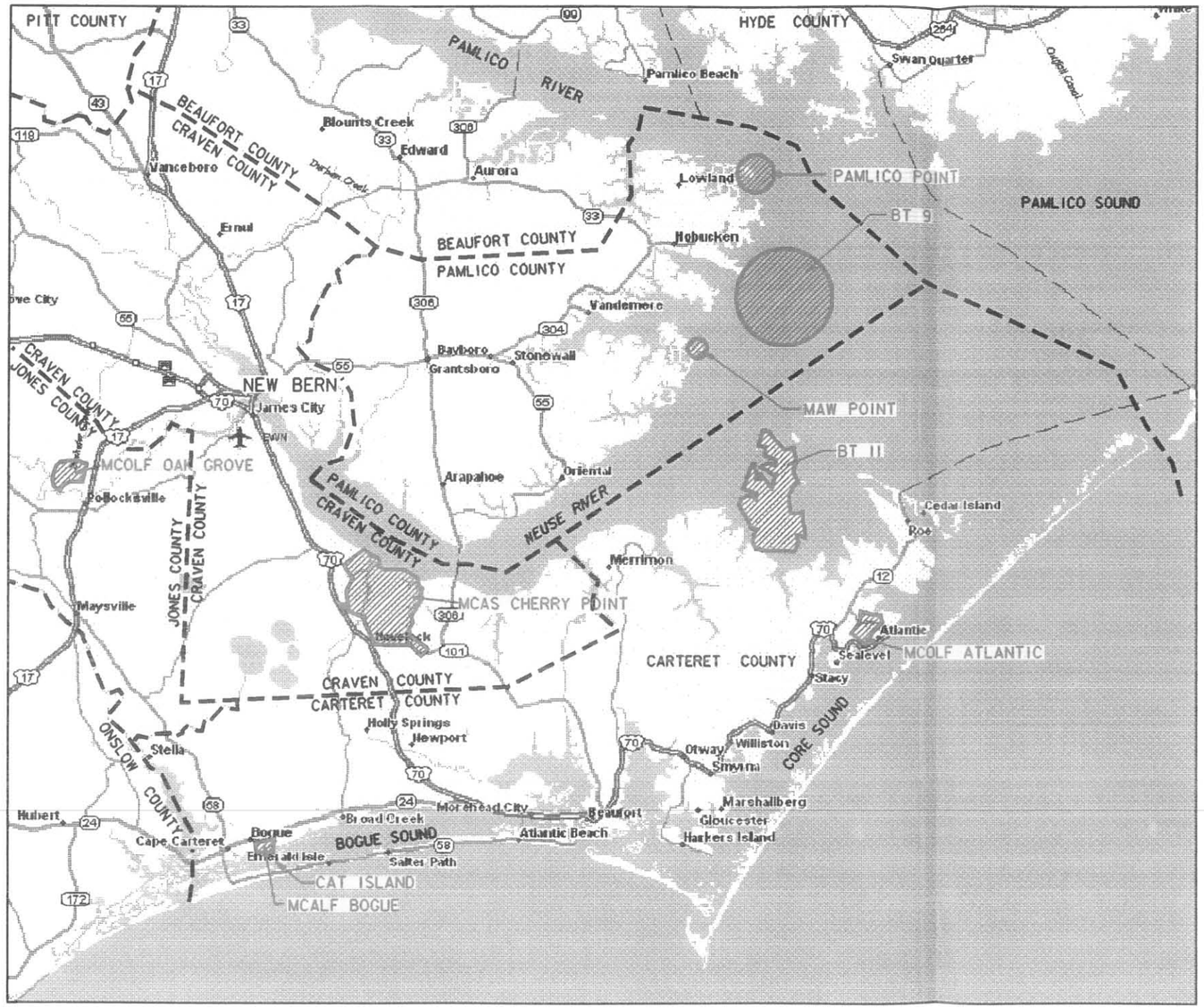
Oakg43.tif - extracted aerial photo used for Plate 33

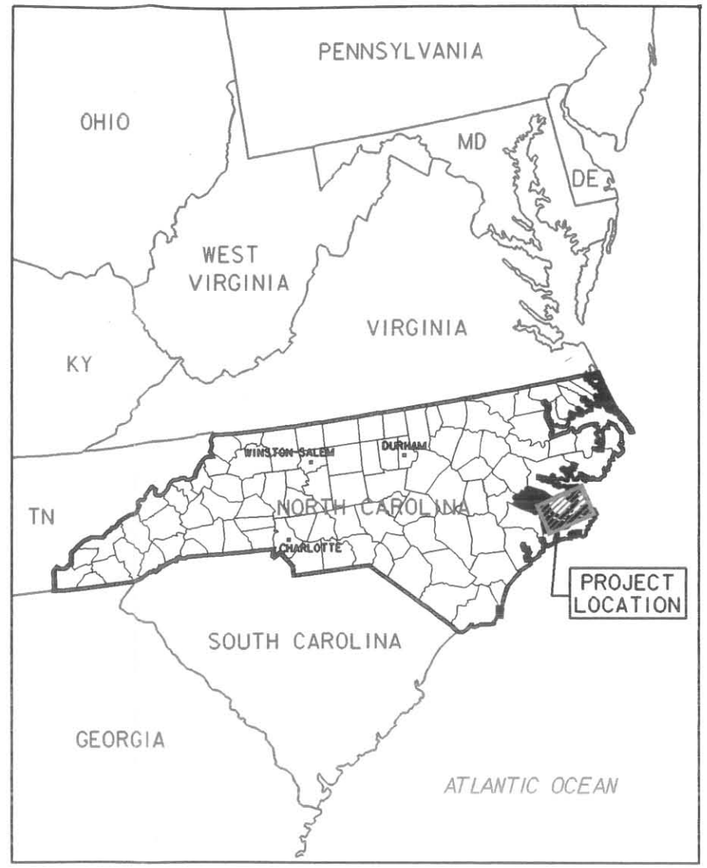
Quads

Information was referenced to existing data resident at NAS Cherry Point. Contact for this metadata is:

GIS Manager
Facilities System Services Office
MCAS Cherry Point
PSC Box 8006 (Code LP)
Cherry Point, NC
(919) 466-4524 -- Voice

ACE000004844





LEGEND

MCAS CHERRY POINT PROPERTIES

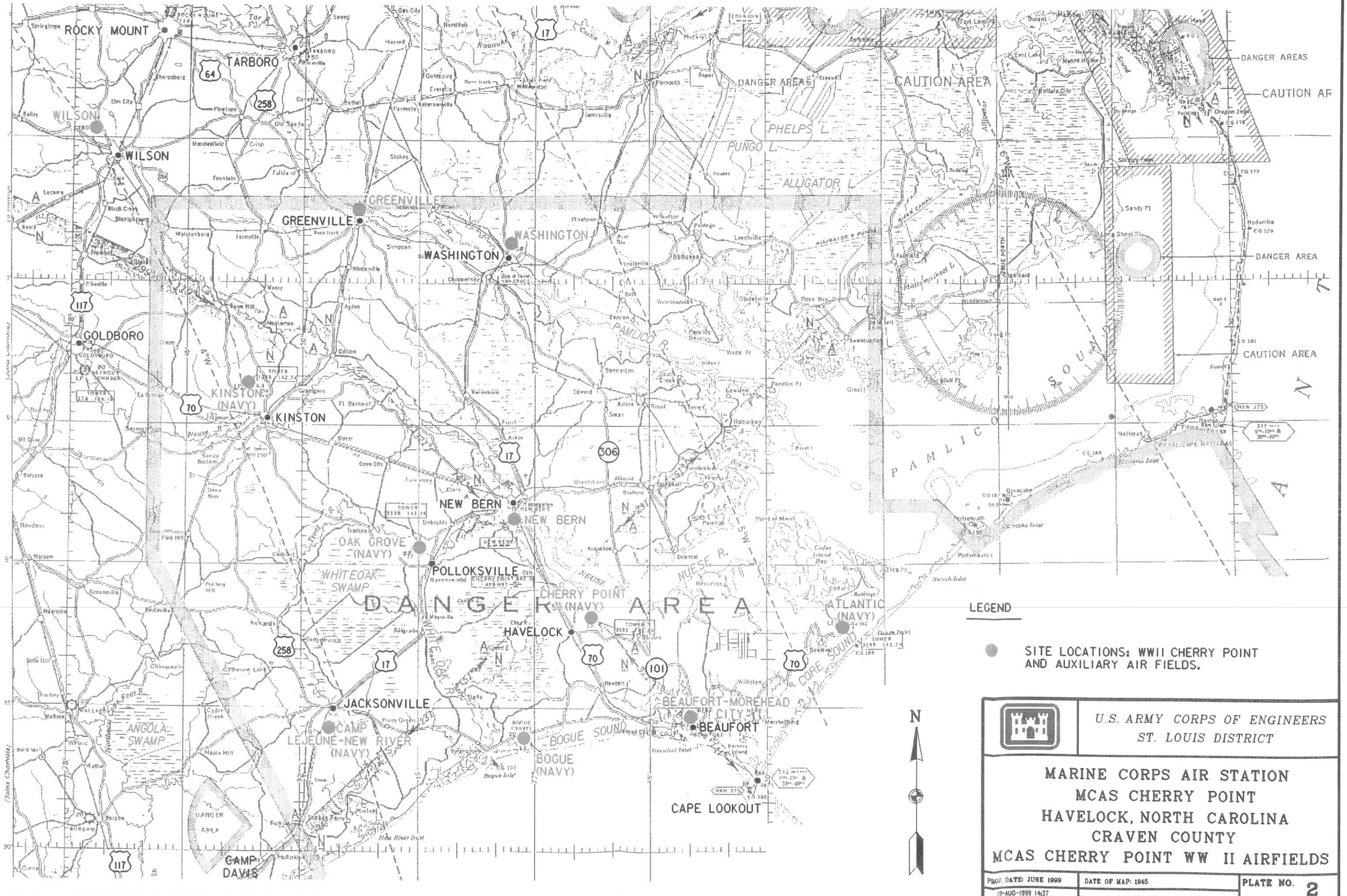
COUNTY LINES

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
REGIONAL LOCATION AND VICINITY MAP

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 1
19-AUG-1999 13:14	n:\cew\northcarol\cherrypt\gis\CURNTVIC.dgn	



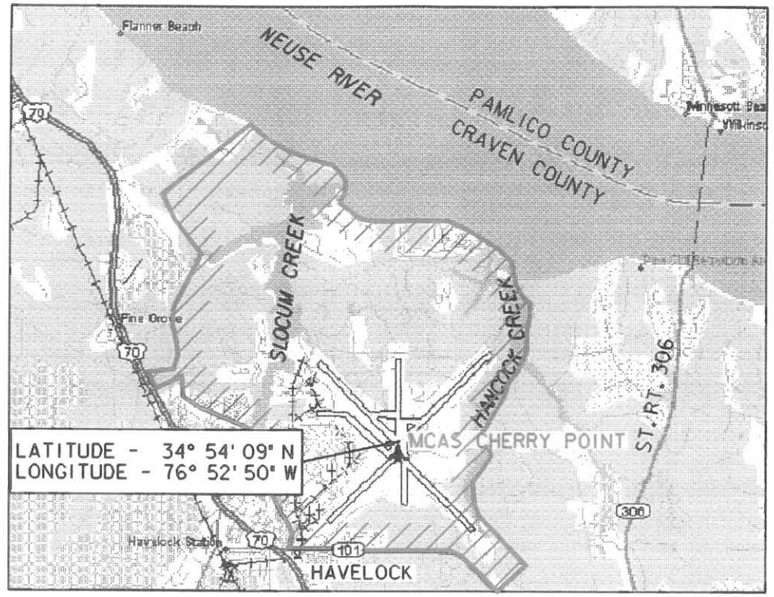
LEGEND

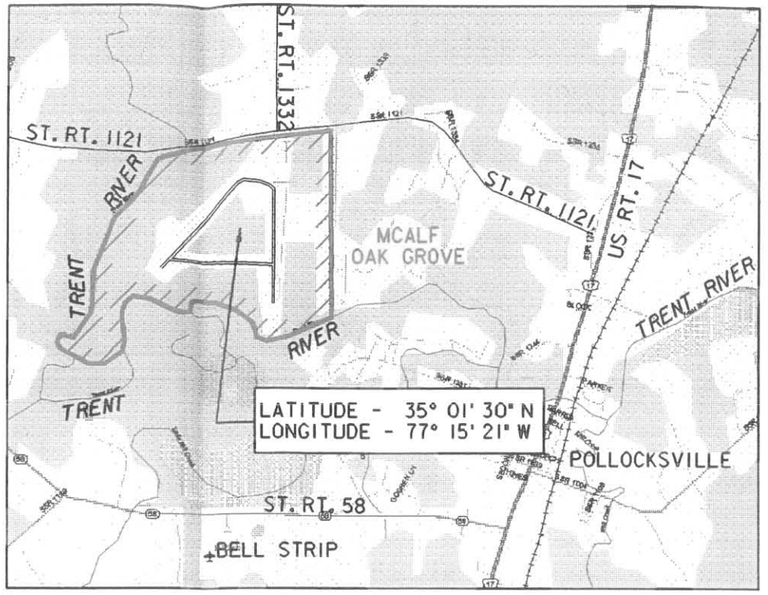
● SITE LOCATIONS: WWII CHERRY POINT AND AUXILIARY AIR FIELDS.

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCAS CHERRY POINT WW II AIRFIELDS

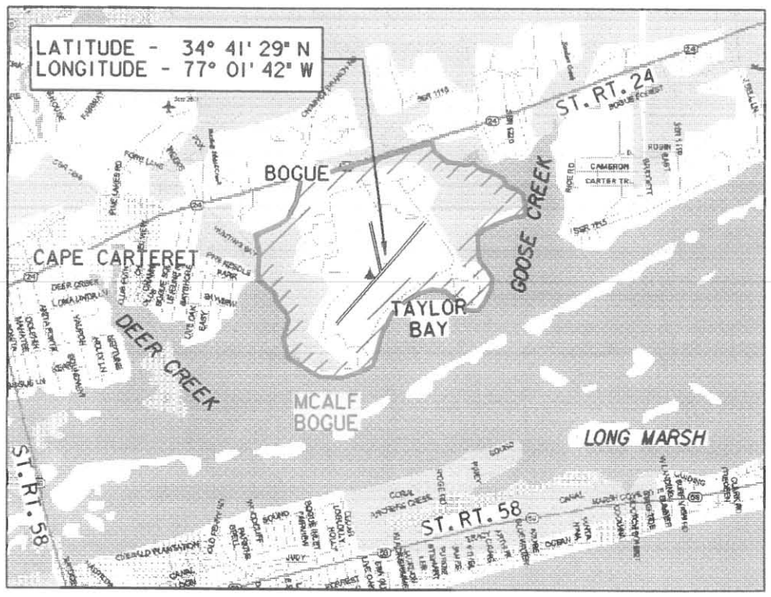
PROJ. DATE: JUNE 1999	DATE OF MAP: 1945	PLATE NO. 2
19-AUG-1999 14:37	n:\gis\env\northcarol\cherrypt\gis\ALLVIC.dgn	

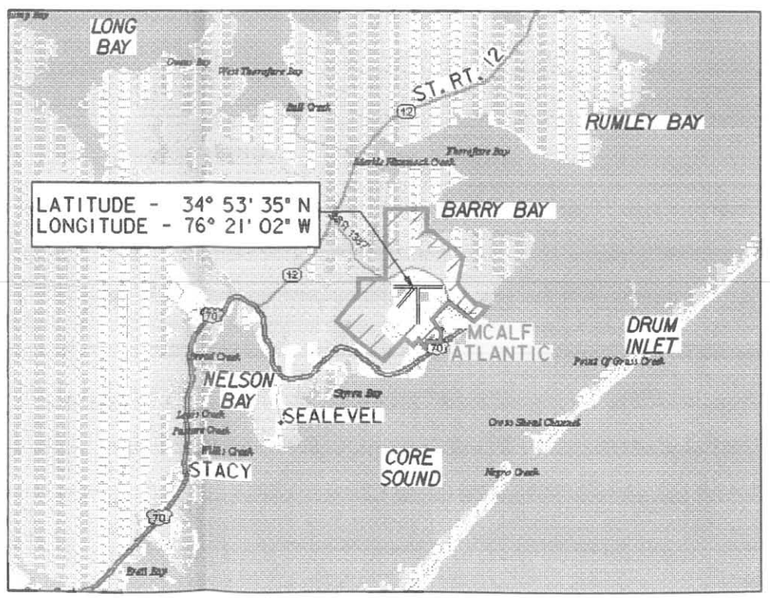




LEGEND

SITE LOCATION





N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCAS CHERRY POINT ACTIVE AIRFIELDS

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 3
19-AUG-1999 13:13	ns:dew:northcarol:cherrypt:gis:airfldvc.dgn	

KEY TO AREAS:

FEATURE NUMBER	FEATURE DESCRIPTION
A.	COMBAT TRAINING AREA A
B.	COMBAT TRAINING AREA B
C.	COMBAT TRAINING AREA C
E.	NBC AREA E
F.	COMBAT TRAINING AREA F

KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	SKEET RANGE (ORIGINAL LOCATION) - SEE PLATE 7
2.	SKEET RANGE (1972 LOCATION) - SEE PLATE 8
3.	SKEET RANGE (PROPOSED LOCATION) - SEE PLATE 9
4.	SMALL BORE AND FAM RANGE - SEE PLATE 10
5.	PISTOL RANGE - SEE PLATE 11
6.	RIFLE RANGE - SEE PLATE 12
7.	EOD RANGE - SEE PLATE 13
8.	BORE RANGE - SEE PLATE 14

KEY TO STRUCTURES:

FEATURE NUMBER	FEATURE DESCRIPTION
9.	BUILDING 161 (GAS CHAMBER WWII)
10.	GAS CHAMBER

LEGEND

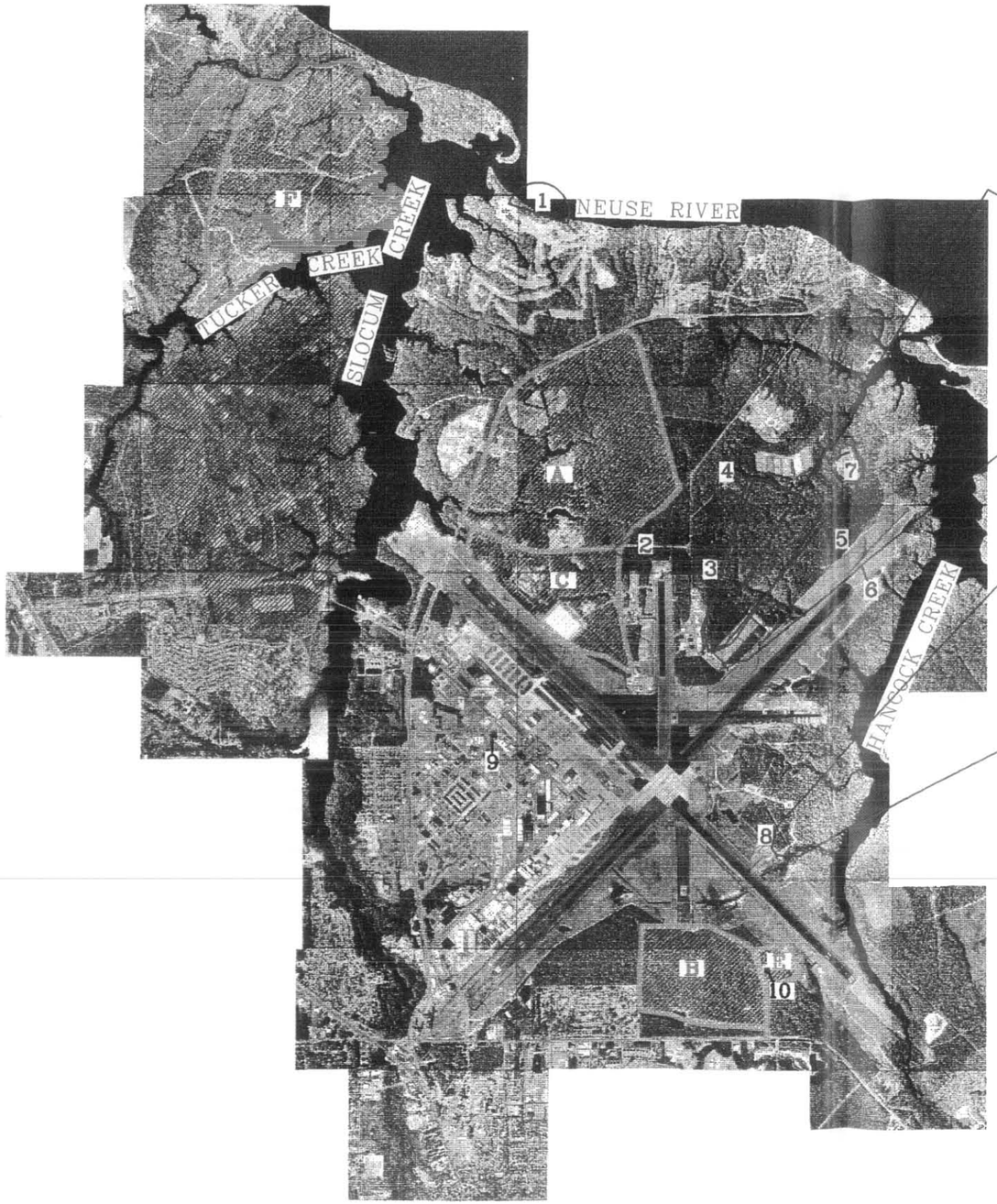
- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATIONS
- TRAINING AREAS
- MAGAZINE AREA (1966)
- STRUCTURES

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCAS CHERRY POINT SITE MAP

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 4
19-AUG-1999 13:14	n:\oew\northcoral\cherrypt\gis\mainbase\sitemap.dgn	



0 4000 8000

APPROXIMATE SCALE IN FEET

KEY TO AREAS:

FEATURE NUMBER	FEATURE DESCRIPTION
A.	COMBAT TRAINING AREA A
B.	COMBAT TRAINING AREA B
C.	COMBAT TRAINING AREA C
E.	NBC AREA E
F.	COMBAT TRAINING AREA F

KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	SKEET RANGE (ORIGINAL LOCATION) - SEE PLATE 7
2.	SKEET RANGE (1972 LOCATION) - SEE PLATE 8
3.	SKEET RANGE (PROPOSED LOCATION) - SEE PLATE 9
4.	SMALL BORE AND FAM RANGE - SEE PLATE 10
5.	PISTOL RANGE - SEE PLATE 11
6.	RIFLE RANGE - SEE PLATE 12
7.	EOD RANGE - SEE PLATE 13
8.	BORE RANGE - SEE PLATE 14

KEY TO STRUCTURES:

FEATURE NUMBER	FEATURE DESCRIPTION
9.	BUILDING 161 (GAS CHAMBER WWII)
10.	GAS CHAMBER

LEGEND

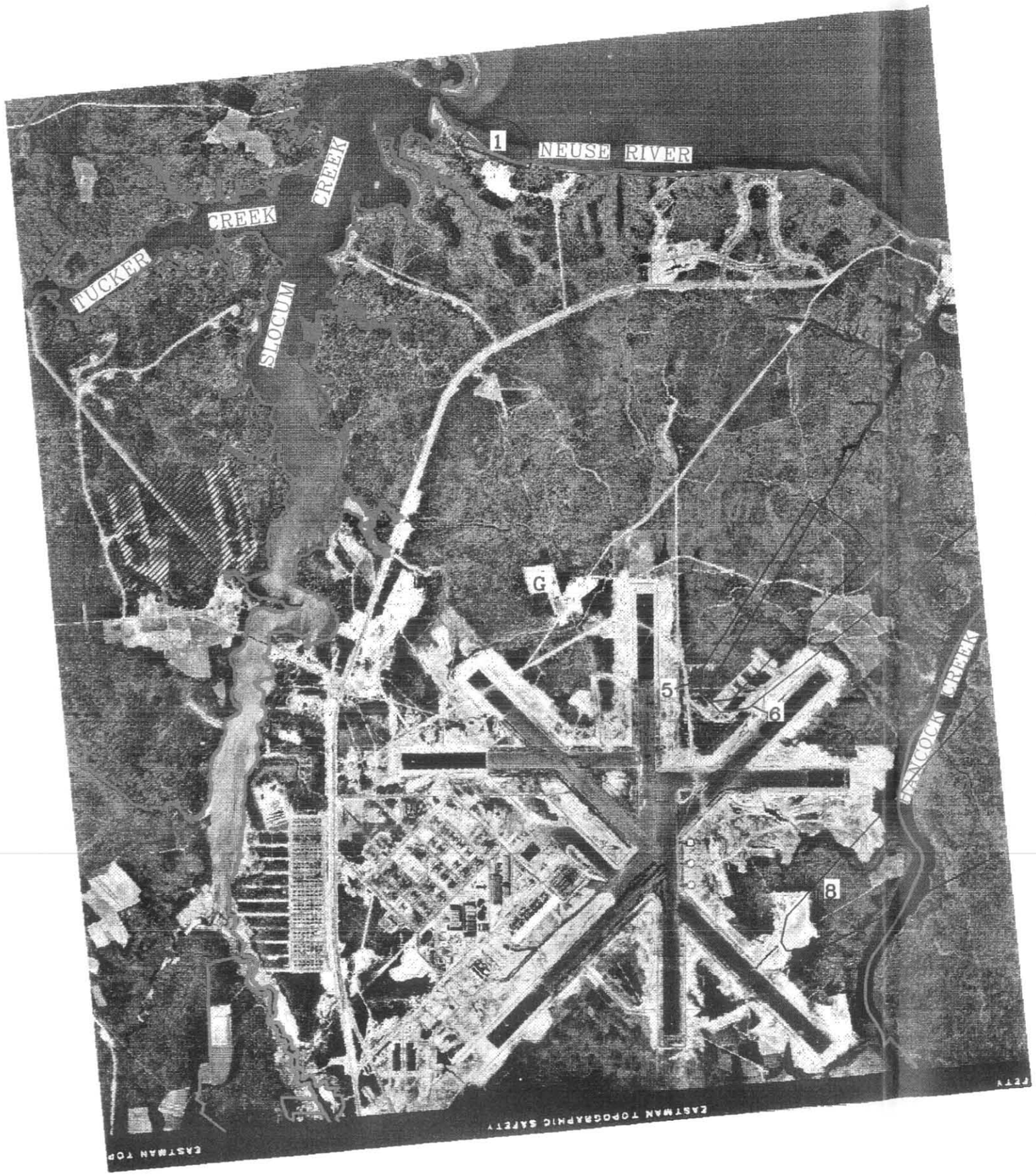
- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATIONS
- TRAINING AREAS
- MAGAZINE AREA (1966)
- STRUCTURES

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCAS CHERRY POINT AERIAL PHOTO

PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1997	PLATE NO. 5
18-AUG-1999 09:24	n:\oew\northcarol\cherrypt\gis\mainbase\mainphot.dgn	



0 3000 6000

APPROXIMATE SCALE IN FEET

KEY TO AREAS:

FEATURE NUMBER	FEATURE DESCRIPTION
G.	ACTIVITY IN POSSIBLE TRAINING AREA

KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	SKEET RANGE (ORIGINAL LOCATION)
5.	SITE OF FORMER PISTOL RANGE. BERMS NOT VISIBLE ON PHOTOGRAPHY.
6.	RIFLE RANGE
8.	BORE RANGE

LEGEND

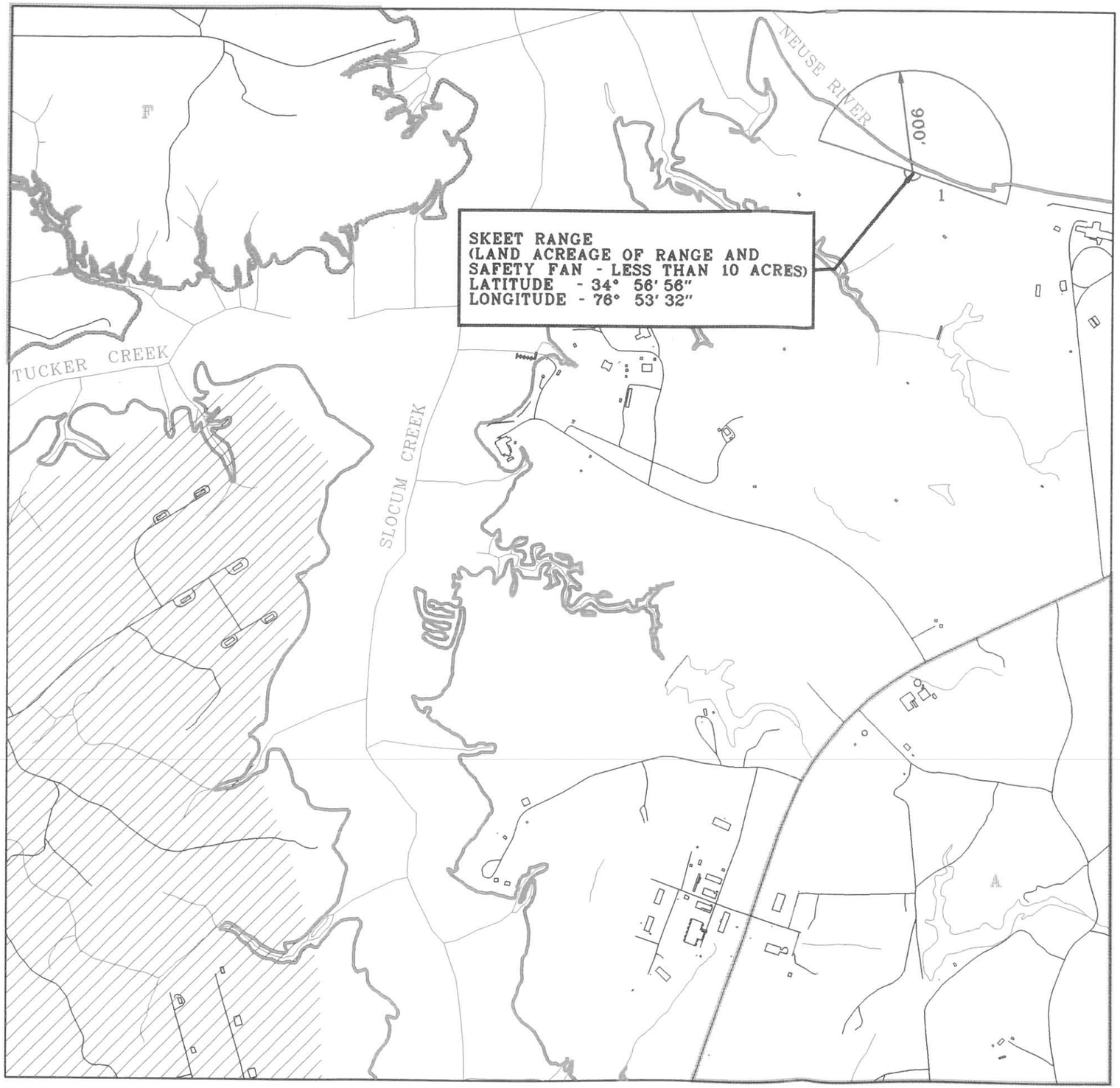
- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATIONS
- MAGAZINE AREA

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCAS CHERRY POINT - 1943 PHOTO

PROJ. DATE: JUNE 1999	DATE OF MAP: 1943	PLATE NO. 6
18-AUG-1999 09:24	n:\oew\northcarol\cherrypt\gis\mainbase\oldphot.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	SKEET RANGE (ORIGINAL LOCATION)

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS

0 1000 2000

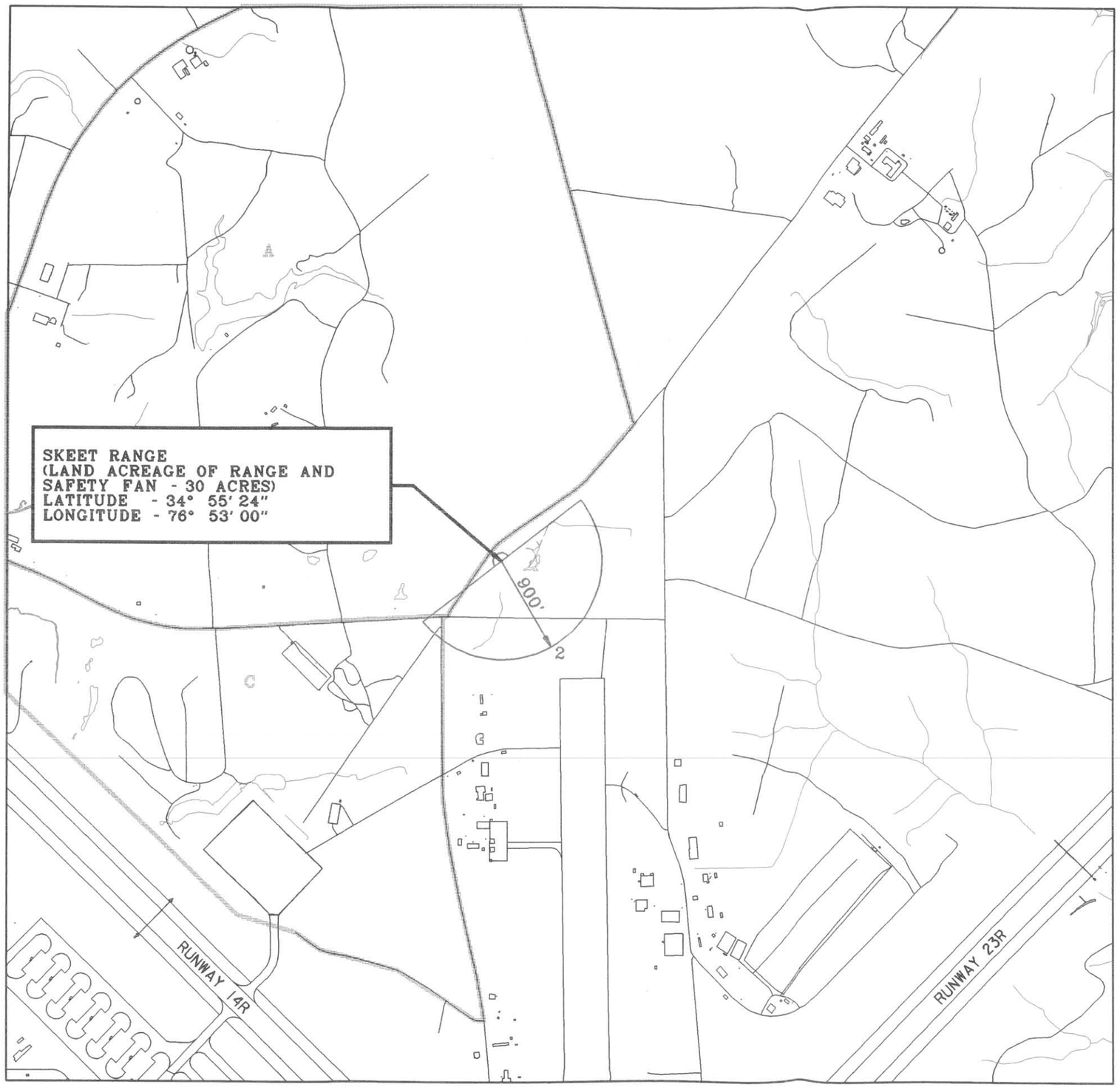
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
SKEET RANGE (ORIGINAL LOCATION)

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 7
18-AUG-1999 09:24	n:\oew\northcarol\cherrypt\gis\mainbase\skeet1.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
2.	SKEET RANGE (1972 LOCATION)

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS

0 1000 2000

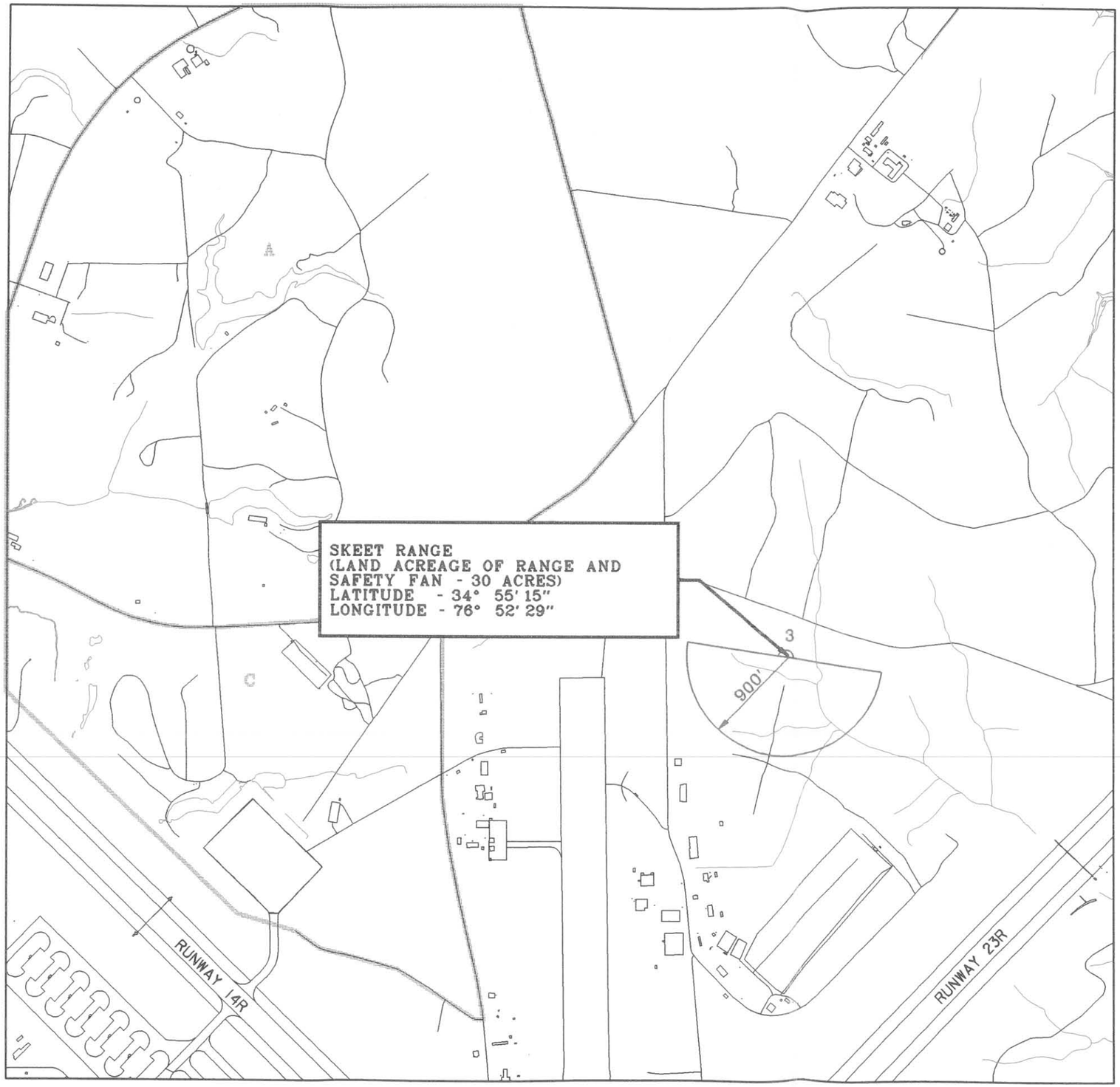
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
SKEET RANGE (1972 LOCATION)

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 8
18-AUG-1999 09:24	n:\oew\northcarol\cherrypt\gis\mainbase\skeet2.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
3.	SKEET RANGE (PROPOSED LOCATION)

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS

0 1000 2000

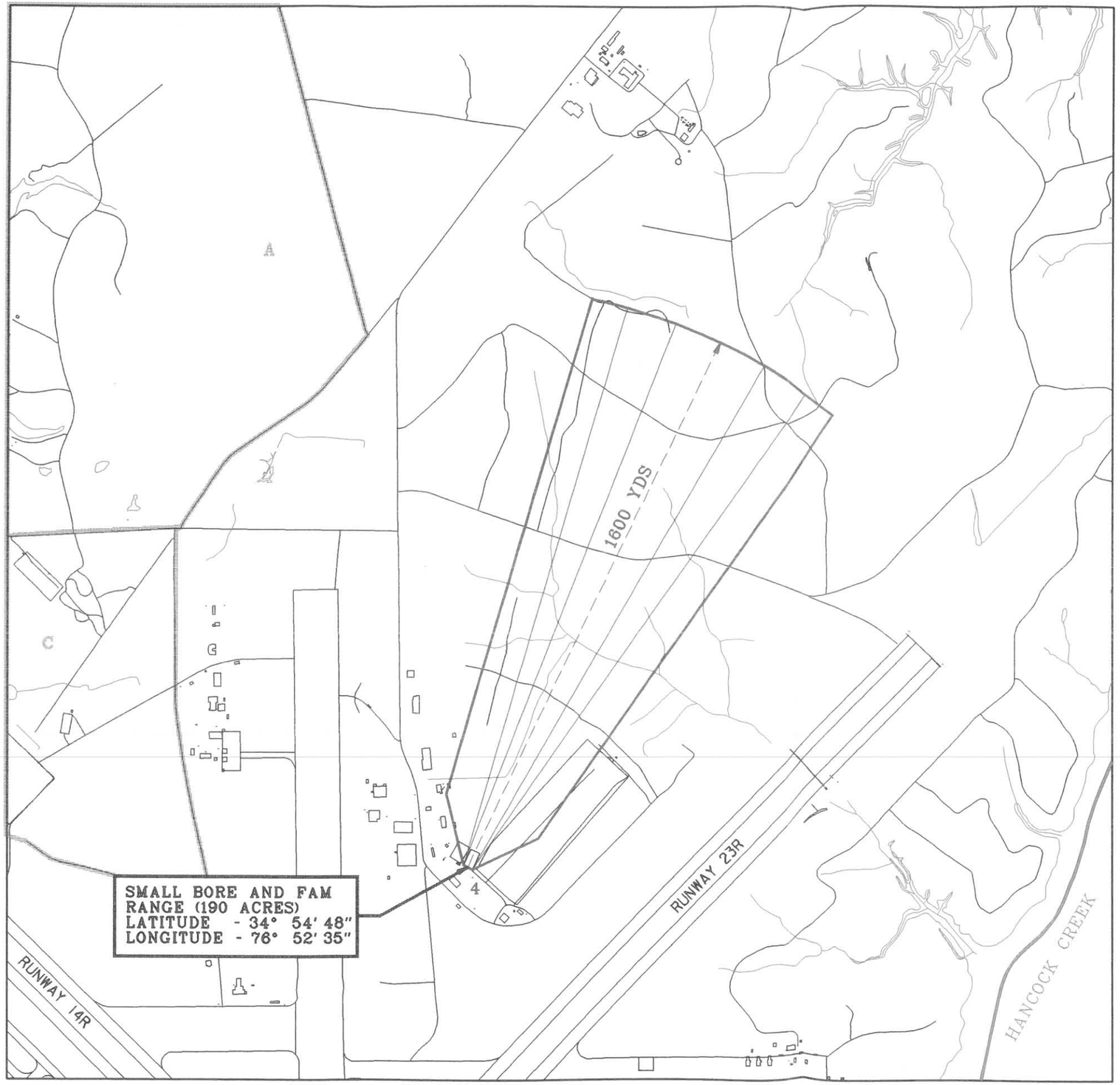
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
SKEET RANGE (PROPOSED LOCATION)

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 9
18-AUG-1999 09:24	n:\dew\narthcarol\cherrypt\gis\mainbase\skeet3.dgn	

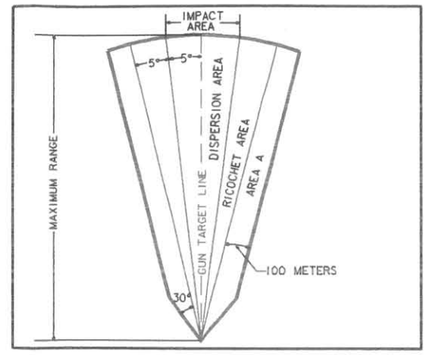


KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
4.	SMALL BORE AND FAM RANGE

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS



RANGE DETAIL

0 1000 2000

APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
SMALL BORE AND FAM RANGE

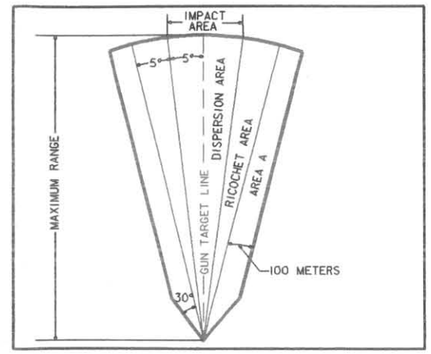
PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 10
18-AUG-1999 09:23	n:\gew\marthoar\cherrypt\gis\mainbase\borfam.dgn	

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
5.	PISTOL RANGE

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS



RANGE DETAIL

0 1000 2000

APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
PISTOL RANGE

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 11
18-AUG-1999 09:24	n:\cew\northcarol\cherrypt\gis\mainbase\pistol.apr	

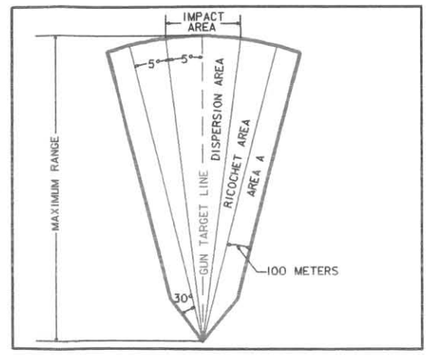
RIFLE RANGE
(TOTAL ACREAGE - 1350 ACRES)
(ON-BASE ACREAGE - 682 ACRES)
LATITUDE - 34° 54' 47"
LONGITUDE - 76° 52' 32"

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
6.	RIFLE RANGE (KNOWN DISTANCE RANGE- ALSO KNOWN AS KD RANGE)

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION
- TRAINING AREAS



RANGE DETAIL

0 1000 2000

APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
RIFLE RANGE

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 12
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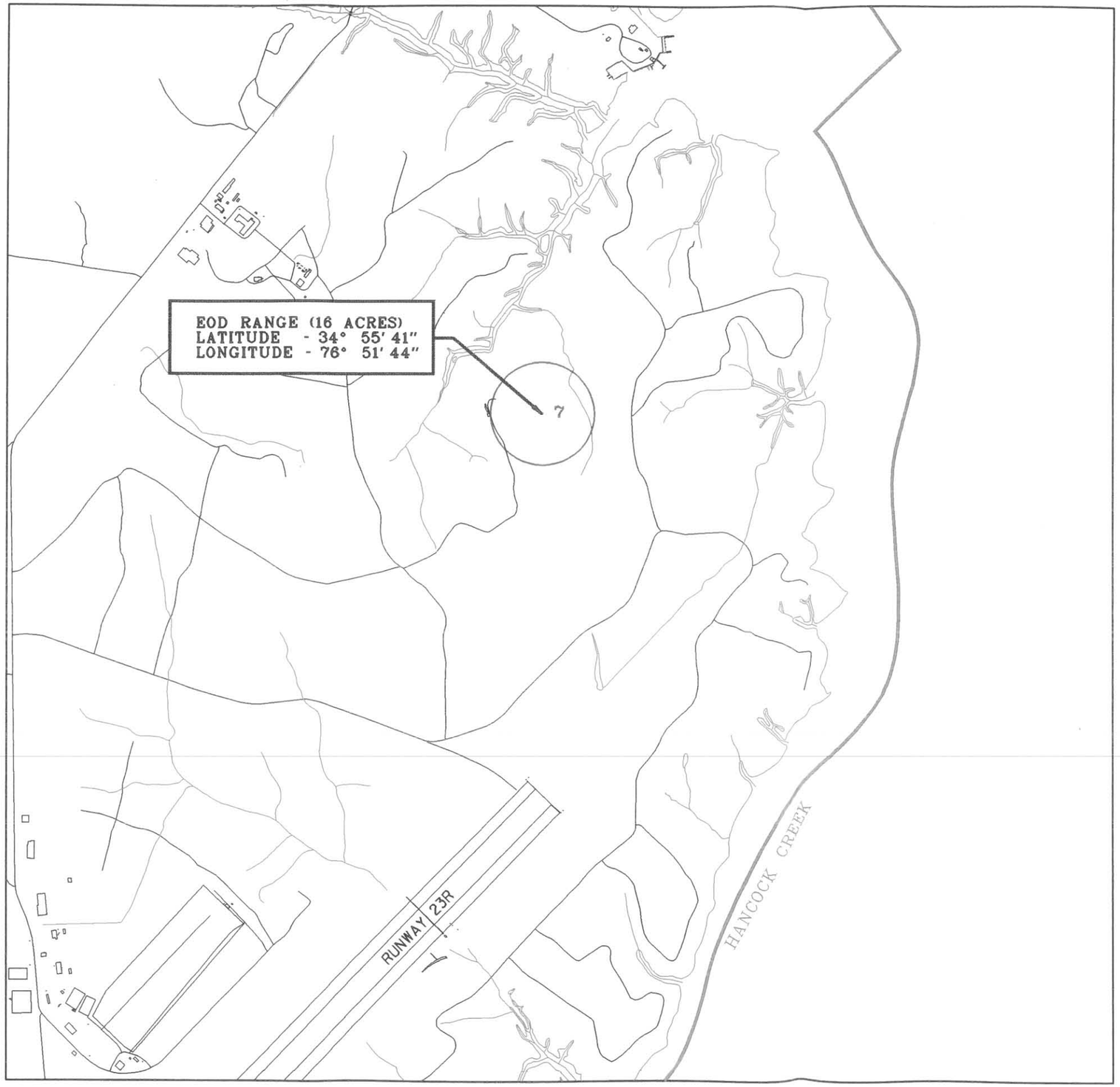


KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
7.	EOD RANGE

LEGEND

- MCAS CHERRY POINT
- RANGE LOCATION
- TRAINING AREA

0 1000 2000

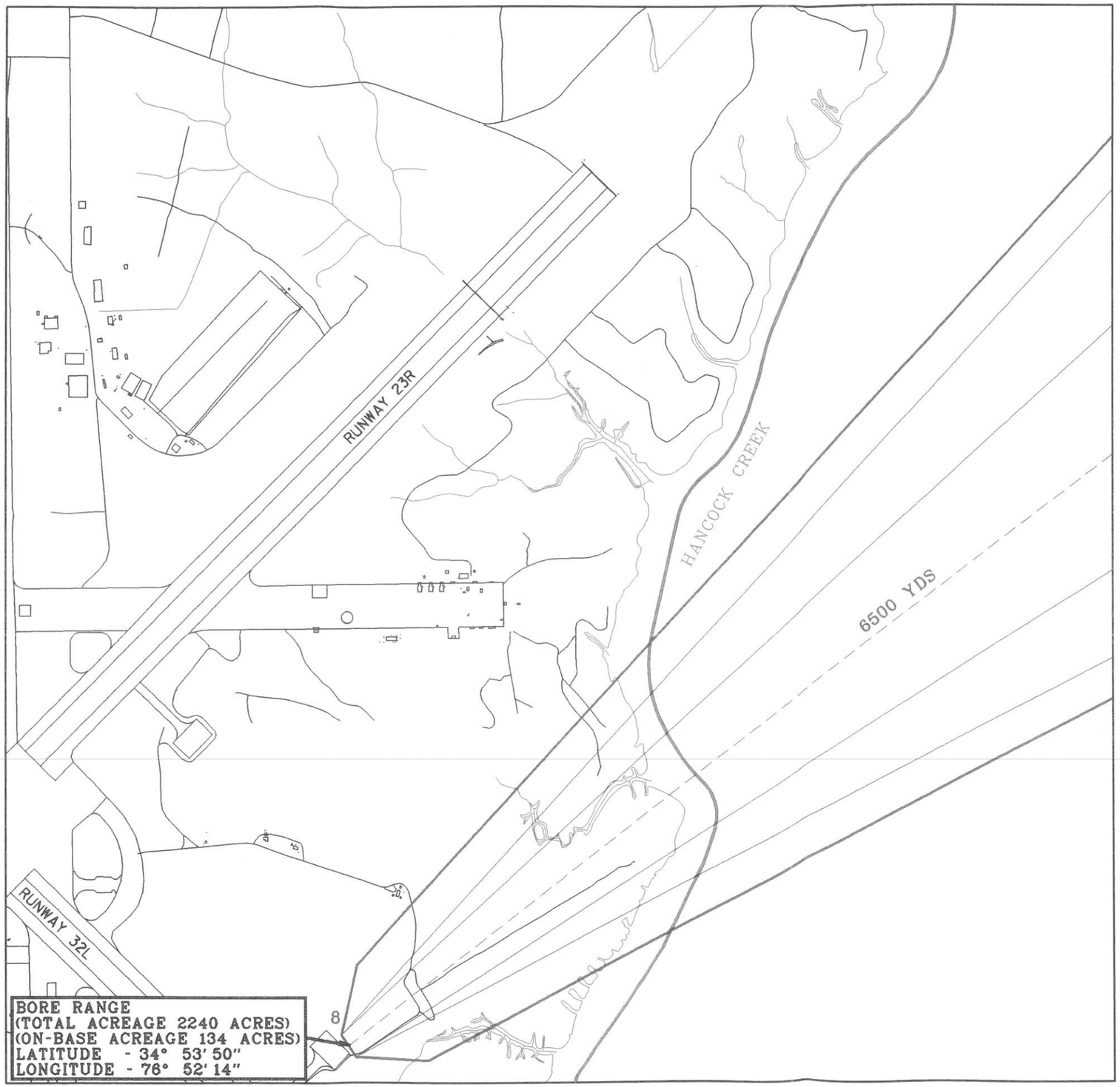
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
EOD RANGE

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 13
19-AUG-1999 13:14	n:\gew\northcoral\cherrypt\gis\mainbase\eod.dgn	

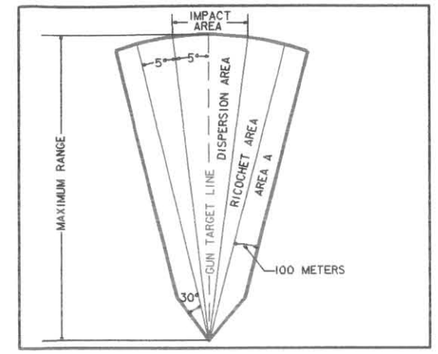


KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
8.	BORE RANGE

LEGEND

- MCAS CHERRY POINT BOUNDARY
- RANGE LOCATION



RANGE DETAIL

0 1000 2000

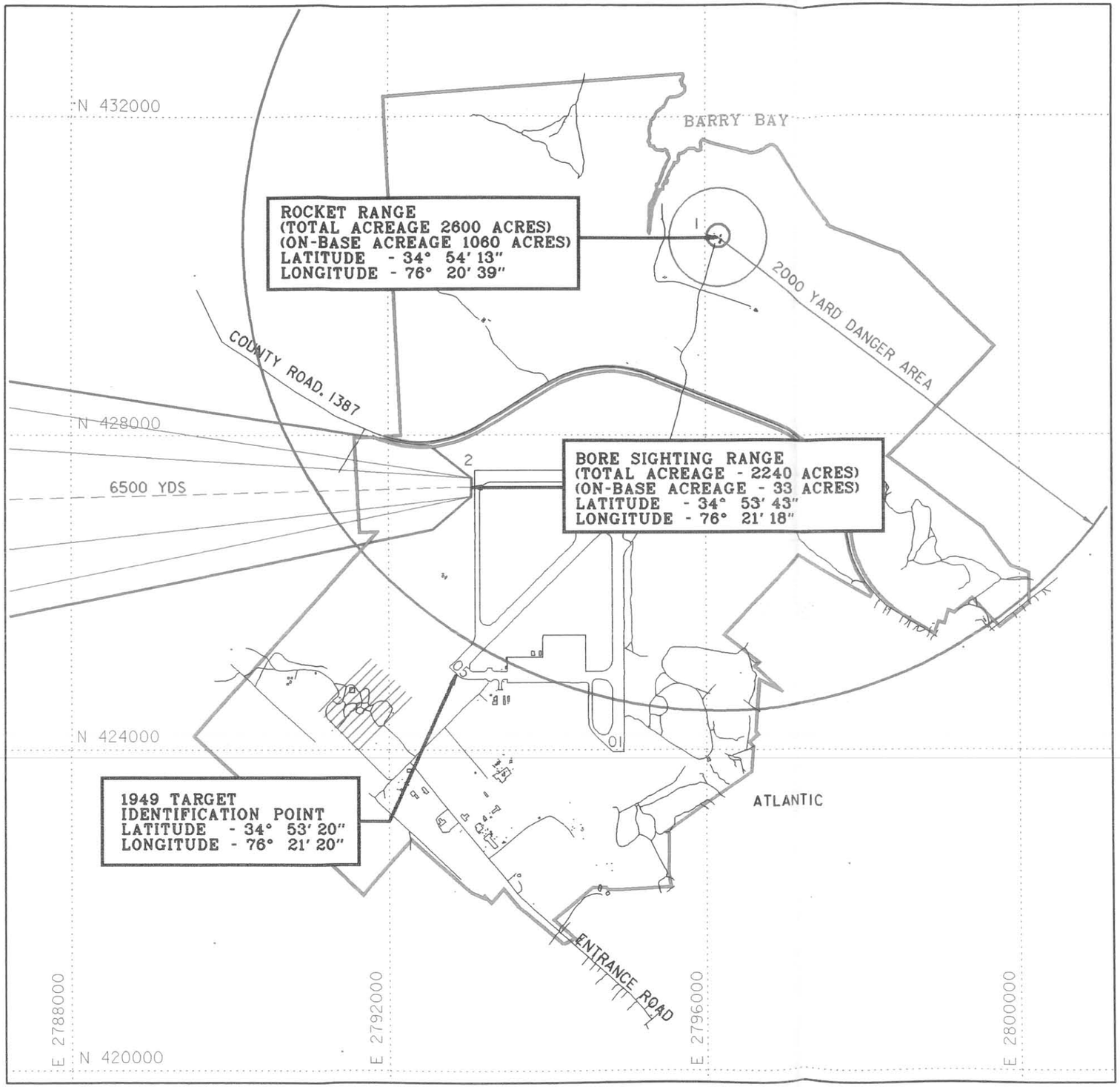
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
BORE RANGE

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 14
18-AUG-1999 09:23	n:\gew\marthcarol\cherrypt\gis\mainbase\bore.dgn	

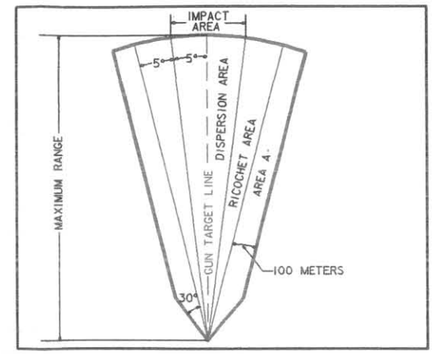


KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ROCKET RANGE NO. 2 IMPACT AREA
2.	BORE SIGHTING (HARMONIZING) RANGE

LEGEND

- SITE LOCATION
- RANGE LOCATION
- //// MAGAZINE AREA



RANGE DETAIL

0 1400 2800

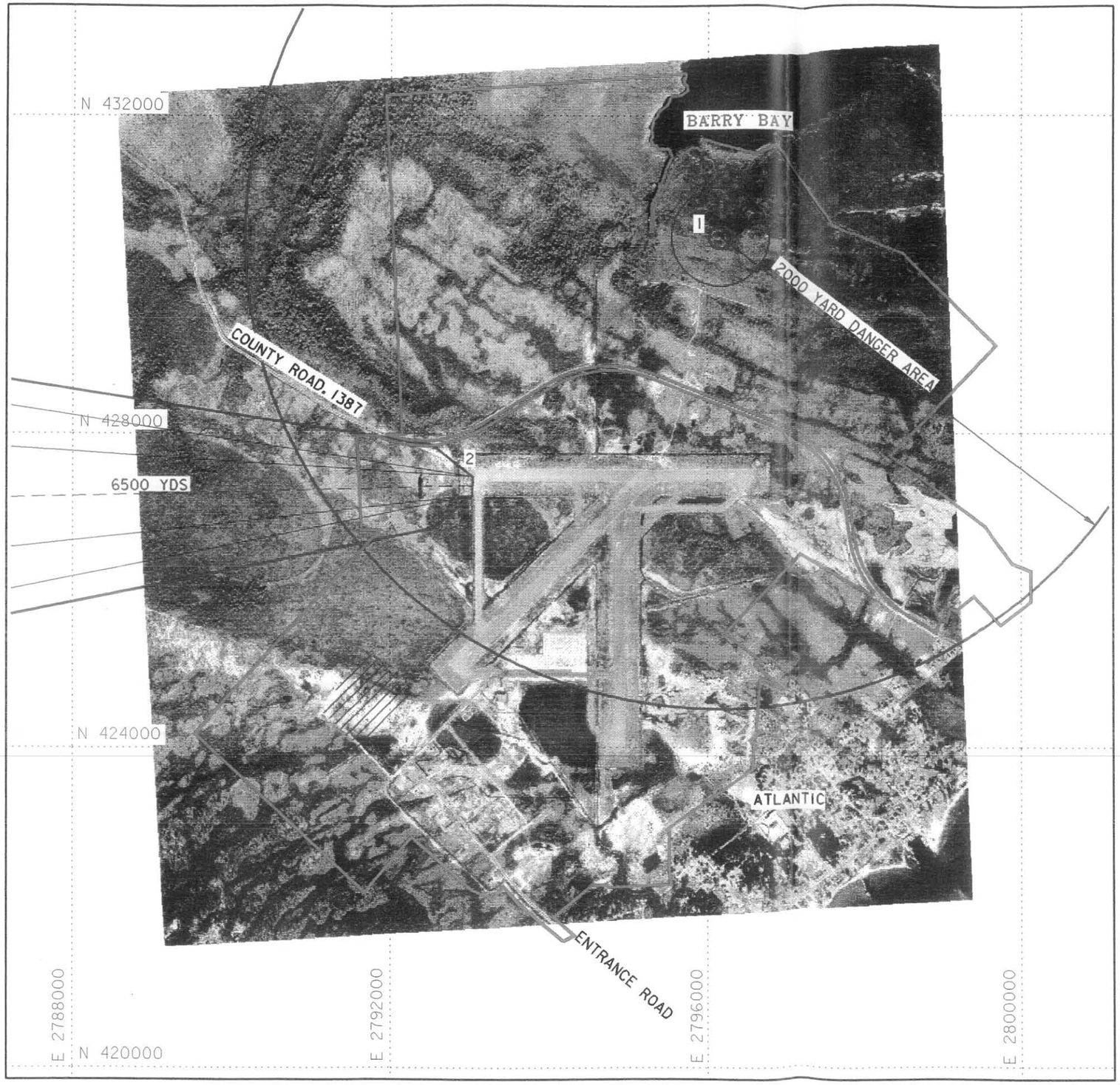
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF ATLANTIC SITE MAP

PROJ. DATE: MAY 1999	DATE OF MAP: 1999	PLATE NO. 15
18-AUG-1999 09:23	n:\coe\northcarol\cherrypt\gis\atlantic\atlantic.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ROCKET RANGE NO. 2 IMPACT AREA
2.	BORE SIGHTING (HARMONIZING) RANGE

LEGEND

- SITE LOCATION
- RANGE LOCATION
- MAGAZINE AREA

0 1400 2800

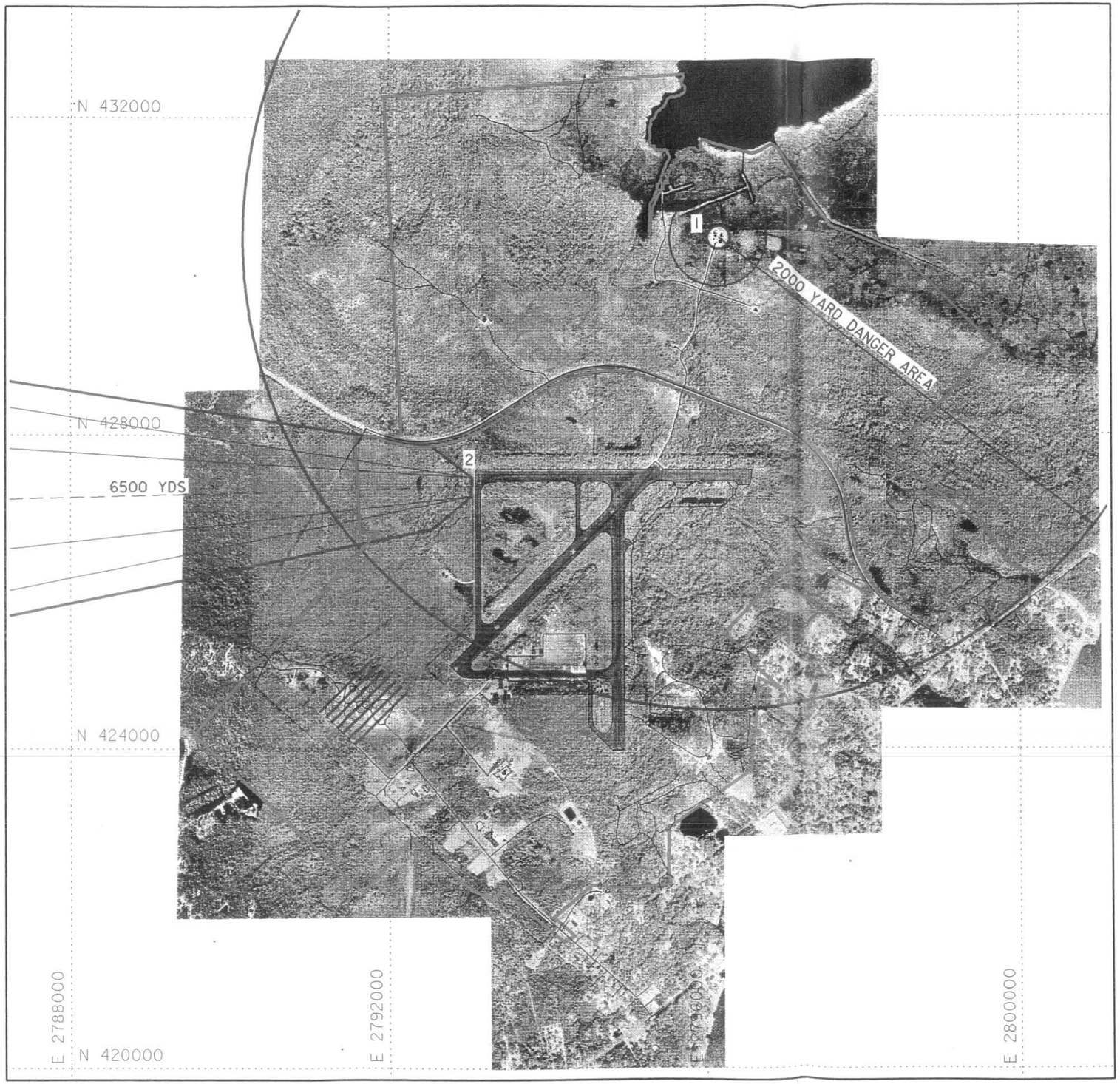
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF ATLANTIC - 1953 PHOTO

PROJ. DATE: MAY 1999	DATE OF PHOTO: 1953	PLATE NO. 16
19-AUG-1999 15:53	rs=oew=northcarol=cherrypt=gis=atlantic53atiph.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ROCKET RANGE NO. 2 IMPACT AREA
2.	BORE SIGHTING (HARMONIZING) RANGE

LEGEND

- SITE LOCATION
- RANGE LOCATION
- //// MAGAZINE AREA

0 1400 2800

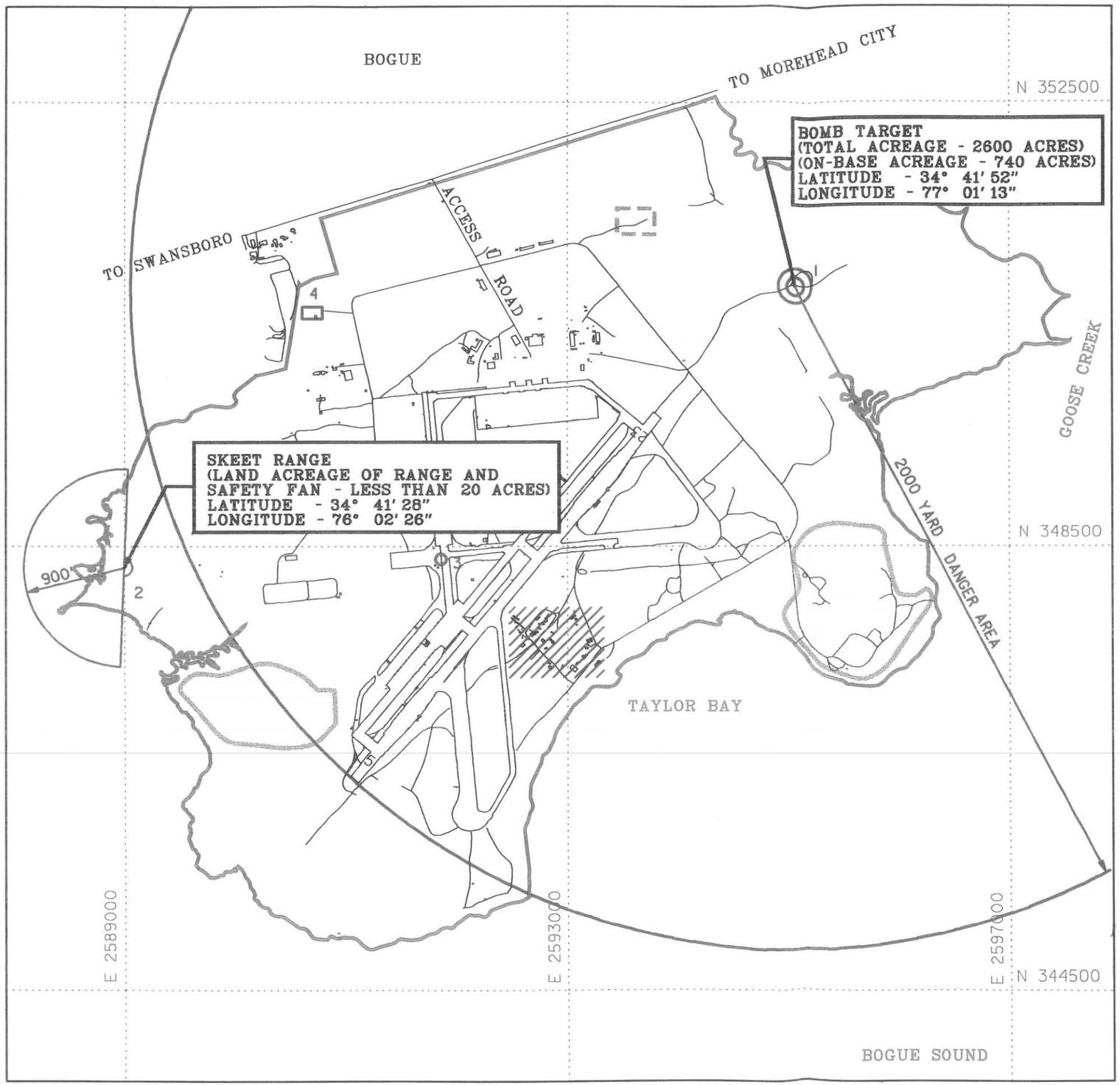
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF ATLANTIC 1997 PHOTO

PROJ. DATE: MAY 1999	DATE OF PHOTO: 1997	PLATE NO. 17
19-AUG-1999 08:31	n:\dgn\northcarol\cherrypt\gis\atlantic\atiphot.dgn	



KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	BOMB TARGET (1951 PHOTO LOCATION)
2.	SKEET RANGE
3.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1951 PHOTO LOCATION)
4.	POSSIBLE PISTOL RANGE

LEGEND

- MCALF BOGUE BOUNDARY
- RANGE LOCATION
- MAGAZINE AREA
- POSSIBLE MANEUVER TRAINING AREA
- LOCATION OF 1970'S DUMP SITE

****NOTE: THE ORIGINAL DANGER AREA FOR THE BOMB TARGET WAS A THREE MILE RADIUS (1949). THE DANGER AREA WAS LATER CHANGED TO A 2000 YARD RADIUS (1951).

0 1000 2000

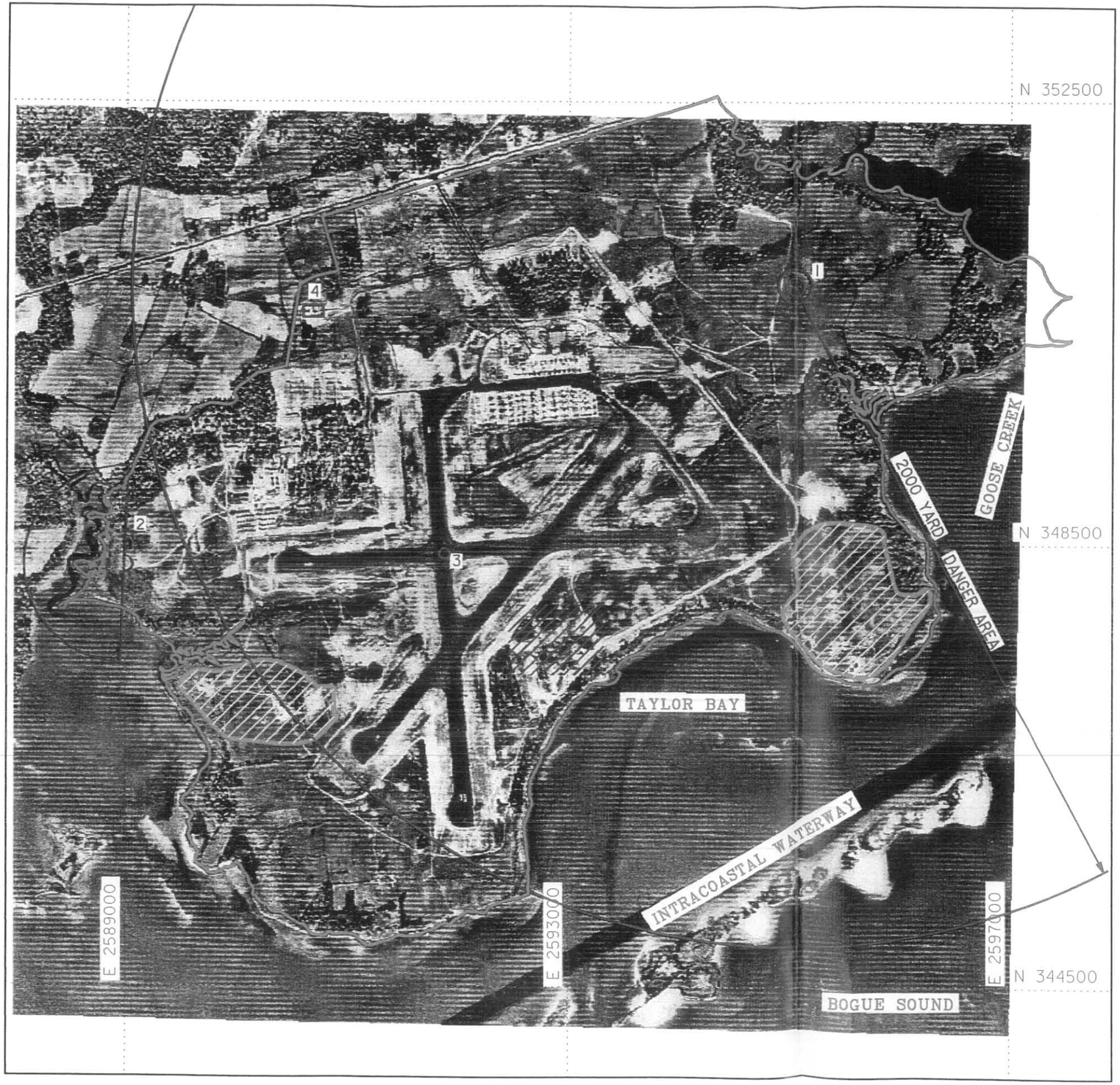
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF BOGUE SITE MAP

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 18
27-FEB-2002 09:30	m:\nor\hoa\rol\cherrypt\GIS\bogue\BOGUE.DGN	



KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	BOMB TARGET (1951 PHOTO LOCATION)
2.	SKEET RANGE
3.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1951 PHOTO LOCATION)
4.	POSSIBLE PISTOL RANGE

LEGEND

- MCALF BOGUE BOUNDARY
- RANGE LOCATION
- MAGAZINE AREA
- POSSIBLE MANEUVER TRAINING AREA
- LOCATION OF 1970'S DUMP SITE

****NOTE: THE ORIGINAL DANGER AREA FOR THE BOMB TARGET WAS A THREE MILE RADIUS (1949). THE DANGER AREA WAS LATER CHANGED TO A 2000 YARD RADIUS (1951).

0 1000 2000

APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF BOGUE - 1944 PHOTO

PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1944	PLATE NO. 19
04-MAR-2002 12:45	m:\northcarol\cherrypt\GIS\bogue\44BOGPHT.DGN	

KEY TO RANGES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	BOMB TARGET (1951 PHOTO LOCATION)
2.	SKEET RANGE
3.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1951 PHOTO LOCATION)
4.	POSSIBLE PISTOL RANGE

LEGEND

- MCALF BOGUE BOUNDARY
- RANGE LOCATION
- MAGAZINE AREA
- POSSIBLE MANEUVER TRAINING AREA
- LOCATION OF 1970'S DUMP SITE

****NOTE: THE ORIGINAL DANGER AREA FOR THE BOMB TARGET WAS A THREE MILE RADIUS (1949). THE DANGER AREA WAS LATER CHANGED TO A 2000 YARD RADIUS (1951).

0 1000 2000

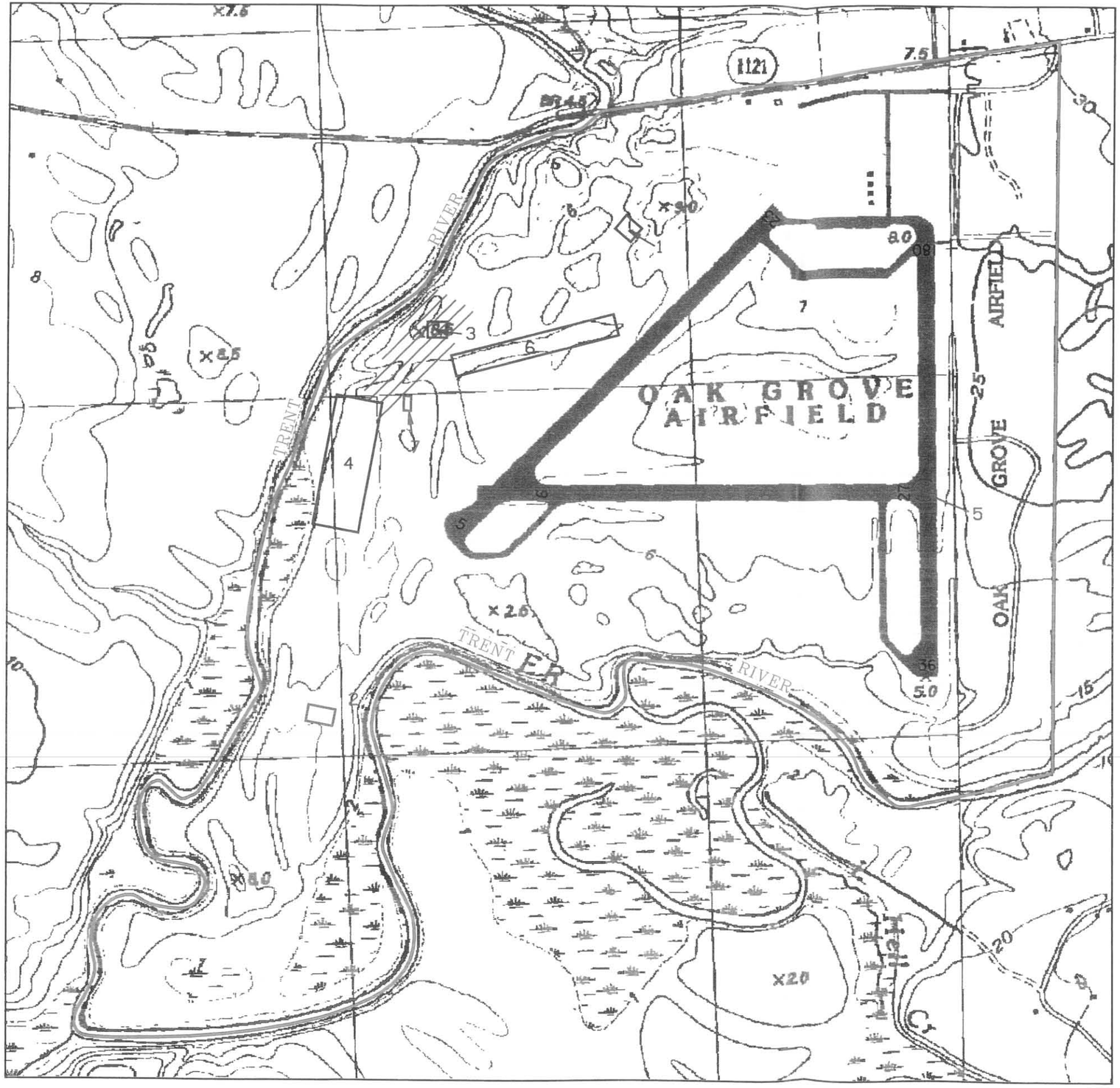
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCALF BOGUE - 1997 PHOTO

PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1997	PLATE NO. 20
06-MAR-2002 12:08	m:\northcarol\cherrypt\GIS\bogue\bogEPHOT.DGN	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ORDNANCE STORE AND WORK SHOP AREA
2.	POSSIBLE SMALL ARMS RANGE (1959 PHOTO LOCATION)
3.	EARTHEN STORAGE BUNKER (1949 PHOTO LOCATION)
4.	POSSIBLE DUMP SITE (1949 PHOTO LOCATION)
5.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1949 PHOTO LOCATION)
6.	CONSTRUCTION ON DRAINAGE DITCH
7.	POSSIBLE BERM (1949 PHOTO LOCATION)

LEGEND

- SITE LOCATION
- RANGE LOCATION
- MAGAZINE AREA
- FEATURE LOCATION

0 1000 2000

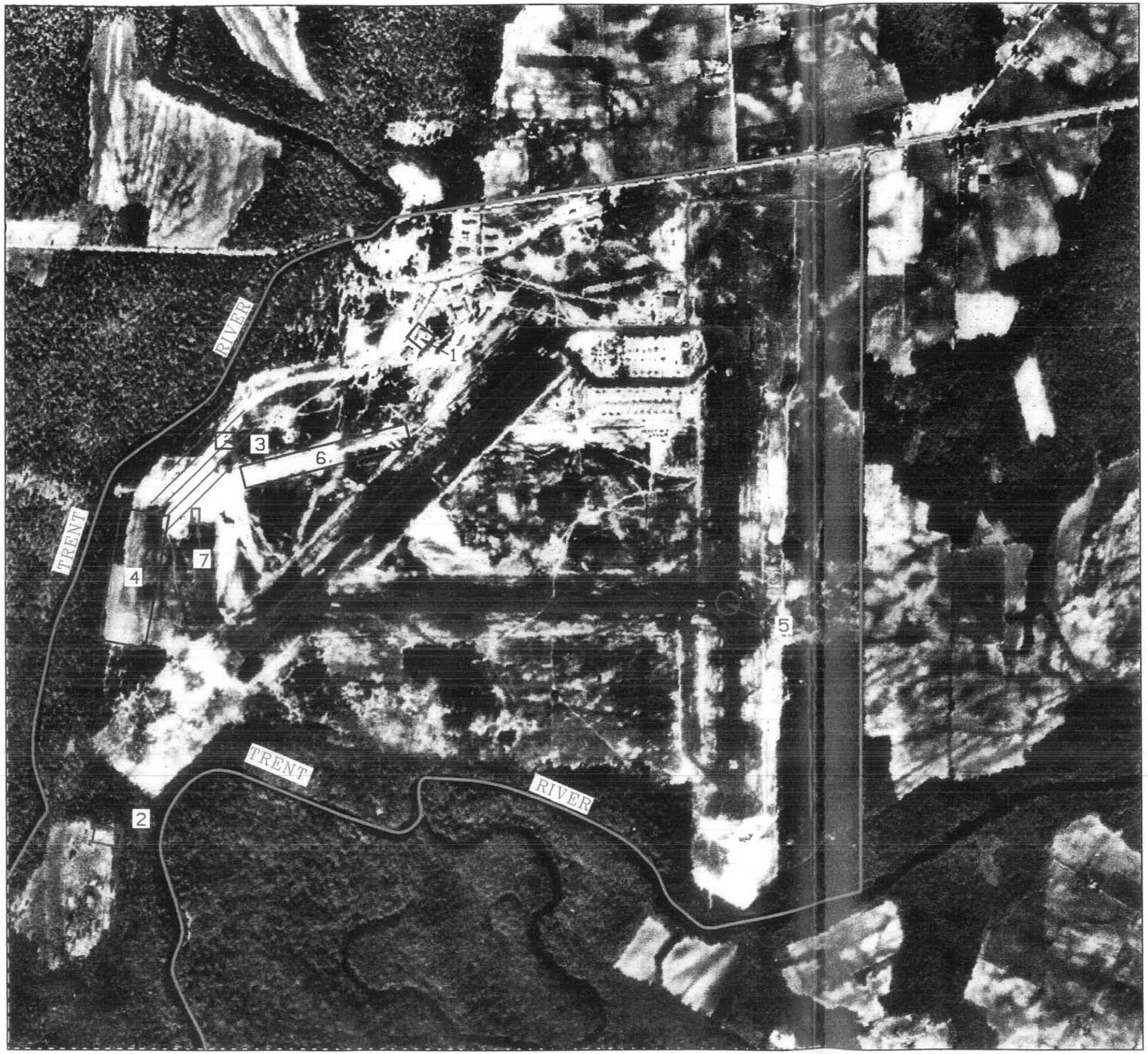
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCOLF OAK GROVE SITE MAP

PROJ. DATE: JUNE 1999	DATE OF QUADS: 1982 & 1994	PLATE NO. 21
28-FEB-2002 08:55	m:\northcarol\cherrypt\GIS\oakgrove\plate21.dgn	



KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ORDNANCE STORE AND WORK SHOP AREA
2.	POSSIBLE SMALL ARMS RANGE (1959 PHOTO LOCATION)
3.	EARTHEN STORAGE BUNKER (1949 PHOTO LOCATION)
4.	POSSIBLE DUMP SITE (1949 PHOTO LOCATION)
5.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1949 PHOTO LOCATION)
6.	CONSTRUCTION ON DRAINAGE DITCH
7.	POSSIBLE BERM (1949 PHOTO LOCATION)

LEGEND

- SITE LOCATION
- RANGE LOCATION
- MAGAZINE AREA
- FEATURE LOCATION

0 1000 2000

APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCOLF OAK GROVE - 1943 PHOTO

PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1943	PLATE NO. 22
06-MAR-2002 12:01	m:\northcarol\cherrypt\GIS\oakgrove\plate22.dgn	

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	ORDNANCE STORE AND WORK SHOP AREA
2.	POSSIBLE SMALL ARMS RANGE (1959 PHOTO LOCATION)
3.	EARTHEN STORAGE BUNKER (1949 PHOTO LOCATION)
4.	POSSIBLE DUMP SITE (1949 PHOTO LOCATION)
5.	BULL'S-EYE-TYPE TARGET ON RUNWAY (1949 PHOTO LOCATION)
6.	CONSTRUCTION ON DRAINAGE DITCH
7.	POSSIBLE BERM (1949 PHOTO LOCATION)

LEGEND

- SITE LOCATION
- RANGE LOCATION
- MAGAZINE AREA
- FEATURE LOCATION

0 1000 2000

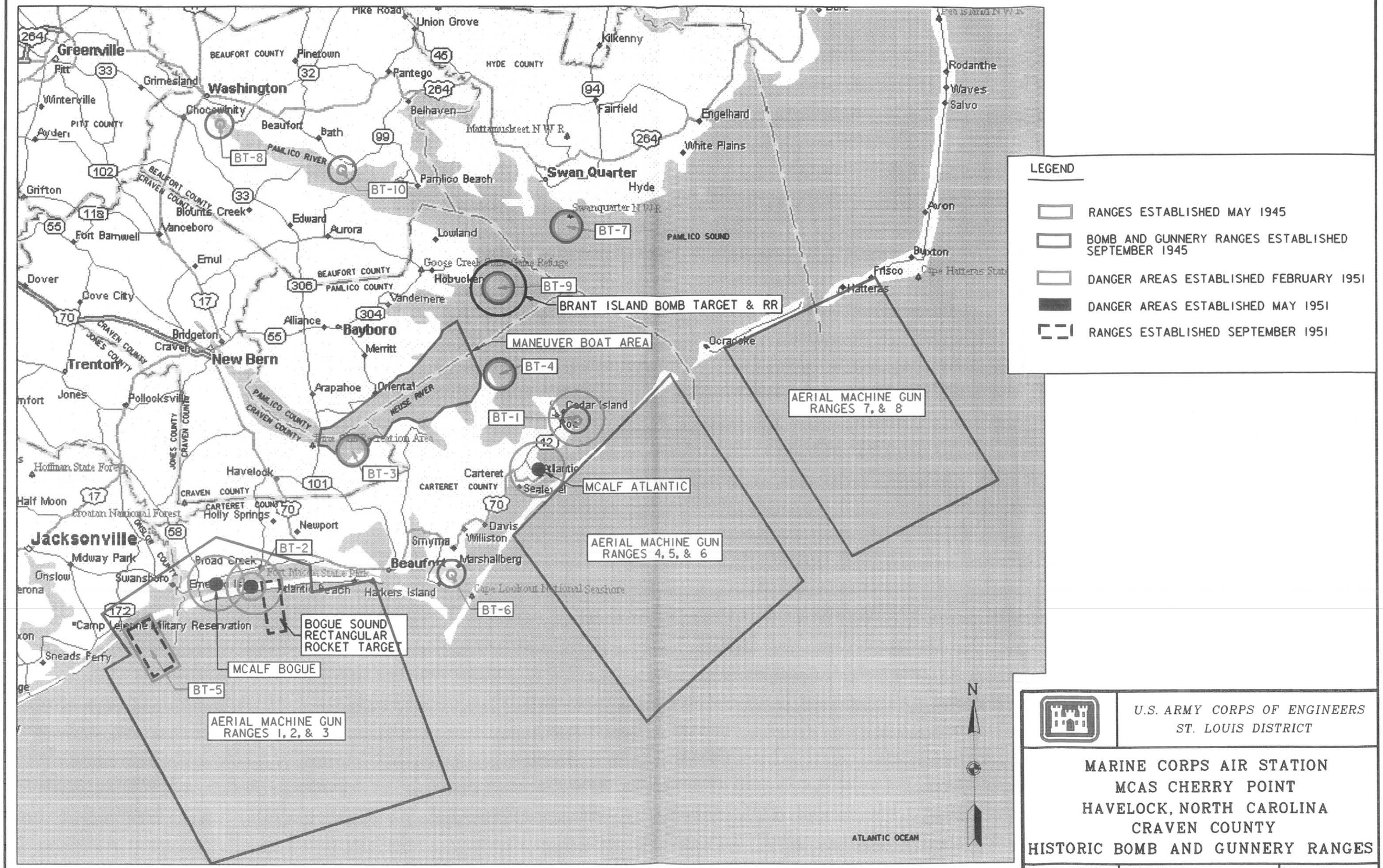
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MCOLF OAK GROVE - 1988 PHOTO

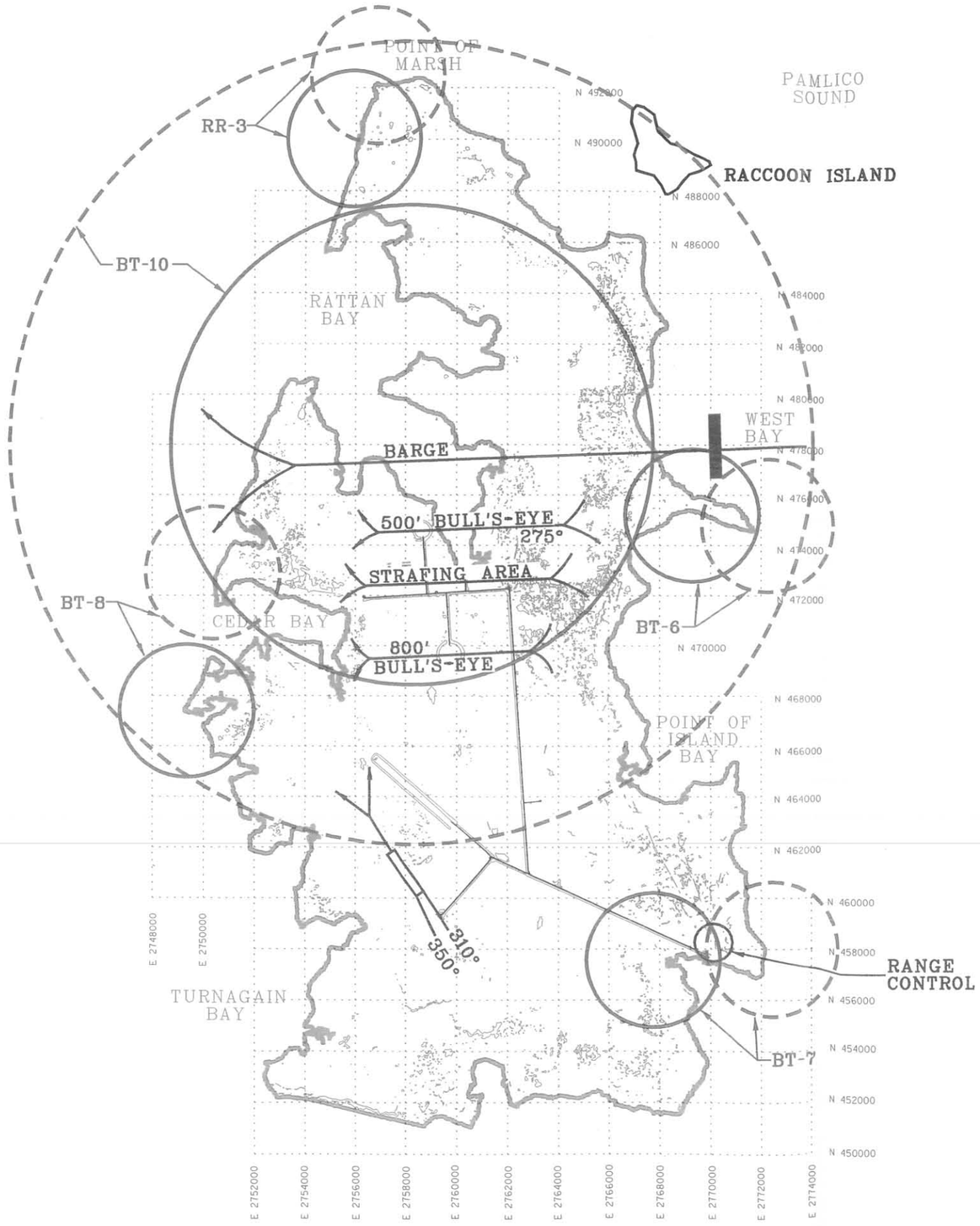
PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1988	PLATE NO. 23
06-MAR-2002 12:06	m:\northcarol\cherrypt\GIS\oakgrove\plate23.dgn	



U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
HISTORIC BOMB AND GUNNERY RANGES

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 24
18-AUG-1999 09:24	n:\osewmr\hacr\cherrypt\gis\histvfc.dgn	



LEGEND

- PINEY ISLAND RANGE COMPLEX (BTII)
- ORIGINAL DANGER AREAS (MARCH 1953)
- REVISED DANGER AREAS (APRIL 1953)
- FEATURES FROM JUNE 1975 HISTORICAL MAP (FLIGHT APPROACHES)

0 5000 10000

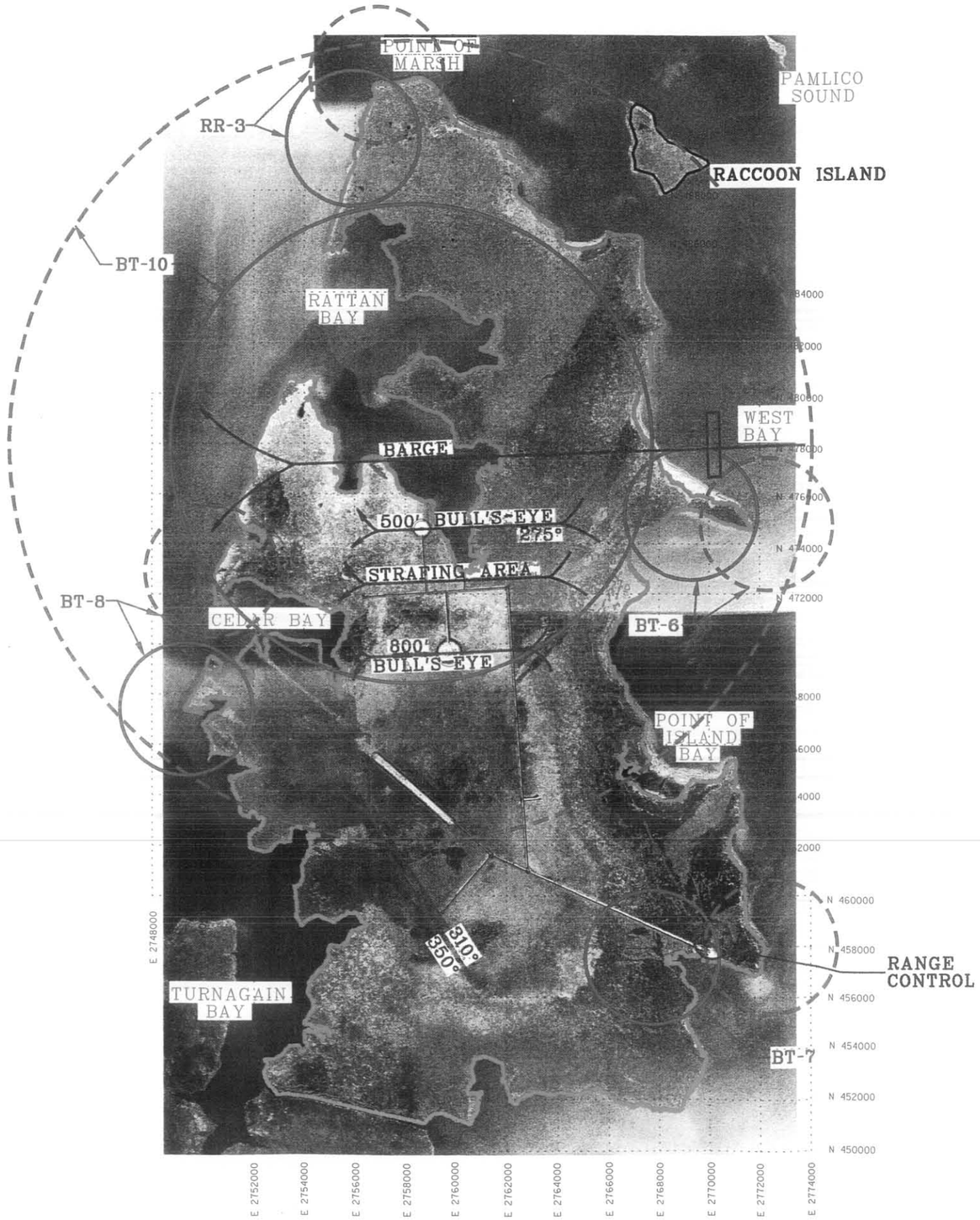
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
PINEY ISLAND RANGE COMPILATION MAP

PROJ. DATE: JUNE 1999	DATE OF BASE MAP: 1999	PLATE NO. 25
27-FEB-2002 16:30	m:\northcarol\cherrypt\GIS\btII\plate25.dgn	



LEGEND

- PINEY ISLAND RANGE COMPLEX (BTII)
- ORIGINAL DANGER AREAS (MARCH 1953)
- REVISED DANGER AREAS (APRIL 1953)
- FEATURES FROM JUNE 1975 HISTORICAL MAP (FLIGHT APPROACHES)

0 5000 10000

APPROXIMATE SCALE IN FEET

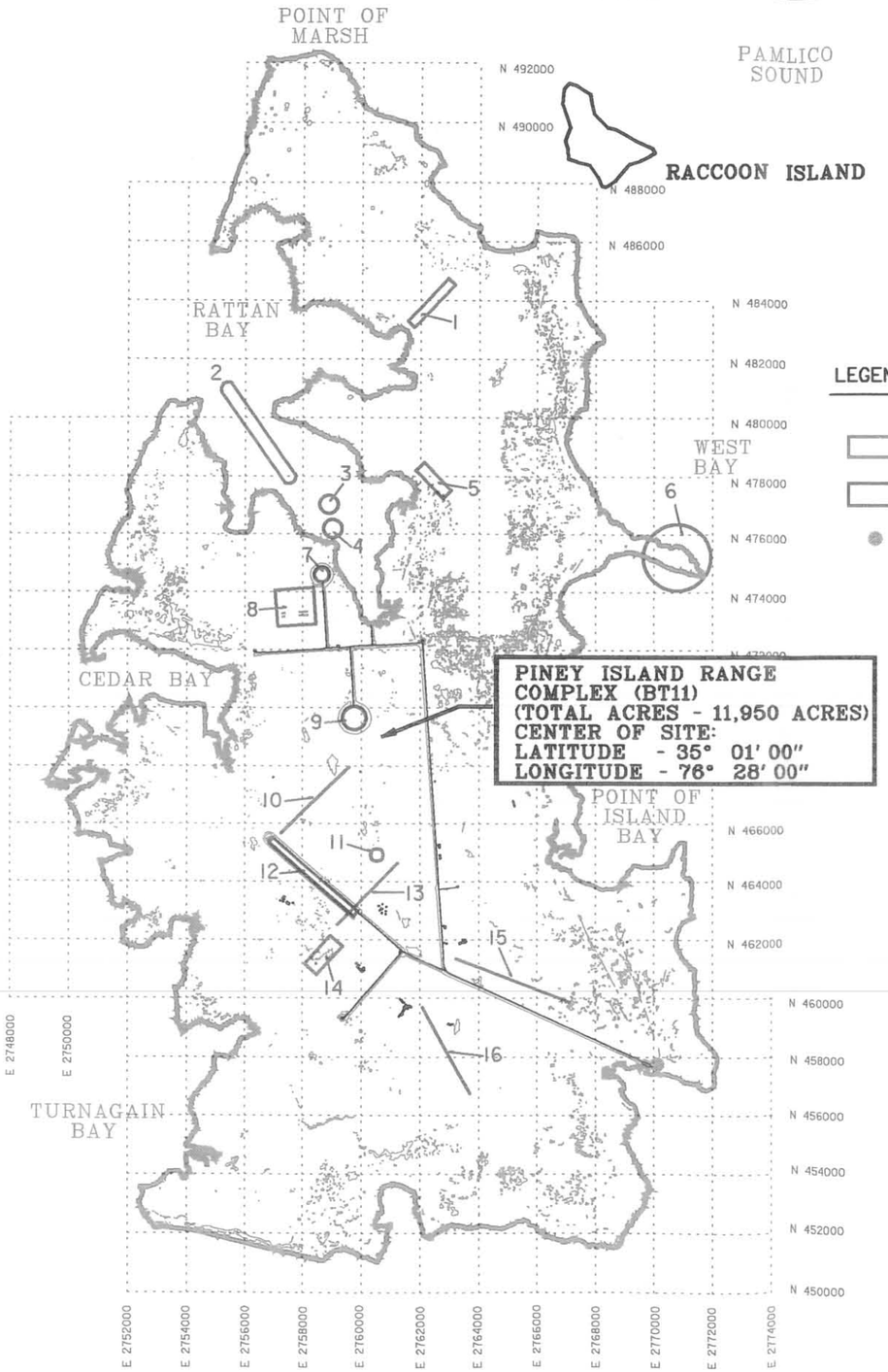
N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY

PINEY ISLAND RANGE COMPLEX - 1980 PHOTOS

PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1980	PLATE NO. 26
06-MAR-2002 11:57	m:\northcarol\cherrypt\GIS\btII\btIIph80.dgn	



RANGE LOCATIONS

LEGEND

- PINEY ISLAND RANGE COMPLEX (BT11)
- HELOPAD

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	INERT TOW TARGET CONVOY
2.	SEPTARS
3.	BARGE
4.	PT BOAT
5.	SIMULATED CONVOY
6.	INERT TOW FIRING POINT
7.	500' - BULL'S-EYE TARGET
8.	STRAFING AREA
9.	800' - BULL'S-EYE TARGET
10.	225° STRAFING
11.	SIMULATED SAM SITE
12.	SIMULATED AIRSTRIP MOVING TARGET STRIP
13.	225° STRAFING
14.	SIMULATED TANK FARM
15.	300° MOVING TARGET STRIP
16.	330° MOVING TARGET STRIP

0 5000 10000

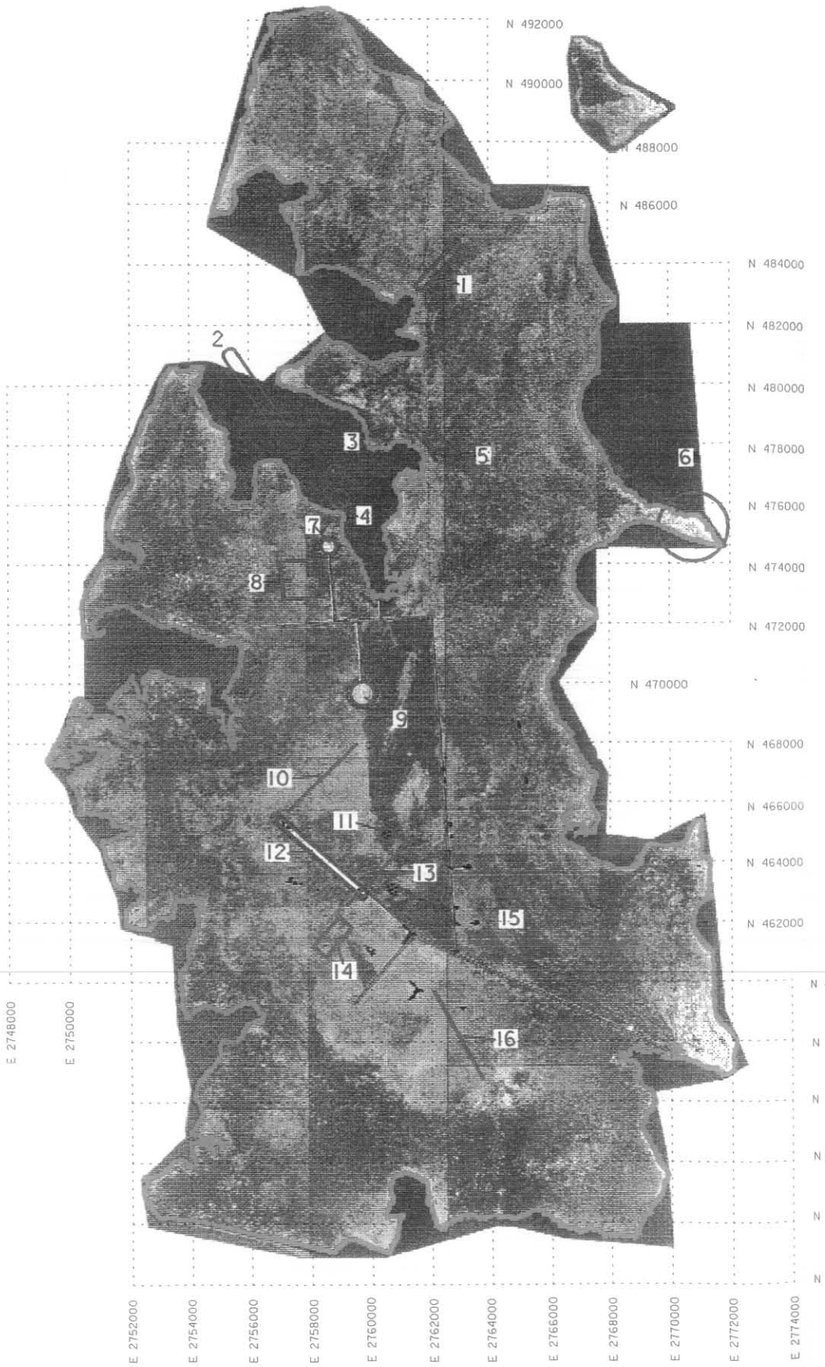
APPROXIMATE SCALE IN FEET

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
PINEY ISLAND RANGE COMPLEX SITE MAP

PROJ. DATE: JUNE 1999	DATE OF MAP: 1999	PLATE NO. 27
27-FEB-2002 10:34	M:\norfhoar01\cherrypt\GIS\bt11\BT11.DGN	



LEGEND

- PINEY ISLAND RANGE COMPLEX (BTII)
- RANGE LOCATIONS
- HELOPAD

KEY TO FEATURES:

FEATURE NUMBER	FEATURE DESCRIPTION
1.	INERT TOW TARGET CONVOY
2.	SEPTARS
3.	BARGE
4.	PT BOAT
5.	SIMULATED CONVOY
6.	INERT TOW FIRING POINT
7.	500' - BULL'S-EYE TARGET
8.	STRAFING AREA
9.	800' - BULL'S-EYE TARGET
10.	225° STRAFING
11.	SIMULATED SAM SITE
12.	SIMULATED AIRSTRIP MOVING TARGET STRIP
13.	225° STRAFING
14.	SIMULATED TANK FARM
15.	300° MOVING TARGET STRIP
16.	330° MOVING TARGET STRIP

0 5000 10000

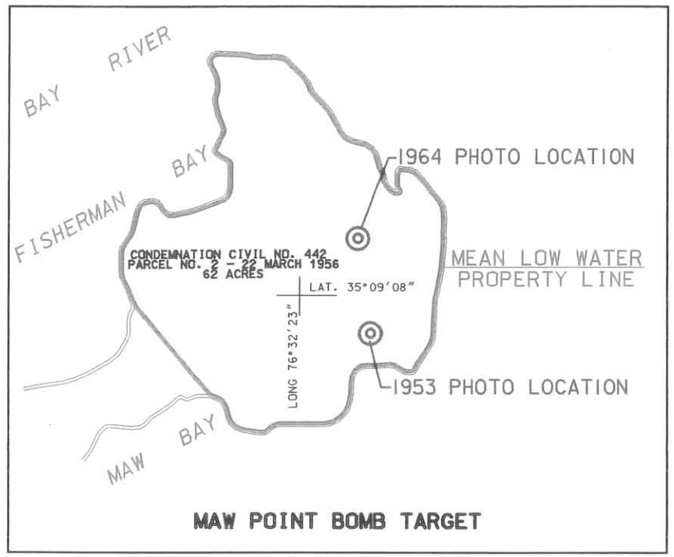
APPROXIMATE SCALE IN FEET

N

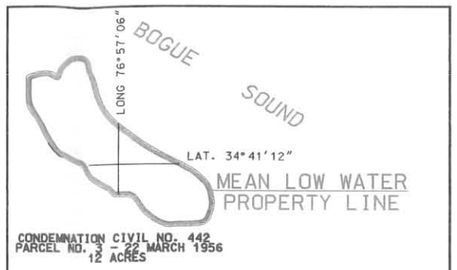
U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
PINEY ISLAND RANGE COMPLEX - 1997 PHOTO

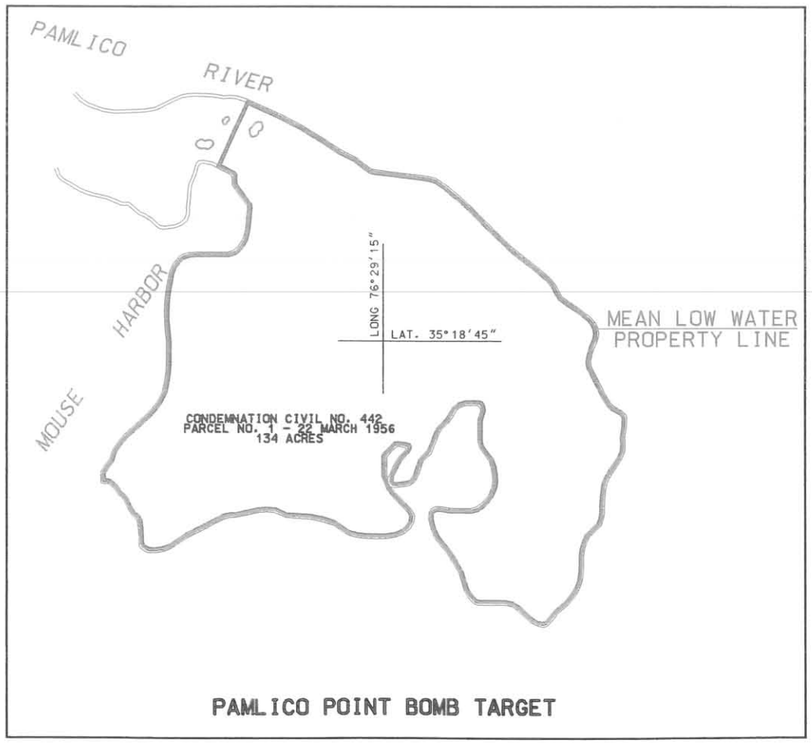
PROJ. DATE: JUNE 1999	DATE OF PHOTO: 1997	PLATE NO. 28
27-FEB-2002 17:23	m:\northcarol\cherrypt\GIS\btii\btiiPHOT.DGN	



MAW POINT BOMB TARGET



CAT ISLAND BOMB TARGET



PAMLICO POINT BOMB TARGET

LEGEND

- SITE LOCATION
- BULL'S-EYE TARGETS

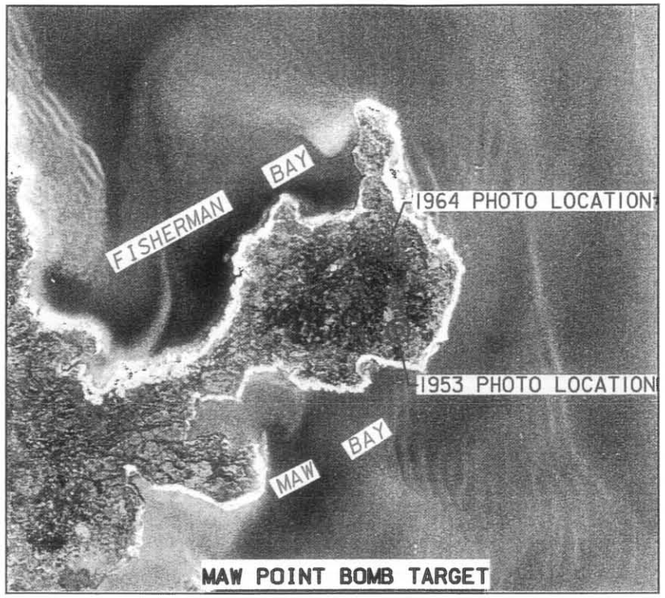
MAP NOT TO SCALE

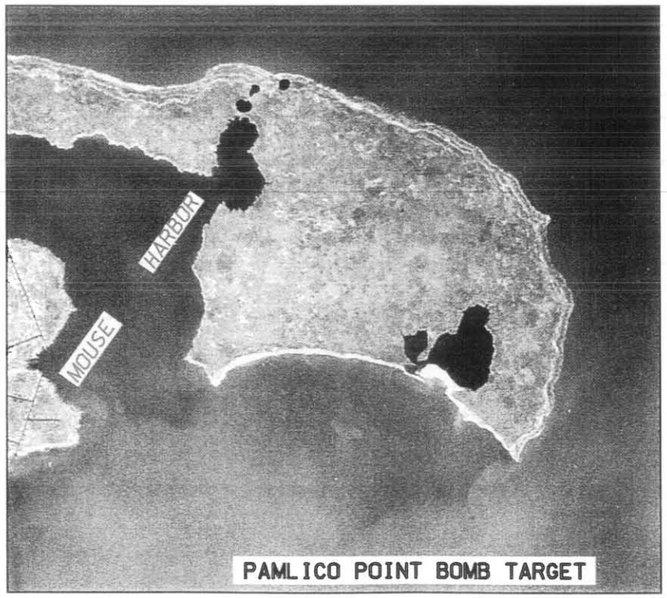
N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MISCELLANEOUS TARGET AREAS SITE MAP

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 29
27-FEB-2002 16:23	m:\northcarol\cherrypt\GIS\islands\ISLANDS.DGN	





LEGEND

▭ BULL'S-EYE TARGETS

****NOTE: NO VISIBLE FEATURES ON CAT ISLAND AND PAMLICO POINT PHOTOGRAPHY.

N

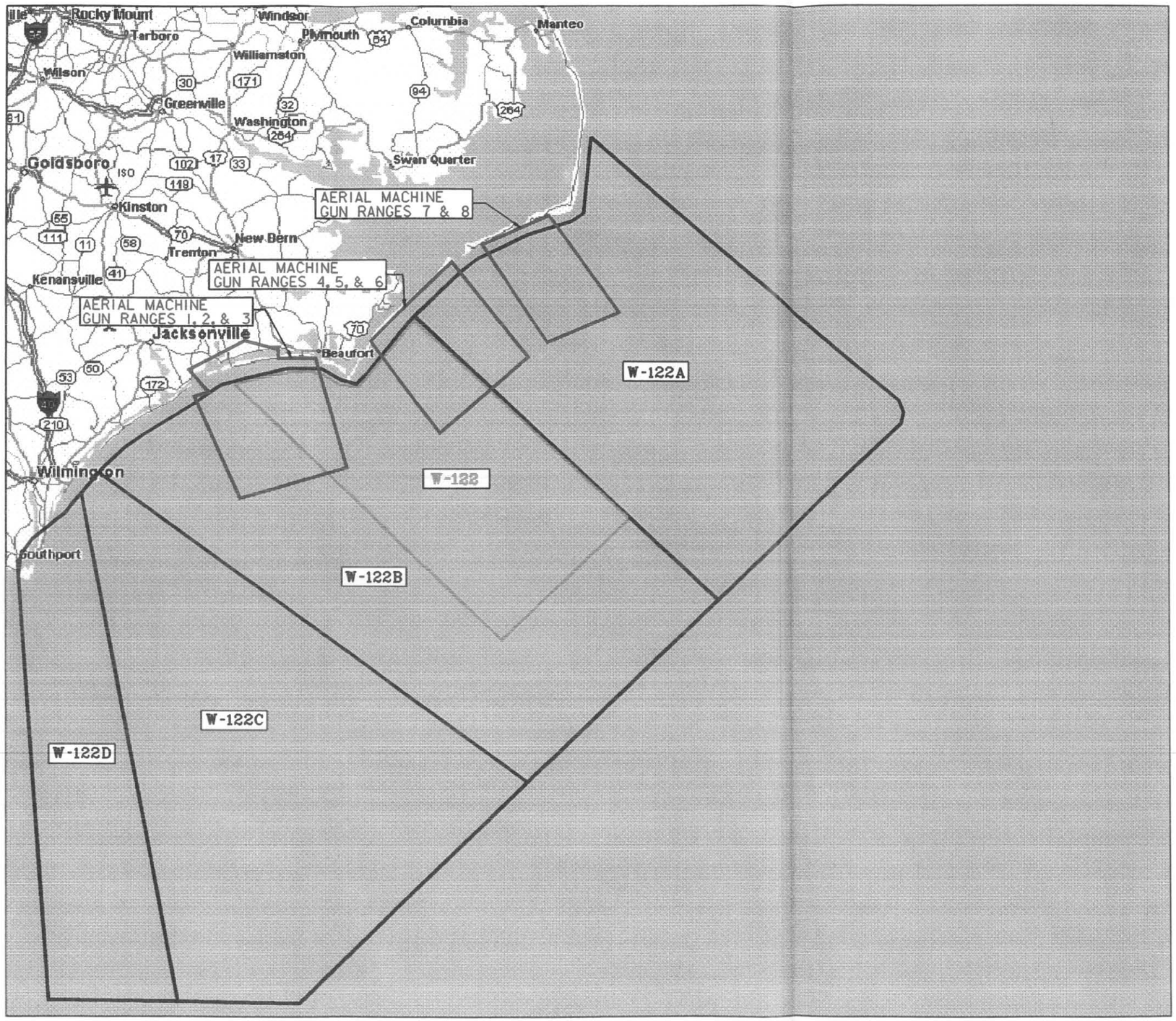
MAP NOT TO SCALE

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY

MISCELLANEOUS TARGET AREAS - 1964 PHOTOS

PROJ. DATE: JUNE 1999	DATE OF PHOTOS: 1964	PLATE NO. 30
06-MAR-2002 11:51	m:\northcarol\cherrypt\GIS\islands\islphot.dgn	



LEGEND

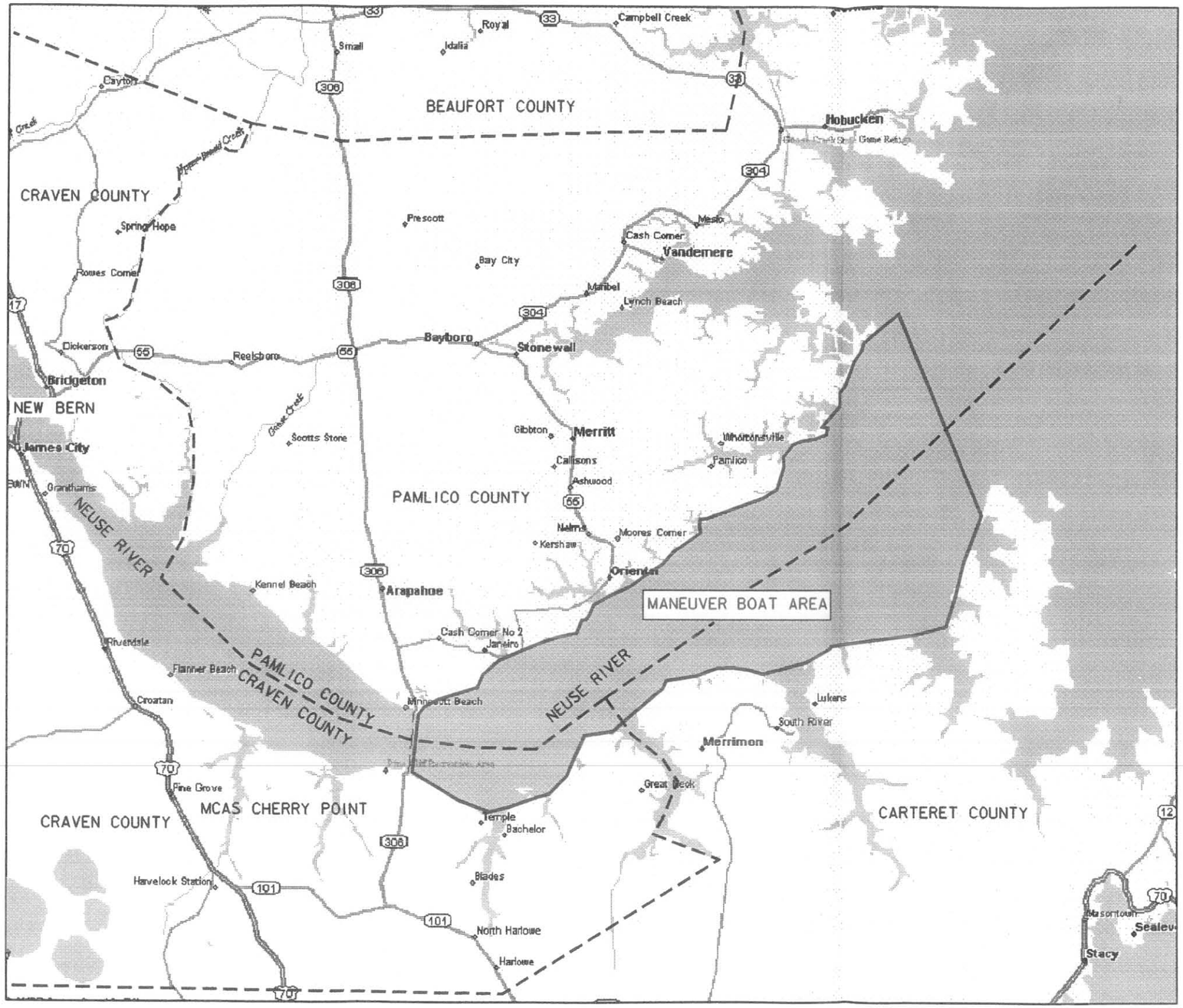
- AERIAL MACHINE GUN RANGES 1-8 FROM 1945 MAP
- AREA W-122 FROM 1966 MAP
- AREAS W-122A, W-122B, W-122C, AN W-122D FROM 1975 MAP

N

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
W-122 AND AERIAL MACHINE GUN RANGES

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 31
18-AUG-1999 09:23	n:\oew\northcarol\cherrypt\gis\w122vic.dgn	



LEGEND

MANEUVER BOAT AREA FROM 1945 MAP

U.S. ARMY CORPS OF ENGINEERS
ST. LOUIS DISTRICT

MARINE CORPS AIR STATION
MCAS CHERRY POINT
HAVELOCK, NORTH CAROLINA
CRAVEN COUNTY
MANEUVER BOAT AREA

PROJ. DATE: JUNE 1999	DATE OF MAP: 1998	PLATE NO. 32
18-AUG-1999 09:23	n:\cw\northcarol\cherrypt\glsboatarea.dgn	