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PART II
NARRATIVE

During the period from 1 June to the unexpected cessation of hostilities on 14 August 1945, the Naval Air Station, Wildwood, N.J., operated at the highest level since its commissioning in April 1943. More personnel were on board than at any time since October 1944, and more aircraft than ever before.

A perfected and concentrated program of training had been developed and was in full operation for both VB and VBF squadrons, and Training Department activities were expanded during this period. At the request of Com-Fair Quonset, a ZOMM School was established by the Training Department, complete facilities were installed, and the School placed in operation on 8 July 1945. The CV Navigation Program was started on 2 July 1945 with the completion of the new CV Navigation Training Building, which contained eight (8) Link Trainers, in addition to classrooms, and maintenance and office space.

An indication of the rate of operations during this period may be gained from the fact that on one day landings and take-offs totaled eleven hundred fifty-six (1156), including fifty-six (56) visiting aircraft on cross-country flights, and, at the time of the cessation

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of hostilities on 14 August 1945, it had been expected that the number of operating squadrons would increase from six (6) to seven (7). Operations were facilitated by the increase of twenty thousand yards (20,000) of aircraft parking space and the construction of taxiways and runways (19) and (23), together with a more strict supervision of take-off schedules and taxiing procedures. This had become increasingly necessary because of the greatly accelerated rocket firing program, with the attendant difficulties of loading planes adjacent to taxiways.

The Outlying Field, Georgetown, Delaware, continued to be used exclusively for day and night field carrier landing practice. This facility proved to be most successful in all respects, and the cooperation and hospitality of the local people has been outstanding throughout. This reflects, in large part, to the credit of the officers and men assigned to duty at Georgetown.

Personnel problems increased during this period due to the decrease in military personnel allowances and the difficulty of obtaining civilians during the local summer resort season. The station's original policy of utilizing civilian personnel in all possible billets stood the station in good stead and minimized the effect of the directives to replace enlisted men with civilians. Person-

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nel problems were intensified by the greatly increased schedule of night flying which virtually required a twenty-four hour coverage of the field for fleet operation, and the increased need for personnel by the Commissary Store. Of considerable assistance was the availability of a small number of German prisoners who were assigned to work on and about the station. Primarily assigned for malarial control, one hundred twenty-five (125) prisoners were quartered at the former CCC Camp at Dias Creek, under the administration of the Army. The malarial control work, on which the majority of these prisoners have been used, has been supervised off the station by the U.S. Public Health Service and on the station by the Public Works and Medical Departments. A small number of prisoners were assigned to the Transportation and Public Works Departments, where an acute manpower shortage had existed.

Communications of the station were improved and somewhat expanded through the installation of a single console in the control tower, permitting greatly improved ground-to-air communications from the tower. At the same time, the PE-1 voice recorder was modified so that all frequencies could be recorded automatically. The reception was improved by segregating and rearranging the receiving and transmitting antennas in the Operations Building. The VHF fan marker at Georgetown, Delaware, on the southwest

course of the YA-1 localizer was completed and, together with the fan marker at Clermont, N.J., completed the previously planned localizer installation.

In accordance with ComAirLant conf. letter, serial 0712, dated 27 March 1945, a base radio was established by CASU-24 for the purpose of guarding all training frequencies for flights by squadrons beyond a fifteen (15) mile radius. Six (6) receivers were provided CASU for this purpose and the facilities at the transmitter station made available.

Supply problems have been kept to a minimum by a close working relationship between the station and CASU Supply Departments, which overcame an acute shortage of warehouse space. A coordinated supply program which reduced duplication to a minimum by the establishment of five (5) CASU storerooms, conveniently located to the operations requiring the materials stored therein, increased the efficiency in the use of space and personnel, and resulted in a minimum of delay in providing needed parts for CASU to maintain high plane availability.

A reorganization of the Transportation Department during this period resulted in greatly improved maintenance of the three hundred (300) odd vehicles assigned to this station, and one thousand (1000) and six thousand (6000) mile checks were brought up to date and

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CHRONOLOGICAL ORDER OF EVENTS

1 June 1945 to 15 August 1945

- 1 Jun: VBF-75A with L. Harlan J. Coit, as Acting Commanding Officer and VBF-75B with Lt. Comdr. F. G. Gooding, Jr., as Commanding Officer reported from NAAS, Chincoteague Island, Va.
- VB-153 with Lt. L. Robinson as Commanding Officer and VBF-153 with Lt. Comdr. Jensen as Commanding Officer departed for NAAS, Oceana, Va.
- 5 Jun: Construction of taxiways leading to runways 19 and 23 commenced.
- 13 Jun: Lt. Comdr. F. M. Welch assumed command of VBF-75A.
- 22 Jun: VB-20 with Lt. J. S. Cooper as Commanding Officer and VBF-20 with Lt. Comdr. A. Trusso as Commanding Officer departed for NAS, Edenton, N.C.
- Commander Air Group 20, Lt. Comdr. R. Milner, departed for NAS, Edenton, N.C.
- Lt. Comdr. E.S. Gwathmy assumed command of FAD.
- 30 Jun: One Hundred twenty-five (125) German prisoners assigned.
- 8 Jul: A school for training combat aircrewmen in the operation and maintenance of 20MM aircraft guns was begun.
- 15 Jul: Lt. Comdr. F. M. Welch relieved Lt. Comdr. E. S. Gwathmy as Commander, Fleet Air Detachment.
- VB-3 departed for NAAS, Oceana, Va. with Lt. H. N. Murphy as Commanding Officer.
- VBF-3 departed for NAAS, Oceana, Va. with Lt. Comdr. E. S. Gwathmy as Commanding Officer.
- 17 Jul: VB-4 reported aboard with Lt. H. W. Calhoun as Commanding Officer.
- VBF-4 reported aboard with Lt. Comdr. J. H.

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Lackey as Commanding Officer.

- 26 Jul: Construction of 3 soil cement parking aprons commenced: a 5044 sq. yd. apron 1250 ft. west of Operations tower, a 6538 sq. yd. apron 300 ft. southeast of Operations tower and a 7392 sq. yd. apron 200 ft. north of Operations tower, the latter to include a taxiway outlet onto runway 10-28.
- 1 Aug: VBF-75B decommissioned and VBF-75A was redesignated VBF-75 with Lt. Comdr. F. M. Welch as Commanding Officer.
- 3 Aug: VB-81 with Lt. H. Burns as Commanding Officer and VBF-81 with Lt. Comdr. E. H. English, Jr. as Commanding Officer reported aboard.
- Commander, Air Group 81, Comdr. H. P. Lanham, reported aboard. Comdr. Lanham relieved Lt. Comdr. Welch as Commander, FAD.
- 8 Aug: 63' Crash Boat, Number C-36258 delivered to Coast Guard for ASR Operations, pursuant to CNO letter dated 3 July 1945, transferring Crash Boats C-36258 and C-26587 to the Coast Guard for such purposes.
- 9 Aug: VBF-75 departed for NAAS, Chincoteague, Va. with Lt. Comdr. F. M. Welch as Commanding Officer.
- 13 Aug: Construction of taxiway to runways 19 and 23 completed.
- 15 Aug: All local fleet training and fleet cross-country flying secured for two days by ComFair Quonset in observance of discontinuance of hostilities with Japan 14 August 1945.

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A reorganization of the Transportation Department during this period resulted in greatly improved maintenance of the three hundred (300) odd vehicles assigned to this station, and one thousand (1000) and six thousand (6000) mile checks were brought up to date and

placed on a regular schedule. Substantial saving in gasoline and maintenance costs was effected through a conservation program instituted throughout the station.

It is fitting, at the conclusion of the station history, to mention the outstanding work done by the American Red Cross on the station through the field representatives, who have been stationed here since the outset. In addition to the normal services rendered by the Red Cross at military establishments, a sewing unit has faithfully served the personnel of this station.

The USO has also made a large contribution to the welfare of the Naval personnel stationed in this area, with USO headquarters in Cape May, where a club house is maintained for white enlisted personnel and another for colored personnel. They have conducted dances for men and women from this station during the winter at the Legion Hall in Wildwood, and assisted in many welfare projects conducted for enlisted personnel.

Military and civilian personnel who have been connected with the station during its relatively short career may find satisfaction in the many favorable comments made by officers and men after they have left to move to other stations. From these comments the opinion appears to be overwhelming that the station has accomplished its mission, through a cordial and cooperative relationship

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which has existed between it and the various Fleet units
from time to time stationed aboard.

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HISTORY OF NAVAL AIR STATION PERSONNEL COMPLEMENT
from 1 APRIL 1943 to 1 JUNE 1945.

The original authorized enlisted complement was one hundred twenty-two (122). By 1 June, the addition of Hospital Corpsmen and Mail Specialists had increased the authorized complement to one hundred thirty (130). On 15 June it was again increased to one hundred seventy-eight (178). The following table shows the change of authorized complement until the present date:

1 Apr 1943	122	1 Feb 1944	336
1 Jun 1943	130	1 Mar 1944	310
1 Jul 1943	178	1 Apr 1944	311
1 Aug 1943	186	1 Jun 1944	325
1 Sep 1943	247	1 Dec 1944	346
1 Nov 1943	249	1 Jan 1945	357
1 Dec 1943	255	1 Feb 1945	363
1 Jan 1944	326	1 May 1945	362
		1 Jun 1945	362

On the date of commissioning, the enlisted crew, with the exception of members of the Stewards Branch was 100% white. In December 1943 the first Negro general service ratings were received aboard. The first WAVES reported aboard in March 1944. By 1 May 1945 there were three hundred fifty-three (353) enlisted personnel on board made up as follows:

Enlisted men (white)	218	-	61.7%
Enlisted men (negro)	77	-	21.8%
Waves	58	-	16.5%

In April 1943 all civilian personnel on the station were employed through NAS, Cape May, and all records were carried at that station. At that time, there were approximately

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ten (10) civilians on the station. By 1 May 1943 the civilian complement had increased to forty (40) and by 1 June the complement was seventy-six (76). The total by quarters since that date is given in the following table:

1 Jul 1943	135	1 Jul 1944	288
1 Oct 1943	238	1 Oct 1944	305
1 Jan 1944	276	1 Jan 1945	318
1 Apr 1944	289	1 Apr 1945	386

From the commissioning of the station the policy of using civilians in every possible billet has been followed. The civilian guard force and the civilian fire fighters were organized in July 1943, although previous to that time the civilian fire fighting force had been employed under the classification of laborers. When an authorized complement for IV-B employees was received, the fire fighters were immediately transferred from laborers to the proper classification.

The Public Works Department has never employed enlisted ratings on maintenance work to any extent. Because of this policy of maximum use of civilian personnel, current Navy Department directives which advise the substitution of civilians in as many billets as possible have been carried out with little change in management policy. The principal problems in personnel have come through the inadequacy of the original authorized complement and it has been necessary, as the preceding figures show, to triple the original allowance. In addition, the original distribution, which included such

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rates as Water Tenders, was not one adapted to efficient operation. Recently, the shortage of civilian eligibles and the increased demand upon station facilities has caused an employment problem.

31. BuDocks speedletter NOy-11383 dated 19 Jan 1945.
C-5E/mep
32. CAA Project authorization Order No. 1609-1-390 dated
26 June 1944.
33. BuDocks ltr NOy-10489 to CO, NAS Wildwood, dated 10
July 1944. C-5G(S)/vm

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COMMANDER ARTHUR PRIEST LINSCOTT
COMMANDING OFFICER 15 JANUARY 1945 TO DATE

Commander Linscott was commissioned an Ensign in the United States Naval Reserve and received his Naval Aviator's wings in 1926 at Hampton Roads, Virginia. During 1929-1930 he served with the Fleet aboard the U.S.S. Chester, after which he returned to inactive duty and engaged in the aircraft industry. In 1935 he returned to active duty and served at Pensacola as a flight instructor until 1941. At that time he was transferred to N. A. S. Atlanta, Georgia, where he served as Assembly and Repair Officer and, later, as Executive Officer. His next duty was as Executive Officer of the Naval Air Station, Daytona Beach, Florida, from which he was ordered to form and command an Acorn at Port Hueneme, California. Commander Linscott's Acorn participated in the invasion of Tarawa and constructed and operated an airfield on the Island, of which he was Island Commander. In 1944 he commanded the Acorn which participated in the invasion of Tinian. On 15 January 1945, Commander Linscott assumed command of this station, relieving Commander F. B. Connell, USNR.



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COMMANDER FRANCIS BALLANTYNE CONNELL
COMMANDING OFFICER FROM 1 APRIL 1943 TO 15 JANUARY 1945

Comdr. Francis Ballantyne Connell, who commissioned the Naval Air Station, Wildwood, New Jersey, on 1 April 1943, graduated from the Naval Academy with the Class of 1918 and served with the Atlantic Fleet Cruiser and Transport Force throughout World War I. In 1920 he received aviation training at Pensacola and further training by the Army as a pursuit pilot at Kelly Field. Early in 1921 he was assigned to a torpedo plane squadron with the Battle Fleet Aircraft Squadrons based at San Diego and until 1923 served in all the types of squadrons and on the staff. In 1928 he commissioned the Naval Reserve Aviation Base at Oakland, California, with additional duty as Air Officer, Twelfth Naval District and as Senior Member of the Aviation Cadet Selection Board. In 1936 he became Vice-President and Operating Manager of the Inter-Island Airways of Hawaii.

Shortly before the outbreak of World War II, he returned to active duty and served as Air Officer, Twelfth Naval District, Air Officer, Sixth Naval District, And as Commanding Officer of Naval Air Station, Wildwood, N. J. successively. On 15 January 1945 Comdr. Connell departed with orders to Port Hueneme, California, to form and command an Acorn Unit.



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LT. COMDR. JOHN P. KRAFT
EXECUTIVE OFFICER FROM 1 JULY 1943 TO 9 SEPTEMBER 1943

Lt. Comdr. J. P. Kraft, a graduate of Purdue University, entered the Naval Reserve in May 1929, proceeding to flight school at Pensacola. In 1931 he returned to civilian life, remaining active in the Naval Reserve as a member of the Reserve Aviation Squadron at Glenview, Illinois. He was recalled for active duty in September 1940 and reported to Naval Air Station, Cape May, New Jersey in August 1942. In July 1943 Lt. Comdr. Kraft reported to Naval Air Station, Wildwood, and served as Executive Officer until September 1943.



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LT. COMDR. MORRIS RUGGLES BROWNELL, JR.,
EXECUTIVE OFFICER FROM 1 APRIL 1943 TO 1 JULY 1943
AND FROM 9 SEPTEMBER 1943 TO DATE.

After graduating from Harvard University in 1930, Lieut. Comdr. Morris Ruggles Brownell, Jr., entered the banking business with the Bank of Manhattan in New York City, becoming an officer of that bank in 1938. A member of the first Naval Reserve Officers' Training Corps class at Harvard he received a commission as Ensign D-V(G) in June 1930 which he resigned in 1935. He re-entered the Naval Reserve as an Ensign in August 1940 and in May 1941 reported for active duty at the U. S. Naval Air Station, Cape May, New Jersey. On 9 February 1943 he was temporarily assigned as Officer in Charge of Naval Air Facility, Rio Grande, at that time under construction and an activity of the Naval Air Station, Cape May, New Jersey. He was subsequently permanently assigned to this station and served as Executive Officer from 1 April 1943 to 1 July 1943 and from 9 September 1943 to date.