A Tour of the Past:

"Mana Airfield "to "Barking Sands Army Air Force Base" to "Bonham AFB"
to the "Pacific Missile Range" & PMRF
From:
"Inter-Island Airways" to the "Regulus" cruise missile:

Aviation on Barking Sands

Editor: John Burger
Hawaii Range Complex Env. Coord.

A Very Special Thanks

This project is made possible only because of support and contributions from:

Tommy Batis, PMRF self-appointed Historian Extraordinaire

Judith Bowman, Director, Museums Branch, DPTMS, US Army Garrison, Hawaii

John Bennett, Author/Historian and Chronicler

John Martin, Mana Resident, Author and Chronicler

Stephen Banks, CDR, JAGC, USN (Ret.), Author and Chronicler

DeLoach Cope, VC-66 Pilot

Charlie Edwards, VC-66 Pilot

Austin Kiplinger, VC-66 Pilot

James Neuman, Historian, CNRH

Captain Rick Rogers, Archivist, Hawaiian Airlines

Stefan Alford (PMRF PAO) and MC2 Mathew Diendorf (PMRF APWO)

The Kauai Historical Society

The Cultural Resources Staff at NAVFAC Hawaii and NAVFAC Pacific

TEC Inc. /AECOM TS Inc./EDAW Inc. – Joint Venture

15th Air Force Wing, Hickam AFB, Pearl Harbor, HI

AND IN THE FUTURE:

"Contributions from Viewers like You"

IN THE BEGINNING OF BARKING SANDS AVIATION THERE WAS JUST A FIELD….

BARKING SANDS ARMY AIR BASE
WORLD WAR II HISTORY

John D. Bennett

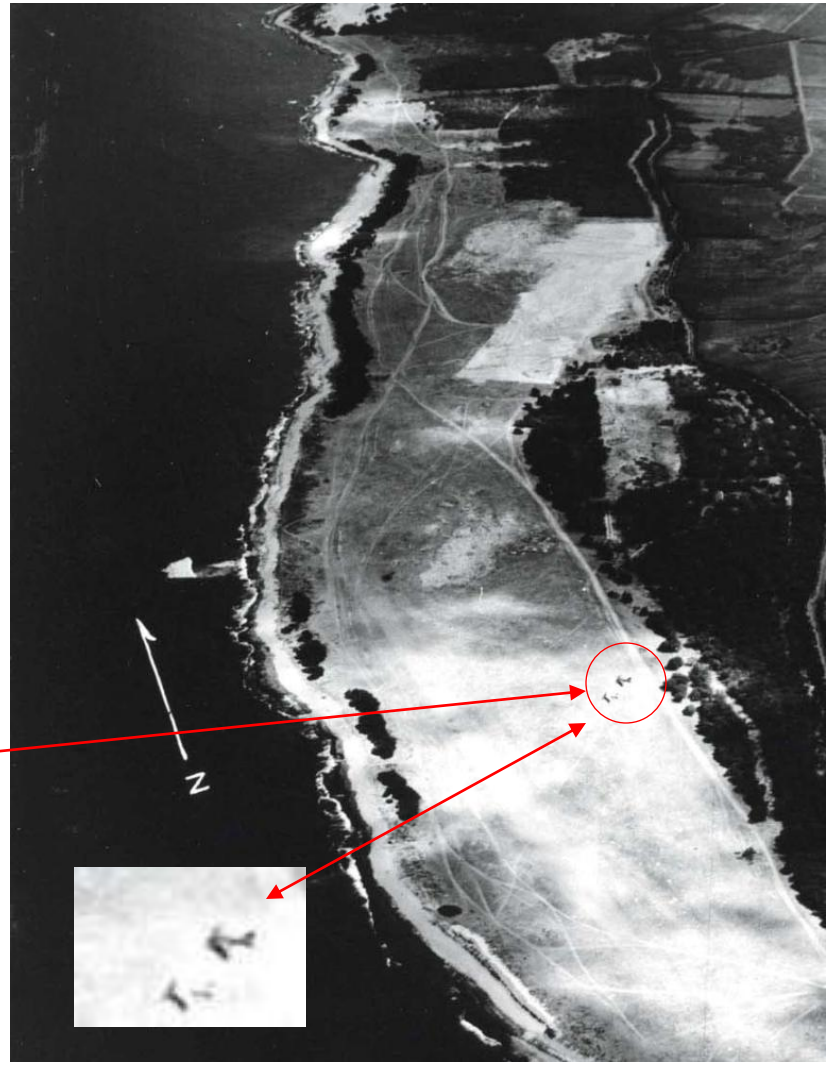
Preface

The Army airfield which became Barking Sands Air Base (AB) in World War II was originally known as "Mana Airfield," built on land acquired from the Knudsen family by Kekaha Sugar Company located nearby at Kekaha. The grassy airstrip first came into being around 1921. The airfield is situated on a narrow, flat, sandy coastal plain (Mana Plain) in the north-south direction bordering the Pacific Ocean on the west in the Waimea District of Kauai at general coordinates: N22.030513° - W159.786587° obtained via "Google Earth" ©2009 Google™. Large sand dunes (Nohili Dunes) are found on the east and north.[1] The beach area is known as "Barking Sands" so-called by a sound made when walking upon the sands.

In 1938, all Work Project Administration (WPA) expansion of Territorial airports in the Hawaiian Islands was placed under the direction of the Honolulu District Engineer, Corps of Engineers. Construction of the airfield soon began using WPA funds under the direction of the district engineer.[2] The airfield was utilized by Inter-Island Airways the forerunner of Hawaiian Airlines, and on occasion by Pan American Airways.[3]

The U.S. Army acquired 549 acres, including the grass airstrip in 1941 which became "Mana Airport Military Reservation" by Governor's Executive Order 945 dated June 10, 1941 issued by Joseph Poindexter.[4] Additional land was acquired for a total of 2,058 acres. The airport experienced a great deal of military flight operations upon the onset of World War II.

Source: John D. Bennett, w/permission



Aerial Photo of Barking Sands Looking North, Sept., 1941
Source: National Archives and Records Administration, College Park, MD

AND SAND DUNES AND BEACH

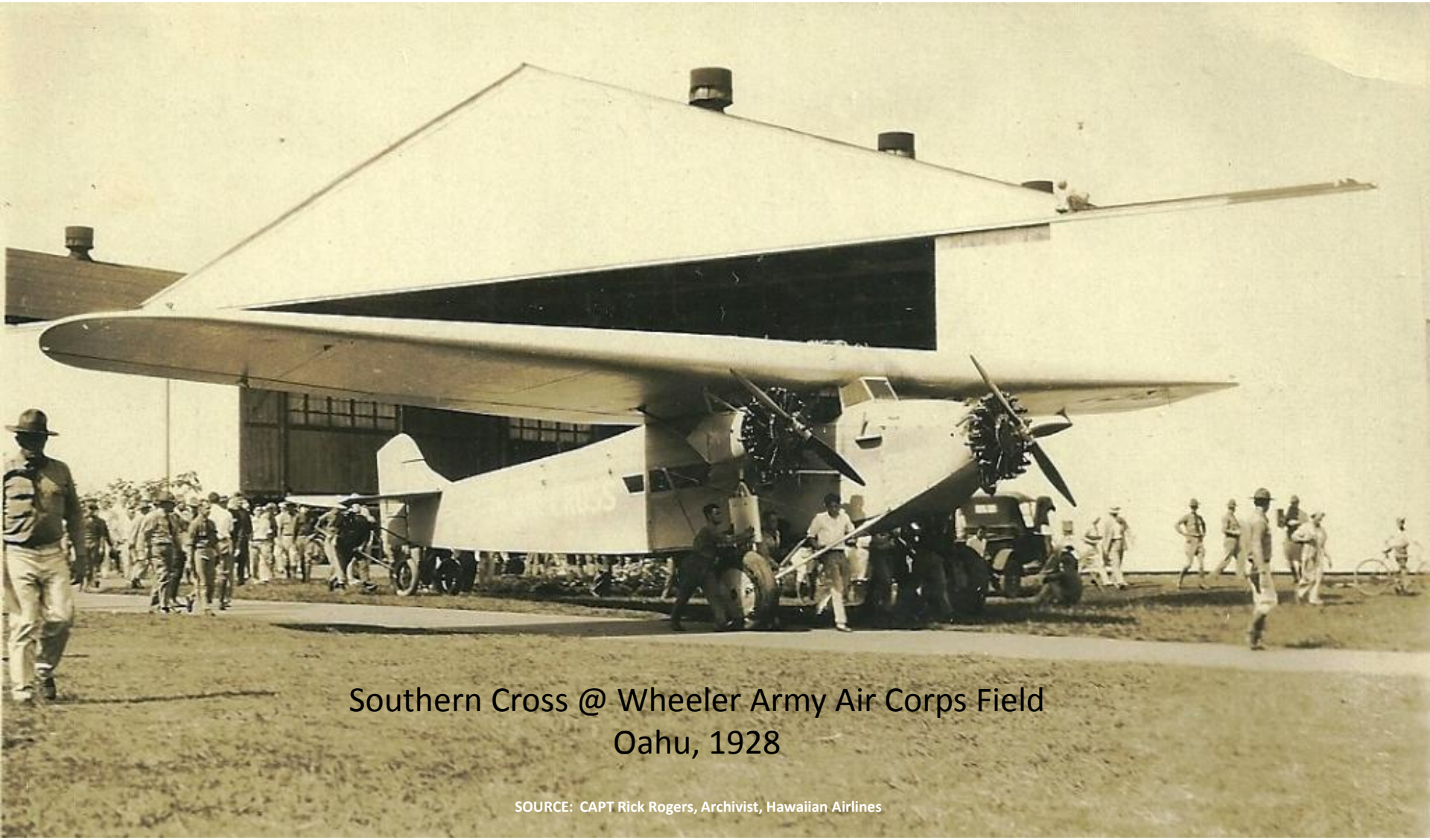
SOURCE: National Archives and Records Administration, College Park, MD

SOURCE: TEC Inc. /AECOM TS Inc./EDAW Inc. – Joint Venture

THEN THERE WAS THE SOUTHERN CROSS & CHARLES KINGSFORD SMITH

Southern Cross @ Wheeler Army Air Corps Field, Oahu, 1928

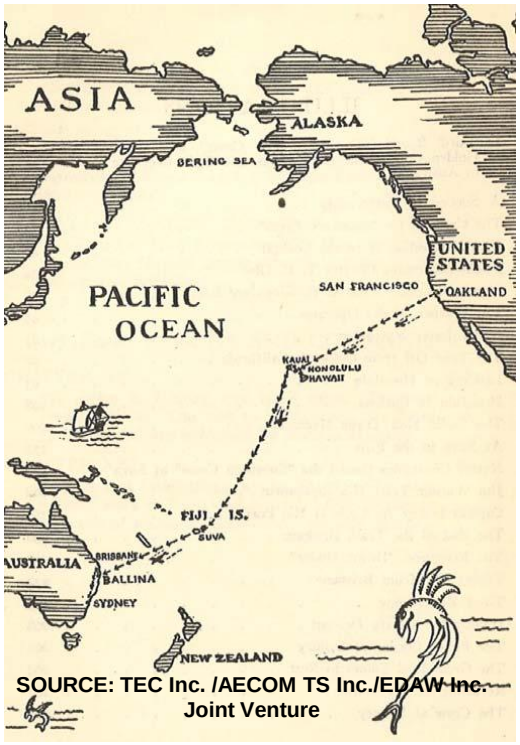
SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines



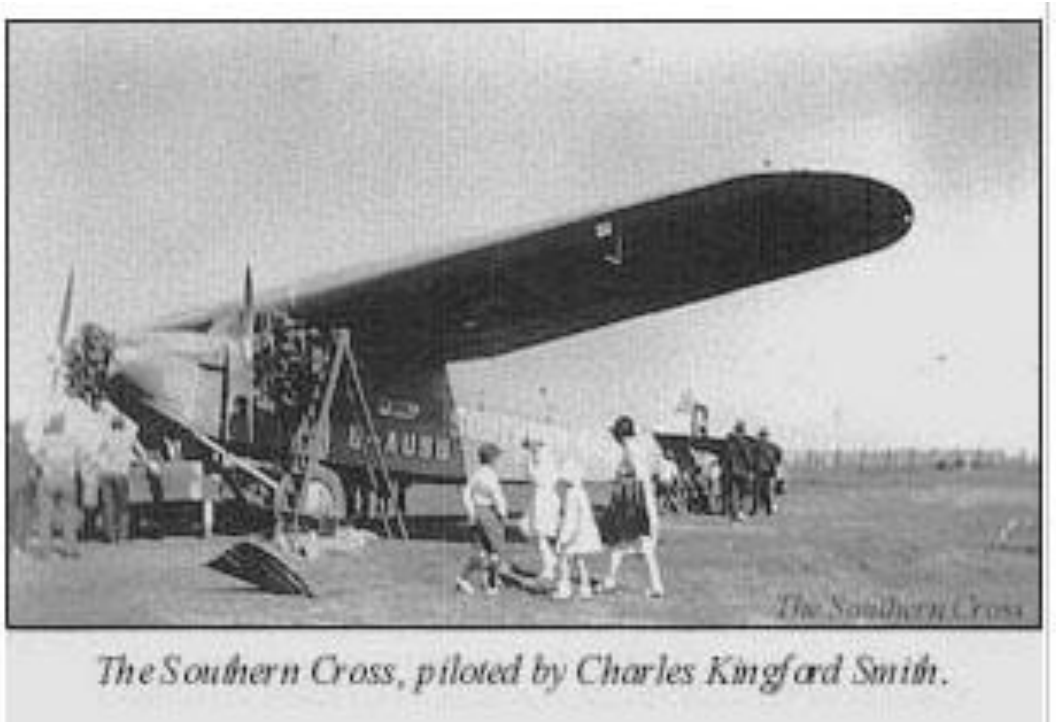
Southern Cross @ Wheeler Army Air Corps Field
Oahu, 1928

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

The Southern Cross flew out of Barking Sands, where it was last fueled for the trip:



SOURCE: TEC Inc. /AECOM TS Inc./EDAW Inc. Joint Venture



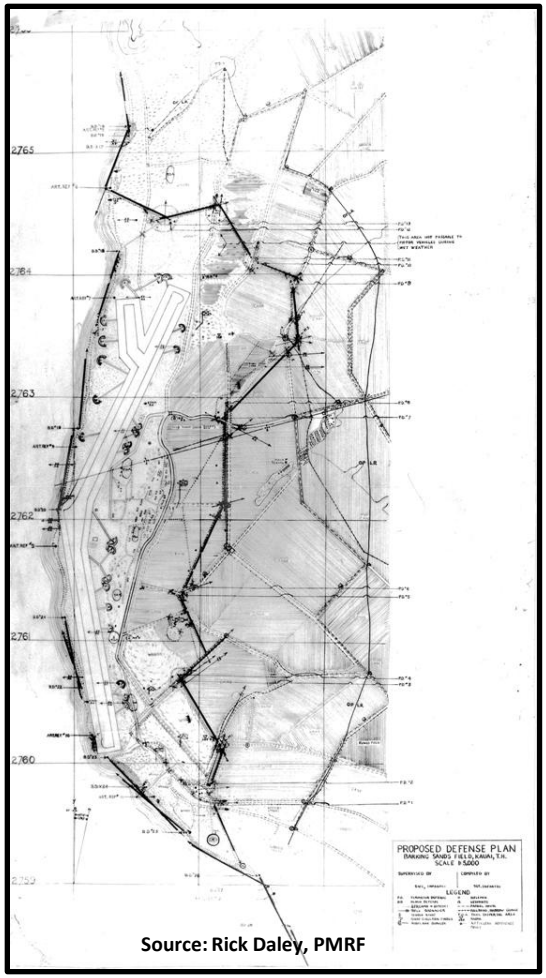
The Southern Cross, piloted by Charles Kingford Smith.

"Three miles West of *Mana*, lay the Barking Sands, an area that played an important role in the life of the people of *Mana*. Even as a very young boy, in May 1928, I had come to Barking Sands with my parents, my uncle Antone Martin, and hundreds of others, to see the famous Charles Kingsford Smith begin his flight to Australia. The 1927 Fokker tri-motor airplane was named *The Southern Cross*. Many other planes were there that day, most of them were military aircraft which had flown from Honolulu to witness this historic event. These were the first airplanes; I had ever seen. Twenty years later, in 1947, I would begin my career with Hawaiian Airlines at this very same place, Barking Sands.

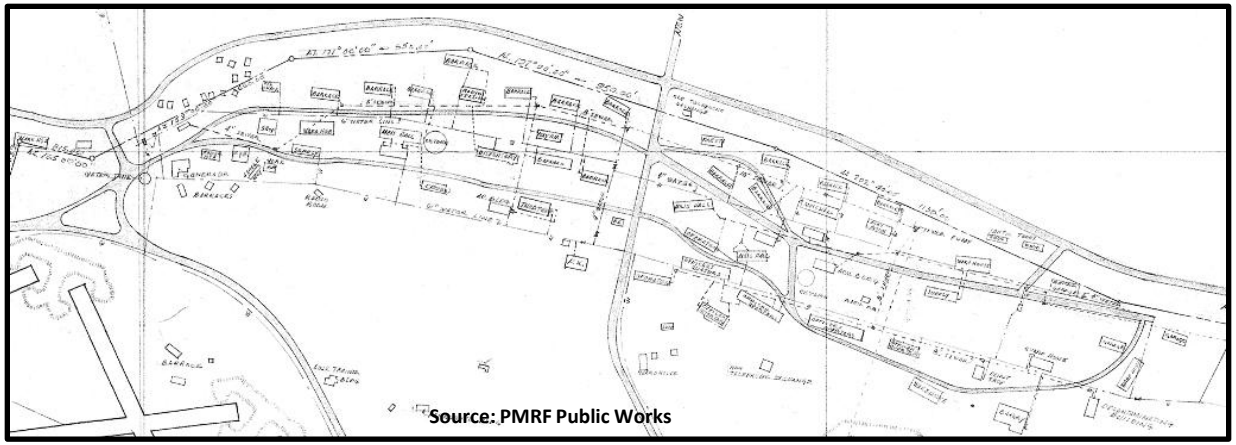
We watched, entranced, as his fuel-heavy airplane lifted a few feet off the ground, struggled to clear the low sand dunes along the shoreline, and disappeared behind them on its thirty-four hour and twenty-four minute flight to Suva, Fiji. That flight of 3,180 miles was the longest over water flight in the history of aviation."

[SOURCE: From "MANA – the place and its people, by John Martin]

AND THEN WORLD WAR II CAME TO BARKING SANDS:



Defensive Perimeter



Main Base Facilities

The following slides depict aircraft associated with the war effort during 1943-44. [If anyone can supply earlier photographs, please contact the PMRF Public Affairs Office.] A full narrative history extracted from the PMRF "Cultural Landscape Report" that discusses the run-up to 1944 will be posted elsewhere on this web site. The original revetments were constructed to support B-17 training on Barking Sands prior to the arrival of the B-24s.

1943-1944 – COMPOSITE SQUADRON 66 (VC-66)

ENS. Charlie Edwards, Wildcat Fighter Pilot
Source: Charlie Edwards; used w/permission

TBM Pilot Stephens, Turret Gunner Banks, and Radioman Tom Stoops (Official Navy Photo)

COMPOSITE SQUADRON SIXTY-SIX (VC-66) SQUADRON PATCH

The squadron was designated "composite" because it was composed of two different type aircraft: single seat F4F "Wildcat" fighters and three man TBF "Avenger" torpedo bombers. In fact, VC-66 was to become the first squadron composed exclusively of the newer model "Avengers" and "Wildcats" built by the Eastern Aircraft Division of General Motors and known as TBMs and FMs rather than the earlier TBFs and F4Fs which were built by Grumman Aircraft.

Of the original 65 men assigned to the squadron, 15 – including the CO and XO – were fighter pilots, 12 were torpedo bomber pilots, 1 was an Engineering and Materiel Officer, 1 was an Air Combat Intelligence Officer, and the rest were enlisted Petty Officers – including 4 Chief Petty Officers.

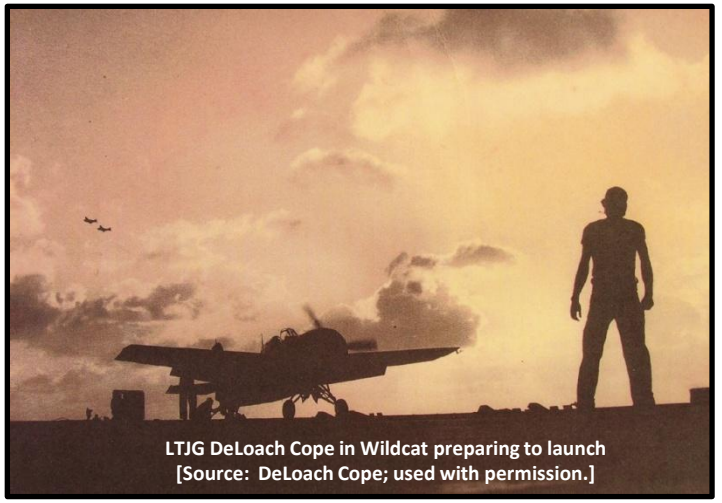
With the exception of the CO, XO, and the few veteran Chief Petty Officers and Lieutenants, virtually all squadron personnel were new to the Navy, new to combat – and very young. Some were teenagers, most were in their early twenties. The oldest man in the squadron was thirty. He was called "Pop." Some were married, most were not. They came from all over the country. In civilian life, they had been students, factory workers, forest rangers, semi-pro baseball players, biologists, engineers, artists, fishermen, college football players, musicians, cowboys, farmers, and reporters. Now, they were pilots, gunners, radiomen, or mechanics.. **[Source: Stephen A. Banks' "LOOKING BACKWARD: Don Banks – One TBF Turret Gunner's Story"; used w/permission]**

USS NASSAU (CVE-16) (Official Navy Photo)

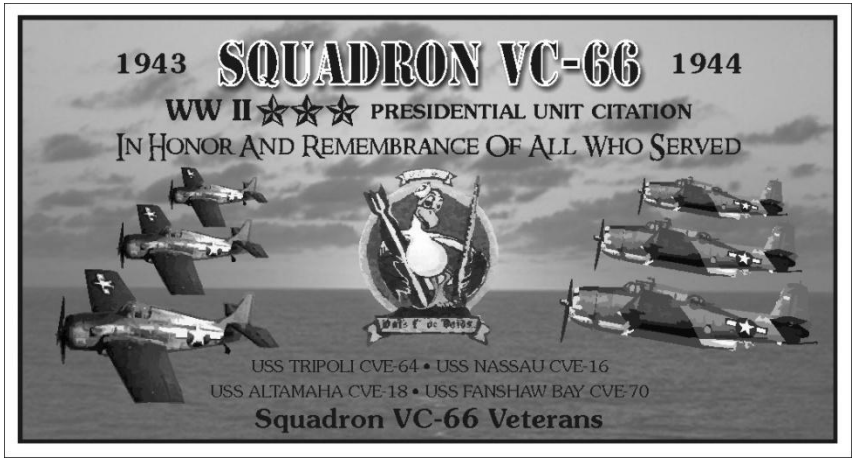
Source: Stephen A. Banks, CDR, JAGC, USN (Ret.) and US Navy Official Photographs, used with permission.

TBM Pilot LTJG Franklin T. "Steve" Stephens & Gunner AM1c Donald A. Banks (Official Navy Photo

[Source: Stephen A. Banks, CDR, JAGC, USN (Ret.) and US Navy Official Photograph, used with permission.]



LTJG DeLoach Cope in Wildcat preparing to launch
[Source: DeLoach Cope; used with permission.]



THE SEQUEL: It was later learned that there was a secret meeting held between Admiral Nimitz and President Roosevelt aboard ship - part of the "enemy surface force".

The entire VC-66 Unofficial Log will be posted elsewhere on this web site , along w/Chapter 11 from Stephen A. Banks' LOOKING BACKWARD: Don Banks – One TBF Turret Gunner's Story", describing life on Barking Sands w/VC-66.

From the Unofficial Log of VC-66, dated 23 July 1944, while on NAS Kahului, Maui:

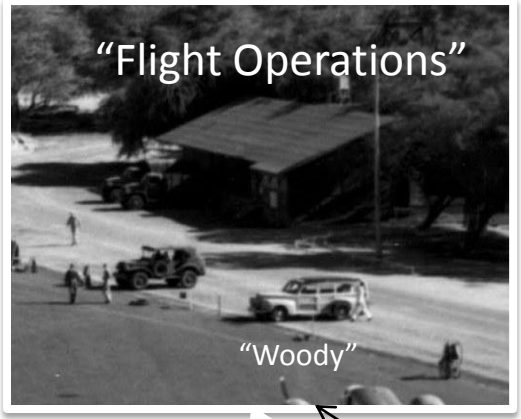
23- (Sunday) The squadron was awakened at 4 A.M. this morning by whistles and sirens of an alert, sounded throughout the entire Hawaiian chain. The officers were gathered from every part of the island, including Wailuku, and the slope of Mt.Haleakala. When everyone had raced madly over the blacked-out roads and assembled at the ready room, word came through that a possible enemy surface force had been contacted 200 miles north of Oahu. The pilots who believed the report were elated over the possibility of a crack at the Jap fleet. The other pilots remained sullenly skeptical. All planes were loaded in the dark and turned up by the pilots, who waited in the cockpits for word to take off. That word never came. Pilots and combat crews later returned to the ready room, where they were relieved in shifts for breakfast. Secure was sounded at 1000, six hours after the alert had been called. Later reports seemed to indicate that the presence of President Roosevelt in Pearl Harbor had prompted an exceptionally vigilant policy.

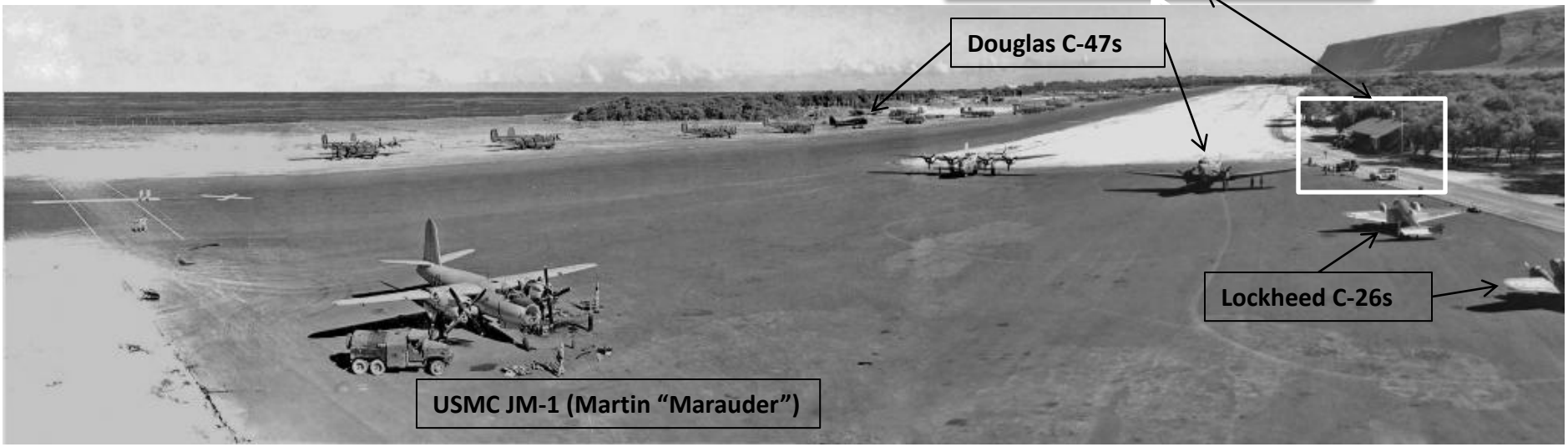
VC-66 TBMs (aka “Avengers”) on a runway…almost certainly Barking Sands

Source: Stephen A. Banks, CDR, JAGC, USN (Ret.) US Navy Official Photograph, from D. A. Banks collection, used with permission.

1944 –BOMBARDMENT SQUADRON TRAINING MISSION

View from the tower, looking northward:
494th Bombardment Group B-24J "Liberators",
except as noted:





Note: Available information indicates that JM-1 was part of training evolutions for the 494th, the newest B-24J Bombardment Group in the Army AF. It provided towed targets for gunner practice. Early Oct. 1944 photos that follow predate deployment of the Squadrons to WWII Theater in the Pacific- "Angaur" in the Caroline Islands.

SOURCE: National Archives and Records Administration, College Park, MD

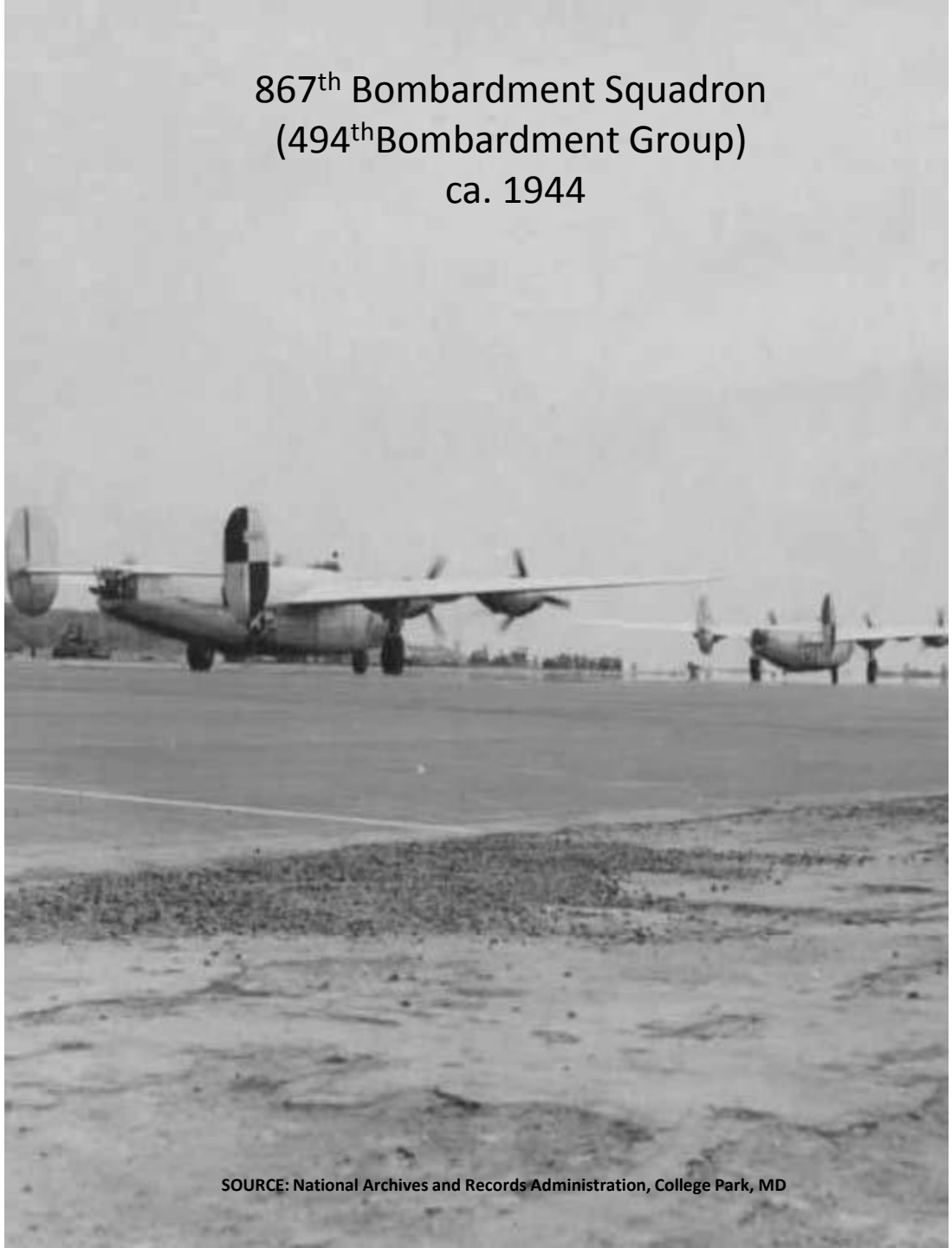
494th Bombardment Group B-24J “Liberators” aligned behind,
USMC JM-1 Martin “Marauder” in the foreground
5 October 1944

SOURCE: National Archives and Records Administration, College Park, MD

494th Bombardment Group, Aerial Cameras, 1LT Julius Korson, 7 October 1944

SOURCE: National Archives and Records Administration, College Park, MD

867th Bombardment Squadron (494thBombardment Group) ca. 1944



SOURCE: National Archives and Records Administration, College Park, MD

867th Bombardment Squadron (494th Bombardment Group) B-24J "Shack Bunny", Oct, 1944

SOURCE: National Archives and Records Administration, College Park, MD

864th Bombardment Squadron (494 Bombardment Group) Oct 1944

SOURCE: National Archives and Records Administration, College Park, MD

B-24J Missouri Mule, 494th Bombardment Group, Barking Sands, 1944

SOURCE: National Archives and Records Administration, College Park, MD

B-24J Missouri Mule, 494th Bombardment Group, on Takeoff @ Barking Sands, 1944
SOURCE: National Archives and Records Administration, College Park, MD

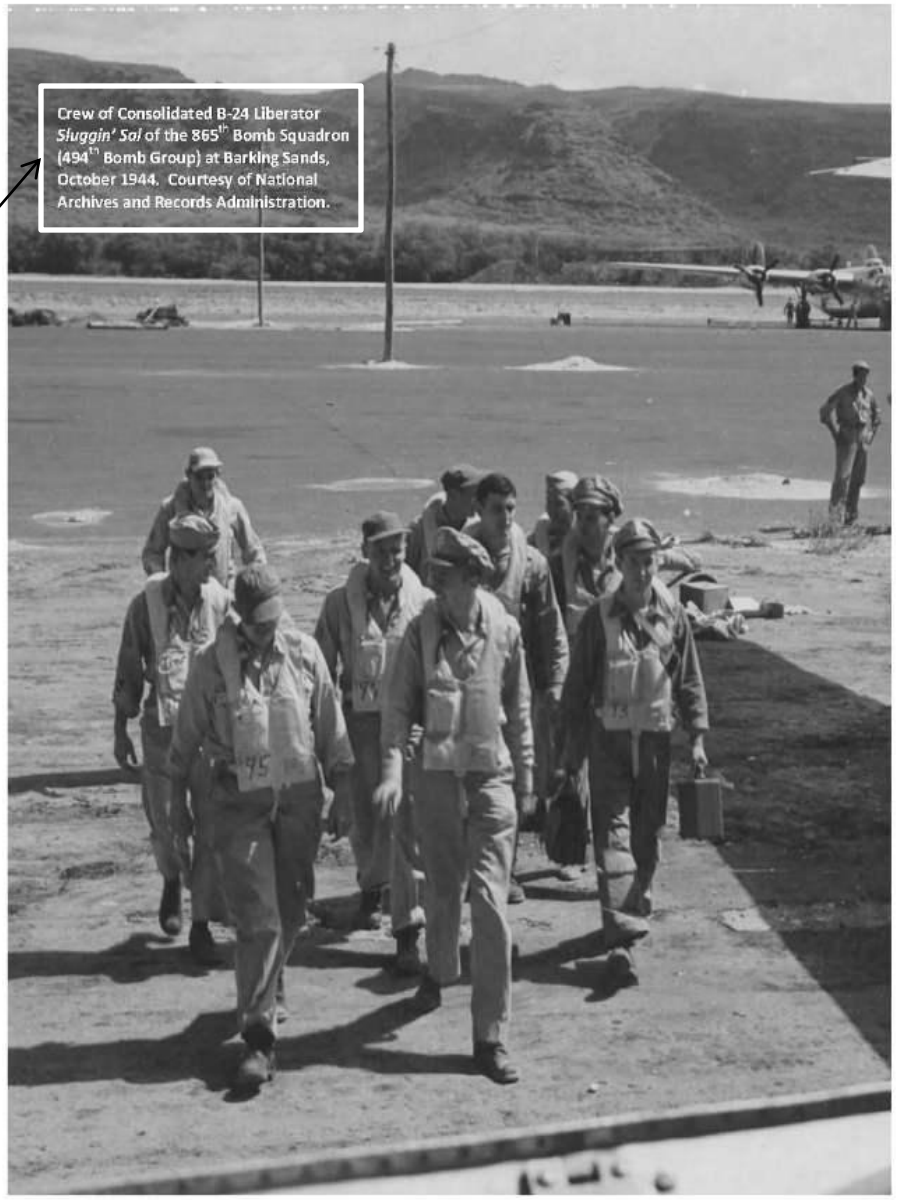
856th Bombardment Squadron (494th Bombardment Group) 6 Oct 1944

SOURCE: National Archives and Records Administration, College Park, MD

867th Bombardment Squadron (494th Bombardment Group) B-24Js off Barking Sands, Oct. 1944

SOURCE: National Archives and Records Administration, College Park, MD

"Crew of Consolidated B-24 Liberator *Sluggin'Sal of the 865th* Bombardment Squadron (494th Bombardment Group) at Barking Sands, October 1944. Courtesy of National Archives and records Administration."



865th Bombardment Squadron (494th Bombardment Group), 6 Oct 1944
SOURCE: National Archives and Records Administration, College Park, MD

Crew of the 865th Bombardment Squadron (494th Bombardment Group) pose for a photograph in front of their B-24J, Barking Sands AAB, 6 October 1944

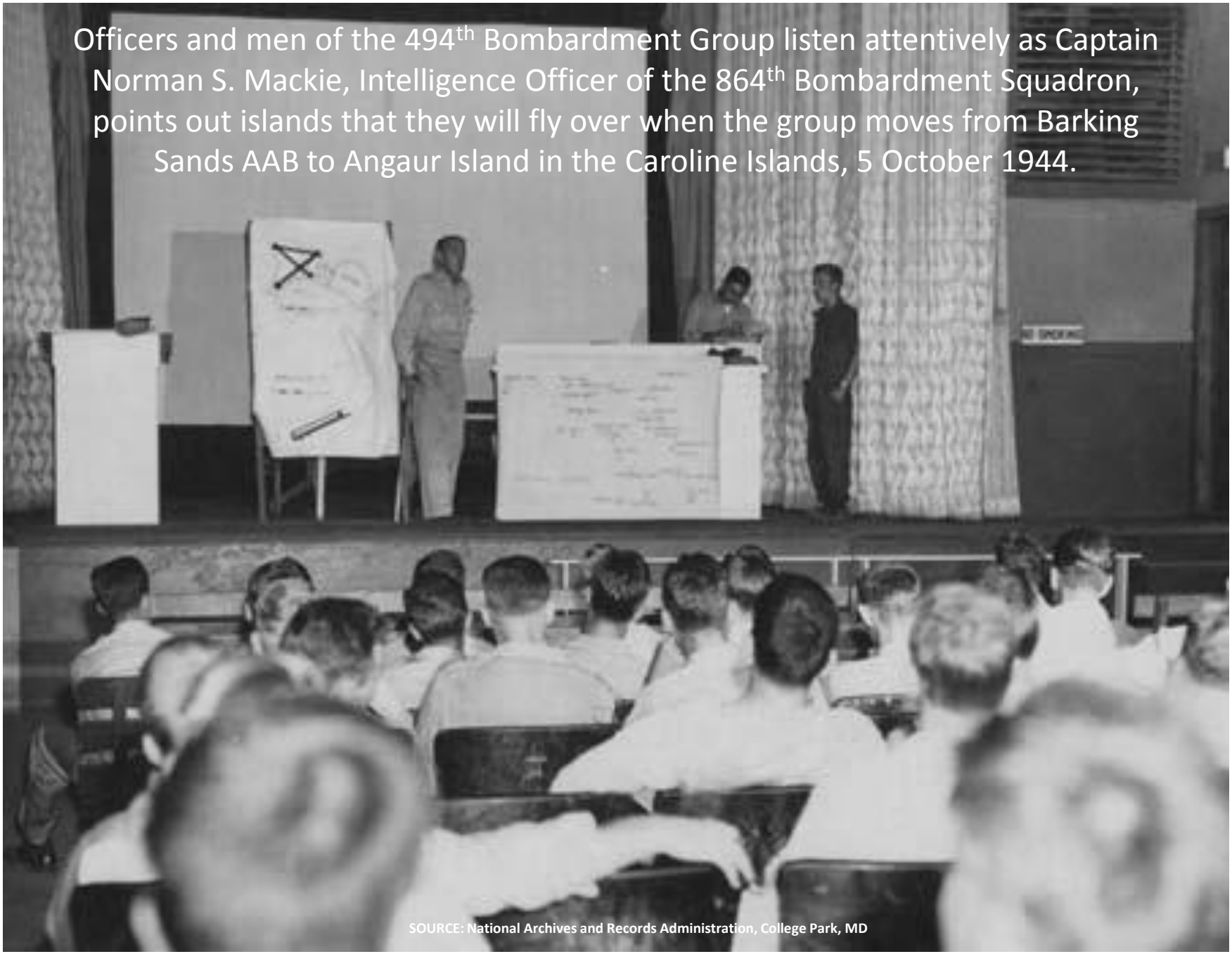
SOURCE: National Archives and Records Administration, College Park, MD

Officers and men of the 864th, 865th, and 867th Bombardment Squadrons (494th Bombardment Group) are briefed in the post theater before a mission, Barking Sands AAB, October 1944

SOURCE: National Archives and Records Administration, College Park, MD

In the squadron area at Barking Sands AAB, Colonel Benjamin M. Sheldon briefs men of the 864th Bombardment Squadron (494th Bombardment Group) on the transfer of the group to a base on Angaur Island in the Caroline Islands, October 1944

SOURCE: National Archives and Records Administration, College Park, MD



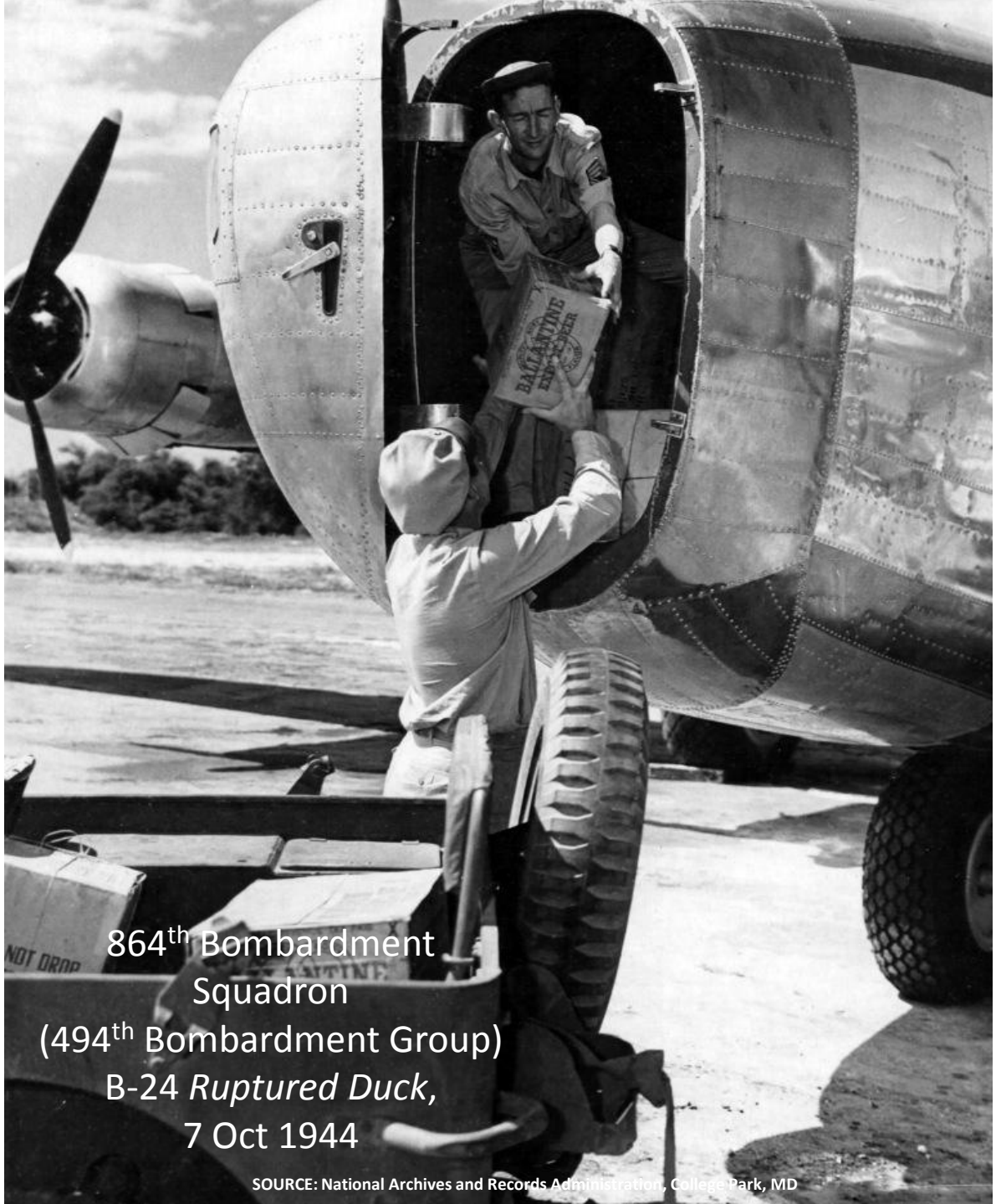
Officers and men of the 494th Bombardment Group listen attentively as Captain Norman S. Mackie, Intelligence Officer of the 864th Bombardment Squadron, points out islands that they will fly over when the group moves from Barking Sands AAB to Angaur Island in the Caroline Islands, 5 October 1944.

SOURCE: National Archives and Records Administration, College Park, MD

Crew of a B-24 preparing for the overseas flight
from Barking Sands AAB to Angaur Island, October 1944
SOURCE: National Archives and Records Administration, College Park, MD

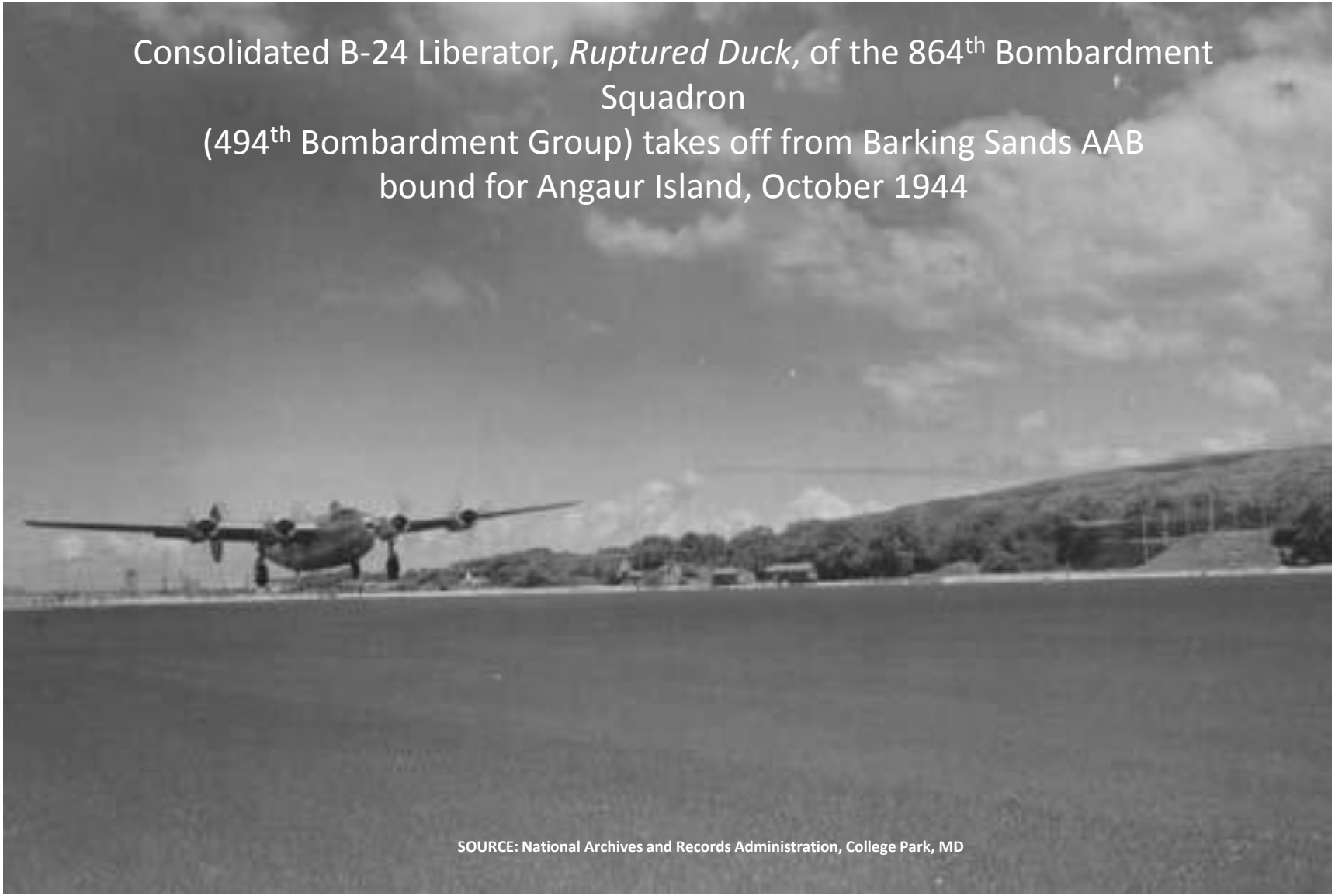
864th Bombardment Squadron (494th Bombardment Group)
B-24 *Ruptured Duck*, 7 Oct 1944

SOURCE: National Archives and Records Administration, College Park, MD



864th Bombardment Squadron
(494th Bombardment Group)
B-24 *Ruptured Duck*,
7 Oct 1944

SOURCE: National Archives and Records Administration, College Park, MD



Consolidated B-24 Liberator, *Ruptured Duck*, of the 864th Bombardment Squadron
(494th Bombardment Group) takes off from Barking Sands AAB
bound for Angaur Island, October 1944

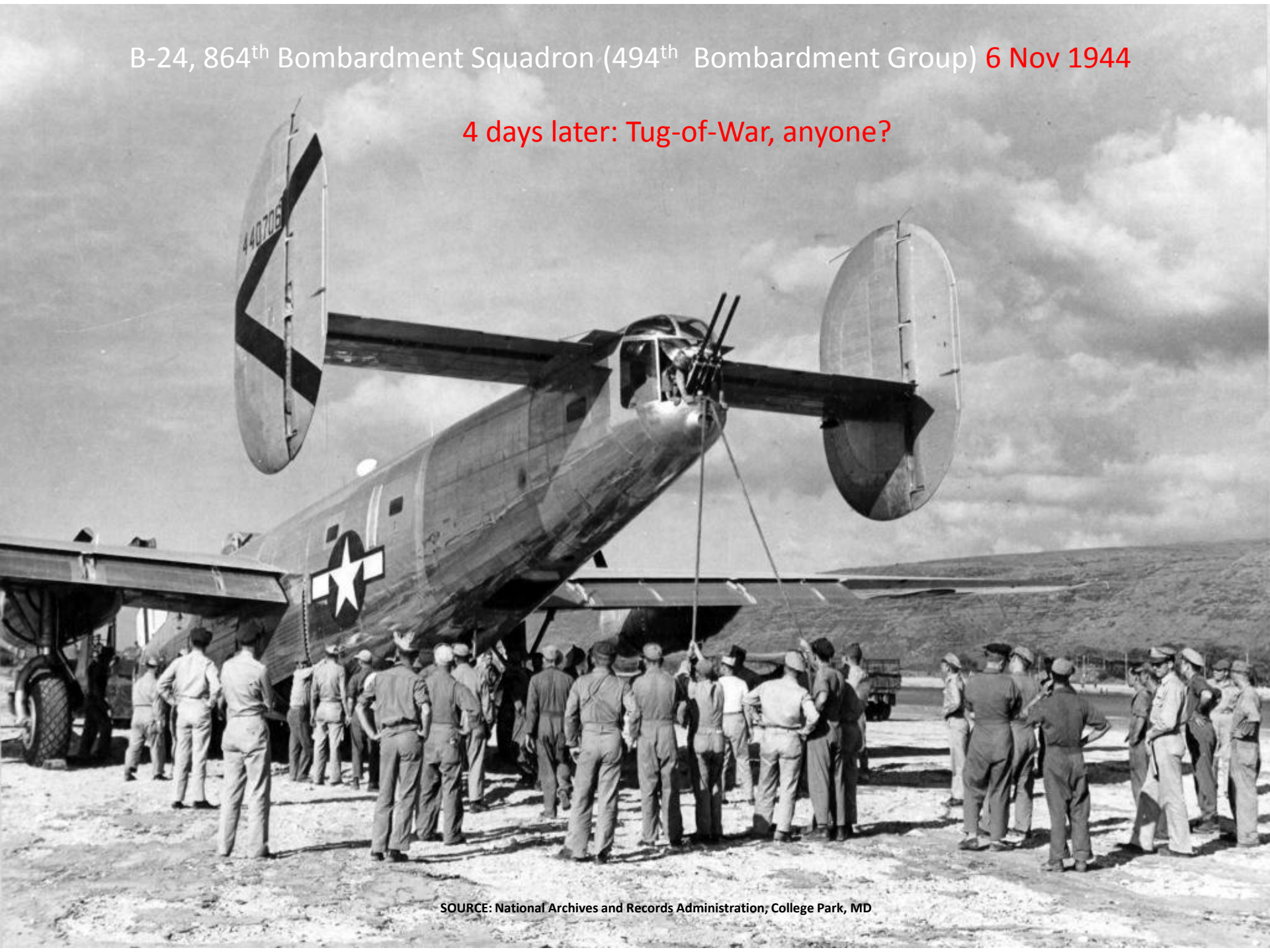
SOURCE: National Archives and Records Administration, College Park, MD

B-24J , 864th Bombardment Squadron (494th Bombardment Group) 2 Nov 1944

SOURCE: National Archives and Records Administration, College Park, MD

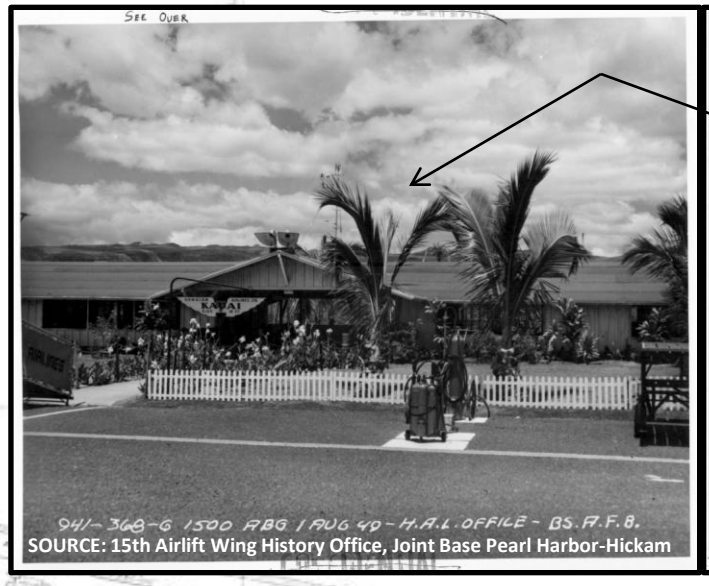
B-24, 864th Bombardment Squadron (494th Bombardment Group) 6 Nov 1944

4 days later: Tug-of-War, anyone?

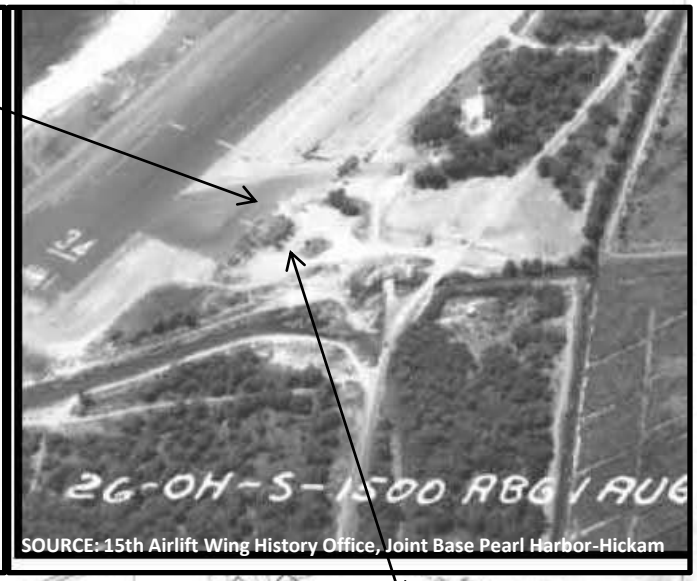


SOURCE: National Archives and Records Administration, College Park, MD

Hawaiian Airlines was moved from Burns Field (Hanapepe) to Barking Sands at the outbreak of WWII



SOURCE: 15th Airlift Wing History Office, Joint Base Pearl Harbor-Hickam



SOURCE: 15th Airlift Wing History Office, Joint Base Pearl Harbor-Hickam

FORMER LOCATION OF HAWAIIAN AIRLINES PASSENGER TERMINAL, WWII THROUGH 1949

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

Current Active Runway, Barking Sands 34

SOURCE: PMRF Public Works Office

Hawaiian Airlines on Barking Sands WWII

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

Hawaiian Airlines on
Barking Sands
WWII

Barking Sands hosted
Hawaiian Airlines until the
Lihue Airport was Constructed
In 1950.

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

IN THE EARLY 1950s, “BARKING SANDS AIR FORCE BASE” BECAME “BONHAM AIR FORCE BASE” IN HONOR OF MAJOR CARLOS W. BONHAM, COMMANDER, 199TH FIGHTER SQUADRON, AFTER THE MIDAIR COLLISION OF HIS AIR GUARD ‘JUG’ (P-47 “Thunderbolt” REDISGNATED “F-27” IN AIR GUARD SERVICE) AND ANOTHER F-47 ON A TRAINING ‘DOGFIGHT’ OVER THE CHANNEL BETWEEN BARKING SANDS AND NIIHAU

FAREWELL BONNY. Barking Sands AFB, June 24, 1952.

NARRATIVE OF MEMORIAL SERVICES

FOR

MAJOR CARLOS W. BONHAM

COMMANDER, 199TH FIGHTER SQUADRON (SE)

HELD AT BONHAM AIR FORCE BASE
(then Barking Sands Air Force Base)

TUESDAY 24 JUNE 1952

Maj. Bonham was killed, June 15, 1952, in a midair collision while leading a flight of JUGs in acrobatics in-trail. The other pilot parachuted to safety in the sea between Barking Sands and the island of Niihau.

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

A flight of four F-47s was slowly orbiting over Hickam AFB at 1230 hours Tuesday 24 June 1952. A B-26 was parked on the ramp in front of Squadron headquarters; a double row of Air National Guardsmen formed an Honor Guard.

Captain Jarrett F. Carr carried the urn, followed by an airmen with the Interment Flag, thru the saluting Honor Guard ranks to the B-26. Captain Joe W. Groom received the urn. Both of these officer fly for Hawaiian Airlines as their civilian occupation; they piloted the B-26 on its flight to Kauai.

The flight of F-47s escorted the B-26 to Bonham AFB. The B-26 landed, and taxied to the vicinity of the control tower. The entire Squadron, some 450 officers and airmen, were assembled there at attention. There were about thirty Squadron guests who represented Hawaiian Airlines, Hawaii National Guard, United States Air Force, as well as close personal friends.

A lone F-47 (with Captain Robert B. Maguire in the cockpit) was parked in front of the Squadron formation and near the B-26.

An Honor Guard, composed of the Air Police Element, marched forward and formed a double rank, facing in, between the B-26 and the lone F-47. The Colors moved forward midway between the two aircraft.

Chaplain (Major) Howard Gould (Protestant) of Hickam AFB said a short prayer over the urn. TSG Norman C. Ault, Jr. accepted the urn from the B-26 pilots and covered it with the Interment Flag.

Chaplain Gould, accompanied by TsG Ault with the urn, marched thru the saluting ranks of the Honor Guard to the lone F-47. They were followed by Major Robert P. Butler and CWO Joseph L. Barnett, who acted as honorary pall bearers. All those assembled were at present arms. Captain Maguire received the urn, and closed the cockpit canopy.

The Colors and honor Guard returned to their place in the formation. The lone F-47 cranked up, taxied to the runway, and took-off.

The Squadron marched across the runway to the sand dunes facing the island of Niihau. The Squadron guests were escorted over, and were assembled in four ranks behind the colors.

Chaplain Gould said a short service.....there was a two minute period of silence, broken only by the sound of the waves and the breakers on the shore.

The sound of an F-47 formation was heard; six F-47s flew in the form of a cross just off-shore along the coast line at a thousand feet elevation.

The lone F-47 followed about half a minute later. When Captain Maguire was in front of the troops, he distributed the ashes in the waters just off Bonham Air Force Base. All personnel were at present arms. When this lone F-47 passed, two buglers played echo taps.

A C-47 followed, dropping a full load of flowers, which drifted down over the sea.

As the marching Squadron returned across the runway, the entire Squadron of F-47s passed in review over the field at five hundred feet elevation in final tribute to their Squadron Commander.

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

Department of The Air Force
Washington

General Orders 8 May 1953
Number 14

Section 3

3. Air Force Installation. -- The Air Force installation known as Barking Sands Air Force Base, Territory of Hawaii, is redesignated Bonham Air Force Base, (in honor of Major Carlos W. Bonham) effective 1 June 1953.

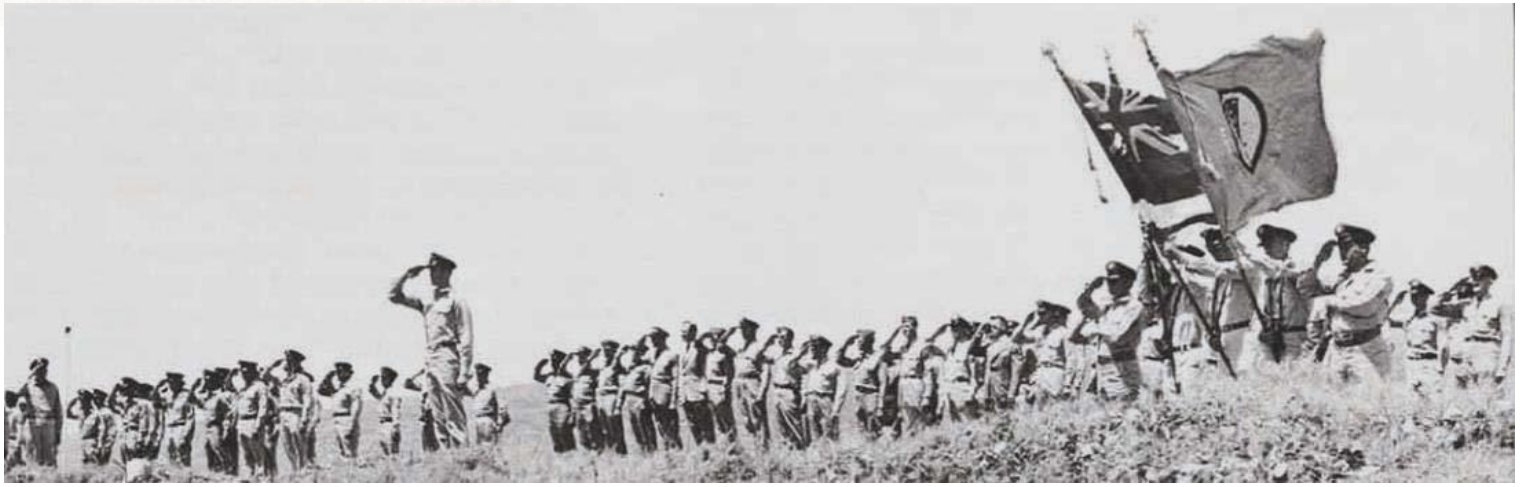
By Order Of The Secretary of The Air Force:

Official:

OFFICIAL

Hoyt S. Vandenberg
Chief of Staff, United States Air Force

K. E. Thiebaud
Colonel, USAF
Air Adjutant General



SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

The P-47s, (designated F-47s), were in Hawaii Air Guard service until 1953…and then the first "jet fighter" (F-86L Saber) came to the 199th Fighter Squadron:

SOURCE: John D. Bennett

Eventually to be replaced by the F-102 – as the Cold War was in full swing

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

The HIANG used Bonham AFB as an outlying landing field for training and practice

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

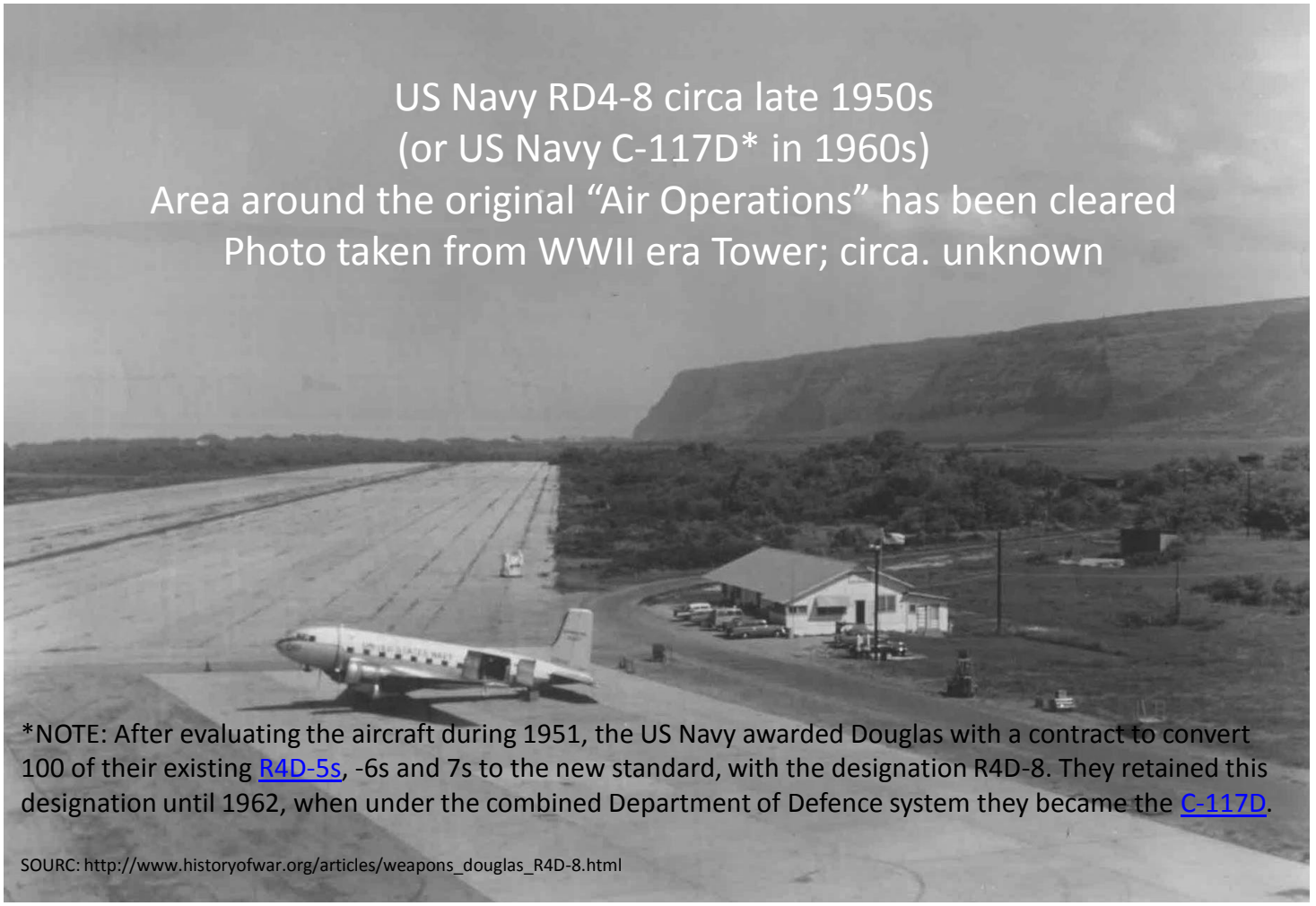
F-15 Eagles fire AIM-7 Sparrow missiles at a tactical air-launched decoy off the coast of Hawaii on July 16 during the Rim of the Pacific Exercise 2006. The F-15s are from the Hawaii Air National Guard's 199th Fighter Squadron. (U.S. Air Force photo/Tech. Sgt. Shane A. Cuomo)

2013: The HIANG flying the Lockheed Martin F-22 Raptor

SOURCE: CAPT Rick Rogers, Archivist, Hawaiian Airlines

The Hawaii Air National Guard was created on Nov 4, 1946, with the 199th Fighter Squadron first flying war surplus P-47 Thunderbolts that were designated “F-47”. The HIANG’S OFFICIAL BIRTHDATE IS Sept 18, 1947, when the USAF was formally established as a separate branch of service.

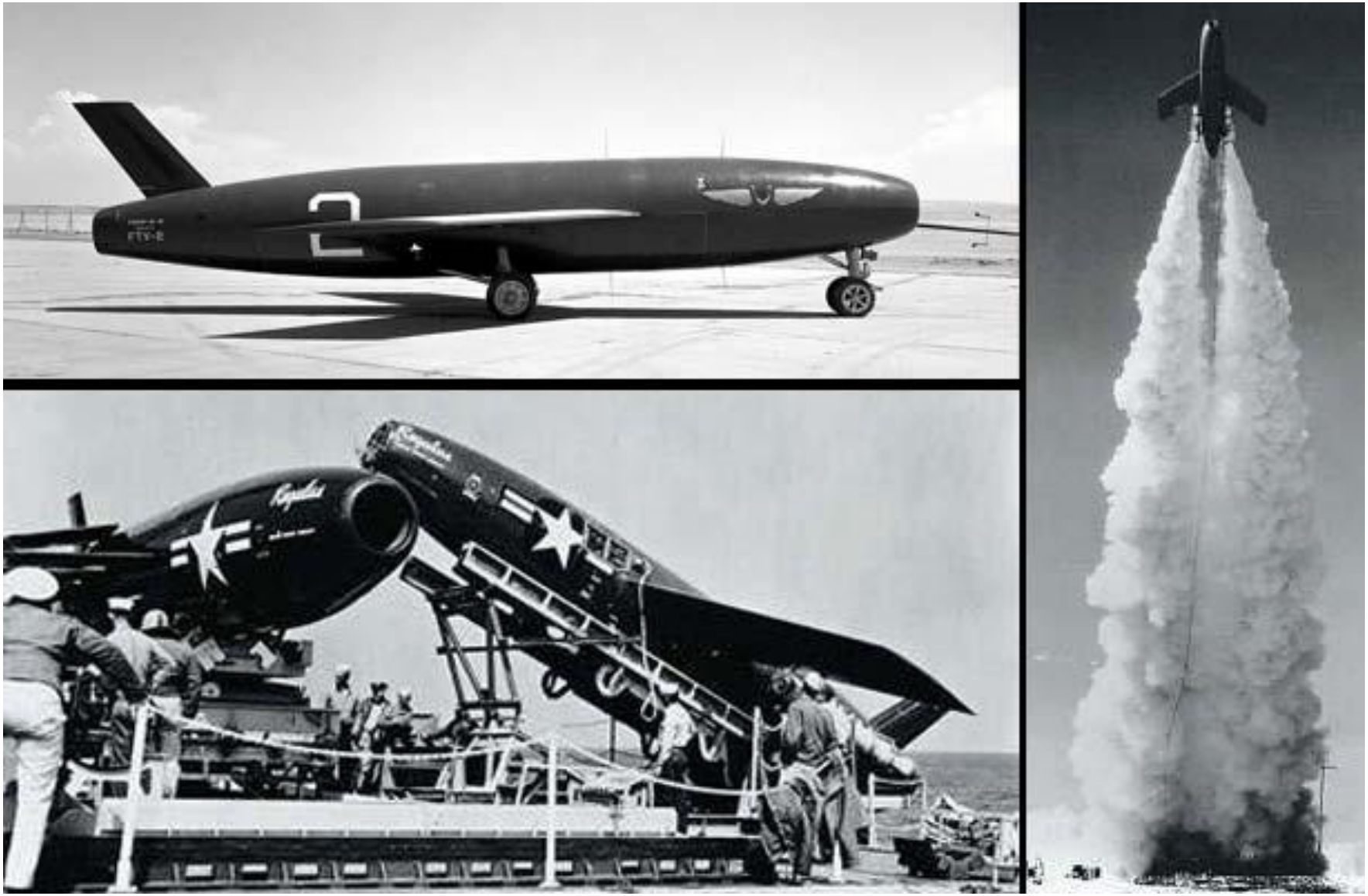
"The first major Cold War mission arrived at Bonham AFB in 1956. The Navy became a tenant at the airfield, making a five-year arrangement with the Air Force for the use of 37 acres to support a training mission for the Regulus guided (cruise) missile (Source: *Pacific Missile Range Facility (PMRF) Cultural Landscape Report – Final, August 2011)*



*NOTE: After evaluating the aircraft during 1951, the US Navy awarded Douglas with a contract to convert 100 of their existing R4D-5s, -6s and 7s to the new standard, with the designation R4D-8. They retained this designation until 1962, when under the combined Department of Defence system they became the C-117D.

SOURC: http://www.historyofwar.org/articles/weapons_douglas_R4D-8.html

The USN Navy “Regulus” Ramjet Cruise Missile



SOURCE: National Archives and Records Administration, College Park, MD

NUMBER	DATE
VC-1 H 0148	10-29-65

TAKEN BY:

James. H.E. PH2

LOCATION:

OAHU, HAWAII

SUBJECT:

REGULUS MISSLE BEING PREPARED FOR LAUNCHING AT THE AUXILIARY AIRFIELD BONHAM, KAUAI, HAWAII PERSONNEL L TO R ;EN1 H.J. STEVEN MT2 A.L. KOHN, MT3 A.W. ANDERSON and MTSN J.R. SANBORN.
SOURCE: REFILED ORIGINAL 35mm B&W NEGATIVE VC-1-31036-10-65 FROM FAPL FILE (10 MAR 69)

RELEASED FOR PUBLICATION:

RELEASED FOR PUBLICATION

E. E. BONJORNI, LT, 685852/6632

DATE:

ISSUED TO:

SOURCE: National Archives and Records Administration, College Park, MD

VC-1 H 0146 10-29-65

TAKEN BY:

Lyons, W.P. PH1/AC

LOCATION:

OAHU, HAWAII.

SUBJECT:

REGULUS MISSILE LAUNCH, BOOST PHASE 2.2 SEC. THEN BOOSTER AND SLIPPER FALL AWAY. BARBERS POINT AUXILIARY AIRFIELD, KAUAI, HAWAII SOURCE: REFILED ORIGINAL 35mm B&W VC-1-31031-10-65 FROM FAPL FILE (10 MAR 69)

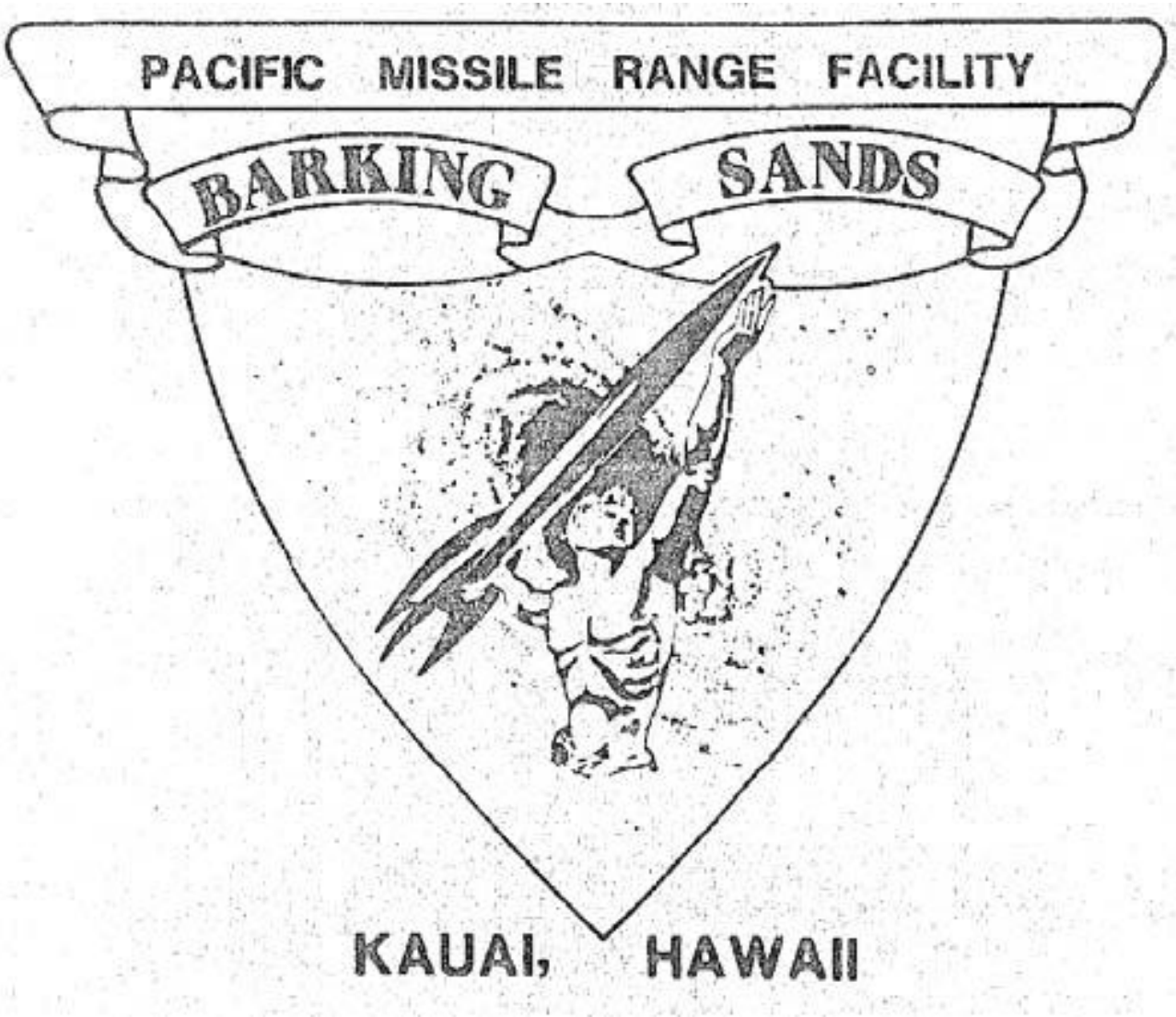
RELEASED FOR PUBLICATION:

RELEASED FOR PUBLICATION

E. E. BONJORNI, LT, 685652/6632

DATE:

ISSUED TO:

SOURCE: National Archives and Records Administration, College Park, MD

Eventually, we earned our own identity: