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UNIT HISTORY

NINTH MARINE AIRCRAFT WING
FLEET MARINE FORCE
CHERRY POINT, NORTH CAROLINA

Period Covered:
1 September, 1945 - 31 March, 1946

DISTRIBUTION:

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- (4) FILE

HIST 6041 DIV

CHRONOLOGY

1. DATE OF ORIGIN:

The Ninth Marine Aircraft Wing, Fleet Marine Force, was commissioned on 1 April, 1944, by authority of MARCORPS confidential dispatch number 211546, and COMINCH confidential dispatch number 202122.

2. COMMANDING OFFICERS:

At the time of the Ninth Wing's commissioning, Colonel Christian Frank SCHILT (now Brigadier General) was placed in command.

A list of Ninth Wing Commanding Officers follows:

SCHILT, Christian Frank, Colonel, USMC
1 April, 1944 to 17 June, 1944.

MERRITT, Lewis G., Brigadier General, USMC
17 June, 1944 to 17 January, 1945.

SCHILT, Christian Frank, Colonel, USMC
17 January, 1945 to 16 February, 1945.
(Accepted Temporary Rank of Brigadier General
25 January, 1945, effective from 7 June, 1944.)

BURKE, L. T., Colonel, USMC
16 February, 1945 to 23 April, 1945.

CAMPBELL, H. D., Brigadier General, USMC
23 April, 1945 to 31 March, 1946.

3. TRANSFERS AND CHANGES:

Throughout its entire commissioned life, the Ninth Marine Aircraft Wing has been under the direct command of the Commandant of the Marine Corps, and has been located at MCAS, Cherry Point, N. C.

Many changes, however, have occurred during the period of this report among subsidiary units of the Wing. These changes are listed below:

10 September 1945: Effective this date the following units of the Ninth Wing were decommissioned: VMF-521; VMF-522; VMSB-933; VMD-154; MOTS-811; MOTS-812 in accordance with MARCORPS Conf. Dispatch 051708 of September, 1945, and Wing General Order 46-1945. (See Appendices "A" and "B")

15 October, 1945: Effective this date the following organizations

3. TRANSFERS AND CHANGES: (Cont.)

Of the Ninth Wing were decommissioned: VMF-523; VMF-524 and VMSB-934 in accordance with MARCORPS Conf. Dispatch 181445 of September, 1945, and Wing General Order 50-45. (See Appendix "C")

19 October, 1945: Air Warning Squadron - 14, located at Congaree Field, South Carolina, ceased operational activities.

31 October, 1945: Effective this date the following organizations of the Ninth Wing were decommissioned: Marine Aircraft Group 52; Hedron-52; Seron-52; Marine Aircraft Group 93; Hedron-93 and Seron-93 in accordance with MarCorps Conf. Dispatch 181445 and Wing General Order 55-45. (See Appendix "D")

Air Warning Squadron - 18 ceased operational activities as of this date.

1 November, 1945: All attached tactical units were removed from Marine Corps Auxiliary Air Stations at Bogue Field, Morehead City and at Congaree Field by this date. Units were consolidated and removed to Oak Grove and Kinston Fields, North Carolina.

In accordance with MarCorps Dispatch 191751 of October, 1945, and Bases General Order 46-45, Marine Air Separation Unit One (MASU-1) was established at Cherry Point, North Carolina, for the purpose of processing personnel to be discharged from the Marine Corps. (See Appendix "E")

30 November, 1945: Effective this date the following organizations of the Ninth Wing were decommissioned: MOTS-813; MOTS-814 and AWS-14 in accordance with MarCorps Conf. Dispatch 192010 of November, 1945, and Wing General Order #57-45. (See Appendix "F")

10 December, 1945: In accordance with MarCorps Dispatch 152107 of November, 1945, Marine Photographic Squadron 354 (VMD-354) joined the Ninth Marine Aircraft Wing, at MCAAS, Kinston, North Carolina, this date.

31 December, 1945: Effective this date the following organizations of the Ninth Wing were decommissioned: MOTG-81; Hedron-81 and Seron-81 in accordance with MarCorps Dispatch 192011 of December, 1945, and Wing General Order #62-45. (See Appendix "G")

10 January, 1946: Marine Aircraft Group 22, consisting of Hedron-22, Seron-22, VMF-113, VMF-314 and VMF-422 joined the Ninth Wing and were assigned to Cherry Point in accordance with Marine Air Bases Special Order #3-46. (See Appendix "H")

3. TRANSFERS AND CHANGES: (Cont.)

15 January, 1946: VMF-422 was transferred from MAG-22 to MAG-34 (Oak Grove, N. C.) in accordance with Wing Special Order #5-46. (See Appendix "I")

17 January, 1946: VMB-612 joined the Ninth Wing from Marine Air West Coast, and was assigned to MAG-34 at MCAAS, Oak Grove, N.C., in accordance with Wing Special Order #5-46. (See Appendix "J")

31 January, 1946: In accordance with Conf. Wing General Order #2-46 (See Appendix "K") the following organizations of the Ninth Wing were decommissioned: VMSB-931; VMSB-932 and VMD-954. In accordance with Wing General Order #3-46, the following organizations of the Ninth Wing were decommissioned: VMF-913 and VMF-914. (See Appendix "L")

1 February, 1946: AWS-18 resumed operational activities and was transferred from MCAS, Cherry Point, N. C., to MCAAS, Kinston, N. C., in accordance with Wing Special Order #9-46. (See Appendix "M")

6 February, 1946: In accordance with Marine Corps Ltr. MC-714733, AA930, dated 31 January, 1946, and Wing Special Order #8-46 (See Appendix "N"), Marine Aircraft Group 53 (MAG-53) was transferred from the Marine Corps Air Station, Eagle Mountain Lake, Texas, to the Marine Corps Air Station, Cherry Point, N. C.

14 February, 1946: VMF-911 and VMF-912 were transferred from Marine Aircraft Group 91, Cherry Point, N. C. to Marine Aircraft Group 34 at Oak Grove, Pollockville, N. C., in accordance with Wing Special Order #15-46. (See Appendix "O")

16 February, 1946: Marine Carrier Group 13 (MCVG-13), composed of VMTB-151, VMF-225 and MARCASD-1, joined the Ninth Wing this date. (See Appendix "P") Assigned administratively to MAG-91.

20 February, 1946: Marine Carrier Group 14 (MCVG-14), composed of VMTB-463, VMF-114 and MARCASD-14 joined the Ninth Wing this date. (See Appendix "P") Assigned administratively to MAG-91.

22 February, 1946: Marine Aircraft Group 11 (MAG-11), composed of Hedron-11 and Seron 11, joined the Ninth Wing this date. VMD-252 and VMD-1 also joined the Ninth Wing this date. (See Appendix "P")

27 February, 1946: VMF-122 joined the Ninth Wing this date. (See Appendix "Q")

15 March, 1946: Marine Aircraft Group 91 (MAG-91), composed of Hedron-91 and Seron-91, were decommissioned this date. Personnel were transferred to Marine Aircraft Group 11, which also assumed the administrative and servicing control of the Marine Carrier

3. TRANSFERS AND CHANGES: (Cont.)

Groups. (MCVG-13 and MCVG-14)

VMF-911 and VMF-912 were also decommissioned this date. Personnel were transferred to VMF-422 and VMF-122 respectively. These units were based at MCAAS, Oak Grove, N. C. (See Appendix "R")

The flight echelon of Marine Transport Squadron 952 (VMR-952), began arriving at Cherry Point. (Transferred from Guam).

In compliance with Marine Corps Conf. dispatch 052149 of March, 1946, and CNO dispatch 012240 of March, 1946, Marine Wing Service Squadron-9 (MWSS-9) was detached from the Wing and redesignated "Headquarters Squadron, Marine Corps Air Bases, Cherry Point, N. C."

VMTB-151 and VMTB-463 were transferred this date from MCVG-13 and MCVG-14 respectively (MAG-91 control) to MAG-22 for administrative control. (See Appendix "S")

Marine Bombing Squadron-612 (VMB-612) was decommissioned this date pursuant to Marine Corps Conf. Dispatch 111854 of March, 1946. (See Appendix "T")

19 March, 1946: Marine Aircraft Group 14 arrived at Cherry Point this date and was assigned to the Ninth Wing. Located at MCAAS, Oak Grove, N. C.

20 March, 1946: In compliance with Marine Corps Conf. Dispatch 152116 of March, 1946, VMTB-151 and VMTB-463 with MARCASP-1 and MARCASP-14 were decommissioned this date. Personnel of VMTB-151 and VMTB-463 were transferred to MAG-22. Personnel of MARCASP-1 and MARCASP-14 were transferred to VMF-225 and VMF-114 respectively.

In compliance with Marine Corps Confidential Dispatch 152119, VMTB-453 and MARCASP-12 were decommissioned this date. The above units were aboard the U.S.S. PALAU (CVE-122) enroute to Cherry Point, N. C. Decommissioned by Ninth Wing Dispatch CG, CONF 191933 of March, 1946.

All "MCVG" designations are discontinued this date. Units henceforth to be referred to as VMF. (See Appendix "V")

24 March, 1946: The ground echelon of Marine Transport Squadron 252 (VMR-252) arrived this date.

31 March, 1946: In accordance with MarCorps Conf. Dispatch 111354 of March, 1946, MAG-34; Hedron-34 and Seron-34 were decommissioned this date. Located at MCAAS, Oak Grove N. C. All personnel were transferred to MAG-14, which replaced MAG-34 in administrating VMF Squadrons based at MCAAS, Oak Grove, N. C.

3. TRANSFERS AND CHANGES: (Cont.)

31 March, 1946: (cont) Effective this date the Ninth Marine Aircraft Wing, and Hedron-9, were decommissioned in accordance with MarCorps Conf. Dispatch 052213 of March, 1946. All units and personnel were transferred to the Second Marine Aircraft Wing. (See Appendix "W").

4. SIGNIFICANT CHANGES IN FUNCTION:

The abolishment of the Medium Bomber in Marine Aviation (PBJ) eliminated that training phase, and called for the decommissioning of MOTG-81. The arrival of Marine Carrier Groups called for a new training syllabus and closer liaison with ComAirLant in the operational phase.

5. PHYSICAL MOVEMENT OF UNIT: None.

6. ACTIONS IN WHICH ENGAGED: None.

7. LOSSES OF PERSONNEL THROUGH ENEMY ACTION: None.

8. CHANGES IN TYPE AND NUMBER OF AIRCRAFT:

Status of aircraft within the Wing at the beginning and at the end of the period covered by this report was as follows:

1 September, 1945:

FG-1	1	F6F-3	3	R4D-5	10
SNJ-3	1	N2S-3	2	SNJ-5	10
F6F-3N	11	R4D-1	4	N2S-5	1
F6F-3P	26	FG-1D	39	SNB-1	7
F7F-2N	18	SB2C-4E	132	SNB-20	9
F7F-3P	9	SNJ-4	32	PBJ-1C	29
JRB-4	3	F6F-5N	23	PBJ-1D	21
F4U-1	69	F7F-1	7	PBJ-1H	21
F4U-1D	5	F7F-2P	1	PBJ-1J	124
FG-1A	28	J2F-6	4	JM-1	3
F3A-1	20	F7F-3	9	SNB-2	8

Total Operating Aircraft:	651
Aircraft in Storage Pool:	<u>121</u>
Grand TOTAL	772

31 March, 1946:

F4U-4	103	F7F-2P	1	F7F-3P	26
F7F-1	2	F7F-3	24	F6F-5N	14
F7F-2N	12	F7F-3N	28	F6F-5P	4

8. CHANGES IN TYPE AND NUMBER OF AIRCRAFT: (Cont.)

SNJ-4	9	SNB-1	3	R4D-1	2
SNJ-5	7	SNB-2	3	R4D-5	6
JRB-4	2	SNB-2C	6	R5C-1	28
				J2F-6	3
Total Aircraft					283

With the numerous decommissionings of Marine Aviation Units, the total number of aircraft in the Ninth Wing was decreased by 489 planes. Many of these were declared obsolescent, and were transferred to NAS, Clinton, Okla. for disposal as surplus.

Notable among these were the F4U-1, and F4U-1D, also the SB2C and PBJ which types have been eliminated entirely from the Marine Aviation program.

9. LOCATION OF NINTH WING UNITS:

Ninth Wing Units, at the opening of the period covered by this report, were deployed among seven (7) airfields, MCAS, Cherry Point, N. C. being the focal point and main base.

The additional fields were as follows:

- | | |
|----------------------------------|----------------------------------|
| MCAAF, Kinston, N. C. | Page Field, Parris Island, S. C. |
| MCAAF, Oak Grove, N. C. | MCAS, Eagle Mt. Lake, Texas. |
| MCAAF, Congaree, Columbia, S. C. | MCAAF, Bogue, N. C. |

Previous to this report, additional fields were employed at the following locations:

- | | |
|--------------------------|------------------------|
| MCAF, Walnut Ridge, Ark. | MCAAF, Atlantic, N. C. |
| MCAF, Newport, Ark. | OLF, Greenville, N. C. |

Distribution of units at these seven bases were as follows:

1 September, 1945.

CHERRY POINT:

- | | | |
|-----------------|---------------|----------------|
| <u>HEDRON-9</u> | <u>MAG-91</u> | <u>MOTG-81</u> |
| <u>MWSS-9</u> | Hedron-91 | Hedron-81 |
| | Seron-91 | Seron-81 |
| <u>AWG-1</u> | VMF-911 | MOTS-813 |
| Hedron-1 | VMF-912 | MOTS-814 |
| AWS-16 | VMF-913 | |
| AWS-18 | VMF-914 | |

9. LOCATION OF NINTH WING UNITS: (Cont.)

1 September, 1945, (cont.)

OAK GROVE, N. C.

MAG-34 AWS-17
 Hedron-34
 Seron-34
 VMSB-931
 VMSB-932

CONGAREE, COLUMBIA, S. C.

MAG-52 AWS-14
 Hedron-52
 Seron-52
 VMP-523

EAGLE MOUNTAIN LAKE, TEXAS

MAG-53
 Hedron-53
 Seron-53
 VMF(N)-531
 VMF(N)-532
 VMF(N)-544

KINSTON, N. C.

VMD-954

BOGUE, N. C.

MAG-93
 Hedron-93
 Seron-93
 VMSB-934

PAGE FIELD, PARRIS ISLAND, S. C.

VMF-524

10. PERSONNEL STRENGTH:

<u>USMC</u>	<u>1 September, 1945.</u>	<u>31 March, 1946.</u>
Officers	2,008	470
Enlisted Men	14,818	3,771
USMC TOTAL	16,828	4,241
<u>USN</u>		
Officers	85	41
Enlisted Men	321	106
USN TOTAL	406	147
 TOTAL USMC AND USN	 17,232	 4,388

NARRATIVE

1. INCEPTION:

The Ninth Marine Aircraft Wing was commissioned on 1 April, 1944, to function as a Training Unit for Marine Aviation Personnel. * From that time until its decommissioning on 31 March, 1946, it continued to perform its assigned mission of training flight personnel and aviation ground crews.

2. PLACE IN CHAIN OF COMMAND:

Throughout its entire history, the Ninth Wing has maintained its Headquarters at the Marine Corps Air Station, Cherry Point, N. C., and until 21 September, 1944, was under the direct administrative control of the Commandant of the Marine Corps. At that time, a coordinating command was set-up, known as Commander, Marine Corps Air Bases, Cherry Point. This Command, under Major General R. J. Mitchell, USMC, is the next highest echelon in the chain of command.

3. FUNCTIONING:

Planning and administrative functions have been handled in normal fashion by an Executive and Special Staff. Daily Staff Meetings were held and were frequently attended by Group and Independent Squadron commanders, which greatly aided overall efficiency.

The Executive Staff retained the same officers with the exception of the Intelligence Section.

Colonel L. T. Burke, USMC	Chief of Staff
Colonel D. B. Roberts, USMC	G-1 (Personnel)
Colonel W. A. Willis, USMC	G-3 (Operations)
Colonel J. S. Holmberg, USMC	G-4 (Material)
Captain W. J. Bedford, USMCR	G-2 (Intelligence)
vice Major V. E. Blacque-Bey, USMCR	(Inactive duty)

With the end of the war in the Pacific, the training effort of the Marine Corps was naturally reduced to a very great extent. The Ninth Wing, being a training wing, was accordingly cut in numbers of personnel, planes and operating units, until, at the present time, it has very nearly reached the planned post-war strength of a Marine Aviation Wing.

* See Original Ninth Wing History, 1 April, 1944 - 1 July, 1944, submitted 30 December, 1944.

3. FUNCTIONING: (Cont.)

During the period of this report, the main function of this Wing has been the decommissioning and consolidation of units, and their movement from outlying fields to the main base at Cherry Point; and discharging personnel in the demobilization program. *

With the gradual reduction in the overall strength of the Marine Corps, there was no longer need for all outlying fields previously used. Congaree, Columbia, S. C., and Bogue Field, N. C., went to a caretaker status in November, 1945. VMF-524 was decommissioned in October, 1945, eliminating Page Field, Parris Is., S. C., as a satellite of the Ninth Wing. On 6 February, 1946, MAG-53, a night-fighter training group located at Eagle Mountain Lake, Texas, was moved to Cherry Point, N.C., leaving that field on caretaker status. So at the close of this period, the Ninth Wing is deployed among three fields: Cherry Point, Oak Grove, and Kinston, as opposed to eleven fields in operation during its peak training period early in 1945. **

Outside of the Marine Carrier Program, which is discussed at greater length later in this history, and night-fighter training, very little syllabus-flying was accomplished due to the rapid turnover of personnel. An apparent lag in the release to inactive duty of pilots, as compared with the discharge of maintenance personnel, made all tactical training squadrons top-heavy in pilot strength. Such a condition made syllabus flying impossible, since plane availability only allowed a minimum of flight time per month for each pilot. It was not unusual for a squadron to carry on their rolls one hundred pilots and six aircraft mechanics.

MAG-53, upon its arrival at Cherry Point, continued to train cadres for transfer overseas. Due to the high priority assigned to their operations, every effort was made to provide sufficient personnel to accomplish their night-fighter syllabus. This was further cause for the decreased syllabus flying in other units of the Wing.

The first Marine Carrier Air Group to be assigned to the Atlantic Fleet (MCVG-13) arrived at Norfolk aboard the U.S.S. MINDORO (CVE-120) less aircraft, and was transferred to the Ninth Wing for administrative control, and to ComAirLant for operational control on 16 February, 1946. Closely following their arrival, MCVG-14 arrived rail from the West Coast for duty aboard the U.S.S. SALERNO BAY (CVE-110) (20 February, 1946). Both of these groups were assigned to MAG-91 for administrative control. MCVG-12 was also assigned to Cherry Point, and is enroute to Norfolk, Va., aboard the U. S.S. PALAU (CVE-122).

* For chronological list of decommissionings and arrival of new units see Chronology, paragraph 3 "Transfers", of this history.

** See "Chronology", paragraph 9, "Location of Ninth Wing Units."

3. FUNCTIONING: (Cont.)

These Carrier Groups consisted of the following units:

MCVG-12
VMF-461
VMTB-453
MARCASD-12

MCVG-13
VMF-225
VMTB-151
MARCASD-1

MCVG-14
VMF-114
VMTB-463
MARCASD-14

VF Squadrons consisted of 18 aircraft, and 18 pilots.
VT Squadrons consisted of 12 aircraft, and 12 pilots.
MARCASD units consisted of 160 men and 11 officers.

The entire organization was patterned after the Navy streamlined Carrier Air Groups, which was a new departure for Marine Aviation.

Numerous difficulties were encountered in handling these streamlined units due to the split command, i.e., Navy, Operational; Marine Corps, Administrative. However, liaison was established with Com AirLant through the MAG-91 Group Commander (Lt. Col. H. H. Williamson), which reduced these difficulties to a minimum.

One of the main difficulties was the inability of a land based group service squadron to maintain a complete flight line for the streamlined carrier squadrons. This was overcome by arrangement with Com AirLant to allow CASD personnel to be transferred to Cherry Point to service their groups much the same as a conventional Marine tactical squadron.

MAG-91 was decommissioned 15 March, 1946, and was replaced by MAG-11, Lt. Col. H. H. WILLIAMSON still in command.

On 20 March, 1946, the term MCVG was discontinued, and a return to the more familiar squadron organization was effected. All of the VMTB squadrons were decommissioned, and the VMF were increased from 18 planes and pilots to 24 planes and 27 pilots. MARCASD'S were also decommissioned, and the personnel transferred to the VMF. (See Appendix "X")

Replacement pilots were trained, and qualification landings made on short training cruises. At present, these squadrons are standing by for fleet maneuvers in the Caribbean with the Eighth Fleet. (CTF100)

On 31 March, 1946, MAG-34, located at Oak Grove, N. C., was decommissioned and replaced by MAG-14, recently returned from overseas. Also on this date, the Ninth Marine Aircraft Wing was decommissioned in accordance with MarCorps Confidential Dispatch 052213 of March, 1946. All units and personnel were transferred to the Second Marine Aircraft Wing thus ending the activities of the largest training venture in Marine Aviation History.