



US Army Corps
of Engineers
Rock Island District



Defense Environmental Restoration Program
for
Formerly Used Defense Sites
Ordnance and Explosives

Archives Search Report

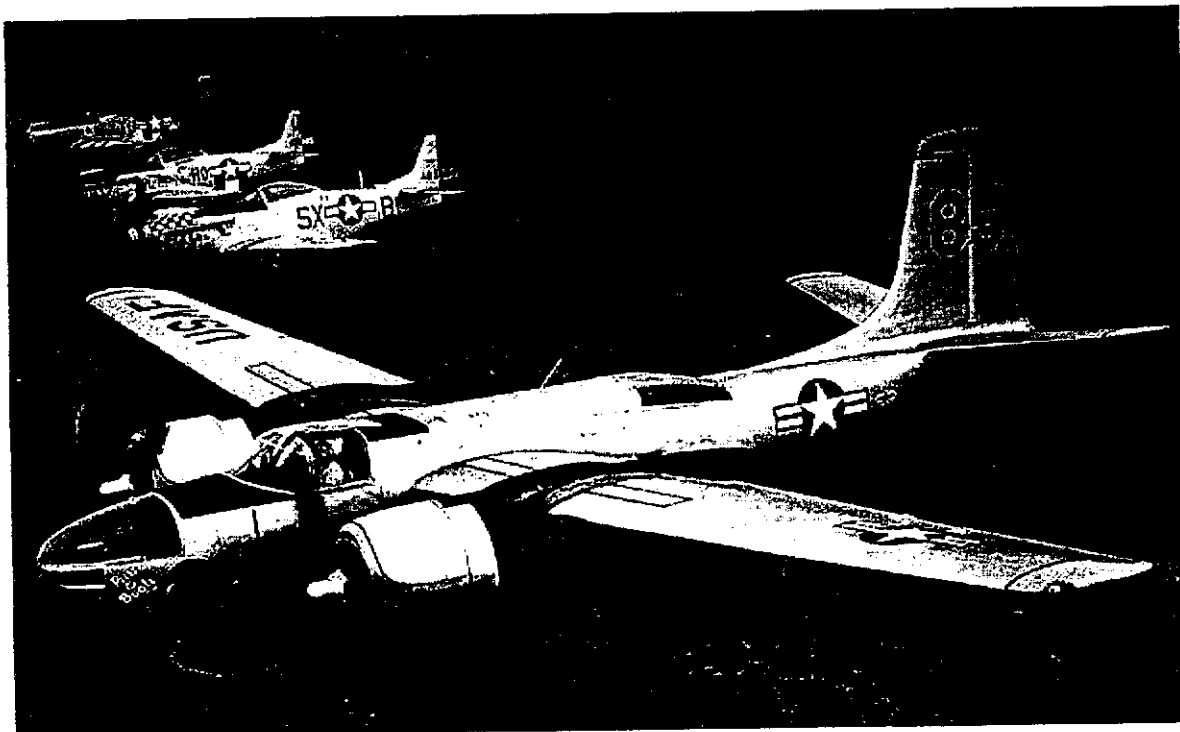
FINDINGS

for
the former

CONWAY BOMBING AND GUNNERY RANGE

Conway, South Carolina
Project Number I04SC002501

September 1995



DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
for
FORMERLY USED DEFENSE SITES

FINDINGS

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
CONWAY BOMBING AND GUNNERY RANGE
HORRY COUNTY, SOUTH CAROLINA
PROJECT NUMBER IO4SC002501

September 1995

Prepared For
U.S. Army Corps of Engineers
Huntsville Division
ATTN: CEHND-PM-OT
P.O. Box 1600
Huntsville, Alabama 35807-4301

Prepared by
U.S. Army Corps of Engineers
Rock Island District
ATTN: CENCR-ED-DO
P.O. Box 2004
Rock Island, Illinois 61204-2004

and

U.S. Army Defense Ammunition
Center and School
ATTN: SMCAC-ES
Savanna, Illinois 61204-9639

ORDNANCE AND EXPLOSIVES
 ARCHIVES SEARCH REPORT
 FOR
 CONWAY BOMBING AND GUNNERY RANGE
 HORRY COUNTY, SOUTH CAROLINA
 PROJECT NUMBER I04SC002501

ACKNOWLEDGMENTS				
The following persons provided support as indicated.				
Function	Name	Title	Organization	Telephone
On-site Assessment	Chris Churney*	Chemical Engineer	CENCR-ED-DO	(309)794-6011
	Jack Huff	Q.A. Spec., Ammunition (QASAS)	CENCR-ED-DO	(309)794-6054
Engineering Support	Dan Holmes	Professional Engineer	CENCR-ED-DO	(309)794-6080
Archive Search	Shirley Daniels	Information Specialist	SMCAC-ESL	(815)273-8716
Geographic District Support	Wayne Bogan	District POC	CESAC-EN-PR	(803)727-4366
Industrial Hygiene	Bob Platt	Industrial Hygienist	MCXP-RIA	(309)782-0806
CADD Support	Larry Bernauer	Technician	CENCR-ED-DO	(309)794-6070
* Team Leader				

ORDNANCE AND EXPLOSIVES
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ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
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HORRY COUNTY, SOUTH CAROLINA
PROJECT NUMBER I04SC002501

1. INTRODUCTION

a. **Subject and Purpose**

(1) This report presents the findings of an historical records search and site inspection for ordnance and explosives (OE) presence located at Conway Bombing and Gunnery Range, Myrtle Beach, South Carolina (see plate 1 for general location map). The investigation was performed under the authority of the Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP FUDS).

(2) The purpose of this investigation was to characterize the site for potential OE contamination, to include chemical warfare material (CWM) and conventional munitions with chemical fillers. This was achieved through thorough evaluation of all historical records, interviews and the on-site visual inspection results.

(3) An additional purpose of this report was to verify and augment the findings, conclusions and recommendations given in a 1991 contracted Archives Search Report on Conway BGR (reference B-13). Emphasis on this report was placed on delineating and completely addressing all areas of potential contamination, especially those areas that were not completely addressed in the 1991 ASR.

b. **Scope**

(1) The investigation focused on 55,854 acres of land known as the Conway Bombing and Gunnery Range (BGR). The site was used by the Army Air Corps and Air Force for air to ground gunnery and bombing training during World War II. Currently, Conway BGR is owned by several private entities and is used mainly for timber harvesting, agricultural and residential purposes.

(2) This report presents the site history, site description, real estate ownership information and confirmed ordnance presence (prior to and after site closure), based on available records, interviews and the site inspection. It further provides a complete evaluation of all information to assess current day potential ordnance contamination, where actual ordnance presence has not been confirmed.

(3) Depending on the timeframe and documentation, Conway BGR was also referred to as Myrtle Beach General Bombing and Gunnery Range and Horry County Bombing Range. In order to avoid confusion, the site will be referred to as Conway Bombing and Gunnery Range (or BGR) throughout the report.

(4) For the purposes of this report, OE is considered unwanted and abandoned ammunition or components thereof, which contains or contained energetic, toxic or radiological materials, and was manufactured, purchased, stored, used and/or disposed of by the War Department/Department of Defense.

2. PREVIOUS INVESTIGATIONS

a. **1991 Final Archives Search Report**

(1) In May 1991, TCT-St. Louis prepared a contracted preliminary assessment of ordnance contamination at Conway BGR for Huntsville Division COE. The assessment, titled "Final Archives Search Report" consisted of three volumes; Final Report, Conclusions and Recommendations, and Records Compilation.

(2) TCT-St. Louis concluded that OE contamination potentially exists at Conway BGR, specifically at Ranges II, III and IV. They recommended a high priority confirmation study at these ranges using visual and geophysical surveys.

b. **1991 Final Environmental Impact Statement**

(1) The U.S. Department of Transportation and South Carolina Department of Highways and Public Transportation prepared a Final Environmental Impact Statement (EIS) for a proposed highway bypass in 1991. The proposed bypass runs from HWY 17 through Conway BGR to HWY 501.

(2) The EIS acknowledged the site was once used as a bombing range and that it is possible for OE to exist in the area. Additionally, the EIS predicts the impact of the bypass construction on rare and endangered species, land use, historic and archeological sites and wetlands, as well as many other areas not especially significant to this report.

a. **1994 Preliminary Assessment**

(1) A Preliminary Assessment of Conway BGR was conducted under the Defense Environmental Restoration Program Formerly Used Defense Sites (DERP FUDS) by the U.S. Army Corps of Engineers, Charleston District (see document

E-3). At that time, the Findings and Determination of Eligibility, dated 4 January 1994, concluded that the 55,854 acre site located in Horry County, South Carolina, had been formerly used by the Army Air Corps.

(2) This investigation concluded that there was an eligible category of hazard under the DERP FUDS program. Due to the fact that the site was used as a bombing and gunnery range by the Army Air Corps, one project was recommended. Table 2-1 summarizes the projects recommended in the preliminary assessment.

TABLE 2-1 DERP-FUDS PRELIMINARY ASSESSMENT PROJECTS				
Project Number	DERP Category	Present Phase	Comments	Location
--	CON/HTRW	--	None	--
--	HTRW	--	None	--
--	BD/DR	--	None	--
I04SC002501	OE	SI	OE Contamination	55,854 acres

3. SITE DESCRIPTION

a. Existing Land Usage

The former Conway BGR consisted of approximately 55,854 acres of land in Horry County, South Carolina (see plate 1). Currently, all acreage is privately owned among hundreds of private entities. The largest individual owners of land are International Paper (IP) and the South Carolina Wildlife and Marine Resources Department (SCWMRD). The primary uses of the land include timber harvest, agriculture and private residence. Table 3-1 represents the current land usage of the site. See document E-1 for additional current owner information.

**TABLE 3-1
LAND USAGE**

AREA	FORMER USAGE	PRESENT OWNER	PRESENT USAGE	SIZE/ACRES*	COMMENTS
A	Range II	Myrtle Beach National Properties, International Paper Realty Corporation	Golf course, Timber harvest	425	Myrtle Beach National Golf Course
A-1	Range II Safety Zone	(Same as above)	Golf course, Timber harvest	1,580	Myrtle Beach National Golf Course
B	Range III	International Paper Realty Corporation	Timber harvest	425	Part of land in process of being developed
B-1	Range III Safety Zone	International Paper Realty Corporation	Timber harvest	1,580	Part of land in process of being developed
C	Range IV	Several private interests	Golf course, timber harvest	425	
C-1	Range IV Safety Zone	Several private interests	Golf course, timber harvest	1,580	
D	Range VII	Private interests	Farming	100	
D-1	Range VII Safety Zone	Private interests	Farming	460	
E	Range XX	South Carolina WMRD	Wildlife refuge	80	
E-1	Range XX Safety Zone	South Carolina WMRD	Wildlife refuge	1,290	173 acres of Area E-1 and F overlap.
F	Small Arms Ranges	South Carolina WMRD and other private interests	Wildlife refuge, timber harvest	2,576	173 acres of Area F and E-1 overlap.
G	Remaining Land	Several private interests	Farming, timber harvest, residential	45,506	
				55,854	TOTAL - overlap of Areas E-1 and F accounted for.

* Indicates approximated acreage

b. Climatic Data

(1) Horry County lies in an Atlantic coastal region where the climate is mainly influenced by the Atlantic Ocean. The average annual temperature is 63.5 degrees F. In winter the average temperature is 47 degrees F with an average daily minimum temperature of 35 degrees F. In

summer the average temperature is 79 degrees F with an average daily maximum temperature of 89 degrees F.

(2) Total annual precipitation for the area is approximately 51 inches, with about 60% of the rain falling between April and September. The wettest month of the year is July, followed by August and June. Snowfall is rare in that there is no measurable snowfall in 60% of winters.

(3) The average relative humidity in midafternoon is about 60%. The relative humidity is higher at night, and the average at dawn is about 80%. Sunshine is about 65% in summer and 60% in winter. Prevailing winds are from the south-southwest. The highest average windspeed, 10 mph, is in summer.

c. Topography

The site lies within the Lower Atlantic Coastal Plain physiographic province and the Pee Dee River Basin. The Lower Atlantic Coastal Plain Province is characterized by little to no relief in topography and flat lying Carolina Bays (swamps). Elevations range from nearly sea level to about 40 feet above sea level. The dominant physiographic features in Conway BGR are Long Bay, Lewis Ocean Bay, Little River Bay and Cotton Patch Bay. Generally, the area is wooded with pine trees with a thick underbrush.

d. Geology and Soils

(1) The geologic formations in the Conway BGR area consist of Upper Cretaceous, Tertiary and Pleistocene deposits.

(a) The Upper Cretaceous Formations rest on the basement rock and consist of, in ascending order, the Middendorf Formation, the Black Creek Formation and the Pee Dee Formation. The Middendorf Formation contains medium to coarse grain sand and thin layers of silty clay. The Black Creek Formation consists of laminated dark gray clay interbedded with gray to white, fine to very fine glauconitic phosphatic and micaceous quartz sand. The Pee Dee Formation is composed of dark gray, fine, clayey sand with horizons of very loose, coarse and shelly limestone or coquina.

(b) Tertiary Formations overly the Pee Dee Formation and consist of thin beds of fine clayey sand, fine calcareous sand and coquina.

(c) The Socastee Formation, which is Pleistocene in age, outcrops throughout Conway BGR. The base of the formation consists of about 1 to 3 feet of

reworked shells, fine gravel, coarse sand and occasional woody pieces. The remainder of the formation consists of interbedded sands and clays, both of which are locally fossiliferous.

(2) The soils of Conway BGR primarily belong to four soil associations: the Lynn Haven-Leon association, the Yauhannah-Ogeechee-Bladen association, the Pocomoke-Echaw-Centenary association and the Brookman-Bladen association.

(a) The Lynn Haven-Leon association is the predominate soil association in Conway BGR. They exist primarily in the eastern 2/3 of the site and run the entire north-south length of the site. The association consists of about 31% Lynn Haven soils, 29% Leon soils and 40% soils of minor extent. It is characterized by poorly drained soils that are sandy throughout on nearly level areas. Nearly 80% of the association is in woodlands, which is predominately pine forest.

(b) The Yauhannah-Ogeechee-Bladen association exists primarily in the northern half of the western third of Conway BGR. It consists of about 26% Yauhannah soils, 22% Ogeechee soils, 13% Bladen soils and 39% soils of minor extent. The association is characterized by moderately well drained and poorly drained soils that have a loamy or sandy surface layer and a loamy or clayey subsoil and are found on broad, nearly level areas.

(c) The Pocomoke-Echaw-Centenary association exists primarily in the southern half of the western third of Conway BGR. It consists of about 11% Pocomoke soils, 10% Echaw soils, 8% Centenary soils and 71% soils of minor extent. The association is characterized by very poorly drained and moderately well drained soils that have a loamy or sandy surface layer and a loamy or sandy subsoil and are found on nearly level areas.

(d) The Brookman-Bladen association exists primarily in the southeastern corner of Conway BGR. It consists of about 28% Brookman soils, 22% Bladen soils and 50% soils of minor extent. The association is characterized by very poorly drained and poorly drained soils that have a loamy surface layer and a clayey subsoil and are found in broad, nearly level depressions and on flats.

e. Hydrology

(1) Groundwater

Large quantities of groundwater occur in saturated sediments above basement rocks throughout Horry County. However, due to low hydraulic conductivity, many of

the sediments do not readily yield water. Groundwater in the sands are available to wells, but it can tend to be heavily mineralized or contain high concentrations of certain ions. The Black Creek aquifer, which lies below the Pee Dee Formation, is the most important aquifer in Horry County. It consists of several lenses of sand ranging from 20 to 50 feet in thickness. Wells utilizing this aquifer area usually drilled between 250 and 600 feet below the surface.

(2) Surface Water

Conway BGR lies within the Pee Dee River Basin which slopes southeasterward. Principal drainage within Horry County is provided by several rivers including the Pee Dee, Little Pee Dee, Waccamaw and the Intercoastal Waterway. Within the boundaries of Conway BGR, several Carolina Bays, or swamps, exist. Also, several small creeks that drain into larger rivers exist in Conway BGR.

f. Natural Resources

The South Carolina Wildlife and Marine Resources Department provided a list of rare, threatened and endangered species of Horry County (see document F-36). These species may exist within the bounds of Conway BGR and are listed below in Table 3-2.

TABLE 3-2 NATURAL RESOURCES		
Resource Classification	Type	Comment
Plant	Seabeach Pigweed	Federal threatened
	Schweinitz's Sunflower	Federal endangered
	Chaffseed	Federal endangered
	Godfrey's Stitchwort	Federal candidate
	Venus Fly Trap	Federal candidate
	Burhead	Federal candidate
	Harper's Fimbristylis	Federal candidate
	Pondspice	Federal candidate
	Savanna Cowbane	Federal candidate

TABLE 3-2 NATURAL RESOURCES (Continued)		
Resource Classification	Type	Comment
Plant (Con't)	Carolina Grass-of-Parnassus	Federal candidate
	Pineland Plantain	Federal candidate
	Crested Fringed Orchid	Federal candidate
	Pickering's Morning-Glory	Federal candidate
	White False-Asphodel	Federal candidate
Animal Bird	Red-Cockaded Woodpecker	Federal endangered; known to be on site
	Least Tern	State threatened
Mammal	Black Bear	Of concern for state; known to be on site;

g. Historical/Cultural Resources

The South Carolina Institute of Archaeology and Anthropology at the University of South Carolina provided the SI team with information on archaeological sites within Conway BGR. They indicated the number of known, recorded sites by U.S.G.S. quadrangle, as shown in Table 3-3. No further description of the archaeological sites was given. However, it was noted that professional systematic surveys have not been conducted in the area and that there is a high potential for numerous additional sites (see document F-37). The University of South Carolina should be contacted for more specific archaeological site information prior to any OE locating or removal actions.

TABLE 3-3 ARCHAEOLOGICAL SITES	
U.S.G.S. Quadrangle Name	Number of Sites
Conway	4
Hand	16
Myrtle Beach	3
Nixonville	21
Wampee	11

4. HISTORICAL ORDNANCE USAGE

a. **Chronological Site Summary**

(1) Before 1940

Prior to 1940, the Conway BGR area was primarily privately owned and used mainly for timber harvest and farming. Research provided no evidence that ordnance was used on the site prior to War Department acquisition.

(2) 1940 to 1948

(a) From June 1940 to December 1941, various observation squadrons of the Army Air Corps occupied the Myrtle Beach municipal airport. Their mission was to conduct aerial photographing and charting of the local area. In 1941, the 112th Observation Squadron set up support operations for a bombing and gunnery range in the Myrtle Beach area and later provided coastal defense of the area (see documents H-4 and H-5).

(b) On 24 March 1942, the 112th was replaced by a detachment from Savannah Army Air Base and the Myrtle Beach municipal airport became the Myrtle Beach General Bombing and Gunnery Range. The range was renamed Myrtle Beach Army Air Field (AAF) on 8 November 1943 and by this time was composed of approximately 100,000 acres of land. The AAF consisted of a cantonment area in Myrtle Beach, air to ground gunnery ranges in the Myrtle Beach area, a bombing and gunnery range in the Conway area (Conway BGR), a bombing and gunnery range in the Georgetown area and crash and target boats at Murrells Inlet (see documents H-4 and H-5).

(c) During WWII, Myrtle Beach AAF conducted flight, air to ground gunnery and bombing training for Army Air Corps and Air Force pilots. The principal plane used at MBAAF was the Douglas A-26 Invader (see document F-11). Other bombers and fighters used at Myrtle Beach AAF during WWII and their typical armament are at Table 4-1 (see document F-18). In addition to Myrtle Beach AAF, several other airfields and bases in South Carolina utilized Conway BGR; principally Columbia AAB, Greenville AAB, Florence AAF, Morris Field and Charleston AAB (see document F-7). It is assumed that these airfields and bases utilized Conway BGR in the same manner as Myrtle Beach AAF.

**TABLE 4-1
AIRPLANES UTILIZING CONWAY BGR DURING WWII**

AIRPLANE	TYPE	TACTICAL WEAPONS*	PRACTICE ORDNANCE
Douglas A-26 Invader	Attack bomber	Up to ten .50 cal machine guns 4,000 lb internal bomb load 2,000 lb underwing bomb load	.50 cal ball 3, 20, 23 and 100 lb practice bombs
North American B-25 Mitchell	Medium bomber	Up to (14) .50 cal machine guns 75mm gun 2,000 lb torpedo 4,000 lb internal bomb load	.50 cal ball 75mm rounds 3, 20, 23 and 100 lb practice bombs
North American P-51 Mustang	Fighter/Attack bomber	Six .50 cal machine guns Two 500 lb or 1,000 lb bombs	.50 cal ball 3, 20, 23 and 100 lb practice bombs
Northrup P-61 Black Widow	Night fighter	Four 20 mm cannon Up to 6,400 lb underwing bomb load	20 mm ball 3, 20, 23 and 100 lb practice bombs
Republic P-47 Thunderbolt	Fighter	Eight .50 cal machine guns Up to 2,500 lb of external bombs or rockets	.50 cal ball 3, 20, 23 and 100 lb practice bombs 2.25, 4.5 and 5 in practice rockets

* Exact amount of tactical weaponry is dependent on airplane model.

(d) Several documents vaguely describe operations at Conway BGR as a whole, but do not specify the uses of the individual ranges within Conway BGR. Non-specific use of Conway BGR is listed in Table 4-2.

**TABLE 4-2
GENERAL CONWAY BOMBING AND GUNNERY RANGE USE**

GENERAL USE	REFERENCE	REFERENCE DATE
Demolition bombing, practice bombing, moving base machine gun firing, rifle marksmanship	F-1	circa 42
Practice bombing, pattern bombing, machine gun firing, rifle marksmanship	F-4	08 Jan 43

**TABLE 4-2
GENERAL CONWAY BOMBING AND GUNNERY RANGE USE (Continued)**

GENERAL USE	REFERENCE	REFERENCE DATE
High altitude bombing, skip bombing, rocket firing	F-17	23 Sep 46
Parafrag bombing, fixed gunnery, flexible gunnery, aerial gunnery, high and low altitude day bombing, medium and low altitude night bombing	F-18	10 Jan 47
Medium and high altitude bombing, dive bombing, air to ground gunnery, rocket firing	F-24	05 Sep 47
Medium and high altitude bombing, dive bombing, air to ground gunnery	F-28	17 Feb 48

(e) Conway BGR contained Ranges II, III, VI, VII, XX, a moving target range, a turret range, a machine gun range and a rifle range as designated when the site was part of the Myrtle Beach General Bombing and Gunnery Range (see documents L-2 and L-4). Locations of the ranges as designated in documents L-2 and L-4 are given in Table 4-3.

**TABLE 4-3
RANGE LOCATIONS**

RANGE	LATITUDE	LONGITUDE
II	33°47'51''N	78°58'00''W
III	33°45'49''N	78°53'42''W
IV	33°49'28''N	78°45'37''W
VII	33°50'30''N	78°45'32''W

Note: Latitude and longitude for the other ranges within Conway BGR were not given in any available reference.

These ranges were used for a variety of bombing and air to ground gunnery purposes throughout WWII. A list of how the ranges were used with references and reference dates are at Table 4-4.

TABLE 4-4
SPECIFIC CONWAY BOMBING AND GUNNERY RANGE USE

RANGE	RANGE TYPE/USE	REFERENCE	REFERENCE DATE
II	Practice bombing	L-2	circa 42
	Practice bombing	L-4	21 May 43
	Rocket	F-11	30 Aug 45
	Practice bombing (implied) ²	F-13	18 Dec 45
	Practice skip bombing	F-23	Sep 47
	High and med altitude bombing, skip bombing, parafrag bombing, rocket firing	F-34	unknown
III	Practice bombing	L-2	circa 42
	Practice bombing	L-4	21 May 43
	Rocket	F-11	30 Aug 45
	Practice bombing (implied) ²	F-13	18 Dec 45
	100 lb practice bomb, 2.25" rocket	F-19	Apr 47
	Demolition bombing, dive bombing, strafing, rocket firing, incendiary bombing	F-23	Sep 47
	Practice, incendiary and general purpose bombing ³	F-29	19 Feb 48
High and med altitude bombing, skip bombing, rocket firing	F-34	unknown	
IV	Practice bombing	L-2	circa 42
	Practice bombing	L-4	21 May 43
	Practice bombing ¹	F-6	17 Jun 43
	Bombing (not used)	F-11	30 Aug 45
	Practice bombing (implied) ²	F-13	18 Dec 45
	Med altitude practice bombing	F-23	Sep 47
VII	Skip bombing	L-4	21 May 43
XX	Rocket, strafing, skip bombing	F-11	30 Aug 45
	Strafing (implied) ²	F-13	18 Dec 45
	Position firing course, air to ground gunnery	F-21	28 Apr 47
	Air to ground gunnery	F-23	Sep 47
Moving Target	Moving gun targets	L-2	circa 42
	Moving gun targets	L-4	21 May 43
	Strafing (implied) ²	F-13	18 Dec 45

¹ Document F-6 does not outrightly name Range IV as the described range. However, from maps and location description, the range described must be Range IV.

² Document F-13 gives expected ordnance contamination at each range. Use of range was derived from expected contamination.

³ Document F-29 lists OE found during range decontamination. Use of range was derived from OE found.

(f) Available documentation does not address the use of the turret range, machine gun range or the rifle range. Use of the turret range is assumed to be limited to small arms air to ground gunnery from the turrets of bombers to ground targets. Use of the machine gun range is assumed to be firing of bomber turrets and machine guns in a ground mounted mode. The rifle range was most likely used for basic rifle marksmanship.

(g) Bombing and aerial gunnery missions took place frequently at Myrtle Beach AAF. Squadrons from airfields and bases throughout South Carolina utilized the ranges at Myrtle Beach AAF (see documents F-7 through F-10, F-12, F-15 and F-19). The number and type of missions for a typical month is at Table 4-5. However, these missions took place over the entire Myrtle Beach AAF and did not necessarily occur exclusively at Conway BGR.

MONTH	TYPE MISSION	NO. MISSIONS	AMMUNITION EXPENDED
Sep 44	ATG gunnery	1,229	unknown
	Ground gunnery	519	
	Precision bombing	390	
	Incendiary bombing	125	
	Tow target	127	
Oct 44	ATG gunnery	600	unknown
	Bombing	111	
Jan 45	ATG gunnery	499+	452,040 rds small arms 860 parafrag bombs
	Bombing	unknown	
Feb 45	ATG gunnery	1,918	428,150 rds ball 10,100 rds ball/tracer 344 parafrag clusters
	Parafrag bombing	75	
	Precision bombing	377	
	Artillery	56	
Mar 45	ATG gunnery	2,996	183,650 rds ball 28,700 rds ball/tracer 896 parafrag clusters
	Parafrag bombing	214	
	Precision bombing	345	
	Artillery	124	
Apr 45	ATG gunnery	2,451	361,040 rds ball 24,750 rds ball/tracer 720 parafrag clusters
	Parafrag bombing	167	
	Precision bombing	411	

TABLE 4-5
BOMBING AND AERIAL GUNNERY MISSIONS AT MYRTLE BEACH AAF
 (Continued)

MONTH	TYPE MISSION	NO. MISSIONS	AMMUNITION EXPENDED
Aug 45	ATG gunnery	916	
	Precision bombing	95	
	Dive bombing	6	
	Rocket	759	5,150 rockets 4,000 rds .50 cal
Sep 45	ATG gunnery	281	
	Precision bombing	51	
	Rocket	492	3,659 rockets 22,000 rds .50 cal
Nov 45	Rocket	2	2 - 5" rockets 14 - 2.25" rockets

(h) Heavy use of Conway BGR continued until early 1946 when MBAAF converted from wartime to peacetime training. During peacetime training, use of Conway BGR diminished greatly.

(3) 1948 to Present

(a) Between 16 January 1945 and 30 September 1948, leases on approximately 1,923 acres were terminated. This land was at the east end of the range near Ranges IV and VII. Myrtle Beach AAF closed in November 1947 and on 4 February 1948, Conway BGR was declared surplus to government needs. On 22 June 1948, the land owned by the government in fee, 19,246 acres, was transferred to the War Assets Administration and eventually sold. By October 1948, leases on 34,685 acres were terminated and the land was returned to the International Paper Company.

(b) Today, Conway BGR is owned by several private and some public entities. The two largest land owners are the International Paper Realty Corporation and the South Carolina Wildlife and Marine Resources Department (SCWMRD). A large percentage of the land is currently used for timber harvest and a wildlife refuge. Residential and limited commercial areas exist primarily along the borders of the site.

b. Ordnance Records Review

(1) A historical document search was conducted by the SI team to obtain ordnance related records relevant to Conway BGR. Research sites included, but was not limited to, National and State Archives, state, county and local

libraries, historical centers and societies, local newspapers, state, county and local law enforcement agencies and current owners of Conway BGR (see appendix A for a complete listing of contacts). All documents obtained were thoroughly reviewed by the SI team. The following documents are important to the verification of real property use by the War Department and the presence or non-presence of ordnance contamination.

(2) Documents D-1 through D-6 are ammunition data sheets consistent with the ammunition that may have been utilized at Conway BGR from 1942 to 1948.

(3) Document E-1 is a contracted Archives Search Report on Conway BGR performed by TCT-St. Louis in 1991. The report contained a substantial amount of information on the use of Conway BGR and aerial photos of individual ranges used in Appendix K of this report. Also used for this report were photos of OE discovered during their site investigation and current owner information.

(4) Document F-1 gives the rough boundary of Conway BGR and the types of ranges within the BGR.

(5) Document F-2 is a memorandum on range regulations and includes proper range procedures for practice and demolition bombing and gunnery targets as well as range safety procedures and clearing of dud ordnance.

(6) Document F-5 authorizes the construction of 2 skip bombing ranges at Myrtle Beach BGR, one of which is assumed to be Range VII of Conway BGR.

(7) Documents F-7, F-8, F-9, F-10, F-12, F-15 and F-19 are reports on the history of Myrtle Beach AAF for various months from 1944 to 1947. These reports document the number and type of bombing and gunnery missions conducted on the Myrtle Beach AAF ranges. Some reports give the amount and type of ammunition expended during the missions. Also included in the reports are the airfields and bases that used the ranges.

(8) Document F-11 is a master plan for AAF installations that gives the locations and uses of the various ranges on Myrtle Beach AAF.

(9) Document F-13 is a memorandum that gives the size of and expected ordnance contamination on Myrtle Beach AAF ranges. It states that systematic efforts were in place to keep the ranges free of contamination, but the Range Officer believed OE remained on all ranges.

(10) Document F-16 is a memorandum detailing land purchase requirements during fiscal year 1948 for Conway

BGR. The memorandum requested purchased 23,361 acres to maintain targets for medium altitude bombing, night bombing, skip bombing and rocket firing. The area requested for purchase corresponds to the area surrounding Ranges II and III.

(11) Document F-17 gives general uses of Conway BGR as well as the status of leases and government owned property on Conway BGR.

(12) Document F-18 lists the number of targets and use of the targets on Conway BGR. It also gives the type of aircraft that utilized the range.

(13) Documents F-20 and F-21 are memorandums that authorize the conversion of Range XX from a position firing course to an ATG gunnery range. Document F-22, a letter from the Adjutant General to Senator Olin Johnston, further verifies this conversion.

(14) Document F-23 describes range operation at Conway BGR; in particular the use of each individual range and the units utilizing the ranges.

(15) Documents F-24, F-25, F-26, F-28, F-31 and F-33 cover the excessing and disposal of Conway BGR.

(16) Documents F-27, F-29, F-30 and F-35 discuss decontamination of the ranges on Conway BGR. Document F-29 states that 17 practice bombs with M110 nose fuzes were found on Conway BGR. More specifically, 2 250 lb general purpose bombs with AN-M103 fuzes, 1 black powder spotting charge, 1 M111 aerial burst fuze and 2 incendiary bombs were found on Range III. Document F-35 is a certificate of dedudiving 9800th Technical Support Unit stating that all lands in Conway BGR had been cleared of all OE reasonably possible to detect.

(17) Document F-34 is an analysis of existing facilities for Myrtle Beach AAF. It describes the location and use of Conway BGR.

(18) Documents F-35 and F-36 are information on threatened and endangered species and archeological sites, respectively.

(19) Documents G-1 through G-9 are various real estates documents showing past ownership of land tracts within Conway BGR and excessing and disposal of Conway BGR.

(20) Documents H-1 through H-4 are newspaper articles that describe the history and operations as well as the excessing and sale of land on Myrtle Beach AAF and Conway BGR.

(21) Document H-5 is a journal article that is an interview with several property owners whose land was leased from the government for Conway BGR.

(22) Documents H-7 through H-9 are newspaper articles written by a local historian and former mayor of North Myrtle Beach, Mr. Bergan Berry. His articles describe the land and history of areas in Conway BGR. Document H-7 has pictures of OE residue found by Mr. Berry in Range IV or Range VII.

(23) Documents K-1 through K-16 are aerial photos of Ranges II, III, VII, XX and the moving target range in Conway BGR. Documents K-4 through K-7 clearly show craters from bombing on Range III.

(24) Document K-17 is a photo of an operations map of the Myrtle Beach AAF ranges that show the locations of Ranges II, III, IV, VII and XX on Conway BGR.

(25) Documents L-1 through L-12 are various maps of Conway BGR. Documents L-2 and L-4 gives detailed locations and uses of the individual ranges in Conway BGR. Documents L-5 through L-11 are real estate and property maps for Conway BGR.

c. Interviews with Site Related Personnel

(1) Area law enforcement officials and EOD units were interviewed during the site inspection:

(a) Deputy David Roper has been with the Horry County Sheriff's Department for 13 years. Since Conway BGR is out of the city limits of Conway and Myrtle Beach, all reports concerning OE at Conway BGR would go through his office. The only incidents that Detective Roper has heard of is the discovery of 2-3 .50 cal rounds (see document I-3).

(b) MSG Delgado of the 48th EOD at Fort Jackson stated that his unit had just taken responsibility for the Myrtle Beach area 1-2 years ago. Prior to that, EOD units at Myrtle Beach AFB maintained responsibility. To the best of his knowledge, no incidents involving OE have been reported to the 48th EOD (see document I-2).

(2) Several land owners and local interests were interviewed during the site inspection.

(a) Mr. Larry Canada, a representative of International Paper, escorted the SI team during the visual site inspection. Mr. Canada has worked for International Paper for 28 years and is extremely knowledgeable of the

land in the former Conway BGR. Currently, International Paper owns land in area of the former Range III and XX, and used to own land in the moving target range area. International paper uses the land for timber harvest and has cut, burned and regrown all their land at least twice since site disposal. Mr. Canada has personally walked all the land and has never found any OE. The only evidence of past use are craters in the Range III area. Currently, International Paper is preparing to develop part of their land for future sale. Some of this land is located in the Range III area (see document I-1).

(b) Mr. J.M Vaught, 4717 HWY 90, Conway, SC, leased his property in the moving target range area to the government during WWII. Mr. Vaught saw B-25's and P-40's utilizing the BGR with sand bombs, .50 cal and cal .30. He believes planes fired from west to east. After Mr. Vaught received his land back, some .50 cal remained in the timber, but there were no craters or other OE on his property. Mr. Vaught stated that after site closure, people searched the BGR for scrap brass and metal to sell (see document I-7).

(c) Mr. Stewart Pabst is the curator for the Horry County Museum. In his 15 years with the museum, he has only heard of .50 cal rounds being found along the Intercoastal Waterway. The museum had no additional information on Conway BGR (see document I-4).

(d) Mr. Bergan Berry, 706 15th Ave S., North Myrtle Beach, SC, is a local land surveyor, historian, former mayor of North Myrtle Beach, and lifelong resident of the Myrtle Beach area. In the late 1940's, Mr. Berry worked for a lumber company and remembers bullets and shrapnel in the timber that was removed from Conway BGR. Mr. Berry surveyed an area near Ranges IV and VII for the Grand Strand Water and Sewer Authority. During his survey, he discovered several pieces of OE, i.e. .50 cal casings, bomb fuzes and bomb shrapnel, as well as bomb craters (see document I-5).

(e) Mr. Ervin Dargan, 1107 S Charleston Rd, Darlington, SC, worker for a lumber company that cleared timber from Conway BGR in 1942 or 1943 and again in 1946 or 1947. These clearing operations may have been to maintain the range target areas. Mr. Dargan stated alot of bullets were in the timber and craters were on the site, but he never saw any bombs (see document I-6).

5. SITE ELIGIBILITY

a. **Confirmed Formerly Used Defense Sites**

(1) Former land usage and ownership of Conway BGR by the War Department has been confirmed and summarized in the COE Findings and Determination of Eligibility dated 4 January 1994 (see document E-3). The site consisted of 55,854 acres acquired from 1941 to 1944 to be used as a bombing and gunnery range for the Army Air Corps.

(2) Between 16 January 1945 and 30 September 1948, leases on approximately 1,923 acres were terminated. On 4 February 1948, Conway BGR was declared surplus to government needs. On 22 June 1948, the land owned by the government in fee, 19,246 acres, was transferred to the War Assets Administration and eventually sold. By October 1948, leases on 34,685 acres were terminated and the land was returned to the International Paper Company.

b. **Potential Formerly Used Defense Sites**

No potential formerly used defense sites were discovered during the historical records and site inspection. All acreage associated with the former Conway BGR was properly covered in the Findings and Determination of Eligibility, dated 4 January 1994.

6. VISUAL SITE INSPECTION

a. **General Procedures and Safety**

(1) During the period 10-14 February 1995, members of the Site Inspection (SI) Team traveled to the site of the former Conway BGR, South Carolina. This travel was in support of and IAW references B-1 through B-4. The primary task of the SI team was to assess OE presence and potential. The site inspection was limited to non-intrusive methods, i.e., subsurface sampling was not authorized or performed.

(2) Real Estate rights-of-entry were not obtained by the SI team due to the willingness of the current owner to grant access to the site.

(3) A site safety plan was developed and used by the SI team to assure an injury-free site inspection. A briefing was conducted prior to the SI stressing that OE should be handled only by military EOD personnel.

(4) Prior to the site visit, a thorough review of available reports, historical documents, texts and maps gathered during the historical records search was performed.

b. Area A: Range II

(1) Area A is located in the northwest corner of Conway BGR. More specifically, Area A is located in the west central portion of the Nixonville USGS quadrangle in grid 3,741,000 N by 688,000 E (see plates 3 and 4). A large portion of the area, including the target center lies on the Myrtle Beach National Golf Course. The land surrounding the golf course is thickly vegetated and lightly inhabited (see photos J-3 and J-4).

(2) No OE or evidence of OE was discovered by the SI team during the visual site inspection. However, when TCT-St. Louis conducted a contracted site inspection in 1991, they discovered a practice rocket and .50 cal bullets (see document E-1).

c. Area A-1: Range II Safety Zone

(1) Area A-1 encircles Area A to a distance of one mile from the target center in Area A. The area contains a portion of Myrtle Beach National Golf Course, with the remainder of the area being thickly vegetated with little inhabitation (see plates 3 and 4).

(2) No OE or evidence of OE was discovered by the SI Team in this area during the visual site inspection.

d. Area B: Range III

(1) Area B is located in the south corner of Conway BGR. Specifically, it is located in the southeast corner of the Nixonville USGS quadrangle in grid 3,738,000 N by 695,000 E (see plates 3 and 5). This area is thickly wooded and currently uninhabited as it is owned by International Paper and used for timber harvest (see photos J-8 and J-9). Currently, International Paper is preparing the land to be developed for future sale.

(2) No OE was discovered in Area B by the SI team during the visual site inspection. However, several large craters, approximately 15-20 ft in diameter and 2-3 ft deep, were discovered, indicating past demolition bombing (see photos J-5 through J-7).

e. Area B-1: Range III Safety Zone

(1) Area B-1 encircles Area B to a distance of one mile from the target center of Area B. The area is thickly vegetated and used primarily for timber harvest (see plates 3 and 5).

(2) No OE or evidence of OE was discovered by the SI team during the visual site inspection in Area B-1.

f. Area C: Range IV

(1) Area C is located in the eastern portion of Conway BGR. Specifically, it is located in the eastern part of the Hand USGS quadrangle in grid 3,746,000 N by 707,000 E (see plates 3 and 5). This area is thickly vegetated and part of the area lies in swamp land (see photos J-10 and J-11). Only a few houses exist in the area along Long Bay Road.

(2) No OE or evidence of OE was discovered by the SI Team in Area C during the visual site inspection. However, when TCT-St. Louis conducted a contracted site inspection in 1991, they discovered several bomb components in the area (see document E-1). Also, a local resident discovered similar bomb components, including fuzes, in Area C several years earlier (see photos J-20 through J-23).

g. Area C-1: Range IV Safety Zone

(1) Area C-1 encircles Area C to a distance of one mile from the target center of Area C (see plates 3 and 6). The area is thickly vegetated and contains some swamp land.

(2) During the visual site inspection, a piece of shrapnel, probably from a bomb, was discovered by the SI team (see photo J-12). No other OE or evidence of OE was discovered in Area C-1.

h. Area D: Range VII

(1) Range VII is a rectangular shaped area located northeast of Area C (see plates 3 and 6). The area contains some farmland, but is mostly overgrown (see photos J-14 and J-15).

(2) During the visual site inspection, two small pieces of shrapnel, probably from a bomb, was discovered by the SI team (see photo J-13). No other OE or evidence of OE was discovered in Area D.

I. Area D-1: Range VII Safety Zone

(1) The Range VII Safety Zone is an area that extends one-quarter mile from of the borders of Range VII (see plates 3 and 6). The area is mostly overgrown with vegetation with some farm land and swamp land.

(2) No OE or evidence of OE was discovered in Area D-1 by the SI Team during the visual site inspection.

j. Area E: Range XX

(1) Area E is conical in shape and lies in the center of Conway BGR. It is located in the western portion of the Hand USGS quadrangle in grid 3,741,000 N by 698,000 E (see plates 3 and 7). Range XX is currently a wildlife refuge and is completely forested (see photos J-16 through J-18).

(2) No OE or evidence of OE was discovered in Area E by the SI Team.

k. Area E-1: Range XX Safety Zone

(1) Area E-1 is an area that extends one-half mile from of the borders of Range XX (see plates 3 and 7). This area also lies within a wildlife refuge and is completely forested.

(2) No OE or evidence of OE was discovered in Area E-1 during the visual site inspection.

l. Area F: Small Arms Ranges

(1) Area F consists of five ranges in different areas of Conway BGR where the suspected ordnance use is limited to small arms only. These ranges are the moving target range, two turret ranges, a machine gun range and a rifle range (see plates 3, 5, 6 and 7). All locations of Area F are overgrown and are in forests and/or swamps (see photos J-1, J-2 and J-19).

(2) No OE or evidence of OE was discovered by the SI team in Area F during the visual site inspection.

m. Area G: Remaining Land

(1) The remaining land of Conway BGR consists of all the land outside of Areas A through F. Suspected past use was probably idle land between the individual ranges (see plate 3). The vast majority of Area G is forest and swamp, with residential and limited commercial areas existing along the borders of Conway BGR.

(2) No OE or evidence of OE was discovered by the SI Team in Area G during the visual site inspection.

7. EVALUATION OF ORDNANCE HAZARDS

a. General Procedures

(1) Each area was evaluated to determine confirmed, potential or uncontaminated ordnance presence. Confirmed ordnance contamination is based on verifiable historical evidence or direct witness of ordnance items. Verifiable historical records evidence consists of ordnance items located on site and documented by the local bomb squad, Army EOD team, newspaper articles, correspondence, current findings, etc. Direct witness of ordnance items involves the inspection team locating ordnance items during the visual inspection. Additional field data is not required to identify a confirmed ordnance area.

(2) Potential ordnance contamination is based on a lack of confirmed ordnance. Potential ordnance contamination is inferred from records or indirect witness. Inference from historical records would include common practice in production, storage, usage or disposal that could have allowed present day ordnance contamination. Potential ordnance contamination could also be based on indirect witness or from present day site features. Additional field data is needed to confirm potential ordnance areas.

(3) Uncontaminated ordnance areas are based on a lack of confirmed or potential ordnance evidence. All historical records and present day site inspections do not indicate confirmed or potential ordnance contamination. There is no reasonable evidence, either direct or inferred, to suggest present day ordnance contamination. Additional field data is not needed to assess uncontaminated ordnance areas.

b. Area A: Range II

(1) OE contamination in Area A is considered **confirmed** based on documented use of the area and past incidents involving OE. Range maps and documents indicate the former use of the area, as well as the potential for OE contamination.

(2) There was no direct witness of OE by the SI team during the visual site inspection. However, OE was discovered in the area during a contracted site inspection in 1991. The former use of the area and the past discovery of OE in the area indicate that OE contamination of the area is likely. All ranges on Conway BGR were cleared of ordnance prior to disposal and today OE incidents in the area are not frequent. Therefore, extensive contamination of Area A is not expected.

c. **Area A-1: Range II Safety Zone**

(1) OE contamination in Area A-1 is considered **potential** based on documented past use of the area. There was no direct witness of OE by the SI team during the visual site inspection.

(2) OE contamination in Area A-1 should be consistent with that of Area A, but with a much lower probability. Any OE in the area would be from bombing and rocket firing that severely missed the target in Area A. Therefore, the potential for OE contamination in Area A-1 is low.

d. **Area B: Range III**

(1) OE contamination in Area B is considered **potential** because of documented past use of the area. Range maps and other verifiable documents indicate the past use of Area B, but do not verify present day OE contamination.

(2) No OE was discovered by the SI Team during the visual site inspection. However, several large bomb craters were discovered in Area B. Therefore, there is a potential for OE to exist in the area.

e. **Area B-1: Range III Safety Zone**

(1) OE contamination in Area B-1 is considered **potential** based on documented past use of the area. There was no direct witness of OE by the SI team during the visual site inspection.

(2) OE contamination in Area B-1 should be consistent with that of Area B, but with a much lower probability. Any OE in the area would be from bombing and rocket firing that severely missed the target in Area B. Therefore, the potential for OE contamination in Area B-1 is low.

f. **Area C: Range IV**

(1) Area C is considered **contaminated** based on documented use of the area and past incidents involving OE. Range maps and documents indicate the former use of the area, as well as the potential for OE contamination.

(2) There was no direct witness of OE by the SI team during the visual site inspection. However, OE was discovered in the area during a contracted site inspection in 1991, as well as by a local resident several years prior.

The former use of the area and the past discovery of OE in the area indicate that OE contamination of the area is likely. All ranges on Conway BGR were cleared of ordnance prior to disposal and today OE incidents in the area are not frequent. Therefore, extensive contamination of Area C is not expected.

g. Area C-1: Range IV Safety Zone

(1) OE contamination in Area C-1 is considered **potential** based on documented past use of the area. The only evidence of OE discovered by the SI team during the visual site inspection was a piece of shrapnel.

(2) OE contamination in Area C-1 should be consistent with that of Area C, but with a much lower probability. Any OE in the area would be from bombing that severely missed the target in Area C. Therefore, the potential for OE contamination in Area C-1 is low.

h. Area D: Range VII

(1) OE contamination in Area D is considered **potential** based on former use of the area. Range maps and verifiable documents confirm past usage, but not present day OE contamination.

(2) The only evidence of OE discovered by the SI team during the visual site inspection was two pieces of shrapnel. No other incidents involving OE are known to have occurred. All ranges on Conway BGR were cleared of ordnance prior to disposal. Any OE contamination in Area D is expected to be minimal.

I. Area D-1: Range VII Safety Zone

(1) OE contamination in Area D-1 is considered **potential** based on documented past use of the area. No OE or evidence of OE was discovered by the SI team during the visual site inspection.

(2) OE contamination in Area D-1 should be consistent with that of Area D, but with a much lower probability. Any OE in the area would be from bombing that severely missed the target in Area D. Therefore, the potential for OE contamination in Area D-1 is low.

j. Area E: Range XX

(1) OE contamination in Area E is considered **potential** because of documented past use of the area. Range

maps and other verifiable documents indicate the past use of Area E, but do not verify present day OE contamination.

(2) No OE was discovered by the SI Team during the visual site inspection. No incidents involving OE are known to have occurred. All ranges on Conway BGR were cleared of ordnance prior to disposal. Any present day OE contamination in Area E is expected to be minimal.

k. Area E-1: Range XX Safety Zone

(1) OE contamination in Area E-1 is considered **potential** based on documented past use of the area. No OE was discovered by the SI Team during the visual site inspection.

(2) OE contamination in Area E-1 should be consistent with that of Area E, but with a much lower probability. Any OE in the area would be from bombing and rocket firing that severely missed the target in Area E. Therefore, the potential for OE contamination in Area E-1 is low.

l. Area F: Small Arms Ranges

(1) Area F is considered **uncontaminated** because expended small arms ammunition is not considered OE. There was no direct witness of OE by the SI team during the visual site inspection. Range maps and other verifiable documents indicate the former use of the area, but do not confirm the potential for OE contamination.

(2) Suspected ordnance use in this area is limited to cal .30 rifles and .50 cal machine guns. Therefore, contamination from this use is not considered to be OE.

(3) HTRW contamination from lead should also be considered negligible due to the size of the range. Also, the absence of backstops or berms on the ranges would prevent concentration of lead contamination in any one area.

m. Area G: Remaining Land

Area G is considered **uncontaminated** because it lies outside of all known ranges and impact areas and no activities involving ordnance occurred there. No OE or evidence of OE was witnessed by the SI Team in the remaining land. No activities such as storage, dumping, burning or firing of ordnance is expected to have occurred in Area G. Area G was merely idle land between the individual ranges of Conway BGR. Therefore, the area should be considered uncontaminated.

8. SITE ORDNANCE TECHNICAL DATA

a. **End Item Technical Data**

Table 8-1, a listing of ammunition and explosive fillers used on Conway BGR and Table 8-2, a summary of site ordnance fillers have been developed. These tables are based on a review of historical documentation and specifications stated at appendices D-1 through D-6. Exact models/types have been included as documentation has permitted.

b. **Chemical Data of Ordnance Fillers**

Table 8-2 has been developed to provide information on the explosive/chemical compounds used in the ordnance cited in Table 8-1.

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE/CHEMICAL FILLER

ITEM	MODEL/TYPE	FILLER/WEIGHT	FUZE/TYPE
cal .30 Cartridge	M2 Ball	Propellant - 50.0 gr IMR 4895 Bullet - 100.0 gr lead/antimony slug with 52.0 gr copper alloy jacket or 34.0 gr gilding metal jacket	
	M2 AP	Propellant - 55.0 gr WC 852 Base Filler - 7.7 gr copper alloy Point Filler - 12.0 gr lead Bullet - 81.0 gr steel slug with 65.5 gr copper alloy jacket	
	M1 Tracer	Propellant - 50.0 gr IMR 4895 Base Filler - 1.0 gr copper alloy Point Filler - 52.5 gr lead/antimony Bullet - 152.5 gr tracer, no slug, w/83.0 gr gilding metal jacket and 17.0 gr tracer and igniter composition	
.50 cal Cartridge	M2 Ball	Propellant - 235 gr WC 860 Bullet - 400 gr steel slug with 253 gr copper alloy jacket Point Filler - 56.5 gr lead/antimony	
	M2 AP	Propellant - 235 gr WC 860 or IMR 5010 Bullet - 400 gr steel slug with 253 gr copper alloy jacket Point Filler - 56.5 gr lead/antimony	
	M10 Tracer	Propellant - 240 gr IMR 5010 Bullet - 207 gr lead/antimony slug with 365 gr gilding metal jacket and tracer and igniter composition Base Filler - 1.5 gr copper alloy	

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE/CHEMICAL FILLER (CONTINUED)

ITEM	MODEL/TYPE	FILLER/WEIGHT	FUZE/TYPE
.50 cal Cartridge (Con't)	M17 Tracer	Propellant - 225 gr IMR 5010 Bullet - 207 gr lead/antimony slug with 365 gr gilding metal jacket and tracer and igniter composition Base Filler - 1.5 gr copper alloy	
Bomb, Practice, 3 lb w/ signal	AN-Mk 5	Body - chromium plated steel Signal - AN-Mk 4 - .028 lb black powder	None
	AN-Mk 23	Body - cast iron Signal - AN-Mk 4 - .028 lb black powder	None
Bomb, Practice, 20 lb w/ signal	M48	Body - steel Charge - 2 ounces black powder	M110
Bomb, Practice, 23 lb	M71	Body - steel w/ parachute assembly	None
Bomb, Practice, 100 lb	M38A2	Body - steel Filler - 80 lb sand Spotting charge - M1A1, M3 or M4 - 3lb black powder charge w/ integral fuze	None
Bomb, General Purpose, 100 lb	AN-M30, AN-M30A1	Body - steel Charge - 54.2 lb Amatol 50-50 or TNT Booster - M102 (tail) Primer - M14	M103A1 (Nose) M100A2 (Tail)
Bomb, General Purpose, 250 lb	AN-M57, AN-M57A1	Body - steel Charge - 122.5 lb TNT, Tritonal or Amatol Booster - M102, M102A1 (tail) Primer - M14	M103A1 (Nose) M100A2 (Tail)

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE/CHEMICAL FILLER (CONTINUED)

ITEM	MODEL/TYPE	FILLER/WEIGHT	FUZE/TYPE
Bomb, General Purpose, 500 lb	AN-M64, AN-M64A1	Body - steel Charge - 268 lb of TNT, Comp B, Tritonal or Amatol Booster - M115, M115A1 (tail) Primer - M14	M103A1 (Nose) M101A2 (Tail)
Bomb, General Purpose, 1000 lb	AN-M65, AN-M65A1	Body - steel Charge - 545 lb TNT, Comp B, Tritonal or Amatol Booster - M115, M115A1 (tail) Primer - M14	M103A1 (Nose) M100A2 (Tail)
Bomb, Fragmentation 20 lb	AN-M41, AN-M41A1	Body - steel Charge - 2.7 lb TNT Detonator - M20	M110A1 or M158 (Nose)
Bomb, Fragmentation 23 lb	AN-M40, AN-M40A1	Body - steel (w/parachute unit M3) Charge - 2.7 lb TNT Detonator - M19A2	M120A1 or M170 (Nose)
Bomb, Fragmentation 23 lb	AN-M72, AN-M72A1	Body - steel (w/parachute unit M4) Charge - 2.7 lb TNT Detonator - M19A2	M120A1 or M170 (Nose)
Rocket, Practice	2.25" SCAR	Body - steel Inert warhead (steel, cast iron or zinc) Motor - 14 gr black powder, 1.75 lb ballistite	None
Rocket, Practice	5" HVAR	Body - steel Inert warhead (steel, cast iron or zinc) Motor - 55 gr black powder, 24.8 lb ballistite	None

TABLE 8-2
CHEMICAL DATA OF ORDNANCE FILLERS

FILLER	SYNONYM(S)	CHEMICAL FORMULA
Aluminum		Al
Amatol		
Ammonium Nitrate		NH ₄ NO ₃
TNT		CH ₃ C ₆ H ₂ (NO ₂) ₃
Ammonium Nitrate		NH ₄ NO ₃
Antimony		Sb
Ballistite	(see double-base powder)	
Black Powder	Saltpeter, Niter	
74% Potassium Nitrate		KNO ₃
11% Sulfur		S
15% Charcoal		C
Charcoal	Carbon	C
Composition B		
60% RDX		
39% TNT		CH ₃ C ₆ H ₂ (NO ₂) ₃
Copper		Cu
Diphenylamine	stabilizer DPA	(C ₆ H ₅) ₂ NH
Double-Base Powder	Ballistite	
60% Nitrocellulose		[(C ₆ H ₈) ₅ (NO ₂) ₃] _n
39% Nitroglycerin		CH ₂ NO ₃ CHNO ₃ CH ₂ NO ₃
0.75% Diphenylamine		(C ₆ H ₅) ₂ NH
Iron		Fe
Lead		Pb
Magnesium		Mg
Nitrocellulose	Guncotton; Pyroxylin; Nitrocotton; Cellulose Nitrate	[(C ₆ H ₈) ₅ (NO ₂) ₃] _n
Nitroglycerin		CH ₂ NO ₃ CHNO ₃ CH ₂ NO ₃
Potassium Perchlorate		KNO ₃

TABLE 8-2
CHEMICAL DATA OF ORDNANCE FILLERS (CON'T)

FILLER	SYNONYM(S)	CHEMICAL FORMULA
RDX	cyclotrimethylenetrinitramine, cyclonite, hexogen, T4, Tanoyaku	
Smokeless Powder Flashless- nonhygroscopic (FNH) Nonhygroscopic (NH)	(see nitrocellulose)	
Strontium Nitrate		$Sr(NO_3)_2$
Strontium Peroxide		SrO_2
Sulfur		S
TNT	Trinitrotoluene, Triton, Trotyl, Trilite, Trinol, Tritolo	$CH_3C_6H_2(NO_2)_3$
Tracer Compositions	Tracer Mixture	
R-256		
8.3% Calcium Resinate		
26.7% Strontium Peroxide		SrO_2
26.7% Magnesium Powder		Mg
33.3% Strontium Nitrate		$Sr(NO_3)_2$
R-284		
17% Polyvinyl Chloride		
28% Magnesium Powder		Mg
55% Strontium Nitrate		$Sr(NO_3)_2$
R-321		
16% Polyvinyl Chloride		
26% Magnesium Powder		Mg
52% Strontium Nitrate		$Sr(NO_3)_2$
Tritonal		
TNT		$CH_3C_6H_2(NO_2)_3$
Powdered Aluminum		Al

9. EVALUATION OF OTHER ENVIRONMENTAL HAZARDS

a. **Hazardous, Toxic and Radiological Waste**

No activities involving hazardous materials or containerized hazardous materials occurred at the site. Therefore, no HTRW or CON HTRW hazards are apparent at the site.

b. **Building Demolition/Debris Removal**

The only structures that were built on Conway BGR were nine observation towers. These towers were removed during site disposal and only the foundation blocks remain. These blocks do not present a BD/DR hazard. Therefore, no BD/DR hazards are apparent at Conway BGR.

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APPENDIX A

REFERENCE SOURCES

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REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
GOVERNMENT AGENCIES			
FEDERAL			
Department of Defense			
Headquarters			
Pentagon Library Pentagon Rm 1A518 Washington, D.C. 20310-6080	DLOD Computer	(703) 697-4658	CD-ROM computer search No information
Defense Technical Information Center (DTIC) Cameron Station Alexandria, VA 22304-6145	DTIC Computer	(202) 274-6434	On-line computer search No information
Defense Mapping Agency Washington, D.C.	Staff	(202) 707-6277	No information
Army			
Defense Logistics Studies Information Exchange (DLSIE) U.S. Army Logistics Management College Fort Lee, VA 23801-6043	DLSIE Computer	(804) 765-4007	On-line computer search No information
Historical Accident Database U.S. Army Technical Center for Explosives Safety ATTN: SMCAC-ESM Savanna, IL 61074-9639	DDESB Computer	(703) 325-8624	On-line computer search No information
Army Safety Management Information System (ASMIS) Fort Rucker, AL 36322	ASMIS Computer	(205) 255-6485	On-line computer search No information

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REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
U.S. Army Corps of Engineers Office of History 7701 Telegraph Road Alexandria, VA 22310-3865	Mr. James Dunn, PhD	(703)355-8172	No information
U.S. Army Engineer District Charleston ATTN: CESAC-ED 334 Meeting Rivers Federal Building P.O. Box 919 Charleston, SC 29402-0919	Mr. Wayne Bogan	(803)727-4674	RE documents, maps, 1991 ASR
U.S. Army Engineer District Savannah ATTN: CESAS-RE 100 West Oglethorpe Ave Savannah, GA 31402-0889		(912)652-5822	RE documents
U.S. Army Center for Military History ATTN: DAHM-HSR 1099 14th Street, NW Franklin Court Building Washington, D.C. 20005-3402	Mr. Carter	(202)504-5416	No information
U.S. Army Chemical School Fisher Library, BLDG 1081 Fort McClellan, AL 36205	Mr. Dick Pastorett	(205)848-4414	No information
U.S. Army Armament Munitions and Chemical Command Historical Office ATTN: AMSMC-HO Rock Island, IL	Dr. Herb Lefore	(309)782-1272	No information

APPENDIX A**REFERENCE SOURCES** Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
U.S. Military History Institute Library ATTN: Historical Reference Carlisle Barracks, PA 17013-5008	Mr. John J. Slonaker	(717)245-3611	RE documents
U.S. Army Chemical and Biological Defense Command Aberdeen Proving Ground, MD 21010-5423	Ms. Kathleen Ciolfi	(410)679-4430	No information
U.S. Army Construction Engineering Research Lab (CERL) Champaign, IL	Mr. Pat Lacey	(217)373-7217	No information
U.S. Army Recruiting Station 1420 Mill Pond Road Conway, SC 29526	SGT Williams	(803)248-6265	No information
48th EOD Ft. Jackson, SC 29207	MSG Delgado SGT Clements	(803)751-5126	Interview
Rock Island Arsenal Museum Rock Island Arsenal Rock Island, IL	Mr. Chris Leinicke	(309)794-3518	Technical manuals
Air Force Air Force Real Estate Board 172 Luke Ave Suite 104 Boling AFB 20332-5113	Mr. Dave McKinney	(202)767-6233	RE information

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REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
Air Force History Research Agency 600 Chennault Drive Maxwell AFB, AL 36112-6424	Ms. Lynn Gamma	(205)953-2395	No information
Air University Library 600 Chennault Drive Maxwell AFB, AL 36112-6424	Mr. Leroy Bell	(205)953-2888	No information
USAF Weather Service Federal Bldg, Room 305 Asheville, NC 28801	Ms. Janet Wall	(704)271-4404	Climate information
USAF Center for Environmental Excellence Brooks AFB, TX 78235-5318	Mr. Charlie Brown	(210)536-3869	Environmental information on Myrtle Beach AFB
Department of Agriculture USDA - Agricultural Stabilization and Conservation Service (ASCS) Aerial Photography Field Office, Customer Services 2222 W. 2300 South P.O. Box 30010 Salt Lake City, UT 84130-0010	Staff		Historic aerial photos available
USDA - Horry County Natural Resource Conservation Commission 1202 1st Ave Conway, SC 29527	Mr. Sammy Johnson		Soil survey book; maps and aerial photos of area available

APPENDIX A

REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
National Forest Service Francis-Marion Sumter National Forest 1835 Assembly St, Room 333 Columbia, SC 29201	Ms. Gladys Wilson	(803)561-4000	Referral
Francis-Marion Sumter National Forest P.O. Box 77 McClellanville, SC 29458	Mr. Robert Morgan	(803)887-3257	No information - none of their land on site
Department of Interior U.S. Geological Survey Reston, VA 22092	Mr. Dave Keys	(703)648-5956	Possible source of aerial photos
U.S. Geologic Survey Branch of Distribution Denver Federal Center Box 25286, Bldg 810 Denver, CO 80225	Customer Service	(303)236-7476	Topographical maps
National Wildlife Refuge System 75 Spring Street SW Atlanta, GA 30303	Staff	(404)656-4836	No information
Department of Commerce National Oceania and Atmospheric Administration National Climate Data Center Federal Bldg Asheville, NC 28801	Ms. Yolanda Goosh	(704)271-4272	Climate data

APPENDIX A

REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
General Services Administration			
Civil Reference Branch Washington, DC 20408	Contractor Resource	(201)501-5395	No information
National Archives and Records Administration			
National Archives and Records Administration Southeast Region 1557 St. Joseph Ave. East Point, GA 30344	Ms. Mary Ann Hawkins	(301)713-7040	Historic documents, maps, memorandums Record groups 270 and 103
National Archives and Records Administration Archives I Military Reference Branch Pennsylvania and 7th Washington, DC 20408	Mr. Richard Peuser	(202)501-5385	Positive Findings - record groups 18, 269 and 407 Negative Findings - record groups 107, 153, 156, 160, 270, 337, 338, 389, 393, 407, 35, 69 and 94
National Archives and Records Administration Archives II Cartographic & Architectural Branch 8601 Adelphi Rd. College Park, MD 20740-6001	Mr. Robert Richardson	(301)713-7040	Positive Findings - none Negative Findings - all record groups
National Archives and Records Administration Archives II Still Picture Branch 8601 Adelphi Rd. College Park, MD 20740-6001	Ms. Adrienne Perkins	(301)713-6660	Positive Findings - none Negative Findings - all record groups

APPENDIX A

REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
National Archives and Records Administration Archives II Motion Picture, Sound and Video Branch 8601 Adelphi Rd. College Park, MD 20740-6001		(301)713-7060	Positive Findings - none Negative Findings - all record groups
National Archives and Records Administration Suitland Branch 4205 Suitland Parkway Washington, DC 20409		(301)763-7410	Positive Findings - none Negative Findings - record groups 112, 156, 159, 168, 175, 181, 319, 338, 394, 407, 71, 74, 77 and 92
National Personnel Records Center 9700 Page Ave. St. Louis, MO 63132	Mr. Wilson Sullivan	(314)538-4085	Maps, documents
Congress Library of Congress Government Document Section Geography and Map Division Washington, D.C. 20408	Mr. Thomas DeClair	(202)707-5522	Positive Findings - none Negative Findings - all record groups
Library of Congress Technical Reference Section Washington, DC 20408	Mr. Charlie Trew	(202)707-5665	Historic Army regulation
Smithsonian Institute Smithsonian National Air and Space Museum Historical Research Division Washington, DC 20560		(202)357-3133	Positive Findings - none Negative Findings - all collections

APPENDIX A**REFERENCE SOURCES** Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
National Museum of American History 14th and Constitution Ave NW Washington, DC 20560	Mr. Tom Crouch	(202)357-2515	No information
STATE			
South Carolina Department of Archives and History Capitol Station P.O. Box 11669 Columbia, SC 29211	Ms. Nancy Brock Mr. David Blick SHPO Office	(803)734-8577	Referral
South Carolina Department of Health and Environmental Control 2600 Bull Street Columbia, SC 29201	Mr. Pat Turner	(803)734-5476	Environmental Impact Statement
South Carolina Department of Natural Resources 1316 1st Ave Myrtle Beach, SC 29572	Ms. Betty Boxley	(803)626-1301	Referral
South Carolina Department of Natural Resources P.O. Box 167 Columbia, SC 29202	Mr. Stewart Greeder	(803)734-3918	Coordination during site visit
South Carolina Department of Natural Resources Rt 2, Box 742 Marion, SC 29571	Mr. R. Joe McIntyre	(803)661-4766	Coordination during site visit

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REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
South Carolina Department of Public Safety State Highway Patrol Columbia, SC 29202	MAJ G.A. Wilson	(803)896-7920	Referrals
South Carolina Department of Transportation Environmental Section P.O. Box 191 Columbia, SC 29202	Mr. Paul Embler	(803)737-1395	Transportation maps
South Carolina Heritage Trust Wildlife and Marine Resources P.O. Box 167 Columbia, SC 29211	Ms. Dot Walker Ms. Kay Daniels	(803)399-6674	Referral
South Carolina National Guard 16th Ave and Ward Circle Conway, SC 29526	SGT Dennis Gouse	(803)248-6265	No information
South Carolina State Library 1500 Senate Street P.O. Box 11469 Columbia, SC 29111	Ms. Mary Bostick	(803)734-8666	MBAFB Environmental study
University of South Carolina Institute of Archaeology and Anthropology 1321 Pendleton St Columbia, SC 29211	Mr. Keith Derting	(803)777-8710	Cultural resources info
University of South Carolina Coastal Carolina College Kimbel Library Conway, SC 29526	Ms. Jeri Traw	(803)347-3161	Referral

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REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
LOCAL			
County			
Horry County Sheriff P.O. Box 380 Conway, SC 29526	Chief Deputy David Roper	(803)248-1326	Interview
Horry County Historical Society P.O. Box 2025 Conway, SC 29526	Mr. John Thomas Ms. Catherine Lewis	(803)248-4947	General information, referrals
Horry County Memorial Library 1008 Fifth Ave Conway, SC 29526	Ms. Anne Vaught	(803)248-4898	Journal article
Horry County Museum 438 Main St Conway, SC 29526	Mr. Stewart Pabst	(803)248-1282	No information
Horry County Register Mesne Conveyance P.O. Box 470 101 A Beaty St Conway, SC 29526	Ms. Britte Ray	(803)248-1361	Deeds available
Horry County Assessor 9th and Main Conway, SC 29526			Plat maps available
City/Township			
Myrtle Beach Chamber of Commerce P.O. Box 2115 Myrtle Beach, SC 29578	Ms. Kelly Scott	(803)626-7444	Referral

APPENDIX A**REFERENCE SOURCES Continued**

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
Conway Chamber of Commerce P.O. Box 831 Conway, SC 29526	Ms. Virginia Hewitt	(803)248-2273	General area information

NON GOVERNMENT AGENCIES**NATIONAL**

SIRSI Corporation 689 Discovery Drive Huntsville, AL 35806	Computer (STILAS)	(205)922-9820	On-line search No information
DIALOG Information Services Midwest Regional Office 75 East Wacker Dr. Chicago, IL 60601	Computer (DIALOG)	(312)726-9206	On-line search No information
Online Computer Library Center 6565 Frnatz Rd. Dublin, OH 43017-3395	Computer (OCLC)	(800)848-5878	On-line search No information
Council On America's Past 518 Why Worry Lane Phoenix, AZ 85021	Heliogram Publication	(800)396-4693	No information
Maxim Technologies Inc 1908 Innerbelt Business Center Drive St. Louis, MO 63114-5700	Mr. Thomas Lachajczyk	(314)426-0880	Documents from 1991 ASR

STATE

(None)

APPENDIX A

REFERENCE SOURCES Continued

The following organizations and personnel are acknowledged for their support.

Organization	Name	Telephone	Nature of Support
LOCAL			
City/Township/County			
International Paper Field Office 4030 HWY 701 South Conway, SC 29527	Mr. Larry Canada	(803)397-0787	Interview, guide on site
International Paper Woodlands Division Box 518, HWY 17 South Georgetown, SC 29442	Mr. Allen Moore	(803)546-2573	Point of contact
Timberland Properties Inc 2594 Thunderbolt Ave Myrtle Beach, SC 29577	Mr. Robert Blackburn Mr. Eugene Lawrimore	(803)238-0681 (803)238-2103	List of contacts
Florence Air & Missile Museum 2204 East Palmetto Florence, SC 29501	Mr. Al Stein	(803)665-5118	Interview, referral
Chapin Memorial Library 400 14th Ave North Myrtle Beach, SC 29577-3612	Ms. Cindy Herrington	(803)448-3338	Newspaper articles
(Knowledgeable Person) 1107 South Charleston Road Darlington, SC 29532	Mr. Ervin Dargan	(803)393-1020	Interview
(Knowledgeable Person) 4717 HWY 90 Conway, SC 29596	Mr. J. M. Vaught	(803)399-6674	Interview, referral
(Knowledgeable Person) 706 15th Ave South North Myrtle Beach, SC 29582	Mr. Bergan Berry	(803)272-6303	Interview, articles

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APPENDIX B

REFERENCES AND ABSTRACTS

APPENDIX B
REFERENCES AND ABSTRACTS

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- Section I: Bibliographies
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- Part A: Positive Findings
- Part B: Negative Findings

SECTION I

BIBLIOGRAPHIES

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- B-1 Army Regulation 200-1, Environmental Quality, Environmental Protection and Enhancement, DA, 23 April 1990
- B-2 Mandatory Plan for Ordnance and Explosive Waste (OEW) Mandatory Center of Expertise (MCX) and Design Center, CEHND 1105-3-9, U.S. Army Corps of Engineers, Huntsville Division, 10 August 1992
- B-3 Defense Environmental Restoration Program for Formerly Used Defense Sites, Ordnance and Explosive Waste Archives Search Report Instructions, Version 1.0 with changes, U.S. Army Corps of Engineers, Rock Island District, 21 December 1992
- B-4 Site Safety Plan for OEW Investigations (Appendix A-75, only), U.S. Army Corps of Engineers, Rock Island District, January 1995
- B-5 Ammunition Inspection Guide, TM 9-1904, War Department, 2 March 1944 (D-1, D-2)
- B-6 Small Arms Ammunition, TM 9-1990, War Department, 23 May 1942 (D-1)
- B-7 Logistics-Complete Round Charts-Ammunition Through 30mm, DARCOM-P 700-3-2, U.S. Army Material Development and Readiness Command, May 1984 (D-1, D-2)
- B-8 Complete Round Charts No. 5981, Ordnance Department, 15 December 1941 (D-3, D-4, D-5)
- B-9 Complete Round Charts No. 5981, Ordnance Department, 1 May 1947 (D-3, D-4, D-5)
- B-10 Bombs for Aircraft, TM 9-1980, War department, November 1944 (D-3, D-4, D-5)
- B-11 Rockets, TM 9-1950, War Department, 9 July 1945 (D-6)
- B-12 Rockets, TM 9-1950, Headquarters, Department of Army, February 1958 (D-6)
- B-13 Final Archives Search Report, Final and Conclusions and Recommendations, TCT-St. Louis, May 1991 (E-1)

B-14 Conway Bypass Final Environmental Impact Statement, U.S. Department of Transportation, Federal Highway Administration and South Carolina Department of Highways and Public Transportation, 1991 (E-2)

B-15 Inventory Project Report for Site No. I04SC002500, U.S. Army Corps of Engineers, Charleston District, 4 January 1994 (E-3)

B-16 Document, untitled, Subject: History of Myrtle Beach General Bombing and Gunnery Range, circa 1942 (F-1)

B-17 Publication, Range Regulations, 2 December 1942 (F-2)

B-18 Document, untitled, Subject: Construction and ranges at Myrtle Beach GBGR, circa December 1942 (F-3)

B-19 Site Board Report, U.S. Army Corps of Engineers, South Atlantic Division, 8 January 1943 (F-4)

B-20 Memorandum, Office of the Division Engineer, South Atlantic Division, Subject: Construction of Two (2) Skip Bombing Ranges, 22 May 1943 (F-5)

B-21 Memorandum, Headquarters Myrtle Beach Bombing Range, Subject: Safety of Personnel and Use of Government Property for Spoil Disposal, 17 June 1943 (F-6)

B-22 Document, untitled, Subject: History of Myrtle Beach Army Air Field for September 1944 , circa October 1944 (F-7)

B-23 Document, untitled, Subject: History of Myrtle Beach Army Air Field for October 1944, circa November 1944 (F-8)

B-24 Document, untitled, Subject: Training activities for January 1945, circa February 1945 (F-9)

B-25 Document, untitled, Subject: Training activities for February through April 1945, circa May 1945 (F-10)

B-26 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Master Plan for Selected AAF Installations, 30 August 1945 (F-11)

B-27 Document, untitled, Subject: Training activities for August to October 1945, circa November 1945 (F-12)

B-28 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Estimated contamination of ranges, 18 December 1945 (F-13)

B-29 Army Air Forces Installations Directory, Headquarters Army Air Forces, 1 September 1945 (F-14)

B-30 Document, untitled, Subject: Training activities for November 1945 to January 1946, circa February 1946 (F-15)

B-31 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Land Purchase Requirements for Fiscal Year 1946, 21 August 1946 (F-16)

B-32 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Report on Off Base Facilities, Ranges, Sub Bases and Auxiliaries, 23 September 1946 (F-17)

B-33 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Standard Retention, Release, or Acquisition of Bombing and Gunnery Ranges, 10 January 1947 (F-18)

B-34 Document, untitled, Subject: Training activities for January 1947, circa February 1947 (F-19)

B-35 Memorandum, Headquarters Myrtle Beach Army Air Field, Subject: Relocation of Air-to-Ground Gunnery Range, 27 March 1947 (F-20)

B-36 Memorandum, Headquarters Tactical Air Command, Subject: Relocation of Air-to-Ground Gunnery Range (1st Ind.), 28 April 1947 (F-21)

B-37 Letter, Adjutant General to Senator Olin D. Johnston, Subject: Gunnery range at Murrell's inlet, 20 May 1947 (F-22)

B-38 Document, untitled, Subject: Range operations for July and August 1947, circa September 1947 (F-23)

B-39 Memorandum, Headquarters Tactical Air Command, Subject: Disposal of Real Estate, Myrtle Beach AAFld, South Carolina, 5 September 1947 (F-24)

B-40 Memorandum, Headquarters Army Air Forces, Subject: Disposal of Real Estate, Myrtle Beach AAFld, South Carolina (1st Ind.), 19 September 1947 (F-25)

B-41 Memorandum, ACC Subcommittee on Airspace, Subject: Conway and Georgetown Bombing Ranges, South Carolina, 30 September 1947 (F-26)

B-42 Memorandum, Myrtle Beach Air Force Base, Subject: Bombing Range Clearance, 13 February 1948 (F-27)

B-43 Letter, War Department to War Assets Administration, Subject: Placing of Conway Bombing Range in category of surplus, 17 February 1948 (F-28)

B-44 Memorandum, Headquarters Myrtle Beach Air Force Base, Subject: Decontamination of Bombing and Gunnery Ranges,

19 February 1948 (F-29)

B-45 Memorandum, Headquarters Ninth Air Force, Subject: Bombing Range Clearance, 3 March 1948 (F-30)

B-46 Letter, Unknown office to Senator Maybank, Subject: Properties located in Conway Bombing Range, 2 August 1948 (F-31)

B-47 Memorandum, War Assets Administration, Subject: Preliminary Inspection Report, Conway Bombing and Gunnery Range, 22 October 1948 (F-32)

B-48 Memorandum, War Assets Administration, Subject: Conway Bombing Range, 29 November 1948 (F-33)

B-49 Document, Myrtle Beach Army Air Field, Analysis of Existing Facilities, undated (F-34)

B-50 Certificate of Dedudding, undated (F-35)

B-51 Rare, Threatened and Endangered Species of Horry County, South Carolina Wildlife and Marine Resources Department, undated (F-36)

B-52 Letter, South Carolina Institute of Archaeology and Anthropology to USATCES, Subject: Archaeological sites on Conway BGR, 11 January 1995 (F-37)

B-53 Tract Register, ENG Form 1019, Office of the Chief of Engineers, 2 March 1945 (G-1)

B-54 Warning Notice, ENG Form 1128, Office of the Chief of Engineers, 12 February 1948 (G-2)

B-55 Declaration of Surplus Property, War Assets Administration, 22 June 1948 (G-3)

B-56 Transfer and Acceptance of Surplus Real Property, ENG Form 101, 26 November 1948 (G-4)

B-57 Declaration of Surplus Property, War Assets administration, undated (G-5)

B-58 Real Property Classification, WAA Form 1219, War Assets Administration (G-6)

B-59 Leased Properties, Myrtle Beach Army Air Field, undated (G-7)

B-60 Military Acquisition Project Report, Office of the Chief of Engineers, 11 January 1950 (G-8)

B-61 Real Property Disposal Report, ENG Form O-836, Savanna Engineer District, 1 June 1956 (G-9)

B-62 ``Will Now Disperse of All Bombing Range Lands'', The Horry Herald, 16 June 1949 (H-1)

B-63 ``Notice of Sale - Surplus Government Real Property'', The Horry Herald, 16 June 1949 (H-2)

B-64 ``Myrtle Beach Air Force Base Began at Town's Tiny Municipal Airport'', The Strand, 1965 (H-3)

B-65 ``Air Bases' History Began Before War'', 6 June 1971, The Sun-News (H-4)

B-66 ``Myrtle Beach Aerial Gunnery and Bombing Range'', The Independent Republic Quarterly, Spring 1979 (H-5)

B-67 ``Paper Firm Mulls Options for Idle Land'', Charleston News & Courier/The Evening Post, 21 July 1985 (H-6)

B-68 ``Loneliness May Change on Long Bay Road'', North Myrtle Beach Times, 31 May 1991 (H-7)

B-69 ``Long Bay Was Route Before Waterway Built'', The Sun News, 23 October 1993 (H-8)

B-70 ``Amid Holly and Briar, the Bays' Beckon Us'', The Sun News, 11 February 1995 (H-9)

Conway Bombing and Gunnery Range

SECTION II

NATIONAL CAPITAL REGION ARCHIVES SEARCH

PART A: POSITIVE FINDINGS

NARA Washington, DC

RG 18, Records of the Army Air Forces;
Air Adjutant General; Unclassified Records, Decimal File, 1947; Box 2811;
File 686, SC, 7-12/1947;
Jerome J. McCabe, Lt. Col. on Conway and Georgetown Bombing Ranges
Declared Excess, 30 September 1947, with rel. corresp.

NARA Washington, DC

RG 269, Records of the General Services Administration;
Real Property Disposal Case Files Transferred from FCA, 1945-53; Box
22; File, Conway Bombing and Gunnery Range;
H.C. Leaman, District Supervisor, FCA on FCA Disposal of Conway
Bombing and Gunnery Range as Surplus, 19 August 1949, with rel.
corresp.

NARA Washington, DC

RG 269, Records of the General Services Administration;
Real Property Disposal Case Files Transferred from FCA, 1945-53; Box
22; File, Conway Bombing and Gunnery Range;
H.C. Leaman, District Supervisor, FCA, Correction to 10-29-48 Surplus
Property Declaration, 8 June 1949.

NARA Washington, DC

RG 269, Records of the General Services Administration;
Real Property Disposal Case Files Transferred from FCA, 1945-53; Box
22; File, Conway Bombing and Gunnery Range;
FCA Surplus Property Project Report, 10-25-49.

NARA Washington, DC

RG 407, Records of the Adjutant General's Office, 1917-;
Central Decimal File, 1946-48; Box 1519; File, 684, Jan. 1, 46 - Dec. 31,
48;
Adjutant General on Relocation of Gunnery Range at Murrells Inlet, SC to
Conway, 20 May 1947.

U.S. Army Corps of Engineers, Office of History

Real Estate Records;
Realty Control File Summary, Land Acquisitions and Disposals
Subsequent to 1 July 1940.

**Conway Bombing and Gunnery Range
Negative Report**

Center for Air Force History
All Collections;
Nothing Found

**SECTION II
NATIONAL CAPITAL REGION ARCHIVES SEARCH
PART B: NEGATIVE FINDINGS**

Center of Military History, Historical Research Branch
All Records
Nothing Found

Library of Congress Still Photos Branch, College Park, MD
All Collections
Nothing Found

Library of Congress Geography & Map Division
All Records;
Nothing Found

NARA Archives II, College Park, MD
RG 48, Records of the Department of the Interior;
Entry 7498: Central Classified Files, 1937-1953;
Nothing Found

NARA Cartographic & Architectural Branch, College Park, MD
All Record Groups
Nothing Found

NARA Motion Picture, Sound & Video Branch, College Park, MD
All Record Groups
Nothing Found

NARA Still Pictures Branch, College Park, MD
All Record Groups;
Nothing Found

NARA Suitland, MD
RG 112, Records of the Office of the Surgeon General;
Entry 32: Formerly Security Classified 1938-1946;
Nothing Found

NARA Suitland, MD
RG 112, Records of the Office of the Surgeon General;
Entry 31: Geographic Series 1938-1946;
Nothing Found

NARA Suitland, MD
RG 156, Records of the Office of the Chief of Ordnance;
Entry 485: General Correspondence of the Railway & Seacoast Section
1918-1919;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 156, Records of the Office of the Chief of Ordnance;
Entry 44: Correspondence Relating to Reports of Operations 1934-1940;
1918-1919;
Nothing Found

NARA Suitland, MD

RG 156, Records of the Office of the Chief of Ordnance;
Entry 41: Correspondence Relating to Inspections 1917-1940;
Nothing Found

NARA Suitland, MD

RG 156, Records of the Office of the Chief of Ordnance;
Entry 39: Central Classified File 1917-1940;
Nothing Found

NARA Suitland, MD

RG 156, Records of the Office of the Chief of Ordnance;
Entry 36: General Correspondence 1931-1941;
Nothing Found

NARA Suitland, MD

RG 156, Records of the Office of the Chief of Ordnance;
Entry 36: General Correspondence 1915-1941;
Nothing Found

NARA Suitland, MD

RG 159, Records of the Office of the Inspector General (Army);
Entry 11: Annual Inspection Reports 1912-1939;
Nothing Found

NARA Suitland, MD

RG 168, Records of the National Guard Bureau;
Entry: Central Correspondence 1916-1923;
Nothing Found

NARA Suitland, MD

RG 175, Records of the Chemical Warfare Service;
Entry: Central Correspondence Files 1918-1942;
Nothing Found

NARA Suitland, MD

RG 175, Records of the Chemical Warfare Service;
Entry 4: Secret and Confidential Central Correspondence 1918-1942;
Nothing Found

NARA Suitland, MD

RG 175, Records of the Chemical Warfare Service;
Entry 67A 4900: Station File 1946-1954;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 508: Letters Sent to the Bureau of Construction, Equipment and
Repair 1842-1849, 1856-1895;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 511: Letters Received from the Bureau of Construction and Repair,
1874-1899;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 525: Letters Sent to the Bureau of Ordnance, 1847-1895;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 528: Letters Received from the Bureau of Ordnance, 1873-1899;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 553: Letters Received from the Yard Civil Engineer, 1868-1895;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 580: General Correspondence, 1896-1912;
Nothing Found

NARA Suitland, MD

RG 181, Records of the Naval Districts & Shore Establishments;
Entry 583: General Correspondence, 1912-1919;
Nothing Found

NARA Suitland, MD

RG 319, Records of the Army Staff;
Entry 47: Army Intelligence Project Decimal 1941-1945;
Nothing Found

NARA Suitland, MD

RG 338, Records of U.S. Army Commands;
Entry: 2nd Service Command;
Nothing Found

NARA Suitland, MD

RG 338, Records of U.S. Army Commands;
Entry: 3rd Service Command;
Nothing Found

**Conway Bombing and Gunnery Range
Negative Report**

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: 4th Service Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: 7th Service Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: 8th Service Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: 9th Service Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: Eastern Defense Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: Southern Defense Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: Central Defense Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: Caribbean Defense Command;
Nothing Found

NARA Suitland, MD
RG 338, Records of U.S. Army Commands;
Entry: Antilles Department;
Nothing Found

NARA Suitland, MD
RG 394, Records of U.S. Army Continental Commands;
Entry 298: Historical Report Relative to Post Planning 1896-1915;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 394, Records of U.S. Army Continental Commands;
Entry 296: General Correspondence of the Construction Division 1916-1945;
Nothing Found

NARA Suitland, MD

RG 394, Records of U.S. Army Continental Commands;
Entry 478: Post Diary Historical Records;
Nothing Found

NARA Suitland, MD

RG 394, Records of U.S. Army Continental Commands;
Entry 262: Correspondence Relating to Real Estate 1920-1937;
Nothing Found

NARA Suitland, MD

RG 407, Records of the Adjutant General's Office, 1917-;
Entry: 87th Infantry Division;
Nothing Found

NARA Suitland, MD

RG 407, Records of the Adjutant General's Office, 1917-;
Entry: 94th Infantry Division;
Nothing Found

NARA Suitland, MD

RG 407, Records of the Adjutant General's Office, 1917-;
Entry: 31st Coast Artillery;
Nothing Found

NARA Suitland, MD

RG 71, Records of the Bureau of Yards and Docks;
Entry 43: Bound Contracts, 1896-1926;
Nothing Found

NARA Suitland, MD

RG 71, Records of the Bureau of Yards and Docks;
Entry 45: Correspondence Relating to Contracts, 1925-1942;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Confidential, 1926-1936;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Confidential, 1940-1942;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Confidential, 1942;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Confidential, 1943;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Confidential, 1944;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Restricted, 1926-1939;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Restricted, 1940-1942;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Restricted, 1942;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Restricted, 1943;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Entry 25: General Correspondence, Restricted, 1944;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Accession 1529: Construction and Procurement Subject Files 1945;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Accession 4444: Construction and Procurement Subject Files 1946;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Accession 5595: Construction and Procurement Subject Files 1947;
Nothing Found

NARA Suitland, MD

RG 74, Records of the Bureau of Ordnance;
Accession 9218: General Correspondence 1907-1949;
Nothing Found

NARA Suitland, MD

RG 77, Office of the Office of the Chief of Engineers;
Entry: Security Classified Files 1940-1945;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Entry 391: Construction and Completion Reports 1917-1931;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Entry 393: Historical Records of Buildings;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Entry 58A-1076: Real Estate;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Entry A50-23: Harbor Defense Files 1918-1945;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Entry A52-87: Harbor Defense Files 1918-1945;
Nothing Found

NARA Suitland, MD

RG 77, Records of the Office of the Chief of Engineers;
Accession A51-59: Records Relating to Airfields, 1945; Part II, Progress
Reports;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1890A: Formerly Classified General Correspondence 1936-1954;
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1890B: General Correspondence 1955-1961;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry: Classified General Correspondence File 1953-1954;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry: General Correspondence Regarding Reseach & Development 1928-
1954;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1974: Construction Completion Reports 1917-1935;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1975: Construction Completion Reports 1917-1938;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1891: General Correspondence 1922-1945;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1892: General Correspondence 1936-1945;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1998: Real Estate Records 1917-1922;
Nothing Found

NARA Suitland, MD

RG 92, Records of the Office of the Quartermaster General;
Entry 1888: General Correspondence 1917-1922;
Nothing Found

NARA Washington, DC

RG 107, Records of the Office of the Secretary of War;
Office of the Administrative Asst. to the Secretary of War, Coordination
and Records Project Decimal File, 1943 - Jan 1946; Entry 102, Aviation
and Air Bombing Ranges
Nothing Found

Conway Bombing and Gunnery Range Negative Report

NARA Washington, DC

RG 153, Records of the Judge Advocate General;
Reservation File, 1800-1950;
Nothing Found

NARA Washington, DC

RG 156, Records of the Office of the Chief of Ordnance;
Nothing Found

NARA Washington, DC

RG 160, Records of the Headquarters Army Service Forces;
Entry 27, Mobilization Division, Command Installation Branch,
Correspondence File;
Nothing Found

NARA Washington, DC

RG 270, Records of the War Assets Administration;
General Review Board, Action Files, 1946-1949; and Office Files of WAA
Administrator Jesse Larson, 1942-1953;
Nothing Found

NARA Washington, DC

RG 337, Records of Headquarters, Army Ground Forces;
General Staff (G4), Combat Arms Advisory Inspection Reports, 1945-54;
Nothing Found

NARA Washington, DC

RG 338, Records of U.S. Army Commands;
Nothing Found

NARA Washington, DC

RG 35, Records of the Civilian Conservation Corps;
Entry 115, Camp Inspection Reports;
Nothing Found

NARA Washington, DC

RG 389, Records of the Office of the Provost Marshal General;
Nothing Found

NARA Washington, DC

RG 393, Records of U.S. Army Continental Commands, 1821-1920;
Nothing Found

NARA Washington, DC

RG 407, Records of the Adjutant General's Office, 1917-;
Army - AG Project Decimal File, 1940-1950;
Nothing Found

NARA Washington, DC

RG 69, Records of the Work Projects Administration;
Nothing Found

**Conway Bombing and Gunnery Range
Negative Report**

NARA Washington, DC

RG 94, Records of the Adjutant General's Office, 1780's-1917;
Nothing Found

National Geographic Society

All Photographs in Collection
Nothing Found

Navy Historical Yards, Navy Department Library

All Collections
Nothing Found

Navy Historical Yards, Operational Archives

All Collections;
Nothing Found

Smithsonian National Air & Space Museum

All Collections
Nothing Found

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX C

GLOSSARY

APPENDIX C

GLOSSARY

AP	Armor-Piercing
AP-T	Armor Piercing-Tracer
AR	Aircraft Rocket
BD/DR	Building Demolition/Debris Removal
CEHND	U.S. Army Corps of Engineers, Huntsville Division
CEMRD	U.S. Army Corps of Engineers, Missouri River Division
CENCE	U.S. Army Corps of Engineers, Detroit District
CENCR	U.S. Army Corps of Engineers, Rock Island District
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
DA	Department of Army
D.A.	Direct Action (British)
D.B.	Double Base
DERA	Defense Environmental Restoration Account
DERP	Defense Environmental Restoration Program
DOD	Department of Defense
EOD	Explosive Ordnance Disposal
EPA	Environmental Protection Agency
FDE	Findings and Determination of Eligibility
FNH	Flashless Nonhygroscopic
FS	Feasibility Study
FUDS	Formerly Used Defense Site(s)
gr	Grain
HE	High Explosive
HE-I	High Explosive-Incendiary

HTRW	Hazardous, Toxic and Radiological Waste
HTW	Hazardous and Toxic Waste
HVAR	High Velocity Aircraft Rocket
I	Incendiary
INPR	Inventory Project Report
IRP	Installation Restoration Program
M	Model Number
Mk	Mark
mm or MM	Millimeter
NAS	Naval Air Station
NH	Nonhygroscopic
OEW	Ordnance and Explosive Waste
PA	Preliminary Assessment
P.D.	Point Detonating
PN	Project Number
RA	Remedial Action
RAC	Risk Assessment Code
RD	Remedial Design
RD/RA	Remedial Design/Remedial Action
RI	Remedial Investigation
RI/FS	Remedial Investigation/Feasibility Study
SAA	Small Arms Ammunition
SARA	Superfund Amendments and Reauthorization Act
SCAR	Subcaliber Aircraft Rocket
SI	Site Investigation or Site Inspection
T	Tracer

USA U.S. Army
USACE U.S. Army Corps of Engineers
USADACS U.S. Army Defense Ammunition Center and School
USAEDH U.S. Army Engineer Division, Huntsville
USATCES U.S. Army Technical Center for Explosives Safety
UXO Unexploded Ordnance
WD War Department
Pounds (lbs.)

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX D

TEXTS/MANUALS

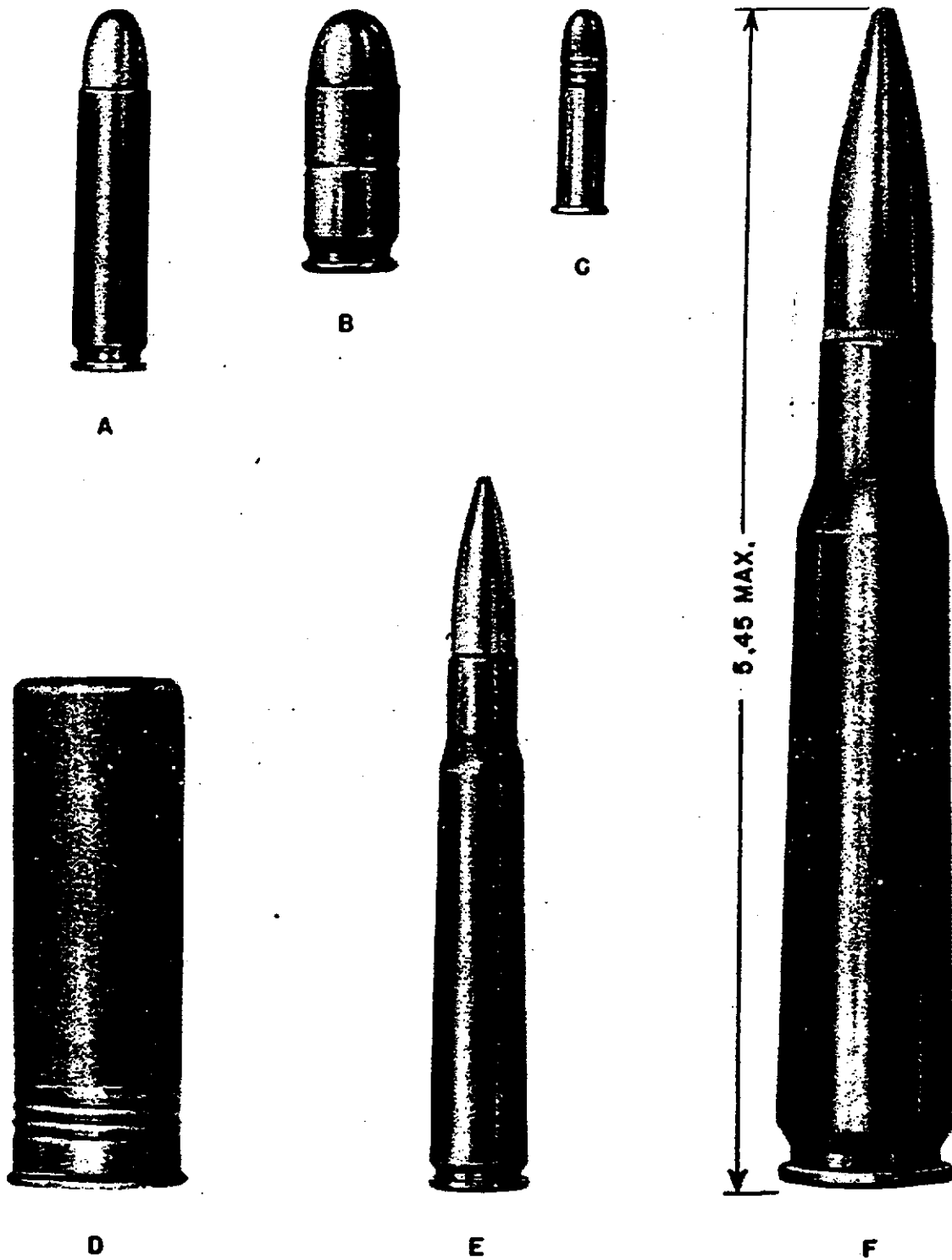
APPENDIX D

TEXTS/MANUALS

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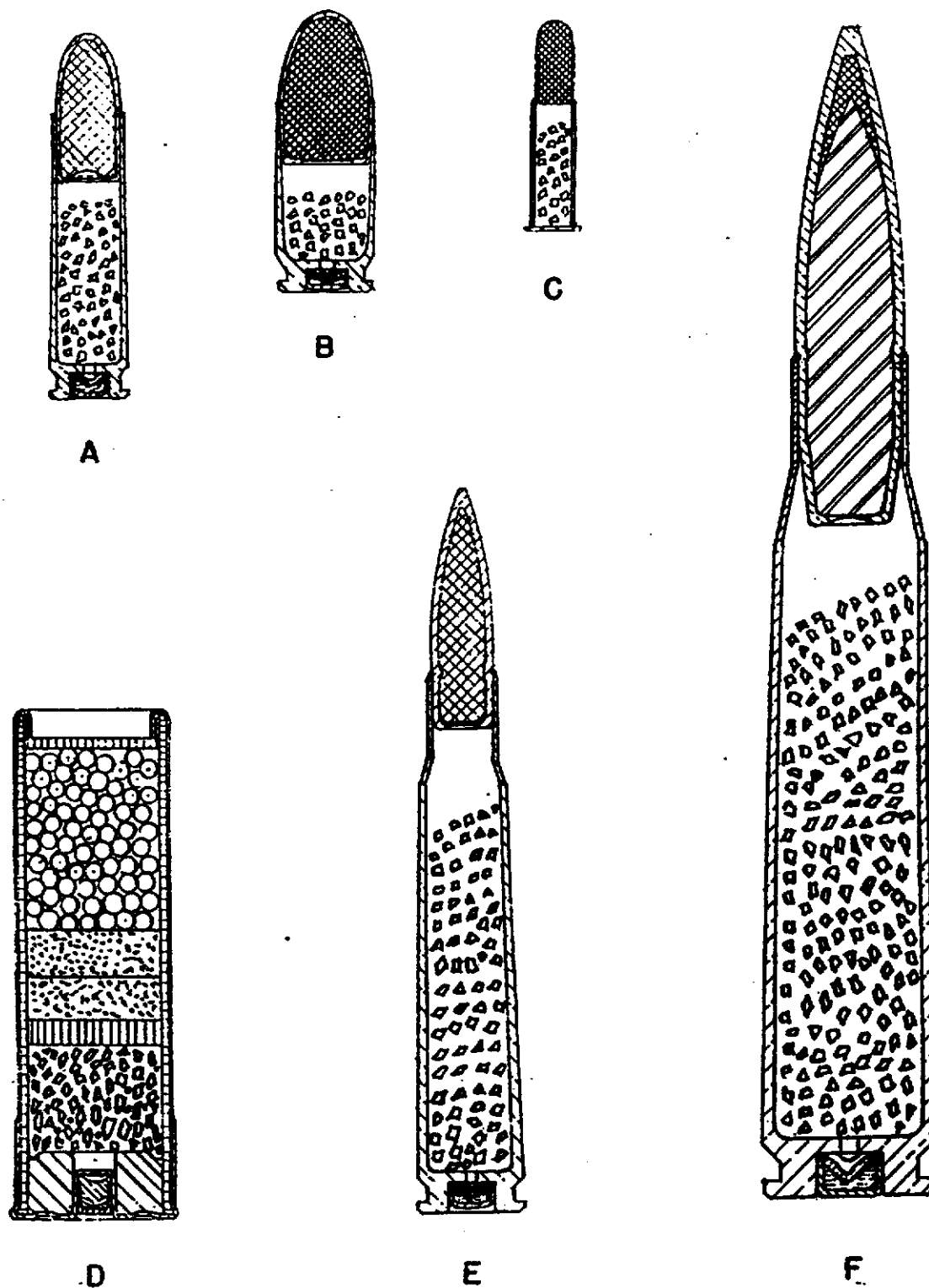
- D-1 Cal .30 Cartridge (B-5, B-6, B-7)
- D-2 .50 cal Cartridge (B-5, B-7)
- D-3 Practice Bombs - 3, 20, 23 and 100 lb (B-8, B-9, B-10)
- D-4 General Purpose Bombs - 100, 250, 500 and 1,000 lb
(B-8, B-9, B-10)
- D-5 Fragmentation Bombs - 20 and 23 lb (B-8, B-9, B-10)
- D-6 Rockets - 2.25" SCAR and 5" HVAR (B-11, B-12)

AMMUNITION INSPECTION GUIDE



- A-CARTRIDGE, CARBINE, CAL..30, M1
- B-CARTRIDGE, BALL, CAL..45, M1911.
- C-CARTRIDGE, BALL, CAL..22, LONG RIFLE
- D-SHELL, SHOTGUN, 12-GAGE.
- E-CARTRIDGE, BALL, CAL..30, M2.
- F-CARTRIDGE, BALL, CAL..50, M2.

AMMUNITION INSPECTION GUIDE



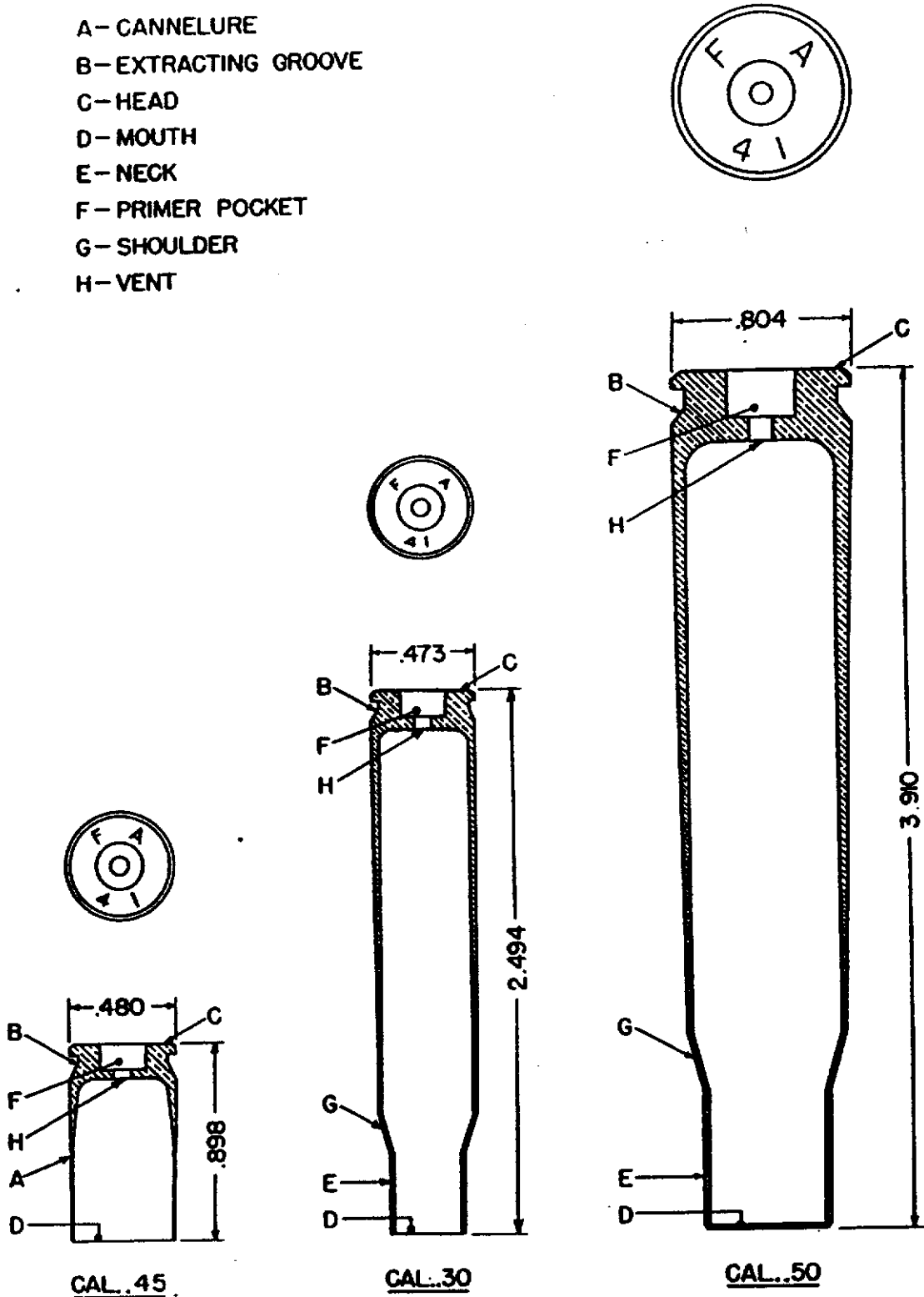
- A CARTRIDGE, CARBINE, CAL. .30, M1.
- B CARTRIDGE, BALL, CAL. .45, M1911.
- C CARTRIDGE, BALL, CAL. .22, LONG RIFLE
- D SHELL, SHOTGUN, 12 GAGE.
- E CARTRIDGE, BALL, CAL. .30, M2
- F CARTRIDGE, BALL, CAL. .50, M2

RA PD 4508

Figure 69 — Cartridges in Section

SMALL ARMS AND TRENCH WARFARE

- A - CANNELURE
- B - EXTRACTING GROOVE
- C - HEAD
- D - MOUTH
- E - NECK
- F - PRIMER POCKET
- G - SHOULDER
- H - VENT



RA PD 4509

Figure 70 — Cartridge Cases in Section

AMMUNITION INSPECTION GUIDE

- 1-BRASS ANVIL
- 2-BRASS CUP
- 3-GILDING METAL CUP
- 4-PAPER DISK
- 5-PELLET

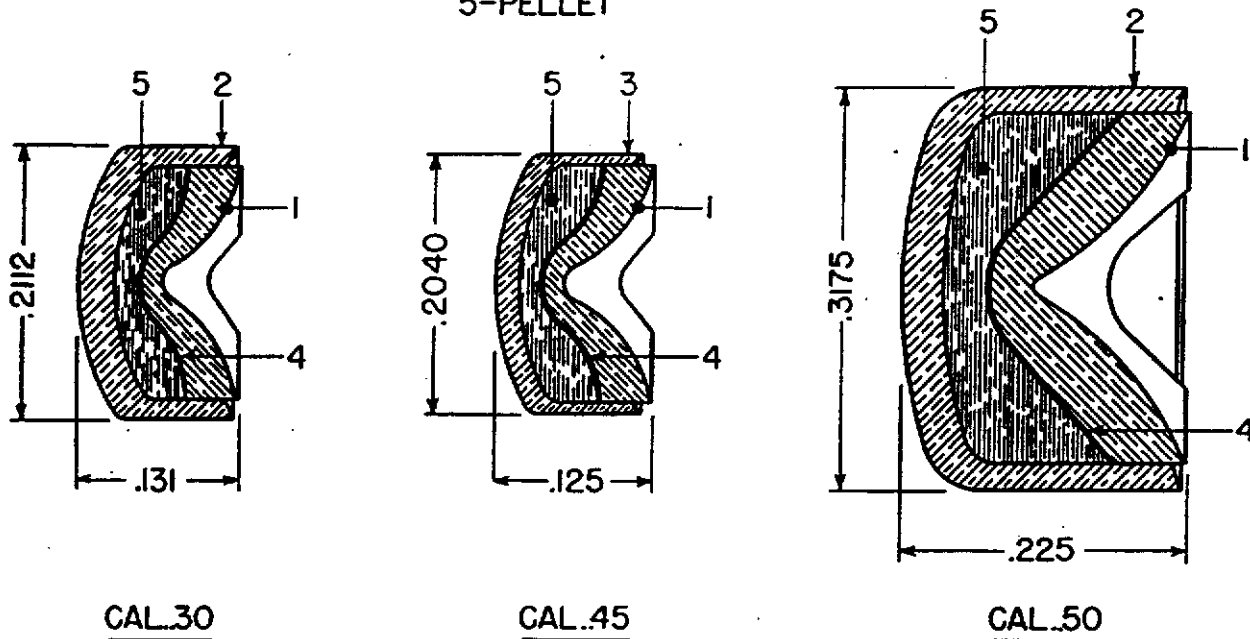


Figure 71 — Primers in Section

RA PD 4510

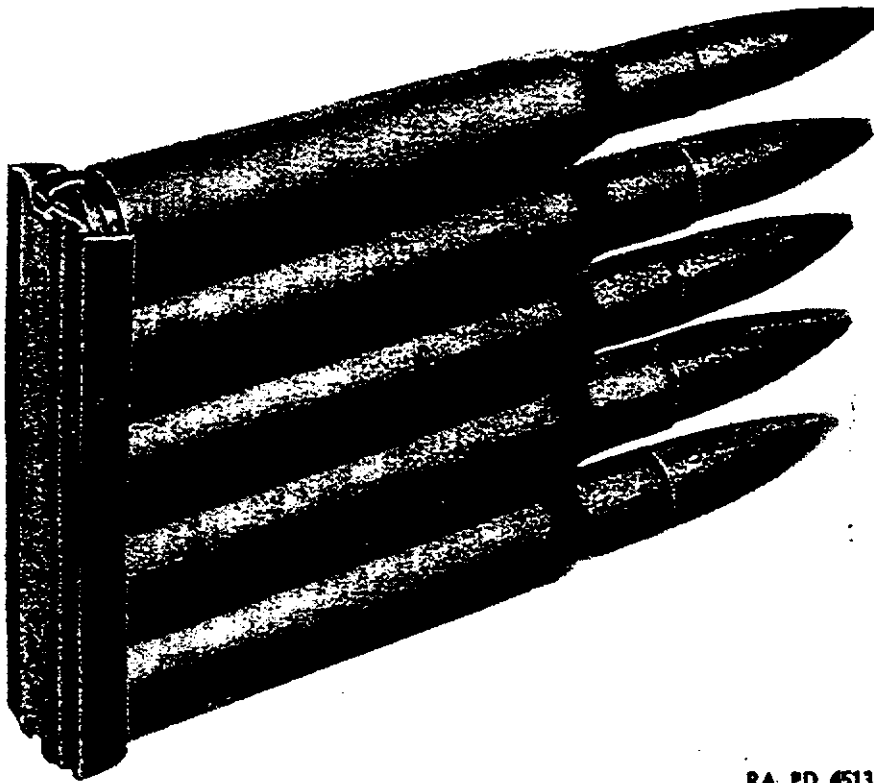
priming composition between the cup and the anvil, thereby producing a flame which passes through the vents in the anvil and cartridge case, and ignites the propelling charge of smokeless powder. The cup of the cal. .30 or cal. .50 primer is made of brass, whereas the cup of the cal. .45 is made of gilding metal because the lighter blow of the firing pins of pistols and revolvers necessitates a softer material. The priming composition is inserted into the cup and is held in place and protected from moisture and electrolytic action by the paper disc. The brass anvil is inserted last.

Recent primers of the noncorrosive, nonmercuric type are used in some cal. .45 cartridges and in the cal. .30 carbine cartridge. To function properly, primers must be free from such surface defects as folds, wrinkles, scratches, scales, or dents. Other primer defects are cocked, broken, or inverted anvils; scratched, torn, or dirty cups; and missing anvils, discs, or pellets.

Propelling Charge. The propelling charge consists of a quantity of smokeless powder. The weight of the charge is not a constant. It is adjusted for each powder lot to give the required velocity with pressure within the limits prescribed for the weapon in which it is fired. The powder charge is assembled loosely in the cartridge case.

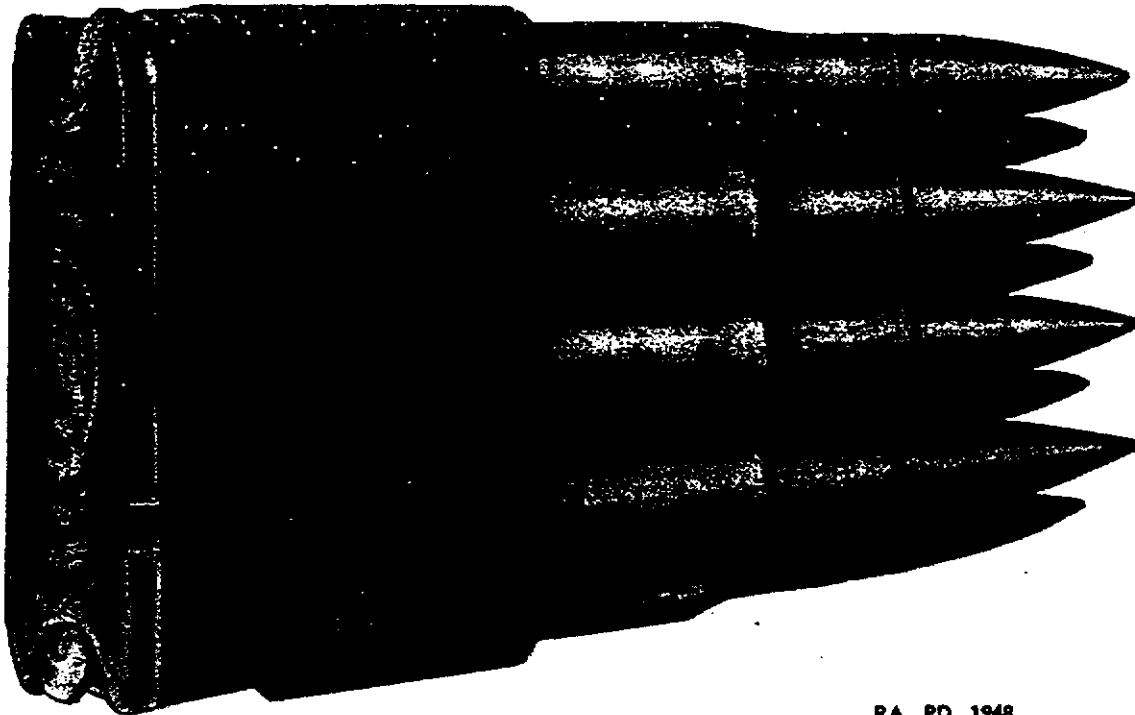
Smokeless powder for small-arms ammunition is usually glazed with graphite to facilitate machine loading, and thus presents a black

AMMUNITION INSPECTION GUIDE



RA PD 4513

Figure 72 — 5-round Clip for Cal. .30 Cartridges



RA PD 1948

Figure 73 — 8-round Clip for Cal. .30 Cartridges

engages the extractor groove in the cartridges. The sides are inclined sufficiently to clamp the cartridges firmly in place. The cartridges are held firmly in two staggered rows. It is immaterial whether the

SMALL ARMS AND TRENCH WARFARE

External ballistics, maximum range (approx.).....5,500 yd
Average maximum pressure.....48,000 lb per sq in.

Velocity:

At 78 ft.....2,600 ft per sec
At 53 ft.....2,620 ft per sec
At muzzle2,647 ft per sec
Muzzle energy.....2,675 ft-lb

Accuracy. Average of mean radii of all targets at 500 yards, not greater than 4.5 inches; at 600 yards, 5.5 inches, when fired from a Mann accuracy weapon. Dispersions obtained from firings under service conditions at all ranges are published in firing tables for the weapons in which this ammunition is used.

CARTRIDGE, Ball, Cal. .30, M2.

General. This cartridge is a current standard item of issue and is used in machine guns and rifles against personnel and light materiel targets.

Visual identification. Cartridges of recent manufacture cannot be readily distinguished from the M1 Cartridges by visual inspection, although this can be done by weight and date. Cartridges manufactured prior to September 20, 1940, could be readily distinguished from the M1 Cartridges by their tin-coated, gilding metal bullet jackets.

Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 396 grains.

The bullet consists of two parts, a lead alloy core, composed of 90 percent lead and 10 percent antimony, and a gilding metal jacket. An alternative bullet having a gilding metal jacket, and a core composed of 97½ percent lead and 2½ percent antimony may also be used. The base of the bullet retains its cylindrical shape to the base line. The over-all length of the M2 Bullet is 1.125 inches, and that of the M2 Alternative Bullet is 1.103 inches. A minimum pull of 45 pounds is required to remove the bullet from the case.

External ballistics, maximum range (approx.).....3,500 yd
Average maximum pressure.....50,000 lb per sq in.

Velocity:

At 78 ft.....2,740 ft per sec
At 53 ft.....2,755 ft per sec
At muzzle2,805 ft per sec

Accuracy (from accuracy rifle). Average of mean radii of all targets of 500 yards not greater than 6.5 inches; at 600 yards not greater than 7.5 inches.

AMMUNITION INSPECTION GUIDE

CARTRIDGE, Armor-piercing, Cal. .30, M2.

General. This cartridge is a current standard item of issue and is fired from machine guns and rifles. It is designed for use against armored aircraft, armored vehicles, concrete shelters, and similar bullet-resisting targets.

Visual identification. This cartridge may be identified by the additional cannellure and the blackened tip of the bullet.

Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 414 grains.

The bullet consists of four parts: a gilding metal jacket, a tungsten chrome steel core, a lead "T"-shot point filler, and a gilding metal base filler. The over-all length of this bullet is 1.370 inches and its point is blackened for a distance of approximately $\frac{9}{32}$ inch. The base of the bullet is cylindrical down to the base line where it has a slightly beveled edge. The mouth of the case is crimped into the cut cannellure at assembly, and a minimum pull of 45 pounds is required to remove the bullet from the case.

External ballistics, maximum range (approx.) 3,500 yd

Average maximum pressure 50,000 lb per sq in.

Velocity:

At 78 ft. 2,715 ft per sec

At 53 ft. 2,730 ft per sec

At muzzle 2,775 ft per sec

Accuracy. Average of mean radii of all targets at 500 yards, not greater than 9.0 inches; at 600 yards not greater than 10.0 inches.

CARTRIDGE, Tracer, Cal. .30, M1.

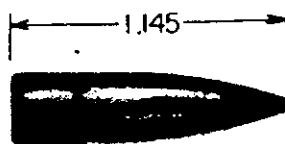
General. This cartridge is a standard item of issue and is used in both machine guns and rifles. It is intended for use with either type of ammunition to show the gunner, by its trace, the path of the bullets. While tracer cartridges were primarily intended for machine gun use, there are cases wherein they can be advantageously used in rifles; for example, for signal and incendiary purposes, target designation, and range estimation.

Visual identification. The cartridge is readily identified by its characteristic red bullet point, red indicating the color of the trace.

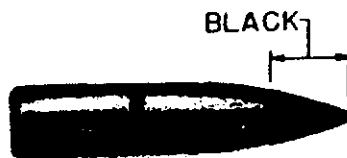
Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 396 grains.

The bullet consists of four parts: a gilding metal jacket, a lead alloy slug, a tracer composition, and an igniter composition. The over-all length of this bullet is 1.45 inches and the point is painted red for a distance of approximately $\frac{5}{16}$ inch. It has a square base which contains the igniter composition which is ignited by the propel-

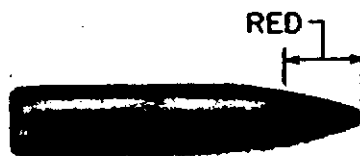
SMALL ARMS AND TRENCH WARFARE



BULLET, BALL, CAL. .30, M2



BULLET, ARMOR-PIERCING, CAL. .30, M2



BULLET, TRACER, CAL. .30, M1

RA PD 4521

Figure 78a — Bullets, Cal. .30

ling charge when the cartridge is fired. The tracer composition burns with a bright red flame which enables the course of the bullet to be followed by the gunner. The mouth of the cartridge case is crimped into the knurled cannellure at assembly, and a minimum pull of 45 pounds is required to remove the bullet from the case.

Exterior ballistics, maximum range (approx.)3,450 yd
 Range of trace.....trace begins at a distance not greater than
 125 yd from the weapon, and bullets continue tracing to 750 yd from the weapon
 Average maximum pressure.....50,000 lb per sq in.

Velocity:

At 78 ft.....2,650 ft per sec
 At muzzle2,715 ft per sec

Accuracy. Average of mean radii of all targets at 600 yards less than 15 inches.

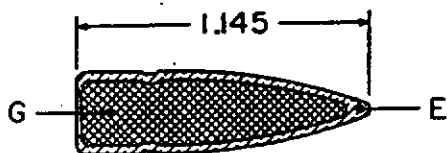
Trajectory. This ammunition is designed so that the bullet's trajectory will cross the trajectory of Ball M2, and AP, M2 Ammunition of the same caliber at approximately 600 yards.

CARTRIDGE, Incendiary, Cal. .30, M1.

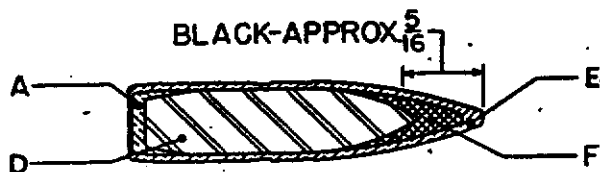
General. This cartridge is a standard item of issue for machine guns.

AMMUNITION INSPECTION GUIDE

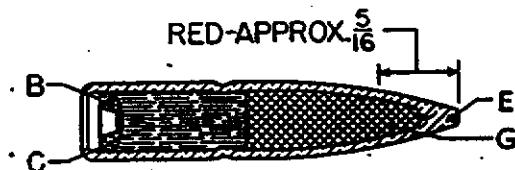
- A-BASE FILLER-GILDING METAL
- B-COMPOSITION, IGNITER
- C-COMPOSITION, TRAGER
- D-CORE-TUNGSTEN CHROME STEEL
- E-JACKET-GILDING METAL
- F- POINT FILLER-LEAD "T" SHOT
- G-SLUG-LEAD WITH ANTIMONY



BULLET, BALL, CAL. .30, M2



BULLET, ARMOR-PIERCING, CAL. .30, M2



BULLET, TRACER, CAL. .30, M1.

RA PD 4511A

Figure 78b — Bullets, Cal. .30 — Sectioned

Visual identification. The cartridge resembles the CARTRIDGE, ball, cal. .30, M2, in outward appearance, but it may be identified by the light blue paint on the tip of the bullet.

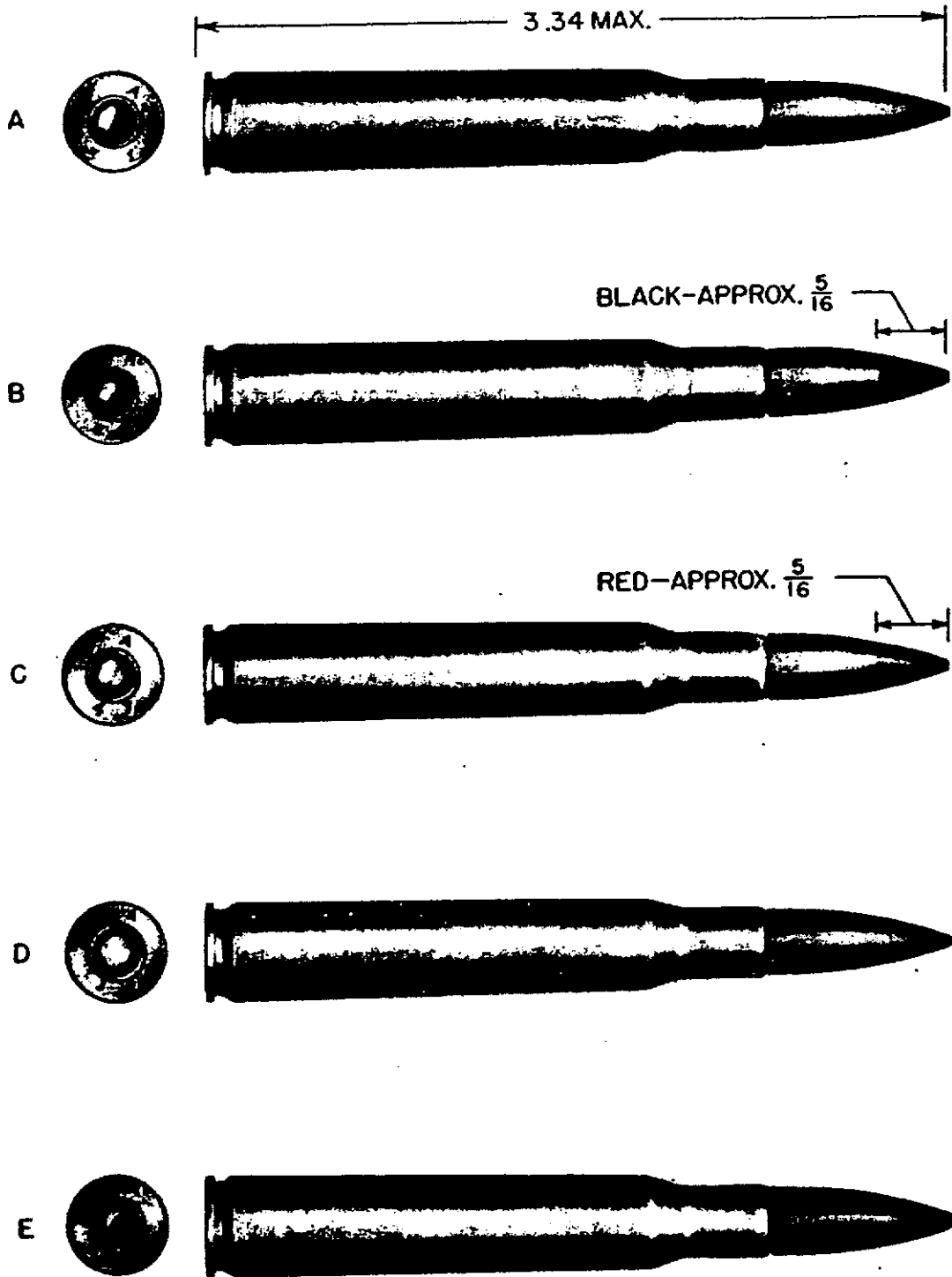
Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet.

The bullet consists of four parts: a gilding metal jacket, a hollow steel cylindrical core, an incendiary composition, and a lead base filler. The mouth of the cartridge case is crimped into the knurled cannellure at assembly and a minimum pull of 45 pounds is required to remove the bullet from the case.

CARTRIDGE, Rifle Grenade, Cal. .30, M3.

General. This cartridge is used in cal. .30 Rifles, M1, M1903, M1903A1, and M1917, for discharging antitank rifle grenades. This

SMALL ARMS AND TRENCH WARFARE



- A—CARTRIDGE, ARMOR-PIERCING, CAL..30, M2
- B—CARTRIDGE, BALL, CAL..30, M2
- C—CARTRIDGE, TRACER, CAL..30, M1
- D—CARTRIDGE, BALL, CAL..30, M1
- E—CARTRIDGE, BALL, CAL..30, M2, NATIONAL MATCH

RA PD 4522

Figure 79a — Cartridges, Cal. .30

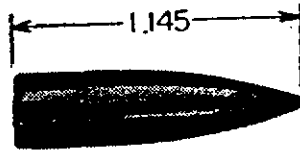
45. Component parts.—The following table lists the component parts of caliber .30 cartridges. For description of case, primer, and powder charge, see section II, chapter 1. Components which differ from the standard type are described in the section for the specific cartridge.

	Cartridge case	Propellant powder	Bullet			
			Jacket	Core	Point filler	Base filler
AP, M2	Brass	Smokeless	Gilding metal	Alloy steel	Lead shot	Gilding metal
Ball M1	Brass	Smokeless	Gilding metal	1 antimony		
Ball M1—Alt	Brass	Smokeless	Gilding metal	1 antimony		
Tracer, M1	Brass	Smokeless	Gilding metal		1 antimony (39 lead)	Tracer composition.
Blank, M1909	Brass	EC Blank powder		Paper cup or wad		
Dummy, M2	Brass tinned	None	Gilding metal	1 antimony 39 lead		
Dummy, M1906	Brass	None	Cupro-nickel or gilding metal.			
Gallery practice, M1919.	Brass	DuPont No. 80 smokeless.		Lead		
Guard, M1	Brass	DuPont No. 80 smokeless.		Lead		
Guard, M1906	Brass	Bullseye smokeless	Cupro-nickel	1 antimony 39 lead		
High-pressure test, M1.	Brass tinned	IMR No. 25	Gilding metal	Lead		
Incendiary, M1	Brass	Smokeless	Gilding metal			

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46. Component weights.—The following table gives the weights of all caliber .30 cartridges. The weights listed are the maximum limits permitted in manufacture.

Component weights (in grains)	Weight of complete cartridge (approximate)	Weight of cartridge case	Weight of powder charge (approximate)	Weight of bullet	Weight of jacket	Weight of core	Weight of point filler	Weight of primer	Weight of base filler	Weight of tracer composition
AP, M2.....	414	200	53	168.5	65	84	12.15	5.594	19	
Ball, M1.....	420	200	50	174.5	62	112.5		5.594		
Ball, M1—Alt.....	420	200	50	174	60	114		5.594		
Ball, M2.....	396	200	50	152	54.5	97.5		5.594		
Ball, M2—Alt.....	396	200	50	152	52.5	99.5		5.594		
Blank, M1909.....	207	200	12					5.594		
Dummy, M2.....	341	200		152	54.5	97.5				
Dummy, M1906 (M1).....	363	200		174.5	62	112.5				
Dummy, M1906 (M2).....	341	200		152	54.5	97.5				
Dummy, M1906 (06).....	340	200		151	38.5	112.5				
Gallery practice, M1919.....	346	190	10.5	140				5.482		
Guard, M1.....	346	200	10.5	142				5.594		
Guard, M1906.....	354.5	190	9.1	150	38	112		5.482		
High-pressure test M1.....	433.5 or 420.5	213 or 200	52	174.5	62	112.5		5.594		
Tracer, M1.....	396	200	50	152.5	83	52.5		5.594		Ignition composition 17.
Incendiary M1.....		200	50					5.594		



BULLET, BALL, CAL. .30, M2



BULLET, ARMOR-PIERCING, CAL. .30, M2



BULLET, TRACER, CAL. .30, M1.

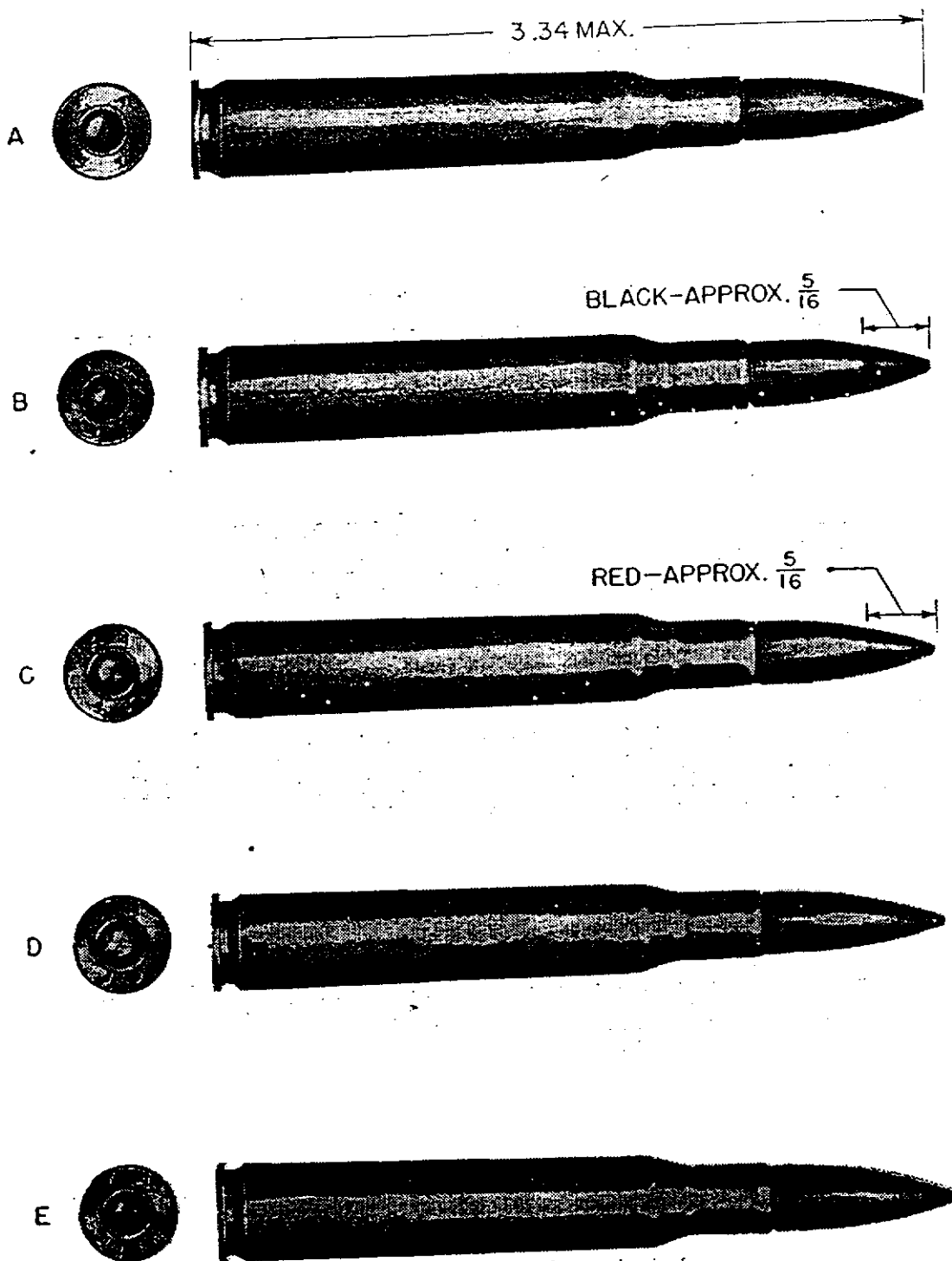
RA PD 4521

FIGURE 17.—Bullets, caliber .30.



RA PD 4524

FIGURE 18.—Blank cartridges—necks in section showing wads.



RA PD 4522

- | | |
|--|--|
| A. Cartridge, ball, caliber .30, M2. | D. Cartridge, ball, caliber .30, M1. |
| B. Cartridge, armor-piercing, caliber .30, M2. | E. Cartridge, ball, caliber .30, M2, national match. |
| C. Cartridge, tracer, caliber .30, M1. | |

FIGURE 19.—Armor-piercing, ball, and tracer cartridges, caliber .30.

CHART 1. CARTRIDGE ADMINISTRATION

LINE NO.	TYPE CLASSIFICATION	MIL. AMTCM OR OTHER	CARTRIDGE DESCRIPTION	CARTRIDGE DWG. NO.	SPEC. NO.	IDENTIFICATION	TYPE & MODEL OF WEAPON	CARTRIDGE WEIGHT (GRAINS)	BULLET			JACKET			CORE OR SLUG			PRIMY FILLER			BASE FILLER CUP CLASSEL CLASSEL DBC			CARTRIDGE CASE			PRIMER		PROPELLANT		PERFORMANCE		PACKING			
									DWG. NO.	TYPE	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	CUP DWG. NO.	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL		WEIGHT (GRAINS)	DWG. NO.	MATERIAL
1	ORB	1175000	M1	C000000	MIL-C-00000	Red Tip	Mk 1 Mod M1, M1919A1, M1919A2 & M1919A3	290.0 -27.0	C000000	Tracer	161.0 -1.0	M1919A1	GMCS	74.0 -7.0	M1919A1	PR20	52.5 -1.0	A190000	Copper Alloy	1.0 Approx	C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	52,000 Max Avg	2045 ±20 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
2	STD	21119	M1 (RP F)	C000000	MIL-C-00000	Round Ballad Case		432.0 -24.0	M1919A1	Ball	171.0 -3.0	M1919A1	Copper Alloy	84.5 -1.5	M1919A1	PR20	115.5 -1.5				C100000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	52,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
3	ORB	1175000	M2	C013700	MIL-C-1313	Flat Tip	Mk 1 Mod M1, M1919A1, M1919A2 & M1919A3	114.0 -13.0	M1919A1	Ball	152.0 -2.0	M1919A1	Copper Alloy or GMCS	57.0 -1.5 or 21.0 -1.5	M1919A1 or M1919A2	PR20	100.0 -1.0 or 114.0 -1.5				C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905, M1919A1 or C000 000	50.0 53.0 55.0	50,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
								390.0 -27.0	M1919A1	Ball	152.0 -2.0	M1919A1	Copper Alloy	52.0 -1.5	M1919A1	PR20	100.0 -1.0				C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905, M1919A1 or C000 000	50.0 53.0 55.0	50,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
4			M2 (RP F)	C100000	MIL-C-00000	Flat Tip	Mk 1 Mod M1, M1919A1 & M1919A2	390.0 -27.0	M1919A1	Ball	152.0 -2.0	M1919A1	Copper Alloy	52.0 -1.5	M1919A1	PR20	100.0 -1.0				C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905, M1919A1 or C000 000	50.0 53.0 55.0	50,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
5	ORB	1175000	M2 (RP F)	C013700	MIL-C-1313	Mark Tip	Mk 1 Mod M1, M1919A1, M1919A2 & M1919A3	421.0 -24.0	C013700	AP	166.0 -1.5	M1919A1	Copper Alloy	65.5 -1.5	M1919A1	Steel	111.0 -2.5	A190000	Copper Alloy	1.7 -0.5	C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	M1919A1 or M1919A2	50.0 53.0	51,000 Max Avg	2115 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
6	ORB	1175000	M3 (RP F)	C013700	MIL-C-1313	Case Mouth with Remov Crimp	M1919A1	394.0 -29.0	M1919A1	Ball	152.0 -2.0	M1919A1	Copper Alloy	52.0 -1.5	M1919A1	PR20	100.0 -1.0				C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	52,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
7	ORB	1175000	M4 (RP F)	C013700	MIL-C-1313	Blow Tip	Mk 1 Mod M1, M1919A1, M1919A2 & M1919A3	407.0 -30.0	M1919A1	AP	164.0 -1.5	M1919A1	Copper Alloy	63.0 -1.5	M1919A1	Steel	111.0 -2.5	A190000	Copper Alloy	1.0 Approx	C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	M1919A1 or M1919A2	50.0 53.0	51,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
8	ORB	1175000	M22	M1919A1	MIL-C-00000	Green & White Tip	Mk 1 Mod M1, M1919A1 & M1919A2	329.0 -24.0	M1919A1	Tracer	161.0 -1.0	M1919A1								C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	52,000 Max Avg	2100 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320					
9	ORB	1175000	M25	C060000	MIL-C-1313	Orange Tip	Mk 1 Mod M1, M1919A1, M1919A2 & M1919A3	401.0 -25.0	M1919A1	Tracer	115.5 -4.0	M1919A1	GMCS	64.0 -1.5	M1919A1						C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	M1919A1 or 1000 1905	50.0 50.0	50,000 Max Avg	2000 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
								341.0 -25.0	M1919A1																	C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34					
10	STD	21119	M10 (Remov) Case - No Primer	M1919A1	MIL-C-00000	Corrugated Case - No Primer	M1919A1 Weapon	264.0 -21.5	M1919A1	Ball	64.0 -1.5	M1919A1	GMCS	64.0 -1.5	M1919A1						C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	50,000 Max Avg	2000 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
11	STD	21119	M12 (Remov)	C000000	MIL-C-00000	"Short" or "Long" Remov on Head of Case	M1919A1 Remov Match	425.0 Approx	M1919A1	Ball	115.5 -3.0	M1919A1	Copper Alloy	64.0 -1.5	M1919A1	PR20	115.5 -1.5				C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	1000 1905	50.0	50,000 Max Avg	2000 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				
12	ORB	1175000	M100 (Remov)	C000000	MIL-C-1313	No Primer, Mouth Sealed with Red Wax	Mk 1 Mod M1, M1919A1 & M1919A2	214.0 -20.0	M1919A1	Ball											C000000	Brass	M1919A1 (2) M1919A2 (2) M1919A3 (2)	290.0 -29.0	C100000	34	M1919A1 or M1919A2	50.0	50,000 Max Avg	2000 ±30 @ 75 FT	M1919A1 M1919A2 M1919A3	1105320				

SMALL ARMS AND TRENCH WARFARE

Components. The cartridge consists of the cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 327 grains.

The bullet is the same as that in the CARTRIDGE, ball, M1911.

AMMUNITION, CAL. .50.

General. The ammunition described in this discussion is designed for use in all cal. .50 machine guns. It includes cartridges of the following types: ball, armor-piercing, tracer, incendiary, blank, dummy, and high-pressure test.

CARTRIDGE, Ball, Cal. .50, M2.

General. This cartridge is a standard cartridge for all cal. .50 machine guns.

Visual identification. This cartridge does not have any identification markings and the tip of the bullet is not painted.

Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet. The complete assembly weighs 1,800 grains.

The bullet consists of three parts: a gilding metal jacket, a soft steel core, and a point filler of lead hardened with antimony. The over-all length of the bullet is 2.29 inches. The base has a 9-degree taper, beginning at a point 0.386 inch from the base. The mouth of the case is crimped into the cannelure at assembly and a minimum pull of 100 pounds is required to extract the bullet from the case.

Exterior ballistics, maximum range (approx.) 7,200 yd

Velocity:

At 78 ft. 2,900 ft per sec

At muzzle 2,935 ft per sec

Maximum pressure 52,000 lb per sq in.

Accuracy. At the time of acceptance, this ammunition will group within mean radii not greater than 8.0 inches at 500 yards, or 9.0 inches at 600 yards, when fired from an accuracy rifle held in a V-block.

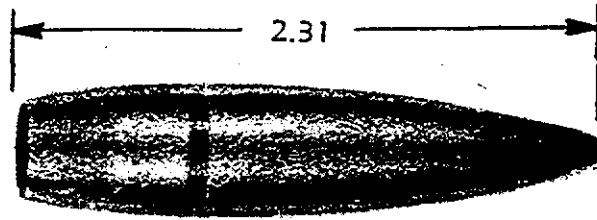
CARTRIDGE, Armor-piercing, Cal. .50, M2.

General. This cartridge is a current standard item of issue for all cal. .50 machine guns. It is designed for use against armored aircraft, armored vehicles, concrete shelters, and similar bullet-resisting targets.

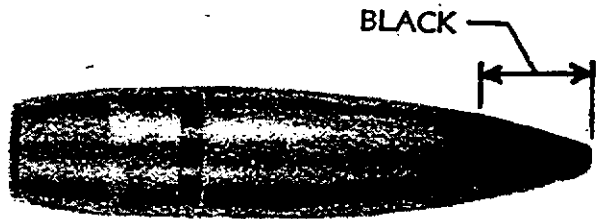
Visual identification. This cartridge may be identified by the blackened tip of the bullet.

Components. The cartridge consists of a cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 1,800 grains.

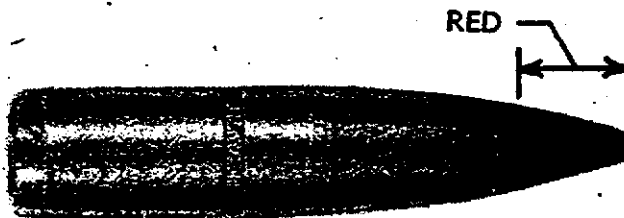
AMMUNITION INSPECTION GUIDE



BULLET, BALL, CAL. .50, M2



BULLET, ARMOR-PIERCING, CAL. .50, M2



BULLET, TRACER, CAL. .50, M1

RA PD 4526

Figure 82a — Bullets, Cal. .50

The bullet consists of three parts: a gilding metal jacket; a tungsten-chrome steel core; and a point filler of lead hardened with antimony. The over-all length of the bullet is 2.29 inches and the point is blackened for approximately $\frac{9}{16}$ inch. The base has a 9-degree taper beginning 0.386 inch from the base. The mouth of the case is crimped into the cannelure at assembly, and a minimum pull of 100 pounds is required to extract the bullet from the case.

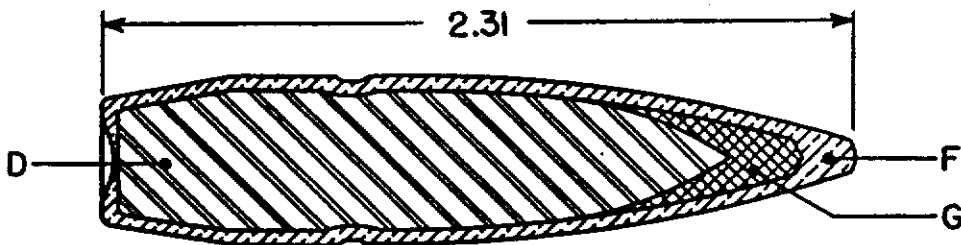
Exterior ballistics, maximum range (approx.) 7,200 yd
 Maximum pressure 52,000 lb per sq in.

Velocity:

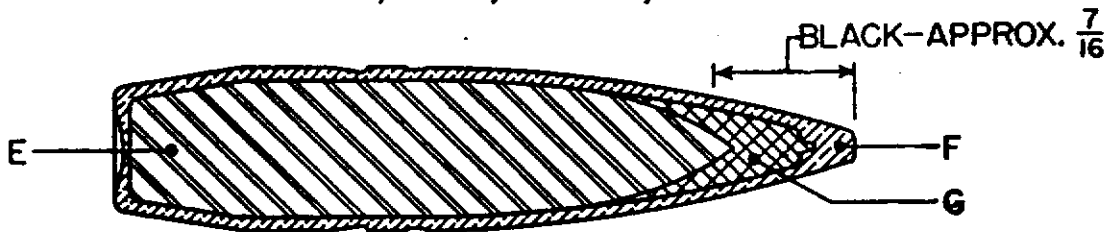
At 78 ft. 2,900 ft per sec
 At muzzle 2,935 ft per sec

SMALL ARMS AND TRENCH WARFARE

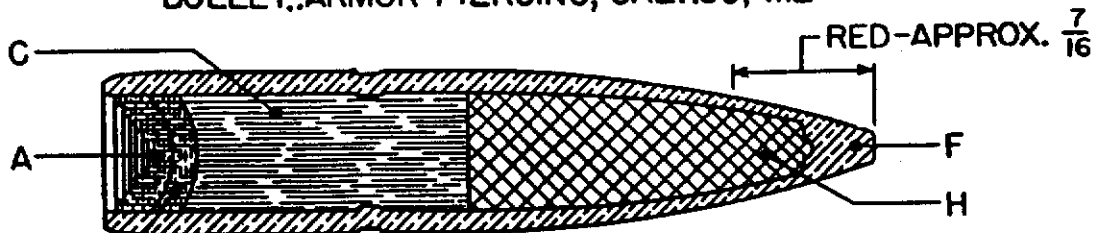
- A-COMPOSITION, IGNITER
- B-COMPOSITION, SUB-IGNITER
- C-COMPOSITION, TRACER
- D-CORE-STEEL
- E-CORE-TUNGSTEN CHROME STEEL
- F-JACKET-GILDING METAL
- G-POINT FILLER-LEAD WITH ANTIMONY
- H-SLUG-LEAD WITH ANTIMONY



BULLET, BALL, CAL..50, M2



BULLET, ARMOR-PIERCING, CAL..50, M2

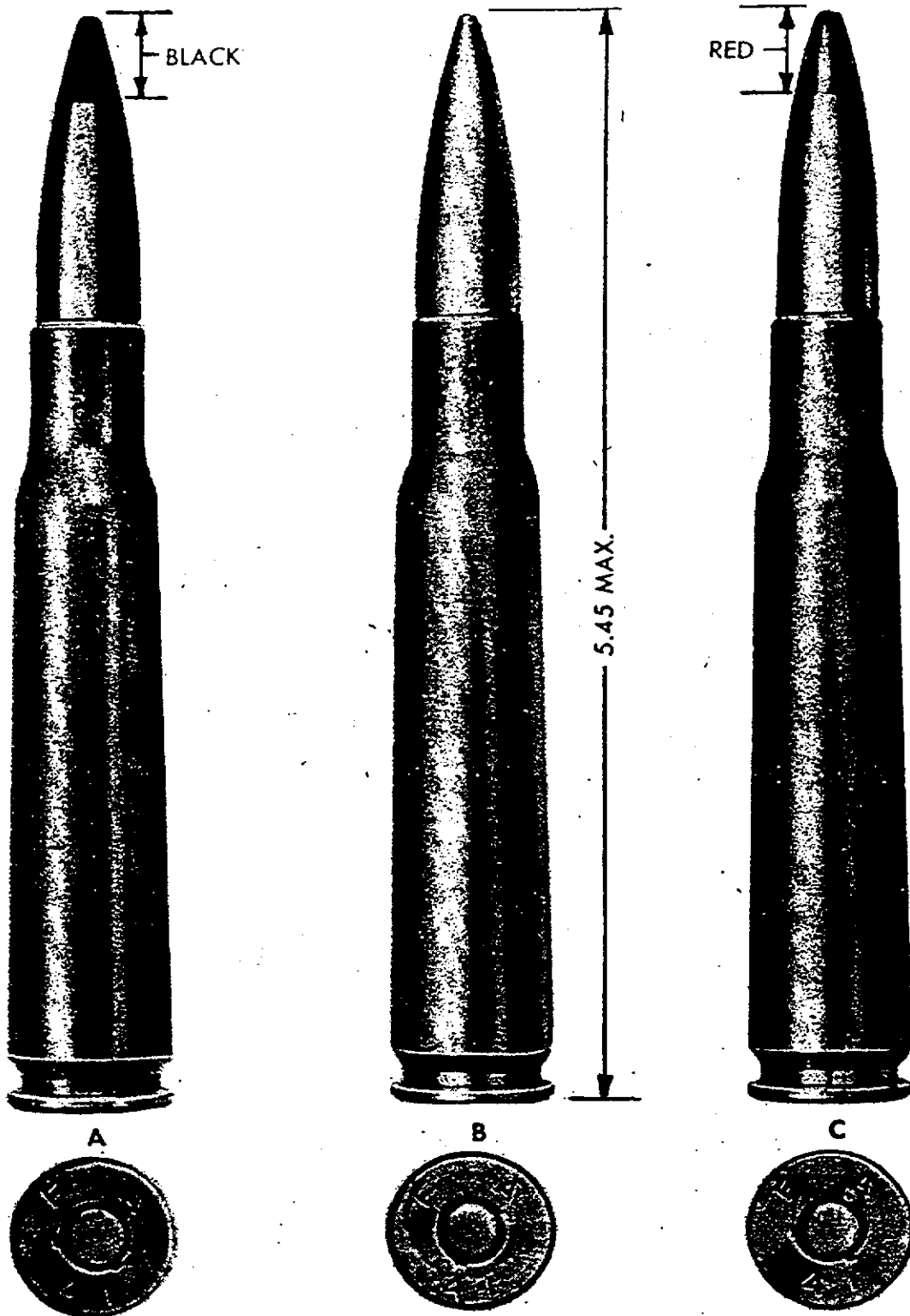


BULLET, TRACER, CAL..50, M1

RA PD 4512

Figure 82b — Bullets, Cal. .50 — Sectioned

AMMUNITION INSPECTION GUIDE

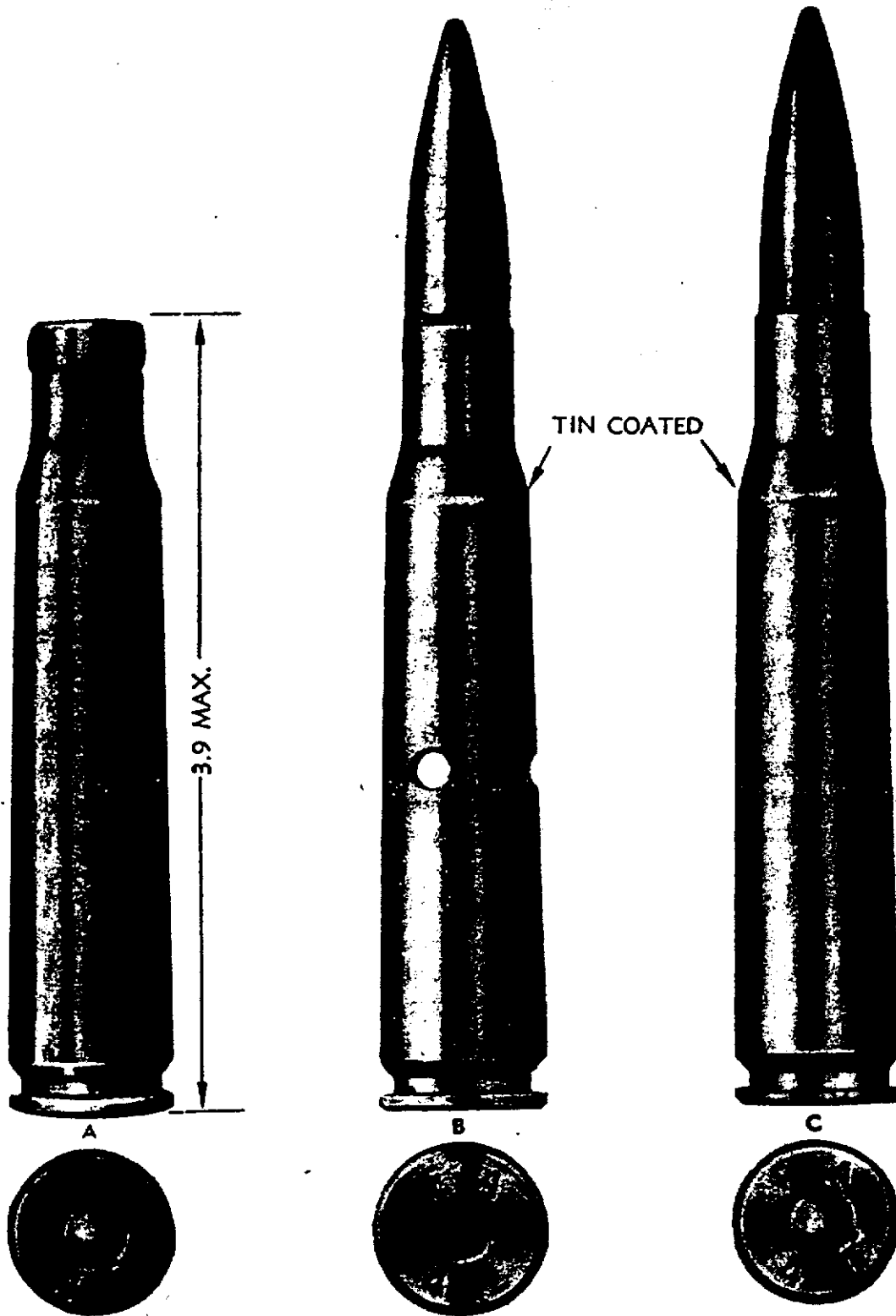


- A—CARTRIDGE, ARMOR-PIERCING CAL. .50, M2
- B—CARTRIDGE, BALL, CAL. .50, M2
- C—CARTRIDGE, TRACER, CAL. .50, M1

RA PD 2117

Figure 83 — Cartridges, Cal. .50

SMALL ARMS AND TRENCH WARFARE



A — CARTRIDGE, BLANK, CAL. .50, M1

B — CARTRIDGE, DUMMY, CAL. .50, M2

C — CARTRIDGE, HIGH PRESSURE TEST, CAL. .50, M1

RA PD 4530

Figure 84 — Cartridges, Cal. .50 — Continued

AMMUNITION INSPECTION GUIDE

Accuracy. At the time of acceptance, this ammunition will group within a mean radius not greater than 8.0 inches at 500 yards, or 9.0 inches at 600 yards.

CARTRIDGE, Tracer, Cal. .50, M1.

General. The cartridge is standard for observation of fire in all cal. .50 machine guns. It may also serve as an incendiary against balloons and other readily inflammable targets. Care must be exercised in the use of this cartridge to guard against its igniting dry vegetation on the range.

Visual identification. This cartridge may be distinguished by the point of the bullet, which is painted red to indicate the color of the trace.

Components. The cartridge consists of cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 1,760 grains.

The bullet consists of five parts: a gilding metal jacket; a hardened lead slug which fills the forward end of the jacket; a tracer composition which fills the central portion; an igniter; and subigniter composition, which fills the rear portion. Unlike the bullets for armor-piercing and ball cartridges, this bullet is cylindrical to the base. The base is open to permit the propelling charge to ignite the tracer composition. The over-all length of the bullet is 2.4 inches. The mouth of the case is crimped into the cannellure at assembly, and a minimum pull of 100 pounds is required to extract the bullet from the case.

Exterior ballistics, maximum range:

Bullet3,500 yd

Trace.....The trace begins at a distance not greater than 250 feet from the weapon; the range of the trace is about 1,600 yards.

Maximum pressure52,000 lb per sq in.

Velocity:

At 78 ft.....2,830 ft per sec

At muzzle2,865 ft per sec

Accuracy. At the time of acceptance, this ammunition will group within a mean radii not greater than 20 inches at 600 yards.

CARTRIDGE, Incendiary, Cal. .50, M1.

General. This cartridge is a standard item of issue for use in cal. .50 machine guns.

Visual identification. The cartridge resembles the CARTRIDGE, ball, cal. .50, M2, in outward appearance, but it may be identified by the light-blue paint on the tip of the bullet.

AMMUNITION INSPECTION GUIDE

Cartridge Cal. .50	Status	Primer Cup	Cartridge Case	Ogive	Base
BALL M2	S&M	Brass	Brass	Pointed	Tapered
TRACER M1	S&M	Brass	Brass	Pointed	Square
ARMOR-PIERCING M2	S&M	Brass	Brass	Pointed	Tapered
INCENDIARY M1	S&M	Brass	Brass	Pointed	Tapered
DUMMY M2	S&M		Brass(tinned) 3 Holes	Pointed	Tapered
BLANK M1	S	Brass	Brass		
HIGH-PRESSURE TEST M1		Brass	Brass(tinned) "TEST" on head	Pointed	Square

Cartridge Cal. .45	Status	Primer Cup	Cartridge Case	Ogive	Base
BALL M1911	S&M	Gilding Metal	Brass	Rounded	Square
TRACER M1	S&M	Gilding Metal	Brass	Rounded	Square
DUMMY M1921	S&M	Inert None	3 Holes* No Holes*	Rounded	Square
BLANK M1	S&M	Gilding Metal	Brass Has extract- ing flange		
HIGH-PRESSURE TEST M1		Gilding Metal	Brass(tinned) "TEST" on head	Rounded	Square

SMALL ARMS AND TRENCH WARFARE

BULLET				REMARKS
Jacket	Point Filler	Core	Base Filler	
Gilding Metal	Lead Antimony	Soft Steel		
Gilding Metal	Lead Antimony	Tracer Mixture	Igniter Subigniter	Tip of bullet painted red
Gilding Metal	Lead Antimony	Tungsten Chrome Steel		Tip of bullet painted black
Gilding Metal		Incendiary Mixture		Tip of bullet painted blue
Gilding Metal (tinned)	Lead Antimony	Soft Steel		
Gilding Metal		Lead Slug in two parts		Used to test for breech pressure Not issued to troops

BULLET				REMARKS
Jacket	Point Filler	Core	Base Filler	
Gilding Metal		Lead Antimony		Old jackets—cupronickel Next jackets—gilding metal—tinned Present jackets—gilding metal
Gilding Metal	Lead Antimony	Tracer Mixture	Igniter	Tip of bullet painted red Used in submachine gun
Gilding Metal		Lead Antimony		*Cartridge case is brass (tinned)
				Fired in revolvers only
Gilding Metal		Lead Antimony		Used to test for breech pressure Not issued to troops

DUP. SYM.	TYPE CLASSIFICATION	NSC. ABBREVIATION OR OTCM NO.	CARTRIDGE DESIGNATION	CARTRIDGE DWG. NO.	SPEC. NO.	IDENTIFICATION	TYPE & MODEL OF WEAPON	CARTRIDGE TOTAL WEIGHT (GRAINS)	RELIEF			JACKET			CORE OR BLDG.			PRIMT. STEEL			BASE FILLER OR CHARGE			CARTRIDGE CASE				PRIMER		PROPELLANT		PERFORMANCE		PACKING	
									DWG. NO.	TYPE	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	CUP DWG. NO.	DWG. NO.	MATERIAL	WEIGHT (GRAINS)	DWG. NO.	MATERIAL	APPROX. WEIGHT (GRAINS)	DWG. NO.	MATERIAL	DWG. NO.	MATERIAL	CUP DWG. NO.	WEIGHT (GRAINS)	DWG. NO.	DESCRIPTION	DESIGNATION	APPROX. WEIGHT (GRAINS)	PRESSURE (PSI)	VELOCITY (FPS)		
1	URS	11756003	M1	D5544843	MIL-C-40665	Red Tip	Mch Gun, M2 (Turret Typ), M-6 Gun, M2 (FlexMe) & Mch Gun, M45	175.0 -48.0 or 175.0 -64.0	C612931 or C1054239	Tracer	677.0 -18.0 or 644.0 -18.0	C612932 or C1054238	Copper Alloy or GMS	284.0 -10.0 or 305.0 -10.0	H5202283 or H10542367	H6129433	PMS	297.0 -1.0	---	---	---	A756151	Copper Alloy	1.5	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	IMR 5010	240.0	52,000 Max Avg	2700 ± 60 ± 25 ft	H7553346 F4209993 H7553544
2	STD	36441	M1 (RPT)	C5540897	MIL-C-80162	Stannic stained Case	For Proof Testing Except Rifle, Spotting NBC	2952.0 -62.0	C6816316	Ball	999.0 -41.0	C6816317	Copper Alloy	263.0 -5.0	H7505140	H6816318 (F) & H6816319 (R)	PMS	325.0 -2.0 411.0 -2.0	---	---	---	---	---	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	WC 850	240.0	45,000 Max Avg	---	F10531277	
3	URS	11756003	M1 (Lead)	D5579412	MIL-C-1216	Blue Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1744.0 -61.0	C612931	Inert	683.0 -26.0	H612932	Copper Alloy	225.0 -5.0	H7505140	A5105029	PMS	137.0 -4.4	---	---	---	---	---	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	WC 850	240.0	51,000 Max Avg	2700 ± 30 ± 25 ft	H7553346	
4	C	36441	M1 (Blank)	C7073517	MIL-C-816	No Bullet	Mch Gun, M2 (Turret Typ), M2 & M45 1/2	917.0 Approx 355	RA0 A7545072	---	---	---	---	---	---	---	---	---	---	---	---	---	C5582646	Brass	H5203381 or H7553774	450.0 -50.0	H7645329	---	WC 154 14-2800 7000	41.0 42.0	---	---	H7553346		
5	URS	11756003	M2 (AP)	D5569930	MIL-C-40666	Black Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1412.0 -73.0	C612932	AP	700.0 -22.0	H612934	Copper Alloy	253.0 -5.0	H7505140	H6129357	Steel	400.0 -15.0	H612936	PMS	56.5 -2.0	---	---	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	WC 850 or IMR 5010	235.0	53,000 Max Avg	2400 ± 30 ± 24 ft	H7553346 H7553544	
6	STD	36441	M2 (Dummy)	C554579	MIL-C-3498	3 Holes in Case	All Cal., 50 Weapons, Except Rifle, Spotting NBC for Training	1215.0 -60.0 6 1248.0 -60.0	B612964	Ball	---	C1054238 or H6129432	GMS or Copper Alloy	265.0 -10.0 or 320.0 -10.0	D10542367 or H5203383	---	---	---	---	---	---	---	C5582646	Brass	H5203381	450.0 -50.0	---	---	---	---	---	---	H7553346 H7553544		
7	STD	36441	M2	D617940	MIL-C-1262	Plain Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1813.0 -73.0	C612931	Ball	700.0 -22.0	H612936	Copper Alloy	253.0 -5.0	H7505140	H6129381	Steel	400.0 -15.0	H612936	PMS	56.5 -2.0	---	---	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	WC 850	235.0	52,000 Max Avg	2400 ± 30 ± 24 ft	H7553346 H7553544	
8	STD	OTCM 36441	M4 (AP) Shell Case	C7073517 C7153432	MIL-C-3064	Silver Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1764.5 -76.5 1714.5 -76.5	C7073517	AP	662.5 -27.0	H612932	Copper Alloy	235.0 -5.0	H7505140	H6129357	Steel	400.0 -15.0	---	---	A7579031	PMS	11.5	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	WC 850 or IMR 5010	233.0	55,000 Max Avg	2700 ± 30 ± 24 ft	H7553346 F4209993 H7553544	
9	URS	11756003	M4	C7073517	---	Orange Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1752.0 -68.0	B763275	Tracer	643.0 -17.0	C1054238	GMS	305.0 -10.0	H10542367	H6129433	PMS	297.0 -1.0	---	---	A756151	Copper Alloy	1.5	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	IMR 5010	240.0	54,000 Max Avg	2700 ± 60 ± 24 ft	H7553346 F4209993 H7553544	
10	URS	11756003	M17	D7072405	MIL-C-3510	Brown Tip	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) & Mch Gun, M45	1722.0 -68.0	B763265	Tracer	643.0 -17.0	C1054238	GMS	305.0 -10.0	H10542367	H6129433	PMS	297.0 -1.0	---	---	A756151	Copper Alloy	1.5	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	IMR 5010	235.0	54,000 Max Avg	2700 ± 60 ± 24 ft	H7553346 F4209993 H7553544	
11	STD	OTCM 36441	M2 (AP) Shell Case	C7073517 C7153432	MIL-C-3064	Red Tip Silver Annulus	Mch Gun, M2 (Turret Typ), Mch Gun, M2 (FlexMe) or Mch Gun, M45	1718.0 -76.5 1668.0 -76.5	C7073517	APT	662.0 -25.0	H612932	Copper Alloy	235.0 -5.0	A7505140	H763265	Steel	365.0 -15.0	---	---	A756151	Copper Alloy	1.5	C5582646	Brass	H5203381 (3 Shg) or H7553774 (2 Shg)	450.0 -50.0	H7645329	---	IMR 5010	234.0	55,000 Max Avg	2700 ± 30	H7553346 F4209993 H7553544	

PAINING AND MARKING

11. STANDARD NOMENCLATURE of bombs is the official designation, as: (BOMB, SAP, 500 lb. AN-M58A1). This information with filler and lot number is stenciled on the bomb.

PAINING AND MARKING: BOMBS			
BOMB	BODY	BANDS	MARKING (letters and figs.)
HIGH EXPLOSIVE: (G.P., Demo., AP., SAP., Frag*) Filled with TNT or Amatol	Olive Drab	Nose: One 1" yellow Tail: One 1" yellow	Black
	Olive Drab	Nose: Two 1" yellow Tail: Two 1" yellow	Black "Comp B" stenciled on one nose band and one tail band.
PRACTICE	Light Blue	None	White
DRILL	Olive Drab	Nose: One 1" black Tail: One 1" black	Black: Drill (inert)
CHEMICAL			
Nonpersistent gas	Blue-Gray	1 Green, nose, tail, and center	Green
Persistent gas	Blue-Gray	2 Green, nose, tail, and center	Green
Irritant smoke (vomiting gas)	Blue-Gray	1 Red, nose, tail, and center	Red
Screening Smoke	Blue-Gray	1 Yellow, nose, tail and center	Yellow
Incendiary	Olive Drab	1 Purple, nose, tail, and center	Purple

* Small fragmentation bombs: nose and tail painted yellow (no bands), Body—olive drab.

MARKING: FUZES

Fuzes are stenciled or stamped with type and model, lot number, number and length of delay.

PAINING AND MARKING: PRIMER DETONATORS (See fig. 42)

Head painted:

All black—0.1 Sec. delay
 $\frac{1}{2}$ black—0.05 Sec. delay
 $\frac{1}{4}$ black—0.025 Sec. delay
 $\frac{1}{8}$ black—0.01 Sec. delay
 All white—Nondelay

powder should be covered with an inert, nonabrasive, powder such as talc, and brushed up with a soft brush. Any possible residue should be taken up by dabbing with a damp cloth.

118. FLARE, AIRCRAFT, PARACHUTE, AN-M26. α. Data. FLARE, aircraft, parachute, AN-M26, is a flare which is discharged from its case and ignited when the fuze functions. It is parachute supported and burns for 3 to 3.5 minutes with a yellowish light of 800,000 candle power. The fuze flare is 50 inches in length, 8 inches in diameter, and weighs 52.5 pounds. Authorized fuzes are the same as those authorized for the photoflash bomb described in paragraph 117.

b. Assembly. To assemble the complete round, proceed as follows:

(1) Remove the flare and fuze from the packings and inspect for serviceability.

(2) Unseal and remove the shipping cover from the base of the flare case.

(3) Uncoil the hangwire-arming wire assembly from the container, pass it around the case and thread the wire through the forward suspension lug. Be careful not to pull on the hangwire so strongly as to pull out the hangwire container.

(4) Set and assemble the fuze as described in paragraph 41.

(5) If the flare is not used, reverse the steps above and return flare and fuze to their original condition and packing.

SECTION XIV. PRACTICE BOMBS

119. GENERAL. Practice bombs are provided for training of bombing crews in marksmanship. They resemble service bombs in appearance and flight characteristics and are provided with a fuze and spotting charge unless conditions make a special spotting charge unnecessary.

120. BOMB, PRACTICE, 3-LB., AN-MK. 5-MOD. 1. α. Data. BOMB, practice, 3-lb., AN-Mk. 5-Mod. 1, is a streamlined miniature practice bomb 8.25 inches in length and 2.5 inches in diameter. It is made of chromium plated steel. The authorized spotting charge is SIGNAL, bomb, practice, miniature, AN-Mk. 4.

b. Other models. BOMB, practice, 3-lb., AN-Mk. 23, is the same as the AN-Mk. 5-Mod. 1 except that it is made of cast iron. BOMB, practice, 4.5-lb., AN-Mk. 43, is the same except that it is made of lead. Cartridge, M4 or M5 may be substituted for SIGNAL, bomb, practice, miniature, AN-Mk. 4.

c. Assembly. In order to assemble the spotting charge it is only necessary to remove the cotter pin in the nose of the bomb, remove the firing pin, insert the signal or cartridge, and replace the firing pin and cotter pin.

121. BOMB, PRACTICE, 20-LB., M48. This bomb represents a fin-stabilized fragmentation bomb. It is 21.8 inches in length and weighs 19.7 pounds. This bomb is intended to simulate BOMB, fragmentation, 20-lb., AN-M41. It resembles the latter except that the body has a sheet metal closing disk in the side, and the charge is 2 ounces of black powder. The fuzes authorized for this bomb are FUZE, bomb, AN-M110A1 (nose), or FUZE, bomb, M110 (nose). BOMB, practice, 20-lb., M48 is issued only in CLUSTER, practice bomb, M2 and CLUSTER, practice bomb, M2A1. (See sec. XVII.)
122. BOMB, PRACTICE, 23-LB., M71 AND M71A1. These bombs represent parachute type fragmentation bombs for assembly in clusters. The complete bomb consists of BODY, bomb, for 23-lb., practice bomb, M71 and M73, or M71A1 and M73A1 and parachute unit, assembly, M3 (modified from M4 by removal of suspension assembly, band assembly, and pull wire container). Note that fuze and spotting charge are unnecessary since the parachute is ample for spotting purposes. BOMB, practice, 23-lb., M71, is 26.8 inches long and weighs 21 pounds. The M71A1 is modified by the addition of the shoulder to the nose of the bomb. It is used only in CLUSTER, practice bomb, M5. (See sec. XVII.)
123. BOMB, PRACTICE, 23-LB., M73. BOMB, practice, 23-lb., M73, simulates a parachute type fragmentation bomb intended for individual suspension. The complete round consists of an empty service bomb body and a parachute unit assembly. It is assembled by setting back the set screw in the collar on the base of the bomb body, screwing in the coupling of the case assembly and tightening the set screw. No fuze or spotting charge is necessary since the parachute serves for spotting purposes. The bomb, 28.5 inches long, weighs 21.1 pounds.
124. BOMB, PRACTICE, 100-LB., M38A2. a. Data. BOMB, practice, 100-lb., M38A2, is a round-nosed cylindrical bomb designed to simulate general-purpose bombs. (See fig. 117.) It is 47.5 inches long and 8.13 inches in diameter. As issued, the fins are assembled to the bomb body which is empty for sand loading in the field. The empty bomb weighs 15.7 pounds, sand filled; with spotting charge assembled, it weighs 100 pounds. The spotting charge is assembled in a sleeve at the base of the bomb, within the fin box.

b. Spotting charge. The authorized spotting charges are CHARGE, spotting, assembly, M1A1, M3, and M4. These assemblies consist of a 3-pound charge and an integral fuze consisting of an inertia type firing pin restrained by an arming pin, with a blank loaded shotgun shell for a primer. The M3 produces a large amount of black smoke and is authorized for use over ranges completely covered with snow. The M4 is authorized for use on ranges equipped with sonic spotting devices. The M1A1 is authorized for all other uses.

c. Assembly. To assemble the complete round, the following procedure may be used:

(1) *Load with sand to weight:* Remove the bomb from the carton and inspect for serviceability. Remove the closing cover from its place in the sleeve. Place the bomb upright and fill completely with a uniform sand mixture. Shake the load down well so that there will be no room for it to shift. If a lighter loading is desired, mix sawdust or sifted ashes with the sand. The bomb must be filled, and the loading material must be uniform. Press the closing cap into place.

(2) *Assembly spotting charge:* Insert spotting charge assembly and seat firmly with arming pin pointing away from bomb suspension lugs. Pass arming wire through rear suspension lug and then through eyelet in arming pin. Adjust to protrude 2 to 3 inches.

125. BOMB, PRACTICE, TARGET, 100-LB., M75. a. Data. BOMB, practice, target, 100-lb., M75, is provided to furnish a target reference for practice bombing over snow covered ranges. The bomb resembles the 100-pound chemical bomb and consists of a light sheet metal case, a charge of red iron ore (hematite), a burster, and a fuze. The bomb is 47 inches long and 8 inches in diameter. It weighs 101.3 pounds of which 72 pounds is hematite. Upon impact the burster distributes the charge over an area 35 feet in diameter.

b. Complete round. The complete round consists of the bomb, unfuzed, without burster, BURSTER, M4, FUZE, bomb, M108 (nose), with pressure plate, and WIRE, arming, assembly. The complete round, except burster, is shipped unassembled in a wooden box.

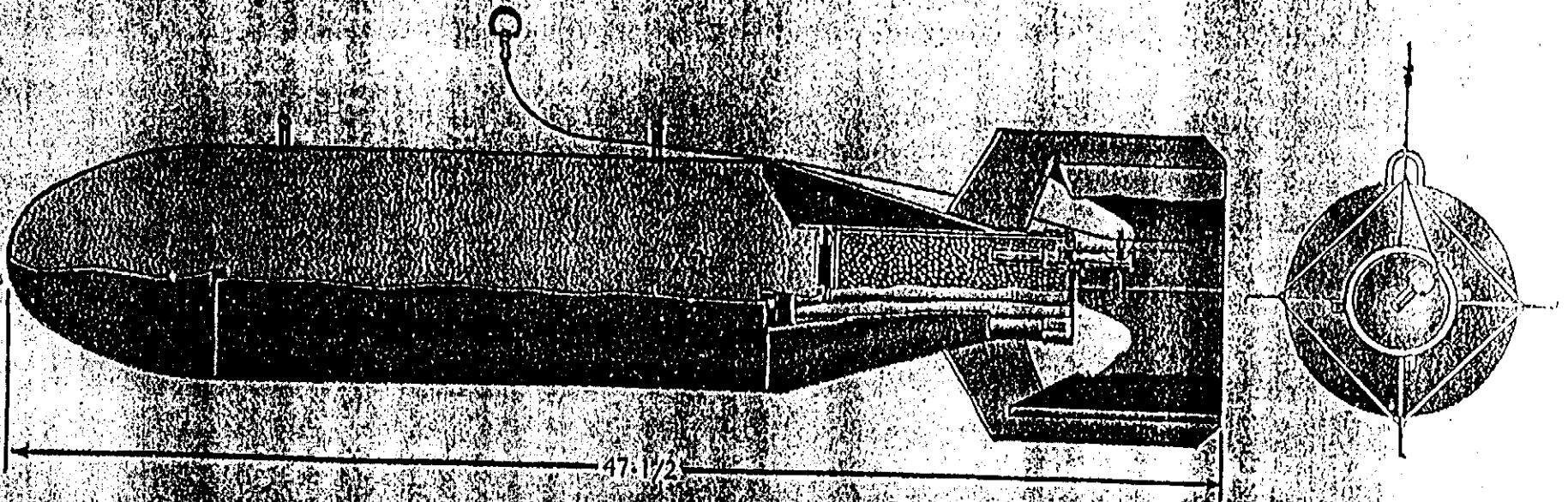
c. Assembly. To assemble the complete round, the following sequence should be observed:

(1) Remove components from packing and inspect for serviceability.

(2) Remove the fuze seat and adapter sleeve from the adapter.

(3) Insert the burster in the burster well; push it in until the shoulder of the burster seats against the shoulder of the burster well. Use no force.

(4) Replace the adapter sleeve and screw firmly against the burster.



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Figure 107 BOMB, practice, 100 lb, M38A2

(5) Assemble the pressure plate to the striker of the fuze bending the lugs on the plate to hold it securely.

(6) Push the fuze into the fuze seat until both ball latches engage the groove in the seat.

(7) Screw the fuze seat, with fuze, into the bomb handtight. Arrange the arming pin so that the safety cotter pin is perpendicular to the length of the fuze.

(8) Thread the arming wire through the forward suspension lug of the bomb then, pressing the head of the arming pin to expose the lower hole, thread the arming wire through the inner eyelet in the arming pin.

(9) When the bomb is installed in the rack, remove the safety cotter pin in the fuze.

(10) If the bomb is not dropped, disassemble and return the components to their original condition and packing, reversing the above steps.

SECTION XV. DRILL BOMBS

126. **GENERAL.** Drill bombs are provided for training of ground crews in assembling, fuzing, unfuzing, and other handling of bombs. Drill bombs and their components are completely inert. They differ from inert practice bombs in that practice bombs are expendable; drill bombs are not.

127. **MODELS.** Each service bomb is represented by a corresponding drill bomb which bears the same model designation. When necessary to avoid confusion, the type represented may be indicated in the nomenclature, for example: **CLUSTER, drill (frag. bomb)** and **CLUSTER, drill (practice bomb)**.

128. **COMPLETE ROUNDS.** The complete round for a drill bomb corresponds exactly to the complete round of the service bomb it represents except that the components are inert. Directions and precautions laid down for the assembly and disassembly of complete rounds of the corresponding service bomb will be observed.

BOMB, fragmentation, 260-lb., AN-M81 BOMB, fragmentation, 260-lb., AN-M81, COMP. B	AN-M103 M103 M127, w/ adapter- booster, M117.	AN-M100A2 AN-M100A1	M14, nondelay	EXTENSION, fuze, M1, all lengths.	82-3-234FB
BOMB, gas, persistent, H, 100-lb., M47A2 BOMB, gas, persistent, H, 100-lb., M47A1	M126A1 M126 M108, w/ fuze adapter	None	None	BURSTER, M4	82-3-277C 82-3-234S
BOMB, gas, persistent, H, 115-lb., M70 BOMB, gas, persistent, L, 115-lb., M70	AN-M110A1 M110 M127	None	None	BURSTER, M4	82-3-234KC
BOMB, CC, 500-lb., M78 BOMB, CG, 500-lb., M78	AN-M103 M103 M127, w/ adapter- booster, M117.	AN-M101A2 AN-M101A1	M14, nondelay	LINER, fuze seat BURSTER, M15 ADAPTER-BOOSTER, M115A1 or M115.	82-3-234HB
BOMB, AC, 1,000-lb., AN-M79 BOMB, CC, 1,000-lb., AN-M79 BOMB, CG, 1,000-lb., AN-M79	AN-M103 M103 M127, w/ adapter- booster, M117.	AN-M102A2 AN-M102A1	M14, nondelay	LINER, fuze seat BURSTER, M16 ADAPTER-BOOSTER, M115A1 or M115.	82-3-234ZA
BOMB, photoflash, M23A1	None	None	None	2 BAND, suspension	None
BOMB, photoflash, M46	M111A2 M111A1 M111	None	None	None	82-3-281B
BOMB, practice, 3-lb., AN-MK. 23 BOMB, practice, 4.5-lb., AN-Mk. 43	None	None	None	SIGNAL, bomb, practice, miniature, AN-Mk. 4.	None

Continued on following page.

Table IV. Complete Round Data. (Continued)

Bomb and fin	Fuze combinations			Other components	Arming wire Pc. Mk.
	Nose fuze	Tail fuze	Primer-detonator		
BOMB, practice, 17-lb., M37 BOMB, practice, 23-lb., M73	None	None	None	PARACHUTE, unit, assembly, M4.	None
BOMB, practice, 23-lb., M71 (for cluster only).	None	None	None	BODY bomb PARACHUTE, unit, assembly, M3.	None
BOMB, practice, 100-lb., M38A2	None	None	None	CHARGE, spotting, assembly, M1A1. CHARGE, spotting, assembly, M3 (for snow covered ranges). CHARGE, spotting, assembly, M4 (for sonic spotting).	82-3-213D
BOMB, practice, target, 100-lb., M75	M108, w/ striker plate	None	None	BURSTER, M4	82-3-409C
BOMB, smoker, phosphorus, WP, 100-lb., M47A1 BOMB, smoke, phosphorus, WP, 100-lb., M47A2	M126A1 M126 M108, w/ fuze adapter.	None	None	BURSTER, M4 (high altitude). BURSTER, M18 (low altitude). BURSTER, M7.	82-3-277C

PRACTICE AND DEMONSTRATION BOMBS

NOTES	Type	Drg. No.	BOMB				ADAPTER-BOWTIE				FUZE				PRIMER-DETONATORS				PACKING					Assembly No.	
			Weight Loaded and Fused	Explosive Charge			inert Charge		Nose		Tail		Nose		Tail		Nose	Tail		Nose		Tail			Primer-Detonators
				Wt.	Kind	Container	Wt.	Kind	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Designation	Drg. No.	Body Drg. No.	Nose Drg. No.	Tail Drg. No.	Nose Drg. No.	Tail Drg. No.		Container Drg. No.
S & M	Practice, 3-lb., AM-Mr. 5, Mod. 1	NAVY 27740	1b.	lb.	Black Powder	NAVY 144,244	lb.																	1	
S & M	Practice, 17-lb., M37	82-0-88	22.5	.75	Smoke charge	78-0-175						73-0-22	M107 practice				(76-16-194) (76-16-195)	76-16-223						2	
A & M	Practice, 100-lb., M38A2 B see	82-0-83	100	3	Black Powder	82-3-228	80	Sand					82-3-228	0			76-0-62			76-16-214				3	
S & M	Practice, 20-lb., M45 see	82-0-37	20.15	.13	Black Powder	82-3-270 ^f						73-0-41	M107				76-16-212							4	
08	Practice, 300-lb., Mr. 1	82-3-33	290	4	Black Powder	82-3-124	144	Sand		73-0-1	Practice, Mr. 1			73-0-1	Practice, Mr. 1	()	73-0-1	76-16-16			76-16-45		76-16-18	76-16-18	5
S & M	Practice, 20-lb., M4 see	82-0-44	19.7	.13	Black Powder	82-3-270 ^f						73-0-47	M110 f				76-16-212			76-16-214				6	

S = Issues
M = Manufacturer
Note = For crimping wire assemblies, see Drawing 82-3-53b.

* = From stock of unloaded demolition bombs, Mr. 1 series.
() = Primer-detonator assembly, Mr. 1, practice.
0 = Packing box for tail adapter-bowtie.
0 = Spotting charge M1A1.
0 = Spotting charge M1A1.
= Nose Fuze, M110 for container see Drg. 76-3-343.
see = Sand, Suspension, M1, See Drg. 82-3-306. (for use on dive bombers only).
f = Detonator, M1, Drg. 82-3-282.
0 = Fin, Drg. 82-3-276.
s = Special loading for 53-lb. bomb to consist of 1 part sand and 2 parts carbonyl to equal 33 lbs.
g = Spotting charge, for Container see Drg. 76-10-55; for Packing Box see Drg. 76-16-255.

Issued = September 6, 1924.
Revised = December 15, 1941.

PRACTICE AND TARGET BOMBS

NOTES	BOMB										ADAPTER-BOOSTERS		FUZZE				PRIMER-DETONATORS				PACKING					Assembly No.
	TYPE	Assembly Complete Drg. No.	DNO. NO.	Weight Loaded and Fused Lb.	Spotting Charge			Inert Charge		TAIL		NOSE		TAIL		NOSE		TAIL		BOMB Drg. No.	FUZZE		PRIMER-DETONATORS			
					Type	Drg. No.	Wt. Lb.	Wt. Lb.	Kind	Designation	Drg. No.	Designation	Drg. No.	Designation	Designation	Drg. No.	Designation	Drg. No.	Nose Drg. No.		Tail Drg. No.	Nose Drg. No.	Tail Drg. No.	Container Drg. No.		
S	Prac., 23 Lb., M71 h	82-0-91	82-3-253	21.1		None						None		None						20-4-386						1
S & M	Prac., 23 Lb., M71A1 h	82-0-91	82-3-253	21.1		None						None		None						20-4-386						2
																										3
S	Prac., 23 Lb., M73 j	82-0-91	82-3-253	21.		None						None		None						20-4-386						4
S	Prac., 23 Lb., M73A1 j	82-0-91	82-3-253	21.		None						None		None						20-4-386						5
																										6
S & M	Prac., 100 lb., M38A2	82-0-23	82-3-213	100.	M1A1 ^a	82-3-228	4.25	80	Sand			None	a	82-3-228						76-16-391		76-16-214				7
S	Prac., 100 lb., M85 d	82-0-96	82-3-405	103.5	M1A1 ^a	82-3-228	4.25	95	b			None	a	82-3-228						82-3-407		76-16-214				8
																										9
S	Target, Prac., 100 lb., M75 m	82-0-97	82-3-409	101.2		82-14-45	72. ^d					M108 ^e	73-2-44		None					76-16-409	76-16-238					10
S & M	Target, Prac., 100 lb., M75A1 m	82-0-97	82-3-409	101.2		82-14-45	72. ^d					M108 ^e	73-2-44		None					76-16-409	76-16-238					11
																										12
																										13
																										14

S - Issue.
M - Manufacture.
Prac. - Practice;

- (a) - Spotting Charge, M3 and M4 also may be used. Drgs. 82-3-402 and 82-3-496 respectively.
- (b) - Bomb is made of reinforced concrete.
- (c) - Uses Fin Assembly, M105, Drg. 82-3-406.
- (d) - Uses Red Iron-Oxide (Nematite).
- (e) - Fuse uses Pressure Plate, Drg. 82-3-410.
- (h) - Parachute Unit M3, Drg. 82-3-265.
- (j) - Parachute Unit, M4 Drg. 82-3-400.
- (m) - Uses Bursting, AK-M4, Drg. 82-3-281.

ISSUED - September 6, 1924

REVISED - 1 May 1947

PAINTING AND MARKING

11. STANDARD NOMENCLATURE of bombs is the official designation, as: (BOMB, SAP, 500 lb. AN-M58A1). This information with filler and lot number is stenciled on the bomb.

PAINTING AND MARKING: BOMBS			
BOMB	BODY	BANDS	MARKING (letters and figs.)
HIGH EXPLOSIVE: (G.P., Demo., AP., SAP., Frag*) Filled with TNT or Amatol	Olive Drab	Nose: One 1" yellow Tail: One 1" yellow	Black
	Olive Drab	Nose: Two 1" yellow Tail: Two 1" yellow	Black "Comp B" stenciled on one nose band and one tail band.
PRACTICE	Light Blue	None	White
DRILL	Olive Drab	Nose: One 1" black Tail: One 1" black	Black: Drill (inert)
CHEMICAL			
Nonpersistent gas	Blue-Gray	1 Green, nose, tail, and center	Green
Persistent gas	Blue-Gray	2 Green, nose, tail, and center	Green
Irritant smoke (vomiting gas)	Blue-Gray	1 Red, nose, tail, and center	Red
Screening Smoke	Blue-Gray	1 Yellow, nose, tail and center	Yellow
Incendiary	Olive Drab	1 Purple, nose, tail, and center	Purple

* Small fragmentation bombs: nose and tail painted yellow (no bands), Body—olive drab.

MARKING: FUZES

Fuzes are stenciled or stamped with type and model, lot number, number and length of delay.

PAINTING AND MARKING: PRIMER DETONATORS (See fig. 42)

Head painted:

All black—0.1 Sec. delay
 $\frac{1}{2}$ black—0.05 Sec. delay
 $\frac{1}{4}$ black—0.025 Sec. delay
 $\frac{1}{8}$ black—0.01 Sec. delay
 All white—Nondelay

107. BOMB, CHEMICAL, 1,000-LB., AN-M79. This bomb is similar to the AC bomb described above except for the difference in filler and corresponding difference in weight. The chemical charge consists of approximately 340 pounds of CC filler, and the complete round weighs about 860 pounds.

108. BOMB, CHEMICAL, 1,000-LB., AN-M79. This bomb is similar to the AC bomb described above except for the difference in filler and corresponding difference in weight. The chemical charge consists of 417 pounds of phosgene, and the complete round weighs 939 pounds.

SECTION XII. FRAGMENTATION BOMBS

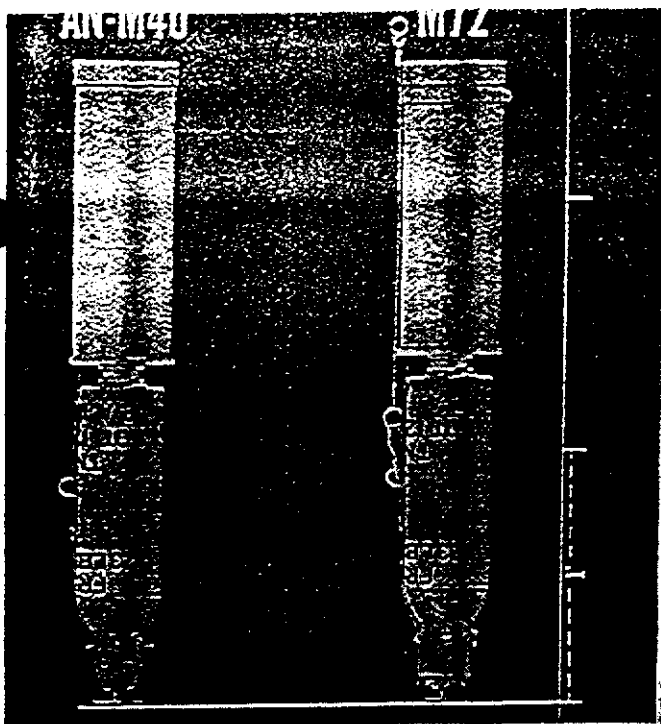
109. GENERAL. *a.* Description. Fragmentation bombs are heavy-case bombs designed for use against such targets as personnel and light matériel. They are so-called because their principal effect is produced by the fragments of the heavy case. Fragmentation bombs are fuzed to explode before penetration. Those used for minimum altitude attack are equipped with parachutes to retard the fall of the bomb until the plane has cleared the danger area; those used from higher levels are stabilized in flight by fins. In general, the bomb body consists of a thin steel cylinder closed at each end by a heavy metal plug. The side walls are reinforced by a heavy spiral steel bar. The nose plug is threaded to receive an impact fuze and the tail plug is threaded to provide attachment for the fin assembly or parachute unit assembly. Large fragmentation bombs are adapted for both nose and tail fuze.

b. Components. The components of complete fragmentation bombs are as follows:

- (1) *Fin type.* (*a*) Unfuzed bomb; includes—
 1. Bomb body, including case, nose, and base.
 2. Explosive, TNT or Comp B.
 3. Fin assembly.
- (*b*) Vane type nose fuze.
- (*c*) Vane type tail fuze (large bombs only).

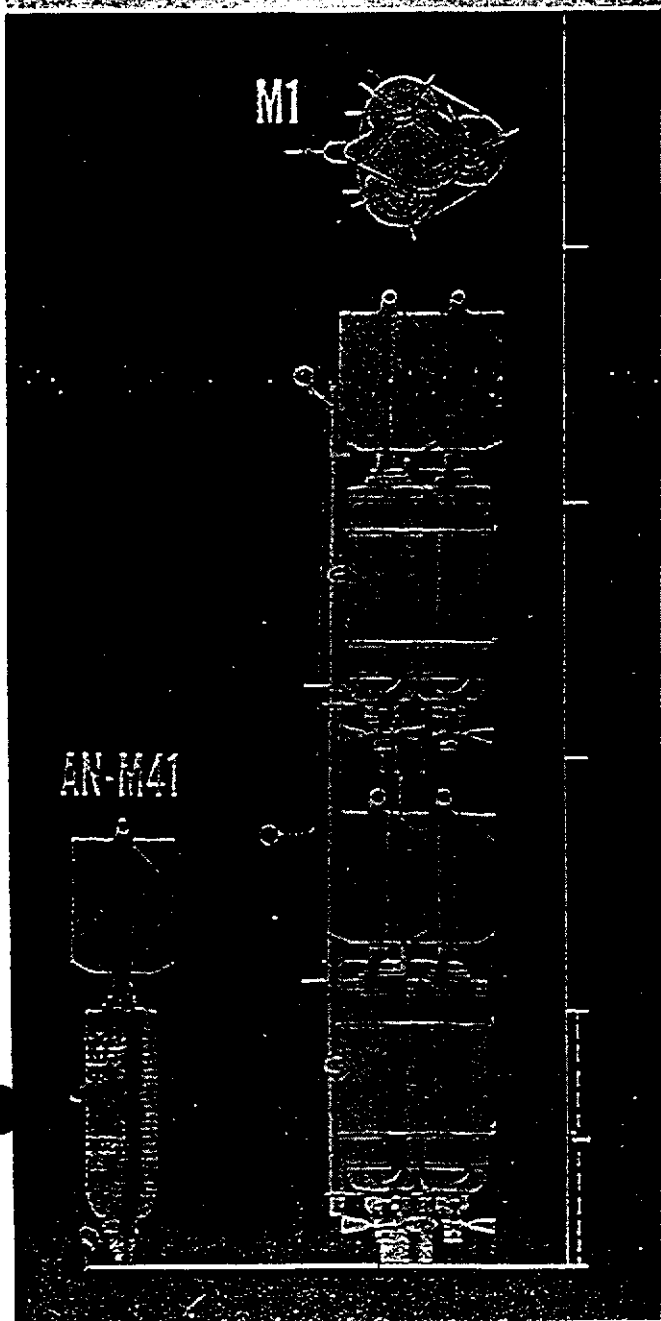
Note. No arming wire is necessary for bombs assembled in clusters, since the vane stop of the cluster adapter keeps the fuze from arming until the bomb is released from the cluster.

- (2) *Parachute type.* (*a*) Unfuzed bomb; includes—
 1. Bomb body, including case, nose, and base.
 2. Explosive TNT or Comp B.
 3. Parachute unit assembly including parachute assembly, parachute case assembly, and arming wire assembly.
- (*b*) Pin type nose fuze with delayed arming.



Fragmentation Bombs

Figure 29. These are small, heavy-cased bombs, their body walls reinforced with heavy steel rings or a spiral steel bar. Fragments of this reinforcement are extremely destructive to personnel and light matériel such as aircraft on the ground. They may be either finned (as AN-M41) for release at ordinary levels or provided with parachutes for low-level release.

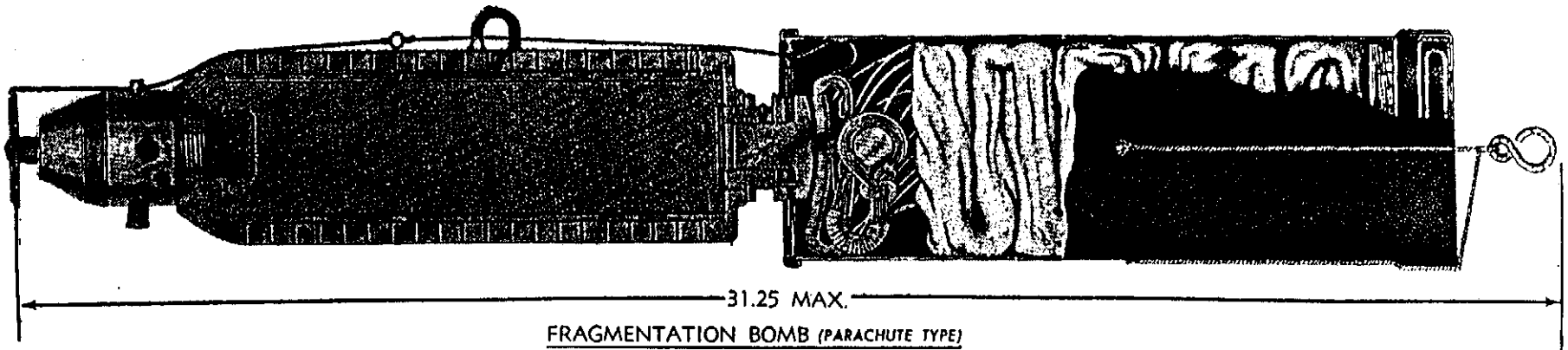


Drill Bombs

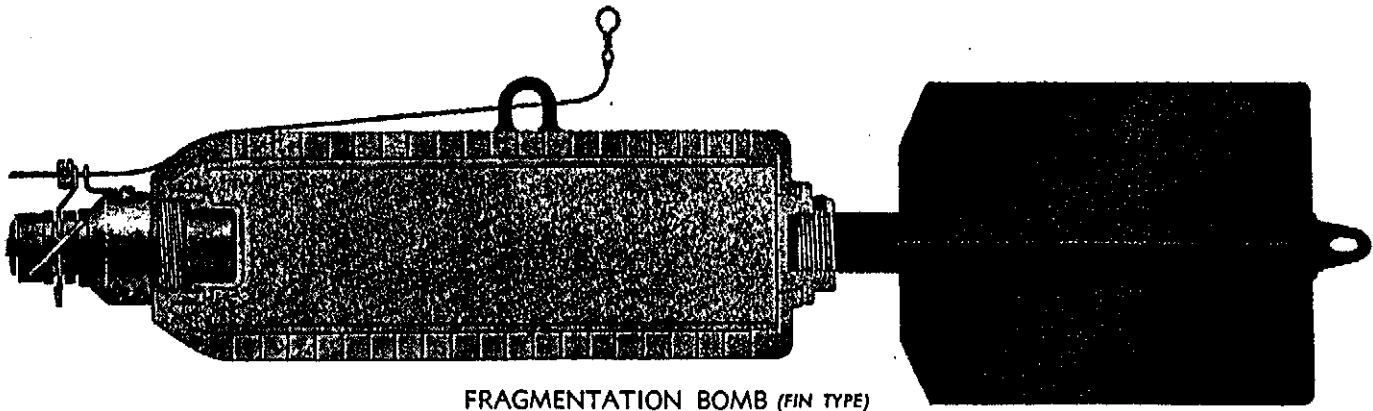
Drill bombs are completely inert bombs provided for training ground crews in the techniques of assembling, fuzing, unfuzing and bomb-handling. Each service bomb is represented by a corresponding drill bomb, distinguishable from its service counterpart by its *bands* (one black at nose and at tail) and by the fact that they are plainly marked in black, "Drill (Inert)".

Clusters

Figure 30. Fragmentation bombs are sometimes released in clusters for area bombing. Shown at left is a cluster of 6 finned bombs fuzed with arming vane fuzes. The cluster falls from the plane as a unit, then opens, so that the bombs fall separately. A similar cluster adapter can be used for 3 parachute type bombs with pin type fuzes.



FRAGMENTATION BOMB (PARACHUTE TYPE)



FRAGMENTATION BOMB (FIN TYPE)

RA PD 15007

Figure 37. Fragmentation bombs.

(3) *Body.* The same bomb body is used for both types of small fragmentation bomb. It is 11.4 inches in length and 3.64 inches in diameter. Its weight is 17.9 pounds, of which 2.7 pounds is high explosive.

(4) *Fins.* The stabilizer assembly of small bombs consists of an axial member to which four radial fins are attached. One end is threaded for attachment to the bomb and the other end is formed into a lug for vertical suspension of the bomb. Large fragmentation bombs have a box type fin.

(5) *Parachute unit assembly.* The parachute unit assembly consists of a cylindrical parachute case which is attached to the bomb body and contains the parachute and shrouds, arming cord, parachute top cord assembly; and, in the case of individually suspended bombs, a pull out wire and pull out wire container. The case is closed, in the cluster bomb, by a loose cap held in place by the cluster adapter. In the latter, the pull wire container serves to close the case, however, for handling a shipping cover is sealed in place.

c. Assembly. (1) Bombs issued in clusters are completely assembled. For assembly and installation of the cluster see section XVII.

(2) Large fragmentation bombs are assembled in accordance with directions for G.P. bombs. (See par. 73.)

(3) Small bombs for individual suspension are assembled and installed as follows:

(a) Remove the bomb from its packings and remove the fuze hole plug. Inspect to be sure that the cavity and threads are clear and the suspension cables on the parachute case are securely attached.

(b) Remove the fuze from its packing and inspect to insure that the safety cotter pin is in place and the fuze has not become armed and that the fuze is otherwise serviceable.

(c) Remove the tape holding the arming wire to the case and disengage the arming cord from the case coupling.

(d) Screw the fuze into the bomb handtight. If the fuze arming pin is not approximately in line with the arming wire, back off the fuze and use paper or cardboard shims so that when the fuze is handtight the pin will be in line.

(e) Thread the arming wire through the inner eyelet in the fuze arming pin.

(f) Move the suspension cables aside and remove sealing strip and shipping cover from the parachute case. Uncoil the pull out wire from the case, taking care not to loosen its container.

(g) Remove the safety cotter pin from the fuze and suspend the bomb in the rack by the S-hook on the suspension cables. Attach the loop on the pull out wire to the arming pawl.

(h) If the bomb is not dropped the above steps will be reversed and the components returned to their original condition and packing.

d. Function. The functioning of bombs in clusters is described in section XVII. Fragmentation bombs suspended individually function in the following steps.

(1) *Dropped armed.* The suspension hook releases the bomb; the arming hook retains the pull out wire, pulling out the container. The pilot disk of the top cord assembly is caught by the air stream and pulls the parachute from the case. The arming cord is attached to the parachute shrouds and, as the parachute opens and the shrouds straighten, the arming cord pulls the arming wire from the fuze and allows the fuze to arm in 2 to 2.5 seconds. Meanwhile, the bomb retarded by the parachute falls with a terminal velocity of approximately 20 miles per hour. Upon impact the bomb explodes, projecting fragments over an effective radius of 10 to 25 yards.

(2) *Dropped "Safe."* When dropped "Safe," the pull out cord is released with the bomb. The container remains in place keeping the parachute in the case. Since the parachute does not open, the arming wire is not pulled from the fuze and the fuze does not function on impact.

e. *Typical targets.* Typical targets for fragmentation bombs include personnel, unarmored and lightly armored vehicles, and airplanes on the ground.

f. *Limitations.* Because of their small size, direct hits or near misses are required for this type bomb to damage armored targets. Plane loads are limited by number of bombs and not by full weight carrying capacity.

110. BOMB, FRAGMENTATION, 23-LB., AN-M40 AND AN-M40A1. *α.* BOMB, fragmentation, 23-lb., AN-M40, is a parachute type fragmentation bomb, designed for assembly in clusters. The fuzed bomb is 29.5 inches in length, 4.35 inches in maximum diameter, and weighs 24.7 pounds. FUZE, bomb, AN-M104, AN-M120, or AN-M120A1 are authorized for use in this bomb. BOMB, fragmentation, 23-lb., AN-M40 is issued only in CLUSTER, fragmentation bomb, M4, AN-M4 and AN-M4A1. (See sec. XVII).

b. BOMB, fragmentation, AN-M40A1 is modified by the addition of a shoulder at the nose of the bomb, increasing the length by ½ inch. (See fig. 113.)

111. BOMB, FRAGMENTATION, 20-LB., AN-M41 AND AN-M41A1. *α.* BOMB, fragmentation, 20-lb., AN-M41, is a fin stabilized type. The fuzed bomb is 21.8 inches in length, 3.64 inches in diameter, and weighs 19.8 pounds. It is currently issued only in clusters. FUZE, bomb, M110, and FUZE, bomb, AN-M110A1 are authorized for use in this bomb. BOMB, fragmentation, 20-lb., AN-M41, is issued in CLUSTER, fragmentation bomb, M1. CLUSTER, fragmentation

bomb, AN-M1A1 and CLUSTER, fragmentation bomb, AN-M1A2. (See sec. XVII.)

b. AN-M41A1. This modification includes the addition of a shoulder at the nose of the bomb to provide a bearing for the cluster adapter so that the clustered bombs can be shipped unfuzed. The shoulder adds $\frac{1}{2}$ inch to the length of the bomb. (See fig. 113.)

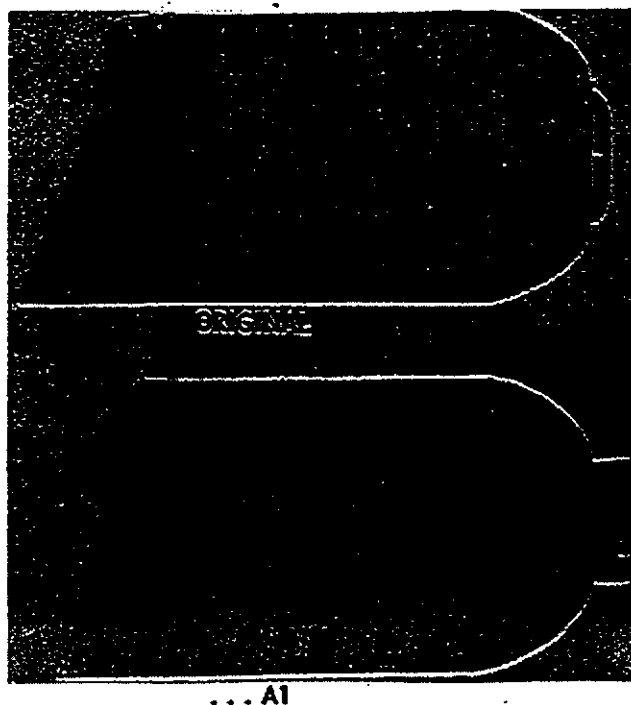
112. BOMB, FRAGMENTATION, 23-LB., M72. a. Data. BOMB, fragmentation, 23-lb., AN-M72 is a parachute type fragmentation bomb, designed for single suspension in vertical racks. It is 31.3 inches in length including the length of the suspension cords, and weighs 24.6 pounds.

b. Complete round. The complete round consists of the unfuzed bomb, which is packed 2 per wooden box, and the nose fuze, which is packed in an individual metal container in a compartment in the box with the bomb.

c. Fuzes authorized. Fuzes authorized for use with this type and weight of bomb are—

- (1) FUZE, bomb, AN-M120A1 (nose).
- (2) FUZE, bomb, AN-M120 (nose).

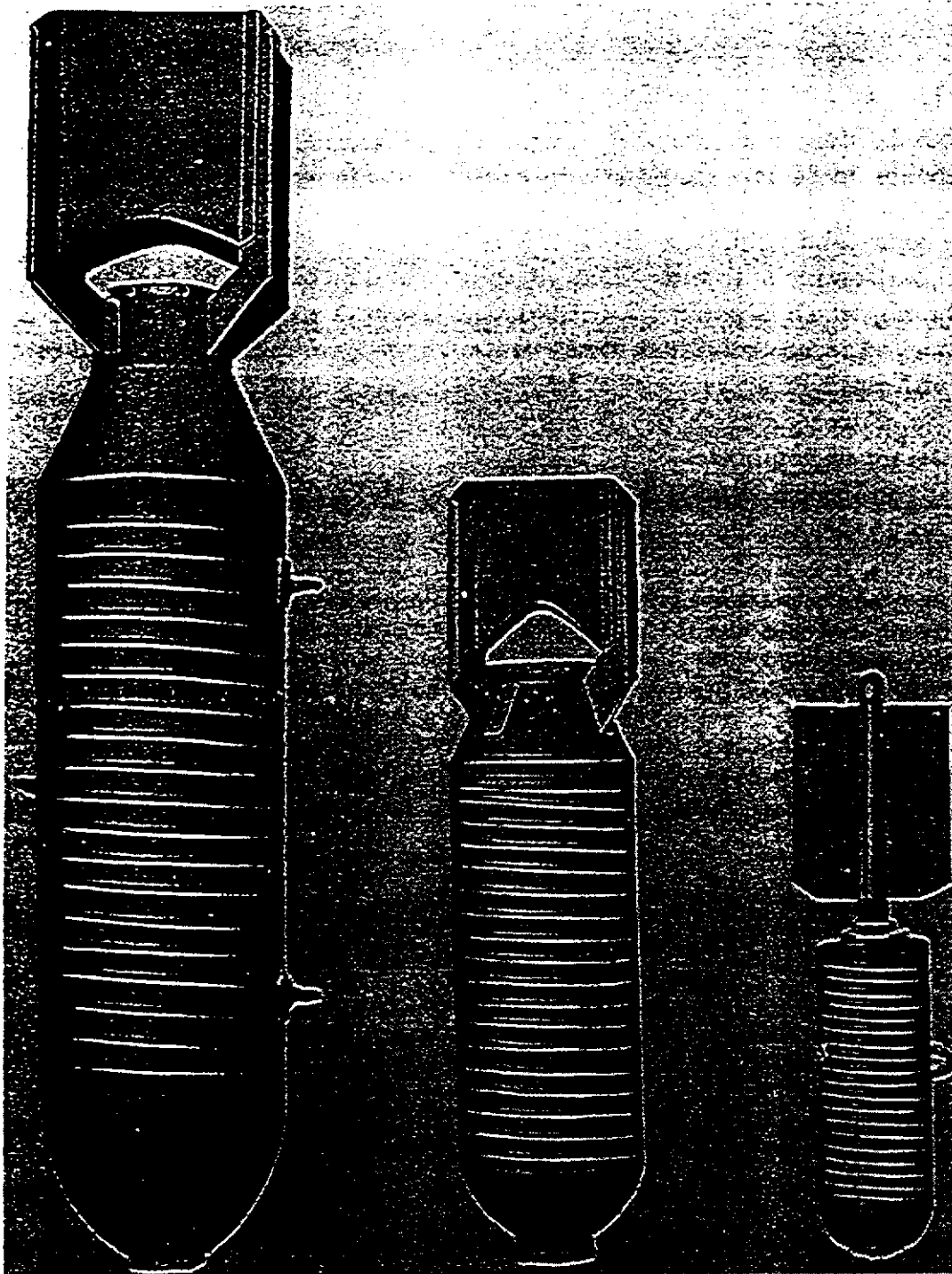
Note. It should be noted that fuzes authorized for parachute type and those for fin type bombs are not interchangeable. The vane type fuze will not arm on the parachute bomb, and the pin type may function from wind pressure if used on the fin-stabilized bomb.



RA PD 26728

Figure 113. Modification of fragmentation bombs.

113. BOMB, FRAGMENTATION, 90-LB., M82. This bomb (fig. 114) is designed for use in clusters or in individual suspension. The bomb body is, approximately, 20 inches in length, 6 inches in diameter, and 85 pounds in weight. It is adapted for nose fuze AN-M103 which



RA PD 26811

Figure 114. Comparative sizes of 260-lb. bomb, fragmentation, AN-M81; 90-lb. bomb, fragmentation, M81; 20-lb. bomb, fragmentation, AN-M41.

Table IV. Complete Round Data. (Continued)

Bomb and fin	Fuze combinations			Other components	Arming wire Pc. Mk.
	Nose fuze	Tail fuze	Primer-detonator		
BOMB, depth, 650-lb., AN-Mk. 37 BOMB, depth, 700-lb., AN-Mk. 49	AN-M103, w/ special vane, AN-Mk. 219, w/fuze adapter and extra auxiliary booster.	AN-Mk. 229	None	Transverse fuze, AN-Mk. 234 or AN-Mk. 224. Flat-nose attachment (Mk. 37 only). Spacer for transverse fuze (shipped in fuze cavity). Trunnions w/lock washers, arming wire bracket w/tube (shipped with fin).	Navy drg. 150931
BOMB, fragmentation, 23-lb., AN-M40 (for cluster only).	AN-M120A1 AN-M120 AN-M104	None	None	PARACHUTE, unit, assembly, M3.	None
BOMB, fragmentation, 23-lb., M72 BOMB, fragmentation, 23-lb., M72A1	AN-M120A1 AN-M120	None	None	PARACHUTE, unit, assembly, M4.	None
BOMB, fragmentation, 90-lb., M82 BOMB, fragmentation, 90-lb., M82, COMP. B (See also Cluster, M27	AN-M103 M103 M127, w/ adapter- booster, M117.	None	None	EXTENSION, fuze, M1, all lengths.	None

CLUSTERS

CLUSTER		BOMBS					ADAPTER	
Code	Model	Size	No.	Wt.	Model	Fuze	Model	Cartridge or Fuze
FRAGMENTATION BOMB CLUSTERS								
S1ZVB.....	M1	100-lb.	6	20-lb.	M41	M110	M1	M6
S1ZVG.....	M1	100-lb.	6	20-lb.	M41	M110A1	M1	M6
S1ZVD.....	M1A1	100-lb.	6	20-lb.	M41	M110	M1A1	None
S1ZVH.....	M1A1	100-lb.	6	20-lb.	M41	M110A1	M1A1	None
S1ZVL.....	AN-M1A1	100-lb.	6	20-lb.	AN-M41	AN-M110A1	AN-M1A2	None
S1VAA.....	AN-M1A2	100-lb.	6	20-lb.	AN-M41A1	Unfuzed	AN-M1A3	None
S1ZVF.....	M4	100-lb.	3	23-lb.	M40	M104	M3	None
S1ZVK.....	M4	100-lb.	3	23-lb.	M40	M120	M3	None
S1ZVN.....	AN-M4	100-lb.	3	23-lb.	AN-M40	AN-M104	AN-M3	None
S1ZVO.....	AN-M4	100-lb.	3	23-lb.	AN-M40	AN-M120	AN-M3	None
S1VBA.....	AN-M4A1	100-lb.	3	23-lb.	AN-M40	Unfuzed	AN-M3	None
S1ZVQ.....	M26	500-lb.	20	20-lb.	AN-M40A1	AN-M110A1	M13 (T4E2)	M111,-A1,-A2
φ.....	M27	500-lb.	6	90-lb.	AN-M41	AN-M103	M16 (T8)	M111,-A1,-A2
PRACTICE BOMB CLUSTERS								
S1ZVA.....	M2	100-lb.	6	20-lb.	M48	M110	M1	M6
S1ZVI.....	M2	100-lb.	6	20-lb.	M48	M110A1	M1	M6
S1ZVE.....	M2A1	100-lb.	6	20-lb.	M48	M110	M1A1	None
S1ZVJ.....	M2A1	100-lb.	6	20-lb.	M48	M110A1	M1A1	None
S1ZVT.....	AN-M2A1	100-lb.	6	20-lb.	AN-M48	AN-M110	AN-M1A2	None
S1ZVP.....	AN-M2A1	100-lb.	6	20-lb.	AN-M48	AN-M110A1	AN-M1A2	None
φ.....	M5	100-lb.	3	23-lb.	M71	None	M3	None

φ Assembled in the field.

FRAGMENTATION BOMBS

NOTES	BOMB										ADAPTER-BOOSTERS				FUZES				PRIMER-DETONATORS				PACKING BOXES OR CRATES				Assembly No.	
	Type		Assembly complete Drg. No.	Drg. No.	Weight Loaded and Fused		Charge			Nose		Tail		Nose		Tail		Nose		Tail		Bomb Drg. No.	Fuse		Primer-Detonators			
							Weight	Kind	Drg. No.	Designation	Drg. No.	Mk.	Drg. No.	Mk.	Drg. No.	Mk.	Drg. No.	Mk.	Drg. No.	Mk.	Drg. No.		Drg. No.	Mk.	Drg. No.	Drg. No.		Mk.
	Nose	Tail	Nose	Tail	Nose	Tail																Nose						
S	30-1b ₁	M5	82-0-19	()	1b. 30.0	1b. 4.51	TWT		M26	82-3-123				XIV	73-8F-1			IKCX	82-3-219			76-16-153	76-16-111		76-8-26		1	
S A M	23-1b ₁	M40	82-0-370	82-3-253	24.1	2.7	TWT	82-1b-15						M104	73-8-28							76-1-327	76-15-216					2
S A M	20-1b ₁	M41	82-0-3700	82-3-275	19.8	2.7	TWT	82-1b-15						M110	73-8-87							76-1-340	76-16-244					3

S - Issue
M - Manufacturers

1 - Mk. IIB Primer-Detonator may be used when the Mk. IIO Inst. is not available; for Can. Packings See Drg. 76-8-33.
 () - See Drawings 82-3-140, 144, and 153.
 Note For arming wire assemblies, see Drawing 82-3-234.
 / - Approximately 75,000 Bombs equipped with Nose Fuse, M109, Drg. 73-8-146, for Packing see Drawing 76-1-277; 76-16-216.
 † - Nose Fuse, M110 for Container see Drg. 76-1-343.
 ‡ - Nose Fuse, M104 for Container see Drg. 76-1-277.
 • - Parachute, Drg. 82-3-285.
 ° - Pin, Drg. 82-3-278.
 § - Detonator, M13, Drg. 82-3-282.

Issued - August 15, 1924.
 Revised - December 15, 1941.

PAINING AND MARKING

11. STANDARD NOMENCLATURE of bombs is the official designation, as: (BOMB, SAP, 500 lb. AN-M58A1). This information with filler and lot number is stenciled on the bomb.

PAINING AND MARKING: BOMBS			
BOMB	BODY	BANDS	MARKING (letters and figs.)
HIGH EXPLOSIVE: (G.P., Demo., AP., SAP., Frag*) Filled with TNT or Amatol	Olive Drab	Nose: One 1" yellow Tail: One 1" yellow	Black
	Olive Drab	Nose: Two 1" yellow Tail: Two 1" yellow	Black "Comp B" stenciled on one nose band and one tail band.
PRACTICE	Light Blue	None	White
DRILL	Olive Drab	Nose: One 1" black Tail: One 1" black	Black: Drill (inert)
CHEMICAL			
Nonpersistent gas	Blue-Gray	1 Green, nose, tail, and center	Green
Persistent gas	Blue-Gray	2 Green, nose, tail, and center	Green
Irritant smoke (vomiting gas)	Blue-Gray	1 Red, nose, tail, and center	Red
Screening Smoke	Blue-Gray	1 Yellow, nose, tail and center	Yellow
Incendiary	Olive Drab	1 Purple, nose, tail, and center	Purple

* Small fragmentation bombs: nose and tail painted yellow (no bands), Body—olive drab.

MARKING: FUZES

Fuzes are stenciled or stamped with type and model, lot number, number and length of delay.

PAINING AND MARKING: PRIMER DETONATORS (See fig. 42)

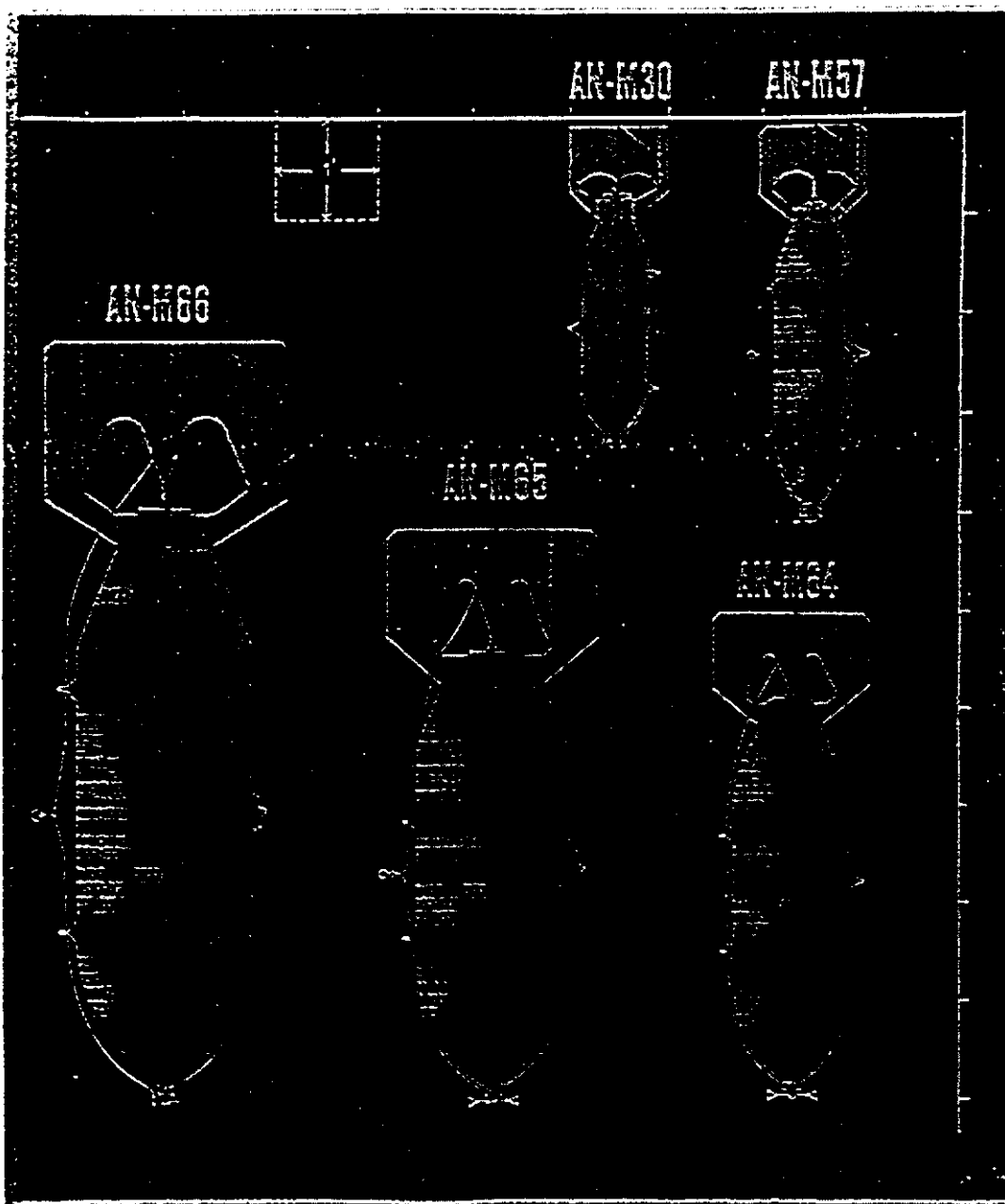
Head painted:

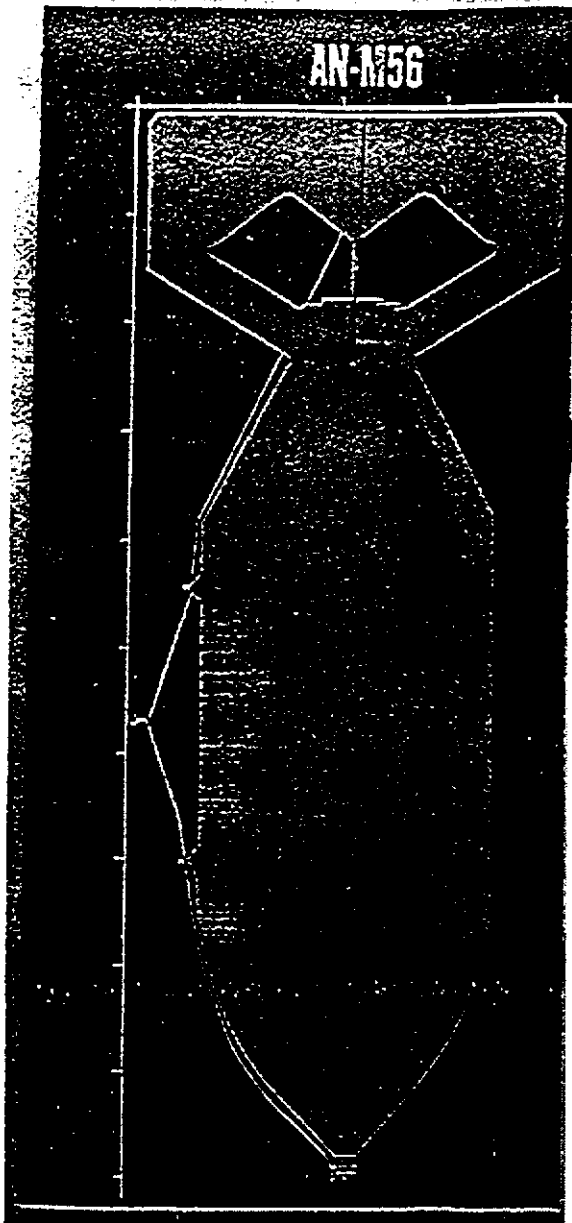
All black—0.1 Sec. delay
 $\frac{1}{2}$ black—0.05 Sec. delay
 $\frac{1}{4}$ black—0.025 Sec. delay
 $\frac{1}{8}$ black—0.01 Sec. delay
 All white—Nondelay

12. RECOGNITION OF BOMBS BY GENERAL APPEARANCE. The characteristics of all models of each type of bomb are similar. These are described in detail in Part Three.

General Purpose Bombs

Figure 21. General purpose (GP), bombs are "cylindrical" bombs with ogive heads, straight-cone-tapered cases. They are readily distinguishable from the somewhat similar appearing semiarmor-piercing bombs by the fact that they are usually fuzed both nose and tail. They are used for blast, fragmentation or mining purposes, gaining their principal effect from high explosive. In explosive content they average 50% by weight. Normally, they have both two suspension lugs for double hook suspension and a single lug at the center of gravity for single hook suspension.



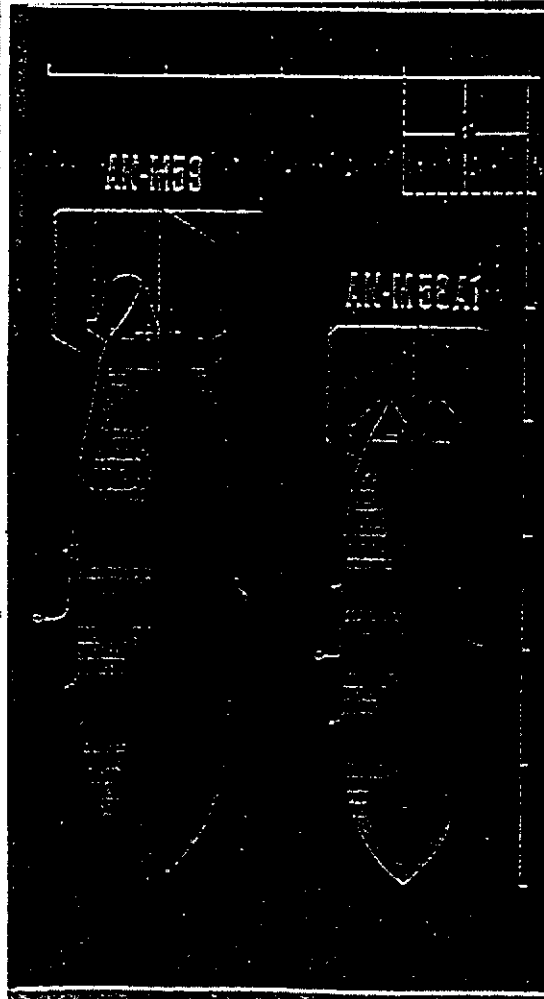


Light Case Bombs

Figure 22. Light case (LC) bombs are similar in size and shape to the larger GP bombs: since they are intended primarily for blast effect, strength of case is sacrificed for maximum explosive charge (70% by weight). Readiest method of distinguishing them from GP bombs is the stenciled marking on the case.

Demolition Bombs

Demolition (Demo) bombs are similar in appearance to GP bombs except that they do not normally have the single suspension lug found at the center of gravity of GP and LC bombs.



Semiarmor-Piercing Bombs

Figure 23. Semiarmor-piercing bombs are more streamlined than the cylindrical bombs. While designed for both nose and tail fuze, the nose is usually filled with a steel plug, only a tail fuze being used. These bombs have heavier cases and carry about 30% explosive.

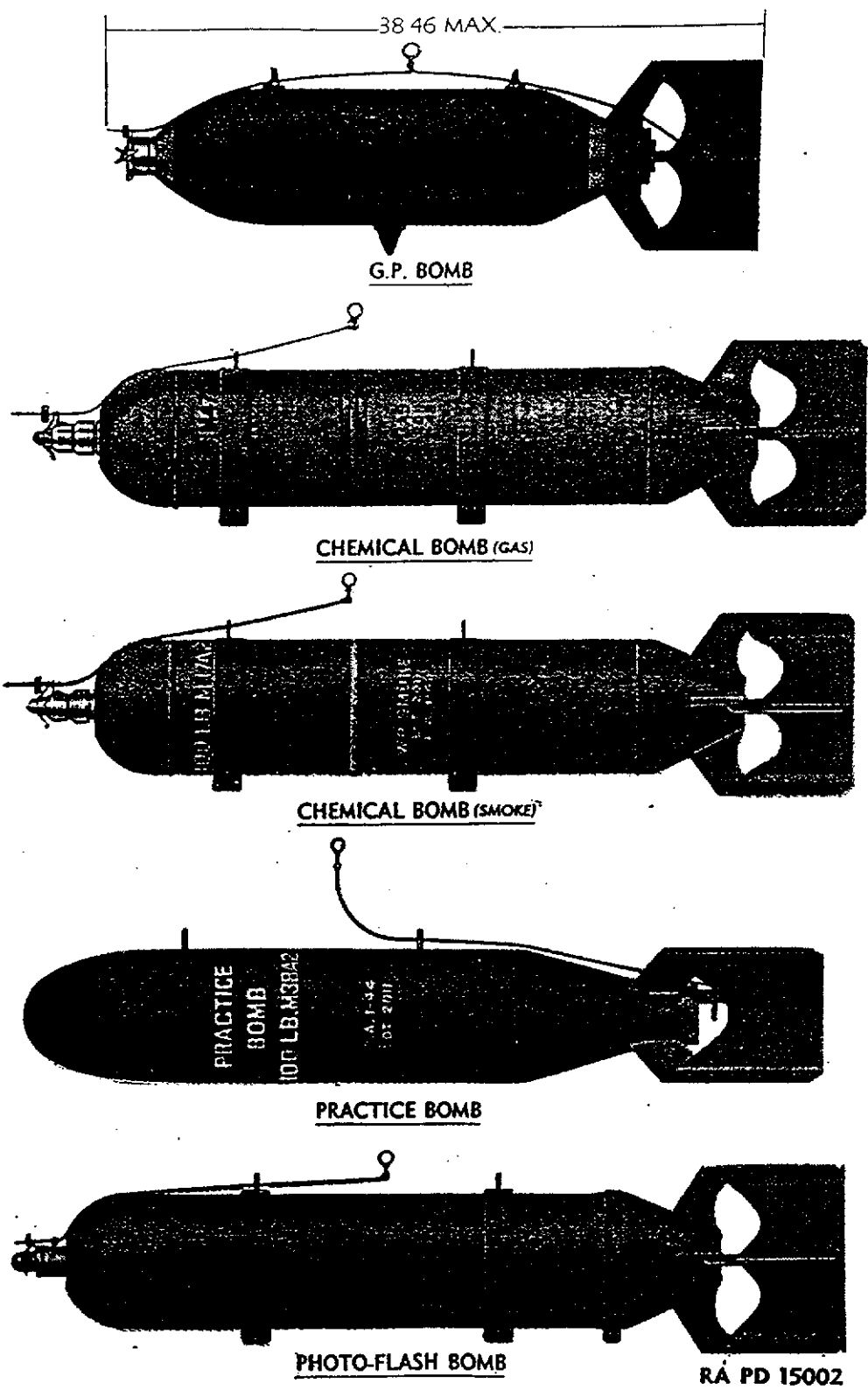
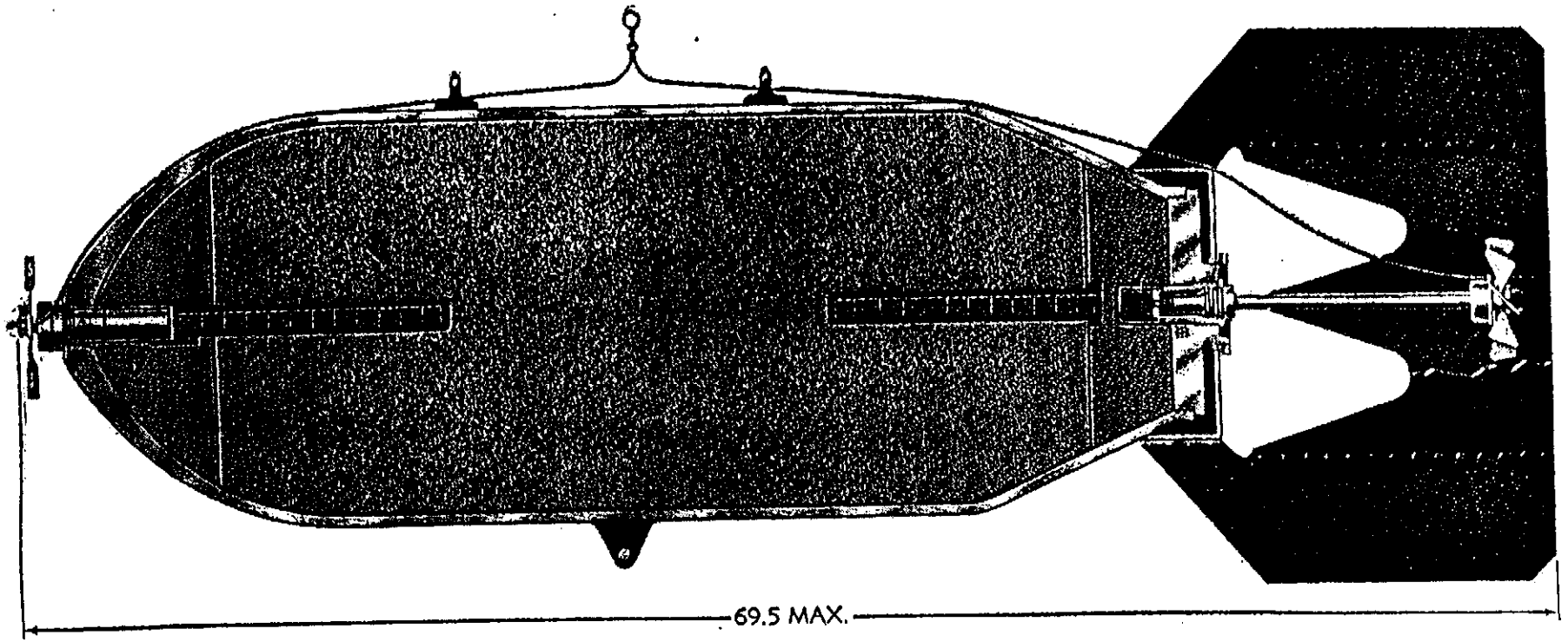


Figure 33. Painting and marking of bombs.



RA PD 15006

Figure 36. © G.P. bomb.

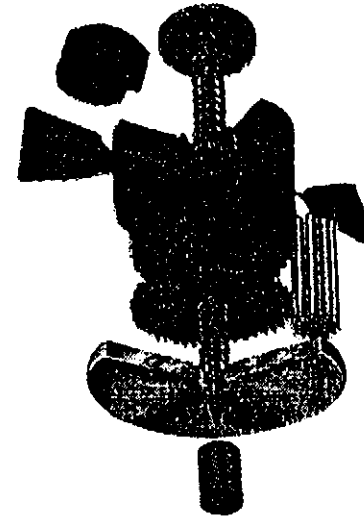
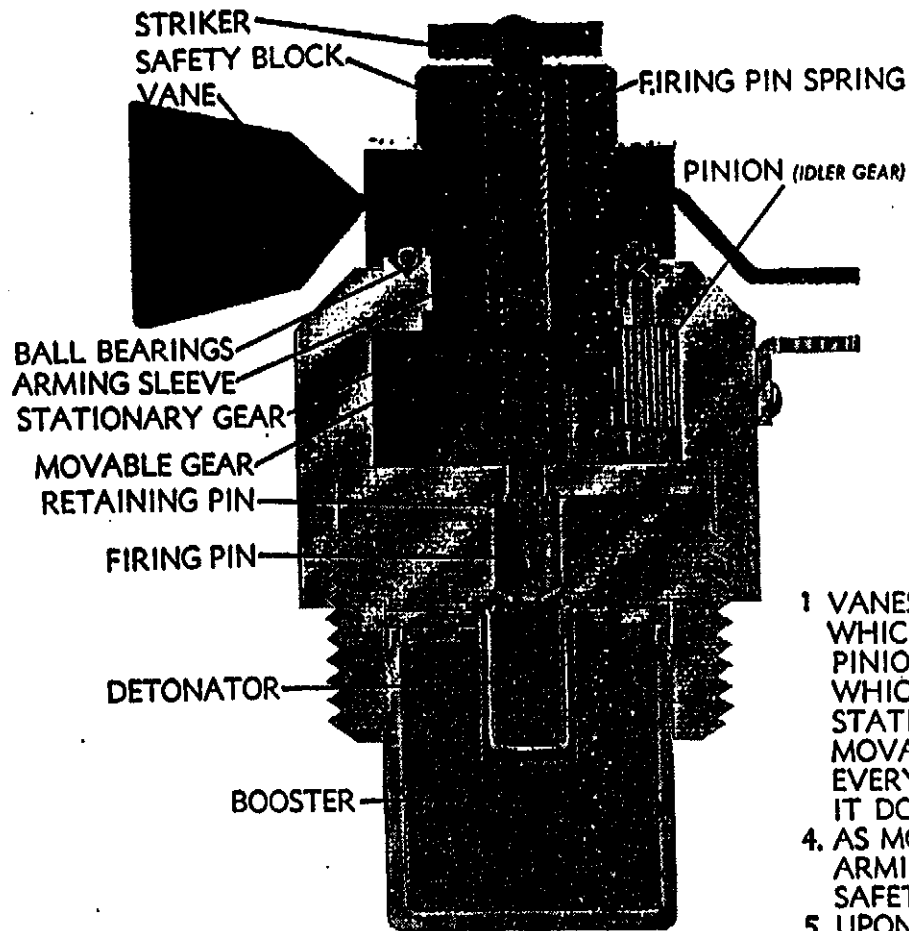
1170A ✓

40. FUZE, BOMB, AN-M110A1 (NOSE). α. Data. FUZE, bomb, AN-M110A1 (nose), drawing 73-8-77, is an arming vane type nose fuze which arms after 325 revolutions of the arming vane. It acts to detonate the bomb on impact. It is 3.7 inches long, 1.75 diameter, and weighs 1.04 pounds. It is authorized for use with the 115-pound, M70 gas bomb, with fin stabilized fragmentation bombs, and the corresponding practice type. This fuze differs from FUZE, bomb, M110 (nose), in that the latter requires 455 revolutions of the vane to arm and in that the AN-M110A1 has a C-shaped safety block between the striker and fuze body, while the M110 has a 3-segment safety block. The AN-M110A1 is shipped with vane assembled; the M110 is shipped with vane separate.

Note. FUZE, bomb, M110, will not be used unless it has been renovated. This will be indicated on a tag attached to the fuze.

b. Description. FUZE, bomb, AN-M110A1 (nose), is cylindrical in shape with the arming vane hub and firing pin protruding from the head and the booster cup protruding from the base. The vane hub assembly consists of an arming sleeve, hub sleeve, upper ball race, vane, and vane nut. A gear with 33 teeth is staked to the inner end of the hub sleeve; a gear with 34 teeth is staked to the inner end of the arming sleeve which is screwed inside the hub sleeve. A pinion mounted inside the fuze body meshes with both these gears. The upper ball race, arming vane, and vane nut are assembled on the outer end of the hub sleeve in that order. The arming sleeve extends beyond the hub sleeve for 5/16 inch and holds the C-shaped safety block between the striker disk of the firing pin and the vane nut. A vane strap, stamped in one piece with the arming vane, forms the vane stop with a bracket attached to the fuze body. A shipping wire is sealed in the outer pair of holes in the vane stop.

c. Function. When arming wire is withdrawn, the arming vane is rotated by the air stream, rotating the vane hub assembly with it. (See fig. 54.) The vane hub gear and arming sleeve gear are both in mesh with the pinion, but the arming sleeve gear has one more tooth than the vane hub gear. Consequently, only the teeth engaged in the pinion are actually in line and the next pair of teeth are slightly out of line. As the next pair engage the pinion it lines them up causing, as the gears rotate, a slow progression of the arming vane gear with respect to the vane hub gear. This causes the arming sleeve to unscrew from the hub and gradually withdraw into the body of the fuze. When the arming sleeve withdraws enough to clear the safety block, the block is thrown clear since the slot in the block is wide enough to clear the firing pin and spring. The sleeve continues to progress until the gear disengages from the pinion and the vane and hub continue to rotate idly. Upon impact, the firing pin is driven into the primer which explodes causing the detonation of the booster.



- 1 VANES ROTATE STATIONARY GEAR WHICH MESHES WITH PINION. PINION ROTATES MOVABLE GEAR WHICH HAS ONE MORE TOOTH THAN STATIONARY GEAR. MOVABLE GEAR LAGS ONE TOOTH EVERY ROTATION AND THIS UNSCREWS IT DOWNWARD.
4. AS MOVABLE GEAR DESCENDS IT PULLS ARMING SLEEVE DOWNWARD FREEING SAFETY BLOCKS.
5. UPON IMPACT, STRIKER DRIVES FIRING PIN INTO DETONATOR.

RA PD 15021

Figure 54. FUZE, bomb, AN-M110A1 (nose).

d. Preparation for use. When FUZE, bomb, AN-M110A1 (nose), is issued it is assembled to bombs only when the bombs are assembled in clusters. When so shipped, the fuze contains a shipping wire sealed in the vane stop and the safety blocks are fastened in place with adhesive tape. It is necessary to remove these restraints to fuze arming before the cluster is installed in the plane. If the safety block should fall out when the tape is removed, the block will be replaced and re-taped and the bomb removed and unfuzed. The fuze will be destroyed as unserviceable ammunition in dangerous condition. When issued separately, the fuze is ready to be assembled to the bomb when unpacked.

e. Fuzing. When FUZE, bomb, AN-M110A1 (nose), is assembled to the bomb the following sequence of operations will be observed.

- (1) Unseal and open the fuze carton and remove fuze.
- (2) Remove shipping supports from fuze and insure that safety block is in place.
- (3) Inspect fuze to insure that it is serviceable.
- (4) Screw fuze into bomb, handtight.
- (5) If bomb is to be clustered, assemble the bomb to the cluster adapter taking care that vane stop of the adapter will prevent the fuze from arming, then remove shipping wire and seal.

(6) If the bomb is intended for individual suspension, insert the end of the arming wire through the forward suspension lug of the bomb and then through the inner eyelets of the fuze vane stop. Place a safety clip on the wire and slide it up until it just touches the face of the vane strap. Adjust the arming wire to protrude 2½ inches beyond the clip, taking care that the wire is neither kinked nor burred.

Note. When used for the chemical bomb, the burster is assembled before the fuze. (See par. 102.)

- (7) Remove the shipping wire and seal.
- (8) If the bomb is not used, unfuze and return the fuze to storage by reversing the steps listed above.

f. Accidental arming. This fuze is armed when the safety block is displaced from its position between the striker and the vane hub *whether the arming vane has turned or not*. If a fuze should become armed accidentally, carefully replace the safety block, using improvised shims if necessary to take up all play between the striker and vane hub. Tape the blocks in place. The fuze may then be handled with comparative safety. No other attempt should be made to restore the fuze to its original unarmed condition; it should be destroyed.

g. Marking. FUZE, bomb, AN-M110A1 (nose), is marked by stamping in the body with the type, model, lot, loader, and date loaded. Attached to the shipping wire is a tag which reads: "Remove after arming wire is inserted and safety clip attached thereto. If bomb is not dropped, replace sealing wire before removing arming wire."

than 3/16 inch above the outer sleeve, the fuze is only partially armed and may be returned to the unarmed condition by turning the vane counterclockwise (looking at the vane end of the fuze) until it begins to bind and then turning clockwise 3 to 4 turns and locking with the safety cotter pin. If the top of the striker has progressed more than 3/16 inch from the top of the outer sleeve, the fuze will be regarded as armed and will be handled with the utmost caution not to jar the fuze until it can be disarmed, by personnel familiar with the construction of the fuze, in accordance with Navy Bureau of Ordnance Pamphlet No. 988.

g. **Marking.** The base of the fuze is stamped with the type and model, lot number, manufacturer's and inspector's initials, and date loaded. The arming vane assembly is painted red to distinguish it from vanes for other fuzes which have a different pitch. The safety cotter pin carries a tag which reads: "Remove safety cotter pin after bomb is placed in dropping gear and arming wire clips and propeller are in place."

h. **Packing.** FUZE, bomb, AN-Mk. 228 (tail) is packed one in a sealed metal container. Four such containers are packed in a metal crate.

SECTION VIII. GENERAL PURPOSE, LIGHT CASE, AND DEMOLITION BOMBS

72. **GENERAL.** The characteristics of all models of each type of bomb are similar, and the sequence of operations in assembling the complete round is the same. The opening paragraph of each section describes the common characteristics of each type and specifies the sequence of operations in assembling the complete round in order to avoid repetition. Tables of data concerning arming wire assemblies, fuze characteristics, bomb characteristics, dimensions, and typical targets and storage and shipping data will be found in the tables in section XX.

73. **DESCRIPTION AND ASSEMBLY.** **a. Description.** General-purpose (G.P.), light case (L.C.) and demolition (demo.) bombs comprise the so-called cylindrical bombs. The body of the bomb is cylindrical, tapering in an ogive to the nose and in a straight cone to the base. (See fig. 87.) A fuze seat liner is assembled in the nose. The base is closed with a large disk-shaped base plug which has a threaded extension for attaching the fin assembly. The center of the plug is closed with the adapter booster for the tail fuze. Single and double suspension lugs are welded to the side of the case. The single lug is

located in the plane of the center of gravity of the bomb. Double suspension lugs are located diametrically opposite the single lug and are on a line parallel to the axis of the bomb. They are 14 inches apart on bombs weighing 1,000 pounds and less; they are 30 inches apart on bombs weighing 2,000 pounds and more.

b. Assembly. The complete round may be assembled in the following steps:

(1) Inspect components as specified in paragraph 25.

(2) Remove shipping bands from bomb and remove fin assembly from fin crate. Remove the required number of fuzes and arming wires from packing boxes. Load them on the bomb service truck and trailer.

(3) Proceed to the assembly point.

(4) At the assembly point, cut shipping wire and remove fin lock nut and protector. Remove the protector from the lock nut.

(5) Place fin assembly over tail of bomb with one fin in line with suspension lugs. If bombs are intended for external racks, the fin is turned 45° from alignment with lugs. Replace fin lock nut and tighten with wrench or by hand.

(6) Remove nose and tail plugs and inspect the fuze seats.

(7) Deliver bomb to plane and install in accordance with instructions pertinent to the type of rack.

(8) Install fuzes and arming wire when bomb is securely locked in the rack. If space in the bomb bay does not permit fuzing, fuzes should be assembled to the bomb at the assembly point.

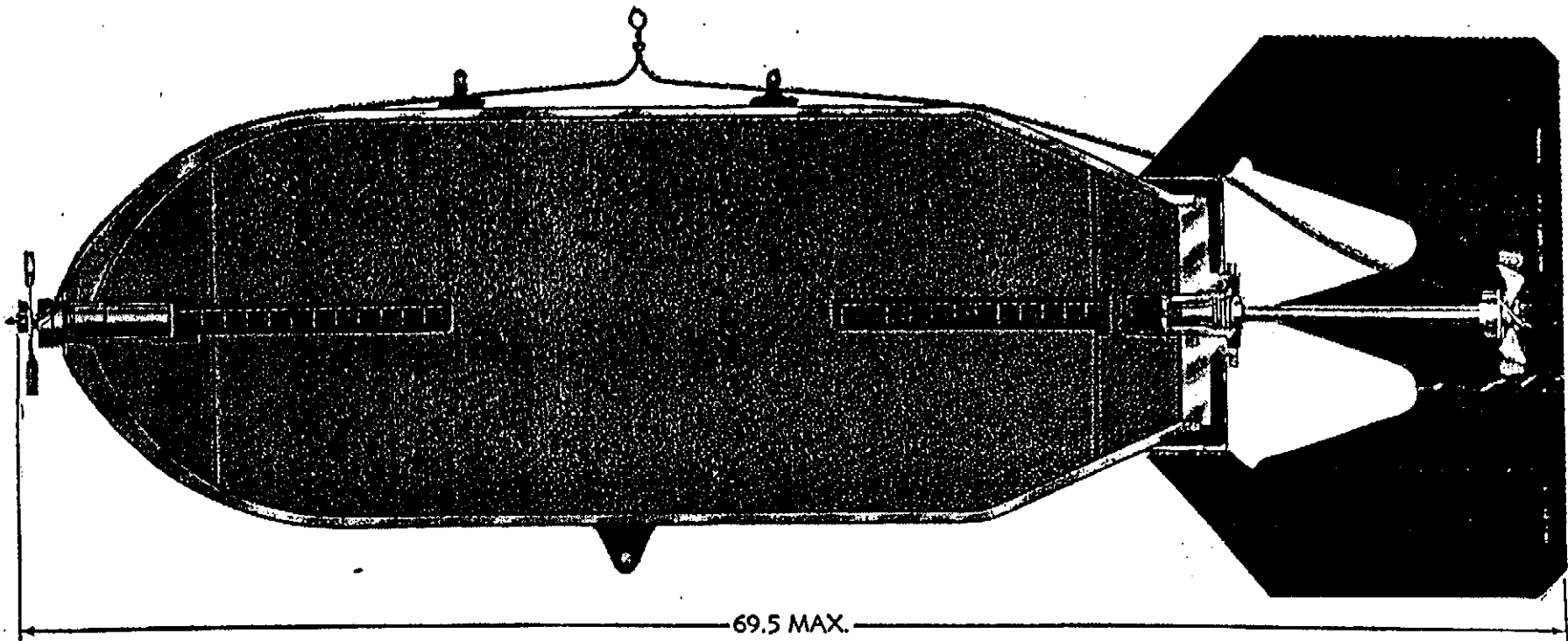
(9) Remove such safety cotter pins from fuzes as have not yet been removed.

(10) If bomb is not dropped it will be unfuzed and returned to storage by reversing the steps listed above.

c. Function. Light case bombs are fuzed with instantaneous fuzes for surface blast effect. General-purpose bombs may be fuzed with instantaneous fuzes for blast effect, with short delay (.1 second and less) for mining or penetration effect, with fuze delay of 4, 11, or 45 seconds for low-altitude bombing, or with fuzes of 1 hour to 6 days delay.

d. Limitations. Light case bombs cannot be used for penetration. The case will fail on any ordinary impact. Delay-fuzed general-purpose bombs, released from high altitudes will fail on impact with armor plate or heavy reinforced concrete, but these are proper targets if the fuzing is for instantaneous action or if the bomb is released from medium or low altitudes.

74. BOMB, G.P., 100-LB., AN-M30. **a. Data.** BOMB, G.P., 100-lb., AN-M30 (fig. 88) is a cylindrical bomb which is 38.46 inches long and weighs 108 pounds, as released. The body is 30 inches in length



RA PD 15006

Figure 87. G.P. bomb—sectioned.

and 8.18 inches in diameter. It weighs 101 pounds, of which 54.2 pounds, 51 percent of the complete round, is explosive charge.

b. Fuzes authorized. See table IV, section XX.

c. Other models. BOMB, G.P., 100-lb., AN-M30A1 differs in that the tail adapter booster M102A1 is used to provide for locking it into the base plug, and the base plug is equipped with studs extending into the charge, to prevent removal of the plug. BOMB, demolition, 100-lb., M30, is an earlier model of this bomb which does not have a lug for single suspension. When single lug suspension is required for dive bombing, BAND, suspension, M1, may be used.

75. BOMB, G.P., 250-LB., AN-M57. *a. Data.* BOMB, G.P., 250-lb., AN-M57 is a cylindrical bomb which is 47.8 inches long and weighs 252 pounds, as released. (See fig. 89.) The bomb body is 36.9 inches in length and 10.9 inches in diameter. It weighs 240 pounds of which 122.5, 49 percent of the complete round, is explosive charge.

b. Fuzes authorized. See table IV, section XX.

c. Other models. BOMB, G.P., 250-lb., AN-M57A1, differs in that the adapter booster and base plug are locked in place. BOMB, demolition, 300-lb., M31, is an earlier model corresponding to this bomb. The M31, although nominally a 300-pound bomb, actually weighs 261 pounds and is 3 inches longer than the AN-M57. The M31 also differs by not having the lug for single suspension.

76. BOMB, G.P., 500-LB., AN-M64. *a. Data.* BOMB, G.P., 500-lb., AN-M64 is a cylindrical bomb which is 59.16 inches long and weighs 512 pounds, as released. (See fig. 90.) The bomb body is 47.1 inches in length and 14.18 inches in diameter. It weighs 492 pounds of which 262 pounds, 51 percent of the complete round, is explosive charge.

b. Fuzes authorized. See table IV, section XX.

c. Other models. Other models of this size and type bomb, and the details in which they differ are listed below.

(1) BOMB, G.P., 500-lb., AN-M64A1, differs in that the adapter booster and base plug may be locked in place.

(2) BOMB, G.P., 500-lb., M64, differs in not having the single suspension lug. It may be used whenever single lug suspension is not required.

(3) BOMB, G.P., 500-lb., AN-M43, differs in not being adapted for the hydrostatic tail fuze.

(4) BOMB, G.P., 500-lb., M43, differs in not having the single suspension lug and in not being adapted for the hydrostatic tail fuze.

(5) BOMB, demolition, 500-lb., M43, differs in not having the single suspension lug, in not being adapted for the hydrostatic tail fuze, and in having a base cap instead of a base plug.

AN-M30

BOMB GENERAL PURPOSE
100 LB.

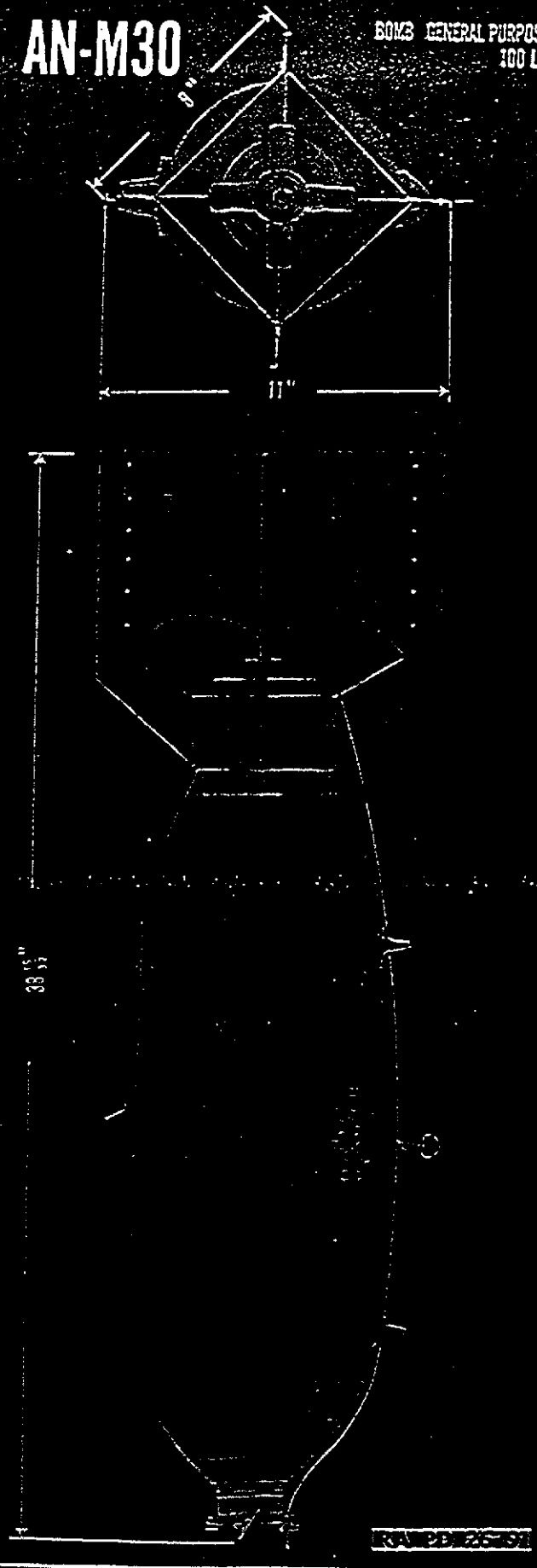
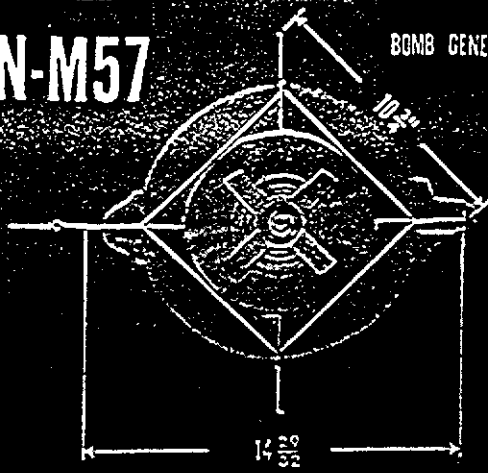


Figure 88. BOMB, G.P., 100-lb. AN-M30.

AN-M57

BOMB GENERAL PURPOSE
250 LB.

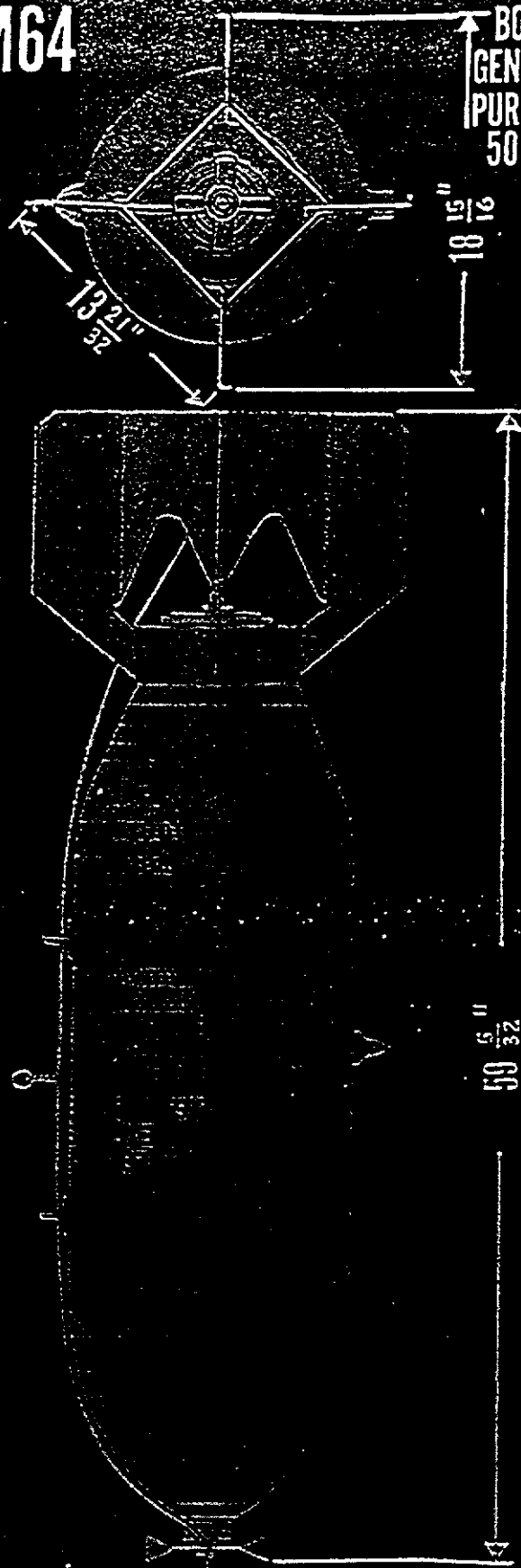


RA PD 26792

Figure 89. BOMB, G.P., 250-lb., AN-M57.

AN-M64

BOMB,
GENERAL
PURPOSE
500 LB.



RA PD 26793

Figure 90. BOMB, G.P., 500-lb., AN-M64.

d. Typical targets. Typical targets for this size and type of bomb include: Railroad and highway bridges of comparatively light construction, industrial buildings, power plants and substations, wharves, docks, earth embankments and lightly armored shipping.

77. BOMB, G.P., 1,000-LB., AN-M65. α. Data. BOMB, G.P., 1,000-lb., AN-M65, is a cylindrical bomb which is 69.5 inches long and weighs 999 pounds, as released. (See fig. 91.) The bomb body is 53.3 inches in length and 18.8 inches in diameter. It weighs 970 pounds, of which 530 pounds, 53 percent of the complete round, is explosive charge.

b. Fuzes authorized. See table IV, section XX.

c. Other models. Other models of this size and type of bomb, and the details in which they differ from the AN-M65A1, are listed below.

(1) BOMB, G.P., 1,000-lb., M65A1 differs in that the adapter booster and base plug may be locked in place.

(2) BOMB, G.P., 1,000-lb., M65, differs in not having the single suspension lug. It may be used whenever single lug suspension is not required.

(3) BOMB, G.P., 1,000-lb., AN-M44, differs in not being adapted for the hydrostatic fuze.

(4) BOMB, G.P., 1,000-lb., M44, differs in not having the single suspension lug and in not being adapted for the hydrostatic fuze.

(5) BOMB, demolition, 1,000-lb., M44, differs in not having the single suspension lug, in not being adapted for the hydrostatic fuze, and in having a base cap instead of a base plug.

78. BOMB, G.P., 2,000-LB., AN-M66. α. Data. BOMB, G.P., 2,000-lb., AN-M66, is a cylindrical bomb which is 92.83 inches long and weighs 2,053 pounds, as released. (See fig. 92.) The bomb body is 71 inches in length and 23.29 inches in diameter. It weighs 2,008 pounds of which 1,061 pounds, 53 percent of the complete round, is explosive charge.

b. Fuzes authorized. See table IV, section XX.

c. Other models. Other models of this size and type of bomb and the details in which they differ from the AN-M66 are listed below:

(1) BOMB, G.P., 2,000-lb., AN-M66A1 differs in that the adapter booster and base plug may be locked in place.

(2) BOMB, G.P., 2,000-lb., AN-M34 differs in not being adapted for the hydrostatic tail fuze.

(3) BOMB, demolition, 2,000-lb., M34 differs in not having the single suspension lug, in not being adapted for the hydrostatic tail fuze, and in having a base cap instead of a closing plug.

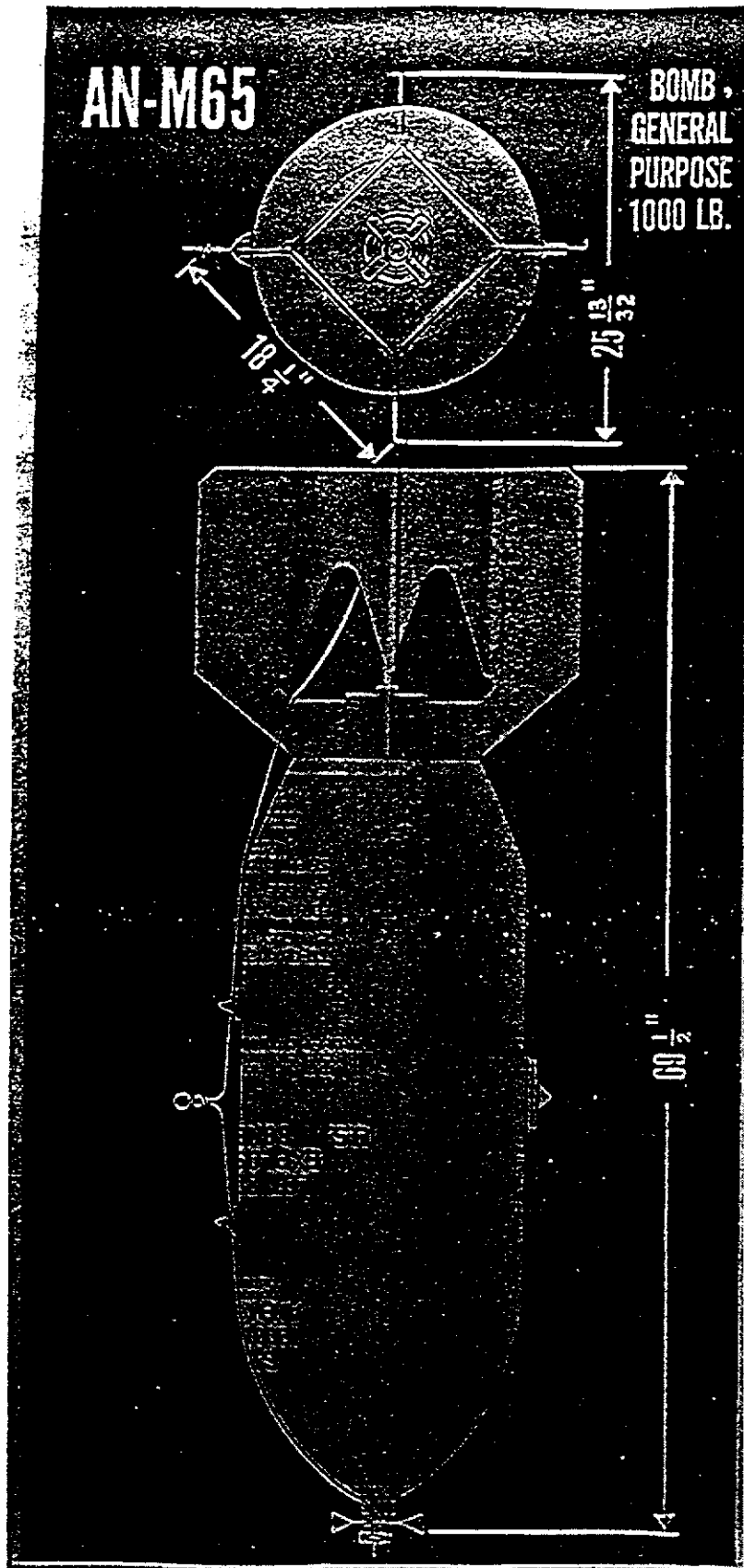


Figure 91. BOMB, G.P., 1000-lb., AN-M65.

Table IV. Complete Round Data. (Continued)

Bomb and fin	Fuse combinations			Other components	Arming wire Pc. Mk.
	Nose fuse	Tail fuse	Primer-detonator		
BOMB, G.P., 100-lb., AN-M30 BOMB, G.P., 100-lb., AN-M30A1 BOMB, G.P., 250-lb., AN-M57 BOMB, G.P., 250-lb., AN-M57A1 BOMB, demolition, 100-lb., M30 BOMB, demolition, 300-lb., M31	AN-M103 M103 AN-M110A1, w/adapter- booster, M117.	AN-M100A2 AN-M100A1	M14, 0.025-sec. delay M14, 0.1-sec. delay M14, 0.01-sec. delay M14, nondelay	EXTENSION, fuze, M1, all lengths.	82-3-234FB 82-3-234XA (100-lb. only) 82-3-234WA 82-3-234EB
	M127, w/ adapter- booster, M117.	M112A1	M16A1, 4-5 sec. delay		
		M112	M16, 4-5 sec. delay		
		Any combination above or none.			
	None	M123, all de- lays	None	None	
		M132	None		
M115		M16A1, 4-5 sec. delay M16A1, 8-15 sec. delay			

BOMB, G.P., 500-lb., AN-M64A1
 BOMB, G.P., 500-lb., AN-M64A1,
 COMP. B.
 BOMB, G.P., 500-lb., AN-M64
 BOMB, G.P., 500-lb., AN-M64,
 COMP. B.
 BOMB, G.P., 500-lb., AN-M64,
 COMP. B-2.
 BOMB, G.P., 500-lb., M64
 BOMB, G.P., 500-lb., AN-M43
 BOMB, G.P., 500-lb., M43
 BOMB, demolition, 500-lb., M43
 BOMB, demolition, 600-lb., M33
 BOMB, semiarmor-piercing, * 500-
 lb., AN-M58.
 BOMB, semiarmor-piercing, * 500-
 lb., AN-M58A1.
 BOMB, semiarmor-piercing, * 500-
 lb., AN-M58A2.

AN-M103 M103 AN-M110A1, w/adapter- booster, M117.	AN-M101A2 AN-M101A1	M14, 0.025-sec. delay M14, 0.1-sec. delay M14, 0.01-sec. delay M14, nondelay	EXTENSION, fuze, M1, all lengths.
M127, w/ adapter- booster, M117.	M113A1	M16A1, 4-5 sec. delay	BAND, trunnion, M1A1 (for dive bombing only, G.P. and demo. bombs). BAND, trunnion, M4 (for dive bombing only, semi- armor-piercing bombs).
	M113	M16, 4-5 sec. delay	
Any combination above or none.			
None	M116	M16A1, 4-5 sec. delay M16A1, 8-15 sec. delay	
	M124, all de- lays.	None	
	M133	None	
	AN-Mk. 230 (M64 moda. only)	None	

82-3-234HB
 82-3-234YA

* Nose fuze usually omitted with semiarmor-piercing bombs.

Continued on following page.

Table IV. Complete Round Data. (Continued)

Bomb and fin	Fuse combinations			Other components	Arming wire Pc. Mk.	
	Nose fuze	Tail fuze	Primer-detonator			
BOMB, G.P., 1,000-lb., AN-M65A1 BOMB, G.P., 1,000-lb., AN-M65A1, COMP. B. BOMB, G.P., 1,000-lb., AN-M65 BOMB, G.P., 1,000-lb., AN-M65, COMP. B. BOMB, G.P., 1,000-lb., AN-M65, COMP. B-2. BOMB, G.P., 1,000-lb., M65 BOMB, G.P., 1,000-lb., AN-M44 BOMB, G.P., 1,000-lb., M44 BOMB, demolition, 1,000-lb., M44 BOMB, demolition, 1,100-lb., M33 BOMB, demolition, 2,000-lb., M34 BOMB, semiarmor-piercing, * 1,000- lb., AN-M59 BOMB, semiarmor-piercing, * 1,000- lb., AN-M59A1 BOMB, G.P., 2,000-lb., AN-M66A1	AN-M103 M103 AN-M110A1, w/adapter- booster, M117.	AN-M102A2 AN-M102A1	M14, 0.025-sec. delay M14, 0.1-sec. delay M14, 0.01-sec. delay M14, nondelay	EXTENSION, fuze, M1, all lengths	82-3-234ZA (1,000-lb. bombs). 82-3-234VA (semi- armor- piercing bombs, w/1 fuse). 82-3-234AB (2,000-lb. bombs).	
		M114A1	M16A1, 4-5 sec. delay			
		M114	M16, 4-5 sec. delay			
	M127, w/ adapter- booster, M117	Any combination above or none.		BAND, trunnion, for dive bombing only (M2A1 for 1,000-lb. G.P. and demo. bombs, M5 for 1,000-lb. semiarmor-piercing bombs, AN-M7 for 2,000-lb. bombs).		
		M116	M16A1, 4-5 sec. delay M16A1, 8-15 sec. delay			
		M125, all de- lays	None			
		M134	None			
		None				

* Nose fuze usually omitted with semiarmor-piercing bombs.

DEMOLITION AND GENERAL PURPOSE BOMBS

NOTES	BOMB				ADAPTER-BOOSTERS				FUSES				PRIMER-DETONATORS				PACKING				Assembly No.						
	Type	Assembly Complete Drg. No.	Drg. No.	Weight loaded and fuzed	Charge				Nose		Tail		Nose		Tail		Nose		Tail			Primer-Detonators					
					Weight	Kind	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Mk.	Drg. No.	Mk.	Drg. No.			Drg. No.	Drg. No.			
	B	600-lb., Mk. EMII	82-0-32	82-3-108	416	355	TWT	82-11-18	Mk. BIXD6	82-3-110	K107 K109a	{82-3-255} {82-3-264}	K105	73-8-30	K106	73-8-36											
	B	1000-lb., Mk. EMIII	82-0-34	82-3-113	2,060	950	TWT	82-11-20	Mk. BIVIE2	82-3-167	K108	82-3-257	K105	73-8-30	K106, Long	73-8-39										1	
	B	2000-lb., Mk. EMIV	82-0-35	82-3-113	2,060	965	TWT	82-11-21	Mk. BIVIE2	82-3-167	K108	82-3-257	K105	73-8-30	K106, Long	73-8-39										2	
	B	2000-lb., Mk. EMV	82-0-36	82-3-113	2,030	975	TWT	82-11-22	Mk. BIVIE2	82-3-167	K108	82-3-257	K105	73-8-30	K106, Long	73-8-39										3	
	B	300-lb., M11	82-0-13	82-3-190	265	132	Ametal	82-11-9	# X		K102 #	82-3-129	K103	73-8-14	K106 #	73-8-36										4	
	B	600-lb., M12	82-0-14	82-3-180	595	319	Ametal	82-11-7	# X		K102 #	82-3-129	K103	73-8-14	K106 #	73-8-36										5	
	B	1100-lb., M13	82-0-15	82-3-194	1,098	588	Ametal	82-11-10	# X		K102 #	82-3-129	K103	73-8-14	K106 #	73-8-36										6	
	B & M	250-lb., AM-M57 (OP)	82-0-60	82-3-317	250	123	Ametal	82-11-30	# X		K102 #	82-3-129	AM-K103	73-8-14	AM-K100A1	73-8-3											7
	B & M	500-lb., AM-M13 (OP)	82-0-27	82-3-244	494	266	Ametal	82-11-13	# X		K102 #	82-3-129	AM-K103	73-8-14	AM-K101A1	73-8-7											8
	B & M	1000-lb., AM-M14 (OP)	82-0-28	82-3-248	966	538	Ametal	82-11-14	# X		K102 #	82-3-129	AM-K103	73-8-14	AM-K102A1	73-8-8											9
	B & M	2000-lb., AM-M14 (OP)	82-0-16	82-3-198	1,987	1,077	Ametal	82-11-11	# X		K102 #	82-3-129	AM-K103	73-8-14	AM-K102A1	73-8-8											10
	B & M	4000-lb., M56 (LC)	82-0-55	82-3-302	4,188	3,246	Ametal	82-11-29	# X		K102	82-3-129	AM-K103	73-8-14	AM-K102A1	73-8-72											11
	B & M	375-lb., AM-Mk. 17M (D.B.) #	Navy 294,379	Navy 294,370			Elj.	TWT	Navy 294,369				AM-Mk. 19 Navy 202,656														12
																											13

- S - Issue
 M - Manufacturer
 OP - General Purpose
 LC - Light Case
 D.B. - Depth Bomb
- a - M109 Auxiliary Booster in some bombs only.
 b - M1 Detonator Socket Charge and Retainer inserted in Adapter Booster.
 c - M1 Detonator Socket Charge, Relay Holder Assembly and Retainer inserted in Adapter Booster.
 d - Primer Detonator, M14, Drg. (73-8-68) Can, Packing, Drg. 76-7-648 (73-8-69) (73-8-70) (May be used in Tail Fuse AM-K100A1, AM-K101A1 & AM-K102A1; Fuse equipped with .1 sec. Delay).
 e - Primer, Perussion, M26, Drg. 74-2-39; Can, Packing 76-1-362; Box, Packing 76-16-245. (Used in Tail Fuse, M106).
 f - Primer Detonator, M14, Non Delay used in Tail Fuse, M102A1.
 g - Hydrostatic Fuse, AM-Mk. 24 (Navy) See Drg. 233,404.

- // - Auxiliary Booster, M11, Drg. 82-3-307.
 Note - For Arming Wire Assemblies see Drg. 82-3-231.
- o - Some bombs loaded with TWT.
 - 8 - Body assembly shipped untested.
 - † - Tail fuses AM-K100A1, AM-K101A1, and AM-K102A1 may be used in the following bombs: (AM-K100A1 for 300-lb.) (AM-K101A1 = 600 ") (AM-K102A1 = 1,100 ")
 - oo - Tail fuses AM-M112 (73-8-73), AM-M113 (73-8-74), and AM-M114 (73-8-75) are additional types for O.P. Bombs as follows: (AM-M112 for 250 lb.) (AM-M113 = 500 ") (AM-M114 = 1000 and 2000 lb.)
 - ooo - Tail fuses M106 are on hand.
 - †† - Packing Boxes being superseded by Metal Packing Crates.
 - ††† - Auxiliary Booster, M104, Drg. 82-3-212 (2 required), one on nose, one on tail; for packing see Drg. 76-16-201.
 - § - Fuse Seat Liner, See Drg. 82-3-182.
 - §§ - Nose Fuse, AM-K103 for container see Drg. 76-1-262.
 - §§§ - Tail Fuse, M106 for container see Drg. 76-1-284.
 - - Band, Trunnion, M1, see Drg. 82-3-309, (for use on dive bombs only).
 - - Band, Trunnion, M2, see Drg. 82-3-310, (for use on dive bombs only).
 - - Tail Fuse AM-K100A1, for container see Drg. 76-1-222. " " " " " " 76-1-224. " " " " " " " " 76-1-225.

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 Revised - December 15, 1981.

* OBSOLETE OCM 34530

DEMOLITION AND GENERAL PURPOSE BOMBS--SMALL

NOTES	BOMB						FIN ASSEMBLY			ADAPTER-BOOSTERS				FUSE				PRIMER-DETONATORS		PACKING					Assembly No.	
	Type	Assembly Complete Drg. No.	Drg. No.	Weight Loaded and Fused Lb.	Charge		Designation	Drg. No.	Designation	Nose		Tail		Nose		Tail		Designation	Drg. No.	Designation	Drg. No.	Nose	Tail	Packing & Marking Drg. No.		Shipped
					Weight Lb.	Kind				Designation	Drg. No.	Designation	Drg. No.	Designation	Drg. No.	Designation	Drg. No.									
																									1	
s	100-lb., AN-M30 (G.P.)	a 82-0-12	82-3-187	132.3	51.3	Amatol ^h	82-14-8	M103A1 ^e	82-3-437	f			M103A1 ^d	82-3-129	AN-M103A1 ^b	73-8-14	AN-M100A2 ^c	73-8-3	M14 ^o	73-8-69	FO-52	FO-4-186	FO-4-467	82-14-8	Unfused	2
s & M	100-lb., AN-M30A1 (G.P.)	a 82-0-12	82-3-187	114.9	53.7	TNT	82-14-8	M103A1 ^e	82-3-437	g			M103A1 ^d	82-3-129	AN-M103A1 ^b	73-8-14	AN-M100A2 ^c	73-8-3	M14 ^o	73-8-69	FO-52	FO-4-186	FO-4-467	82-14-8	Unfused	3
																									4	
																									5	
																									6	
																									7	
																									8	

s - Issue
M - Manufacture
G.P. - General Purpose

a - See Arming Wire, M1A1 or M1, Drg 82-3-214.
b - Primer-Detonator, M14, Drgs 73-8-68, 73-8-67, 73-8-70;
c - Nose, Packing, Drg 76-1-222. (May be used in Tail Fuse, AN-M100A1 and
d - Adapter-Booster, M102, may be used. AN-M100A2; Fuse equipped with .025
e - Packing and Marking, Drg FO-4-272. see delay.)
f - Bomb as shipped.
g - Fin Assembly, M103A1 or M102, Drg 82-3-189, Limited Standard.
h - Some bombs loaded with TNT.
i - Nose Fuses, VT M168 or VT M168 may be used.

* - Band, Suspension, M1, see Drg 82-3-308 (for use on dive bombs only).
oo - Tail Fuses, M122A1 (73-8-132), M123A1 (73-8-169, -170), and M132 (73-8-199)
are additional types for 100-lb. G.P. Bomb.
- Auxiliary Booster, M104, Drg 82-3-212 (1 required) for Packing, see Drg
76-1-201.
z - Fuse Seat Liner, see Drg 82-3-182.
j - Nose Fuse, AN-M103A1, for Container, see Drg 76-1-262.
oo - Tail Fuse, AN-M103A1 and AN-M100A2 for Container, see Drg 76-1-222.
C - Tail Fuse, AN-M103A1 can be used.

ISSUED - 15 August 1924

REVISED - 1 May 1947

Sheet No. 22

DEMOLITION AND GENERAL PURPOSE BOMBS

NOTES	BOMB										FIN ASSEMBLY				ADAPTER-BOOSTERS				FUSES				PRIMER-DETONATORS		WIRE	PACKING					ASSEMBLY NO.
	TYPE	ASSEMBLY COMPLETE DRG. NO.	DRG. NO.	WEIGHT LOADED AND FUZZ (Lb.)	CHARGE		DESIGNATION	DRG. NO.	NOSE	TAIL		NOSE	TAIL		DESIGNATION	DRG. NO.	DESIGNATION	DRG. NO.	DESIGNATION	DRG. NO.	ASSEMBLY	FUZZ		BOBS							
					WEIGHT (Lb.)	KIND				DRG. NO.	DESIGNATION		DRG. NO.	DESIGNATION								DRG. NO.	DESIGNATION	DRG. NO.		DRG. NO.	DRG. NO.	DRG. NO.	DRG. NO.	DRG. NO.	
	5	250 Lb. AN-167 (OP)	82-0-60	82-3-317	251	127	TNT	82-14-30	M10A1	82-3-194	g h		M10E	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-8	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-16	Unfused	1				
	S & M	250 Lb. AN-167A1 (OP)	82-0-60	82-3-317	251	125	TNT	82-14-30	M10A1	82-3-192	g h		M10A1	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-8	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-16	Unfused	2				
																											3				
		500 Lb. AN-165 (OP)	82-0-77	82-3-344	531	259	AMTOL	82-14-13	M10E	82-3-246	g h		M10E	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-7	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	4				
		500 Lb. AN-165A (OP)	82-0-74	82-3-337	547	268	TNT	82-14-37	M10A1	82-3-359	g h		M11E	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-7	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	5				
	S & M	500 Lb. AN-165A1 (OP)	82-0-74	82-3-337	547	268	TNT	82-14-37	M10A1	82-3-359	g h		M11A1	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-7	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	6				
																											7				
		1000 Lb. AN-164 (OP)	82-0-28	82-3-248	1021	526	AMTOL	82-14-14	M11E	82-3-350	g h		M10E	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-18	Unfused	8				
		1000 Lb. AN-165 (OP)	82-0-78	82-3-361	1053	548	TNT	82-14-38	M11A1	82-3-363	g h		M11E	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-18	Unfused	9				
	S & M	1000 Lb. AN-165A1 (OP)	82-0-78	82-3-361	1053	545	TNT	82-14-38	M11A1	82-3-363	g h		M11A1	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-18	Unfused	10				
																											11				
		2000 Lb. AN-164 (OP)	82-0-16	82-3-198	2098	1061	AMTOL	82-14-11	M11A1	82-3-300	g h		M10E	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	12				
		2000 Lb. AN-166 (OP)	82-0-76	82-3-345	2108	1096	TNT	82-14-39	M11A1	82-3-300	g h		M11E	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	13				
		2000 Lb. AN-166A1 (OP)	82-0-76	82-3-345	2108	1096	TNT	82-14-39	M11A1	82-3-300	g h		M11A1	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	14				
	S & M	2000 Lb. AN-166A2 (OP)	82-0-76	82-3-345	2098	1092	TNT	82-14-39	M11A1	82-3-300	g h		M11A1	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-6	M14	75-8-69	M14	82-4-288	82-4-186	82-4-467	76-39-17	Unfused	15				
		4000 Lb. M56 (OP)	82-0-55	82-3-302	4540	3352	TNT	82-14-29	M11A2	82-3-305	g h		M10E	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-72	M14	75-8-70	M10	82-4-288	82-4-186	82-4-467	76-39-20	Unfused	16				
		4000 Lb. M56A1 (IC)	82-0-55	82-3-302	4566	3345	TNT	82-14-29	M11A2	82-3-305	g h		M10A1	82-3-129	AN-M10A1	75-8-14	AN-M10A1	75-8-72	M14	75-8-70	M10	82-4-288	82-4-186	82-4-467	76-39-20	Unfused	17				
	S & M	4000 Lb. M56A2 (IC)	82-0-55	82-3-302	4565	3345	TNT	82-14-29	M11A2	82-3-305	g h		M11A1	82-3-356	AN-M10A1	75-8-14	AN-M10A1	75-8-72	M14	75-8-70	M10	82-4-288	82-4-186	82-4-467	76-39-20	Unfused	18				
																											19				
																											20				

S - Issue
M - Manufacture
OP - General Purpose
LP - Light Case
AN - Army-Navy

Note: - For Arming Wire Assemblies, see Drg. 82-3-234, Packing Drg. 76-1-622

- a - Alternative Crates:
250 Lb., Drg. 82-4-327
500 Lb., Drg. 82-4-328
1000 Lb., Drg. 82-4-329
2000 Lb., Drg. 82-4-326
- b - Also adapted for Fuse, MK 250 (Navy), Drg. 844, 455
- c - Auxiliary Booster, M11, Drg. 82-3-307
- d - Primer Detonator, M14
(75-8-67; 1 Sec. Delay)
Can, Packing, Drg. 76-7-648 (75-8-68; 10 Sec. Delay)
(75-8-70; Non-Delay)
- e - Primer Detonator, M14, Non-Delay issued with Fuse for this bomb.
- f - Some bombs loaded with TNT.
- g - Auxiliary Booster, M104, Drg. 82-3-212 (E-Required),

- one in nose, and one in tail. Use used only in Ametol loaded bombs. For Packing, see Drg. 76-10-201.
- h - Fuse Seat Liner, See Drg. 82-3-182.
- k - Pin Lock Nut Protector, 82-3-427.
- l - For both marking see loading drgs. listed under "Charge"
- m - Trifonal or Ametol may be used.
- n - Fuses, M10E, M10A, M10B, AN-M10A1 or AN-M10A1 may be used. Also VT Fuses, M10E and M10B may be used.
- o - Can use Pin Assembly, M10E.
- p - Can use Pin Assembly, M10E.
- q - Can use Pin Assembly, M10E.
- r - Inert seal used.
- s - Can use Pin Assembly, M11E.
- t - Can use Pin Assembly, M11E.
- u - Band, Trunion, AN-M141, See Drg. 82-3-508 (For use on Dive Bombers only)
- v - Band, Trunion, AN-M241, See Drg. 82-3-510 (For use on Dive Bombers only)
- w - Band, Trunion, AN-M7, See Drg. 82-3-423 (For use on Dive Bombers only)
- x - AN-M10A1 Fuse may be used with M14 Non-Delay Primer Detonator.
- y - Can use Pin Assembly, M11E or M11A1.
- z - Tail Fuses AN-M10A1 A M11A1, for Container, see Drg. 76-1-222. Tail Fuses AN-M10A1 & M11A1, for Container, see Drg. 76-1-224. Tail Fuses AN-M10A1 & M11A1, for Container, see Drg. 76-1-225.

- f - Some Fuse, AN-M10A1 for Container, see Drg. 76-1-222.
- g - Comp. B, Trifonal, or Ametol may be used.
- h - Following Fuses also may be used:
M11A1 - With M10A1 Primer Detonator, 8 to 15 or 4 to 5 sec. delay.
M12A1 - With 1, 2, 5, 12, 24, 36, 72, or 144 hours delay.
AN-M10A1 (Note "d" applies), M10E
M10E
- i - Following Fuses also may be used:
M11A1 - With M10A1 Primer Detonator, 8 to 15 or 4 to 5 sec. delay.
M12A1 - With 1, 2, 5, 12, 24, 36, 72, or 144 hours delay.
AN-M10A1 (Note "d" applies), M11E
M11E
- j - Following Fuses also may be used:
M11A1 - With M10A1 Primer Detonator, 8 to 15 or 4 to 5 sec. delay.
M12A1 - With 1, 2, 5, 12, 24, 36, 72, or 144 hours delay.
AN-M10A1 (Note "d" applies), M10E
M10E

D-5

CHAPTER 3

AIRCRAFT ROCKETS

Section I. 2.0-INCH ROCKETS

56. General

The 2.0-inch fin-stabilized aircraft rocket is a newly designed rocket for forward firing from an aircraft rocket launcher. The rocket is fitted with a high-explosive head and is stabilized in flight by four pivoted fins that are folded within the rocket during packing and shipping. Electrical energy for firing the rocket is derived from the electrical system of the aircraft. A rocket consists of a head, fuze, and motor.

57. Rocket, High-Explosive, 2.0-Inch: Aircraft, M48 (T214E5)

a. This rocket is provided with high-explosive head M2 (T2032E1) and fuze with BDSO rocket fuze M409 (T2033E2). The 2.0-inch rocket motor M13 (T2007E3) consists of the motor tube, composite propellant M22 (T22), and igniter M46 (T36). Refer to chapter 4 for discussion of composite propellants.

b. The rocket is identified by the folding fins. Painting and marking for identification are in accordance with the scheme prescribed in TM 9-1900.

c. As packed, the folded fins are protected by the safety shorting cup, which is fitted over the aft end of the motor. The safety shorting cup must be removed before firing.

58. Rocket, Practice, 2.0-Inch, Aircraft, M49 (T215E5)

This rocket is intended for use as practice ammunition. It is identical to the rocket M48 (par. 57) except that it is provided with inert practice head M3 (T2033E1) and dummy rocket fuze M410 (T2062) instead of head M2 and fuze M409.

Section II. 2.25-INCH ROCKETS

59. General

a. *General Discussion.* The 2.25-inch, fin-stabilized, subcaliber aircraft rocket (fig. 35) is a Navy type used by the United States Air Force for forward-firing from an aircraft rocket launcher.

The rocket is used as practice ammunition in place of the 5.0-inch rocket HVAR which it simulates ballistically. The 2.25-inch rocket is fired from the 5.0-inch rocket launcher Mk 5 adapted for this use by adapter Mk 6. Two lug buttons attached to the motor body of the rocket engage the adapter. Electrical energy to fire the rocket is derived from the electrical system of the aircraft. The rocket consists of an inert head and a motor.

b. Head. The head Mk 3 Mod 2 and other Mods are hollow and threaded externally at the rear to receive the motor.

c. Motor. The motor Mk 11 Mod 0 or 1, Mk 15 Mod 0, or Mk 16 Mod 5 is internally threaded to engage the head. It consists of the motor tube, front closing disk, igniter, propellant, grid, nozzle, nozzle closure electrical cable and igniter plug, suspension buttons and fin assembly. The motor contains the igniter, propellant and grid to position the propellant. Assembled to the motor tube are the nozzle, fin assembly and suspension buttons.

- (1) *Fin assembly.* The fin assembly, which is welded to the rear end of the motor, is a sleeve with four equally spaced rectangular fins extending radially.
- (2) *Propellant.* The propellant is a single grain Mk 16 Mod 0 or 1 of ballistite. See chapter 4 for detailed information.
- (3) *Igniter.* The igniter Mk 112 and Mods is a plastic case containing 14 grams of FFFG black powder and an electric squib. Two lead wires from the squib extend from the igniter passing through the perforation in the propellant grain to the nozzle where they are connected to the electrical cable.
- (4) *Igniter plug.* The igniter plug used with motors Mk 11 Mod 0 or 1 and Mk 15 Mod 0 is a Navy type (two-pronged). The igniter plug used with motor Mk 16 and Mods is an Army type (phone-jack).

d. Identification. The rocket is identified by the two suspension buttons on the motor (fig. 35). Painting and marking for identification are in accordance with the scheme prescribed in TM 9-1900.

e. Packing. The rockets are packed as complete rockets (assembled or unassembled), either eight rockets to a wooden box, four rockets to a metal box, or two metal boxes containing four rockets overpacked in a wooden box. Packing and shipping data appear in SM 9-5-1340.

f. Preparation for Firing.

(1) *Assembled rockets.*

(a) Remove from packing and inspect for serviceability.

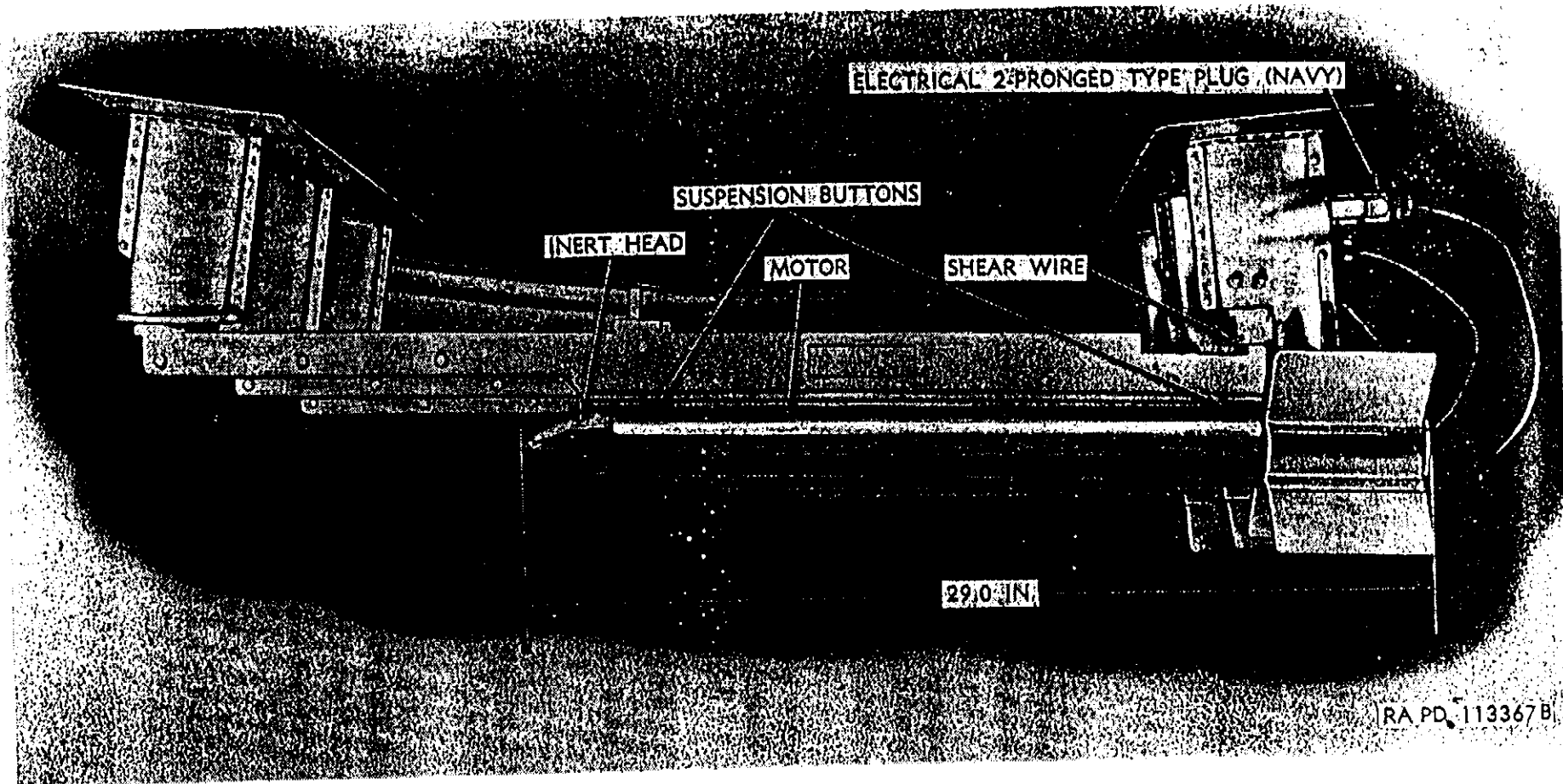


Figure 35. Rocket, practice, 2.25-inch: SCAR (with launcher).

- (b) Should it be considered necessary to test for continuity, test with the circuit continuity tester (par. 14).
- (2) *Unassembled rockets.*
 - (a) Remove head and motor from packing and inspect for serviceability.
 - (b) Remove shipping plugs. Assemble motor and head tightly.
 - (c) Should it be considered necessary to test for continuity, test with the circuit continuity tester (par. 14).
- (3) *Rockets prepared for firing but not fired.* Restore rockets prepared for firing but not fired to original condition and packing. Mark the package of serviceable rockets for prior use in order that opened packages be kept to a minimum.

g. Precautions in Firing. General precautions are given in paragraphs 29 through 37. In addition, the following are applicable to 2.25-inch rockets:

- (1) All firing circuits should be open at the time the rocket is installed in the aircraft. Before plugging in the igniter plug, the electric socket on the launcher should be tested to be certain that the circuit is open.
- (2) The shorting device should not be removed from the igniter plug until the plug is ready to be inserted in the firing circuit of the aircraft.

60. Rocket, Practice, 2.25-Inch: Mk 1 Mod 0 SCAR

The rocket is stored and issued assembled. It consists of the 2.25-inch rocket head Mk 3 Mods 0, 2, 3 and the 2.25-inch rocket motor Mk 11 Mod 0 or 1. This motor has 18.50-inch spacing of suspension buttons. Table III lists the complete round nomenclature, used by the Navy, and data. The rocket has the Navy-type igniter plug as shown in figure 5.

61. Rocket, Practice, 2.25-Inch: Mk 4 Mod 0 SCAR

The rocket is stored and issued assembled or unassembled—motor and head in the same packing container. It consists of the 2.25-inch rocket head Mk 3 Mods 0, 2, 3, and 2.25-inch rocket motor Mk 15 Mods 0 or 2. This motor has 6.0-inch spacing of suspension buttons. Table III lists the complete round nomenclature, used by the Navy, and data. The rocket has the Army-type igniter plug.

62. Rocket, Practice, 2.25-Inch: Mk 6 Mod 0 SCAR

The rocket is similar to that described in paragraph 61. It differs chiefly in having 2.25-inch motor Mk 16 Mods 4, 5, and 6 and 18.50-

sists of the head Mk 5 Mod 0 fuzed with PD fuze Mk 181. The penetration effect is derived from the shaped charge of composition B. The rocket is shipped and packed as an unassembled rocket, head and motor either together or in separate packing containers. Table III lists the Navy complete round nomenclature and data.

68. Rocket, Practice, 2.75-Inch: FFAR (Motor Mk 1 Mod 3)

The rocket is intended for use as practice ammunition. The rocket consists of the inert loaded head Mk 1 and Mods with inert fuze and the motor Mk 1 Mod 3. The rocket is shipped and packed as an unassembled rocket, head and motor either together or in separate packing containers. Table III lists the Navy complete round nomenclature and data.

69. Rocket, Practice, 2.75-Inch: FFAR (Motor Mk 2 and Mods)

This rocket is similar to that described in paragraph 68 except for the motor Mk 2 and Mods.

70. Rocket, Practice, 2.75-Inch: FFAR (Motor Mk 3 and Mods)

This rocket is similar to that described in paragraph 69 except for motor Mk 3 and Mods.

Section IV. 5.0-INCH ROCKETS

71. General

a. General Discussion. The 5.0-inch, fin-stabilized, aircraft rocket (fig. 37) is a Navy type used by the United States Air Force for forward-firing from aircraft. The 5.0-inch rocket is fired from Air Force retractable jettisoning launcher using suspension bands. Electrical energy to fire the rocket is derived from the electrical system of the aircraft. A rocket consists of a fuzed head and a motor.

b. Complete Round. The Department of the Army stores 5.0-inch base fuzed rocket heads, nose fuzes, VT fuzes, and rocket motors separately. The base fuzed heads, nose or VT fuzes, and motors are assembled to make up various complete rounds whose Navy nomenclature and data is given in table III.

c. Preparation for Firing.

(1) The 5.0-inch rocket is prepared for firing as follows:

- (a) Remove head fuze and motor from packings and inspect for serviceability.
- (b) Remove shipping plugs. Assemble motor and head tightly.
- (c) Install nose or VT fuze, if required.

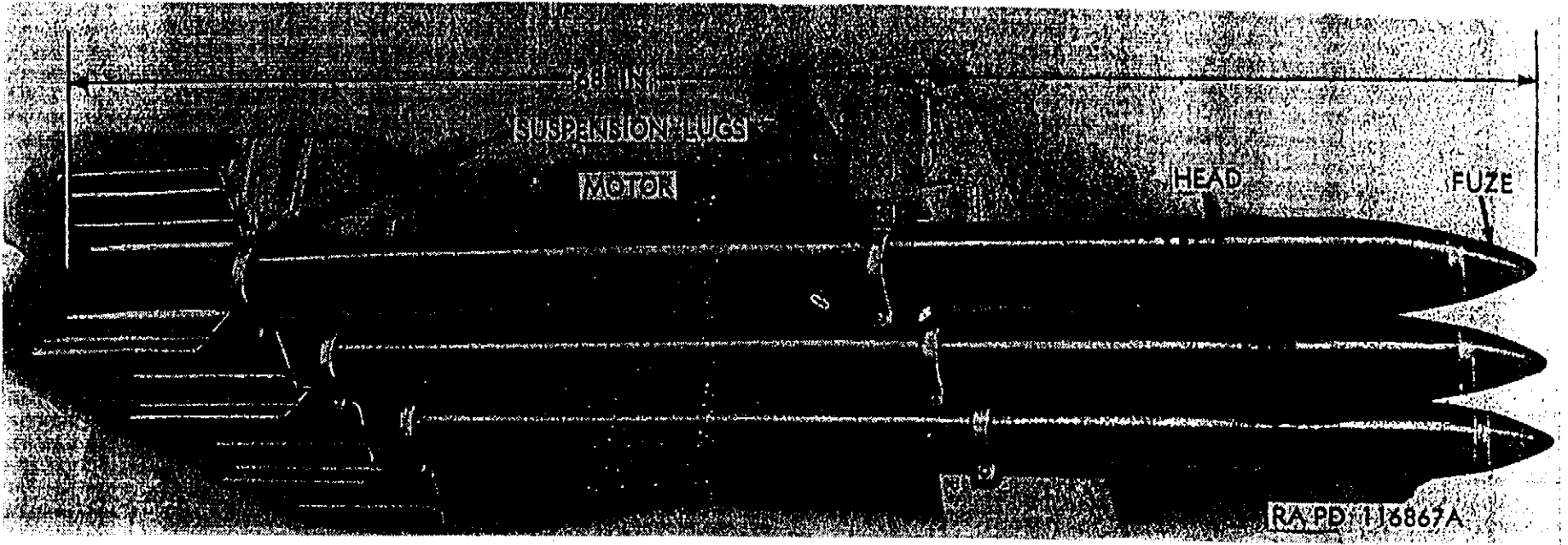


Figure 37. Rocket, high-explosive, 5.0-inch: HVAR.

- (d) Should it be considered necessary to test for continuity test with the circuit continuity tester (par. 14).
 - (e) If required, modify rocket fin as indicated in paragraph 74.
- (2) Restore rockets and fuzes prepared for firing but not fire to original condition and packing. Mark the package of serviceable rockets for prior use in order that opened packages be kept to a minimum.

d. Precautions in Firing. General precautions are given in paragraphs 3 through 17. In addition, the following are applicable to 5.0-inch rockets:

- (1) All firing circuits should be open at the time the rocket is installed in the aircraft. Before plugging in the igniter plug, the electric socket on the launcher should be tested to be certain that the circuit is open.
- (2) The shorting device should not be removed from the igniter plug until the plug is ready to be inserted in the firing circuit of the aircraft.
- (3) Do not attempt to remove base fuze under any circumstances.
- (4) Do not fire rockets with flat nose plug in place.

72. 5.0-Inch High-Explosive Rocket Heads (HVAR)

a. General Discussion. Listed below are the various HVAR heads which are assembled with 5.0-inch rocket motors to form HVAR complete rounds. Complete round data and nomenclature are given in tables II and III. The TNT loaded heads Mk 6 and Mods are shipped with permanently installed base fuze Mk 159 Mod 1 or Mk 164 and Mods and a shipping cap which is replaced by nose fuze Mk 149. The head Mk 6 Mod 4 is specially deep cavitized to receive a VT fuze. The head Mk 25 Mod 1 is a shaped charge type (having an internal copper cone) loaded with composition B. As shipped, the head Mk 25 Mod 1 has a nose shipping plug, which is replaced by nose fuze Mk 149, and a shipping cap to protect the base threads.

HEAD, HIGH-EXPLOSIVE, 5.0-INCH ROCKET: HVAR, Mk 6 Mods 0, 1, 2, and 3 TNT loaded, w/fuze, rocket base AN-Mk 159 (Mk 159 Mod 1) or AN-Mk 164 (Mk 164) and Mods installed

HEAD, HIGH-EXPLOSIVE, 5.0-INCH ROCKET: HVAR, Mk 6 Mod 4, TNT loaded, adapted for fuze, VT, M403, w/fuze, rocket, base AN-Mk 159 (Mk 159 Mod 1) and Mods or AN-Mk 164 (Mk 164) and Mods installed

HEAD, HIGH-EXPLOSIVE, 5.0-INCH ROCKET: HVAR, Mk 25 Mod 1 COMP B loaded, unfuzed

HEAD, INERT, 5.0-INCH ROCKET: Mk 6 and Mods.

b. *Fuze.* The 5.0-inch HVAR head Mk 6 Mods is permanently fuzed with base fuze Mk 159 Mod 1 or Mk 164 and Mods. The heads Mk 6 and Mods and Mk 25 Mod 1 receive nose fuze Mk 149 Mod 0 or 1 after removal of the nose shipping cap. Head Mk 6 Mod 4 receives VT fuze M403 or M403E2 (Mk 172 Mod 2).

c. *Identification.* Painting and marking for identification are in accordance with the scheme prescribed in TM 9-1900.

d. *Packing.* The 5.0-inch HVAR head Mk 6 and Mods is packed two per wooden box or 48 per pallet (except Mk 6 Mod 4). The head Mk 25 Mod is packed one per wooden box with two lug bands, with or without arming wire. Nose and VT fuzes are packed 20 per wooden box. VT fuzes are packed one per metal can, nine cans per wooden box. Packing and shipping data appear in SM 9-5-1340.

73. 5.0-Inch Rocket Motors

Listed below are various similar 5.0-inch rocket motors which are assembled with 5.0-inch HVAR heads to form complete rockets as indicated in tables II and III. The motor Mk 10 differs from the motor Mk 2 principally in having an Army igniter plug instead of a Navy (bayonet-type) plug. The 5.0-inch motor is externally threaded at the forward end to engage the head. It consists of the motor tube, front closure disk, igniter, propellant, nozzle plate, suspension lugs and fin assembly. The motor contains the igniter, propellant and grid to position the propellant. Assembled to the motor tube are the nozzle, fin assembly and suspension lugs.

MOTOR, 5.0-INCH ROCKET: Mk 2 Mod 3.

MOTOR, 5.0-INCH ROCKET: Mk 2 Mod 3 (w/bayonet-type connector plug).

MOTOR, 5.0-INCH ROCKET: Mk 10 Mods 4 and 5.

MOTOR, 5.0-INCH ROCKET: Mk 10 Mods 4 and 5 (w/electrical connector Mk 11 Mod 5 or M3).

MOTOR, 5.0-INCH ROCKET: Mk 10 Mod 7 (w/o fin).

MOTOR, 5.0-INCH ROCKET, EMPTY: Mk 2 Mod 3.

MOTOR, 5.0-INCH ROCKET, INERT: Mk 2 Mod 3.

a. *Fin Assembly.* The fin assembly, which is clamped to the rear end of the motor, is a sleeve with four equally spaced rectangular fins extending radially.

b. *Propellant.* The propellant is a single grain Mk 18 Mod 0 of ballistite. Refer to chapter 4.

c. *Igniter.* The igniter is a metal can containing 55 grains of black powder and an electric squib. Two lead wires from the squib extend from the igniter passing through the perforation in the pro-

pellent grain to the nozzle where they are connected to the elect cable and igniter plug (connector).

d. *Identification.* The motor is identified by the two suspen lugs (fig. 37). Painting and marking for identification are in cordance with the scheme for Navy rockets prescribed in TM 1900.

e. *Packing.* Inert or propellant loaded motors are packed (w or without fins) one per wooden box. Empty motors are pac three per wooden box. Packing and shipping data appear in 9-5-1340.

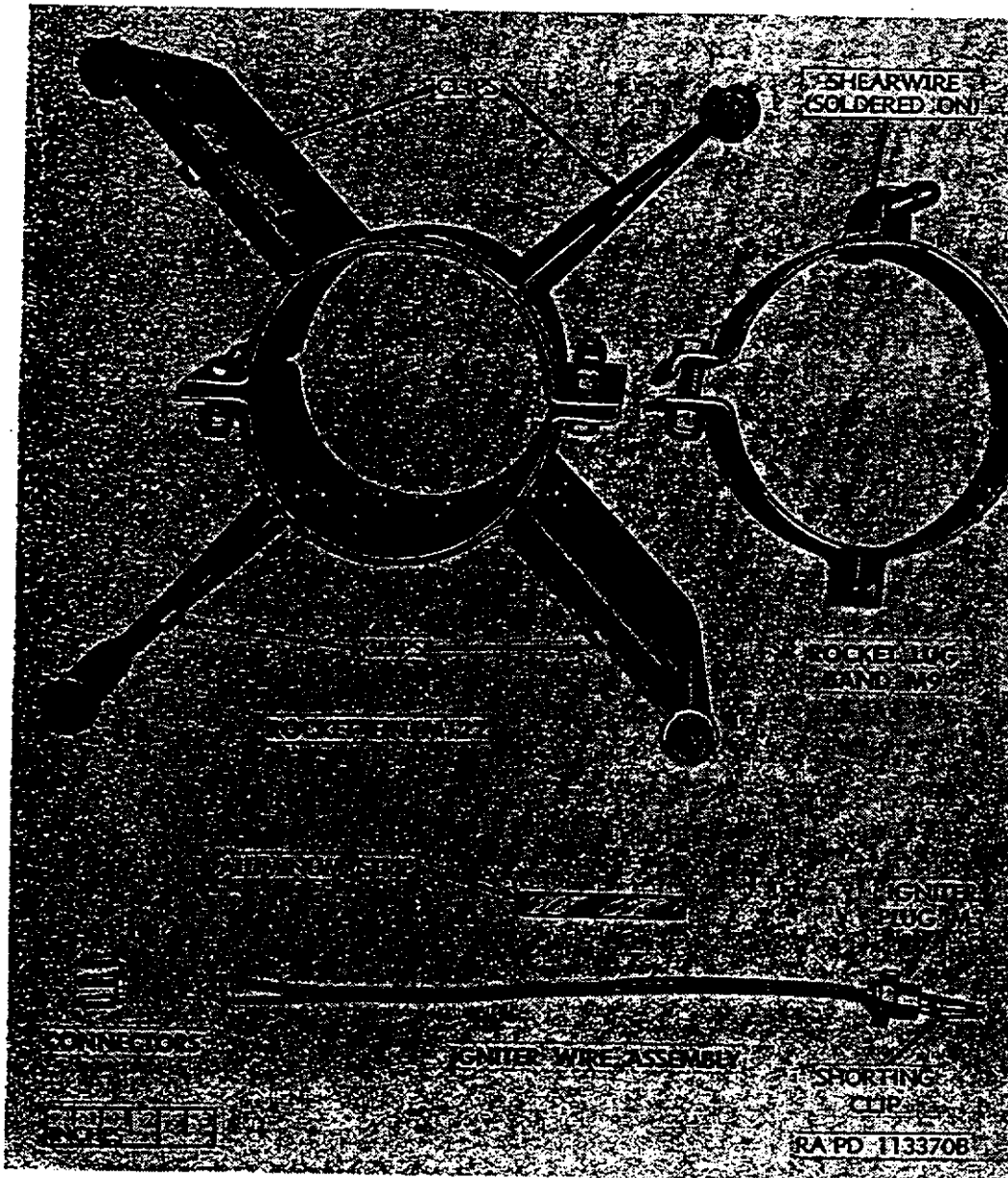


Figure 38. Fin assembly kit, 5.0-inch rocket: M34 (T38) for 5.0-inch high-velocity aircraft rocket (Navy).

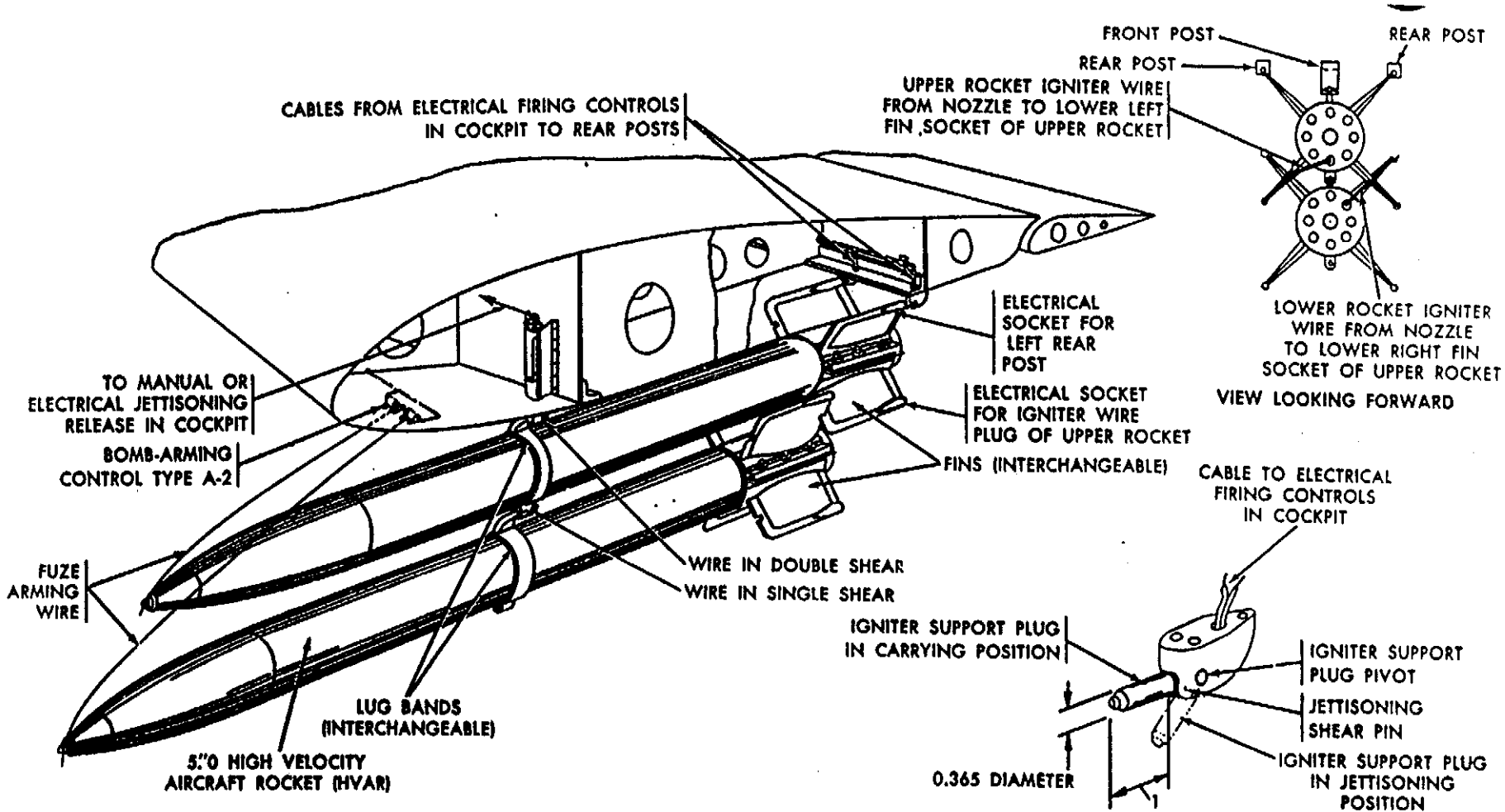


Figure 39. Schematic arrangement of 5.0-inch high-velocity aircraft rocket, as modified by rocket kit M84, installed in retractable jettisoning aircraft launcher.

DETAIL OF REAR POSTS RA PD 113298B

74. Fin Assembly Kit, 5.0-Inch Rocket: M34 (T38) for 5.0-Inch H Velocity Aircraft Rocket (Navy)

a. *General Discussion.* This kit (fig. 38) is used to modify 5.0-inch high-velocity aircraft rockets (Navy) (fig. 37) for with the retractable jettisoning launcher. Modified rockets shown with the launcher schematically in figure 39, and installed an airplane in figures 40, 41, and 42. The parts used for modification consist of fin M122, lug band M9, igniter wire assembly with igniter plug M3, shorting clip, connectors, and aluminum st

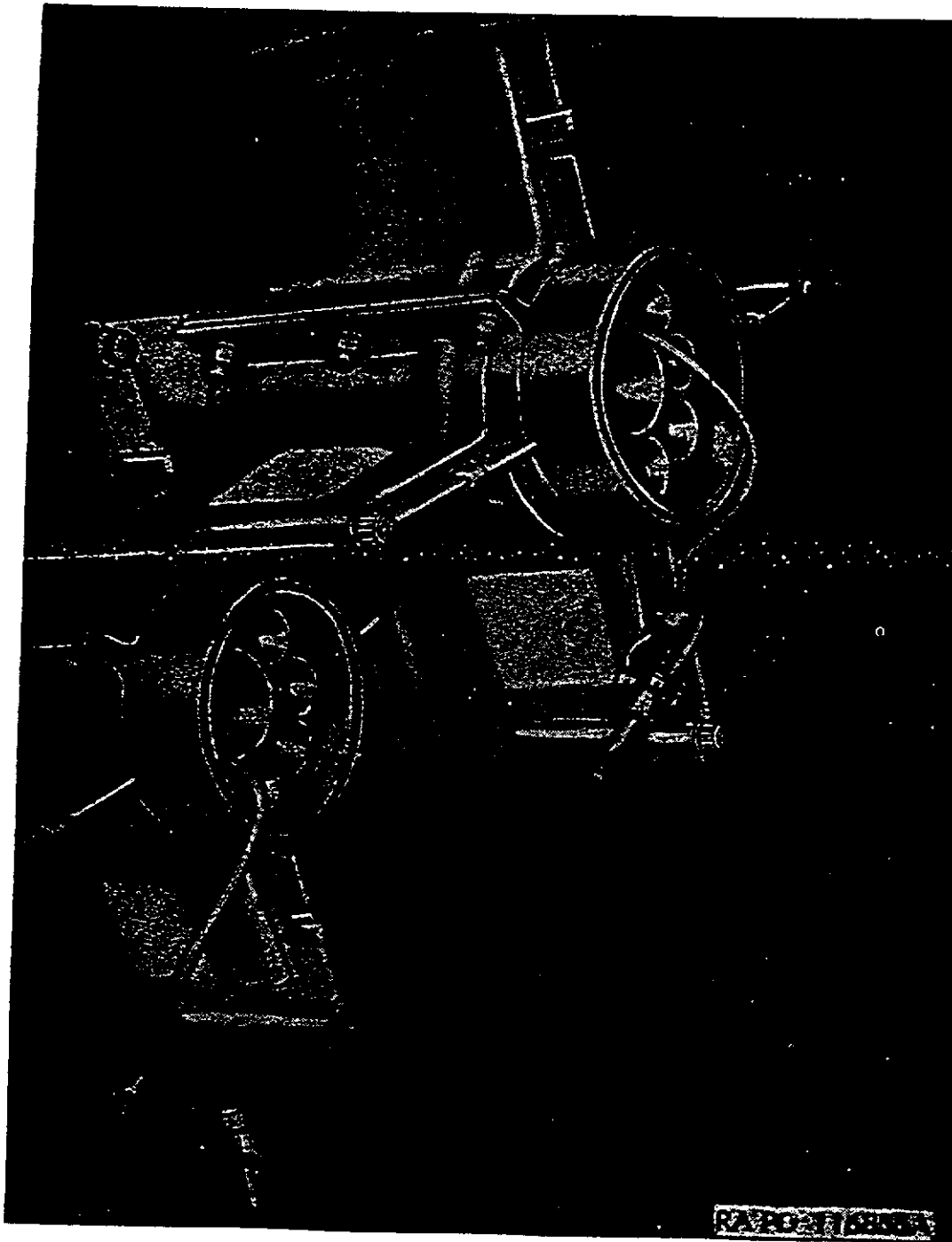


Figure 40. 5.0-inch high-velocity aircraft rockets modified by fin assembly kit M34, as assembled to rear launcher posts.

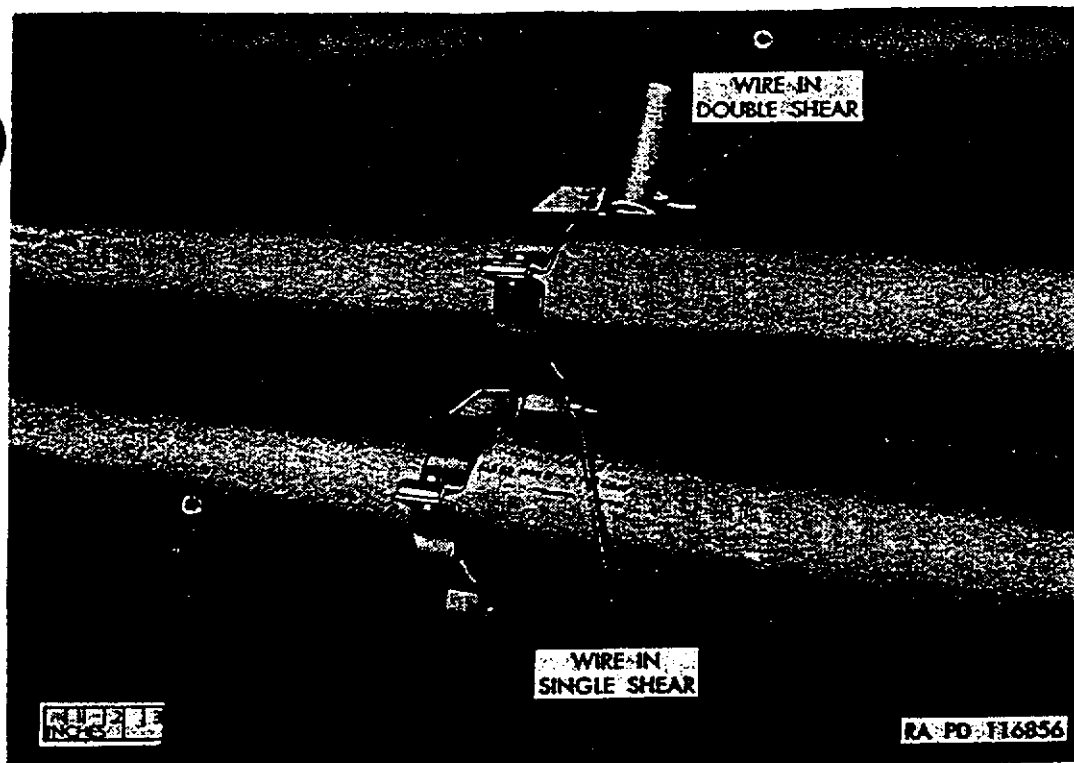


Figure 41. 5.0-inch high-velocity aircraft rockets modified by fin assembly kit MS4, with front lug band assembled to front launcher post.

- (1) The fin, fabricated from sheet aluminum, has four blades. It is made in two halves with flanges and bolts which provide for clamping the fin securely to the rocket. At the rear outer corner of each blade is an electrical socket with protector cap. When the fin flanges are horizontal, the two upper sockets, after removal of the protector caps, are for engagement with the rear launcher posts which support the rear end of the rocket (figs. 39 and 40). With reference to the "view looking forward" of figure 39, the lower left socket of the upper rocket is for insertion of the plug of the igniter wire leading from the upper rocket; the lower right socket of the upper rocket is for insertion of the plug of the igniter wire from the lower rocket. The sockets at the rear of the outer edge of the blades of the fin of the lower rocket play no part in the firing; hence, the protector caps are left on. At approximately the middle of the leading and rear edges of each blade is a slot. The slots in the rear edges of the uppermost blades of the fin of the lower rocket engage the slots in the leading edges of the lower blades of the fin of the upper rocket. Diametrically opposite sockets are connected by a single insulated wire which passes within the blades and through a bead in the body of the fin. Each wire has a solderless

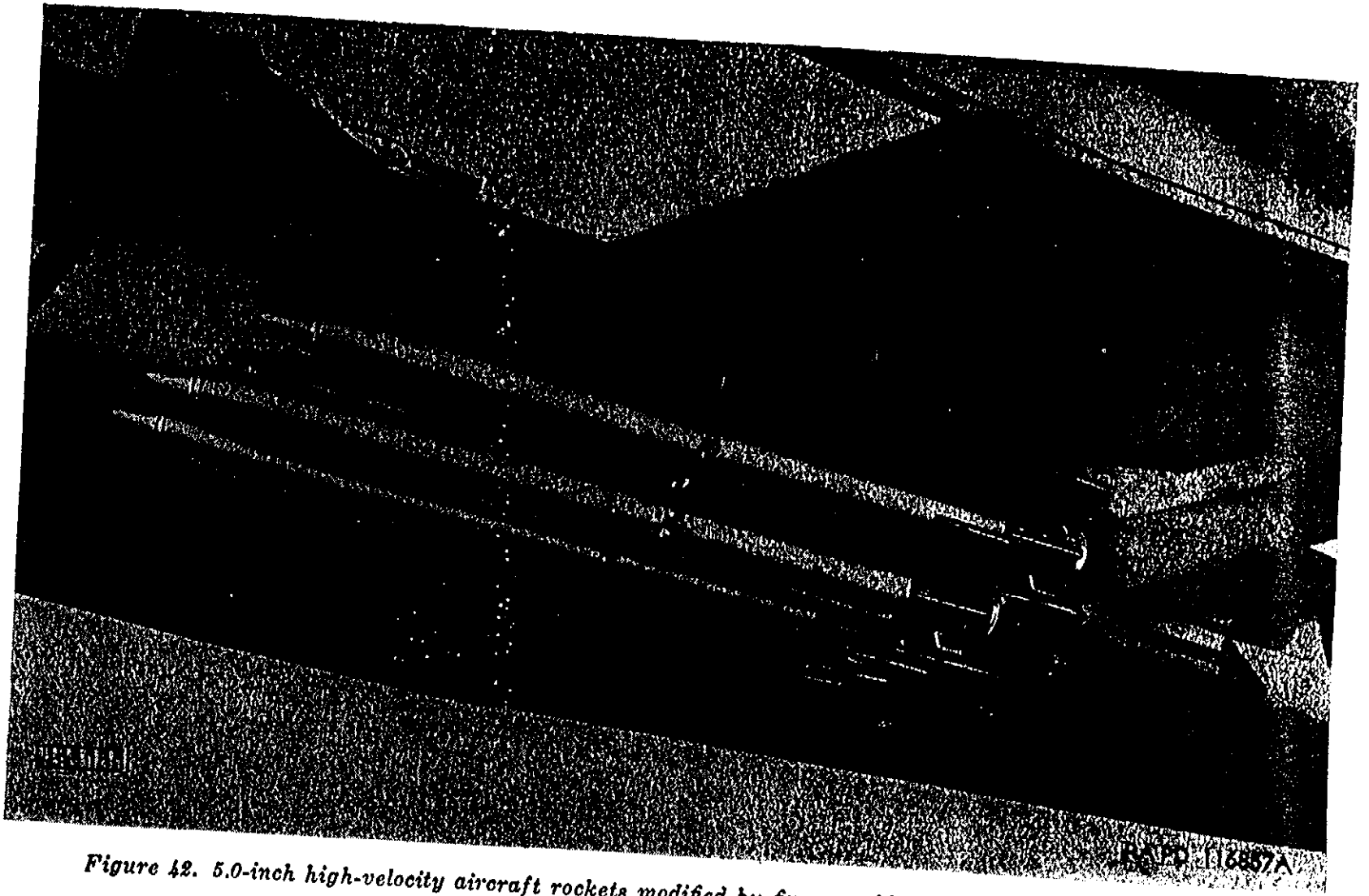


Figure 42. 5.0-inch high-velocity aircraft rockets modified by...

AGO 3897B

Table II. Components Comprising Complete Rounds of Aircraft Type Rockets and Related Data

Head			Motor			Fuze		Velocity (fps)	Use
Diameter (in.)	Mark and Mods	Filler	Diameter (in.)	Mark and Mods	Propellant grain	Nose	Base		
2.0	M2	-----	2.0	M13	M22	None	M409	-----	Service
2.0	M3	Steel	2.0	M13	M22	None	M410	-----	Practice
2.25	Mk 3 Mod 2 Mod 3	Zinc Mal. Iron	2.25	Mod 0 Mk 11 Mod 1	Mod 0 Mk 16 Mod 1	None	None	1,130	Target practice (subcali- ber for 5.0-inch rocket)
2.25	Mod 0 Mk 3 Mod 2 Mod 3	Steel Zinc Mal. Iron	2.25	Mk 15 Mod 0 Mod 2	Mk 16 Mod 1	None	None	1,130	Target practice (subcali- ber for 5.0-inch rocket)
2.25	Mod 0 Mk 3 Mod 2 Mod 3	Steel Zinc Mal. Iron	2.25	Mod 4 Mk 16 Mod 5 Mod 6	Mk 16 Mod 1	None	None	1,130	
2.75	Mk 1	COMP B	2.75	Mk 1 or Mk 2	Mk 31	PI M406	None	2,300	Service
2.75	Mk 1 Mods	HBX-1	2.75	Mk 1 Mod 3 or 4	Mk 31	Mk 176 Mk 178	None	2,300	Service
2.75	Mk 1 Mods	HBX-1	2.75	Mk 2 Mods	Mk 43 Mods	Mk 176 Mk 178	None	2,300	Service
2.75	Mk 1 Mods	HBX-1	2.75	Mk 3 Mods	Mk 43 Mods	Mk 176 Mk 178	None	2,300	Service
2.75	Mk 5 Mod 0	COMP B	2.75	Mk 2 Mods	Mk 43 Mods	Mk 181	None	2,300	Service (armor piercing)

Table II. Components Comprising Complete Rounds of Aircraft Type Rockets and Related Data—Continued

Head			Motor			Fuze		Velocity (fps)	Use
Diameter (in.)	Mark and Mods	Filler	Diameter (in.)	Mark and Mods	Propellant grain	Nose	Base		
2.75	Mk 1 (inert)	Inert	2.75	Mk 2 Mod 5 Mk 1 Mod 3 or 4 Mk 3 Mods	Mk 31	Inert	None	2,800	Practice
2.75	Mk 1 (inert)	Inert	2.75	Inert	-----	Inert	None	-----	Drill
5.0	Mk 6 Mods	TNT	5.0	Mk 10 Mods	Mk 18 Mod 0	Mk 149 Mod 0 or 1	Mk 164 Mod 0	1,325	Service
5.0	Mk 6 Mod 4	TNT	5.0	Mk 10 Mods	Mk 18 Mod 0	Mk 149 Mod 0	Mk 164 Mod 0	1,325	Service
5.0	Mk 6 Mods	Plaster	5.0	Mk 10 Mods	Mk 18 Mod 0	None	None	1,325	Practice
5.0	Mk 6 Mods	Plaster	5.0	Mk 2 Mod 3	None	None	None	None	Drill
5.0	Mk 25 Mod 1	COMP B	5.0	Mk 10 Mods	Mk 18 Mod 0	Mk 149 Mod 0	None	1,325	Service (armor piercing)

Table 111. Physical and Ballistic Data for Aircraft Type Rockets

Size of rocket	2.25-inch		
	ROCKET, PRACTICE 2.25-INCH: SCAR.	ROCKET, PRACTICE 2.25-INCH: SCAR.	ROCKET, PRACTICE 2.25-INCH: SCAR.
Army Complete Round Nomenclature.	ROCKET, PRACTICE 2.25-INCH: SCAR.	ROCKET, PRACTICE 2.25-INCH: SCAR.	ROCKET, PRACTICE 2.25-INCH: SCAR.
Navy Complete Round Nomenclature.	2.25-inch Rocket Mk 1 Mod 0 (aircraft practice).	2.25-inch Rocket Mk 4 Mod 0 (aircraft practice).	2.25-inch Rocket Mk 6 Mod 0.
HEAD—Mark and Mod	Mk 3 Mods	Mk 3 Mods	Mk 3 Mods
Length (in.)	3.75	3.75	3.75
Diameter (in.)	2.25	2.25	2.25
Weight (lb)	1.60	1.60	1.60
Type of filler	solid	solid	solid
Motor—Mark and Mod	Mk 11 Mod 0 or 1	Mk 15 Mod 0 or 2	Mk 16 Mod 4, 5, or 6
Length (in.)	26.20	26.20	26.20
Diameter (in.)	2.25	2.25	2.25
Weight (lb)	10.40	10.40	10.40
Model of propellant	Mk 16 Mod 1	Mk 16 Mod 1	Mk 16 Mod 1
Weight of propellant (lb)	1.75	1.75	1.75
FUZE—type, Mark and Mod	None	None	None
ROCKET (assembled)			
Length (in.)	29.20	29.20	29.20
Weight (lb)	12.00	12.00	12.00
Velocity (max) (fps)	11.30	11.30	11.30
Temperature limits (° F.)	20 to 110	20 to 110	20 to 110
Burning time (static) (sec)	0.79 to 0.37	0.79 to 0.37	0.79 to 0.37
Burning time (effective) (sec)	0.64 to 0.10	0.64 to 0.10	0.64 to 0.10
Burn-out point (ft from launcher)	440 to 230	440 to 230	440 to 230

ROCKET (assembled)							
Length (in.)	48.7	48	48	48	48	48	48
Weight (lb)	18.65	18.1	18.1	18.1	18.1	18.1	18.1
Velocity (max) (fps)	-----	2,800	2,800	2,800	2,800	2,800	-----
Temperature limits (* F.)	-65 to 150	-65 to 150	-65 to 150	-65 to 150	-65 to 150	-65 to 150	-----
Burning time (static) (sec)	-----	1.69	1.69	1.69	1.69	1.69	-----

Size of rocket	5.0-inch (HVAR)				
Army Complete Round Nomenclature.	ROCKET, HIGH-EXPLOSIVE, 5.0-INCH: HVAR	ROCKET, HIGH-EXPLOSIVE, 5.0-INCH: HVAR	ROCKET, HIGH-EXPLOSIVE, 5.0-INCH: HVAR, AT	ROCKET, PRACTICE, 5.0-INCH: HVAR	ROCKET, DUMMY, 5.0-INCH: HVAR
Navy Complete Round Nomenclature.	5.0-inch Rocket, Mk 4 Mod 0 (aircraft general purpose).	5.0-inch Rocket, Mk 28 Mod 4 (aircraft general purpose).	5.0-inch Rocket, Mk 32 Mod 1 (aircraft, heat).	5.0-inch Rocket, Mk 5 Mod 0 (aircraft practice).	5.0-inch Rocket, Mk 6 Mod 0 (aircraft dummy).
HEAD—Mark and Mod	Mk 6 Mod 4	Mk 6 Mods	Mk 25 Mod 1	Mk 6 Mods	Mk 6 Mods
Length (in.)	16.73	16.73	-----	16.73	16.73
Diameter (in.)	5.0	5.0	-----	5.0	5.0
Weight (lb)	45.5	45.5	-----	45.5	45.5
Weight of filler (lb)	7.5 TNT	7.50 TNT	7.50 COMP B	7.50 plaster	7.50 plaster
MOTOR—Mark and Mod	Mk 10 Mod 6	Mk 10 Mod 6	Mk 10 Mods	Mk 10 Mod 6	Mk 10 Mod 6
Length (in.)	-----	52.0	52.0	52.0	52.0
Diameter (in.)	5.0	5.0	5.0	5.0	5.0
Weight (lb)	-----	89.3	89.3	89.3	89.3

Table M1. Physical and Ballistic Data for Aircraft Type Rockets—Continued

Size of rocket	5.0-inch (HVAR)				
Model of propellant Weight of propellant (lb)	Mk 18 Mod 0 23.9	Mk 18 Mod 0 23.9	Mk 18 Mod 0 23.9	Mk 18 Mod 0 23.9	Mk 18 Mod 0 23.9
FUZE—type, Mark and Mod	Nose VT Fuze M403 or M403E2 Base Mk 164 Mods	Nose Mk 149 Mod 0 or 1 Base Mk 164 Mod 0	Nose Mk 149 Mod 0 Base None	None	None
ROCKET (assembled)					
Length (in.)	68.6	68.6	68.6	68.6	68.6
Weight (lb)		134.0	134.0	134.0	109.0
Velocity (max) (fps)	1860	1325	1325	1325	
Temperature limits (°F.)	—20 to 120	—20 to 120		—20 to 120	
Burning time (static) (sec)					
Burning time (effective) (sec).					

Section VI

5-INCH ROCKETS

39. DESCRIPTION.

a. **General.** The 5-inch rocket is designed for firing from aircraft rocket launchers of the post type (zero-length). Included in this category, because of similarity in use and construction, are: (1) high-velocity aircraft rocket, 5"0 HVAR; (2) aircraft rocket, 5"0 AR; (3) 3.5-inch aircraft rocket, 3"5 AR; and (4) 2.25-inch subcaliber rocket, 2"25 SCAR.

b. **Head.** The 5-inch rocket head is an adaptation of an anti-aircraft artillery shell. It is designed for both nose fuze and base fuze although either may be replaced by a steel plug. The HVAR head is threaded externally at the base for assembly of the 5-inch motor; the AR head has an adapter threaded internally for assembly of the 3.5-inch motor. The same 3.5-inch motor is used with a solid head to make up the 3.5-inch AR rocket. The 2.25-inch subcaliber rocket head is solid, for target practice, and is adapted for a 2.25-inch motor.

c. **Motor.** All motors for aircraft rockets are similar in construction except for size. They are threaded forward for attachment of the head and have nozzle and fin assembly to the rear. Front and rear openings are protected by waterproof disks. The igniter is assembled in a flat container in the front end of the motor. The propellant consists of a single grain. The igniter lead wires pass through the length of the motor and out through the nozzle and closing disk, and are connected to a plug.

d. **Fuzes.** Base fuzes assembled to the 5-inch rocket head are of the pressure-arming, impact-operating type (PIR) (par. 53). Nose fuzes for the 5-inch heads are of the vane (propeller)-arming, impact-operating type (par. 51), some of which require the use of an arming wire similar to bomb fuzes. The arming mechanism is similar to that of a bomb shackle. The rocket can be fired with the nose fuze armed or safe, thus making selection between superquick action of nose fuze and delay action of base fuze possible at the time of firing.

5-inch Rockets

e. Data.	5"O HVAR	5"O AR	3"O AR	2"25 SCAR
Length	68.9 in.	65.8 in.	54.7 in.	29.2 in.
Weight	134 lb	85.5 lb	54.7 lb	17.0 lb
Range (maximum effective).....	4,000 yd	2,000 yd	4,000 yd	2,000 yd
Velocity (max)	1,350 ft per sec	760 ft per sec	1,150 ft per sec	1,170 ft per sec
Temperature limits	0 to +120 deg F	0 to +120 deg F	0 to +120 deg F	0 to +120 deg F
Burning time	1.4 to 0.9 sec	1.5 to 0.61 sec	1.5 to 0.61 sec	0.91 to 0.38 sec
Burn-out point (static firing) (feet from launcher)	575 to 950 ft	230 to 530 ft	350 to 800 ft	230 to 480 ft
Head, length	16.73 in.	18.3 in.	10.35 in.	3.7 in.
Head, diameter	5 in.	5 in.	3.5 in.	2.25 in.
Head, weight	45.5 lb	48 lb	20 lb	1.6 lb
Head, weight of filler	7.5 lb	8 lb	—	—
Motor, diameter	5 in.	3.25 in.	3.25 in.	2.25 in.
Motor, length	51.4 in.	46 in.	46 in.	26 in.
Motor, propellant, weight	24.8 lb	8.5 lb	8.5 lb	1.75 lb
Nose fuze, model	Mk149	Mk149	Mk149	None
Nose fuze, type	AIR-SQ	AIR-SQ	AIR-SQ	—
Base fuze, model	Mk159	Mk159	None	None
Base fuze, type	PIR-0.015- sec delay	PIR-0.015- sec delay	—	—

f. Preparation for firing.

(1) Remove components from packings and inspect for serviceability. Rocket heads should be inspected to see that fuze and adapter threads are clear, that nose fuze well contains an auxiliary booster, and that heads adapted for base fuze have the base fuze assembled. Motors should be inspected to see that they are free from dents, that threads are clear, that closing disks and short circuit clips are effectively in place, that fins are not bent, and that lugs appropriate to the launcher or adapter are securely in place. Fuzes should be inspected as specified for the particular fuze (sec. IX).

(2) Remove shipping plugs and caps and assemble motor and head. Tighten with strap wrenches. If necessary, assemble fin to motor.

(3) Assemble fuze to head as prescribed by paragraph on the particular fuze (sec. IX).

(4) Remove shorting clip from igniter plug and safety wire from fuze after rocket is loaded on the launcher.

5-inch Rockets

g. Precautions.

(1) Be sure that rockets adapted for base fuze have the fuze assembled. If such a rocket is fired with the base fuze missing, the head will detonate on the launcher when the rocket is fired.

(2) In case of misfire, wait 10 minutes before approaching the launcher. If the igniter has fired, base fuzes must be regarded as armed and the round handled with extreme care until it can be destroyed.

40. MODELS.

a. Differences in various models are described below:

(1) 5"0 HVAR. The 5"0 rocket heads Mk5 and Mods and Mk6 and Mods are essentially the same except for details of the base fuze assembly. The 5"0 rocket motors differ principally in the fin assembly; Mk1 and Mk2 Mod0 had fins welded to the motor; Mk2 Mod2 had fins attached to a sleeve which is assembled to the motor as issued; and Mk2 Mod3 has fins issued separately.

(2) 5"0 AR. The 5"0 rocket head Mk1 can be distinguished from the HVAR by the internally threaded motor adapter. The various modifications of the 3"5 rocket motor Mk7 are in details of nozzle construction.

(3) 3"5 AR. The 3"5 rocket head has been manufactured in TNT-, FS-, WP-, and special-loaded models. However, the only types currently issued through Army ordnance channels are the solid shot Mk2 and Mk8.

(4) 2"25 SCAR. The subcaliber rocket is supplied in two types to match trajectories of the 5"0 HVAR and 5"0 AR, respectively. This was formerly accomplished by providing a light and a heavy head. At present the weight of the head is kept constant and the motor varied. The 2"25 rocket head Mk1 and Mods or Mk3 and Mods is used with 2"25 rocket motor Mk10 and Mods (fast motor) to match the trajectory of the HVAR; and with the 2"25 rocket motor Mk12 (slow motor) to simulate the AR.

FINAL
ARCHIVES SEARCH REPORT

**PRELIMINARY ASSESSMENT OF ORDNANCE CONTAMINATION
AT THE FORMER CONWAY BOMBING AND
GUNNERY RANGE
SOUTH CAROLINA**

**Contract No. DACA-87-89-D-0015
Delivery Order 6**

Prepared For:

**U.S. Army Corps of Engineers
Huntsville Division
Huntsville, Alabama 35807-4301**

May 1991

3431-60001

TCT-ST. LOUIS

**1908 Innerbelt Business Center Drive
St. Louis, Missouri 63114-5700
(314) 426-0880**

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX E

REPORTS/STUDIES

APPENDIX E

REPORTS/STUDIES

Table of Contents

- E-1 Final Archives Search Report, Final and Conclusions and Recommendations, May 1991 (B-13)
- E-2 Final Environmental Impact Statement, 1991 (B-14)
- E-3 INPR for Site No. I04SC002500, 4 January 1994 (B-15)

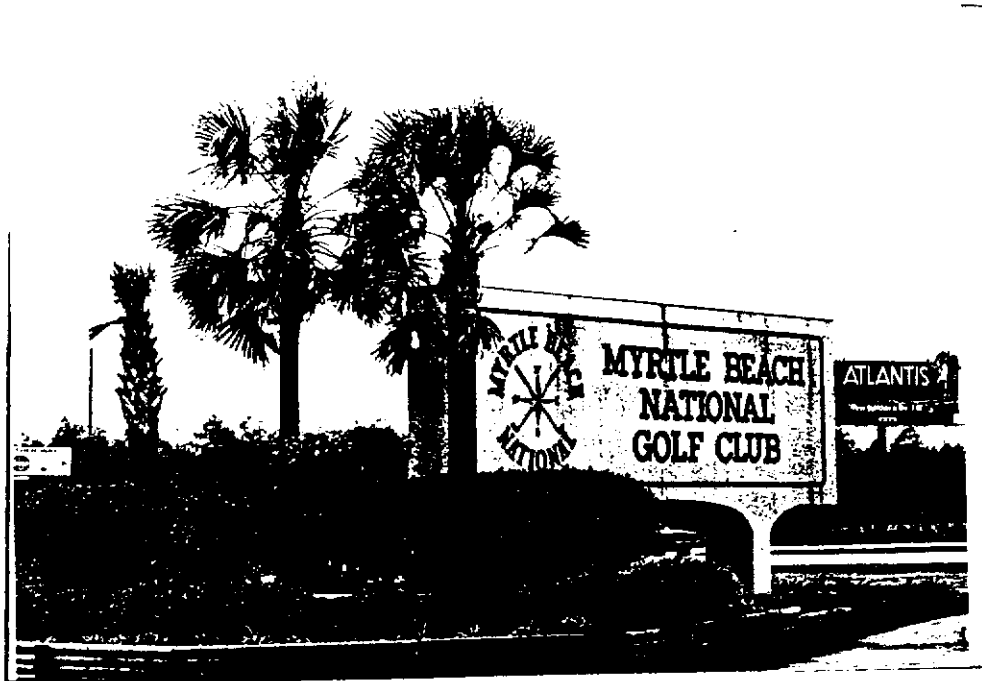
SITE: Former Conway Bombing & Gunnery Range
Conway, South Carolina

FILM NO. _____
(Roll No.)

DATE: February 1991
TIME: _____
DIRECTION: _____

OBJECT:
Entrance to former
Target II, the Myrtle
Beach National Golf
Club.

INITIALS: BS

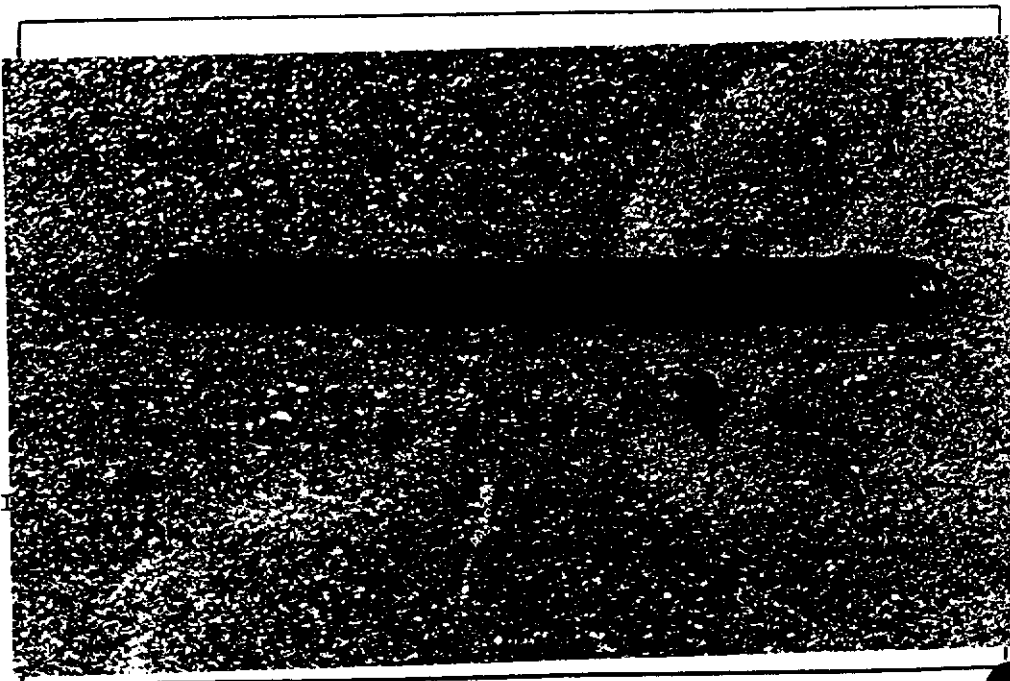


FRAME NO. 5

DATE: February 1991
TIME: _____
DIRECTION: _____

OBJECT:
Practice Rocket and
0.50 Caliber shells
found at former Target II

INITIALS: BS



FRAME NO. 6

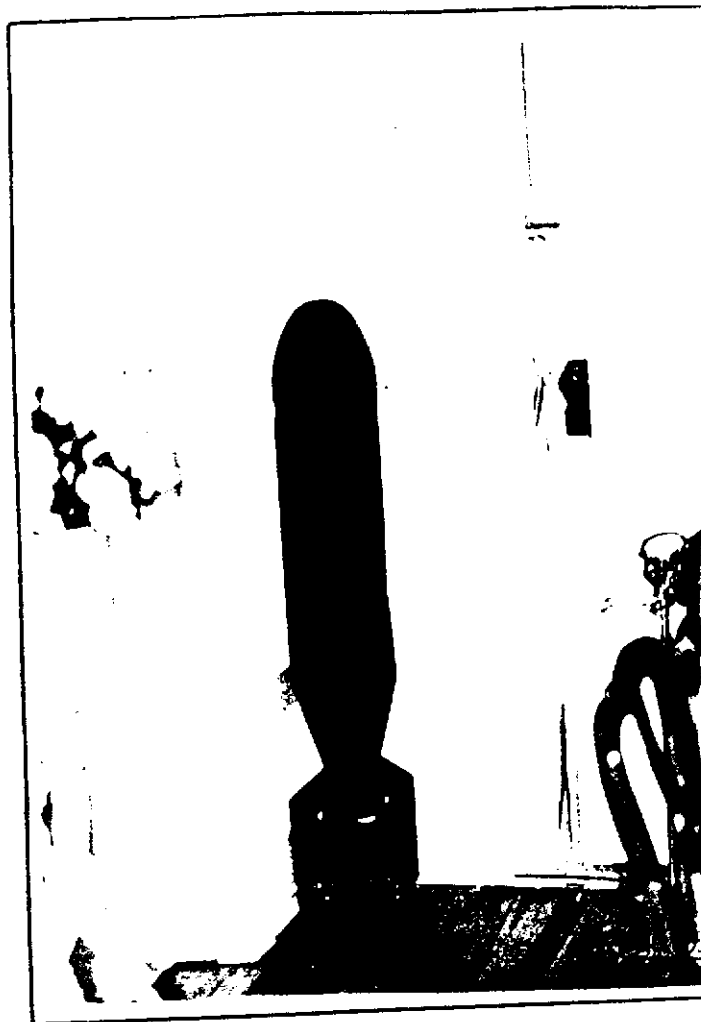
**PROJECT DOCUMENTATION
FORM**

SITE: Conway Bombing and
Gunnery Range
Conway, South Carolina

DATE: February 12, 1991
TIME: -
DIRECTION: -

OBJECT:

A 100 pound bomb located
in Mr. Robert Bell
Junior's livingroom in
Wampee, South Carolina.



FRAME NO. 7

DATE: February 12, 1991
TIME: -
DIRECTION: -

OBJECT:

Bomb fragments found
on the former Target II
in the subsurface



FRAME NO. 8

SITE: Conway Bombing & Gunnery Range
Conway, South Carolina

FILM NO. _____
(Roll No.)

DATE: February 1991
TIME: _____
DIRECTION: _____

OBJECT:
Concrete foundations
located on the former
Target IV

INITIALS: BS

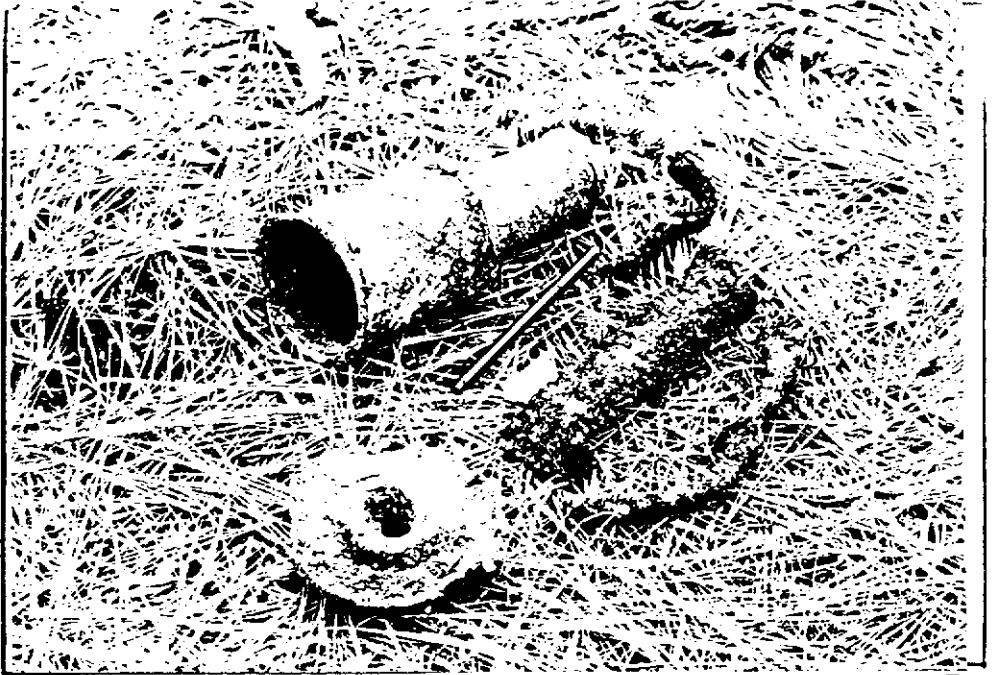


FRAME NO. 9

DATE: February 13, 1991
TIME: _____
DIRECTION: _____

OBJECT:
Located on the surface
on former Target IV -
internal bomb components

INITIALS: BS



FRAME NO. 10

**PROJECT DOCUMENTATION
FORM**

Sheet 6 of 6
REGION _____

SITE: Conway Bombing & Gunnery Range
Conway, South Carolina

FILM NO. _____
(Roll No.)

DATE: February 13, 1991

TIME: _____

DIRECTION: _____

OBJECT:

Internal bomb
components found
on Former Target IV

INITIALS: BS



FRAME NO. 11

DATE: _____

TIME: _____

DIRECTION: _____

OBJECT:

INITIALS: _____

FRAME NO. _____

4.3 After WWII

On August 21, 1946, the Myrtle Beach Army Air Field Commanding Officer wrote a report on "Land Purchase Requirements for the former CBGR." An additional 23,360.53 acres were required to maintain one medium altitude bombing target (daylight), and one for night bombing, skip bombing, and rockets (SLB5061-4CPY1). Tract Nos. 201 and 202 of this newly acquired land were located in the vicinity of former Bombing Target III.

Between 11/1/45 and 1/31/46 the former MBBGR was converted from war time training to peace time training (Ref.: BLG2434-CPY22). On October 15, 1945, approximately 3,610.55 acres from the former CBGR were transferred from the MBBGR to the Federal Farm Mortgage Corporation (COE-30) and 415 acres were leased previously and declared surplus on December 14, 1944 (COE-32).

More detailed information concerning the ranges, targets, and the types and quantities of ordnance used is present in Section 5.0.

The MBAAF was closed in November, 1947 (Ref.: O-3). On February 4, 1948 the former CBGR was declared surplus to government needs. By October 31, 1948, leases on 34,684.6 acres of International Paper Company lands were terminated and approximately 15,635.44 acres were transferred to the War Assets Administration on November 26, 1948. Leases on approximately 1,923 acres were terminated between January 16, 1945 and September 30, 1948 (COE-30). The 19,245.99 acres of land owned by the government in fee on June 22, 1948 was transferred to the War Assets Administration and at the time, dedudding of the installation was in progress (COE-34 and EP340-1CPY3). The land was eventually sold. Since the government had leased approximately 36,608 acres, eventually the original land owners or their heirs remained ownership of the land after the leases were canceled.

4.4 Current

The two largest land owners of the former CBGR are the South Carolina Wildlife and Marine Resources Department (SCWMRD) and International Paper Realty Corporation. International Paper, which repurchased and/or bought new land immediately after the war, sold the trees for production of telephone poles, railroad ties, and supports for bridges (Ref.: P-176). Some trees were so contaminated (with metal shrapnel) that they were just left to rot (Ref.: P-183). Today, the area which was the former CBGR exists much like it did prior to the war. The interior of the boundary is primarily lumber plantations. The SCWMRD uses the land for a wildlife refuge. The highways surrounding the former site provide site access for residential and commercial uses. Current site owners of former targets are listed in Table 4-3. The current owners of tracts greater than 50 acres in size are presented in Table 4-4. Numerous other owners of smaller tracts also exist but were not determined through the Archive Search. The map numbers of former CBGR property are presented in the Horry County Tax Assessor's Index Map; Figure 4-3 (Ref.: O-39).

TABLE 4-3
CURRENT SITE OWNERSHIP OF FORMER TARGETS AT THE
FORMER CONWAY BOMBING AND GUNNERY RANGE
(Refer to Figure 4-3 for Tax Assessor's Map/Location)

Target Name	Map Number-Block-Tract	Owner's Name	Acreage	Comments
Target II	151-00-04-005, 023, 025, 030, and 031	Myrtle Beach National Properties	716.2	Target center
Target II	151-00-04-004	International Paper Realty Corp.	74.5	Surrounding acreage of the golf course
Target III	164-00-01-001	International Paper Realty Corp.	2,5414.4	Entire target and surrounding area
Target IV	142-00-01-077	International Paper Realty Corp.	324.9	Owens part of the former target area
Target IV	142-00-01-074, 076	Waterway Associates	917.50	Owens part of the former target area
Target IV	143-00-01-003	Reatha C. Bell et.al.	236.7	Owens part of the former target area and adjacent bomb craters.
Smaller tracts of land in the Target area are owned by:				
Target IV	142-00-01-133	Louise Moore Chestnut	4.8	--
Target IV	142-00-01-132	Jeanette Verene Chestnut	4.8	--
Target IV	142-00-01-072	Ulysses Dewitt	4.8	--
Target IV	142-00-01-071	Robert N. Purifoy	5.0	--
Target IV	142-00-01-069	Steven A. & Alen L. Curtis	5.0	--
Target IV	142-00-01-070	Carol Gierbolini	5.0	--

TABLE 4-3
CURRENT SITE OWNERSHIP OF FORMER TARGETS AT THE
FORMER CONWAY BOMBING AND GUNNERY RANGE
(Refer to Figure 4-3 for Tax Assessor's Map/Location)

Target Name	Map Number-Block-Tract	Owner's Name	Acreage	Comments
Target IV	142-00-01-093	Billy & Barbara Sams	5.0	--
Target IV	142-00-01-092	Eddie Wright	5.0	--
Target IV	142-00-01-102	John Price	5.0	--
Target IV	142-00-01-103	O.W. Jordan	5.0	--
Target IV	142-00-01-112	Donald Adams	5.0	--
Target IV	142-00-01-113	Edward Immig	5.0	--
Target IV	142-00-01-135	Thomas Price	5.0	--
Target IV	142-00-01-134	Eloise S. Chestnut Shields	4.8	--
	143-00-01-42	Grand Strand Water and Sewer Authority	284.3	Own property where some bomb craters are present
Moving Target and Target XX	154-00-01-002	South Carolina Wildlife and Marine Resources Dept.	6,680	All of former Target XX and the former Moving Target

TABLE 4-4
CURRENT OWNERS OF TRACTS GREATER THAN
50 ACRES IN SIZE AT THE FORMER CBGR
(Refer to Figure 4-3 for Site Locations)

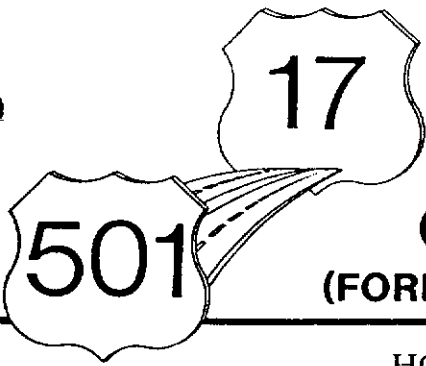
Map #/Block/Tract	Owner's Name	Acreage
127-00-01-001	Trenton O. Chestnut	56.5
127-00-01-005	Richard M. Lovelace, Jr. as Nominee	179.0
127-00-01-006	William S. Livingston, Jr.	442.0
127-00-01-008	Gloria Diane Parker	97.5
127-00-01-012	Ben E. Edge & Geraldine E. Patrick	86.4
127-00-01-025	Lloyd M. Chestnut	52.2
127-00-01-029	Jesse Livingston	160.0
127-00-01-030	Lyndell D. Thompson	106.7
128-00-04-019	Mitchell Livingston	54.1
128-00-08-001	Thomas Todd	68.6
128-00-08-005, 007	Lyndell D. & Lois Y. Thompson	218.5
128-00-08-013	John Elmore Vereen	101.6
130-00-09-014	Sidney Green Heirs at Law	55.4
130-00-09-020	Gifford Bellamy	60.6
130-00-09-028	Horry County Borad of Education	50.6
130-00-09-029	Jenson's Inc.	62.3
130-00-09-030	Linne J. Gore	73.4
138-00-05-012	R.E. Fulmer	73.8
138-00-05-019	Gladys M. McNeill	53.0
138-00-05-020	BAI Partnership & S.C. Partnership	192.0
138-00-05-067	Horry County	213.4
138-00-06-039	Richmond County Properties	110.2
138-00-06-073	Netra Lavon Schumann	71.7
139-00-03-001	V.M. Johnston	71:0
139-00-03-041	Davis A. McNeil	119.7
139-00-03-060	Nell L. McNeil	57.5

**TABLE 4-4
CURRENT OWNERS OF TRACTS GREATER THAN
50 ACRES IN SIZE AT THE FORMER CBGR
(Refer to Figure 4-3 for Site Locations)**

Map #/Block/Tract	Owner's Name	Acreage
139-00-03-061	Richard M. Lovelace, Jr. as Nominee	66.1
139-00-03-065	Cascade Boise Corporation	65.9
139-00-04-031	A Body Politic Horry County	79.6
140-00-04-041	Clara Watson Barnhill	228.8
141-00-01-002	Eldridge Inman et. al.	81.0
141-00-01-003	Pauline Collins Inman	59.3
141-00-01-005	Nell L. McNeil et.al.	123.8
141-00-01-007	International Paper Realty Corp.	548.6
141-00-01-010	Bertha Rackley Inman	87.7
141-00-01-011	M.J. Edger	63.3
141-00-01-012	W.B. Edge, Jr.	81.1
141-00-01-014	Joseph D. Bellamy, Jr. et.al.	261.8
141-00-01-015	Bebe Watts Stenger	81.0
414-00-01-017	Hoyt E. Chestnut	73.7
141-00-01-018	Bryant Shaplan Parker et.al.	125.0
141-00-01-109	Bone Bear	456.2
141-00-01-022	Tolar B. Johnson	92.2
141-00-01-028	James Ashford Watts, Jr.	69.5
140-00-04-019	Partners of Associates of 90	186.1
142-00-01-001	Michael Marvin Edge	187.3
142-00-01-035	Star Bluff Associates	238.5
142-00-01-084	Waterway Associates	222.3
143-00-01-003	Reatha C. Bell et.al.	236.7
143-00-01-04	F.R. Livingston	90.0
143-00-01-05	Renee T. Monroe	103.5
143-00-01-013	Wall Gibson	54.3

TABLE 4-4
CURRENT OWNERS OF TRACTS GREATER THAN
50 ACRES IN SIZE AT THE FORMER CBGR
(Refer to Figure 4-3 for Site Locations)

Map #/Block/Tract	Owner's Name	Acreage
143-00-01-017	Denny L. Gore	110.9
143-00-01-018	W.E. Gore, Jr.	65.1
143-00-01-046	Louise L. Permenter	52.8
143-00-01-041, 042	Grand Strand Water & Sewer Authority	697.3
151-00-04-003	South Carolina Public Service Authority	158.5
151-00-04-006	Mabel L. Burroughs	53.0
151-00-04-008	Nita L. Burroughs et.al.	85.2
151-00-04-019	SVWASO Corporation & Georgia Corp.	1,024.4
152-00-01-019	Myrtle Beach National Golf Club Inc.	303.0
153-00-01-001	Richard M. Lovelace, Jr. as Nominee	307.1
154-00-01-001	J.M. Vaught & Allene H. Vaught Heirs	805.0
155-00-01-001	John J.J. Holliday et.al	182.4
155-00-01-014, 015, 016	Waterway Associates	833.5
155-00-01-025	Cleo W. Chestnut	60.8
155-00-01-026	Stokes Chestnut	72.0
155-00-01-027	Letha Chestnut	58.7
172-00-04-006	Myrtle Beach Farms Company, Inc.	128.4
172-00-04-011	River Oaks Golf Plantation LTD, PTSP	335.3
172-00-04-013, 017, 030	International Paper Realty Corp.	462.7
173-00-01-030	International Paper Realty Corp.	133.2



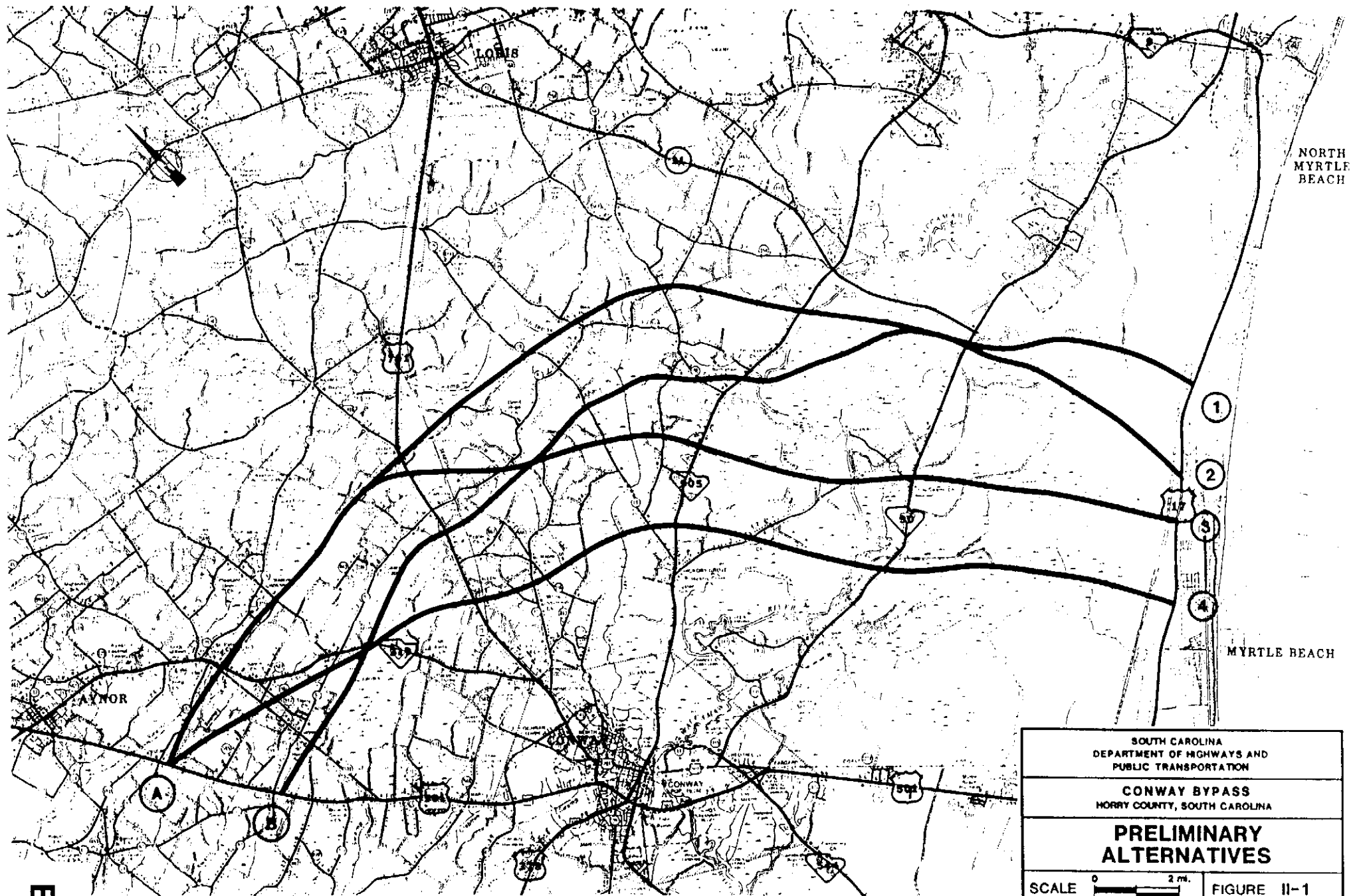
CONWAY BYPASS
(FORMERLY NORTHERN OUTER BYPASS)

HORRY COUNTY, SOUTH CAROLINA

FINAL ENVIRONMENTAL
IMPACT STATEMENT

U.S. Department of Transportation
Federal Highway Administration
and
South Carolina Department of Highways and Public Transportation

1991



NORTH MYRTLE BEACH

MYRTLE BEACH

SOUTH CAROLINA DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION	
CONWAY BYPASS HORRY COUNTY, SOUTH CAROLINA	
PRELIMINARY ALTERNATIVES	
SCALE 0 2 mi.	FIGURE II-1

Throughout this document, except where noted, impacts are assessed based on the general right of way corridor width of 260 feet, plus the additional right of way needed at interchanges. In this way, the maximum or "worst case" impacts are addressed which is consistent with traditional methodology for corridor-type projects. Although not precisely determined yet, the construction limits in most instances will not extend to the right of way limits. Use of the exact construction limits would reduce the absolute quantities of some impacts but would not be expected to change the relative ranking of the alternatives since their impacts would be reduced proportionately. For purposes of calculating wetland impacts, construction limits were estimated.

Comparative data on total lengths and costs, roadway lengths and costs, structure lengths and costs, right-of-way costs, and engineering costs for each alternative are displayed in the impact summary matrix in the "Summary" section in the front of this document. Additional details of design features and criteria are presented in the Engineering Design Criteria and Cost Analysis Technical Memorandum.

E. Preferred Alternative

The preferred alternative, B-C3-90-1, is a combination of alternatives presented in the Draft Environmental Impact Statement, the new connector, C3, and a southward shift of terminus 1 from the Kings Road area to the Hilton Road area. Following is a summary of why this is the preferred alternative.

1. Meets Project Needs

The preferred alternative satisfies the needs for a bypass of Conway, additional east-west highway capacity, and for a new crossing of the Intracoastal Waterway to improve access and provide an additional evacuation route. Advantages of the recommended alignment over the alignments beginning at Terminus A are slightly shorter travel distance and better access from developed areas in and around Conway. The preferred alternative is the shortest of all of the build alternatives.

2. Balances Environmental Impacts

In most highway projects it is very difficult to find one alternative that minimizes impacts in all environmental resource categories. In this instance the preferred alternative does not minimize all categories of environmental impacts, as can be seen in the summary impact matrix in the "Summary" section at the front of this document. But it does appear to provide the optimum balance among the various types of impacts. For example, it appears to have the least impact on residential and business displacements, archaeological sites potentially eligible for the National Register, and sensitive noise receptors. Moreover, additional residences have been built near Terminus A since the Draft Environmental Impact Statement was prepared thereby increasing the social impacts of alternatives beginning at this point.

The southward shift of Terminus 1 reduces the proximity of this terminus to the Meher Spiritual Center and avoids noise impacts to the Center's property.

The new connector, C3, reduces impacts of alternatives beginning at Terminus B on wetlands in the Waccamaw River floodplain while also avoiding displacement of a recently built residence near the west bank of the Waccamaw River. Further, the new connector carries the alignment away from the Bethlehem Baptist Church and avoids noise impacts at the church cemetery.

Selection of Terminus 7 would result in greater wetland impact, including an area of tidal salt marsh, much greater disruption of homes and businesses, and would require relocation of a recently built electrical substation and numerous high voltage utility structures.

In the category of wetland acres taken, the recommended alignment falls near the middle of the range of alternatives, and impacts fewer higher category (quality) wetlands than half of the candidate build alternatives. Most of the alternatives with less wetlands involvement begin at Terminus A, which evoked strong public and municipal opposition.

So that there will be no net loss of wetland functions and values, a Conceptual Wetlands Mitigation Plan for the preferred alignment has been developed in concert with the environmental resource agencies. The Conceptual Wetlands Mitigation Plan Technical Memorandum, summarized in the Environmental Consequences Chapter, details measures that have been or will be taken to avoid, minimize, and compensate wetland impacts.

3. Responds to Public Concerns

The public hearing record for this project contains 7,255 comments pertaining to project alternatives. The preferred alternative avoids use of several specific alignment segments and two termini that were of major public and municipal concern, as noted below.

<u>Concern</u>	<u>Response</u>
<u>Terminus A</u> was opposed by the: <ul style="list-style-type: none">o Town of Aynor by resolution,o Horry Homeland Association (a group of approx. 500 residents of Cool Spring/Aynor area)o Cool Spring Communityo Residents of surrounding area	Selection of Terminus B for the preferred alternative avoids the Terminus A area, including Cool Spring and the new community.

Concern

Crossing of SC Route 905 by segment B-90 was opposed by:

- o Residents of Shell
- o Bethlehem Baptist Church
- o Natural Resources Council (a local environmental advocacy group)

Response

Selection of the C-3 connector avoids this crossing

Concern

Terminus 7 was opposed by:

- o Windy Hill community
- o City of North Myrtle Beach which passed a resolution opposing any terminus within its city limits.

Response

Selection of Terminus 1 avoids the Terminus 7 area. (South Carolina law prohibits state highway construction in municipalities without their consent.)

Concern

Terminus 1 as presented at the public hearing was opposed by:

- o Meher Spiritual Center
- o 534 comments

Response

Selection of a relocated Terminus 1 for the preferred alternative avoids the site and immediate proximity. (The Center has subsequently written to support the relocated Terminus 1.)

Concern

All build alternatives impact wetlands.

Response

- o A Conceptual Wetland Mitigation Plan has been developed in cooperation with Federal and State natural resource agencies.
- o The preferred alignment has a reduced median width to minimize wetland impacts.
- o Numerous commitments to achieve a no net loss of functions and values have been made for the preferred alternative.

In summary, the preferred alternative responds directly to major areas of public and municipal concern expressed in the public hearing record. The preferred alternative uses termini and segments acceptable to the public and avoids those that met major opposition.

Over 70% of all public hearing comments supported construction of a Conway Bypass. (Other comments can be found in Chapter VII, Comments and Coordination.)

4. Cost

Although the preferred alternative is shortest in distance, the currently assumed structure/roadway configuration places it near the middle of the range of costs. It is only 12% more costly than the cheapest alternative. In terms of user benefits, the emergency evacuation relief and significantly reduced hours of delay by large numbers of automobiles represent a considerable cost savings to the travelling public.

Matrix at the beginning of this document. The detailed cost estimates and assumptions can be found in the Engineering Design Criteria and Cost Analysis Technical Memorandum.

The second impact to the economy would be removal of land from the tax rolls of Horry County resulting in loss of real estate tax revenue to the County. The preferred alternative would remove approximately 1,096 acres of land from the tax rolls. This represents an annual tax revenue loss of approximately \$32,000. All of the other alternatives except the no-build alternative would result in greater tax revenue losses, proportionate to the amount of right-of-way required, ranging from approximately \$32,000 to \$47,000 per year. It is expected that this loss will be offset by the benefits of an improved transportation system and by tax revenue from future development that may be accelerated as a result of the project. The no-build alternative would cause no revenue losses except to the extent that development does not occur that otherwise might occur with improved transportation provided by the proposed project.

Third, the project will create temporary employment opportunities during construction for laborers, equipment operators, and other types of workers. Permanent employment opportunities would be provided as commercial development expands to meet the growing needs of temporary and permanent residents.

Fourth, retail sales should be positively affected both during and after construction. Local and regional suppliers of construction materials such as concrete, steel, etc. will benefit during construction as will those merchants supplying goods and services to construction workers. Retail sales should continue to benefit after construction as the population and resort activities continue to expand. Tourism has recently grown at a rate twice the national average and the outlook remains good for the foreseeable future. The proposed project will enhance this growth by improving access to developable lands.

Finally, the economic vitality of existing highway-related businesses such as gas stations and motels should not be substantially affected. Although some loss of business will occur due to diversion of traffic to the new route, U.S. Route 501 will continue to be a major access route into the Myrtle Beach area. Motorists using U.S. Route 501 will continue to need these services.

4. Historic and Archaeological Resources

No standing structures of historic value were discovered during the field reviews of the alignments and none previously recorded in the study area would be affected by any of the proposed alignments. All of the alternative alignments were investigated for historic architecture and for historic and prehistoric archaeological potential by professional architectural historians and archaeologists. The investigation included a background and literature review of known sites, a field study for previously unrecorded sites along all alignment corridors, and an intensive survey of the

preferred alignment. The South Carolina Department of Archives and History (SCDAH) was consulted to review the background study of known sites and to discuss field study methods for the archeological reconnaissance and intensive surveys. New mapping of SCDAH was also consulted in the Fall of 1990.

The State Historic Preservation Office approved the proposed field methods and recommended that an intensive archaeological survey be conducted on those sites potentially eligible for the National Register of Historic Places, or sites for which eligibility is yet undetermined, which might be impacted by the selected alternate. An intensive reconnaissance survey has been conducted on the preferred alignment with special emphasis on the possible eligible sites. Of all the sites found, none of the sites warrant preservation in place. The sites are important for the information they contain and not for the sites themselves. Therefore, appropriate mitigation measures for any sites disrupted by the project would involve recovery of the information rather than preservation in place.

For the intensive survey conducted in the autumn of 1990, an effort was made to relocate and examine all of the sites within the selected corridor which were identified by the reconnaissance study. It should be noted, however, that some of these sites were not found, while others were located outside of the right-of-way. Of the fourteen sites within the project corridor identified by Johnson (1989), six (NOB-2, NOB-6, NOB-7, NOB-13, NOB-15, and NOB-22) were identified by the presence of one or two artifacts. Of these, only one (NOB-7) was re-identified by the current survey, although several of the other sites were determined to be outside the corridor depicted on the detailed plan sheets. Two sites identified by Johnson and which appear to be located within the corridor were not re-identified: NOB-6 and NOB-15. Both sites were recorded by Johnson on the basis of the recovery of a single artifact at each, and it is thus likely that by the removal of the artifacts present at these sites, Johnson (1989) has also removed all evidence of human presence. The failure to identify these site locations during the current survey is taken as evidence that such sites were in fact isolates and not true archeological sites.

South Carolina State Archeological Site Forms were completed for all newly discovered sites and submitted to the South Carolina Institute of Archeology and Anthropology (SCIAA). Site numbers were received from SCIAA for use in this and subsequent reports. Three different types of site numbering are shown for this study. NOB (Northern Outer Bypass) numbers represent site designations assigned by Johnson during the reconnaissance phase. C (Conway) numbers indicate field numbers assigned by New South Associates during the intensive survey phase. 38Hr (South Carolina - Horry County) numbers are the official state numbers assigned by the SCIAA to the reconnaissance and intensive survey sites. Additionally, "I" indicates a cultural isolate. All materials recovered from the intensive survey have undergone processing and analysis. These materials have been cleaned, identified as to age and cultural association, and prepared for curation. More detailed inventories and discussions of this material assemblage are presented in the survey report.

The investigating archaeologists estimated the potential eligibility of each site for the National Register of Historic Places. A site was recommended as being potentially eligible if it yielded or is likely to yield information important in prehistory or history. Some sites were clearly not eligible and others were judged to be potentially eligible and were classified accordingly.

While the map in Chapter III (Figure III-3) shows the locations for all sites identified, impacts have been defined only for those sites with potential or undetermined eligibility for the National Register. Ineligible sites are excluded from impact analysis. Table IV-2 gives brief descriptions of the potentially eligible or undetermined eligibility sites which are shown on Figure IV-1. Additionally, any site outside the proposed right of way has also been excluded.

Table IV-3 shows a comparative summary of archaeological impacts by alternative. The build alternative with the least overall impacts to archaeological resources would be B-C3-90-1, the preferred alternative. The no-build alternative would not affect any archaeological sites.

SCDHPT will have more detailed field investigations (Phase II) done on the selected alignment to recover all useful data from National Register-eligible sites. These investigations will be done in close coordination with the State Historic Preservation Office to ensure that all the requirements of the National Historic Preservation Act of 1966, as amended (36 CFR 800) are met. Seven sites on the preferred alignment tentatively have been identified potentially eligible for the National Register and six are recommended for further testing. Data recovery, laboratory analysis, and archival will be performed by qualified archaeologists in accordance with accepted professional archaeological methods.

The State Historic Preservation Officer has concurred in a "no effect" determination provided the additional investigations and data recovery are completed prior to construction (see letter in the agency letters section of this document).

Table IV-2

Descriptions of Impacted Archaeological Sites

<u>Site</u>	<u>Description</u>	<u>Alternate Segment</u>	<u>Recommended National Register Eligibility</u>
NOB-4	Prehistoric, possible Woodland Period occupation	90-1 90-7	Potentially Eligible
NOB-5	Historic, possible late 18th or early 19th century occupation	90-1 90-7	Potentially Eligible
NOB-11	Prehistoric, possible Early Woodland occupation	A-90	Potentially Eligible
NOB-14	Historic, late 19th century or early 20th century occupation	A-90	Undetermined
NOB-17	Prehistoric, Early Woodland deposit. Historic, 18th or 19th century deposit	B-90	Potentially Eligible
NOB-18	Prehistoric, possible preceramic Archaic deposit	C1	Undetermined
NOB-19	Prehistoric, cultural affiliation and period unknown	A-90	Undetermined
NOB-20	Prehistoric, possible Late Archaic Stallings Phase, Early Woodland Deptford Phase, and Middle Woodland Hanover Phase Occupation	A-90	Potentially Eligible
NOB-21	Prehistoric, Early Woodland Deptford Phase deposit	C2	Potentially Eligible
NOB-22	Prehistoric, cultural affiliation and period unknown	B-90	Undetermined

CONTINUED ON NEXT PAGE.

Table IV-2 (cont.)

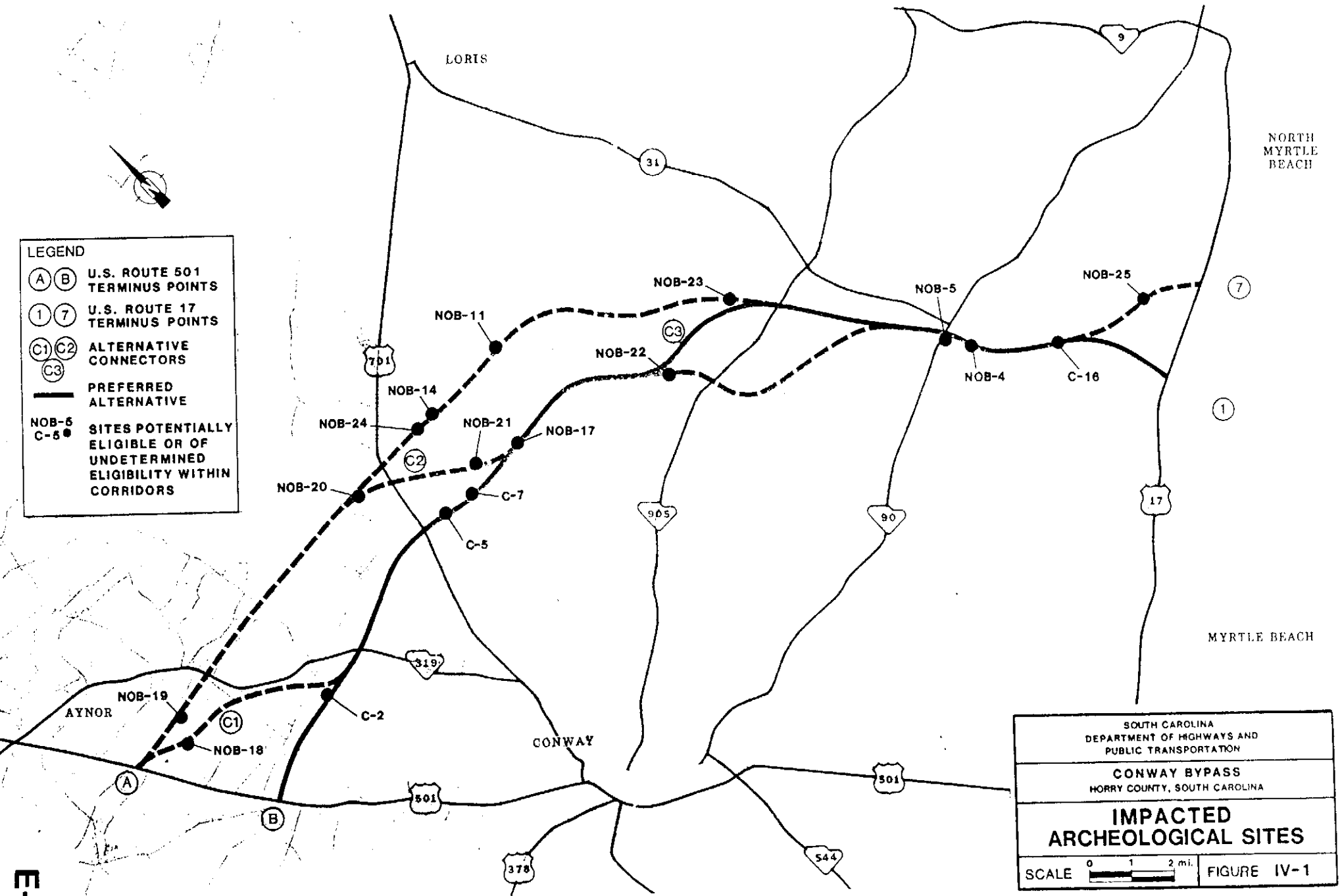
Descriptions of Impacted Archaeological Sites

<u>Site</u>	<u>Description</u>	<u>Alternate Segment</u>	<u>Recommended National Register Eligibility</u>
NOB-23	Historic, early 20th century occupation	A-90	Undetermined
NOB-24	Prehistoric, Early and Middle Woodland occupation	A-90	Potentially eligible
NOB-25	Prehistoric, possible Middle Woodland occupation. Historic, possible 19th century occupation	90-7	Undetermined
C-2	Historic, 19th century occupation	B-C3	Potentially Eligible
C-5	Prehistoric, Early to Middle Woodland occupation	B-C3	Potentially Eligible
C-7	Prehistoric, Early Woodland thru Mississippian occupation	B-C3	Potentially Eligible
C-16	Prehistoric, Middle Woodland occupation	90-1	Potentially Eligible



LEGEND

- (A) (B) U.S. ROUTE 501 TERMINUS POINTS
- (1) (7) U.S. ROUTE 17 TERMINUS POINTS
- (C1) (C2) ALTERNATIVE CONNECTORS
- (C3) PREFERRED ALTERNATIVE
- PREFERRED ALTERNATIVE
- NOB-5
C-5 ● SITES POTENTIALLY ELIGIBLE OR OF UNDETERMINED ELIGIBILITY WITHIN CORRIDORS



SOUTH CAROLINA DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION	
CONWAY BYPASS HORRY COUNTY, SOUTH CAROLINA	
IMPACTED ARCHEOLOGICAL SITES	
SCALE 0 1 2 mi.	FIGURE IV-1

Table IV-3

Archaeological Sites Affected

<u>Alternative</u>	<u>Total Sites</u>	<u>Potentially Eligible Sites</u>	<u>Sites of Undetermined Eligibility</u>
B-C3-90-1	7	7	0
A-90-1	9	6	3
A-90-7	10	6	4
B-90-1	8	7	1
B-90-7	9	7	2
A-C1-90-1	8	6	2
A-C1-90-7	9	6	3
A-C2-90-1	8	6	2
A-C2-90-7	9	6	3
No-Build	0	0	0

The Archaeological Reconnaissance and Assessment Technical Memorandum for the DEIS, the Archeological Intensive Survey Management Summary dated November 1990, and the Archeological Survey of the Proposed Conway Bypass Corridor, Horry County, South Carolina contain more detailed information on the archaeological studies that have been done.

5. Parks and Recreational Resources

No parks, playgrounds, recreational areas, wildlife or waterfowl refuges, wild or scenic rivers, or other lands protected under 49 U.S.C. 303(c) will be affected by the project.

The Meher Spiritual Center located north of Terminus 1 as shown on Figure III-5 is a nondenominational spiritual retreat and a state-designated wildlife sanctuary. Though not publicly owned, and therefore not subject to the provisions of 49 U.S.C. 303(c) (commonly known as Section 4(f) of the 1966 U.S. Department of Transportation Act), the non-profit center provides recreational opportunities to the public on a reservation basis. The preferred alternative will have no impact on the Center since Terminus 1 has been shifted southward to eliminate noise impacts associated with the original Terminus 1.



1-254

DEPARTMENT OF THE ARMY

SOUTH ATLANTIC DIVISION, CORPS OF ENGINEERS

ROOM 313, 77 FORSYTH ST., S.W.

ATLANTA, GEORGIA 30335-6801

REPLY TO
ATTENTION OF

CESAD-PD-R (200)

04 JAN 1994

MEMORANDUM FOR

COMMANDER, USACE, ATTN: CEMP-ZA, WASH DC 20314-1000
COMMANDER, HUNTSVILLE DIVISION, HUNTSVILLE, AL 35807-4301

SUBJECT: DERP-FUDS Inventory Project Report (INPR) for Conway
Bombing and Gunnery Range, Conway, SC, Site No. I04SC002500

1. I am forwarding the INPR for the subject site for appropriate action. The proposed Ordnance Explosive Waste (OEW) project No. I04SC002501 is eligible for DERP-FUDS. The Risk Assessment Code scores for four targets range from 2 to 4.
2. I recommend that CEHND determine if further study and remedial action are required at the site.
3. The Division focal point for this effort is Mr. Tom Billings, CESAD-PD-R, at 404-331-4373. The Division focal point for actions beyond the preliminary assessment phase is Richard Connell, CESAD-PM-H, at 404-331-7045.

ROGER F. YANKOUBE
Brigadier General, USA
Commanding

Encl

CF (w/encl):
CDR, CHARLESTON DISTRICT, ATTN: CESAC-EN-PR/PM-S



DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT CORPS OF ENGINEERS
P O BOX 919
CHARLESTON, S C 29402-0919

REPLY TO
ATTENTION OF

CESAC-EN-PR


DEC 2 1990

MEMORANDUM FOR COMMANDER, SOUTH ATLANTIC DIVISION,
ATTN: CESAD-PD-R (Billings)

SUBJECT: DERP-FUDES Inventory Project Report (INPR) for Site No. I04SC002500,
Conway Bombing and Gunnery Range

1. The INPR reports on the DERP-FUDES preliminary assessment of the Conway Bombing and Gunnery Range. A site visit was conducted during the Fall of 1990. The Site Survey Summary Sheet and site maps are enclosed.
2. We determined that the site was formerly owned and used by the Department of the Army. A recommended Findings and Determination of Eligibility is enclosed.
3. Based on site investigation findings, it is determined that there is hazardous waste at the site eligible for remediation under DERP-FUDES. The category of hazardous waste at the site is Ordnance and Explosive Waste (OEW). The Project Summary Sheet is enclosed.
4. I recommend that you:
 - a. Approve and sign the Findings and Determination of Eligibility;
 - b. Forward a copy of the INPR to CEHND for further study;
 - c. Forward a copy of this INPR to CEMP requesting approval and funds for the District to accomplish the OEW project.

Encl (8 cys)


GEORGE H. HAZEL
Lieutenant Colonel, EN
Commanding

CF:
CESAC-PM-S
CESAS-RE-PC (Hinely)

**SITE SURVEY SUMMARY SHEET
FOR
DERP-FUDS SITE NO. I04SC002500
CONWAY BOMBING AND GUNNERY RANGE**

SITE NAME: Conway Bombing and Gunnery Range

LOCATION: Conway, Horry County, South Carolina

SITE HISTORY: The Conway Bombing and Gunnery Range functioned as a sub-installation of the Myrtle Beach Army Air Field from 1941-1947. The site consisted of 55,854 acres located 2 miles southeast of Conway and 7 miles north of Myrtle Beach. The range consisted of three practice bombing target ranges, one moving ground machine gun range, one pattern bombing range, one rifle range, two machine gun ranges, turret ranges, and skip bombing ranges.

SITE VISIT: The site was visited by TCT-St. Louis during the Fall of 1990 and the Spring of 1991.

CATEGORY OF HAZARD: OEW

PROJECT DESCRIPTION: The site consists of the above mentioned ranges that were used from 1941-1947 by Myrtle Beach Army Airfield and other airfields. Ordnance was discovered on the site by TCT-St. Louis. Various people interviewed indicated that ordnance had been removed at a local golf course and other properties adjacent to the bombing ranges.

AVAILABLE STUDIES AND REPORTS:

- (1) Final Archive Search Report, May 1991
- (2) Final Archive Search Report, Conclusions and Recommendations, May 1991

PA POC: Wayne Bogan, DERP-FUDS Coordinator, CESAC-EN-PR, 803-727-4366.

**DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY**

**CONWAY BOMBING AND GUNNERY RANGE, SC
SITE NO. I04SC002500**

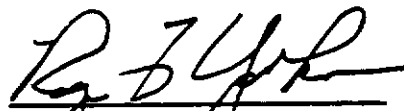
FINDINGS OF FACT

1. Conway Bombing and Gunnery Range was located 2 miles southeast of Conway, South Carolina, in Horry County. The site consisted of 19,245.99 acres acquired in fee and 36,607.63 acres acquired by lease. Acquisition took place between 2 November 1941 and 17 July 1944.
2. The site was utilized by the Army Air Force as an aerial bombing and gunnery range for Myrtle Beach Army Air Field. According to the Real Estate Audit files, improvements were made to this site, although the type of improvements were not specified.
3. On letter dated 6 February 1948, the site was declared surplus. On 15 October 1945, accountability for 3,610.55 acres was assumed by the Federal Farm Mortgage Cooperation. On 26 November 1948, accountability for 15,635.44 acres was assumed by the War Assets Administration. Between 16 January 1945 and 30 June 1945, leases on 412 acres were terminated. Between 30 May 1948 and 30 November 1948, the remaining leases were terminated.

DETERMINATION

Based on the foregoing Findings Of Fact, the site has been determined to be formerly used by the Department of Defense. Therefore, it is eligible for the Defense Environmental Restoration Program - Formerly Used Defense Sites established under 10 USC 2701, et seq.

4A 9B
DATE



ROGER F. YANKOUBE
Brigadier General, USA
Commanding

**PROJECT SUMMARY SHEET
FOR
DERP-FUDS OEW PROJECT NO. I04SC002501**

PROJECT DESCRIPTION: The range consisted of three practice bombing target ranges, one moving ground machine gun range, one pattern bombing range, one rifle range, two machine gun ranges, turret ranges, and skip bombing ranges.

PROJECT ELIGIBILITY: Ordnance is considered a safety risk under DERP-FUDS. The site has been evaluated in accordance with SOP for Preliminary Assessments at Potential OEW Sites (16 Mar 93).

POLICY CONSIDERATIONS: None.

PROPOSED PROJECT: It is recommended that this INPR be referred to HND for final determination of the next appropriate action.

RAC: Attached.

DISTRICT POC: Wayne Bogan, DERP-FUDS Coordinator, CESAC-EN-PR,
803-727-4366.

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

Table of Contents

- F-1 Document, circa 1942, untitled, Subject: History of Myrtle Beach General Bombing and Gunnery Range (B-16)
- F-2 Publication, 2 December 1942, Range Regulations (B-17)
- F-3 Document, circa December 1942, untitled, Subject: Construction and ranges at Myrtle Beach GBGR (B-18)
- F-4 Site Board Report, 8 January 1943 (B-19)
- F-5 Memorandum, 22 May 1943, Subject: Construction of Two (2) Skip Bombing Ranges (B-20)
- F-6 Memorandum, 17 June 1943, Subject: Safety of Personnel and Use of Government Property for Spoil Disposal (B-21)
- F-7 Document, circa October 1944, Subject: History of Myrtle Beach Army Air Field for September 1944 (B-22)
- F-8 Document, circa November 1944, untitled, Subject: Training activities for October 1944 (B-23)
- F-9 Document, circa February 1945, untitled, Subject: Training activities for January 1945 (B-24)
- F-10 Document, circa May 1945, untitled, Subject: Training activities for February through April 1945 (B-25)
- F-11 Memorandum, 30 August 1945, Subject: Master Plan for Selected AAF Installations (B-26)
- F-12 Document, circa November 1945, untitled, Subject: Training activities for August to October 1945 (B-27)
- F-13 Memorandum, 18 December 1945, Subject: Estimated contamination of ranges (B-28)
- F-14 Army Air Forces Installations Directory, 1 September 1945 (B-29)
- F-15 Document, circa February 1946, untitled, Subject: Training activities for November 1945 to January 1946 (B-30)
- F-16 Memorandum, 21 August 1946, Subject: Land Purchase Requirements for Fiscal Year 1946 (B-31)

F-17 Memorandum, 23 September 1946, Subject: Report on Off Base Facilities, Ranges, Sub Bases and Auxiliaries (B-32)

F-18 Memorandum, 10 January 1947, Subject: Standard Retention, Release, or Acquisition of Bombing and Gunnery Ranges (B-33)

F-19 Document, circa February 1947, untitled, Subject: Training activities for January 1947 (B-34)

F-20 Memorandum, 27 March 1947, Subject: Relocation of Air-to-Ground Gunnery Range (B-35)

F-21 Memorandum, 28 April 1947, Subject: Relocation of Air-to-Ground Gunnery Range (1st Ind.) (B-36)

F-22 Letter, 20 May 1947, Adjutant General to Senator Olin D. Johnston (B-37)

F-23 Document, circa September 1947, untitled, Subject: Range operations for July and August 1947 (B-38)

F-24 Memorandum, 5 September 1947, Subject: Disposal of Real Estate, Myrtle Beach AAFld, South Carolina (B-39)

F-25 Memorandum, 19 September 1947, Subject: Disposal of Real Estate, Myrtle Beach AAFld, South Carolina (1st Ind.) (B-40)

F-26 Memorandum, 30 September 1947, Subject: Conway and Georgetown Bombing Ranges, South Carolina (B-41)

F-27 Memorandum, 13 February 1948, Subject: Bombing Range Clearance (B-42)

F-28 Letter, 17 February 1948, War Department to War Assets Administration (B-43)

F-29 Memorandum, 19 February 1948, Subject: Decontamination of Bombing and Gunnery Ranges (B-44)

F-30 Memorandum, 3 March 1948, Subject: Bombing Range Clearance (B-45)

F-31 Letter, 2 August 1948, Unknown office to Senator Maybank (B-46)

F-32 Memorandum, 22 October 1948, Subject: Preliminary Inspection Report, Conway Bombing and Gunnery Range (B-47)

F-33 Memorandum, 29 November 1948, Subject: Conway Bombing Range (B-48)

F-34 Document, undated, Myrtle Beach Army Air Field,
Analysis of Existing Facilities (B-49)

F-35 Certificate of Dedudding, undated (B-50)

F-36 Rare, Threatened and Endangered Species of Horry
County, undated (B-51)

F-37 Letter, 11 January 1995, South Carolina Institute of
Archaeology and Anthropology to USATCES (B-52)

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Late in 1941, the government took over. Ben O. Graham, contemporarily mayor of Myrtle Beach and now employed by the Post Engineer's office, is said to be responsible for bringing to the attention of the authorities the fact that this area is eminently suitable for use as a bombing and gunnery range. A topographic survey was started on January 21, 1942, and active work on the improvements was commenced on March 3 of the same year.

As a whole, the range is composed of nine separate tracts of land, of which three are owned outright by the government;* the balance are on leased land. The total area comprises 100,000 acres. The surrounding country is thinly populated and, for the most part, densely wooded, and the ground in much of the territory is harried by an impenetrable mass of bayberry bushes, brambles and a multitude of other noxious growths. A few small subsistence farms are to be found here and there but commercial planting on an extended scale is non-existent because of the negligible agricultural value of the soil and the lack of adequate drainage.

This history is concerned mainly with the three government owned pieces of land, which contain an aggregate of 97,332 acres. They are known as the Myrtle Beach, Conway and Georgetown areas.

The Myrtle Beach area, located in Horry County, is extremely irregular in shape. Most of it spreads between S. C. Highway #501 and U. S.

* cf. A petition in condemnation of three tracts of land, entitled: "United States of America vs 95,497 acres, more or less, situated in Horry and Georgetown Counties, South Carolina." Filed in the U. S. District Court for the Eastern district of South Carolina, Dec. 16th, 1941.

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Highway #17, with a half-mile wide corridor extending north of #501 to the Intra-coastal Waterway; a part of the section is east of #17, between the highway and the Atlantic ocean. The Myrtle Beach area is the site of the cantonment, together with the landing field and concomitant installations. It contains five Air-to-Ground Target Gunnery Ranges.

The Georgetown area is in Georgetown county. This tract, triangular in shape, has well-defined boundaries: on the north is Carver's Bay Road and S. C. Highway #707; on the east, U. S. Highway #701; on the west, S. C. Highway #51. The southernmost tip is formed by the junction of highways 701 and 51. Within this domain are one Demolition Range and two Practice Bombing Ranges.

Roughly a trapezoid in shape, the Conway area, in Horry County, is also definitely and visibly bounded: on the north by S. C. Highway #90; on the east by the old Ocean Drive Road; on the south by the Intra-coastal Waterway; and on the west by the Atlantic Coastline Railway. One Demolition range, three Practice Bombing Ranges, one Moving Base Machine Gun Range and one Rifle Range are located in the Conway area.

One other section should also be mentioned. It is at Murrell's Inlet, about fifteen miles southwest of the field on highway #17. Leased from private owners, this tract provides docking facilities for crash and target boats, and quarters for the crews.

Most of the buildings are Theater of Operation or Mobilization type, modified in some cases to fulfill special requirements. Additional buildings have been erected on the ranges and to house utilities. Taxiways, runways and hardstandings have been put in, together with access roads

R E S T R I C T E D

SLA4025-8C12734

HEADQUARTERS MYRTLE BEACH BOMBING RANGE
MYRTLE BEACH, SOUTH CAROLINA

Myrtle Beach, S. C.
December 2, 1942.

RANGE REGULATIONS

Section I. Location of Range

The Myrtle Beach Bombing Range consists of two separate tracts of Government reservation located in the general vicinity of Myrtle Beach, S. C. One tract is approximately 10 miles north and south by 7 miles east and west, beginning 7 miles north of Georgetown, S. C., and located generally between Dunvegan, S. C., and Plantersville, S. C. The other tract is generally triangular in shape with approximate center 7 miles north of Myrtle Beach, S. C., and bounded by the A. C. L. railroad, the inland waterway, and the Conway, Nixonville, Wampee Highway. Preceding location references pertain to the Savannah Section Aeronautical Chart.

Section II. Existing Directives

These regulations are supplemental to and do not take precedent over any Third Air Force directives now published or which may be published at any subsequent date. Attention is invited to existing 3AF Memoranda 150-9, dated October 7, 1942 and 50-26, dated July 5, 1942.

Section III. Operating Personnel

A. Range Detachment

The range detachment will consist of a permanent section and of such additional personnel as may be added.

B. Range Officer

Specific duties of the Range Officer will be to:

1. Supervise all Bombing and Gunnery Range activity.
2. Protect, maintain and repair Government property, including targets, located on the various ranges.
3. Guard the assigned frequency of the range radio station during all hours of bombing and gunnery, and maintain any radio schedule prescribed.
4. Assign targets, altitudes, and ranges to all units conducting firing at the range.
5. Provide necessary range guards whenever bombing or gunnery is in progress.
6. Enforce safety regulations relating to the use of the range.

Section IV. Use of Range

A. The range is available for use by any unit of the Third Air Force at any time upon notice prescribed herein for bombing and gunnery training. All necessary arrangements for its use, including time schedule will be made between the Commanding Officer and the Range Officer.

SLA4025-80734

RANGE REGULATIONS (CONTINUED)

Range Officer, Myrtle Beach Bombing Range. Conflicts in time schedules which cannot be satisfactorily settled by the Range Officer, Myrtle Beach Bombing Range, will be referred to the Third Air Force Headquarters through the Commanding Officer, Myrtle Beach Bombing Range, for decision.

B. Other than Third Air Force units are authorized to use the range, provided prior arrangements are made through the Third Air Force Headquarters, and the Myrtle Beach Bombing Range.

C. At least three hours advance notification must be given to the Range Officer, Myrtle Beach Bombing Range, by any units desiring to use the range. Ranges can be reserved for daily, weekly, or monthly periods, but will not be operated without at least three hours notice daily. Schedules for future periods should be submitted frequently and promptly. Upon failure of any organization to report for bombing or firing within three hours following time reserved for use or failure to notify the Range Officer of such delay within the above period of three hours, all schedules of the organization involved will be automatically cancelled and the unit so notified by the most expeditious means.

D. The Commanding Officer of any unit conducting bombing or firing training at the range will see that all pilots of his command:

1. Obtain a range clearance from Range Operations. This clearance will give assignment of targets, firing areas, and emergency release areas. No bombing or firing will be done without this clearance.
2. Confine the bombing or firing of his unit rigidly to the targets and areas assigned by the Range Officer.
3. Enforce the safety precautions for which he is responsible.
4. Observe the safety precautions for which the Range Officer is responsible, and cooperate with him in the enforcement thereof.
5. Be responsible for operation of his unit while carrying explosives.
6. Immediately upon the completion of each bombing mission, inform the Range Officer, Myrtle Beach Bombing Range, of the number and location of any duds dropped by his planes.
7. Return clearance to operations to indicate mission completed.

E. Practice Bombing Targets

1. Practice bombing targets are available 24 hours per day, upon proper notice to the Range Officer.
2. Every effort will be made to maintain continuous radio communication between bombing plane and ground crew during a mission. As bombing plane or flight approaches target, time will be synchronized with the range radio station. Spotters and plotters will synchronize time prior to mission with radio station time. All watches and clocks will be

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RANGE REGULATIONS (CONTINUED)

set to the nearest five seconds Eastern War Time prior to taking off for a mission. Spotters will transmit readings to plotter as soon as practicable after bombs are dropped.

3. The bombing plane will identify itself by number and call letters when it approaches the range initially. Range radio operator will be advised by the bombing planes when mission is completed.

4. In the event radio communication cannot be established between ground and plane, white ground panels 1,000 feet north of the aiming point will show when the target is clear for bombing. For night missions, the presence of lights on the target during a scheduled period is sufficient notice to the bombing plane that the ground crew is prepared to score the mission. Day bombing should cease if the white panels are removed or smoke candles are lighted near an observation tower. Night bombing should cease if the lights are extinguished.

F. Demolition Bombing Target

1. Demolition bomb targets are available for use from 800 to 1800.

2. Plane will notify range at start and completion of mission.

3. An observer will be stationed in tower to locate dud bombs and, whenever necessary, to cause bombing to be stopped.

4. White ground panels north of the aiming point will show when the target is clear for bombing.

5. Bombing should cease if white panels are removed or smoke candles are lighted near the observation tower.

G. Aerial Gunnery Targets

1. Aerial gunnery targets are available for use from 800 to 1800.

2. Aerial gunnery targets will be manned by ground crew which will score, mark, paste, and replace targets. The necessary personnel will be located at the foul line and will control firing.

3. Red streamers at target line indicate range in use.

4. Approaches to the targets will be coordinated with the Range Officer prior to each mission.

5. All flying in vicinity of the gunnery range except when in Firing Circle, will be conducted at 2,000 feet. All pilots will indicate they have finished firing by turning out of traffic (Firing Circle) and rocking wings.

6. Number of hits, and number and type of fouls, will be furnished to the using organization at completion of the mission.

ONS

RANGE REGULATIONS (CONTINUED)

7. Red panel board will close and white panel board will open each side of range.

Section V. Safety PrecautionsA. Air Units

1. Planes loaded with bombs will be restricted from flying over any building area or ammunition area.

2. No airplane will be flown over any target other than the one assigned to it.

3. No one will release a bomb or conduct machine gun fire elsewhere than against an assigned target or over a particular area designated by Range Officer.

4. An operating unit having been assigned a target or firing area by the Range Officer, and having notified the Range Officer of the hour at which bombing or firing is to commence, will assume that the target or area is clear for bombing or firing at that time if bombing target is lighted or proper panels are displayed, and no personnel is visible in the area.

5. In cases of emergency, notification to cease firing against any target or over any area will be given as described in preceding paragraphs of these regulations, and no further firing will take place against the target or over the area in question until declared clear again by the Range Officer.

6. Immediately upon completion of firing against any target for the day, the unit commander will inform the Range Officer.

7. One bombing target will be assigned at one time to only one unit. The unit commander may have as many airplanes as he desires bombing on that target provided all airplanes are in constant radio communication with each other. In this case, each airplane will announce over the radio his approach to the target and the bomb release point: example, "Smith approaching target, U-5", "Smith bomb away."

8. When a target is assigned to any unit, an altitude for that target will be specified by the Range Officer. No airplane using that target will bomb at other than the specified altitude unless specific approval by radio or other means is obtained from the Range Officer.

9. In case bombs cannot be dropped on the assigned target and for any reason it is not practicable to land with bombs on the airplane, bombs will be released in salvo, safe, in the Atlantic Ocean. Care should be taken to see that no boats are in the vicinity where bombs will fall.

B. Ground Units

board will

SLA4025-8CP734

REGULATIONS (CONTINUED)

Officer, Myrtle Beach Bombing Range. No person will be permitted approach within one-half mile of any bombing target without special authority from the Range Officer, Myrtle Beach Bombing Range.

2. Signs will be placed on Government lands on all roads leading to target areas warning all persons of the danger of picking up any bombs or ammunition parts and prohibiting the removal thereof under penalty of the law (See par. 170a, TR 1370-A).

3. Whenever bombing or gunnery is to be conducted against any target, and prior to the commencement thereof, guards will be posted on all roads leading to that target and at such other points as may be necessary to insure an adequate number of guards around the target and at a distance of about one mile from it. A minimum of two guards will be posted for each target.

4. A target or area having been cleared for bombing or firing will be kept clear by the Range Officer until notification is received from the operating unit that bombing or firing on the target has been completed for the day or until an emergency necessitates closing the target or area against bombing or firing.

5. Dud Bombs

a. Duds will be destroyed periodically under the direct supervision of an Ordnance Officer only.

b. The destruction of duds will be in accordance with TR-1370A and such special instructions as may be issued by the Commanding General, Third Air Force.

c. To insure the finding of duds, ground observers also will report the location of duds to the Range Officer.

d. All persons permitted to enter the range (except persons designated to cause the destruction of duds) will be directed:

- (1) To report the location of any dud observed.
- (2) To refrain from moving or tampering with any duds in any way whatsoever.

Section VI. Target Designation, Location, and Identification

A. Reference is made to Inclosure #1 attached, "Target Locations, Myrtle Beach Bombing Range," which shows all present targets on the range. Each unit using the range will be responsible that a copy of the photostat is available in each airplane prior to taking off for a mission at the range in order to avoid possibility of serious damage to life or property.

B. Targets on the range will be designated by coordinates of the section in which the target is located: i.e., "Bombing Target E-23", or "Ground Gunnery Targets T-20", except that in cases where there is more than one target in a section, the designation will be "Rifle Range M-25 (1)", "Skeet Range M-25 (2)", etc. Each square in the Location Map is one minute of latitude or longitude on a side.

C. Ground panels for bombing targets will be placed 1,000 feet north of the aiming point. Ground panel symbols for identification of each target

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RANGE REGULATIONS (CONTINUED)

get are shown on the photostat.

D. Targets will be identified at night by varied arrangement of colored lights in addition to the white lights. Arrangements of colored lights of identification of each target are shown on the photostat.

Section VII. Scoring of Targets.

A. Personnel for spotting, plotting, and scoring hits on Practice Bomb Targets will be provided by the Range Detachment. Scores of practice bombing will be furnished the bombing units, in terms of synchronized time, circular error in feet, and azimuth (in degrees from north) of the line from aiming point to point of impact.

B. Scores for "C" targets will be furnished units which have fired on ground gunnery targets.

C. No scores will be furnished by the Range Detachment for demolition bombing.

D. Scores will be furnished to using units as soon after completion of the mission as is practicable.

Section VIII. Amendments and Revisions

A. Necessary amendments and revisions to these regulations will be published and distributed as the need therefor arises.

B. The print, "Target Locations, Myrtle Beach Bombing Range," will be revised as targets or ranges are added or deleted and copies will be furnished all units using the range.

By order of Major THOMAS:

H. W. BOOTH,
1st. Lt., Air Corps,
Adjutant

1 Incl. - Print
"Target Location".

APPROVED:

By command of Brigadier General GILKESON:

CHARLES H. CAMPBELL
Major, AGD
Asst Adjutant General

HEADQUARTERS THIRD AIR FORCE
Tampa, Florida, 12-10-42.

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APPENDIX #I

- A -

M.B.

On 17 November 1942, Job A-2 was, for all practical purposes, completed and turned over to the Post Engineers. Besides quarters, bath-houses and latrines; mess buildings and kitchens, for officers and enlisted men, this job included the following structures and installations:

Recreation bldg., EM
Administration bldg.
Supply room
Post Exchange
Post office
Comb. fire station and guard house
Operations bldg.
Armanent bldg.
Comb. Tech Supply and Engr. bldg.
Ordnance whse and shop
Headquarters bldg.
Radio Range bldg.
Comb. Opr. and Range Office bldg.
AC Whse.
QM Whse.
Signal and CWS whse.
Motor repair shop
Bombsight stge. bldg.
Bomb trainer bldg.

Photo Lab.
Comb. Theater and Chapel
Gas station and grease rack
Flag pole
Control Tower and Xmitter room
Target house
Gunnery trainer bldg.
Oil stge. whse.
Dispatcher house
Ward
Sentry box
Weather forecast bldg.
Inert stge. whse. (Ord. area)
Ammunition assem. and shop
Segregated stge. magazine
Pyrotechnic stge. magazine
S. A. Ammunition magazine
Barricaded Igloo (2)
Electric Power house
Crew Quarters (at Murrell's In-
let Dock - not comp. until 15
December.)

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MXD-1043

APPENDIX #II

The work contained in jobs A-3 and A-4 is classified as "Second Phase of Development of a Heavy Bombardment Station". It consisted generally of the following items:

M.B.

T. O. type barracks; mess halls and related bldgs for EM. Mobilization type hospital bldgs. and utilities, 97% comp.	10/31/42
Additional Taxiway & Hardstandings	10/21/42
Clearing for Taxiway and Hardstandings	8/20/42
Concrete Service Apron & Turnarounds	10/14/42
Railroad Spur	11/26/42
Water Wells (3)	3/10/43
Electrical Dist. Systems	1/15/43
Water Stge. & Dist. System & Sewer System	3/15/43
Camouflage	10/31/42
Perimeter Fence	10/31/42
Secondary Roads	12/20/42
Clearing in Area	10/31/42
Intrusion Detection System	3/10/43
A. C. Gasoline Storage	3/30/43
Utility Shop & Additional Operational Bldgs	2/1/43
Extension of Graded Runways	3/15/43
Comb. Service Club & Exchange & Guard House	2/12/43
Additional Camouflage	2/15/43

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APPENDIX #IV

Status of Ranges:

as of 10/44

Georgetown Range, approximately 7 miles north of Georgetown, S.C.
Conway Range, triangular in shape, approximately 7 miles north of Myrtle Beach. Land acquired by Area Engineer, approximately 89,000 acres.

Telephone communications established between towers on Bombing targets, wired to forestry circuit. Range detachment at base. Roads constructed to all bombing targets.

- 5 5 Precision bombing targets
- 1 Demolition bombing target
- 2 skip-bombing targets
- 10 2 Forward gunnery ranges
- 3 Turret gunnery ranges
- 1 air-to-ground strafing range
- 15 1 aerial mine laying range (under construction) - cluster bomb
- 10 1 Artillery range
- 18 2 areas off shore in use as air-to-air gunnery ranges
- 17 19 Moving gun targets
- 70 Off-shore targets
- 20 2 rifle ranges
 - 1 pistol range
 - 1 sub-machine gun range
 - 2 skeet ranges
- 4 27 1 shooting-in-butt

~~1/3 1 simulated city bombing target is under construction~~ MX314-3CP41

~~2/5 (v) Bombing (XII) Turret, (XXV) Waist & Tail Gun, (XXX) paratrooper chemical high, med, low altitude bombing, paratrooper bombing, rocket firing, night strafing~~ SCB5061-5CP41

[Range 10 gunnery & rocket obj.]

CONFIDENTIAL

600.05

MX314-3(PV-1)

S I T E B O A R D R E P O R T

Site for 500' x 10,000' Paved Landing Strip
for Instrument Flying and Transition Training

near

Myrtle Beach, S. C., Army Air Base

Prepared under the

Direction

of

D. W. GRIFFITHS
Colonel, Corps of Engineers
District Engineer

by

E. W. Cole
Captain, C. of E.

A. J. Mistler
Captain, C. of E.

D. R. Dewar
Engineer

H. M. Fickell
Captain, C. of E.

H. R. Rembert
Real Estate Representative
South Atlantic Division

January 8, 1943

Fick

600.03
MX314-39A

REAL ESTATE PLANNING REPORT
ON
PROPOSED 10,000' LANDING STRIP
MYRTLE BEACH, S. C.

1. LANDS

a. Location

The proposed site containing 585 acres, more or less, is located in Horry County, South Carolina, about 7.2 miles south of the town of Conway, and about 1.6 miles north of the Intra-coastal Waterway. It is on South Carolina State Highway No. 501, the same being the western boundary.

b. Ownership

The following are the landowners within the proposed site:

International Pulp and Paper Corp.
B. F. Singleton
C. A. Willcox

There are no people living within the area.

c. Tenants

There are no tenants within the area.

d. Resettlement Problems

The proposed site consists of all woodland and no one will have to be resettled.

e. Present Use

The proposed site is all timber lands and is being used for the growing of pine and hardwood timber.

f. Fertility

The soils are blanton sand, loamy sand, with some coxville sandy loam and a small area of branch or swamp types. About 75 acres is very sandy with a growth of scrub oads and a few scattering pines. The remainder is well adapted to the growth of pine and hardwood timber.

g. Buildings

There are no buildings or improvements within the area.

60003
MX314-3CPY-1

A. 3. Description of Site (cont'd)

c. Topography

The proposed site is on a sandy ridge which is essentially level, with gentle slopes to drainage areas on the north, south and west. The area has an average elevation of thirty (30) feet above mean sea level and is higher than the country surrounding it.

Small draws cut across the site at intervals and are of sufficient depth to provide cover for necessary drainage pipe.

The site is bounded on the north by a ravine called Gravelly Gully; on the east by timbered lowland and Carolina bays; on the south by scattered farm and wooded lands; on the west by wooded draws along U. S. Highway No. 501.

The proposed runway lies in a N. 10° E. direction with longitudinal grades not in excess of .3% or less than .1%. Topography limits the orientation of the landing strip within the limits of due north-south and north 25° 00' east.

The area is generally wooded with small pine and some scrub oak. The percentage of heavy timber is small. The draws are heavily covered with vines and small shrubs.

d. Flood Conditions

The area is higher than the surrounding country, widely separated from any large stream and is not subject to flood conditions.

4. Regional Factors

a. Military Installations

The general area of Myrtle Beach-Conway is used for projects connected with the Myrtle Beach Army Air Base. Many local facilities are overcrowded because of the 4800 men stationed at this Air Base. The following installations are component parts of the Myrtle Beach Bombing Range:

(1) Bombing Range No. 1 comprises an area of approximately 60,000 acres on which three practice bombing target ranges, one moving ground machine gun range, one pattern bombing range, one rifle range and two machine gun ranges are constructed.

(2) Bombing Range No. 2 which covers an area of approximately 35,000 acres has two practice bombing ranges and one demolition range available for use. In addition to this, one assimilated city bombing target is under construction.

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4. Regional Factors (cont'd)

a. Military Installations (cont'd)

(3) There are under lease four separate aerial gunnery ranges located along the beach frontage from Brookgreen Garden to a point approximately four miles north of the Ocean Forest Hotel at Myrtle Beach, South Carolina.

(4) Water ranges are located from Pawley's Island, S. C., to Little River, S. C., a distance of approximately 50 miles extending approximately 10 miles into the Atlantic Ocean.

(5) There are two 5000 foot runways at the airport paved 150 feet wide with connecting taxiways and 64 hardstandings. One 10,000 square yard repair apron and one 130 foot by 160 foot portable steel hangar are in use.

(6) The cantonment area is of T.O. construction and will provide housing facilities for approximately 5300 enlisted men and 200 officers. At the present time there are approximately 4800 men stationed in this area. Of this number approximately 1200 are colored troops. A 177 bed hospital has been constructed on a 134 bed plan.

(7) The Ordnance Area provides facilities for inert storage, ammunition assembly, maintenance shop, segregated storage, pyrotechnic storage, black powder storage and war reserve strategic storage. The technical area provides facilities for normal requirements.

b. Social Facilities

The small towns of Myrtle Beach and Conway, S.C., have the usual recreational facilities of modern towns with populations under 6000. These facilities are overtaxed by the number of military personnel now stationed at the Myrtle Beach Army Air Base; however, the proposed landing strip for intermittent training will not call for permanent personnel which would further overtax these facilities.

For distances and directions to other towns and cities which may provide recreational facilities, see the following tabulation:

<u>City</u>	<u>Population</u>	<u>Distance</u>	<u>Direction</u>	<u>Airport</u>
Wilmington	100,000	75 mi.	NE	Yes
Charleston	160,000	90	SW	Yes
Georgetown	7,000	35	SW	No
Kingstree	3,200	77	W	No

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B. ENGINEERING

1. Climatological Data

a. Temperature

Mean Annual Temperature	- 69°	
Mean Winter Temperature (Nov.-Feb.)	49°	
Mean Summer " (Mar.-Oct.)	79°	
Highest Recorded Temperature		103°
Lowest Recorded "		11°
Average Growing Season		234 days

b. Precipitation

Average Annual Precipitation	50.0 inches
Ice in Winter	Rare
Snow & Sleet	Unknown

c. Winds

In order of prevalence the winds are:

- SW - 19%
- NE - 15%
- S - 14%
- N - 12%
- W - 12%
- E - 10%
- SE - 9%
- NW - 9%

2. Landing Strip

The landing strip is located along a sandy ridge, parallel to U. S. Route 501, approximately 1.5 miles north of the intra-coastal waterway and is bounded on the south and west by lands along Route 501, on the north by Gravelly Gulley and on the east by timber land.

The site contains approximately 585 acres and is 1500 feet wide by 16,000 feet long, which provides for a paved landing strip 500 feet by 10,000 feet with 75 foot shoulders and 1000 foot clear end areas, rough graded. Beyond the clear end areas 2000 feet on each end will be cleared for glide angle approaches and to accommodate the radio beacons.

The site is approximately six air miles from the Myrtle Beach Airfield and approximately 6.5 miles by road. Land immediately

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3. ENGINEERING (Cont'd.)

4. Expansion Possibilities

Land is available and suitable to the east and west of the site for building construction. Extension to the north is limited by large ravines and to the south by U. S. Highway No. 501.

5. Utilities

Utilities are not required for the proposed landing strip but for purposes of expansion or future planning the following information is given:

a. Water

No existing water supplies are available near the proposed site. Potable water is available from deep wells. Depths of nearby existing wells are given below:

<u>Well</u>	<u>Place</u>	<u>Depth</u>	<u>Capacity</u>	<u>Casing</u>
#1	Conway, S.C.	400'	125 GPM	10"-8"-6"
#2	Conway, S.C.	305'	25 GPM	3"
#3	Conway, S.	290'	30 GPM	2"
#4	Conway, S.C.	500'	300 GPM	10"-8"-6"
#1	M.B. Bombing Range	484'	125 GPM	10"-8"
#2	M.B. Bombing Range	560'	75 to 90 GPM	10"-8"
#4	" "	604'		10"-8"
#5	" "	566'		10"-8"

Water for construction purposes is available at depths of 50 feet or less.

b. Sewage

Pit latrines will be adequate for the proposed use.

c. Power and Communication

A 3-phase 60 cycle, 33,000 volt line parallels the highway from Conway to Myrtle Beach. Power is available from this line.

There is a telephone exchange and telegraph offices at Myrtle Beach.

6. Soil and Foundation Conditions

The proposed landing strip is located in Coastal Plain sediments of Horry County, S.C., 9 miles west of Myrtle Beach and 7 miles south of Conway, S.C. The site has an average elevation

600.03

MX314-3CR41

F. ENGINEERING (Cont'd.)

6. Soil and Foundation Conditions (Cont'd.)

of 30 feet above mean sea level and is underlain by sandy sediments which are consistent throughout the site except in local depressions which have up to two feet of decayed vegetable matter at the surface.

In general, the sediments consist of 0.6 of black sandy topsoil underlain by gray tan or black fine to medium grained sand. The water table stands at an average depth of 5 feet and the sandy sediments will provide good internal drainage throughout the site. The bearing strength of the soil is adequate for the type of paving proposed.

Sixteen (16) auger borings were taken at scattered intervals on the proposed site and logs of representative borings are included in the Appendix. The U. S. Bureau of Roads classification of these sediments is sand group A-3 for the fine sand underlying the general area, and muck group A-6 for the top material in the shallow depressions and along the streams. Based on a preliminary examination, only a small amount of mucking will be required.

7. Construction Materials

There are no local sources of coarse and fine aggregate for concrete and high freight rates from sources of supply to the site will result in a relatively high price for concrete paving. Materials could be shipped from Columbia, S.C.; Cheraw, S.C.; or Lilesville, N. C.

Sufficient lumber is obtainable from mills in the vicinity of the site.

Water for concrete can be obtained from wells approximately 50 feet deep.

Due to restrictions on asphalt and the scarcity of suitable materials for pavement base in the Myrtle Beach Area, only concrete paving is considered.

8. Roads

a. Highways

U. S. Highway No. 501, a 20-foot sand-asphalt, surface treated highway, which parallels the site and connects Myrtle Beach and Conway is the most direct route between the site and Myrtle Beach Airfield. A new and shorter highway is being constructed between Myrtle Beach and Conway, which, when completed, will relieve U. S. Highway No. 501 of all but local traffic.

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MX314-3CPV1

UNITED STATES ENGINEER OFFICE
Charleston, S.C.

1-7-43
(date)

Foundation Investigation
Log of Auger Boring
Landing Strip

Site: Myrtle Beach, S.C.

Date Drilled: 1-3-43

Auger Boring No.: 2

Location: Sta. 30 / 00 C/L

Surface Elev.:

Water Table: 6.0'

Total Depth: 6.0'

Description of Overburden

Sample	Depth		
	From	To	
1	0.0'	0.4'	Fine dark gray sand.
2	0.4'	2.5'	" tan sand.
3	2.5'	4.5'	" gray "
4	4.5'	6.0'	" dark gray "

REMARKS: The above sediments are pervious throughout.

Inspector: J. B. Roberts

Logged by: J.B. Roberts

600.03

MX314-3CA/1

UNITED STATES ENGINEER OFFICE
Charleston, S. C.

1-7-43
(date)

Foundation Investigation
Log of Auger Boring
Landing Strip

Site: Myrtle Beach, S. C. Date Drilled: 1-3-43
Auger Boring No.: 4 Location: Sta. 77 7/00 C/L
Surface Elev.: Water table: 6.0'
Total Depth: 6.0'

Sample	Depth		Description of Overburden
	From	To	
1	0.0'	0.6'	Fine gray sand
2	0.6'	1.0'	" tan "
3	1.0'	3.0'	" to medium tan sand.
4	3.0'	4.0'	" " " gray "
5	4.0'	4.5'	" " " black "
6	4.5'	6.0'	" " " gray sand.

Remarks: The above sediments are pervious throughout

Inspector: J. B. Roberts Logged by: J. B. Roberts

UNITED STATES ENGINEER OFFICE
Charleston, S. C.

600.03
MX314-3CPY1

1 - 7 - 43
(date)

Foundation Investigation
Log of Auger Boring
Landing Strip

Site: Myrtle Beach, S.C.

Date Drilled: 1 - 4 - 43

Auger Boring No.: 7

Location: Sta 96 / 10 C/L

Surface Elev.:

Water table: 4.5

Total Depth: 5.0'

Sample	Description of Overburden		
	Depth		
	From	To	
1	0.0'	1.0'	Fine black sand
2	1.0'	4.0'	Fine dark gray sand.
3	4.0'	5.0'	Fine gray sand.

Remarks: The above sediments are pervious throughout.

Inspector: J. B. Roberts

Logged by: J. B. Roberts

MX314-3CP41 ~~600.03~~

UNITED STATES ENGINEER OFFICE
Charleston, S. C.

1 - 7 - 43
(date)

Foundation Investigation
Log of Auger Boring
Landing Strip

Site: Myrtle Beach, S. C. Date Drilled: 1 - 4 - 43
Auger Boring No.: 11 Location: Sta. 136 4'00 C/L
Surface Elev.: Water table: 6.0'
Total Depth: 6.5'

Sample	Description of Overburden		
	Depth		
	From	To	
1	0.0'	0.4'	Fine gray sand.
2	0.4'	2.0'	Fine to medium tan sand.
3	2.0'	2.5'	Fine to medium gray sand.
4	2.5'	6.5'	Fine to medium black sand.

Remarks: The above sediments are pervious throughout.

Inspector: J. B. Roberts

Logged by: J. B. Roberts

600.1

Division Authorization
SND-1760-U235 (Myrtle Beach-11)

WAR DEPARTMENT
OFFICE OF THE DIVISION ENGINEER
SOUTH ATLANTIC DIVISION
50 Whitehall Street
ATLANTA, GEORGIA

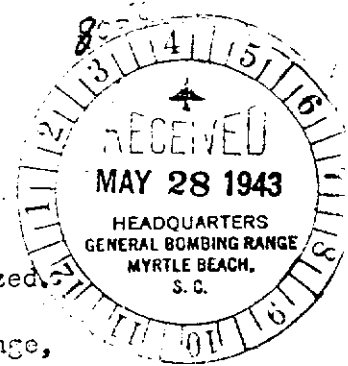
0-59/96

SAC-3

May 22, 1943

Subject: Construction of Two (2) Skip Bombing Ranges.

To: Commanding Officer,
Myrtle Beach Bombing and Gunnery Range,
Myrtle Beach, South Carolina.
ATTN: Post Engineer.



1. Construction of the project described below is authorized.
2. a. Job Location: Myrtle Beach Bombing and Gunnery Range, Myrtle Beach, South Carolina.
- b. Supervised by: Post Engineer, Myrtle Beach Bombing and Gunnery Range, Myrtle Beach, South Carolina.
- c. Reference: Teletype message No. 31FM2229U dated May 19, 1943, from Commanding General, Third Air Force.
3. Construction Authorized: Acquisition of target marker and spotting tower material as required for the construction of two (2) Skip Bombing Ranges. Construction will be performed by range personnel. This confirms preliminary authority conveyed by teletype message No. 2263 of this office dated May 21, 1943.
4. Prior to the initiation of construction a layout plan will be approved by Commanding Officer, Myrtle Beach Bombing and Gunnery Range. It is requested that the locations be indicated on the next revised and approved layout plan submitted to the Office, Chief of Engineers and this office for record filing.
5. No additional land is required.
6. It is desired that the work be initiated at the earliest practicable date and in no case beyond one (1) week from the date of this authorization. The estimated completion date will be established in collaboration with the Commanding Officer and reported on the Monthly Progress Report for Minor Construction.
7. The progress of the construction under this directive will be reported in accordance with instructions contained in Utilities Memorandum No. 127, dated October 27, 1942.
8. No materials or supplies are to be purchased for this construction until the availability of surplus materials has been determined from the

Com. J. A. 175
F-5

Subject: Construction of Two (2) Skip Bombing Ranges. (Cont'd)
C-59/96
(5-22-43)

Division Engineer, South Atlantic Division, in accordance with procedure established in Utilities Memorandum No. 271, dated March 19, 1943.

9. Funds: a. Source: Project 210, Engineer Service, Army, 1942-43.
b. Authorized expenditure: \$1,000.
c. Funds necessary for the completion of the work authorized herein should be obligated prior to July 1, 1943.

For the Division Engineer:

JOHN A. LEEK,
Major, Corps of Engineers,
Executive Assistant.

2 incs
1 - by T-5/19/43, fr 3d LF
2 - Form 58 (806)

5 V FG

VIA CHARLESTON SC

MAY 19 1943

Z T.M.P. FLA 191421Z GR 145

THE DIVISION ENGINEER
SOUTH ATLANTIC DIVISION
50 WHITEHALL STREET
ATLANTA GA.

3. F M 2229U PD REQUEST FUNDS IN THE AMOUNT OF ONE THOUSAND DOLLARS BE ALLOTTED AS A HONOR CONSTRUCTION PROJECT FOR CONSTRUCTION OF TWO SKIP BOMBING RANGES MYRTLE BEACH BOMBING AND GUNNERY RANGE MYRTLE BEACH. IT IS REQUESTED THAT THESE FUNDS BE MADE AVAILABLE IMMEDIATELY. THE RANGE MUST BE IN OPERATION BY JUNE ONE NINETEEN FORTY-THREE IF NECESSARY CLEARING AND CONSTRUCTION WILL BE PERFORMED BY RANGE PERSONNEL. NO FUNDS REQUESTED ABOVE TO COVER ACQUISITION OF NECESSARY LARGES, BRICKS AND SPACED TOGETHER WITH OTHER MATERIALS WHICH WILL BE USED FOR THE EXTENDED PROPOSED RANGES TO BE CONSTRUCTED ON PROPERTY NOW UNDER CONTROL OF THE GOVERNMENT. THIS CONSTRUCTION ESSENTIAL TO THE WAR EFFORT. POSTPONEMENT WOULD BE DETRIMENTAL TO THE WAR EFFORT. CONSTRUCTION IS NECESSARY FOR THE RANGE AND MUST SUFFICIENT TO MEET MILITARY REQUIREMENTS AND COST IS LESS THAN FIVE THOUSAND DOLLARS.

STANDARD FORM NO. 64

File

600.1

S/S

HEADQUARTERS MYRTLE BEACH BOMBING RANGE
Myrtle Beach, South Carolina

June 17, 1945

FJS/RAN/eb

SUBJECT: Safety of Personnel and Use of Government Property for Spoil Disposal.

TO : The District Engineer, U. S. Engineer Office, Custom House, Charleston, South Carolina

Attention: Rivers and Harbors Construction Section.

1. Upon investigation it has been found that the closest bombing range to the Inland Waterway adjacent to the area in which the landing strip has been constructed on the spoil area for use by a Government dredge in deepening the Inland Waterway, is approximately one and one-half (1-1/2) miles.

2. High explosives or demolition bombs are dropped in the area of the Inland Waterway by this Government and the results of the explosions are carried over the water to the spoil area in the Inland Waterway.

3. The results of the explosions are carried over the water to the spoil area in the Inland Waterway.

4. The results of the explosions are carried over the water to the spoil area in the Inland Waterway.

5. The results of the explosions are carried over the water to the spoil area in the Inland Waterway.

6. The results of the explosions are carried over the water to the spoil area in the Inland Waterway.

BLG-2434-CPY10

~~CONFIDENTIAL~~HISTORY OF MYRTLE BEACH ARMY AIR FIELD FOR SEPTEMBER 1944

There was a noteworthy extension of aerial activity at the Myrtle Beach Army Air Field during the month of September. From the Tow Target Detachment (Squadron L, 351st AAF Base Unit) at this field, from Columbia AAB, Columbia, S. C., Greenville AAB, Greenville, S. C., Florence AAF, Florence, S. C., Morris Field, Charlotte, N. C. and from Charleston, S. C., a multitude of planes, A-20's, B-25's and B-24's, droned overhead constantly, flying a total of 1,748 gunnery missions, 515 bombing missions and 127 tow target missions over the Myrtle Beach ranges.

A breakdown of these totals reveals that of the gunnery missions, two hundred and fifty-nine (259) were forward firing, eight hundred and seventy (870) were turret firing, one hundred (100) slick firing, and five hundred and nineteen (519) were straight position firing. Of the bombardment missions, three hundred and ninety (390) were Precision and one hundred and twenty-five (125) were Incendiary bombing. The gunnery practice was predominantly air-to-ground.

Squadron L accounted for nine hundred and seventy-nine (979) of the gunnery missions. Two hundred and four (204)

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DLG 2434-CPY 10

CONFIDENTIAL

-2-

gunners from Columbia were qualified, one hundred and eighty-two (182) from Greenville, one hundred and one (101) from Florence and seventy-four (74) from Charlotte, making a laudable total of five hundred and sixty-one (561). In addition to this, eighty-nine (89) combat crews were flown.

Effective September 2nd, Captain Robert L. Kline, formerly Personnel Officer of Squadron A, was assigned to duty as Base Personnel Officer.*1 On the same day, Lt. David I. Gootrad, recently transferred from Squadron D to Squadron A *2, was appointed as Assistant Base Personnel Officer.*3

September 4th and 7th brought the final two in the projected sequence of four non-tactical over-night bivouacs initiated by the base S-3 office in compliance with 3rd Air Force Regulation 50-51.*4 All of the qualified personnel of Squadrons A, D, H and C who had not taken part in Bivouacs #1 and #2 during the month of August participated in #3 and #4. On both occasions, it was assumed that the bivouac area was in territory which had been recently evacuated by enemy forces, and both groups were gassed en route.

1. Par 10 SO 224 HQ MBAAF dtd 1 Sept 44
2. Par 13 SO 222 HQ MBAAF dtd 30 August 44
3. Par 11 SO 224 HQ MBAAF dtd 1 Sept 44
4. of. History of Myrtle Beach Army Air Field for August 44

CONFIDENTIAL

10-44

BL62434-CY12

II - TRAINING ACTIVITIES

SQUADRON T

The reallocation of organizations and readjustment of administration consequent to the initiation of the Three Director Plan brought no change to the training program for student gunners carried on by Squadron T. This unit participated for the first time in base activities, but the routine of duty for the majority of Squadron T personnel remained the same.

Under the Three Director plan, Lt. Col. Harold V. Maul became Director of Operations and Training and moved his office from the Base Operations Building into Headquarters. The Tow Target Engineering Communications and Tech Supply sections were consolidated with the corresponding base sections, and base aircraft that had formerly been parked in front of Base Operations or the main hangar were moved into revetment areas, and the pilots of Squadron T began checking out as rapidly as possible in base aircraft such as UC-78s, BT-13s.

BOMBING AND GUNNERY

A total of 1245 missions were flown by Squadron T in October; 608 of these were B-25 missions and 637 were A-20 missions. This accounted for a total flying time of 1,129 hours, with an average time per pilot of 22.5 hours.

Only 600 gunnery missions were flown in October as against 979 during September. This decrease was due to the fact that III Bomber Command, in the early part of the month, had restricted the expenditure of ammunition for aerial gunnery training. *1. The restriction was lifted later in the month. *2. Other aerial activity went forward as usual, with 93 combat crews being flown

1. TNA 3BCE 1821, Exhibit 6.
2. TNA 2393, Exhibit 7.

Same as BL62433-CY12

12-104

BL 62434-CP12

and III bombing missions accomplished. Air to Air firing has now been discontinued by order of III Bomber Command. *3.

Range No. 4 is open 24 hours a day 7 days a week for day and night bombing. The small arms range was used 56 hours during October.

It is expected that Squadron T will soon have one of the most compactly operating organizations in the Third Air Force. At present the Operations, Armament, Communications and Ordnance sections are all housed in buildings each adjacent to the other. Engineering and Tech Supply are to move into the area some time in November.

A new parking ramp, directly in front of these buildings, is in the process of construction. The first layers of asphalt have been spread on the graded area and rolled in. Steel mat construction has been started and is, at present, more than 50% completed. At the completion of this ramp all airplane maintenance, with the exception of major overhauls, will be carried on directly outside of Squadron T Operations.

Effective October 1st, Lt. Raymond E. Johnson, formerly Statistical Officer of Squadron L, became Assistant Base Statistical Control Officer. His efforts were devoted almost entirely towards a compilation of information and graphs relevant to Operations and Training. This was the first major attempt at this base to ascertain a complete picture of the operations and training of combat crews as accomplished at Myrtle Beach AAF. By 1 November, the initial program was about 50% completed.

GROUND TRAINING

The uniformity of training and unity of purpose which has grown out of the establishment of the Three Director Plan has resulted not only in general progress in training but also has provided a means of measuring that progress more quickly and efficiently. An overall picture of the status of

3. TRX 56CSTW E0004, Exhibit 8

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F45

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II TRAINING

The Flying Training Division, under the command of Lt. Col. Harold A. Hull, Director of Operations and Training, and Major James F. Williams, Supervisor of Flying Training, resumed student gunnery training on a full scale for the month of January, 1945 after a somewhat abbreviated program in December 1944. A signal effort by all personnel of the FTD enabled the organization to train and graduate forty-three (43) pilots and three hundred forty-five (345) gunners in January.

Flight Section "A", under Captain Sidney Schwartz, conducted their program of training A-20 G-combat crews as usual. In two hundred twenty-seven (227) flying hours, these trainee crews expended 102,650 rounds of ammunition and dropped 860 parafrag bombs.

Flight Section "B", whose responsibility it is to train B-25 gunners from Columbia and Greenville CCs, graduated 275 for the month. The program of these B-25 men is a concentrated course in all phases of gunnery, both air and ground work. A definite improvement in this training has been noticed since the inauguration of pre-mission briefing and post-mission inter-debation. It is during the latter that the student gunners are provided with an opportunity to voice their own personal opinions of the training program. Staff pilots of Flight Section "B" flew 477:00 hours to supervise the gunnery training program for the month.

Statistics show a gradual decline in the A-20 program as that plane is being replaced by the A-26. The number of crews needed and trained for the A-20 is diminishing monthly. Concurrently, however, the B-25

BLG24341-CP417

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program has grown from nothing in December, 1944, to a total of two hundred eighty-one (281) students, four hundred ninety-nine (499) missions, and 390,390 pounds of ammunition expended in January 1945.

A new method of eliminating lost time on the ground and in the air during the gunnery missions has been initiated with the Abortive Mission Report. A gunnery mission wherein an excessive amount of time is lost requires the pilot to turn in an Abortive Mission Report. This wasted time may be the result of gun malfunction, late take-off, late landing, slow loading of ammunition or any one of a number of other causes. The reason for these discrepancies is noted on the Abortive Mission Report and corrective action is taken to prevent their re-occurrence. So far this report has not had a real test, but several sources of wasted time have already been eliminated.

Air-to-air firing was again incorporated in the gunnery program in compliance with the Training Standards Manual, dated 7 December 1944. These missions were conducted from 7,000 feet sea level to Georgetown, South Carolina, from there heading 73° and then to a point five (5) miles out to sea. At that point a heading of 73° was taken, maintaining a straight and level course, to the area just south of Cape Fear, North Carolina. On this heading of 73°, all student gunners fired into space or cloud formations. During firing, Instructor Gunners presented imaginary problems to the students, viz. "There is a fighter attacking at 3 o'clock high, 5,000 foot level."

1-45
page 7

reach firing of one hundred (100) rounds of caliber 50 ammunition was temporarily discontinued due to the lack of sufficient time and the resumption of air-to-air missions.

Fixed Base Iron Sights were installed in aircraft and incorporated in training at this station 11 January 1945 pursuant to instructions contained in ILL Bomber Command Letter, BA-103, Subj: Fixed Base Iron Sights (Pollock Method of Sighting for Hand Held Flexible Guns), dated 2 November 1944. The purpose of the Fixed Base Iron Sight is to establish a gun sight with a fixed sight base - distance from eye to ring sight - and keep the rad deflection constant without the entrance of human error into placement of deflection, which is necessary on a 70 mil sight. The FBIS is similar to the Navy Mark IX Gunnery Sight.

Pending an increase of bombing at this station, the installation of a Sonic Bomb Scoring Unit was held up.

An otherwise successful month was marred by three accidents which occurred in two days. On the 21st of January, Lt. Clyde Doyle and T/Sgt. Robert Flynn, both of Squadron T, flying an L-5 on a gunnery range check crashed near Hawley's Island, at Murrell's Inlet. Both men were seriously injured, Lt. Doyle mortally. The cause of the crash has not yet been determined.

When Lt. Doyle was reported missing, all available aircraft were dispatched to participate in the search for him. Upon returning to the base after the mission, a Navy SNJ, flown by Captain James E. Clark, swerved to the right on the landing run, and presumably to a locked right brake. Although the plane was damaged, Capt. Clark was uninjured.

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II TRAINING

The flying training Division, under the command of Lt. Col. Harold A. Laull, Deputy Base Commander and Director of Operations and Training, and Major J. F. Williams, Supervisor of Flying Training, continued its training program with no special changes throughout its initial month of operations under the First Air Force. The requirements of Third Bomber Command Regulation 50-19 and AAF Training Standards 20-1 and 20-1B governed gunnery training of all students, pending revision of the program by the First Air Force.

On 17 March, a change in Flying Training Command occurred when Major Ralph R. Patterson, a combat returnee, arrived on the base to relieve Lt. Col. Laull of his additional duty as Director of Operations and Training. The move enabled Lt. Col. Laull to devote his entire time to his primary duty of Deputy Base Commander.

The general training program for both students and permanent party personnel was conducted throughout the period from 1 February to 30 April without major mishap, but two minor aircraft accidents occurring in the month of March marred the flying safety record of this station. One of the accidents, accredited to pilot error, involved the damaging of a B-24 from Charleston Army Air Base, S. C. The other accident involved an A-20 from this station at the conclusion of a test flight. A material failure made it impossible to lock the right landing gear in the down position; a belly landing was accomplished with no injury to personnel and only minor damage to the aircraft.

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Page 7

Seven (7) classes of students from Greenville SOTS and Columbia SOTS received supervised B-25 gunnery training conducted by Flight Section "B", under the command of Captain Robert S. Jones, during the months of February, March and April.

The following information represents the record of accomplishment by Flight Section "B":

February

(1) Student gunners trained	280
(2) Number of missions flown	402
(3) Number of rounds fired	382,750
(4) Number of wash-outs	1

March

(1) Student gunners trained	178
(2) Number of missions flown	274
(3) Number of rounds fired	74,600
(4) Number of wash-outs	1

April

(1) Student gunners trained	166
(2) Number of missions flown	268
(3) Number of rounds fired	247,690
(4) Number of wash-outs	None

To carry out the gunnery program for these three months, the normal complement of seven aircraft were requested each day for Flight Section "B". The student flying training and ground training was carried out in the usual manner as set up for previous classes by the gunnery section, adjacent section, etc.

A permanent party pilot training program designed to fill the gap between the departure and arrival of student gunnery training classes

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was carried out monthly and included the following:

- a. four (4) hours Link Trainer time.
- b. two (2) hours night flying.
- c. Formation, cross-country and instrument flying.
- d. two (2) hours VHF/DF homing missions.
- e. One (1) daily inspection and pre-flight of a B-25 type aircraft.
- f. Firing on pistol and carbine ranges.

The week of 26 March to 31 March was spent by the personnel of Flight Section "A" in checking out eighteen (18) men from Chatham Field, Savannah, Georgia, as limited day pilots in the B-25C, D, and J. A training schedule was set up for the ground and air training of these pilots and adhered to as closely as possible with the limited number of aircraft and pilots available. Each man accomplished the following:

- (1) At least ten (10) hours of flying time including taxi rides.
- (2) Ground school classes in weather, maintenance, radio, ditching, power and cruise control, and limitations of the B-25.
- (3) Co-pilot and pilot procedure class.

These men returned to their home base a week from the date of their arrival. They seemed pleased and expressed satisfaction with the training and treatment accorded them. The course was set up under adverse conditions, but an effort is being made to prepare Flight Section "B" for a more complete pilot training program, should the future call for it.

Flight Section "A", under the command of Captain Sidney Schwartz, graduated from their gunnery and bombing training a total of one-hundred

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and fifteen (115) A-20 combat crews, including two-hundred and thirty (230) gunners. The activities of this section for the months of February, March, and April are as follows:

a. Number of A-20 aircraft flying hours:

February

(1) Staff pilots, Flight Section "A"	43:10
(2) Staff pilots, Flight Section "B"	46:00
(3) Trainee pilots	113:55
(4) Total A-20 time	202:45

March

(1) Staff pilots, Flight Section "A"	22:00
(2) Other pilots	14:20
(3) Trainee pilots	289:00
(4) Total A-20 time	325:20

April

(1) Total A-20 time flown	275:00
---------------------------	--------

b. Number of crews trained for gunnery and bombing, rounds fired and clusters dropped:

February

(1) Complete crews trained	18
(2) Gunners trained	37
(3) Gunnery missions flown	111
(4) Bombing missions flown	90
(5) Rounds fired (ball)	45600
(6) Rounds fired (B&T)	10100
(7) Parafrag clusters dropped	344

March

(1) Complete crews trained	52
(2) Gunners trained	104
(3) Gunnery missions flown	287
(4) Bombing missions flown	224
(5) Rounds fired (ball)	109250
(6) Rounds fired (B&T)	28700
(7) Parafrag clusters dropped	896

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April

(1) Complete crews trained	45
(2) Gunners trained	89
(3) Gunnery missions flown	270
(4) Bombing missions flown	180
(5) Rounds fired (Ball)	113350
(6) Round. fired (B&T)	24750
(7) Parafrag clusters dropped	720

The permanent party pilot training program of Flight Section "A", held to a minimum the past three (3) months due to the extensive student flying training program, was featured by a six (6) hour ground school conducted by the 50th Mobile Training Unit (A-20).

In line with the current Army Air Force policy of placing flying officers in administrative positions, all pilots of this base have been screened by the Base Classification Officer to determine their qualifications for administrative positions now filled by non-rated personnel. Thus far, pilots have been assigned as Training Secretaries, Personal Equipment Officers, Training Aids Officers, Engineering Officers and

The Base Classification Board was reappointed at this station on 15 April and immediately began work preparing Standard Operating Procedures for an RTU Program. Their accomplishments to date, although hampered by the meager facilities presently available to them, has included approximately ninety (90) hours flying time, checking out of several pilots on instruments, renewal of several other pilot's instrument cards that had expired, and drafting of a Pilots and Co-pilots SOP.

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Modification of waist gun sights in all B-25's as prescribed in T/O 01-606-94, dated 24 January 1945, has been completed and test fired in all airplanes assigned to this base. Modification prescribed by this T/O consisted of the NSA Gun Sight (with three ring reticle) being installed to replace the three ring fixed base iron sight. The advantages of the NSA sight are that the waist gun can be installed or removed in the air, the gunner can maintain a flexible eye base and they are suitable for night firing.

The Flight Line Dispensary, recently installed on this base as an Operations Area function under the direction of Captain L. B. Forcey, Flight Surgeon, has proven to fill a definite gap in the flying training program of this base. The dispensary, operating as a branch of the less handy Combat Crew Dispensary, handles daily sick call and extends emergency treatment to combat crew gunners and students.

A total of 9,271 hostile and gunnery missions flown on the runway at North Beach Army Air Field during the months of February, March, and April. These missions fall into the following categories:

February

Forward Gunnery Missions	397
Turret Gunnery Missions	713
Strafing Missions	91
Position Firing Missions	717
Para-crew Bombing Missions	95
Precision Bombing Missions	377
Overwater Missions	6
Artillery	50

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March

Forward Gunnery Missions	717
Turret Gunnery Missions	1009
Strafing Missions	267
Positions Firing Missions	1003
Para-frag Bombing Missions	214
Precision Bombing Missions	345
Overwater Missions	17
Artillery	124

April

Forward Gunnery Missions	634
Turret Gunnery Missions	785
Strafing Missions	206
Positions Firing Missions	826
Para-frag Bombing Missions	167
Precision Bombing Missions	411

Target II

During the month of February, seventy-two (72) aircraft from four different fields under the jurisdiction of the 56th CCTW, flew a simulated bombing formation over Range II. The results of this formation, the largest ever to bomb on a Myrtle Beach Army Air Field installation, proved very satisfactory to the officers who represented the participating organizations.

Due to the increased number of bombing and gunnery missions being flown daily to Myrtle Beach Army Air Field ranges from various other bases in the surrounding area, it has been found that the facilities available are not adequate to give all units sufficient time to train their quota of flying personnel. To remedy this condition, Lt. A. S. Mickerson, Range Officer, has devised a workable schedule for all concerned by assigning various units to ranges requested only on a stated

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SEPTEMBER

1. Forty-seven (47) trainee pilots from four (4) different fields completed the course.
2. Four hundred and forty-five (445) rocket missions were flown and 3659 rockets were fired.
3. 22,000 rounds of caliber .50 ammunition was fired. Expenditure of ammunition was considerably greater than for the previous month due to the change in the training program.

Gunnery section was disbanded this month. Enlisted personnel of the section were assigned to armament. Gunnery officer, 2nd Lt. Robert G. Blake was assigned primary duty as Base Intelligence Officer. 1. Permanent party training, aside from rocket firing consisted of the following:

- a. Transition in B-25 and A-26 aircraft.
- b. Instrument flying in B-25 aircraft.
- c. Navigation training.
- d. Link trainer instruction.

Bombing and gunnery missions were continued through August and September, but also came to a standstill in October. Following are resumes of those activities for the aforementioned months:

AUGUST

There were 1762 bombing and gunnery missions flown for the month of August. These missions include those flown from Greenville Army Air

1. Par 15 SO 234 Hq. NAAF, dtd 20 Sep '45. Appendix, Item 1.

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number of days per week. Instead of coming to Myrtle Beach daily, therefore, organizations now fly here only on the day that the ranges are assigned to them. This system has provided certain advantages not available under the previous arrangements and it is no longer necessary for two organizations to use a certain range together, thus making it possible for units to fly a more uniform pattern and decreased the possibility of accidents during missions. The 56th OCTW has approved this new bombing and gunnery schedule.

Along with the new range schedule came the need for a Flight Control Section charged with the responsibility of clearing and approving all bombing and gunnery flights, thus relieving this task from the already overburdened Range Section. This section was activated under Flight Operations and all radio operators from the Range Section were reassigned to Flight Control. In the future, the Range Section will maintain the ranges and furnish scores to the using units in addition to arranging gunnery and bombing flight schedules, which will now be cleared and approved by Flight Control.

Another recent addition to the bombing missions more accurate and to identify the ship making the release. It was recently deemed necessary to install radio on Range Section for the convenience of the using units. Bombing scores, previously furnished by the Range Section, are now controlled by radio control located at the Operations Building. This system is to be initially more accurate through the use of radio control. Another recent addition

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to the facilities available at Myrtle Beach Army Air Field has been the reconversion of Range XIV to a rocket firing target. This target has been employed constantly by rocket firing A-26's from Columbia Army Air Base, S. C.

Under the guidance of Captain Harry B. Smith, Supervisor of Ground Training, a steadily increasing program of ground training for all base personnel, flying and ground, has been developed during the months of February, March and April.

Pilots of this base are required to obtain a minimum of two hours per month Link Trainer time, but it is the wish of the D/OT that each acquire a minimum of four (4) hours, which the majority of them accomplished during the monthly period. The three (3) Link Trainers assigned to the base were flown monthly:

February	-	119:15 hours
March	-	127:45 hours
April	-	124:00 hours

To further the training of personnel assigned to the Link Trainer Section, they have been given the opportunity to fly as observers in actual instrument check flights given by one of the base instrument check pilots. This experience will tend to improve understanding of a pilot's actual problems in instrument airwork in relation to the simulated problems of the instrument ground trainer. In addition, they have all traveled to the Jacksonville Air Traffic Control Center and made comprehensive tours of the control center. This experience helped greatly to understand the methods and problems of ATC and will be used as far as practicable in simulating Air Traffic Control in Link Trainer cross country problems in this section.

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HEADQUARTERS MYRTLE BEACH ARMY AIR FIELD
Office of the Commanding Officer
Myrtle Beach, South Carolina

AA/RCH/vmc

30 August 1945.

SUBJECT: Master Plan for Selected AAF Installations.

TO : Commanding General, First Air Force, Mitchel Field, New York.

1. In compliance with letter 686, your headquarters, dated 22 August 1945, subject as above, the following information is submitted,

a. FORM QUESTIONNAIRE FOR MASTER PLANNING ON OPERATIONS ITEMS

Name of Post: Myrtle Beach Army Air Field

Date: 30 August 1945.

Location : Myrtle Beach, South Carolina

1. Question: Give percentage of flying training time lost due to adverse weather conditions and a brief description of conditions primarily responsible.

ANSWER:

<u>MONTH</u>	<u>YEARS</u>	<u>TIME</u>	<u>PERCENTAGE LOST</u>
November	43 & 44	0730 to 1730 EST	19.5%
December	43 & 44	0730 to 1730 EST	22.5%
January	43 & 44	0730 to 1730 EST	24.5%
February	43 & 44	0730 to 1730 EST	25.5%
March	43 & 44	0630 to 1730 EST	20.5%
April	43 & 44	0630 to 1730 EST	11.5%
May	43 & 44	0630 to 1730 EST	10.5%
June	43	0630 to 1830 EST	10.5%
July	43	0630 to 1830 EST	11.5%
August	43	0630 to 1830 EST	12.5%
September	43	0630 to 1730 EST	2.5%
October	43	0730 to 1730 EST	4.5%

Of the time lost during the winter months, below seaboard conditions are due to visibility restrictions 40 percent of the time with ceiling coming below 500 conditions 40 percent of the time. Frontal and radiation fog coupled with other conditions the vast majority of the above mentioned visibility restrictions while other frontal and frontal clouds account for the low ceilings.

21 NOV 1945

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...visibility ceiling only is percentage of the listed...
...visibility restrictions with the ceilings caused by thunderstorms and ocean
stratus being the chief factors in lowering ceilings.

2. **Parent Flying Field** - Where possible, give information as called for
by the following paragraphs by marking on a layout map in the case of items
designated with asterisks below:

a. **Question:** Type or types of planes principally used. Maximum
number of planes which can be accommodated, limited by technical facilities,
runways, aprons or taxiways.

Answer: Type plane principally used at present is A-26. Maxi-
mum number of planes which can be accommodated is ninety (90).

b. **Runways:**

(1) **Question:** What percentage of operations on each runway.

Answer: See attached layout map.

(2) **Question:** Gradients of profile which are considered un-
satisfactory from standpoint of: (in each case mark on
map and describe briefly)

(a) **Sight distance**

Answer: None

(b) **Abrupt grade change having tendency to result in false
takeoff or other flying hazard.**

Answer: None

c. **Taxiways:**

(1) **Question:** Are any gradients objectionably steep?

Answer: No

(2) **Question:** Is sight-distance inadequate at any point?

Answer: No

d. **Question:** Is permanent night lighting installed?

Answer: Yes

e. **Question:** Are permanent instrument landing aids installed?

Answer: Yes

2. Question: Are turf areas used for takeoffs and/or landings? If so, give type or types of planes using these areas and state percentage of time during which they are usable.

Answer: No.

3. Auxiliary Fields:

a. Question: Is any auxiliary too close or too distant from parent field for optimum use? If so explain briefly.

Answer: No auxiliary field available.

b. Question: Could the use of any be abandoned without detriment to operations or are more auxiliaries needed to permit capacity operation of parent field? If either is true, explain briefly.

Answer: Same as a. above.

c. Question: For each auxiliary, describe briefly all unsatisfactory features.

Answer: Same as a. above.

4. Ranges:

a. Question: Are ground ranges used? If so, give location and area of each and make brief statement as to adequacy.

Answer: Ground ranges are used very little. The rifle range is located approximately 3 miles north of Myrtle Beach Army Air Field. The other small area range is approximately 3 miles south of the field. The short range is located at south end of North South Runway.

b. Question: Are aerial ranges used? If so, give location and area of each and make brief statement as to adequacy.

Answer: Aerial ranges are used daily. There are twelve (12) bombing and gunnery ranges located at this base. The bombing ranges are not used. The gunnery ranges are used as follows: (All ranges are adequate)

RANGE NUMBER	TYPE	LOCATION
II	Machine firing	557 degrees 2 miles from field
III	"	" " " " " "
IV	"	" " " " " "
V	"	" " " " " "
VI	"	" " " " " "
VII	"	" " " " " "
VIII	"	" " " " " "
IX	"	" " " " " "
X	"	" " " " " "
XI	"	" " " " " "
XII	"	" " " " " "

<u>RANGE NUMBER</u>	<u>QUESTION</u>	<u>TYPE</u> of weapon used	<u>LOCATION</u>
XX		Combination (Rocket, strafing & Skip Bombing)	25 degrees 9 1/2 miles from Field
XXV		Waist & Tail Gun	248 " 22 " " "
XXI		Paratroop & Chemical	240 " 22 " " "

5. Question: As a criterion for the acceptability of this installation for continued use, show name, type and personnel strength of major organizations which have occupied that post, indicating approximate date of occupancy, training mission, and the suitability of the post for that mission based on remarks of the Organization Commander.

Answer: 323rd Bomb Group (M) October 1943 to April 1945
 391st Bomb Group (M) June 1943 to September 1943
 404th Fighter Bomb Group January 1944 to March 1944

Question: Operational facilities for troops.
 Personnel strength of these organizations is not available at present, but it is believed that each of these groups was at full strength since this station was the last stopover for final training before going overseas. This post is very good for final gunnery and bombing training due to the large and diversified number of ranges under the control of this field.

6. Question: Discuss any outstanding good or poor features of the facility and its geographical location not covered above. If the present station is considered undesirable for postwar permanency, recommend an alternate within a radius of 100 miles.

Answer: The outstanding feature of the facility is the number of bombing and gunnery ranges, all within a short distance of the field, but these ranges are difficult to keep properly maintained due to surrounding swamp lands. The United States now owns 72,513 acres in this vicinity.

7. Question: Do commercial aircraft operate in and out of this installation? Which airlines? Number of landings and takeoffs per day.

Answer: No commercial aircraft operate at present from this station.

b. SUPPLEMENTAL QUESTIONNAIRE FOR MASTER PLANNING PURPOSES

Name of Post: Myrtle Beach Army Air Field Date: 28 August 1945
 Location: Myrtle Beach, South Carolina

1. The questions listed below are for the purposes of determining the adequacy of facilities in the nearest influencing community.

a. Question: Adequacy of food supply.

Answer: Adequate.

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- b. Question: Adequacy of water supply.
Answer: Adequate.
- c. Question: Adequacy of garbage disposal facilities.
Answer: Adequate.
- d. Question: Adequacy of sewage disposal facilities.
Answer: Adequate.
- e. Question: Housing conditions in nearby cities and suburbs.
Answer: Not adequate during summer season, adequate from September to May.
- f. Question: Recreational facilities for troops.
Answer: Not adequate during winter season, adequate from May to October.
- g. Question: Communicable and other diseases including adequacy of control.
Answer: None.
- h. Question: Hospital facilities.
Answer: Adequate.
- i. Question: Railroads serving locality and other transportation facilities.
Answer: Adequate.
- j. Question: Ownership of mineral rights which may interfere with the future development of the installation reservation.
Answer: None.
- k. Question: Summary of conditions in the adjacent communities which may have bearing on the future development of the installation.
Answer: Myrtle Beach is a resort town and is crowded during June, July, and August. It is anticipated that there will be an increase in summer population during peacetime which will further congest local conditions. The pleasant atmosphere of the ocean front and

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Local is a definite asset and should not be over-looked. There is an excellent USO club on the Ocean Front. The class of local people for civilian hire is below the average found in other localities.

R. O. HANRELL JR.,
Colonel, Air Corps,
Commanding.

1 Incl.
Incl 1 - Layout Map.

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Page 1

1. OPERATIONS AND TRAINING

The three month period from 1 August 1945 to 31 October 1945 brought about many changes at the Myrtle Beach Army Air Field, due to the transition from war time to peace time training. Operations and Training continued under the direction of Major Ralph R. Patterson.

The rapid rate at which personnel have been discharged during this period has severely handicapped all sections, but due to planning and forethought, operations have been carried on in a normal manner.

Rocket training continued during the months of August and September, but came to an abrupt halt in October. Following are comparative figures on rocket training for the months of August and September:

AUGUST

1. Seventy-eight (78) trainee pilots from six (6) different fields completed the course. Firing was also done by permanent party personnel.
2. In all, seven hundred and three (703) rocket missions were flown and 3150 rockets were fired.
3. The new system of firing rockets by combining with nose guns was initiated, thus eliminating use of the lany.
4. Four thousand (4000) rounds of caliber .50 ammunition was fired during one month by trainee pilots in the aforementioned type of training.

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Base, Greenville, South Carolina, Columbia Army Air Base, Columbia, South Carolina, Florence Army Air Base, Florence, South Carolina, and Walterboro Army Air Base, Walterboro, South Carolina as well as those flown from the Myrtle Beach Army Air Field. These missions fell in the following categories:

- a. 413 turret gunnery missions
- b. 249 forward gunnery missions
- c. 248 position gunnery missions
- d. 6 over water gunnery missions
- e. 759 rocket firing missions
- f. 95 precision bombing missions
- g. 6 dive bombing missions

Sonic scoring was not used this month due to the shortage of personnel and the small number of bombing missions.

Rocket ranges 11 and 111 were in operation with a new type of scoring. Scoring was done by triangulation, using two spotting towers. Range strength during the month was cut to fourteen (14) due to discharges.

SEPTEMBER

There were eight hundred twenty-four (824) bombing and gunnery missions flown during the month of September. These missions fell in the following categories:

- a. 41 turret gunnery missions - from Greenville AAB, S. C.
- b. 11 turret gunnery missions - from Columbia AAB, S. C.
- c. 121 turret gunnery missions - from Florence AAB, S. C.
- d. 44 forward firing missions - from Greenville AAB, S. C.

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- e. 13 forward firing missions - From Columbia AAB, S. C.
- f. 42 position firing missions - From Greenville AAB, S. C.
- g. 9 position firing missions - From Columbia AAB, S. C.
- h. 51 precision bombing missions - From Florence AAB, S. C.
- i. 492 rocket firing missions - From Myrtle Beach AAF, S. C.

Due to hurricane warnings it was necessary to evacuate aircraft of this station on 15 September 1945. Of twenty-five (25) aircraft assigned, twenty-three (23) were evacuated to Greenville Army Air Base, Greenville, South Carolina. All aircraft returned on 18 September 1945. Although no great damage was done by the storm, it placed a great strain on the reduced manpower of the range section. All targets on the beach section were demolished. After the storm passed, the weather cleared rapidly. Finding the weather suitable for flying, planes from other bases came in to use the ranges. These planes were cleared to inland ranges in the Georgetown reservation. These targets were protected somewhat by heavy timber surrounding the ranges, and the targets were in usable condition. In the two days following the storm, all beach targets were repaired and in excellent condition.

Flight control, which clears all planes to the Myrtle Beach ranges, was in contact with 3-20, a radio station operated by the Boat Company near Murrell's Inlet, during the hurricane for the purpose of relaying any information to the proper authorities at the Myrtle Beach Army Air Field.

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In the event telephones were inoperative, which proved to be the case.

In the ground schools, gunnery training activities for training students were negative for the month of August; however, preparation for the redeployment groups was in full progress, and the following list of equipment arrived and was installed:

a. Ground Training

- (1) 4 ea OTC Turrets Mock-ups.
- (2) 40 ea Cal. .50 Browning Machine Guns
- (3) Blank Forms and Records
- (4) 3 ea Sighting controls for M-14 Trainer
- (5) Installed preventative Maintenance Range

b. Air Training -- None

c. Gun Camera

- (1) 3 ea M-2 Assessors
- (2) 5 ea Bell and Howell Projectors (GSAP) scoring.
- (3) 4 ea Scoring Screens
- (4) 2 ea K-1A developers
- (5) 3 ea Titlers 16mm.
- (6) 400 ea Rolis Film 16mm.
- (7) 4 ea Projector stands
- (8) 57 ea GSAP Cameras m-6 and AN M-6
- (9) 35 ea Box, Junction GSAP Camera control

The gun camera section completed facilities for operation by building four assessing and scoring rooms, a briefing room, and gun camera office in building 213. The K-1A developers were installed in base photo lab. Twelve (12) GSAP Cameras were mounted in the nose of twelve (12) A-26 airplanes for rocket firing and M-2 assessors were used

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to score the film for correct dive angle and range.

The first gun camera missions (rockets) were flown by Major Ralph E. Patterson on 13 August 1945. These missions were fired with the OSAP Camera in conjunction with 2.25 inch rockets. Fifty (50) feet of 16 mm film was fired on each mission and recorded the target and rocket in flight on each pass at the target. Trainee pilots from Westover Field, Massachusetts and Moody Field, Georgia also fired these courses and received briefing on switching procedure only prior to take-off. The film was developed by base photo section, and 95% of it was found to be assessable and scoreable. The film was then sent to Gun Camera Section for scoring. The scoring was accomplished by the M-2 assessor which indicates the dive angle and range on the frame where the rocket flash first enters the picture. This score was recorded on a minimum of five (5) attacks and entered on the pilot's score sheet, D/OAT Form #38. The film was also assessed to the pilots, and they were given their score sheets in order for them to see their errors in firing, range and dive angle.

The Gun Camera Section also produced a soundless film on A-26 rocket firing, which included all functions of flying training, armament, control tower, and range personnel that contributed to the successful completion of a rocket mission. The film was shown to all interested personnel on 6 October 1945.

In eight (8) gun camera missions in October, eight hundred (800)

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HEADQUARTERS MYRTLE BEACH ARMY AIR FIELD, Myrtle Beach, South Carolina,
18 December 1945.

TO: Office of the Division Engineer, South Atlantic Division, Atlanta,
Georgia.

1. Although a systematic effort has been made to keep all ranges assigned this Base free from contamination, it is the opinion of the Range Officer that unexploded ammunition and/or duds remain on all the ranges.

2. The estimated contaminated areas of the respective ranges and the types of contamination are as follows:

Ranges 2, 3, 4, 5, 6 4,000 acres
800 acres each range
Contamination: Black powder spotting charges

Range 12 900 acres
Contamination: Demolition charges

Ranges 15, 17, 20, 25 2,000 acres
Average 500 acres each
Contamination: 50 and 30 Cal. ammunition

Railroad Range and Old Truck Target Range 1,000 acres
Contamination: 30 and 50 Cal. ammunition

Ranges 14, 15, 16 1,500 acres
Contamination: 30 and 50 Cal. and 30, 37 and
75 mm ammunition

Francis Marion Ranges
These ranges have only recently been assigned to this base, and have not been used by this base. It is not known what type of contamination may exist, or the areas of the contamination.

3. Map, File FE-21, showing the location of all the ranges listed above, except Francis Marion Ranges, is enclosed.

FOR THE COMMANDING OFFICER:

Incl-1 Map, File FE-21
43,00, 147,
Mitchel Field, SC

DEI S. HUNTER,
1st Colonel, Air Corps,
Director, Maintenance & Supply

CU15

**ARMY AIR FORCES
INSTALLATIONS DIRECTORY
HEADQUARTERS, ARMY AIR FORCES, WASHINGTON D.C.**

**CONTINENTAL
UNITED STATES**

**DATE OF RELEASE
1 SEPTEMBER 1945
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SECTION IV A A F BOMBING AND GUNNERY RANGES

NAME AND LOCATION OF PARENT FIELD AND TYPE OF RANGE	DIST & DIRECTION FROM PARENT FIELD	REAL ESTATE CODE	AREA (AGRES)	JURISDICTION		TARGETS							RUNWAYS		REMARKS	
				COMMAND	CONTROL (JOINT USE)	DAY PRECISION	NIGHT PRECISION	TARGET GROUP	SKIP	DEMOLITION	OTHER	GROUPS OF SPOTTING TOWERS	ELEVATION	NUMBER		LONGEST 400-00
MIDLAND A A FLD (CONT)				CFTO												
MIDLAND E-5, TEX	PBR 35 NW	2	1440	CFTO	MIDLAND A A FLD	1	1	1				NO	3000			PBR #5
MIDLAND E-6, TEX	PBR 36 NW	2	1440	CFTO	MIDLAND A A FLD	1	1	1				NO	3000			PBR #6
MIDLAND E-7, TEX	PBR 29 E	2	960	CFTO	MIDLAND A A FLD	1	1	1				NO	2665			PBR #11
MIDLAND E-8, TEX	PBR 38 E	2	1266	CFTO	MIDLAND A A FLD	1	1	1				NO	2820			PBR #10
MIDLAND E-9, TEX	PBR 35 E	2	535	CFTO	MIDLAND A A FLD	1	1	1				NO	2665			PBR #9
MIDLAND E-10, TEX	PBR 22.5 E	2	966	CFTO	MIDLAND A A FLD	1	1	1				NO	3080			PBR #4
MIDLAND E-11, TEX	PBR 20 NW	2	960	CFTO	MIDLAND A A FLD	1	1	1				NO	2910			PBR #8
MILLVILLE A A FLD, NJ				LAF												
MILLVILLE, N J	B & GR	6	14677	LAF	MILLVILLE A A FLD			2	1	12	YEM	64				2 A-1 GR
WOODY FIELD, GA				LAF												
BOHSON, FLA	A-G GR	2	12040	LAF	WOODY FIELD	1						YEM				FORMER MARIANA RANGE FORMER ALACUA RANGE
MOSES LAKE A A FLD, WASH				ATSO												
MOSES LAKE #1, WASH	A-G GR 32 SW	6	27920	ATSO	MOSES LAKE A A FLD			2		16	NO	1165	2	25		TEMPORARILY INACTIVE TO BE TRANSFERRED TO PERATA AIR 15 SEPT 45 6 A-G TARGETS
MOSES LAKE #2, WASH	A-G GR 23 SW	6	5120	ATSO	MOSES LAKE A A FLD					8	NO	990				PATTERN RANGE PBR TARGETS #5
MOSES LAKE #2, WASH	PBR 21 SE	10	2560	ATSO	MOSES LAKE A A FLD	1	*				NO	1000				LOW ALTITUDE TO BE TRANSFERRED TO PERATA AIR 15 SEPT 45
MOSES LAKE #1, WASH	PBR 26 SW	10	2560	ATSO	MOSES LAKE A A FLD	1	*				YEM	975				
MOSES LAKE #2, WASH	PBR 19 SW	10	3640	ATSO	MOSES LAKE A A FLD	1	*				YEM	1190				PB TARGET #2
MOSES LAKE #1, WASH	PBR 12 SW	10	2560	ATSO	MOSES LAKE A A FLD	1	*				YEM	1075				PB TARGET #1
MOUNTAIN HOME A A FLD, IDAHO				LAF												
MOUNTAIN HOME #1, IDAHO	PBR 22 SW	10	2560	LAF	MOUNTAIN HOME A A FLD							NO	3445			DEMOLITION RANGE
MOUNTAIN HOME #2, IDAHO	PBR 15 SW	10	2560	LAF	MOUNTAIN HOME A A FLD	1	1					NO	1800			
MOUNTAIN HOME #3, IDAHO	PBR 30 SE	2,10	2560	LAF	MOUNTAIN HOME A A FLD	1	1					NO	3725			
MOUNTAIN HOME #4, IDAHO	PBR 44 S	2,10	2600	LAF	MOUNTAIN HOME A A FLD	1	1					NO	2835			
MOUNTAIN HOME, IDAHO	B & GR 17 SE	2,10	44520	LAF	MOUNTAIN HOME A A FLD	1	1					NO	3500			FORMER POCATELLO PBR #1 "BATLER CREEK" A-A GR
MOUNTAIN HOME, IDAHO	A-G GR 69 SE	10	17917	LAF	MOUNTAIN HOME A A FLD						24	NO	2000			AVAILABLE FOR USE JAN 1 TO APRIL 15 AND JUNE 1 TO NOVEMBER 15
CRACKEN OF THE MOON, IDAHO	A-A GR 106 S	2,10	525419	LAF	MOUNTAIN HOME A A FLD			1	1		NO	4400				MCNEIDOKA RANGE
MUROC A A FLD, CALIF				LAF												
MUROC, CALIF	B & GR	6,30		LAF	MUROC A A FLD (ONTARIO A A FLD) (VAN NUYS METROPOLITAN AIRPORT)	1										AIR TO GROUND GR PERMISSION B R
SALINE VALLEY, CALIF	A-A GR		558000	LAF	MUROC A A FLD											
MYRTLE BEACH A A FLD, SC				LAF												
MYRTLE BEACH #14, S C A-G GR	12 SW	2	346	LAF	MYRTLE BEACH A A FLD					6	NO	6				ENCLOSURE RANGE 6 A-G TARGETS (75 mi) RANGES #5, 6, 12, 13 & 25 12 A-G RANGE TARGETS
GEORGETOWN, S C	B & GR 22 NW	6	35602	LAF	MYRTLE BEACH A A FLD (FLORENCE A A FLD)			2		1	12	YEM	25			
KILMAN ISLAND, S C	A-G GR	2	2305	LAF	MYRTLE BEACH A A FLD					1	NO	5				
COWAY, S C	B & GR 9 SE	6	51941	LAF	MYRTLE BEACH A A FLD	3				1	1	YEM	25			RANGE #2, 3, 5, 7 & 10
MYRTLE BEACH #15, S C A-G GR	8 SW	2	76	LAF	MYRTLE BEACH A A FLD					12	NO	6				GARDEN CITY RANGE
MYRTLE BEACH #17, S C A-G GR	10 SE	2	550	LAF	MYRTLE BEACH A A FLD					22	NO	6				STANBROOK SWAMP RANGE
McKELLENVILLE #2, S C, PBR		2,10	3621	LAF	MYRTLE BEACH A A FLD	1					NO	102				LOCATED IN FRANCIS MARION NATL. PARK
ADREWS #1, S C, PBR		10	3767	LAF	MYRTLE BEACH A A FLD	1					NO	100				LOCATED IN FRANCIS MARION NATL. PARK
CHARLETON, S C, PBR		10	8519	LAF	MYRTLE BEACH A A FLD					1	NO	60				LOCATED IN FRANCIS MARION NATL. PARK

NOTES: PBR - PRECISION BOMBING RANGE A-G GR - AIR TO GROUND CURRENT RANGE * - NIGHT LIGHTING FACILITIES ON DAY TARGETS
A-A GR - AIR TO AIR CURRENT RANGE B & GR - BOMBING AND GUNNERY RANGE

A A F INSTALLATIONS DIRECTORY

SECTION - IV

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Page 1

1. OPERATIONS AND TRAINING

The accelerated demobilisation program of the Army Air Forces during the period from 1 November 1945 to 31 January 1946 caused many fluctuations in the personnel at Myrtle Beach Army Air Field while continuing the transition from war to peace time training.

Operations functioned normally in spite of a new low in personnel strength that left all sections short handed.

Lt. Col. Lucius G. Drafts assumed the duties of Director of Operations and Training 7 November 1945, relieving Major Ralph R. Patterson who became Assistant Director of Operations and Training. 1

All training activities have ceased since the end of the war. The base went on a limited flying status, maintaining pilot proficiency only. The regulation of four (4) hours maximum per month imposed on all flying personnel went into effect, and provision was made for officers and enlisted men on flying status to receive their minimum monthly requirements.

Following are comparative figures of flight activity for the period from 1 November 1945 to 31 January 1946:

NOVEMBER

- (a) Flying training for the month consisted of navigation, instrument, and transition flying.
- (b) Five rocket missions were flown, using two (2) five inch rockets and fourteen (14) 2.75 inch rockets. Four hundred (400) feet of film were exposed.
- (c) There were 1364 take-offs and landings during the month of which 401 were training, and 963 were local ships.

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DECEMBER

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- (a) Limited facilities restricted flying operations to 163 hours for local aircraft. This flying consisted of navigation, day and night transition and instrument flying.
- (b) A total of 801 landings and take-offs were recorded; 333 for local aircraft and 468 for transient aircraft.

JANUARY

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- (a) Local ships flew a total of 312:50 hours, consisting of navigation, night instrument and transition flying with one rocket mission.
- (b) 804 landings and take-offs were recorded during the month.
- (c) There were ten (10) missions on the ranges for the month of January. These missions were made by Chinese Units operating from Shaw Field, Sumter, South Carolina, which were previously stationed at Columbia Army Air Base, Columbia, South Carolina, and fall into the following categories:

- 3 Position firing missions from Shaw Field, Sumter, S. C. (B-25)
- 3 Forward firing missions from Shaw Field, Sumter, S. C. (B-25)
- 3 Turret firing missions from Shaw Field, Sumter, S. C. (B-25)

During the months of December and January the Ground Training Section conducted the following schools:

- (a) In a school for pre-flight inspections on the A-26, forty (40) officers completed the course.
- (b) A class was conducted in small arms covering both stripping and range firing. This class completed the requirements for twenty officers in pistol, carbine and sub-machine gun.

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- (c) The First Air Force Interim Program was initiated early in January as outlined in a directive from General Douglass. The training, though not completed, is well under way.
- (d) The shoot range has been operating almost daily and furnishes good training and enjoyment for those who take part in this activity.

Major Patterson, Assistant Director of Operations and Training, issued a directive that all pilots would be required to complete two hours of Link Trainer each month. The Link Trainer department has been very hard hit for personnel. At times only a single operator was available, but despite handicaps, managed to give two hours per month of link time to all pilots assigned for duty.

Myrtle Beach Army Air Field, one of the few fields that has remained on active status since V-J day, showed no noticeable decrease in its traffic count for the month of November. Tower contacts for the following month of December decreased immensely. This sharp decline was due to the many ships based at this field that were decommissioned and to bad flying weather predominating the greatest part of the month. January showed a slight increase in traffic count which was directly affected by the new training program limiting flying personnel to a maximum 4 hours a month.

All AACS personnel continue to operate efficiently and satisfactorily. There have been no accidents to report during the three month period from 1 November 1945 to 31 January 1946. The central tower's record of safety thus continues unmarred.

The weather station's reclassification from "A" to "C" has not

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unanimous approval. 2 The reclassification became effective 28 December 1945. The operation of the station continues, primarily as before, with similar services rendered to base and transient personnel. No major technical weather problems presented themselves during this three month period other than readjustment problems, due to the continued change in station personnel.

2 GO 460, Sec. 1, Hq. 71st AAF BU, Atlanta, Ga., dtd 27 December 1945
Appendix, Item 1

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HEADQUARTERS MYRTLE BEACH ARMY AIR FIELD
Office of the Commanding Officer
Myrtle Beach, South Carolina

FG:ROH:emb

601.1

21 August 1948

Handwritten initials

SUBJECT: Land Purchase Requirements for Fiscal Year 1948,
Reports Control Symbol: HEG-OT-06.

TO : The Commanding General
Headquarters Tactical Air Command
Langley Field, Virginia

1. As directed by teletype your Headquarters dated 16 August 1948 this Headquarters is submitting information for proposed purchases of on-post and off-post land facilities which are considered necessary for the efficient operation of this base and bombing ranges for Fiscal Year 1948.

2. As recommended in letter to your Headquarters dated 16 August 1948, File No. 608, Subject: "Termination of Leases and Government Owned Properties", we indicated an attached Real Estate Property Map by red outlined areas showing the areas recommended for retention by leases which are essential to the needs of this base. Referring to your letter of 16 August 1948, recommending that these areas be purchased. Particular attention is directed to the following:

- a. Location to be acquired, beginning at a point approximately three miles west of Myrtle Beach, South Carolina, at the intersection of the Atlantic Ocean and the Atlantic Seaboard Air Line Railroad, extending east along the Atlantic Seaboard Air Line Railroad to a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- b. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- c. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- d. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- e. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- f. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- g. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- h. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- i. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- j. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- k. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- l. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- m. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- n. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- o. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- p. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- q. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- r. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- s. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- t. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- u. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- v. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- w. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- x. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- y. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.
- z. Location to be acquired, beginning at a point approximately one mile east of the intersection of the Atlantic Seaboard Air Line Railroad and the Myrtle Beach Highway, and then south to the Myrtle Beach Highway.

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602, Subj: "Land Purchase Requirements for F.Y. 1945; 8/21/46.

d. Purpose and Need of Acquisition. Acquisition by purchase of this land is required in order to maintain one medium altitude bombing target (daylight), and one target for night bombing, skip bombing, and rockets, which facilities are necessary in order to accomplish the mission of this base.

e. Reason Why Government Owned Facilities are Unsuitable. There are no Government owned facilities suitable.

f. Type and Present Use of Land to be Acquired. (The brevity of time allotted for the preparation of this report did not permit contact with the Division Engineer for purpose of obtaining desired information.)

g. Reasons Why Another Site Would Not Serve the Purpose. There is no other site available.

h. Existing Improvement on Proposed Land and Estimated Value. (Information to be furnished by Division Engineer. Time allotted for preparation of this report prevented this information from being obtained.)

i. Acreage Required: 23,540.53 acres.

j. Type of Interest to be Acquired and Estimated Cost. (Information to be furnished by Division Engineer. Lack of sufficient time prevented obtaining same.)

k. Further Remarks.

(1) Qualitative Demonstration of Military Necessity. Acquisition of this property is required in order to maintain one medium altitude bombing target (daylight), and one target for night bombing, skip bombing, and rockets, which are necessary to accomplish the mission of this field. It is the mission of this base to be maintained as directed by War Relocation Authority.

(2) Land Requirements for Fiscal Year 1945. The following is requested and recommended, contract leases are not contemplated for: (1) House, (2) office space, (3) building space for other than office operation, (4) closed storage, (5) open storage, (6) land. Should the purchase of this property be discontinued, it is estimated that the total cost of the above items will be approximately \$10,000.00. The estimated purchase price is estimated at \$200,000.00.

~~CONFIDENTIAL~~

602, Subj: "Land Purchase Requirements for F.Y. 1948", 8/21/46.

(3) Lease Numbers included in above recommendation are:

- (a) W-09-026-ENG-912
- (b) W-09-026-ENG-914
- (c) W-09-026-ENG-2977
- (d) Burroughs & Collins Co. (No copy of Lease in our files)
- (e) W-09-026-ENG-1929
- (f) W-49-040-ENG-3021
- (g) W-2257-ENG-1732 (Tracts Nos. 80, 201 and 202,

3. As recommended by letter to your headquarters dated 16 August 46, File 602, Subject: "Termination of Leases and Government Owned Properties", we indicated on attached Real Estate Property Map by red penciled cross hatching the areas recommended for retention by leases which are essential to the needs of this base. Conforming to your directives we are now recommending that these areas be purchased. Pertinent information and descriptions follow:

a. Location of Land to be Acquired. Beginning at a point approximately seven miles north-east of Georgetown, South Carolina, in the north-east corner of the intersection of U.S. Highway #701 and S.C. State Highway #61, thence north-east along U.S. Highway #701 approximately two miles to the intersection of S.C. State Highway #707, thence north-east along S.C. State Highway #701 approximately six miles to the intersection of a secondary county road, thence in a south-western direction for a distance of approximately three miles to the intersection of S.C. State Highway #61, thence following S.C. State Highway #61 south-west and south-east to a point at its intersection with U.S. Highway #701.

b. Name of Jurisdiction. Georgetown (County) South Carolina.

c. Location of Land to be Acquired. The major portion of this tract is the original tract with a few small tracts under lease acquisition to be purchased. The tract is located for the purpose of the map in the north-east corner of the intersection of U.S. Highway #701 and S.C. State Highway #61, and is approximately 1.5 miles long and 0.5 miles wide.

d. Purpose and Kind of Acquisition. The major portion of this tract is the original tract with a few small tracts under lease acquisition to be purchased. The tract is located for the purpose of the map in the north-east corner of the intersection of U.S. Highway #701 and S.C. State Highway #61, and is approximately 1.5 miles long and 0.5 miles wide.

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602, Subj: "Land Purchase Requirements for Fiscal Year 1948", 8/21/46.

e. Reason Why Government Owned Facilities are Unsuitable. There are no other Government owned facilities suitable.

f. Type and Present Use of Land to be Acquired. (The brevity of time allotted for the preparation of this report did not permit contact with the Division Engineer for purpose of obtaining the desired information).

g. Reasons Why Another Site Would not Serve the Purpose. There is no other site available.

h. Existing Improvements on Proposed Land and Estimated Value. (Information to be furnished by Division Engineer. Time allotted for preparation of report prevented our obtaining this information).

i. Acreage Required: 2,275.52 acres.

j. Type of Interest to be Acquired and Estimated Cost. (Information to be secured from Division Engineer. Lack of sufficient time prevented our obtaining same).

k. Pertinent Remarks.

(1) Conclusive Demonstration of Military Necessity. Acquisition of this property is required in order to maintain one landing strip to be used for strafing and parafrag bombing, two targets for position firing; one target for radar bombing, one for demolition bombing and one for high altitude bombing. If the mission of this base is to be carried out as directed by Tactical Air Command it will be necessary to acquire this land for the accomplishment of that purpose.

(2) Lease Requirements for Fiscal Year 1948. As acquisition by purchase is requested, contract leases are not contemplated, for (1) House, (2) Office space, (3) Building space for other than office, storage, or housing, (4) closed storage, (5) open storage, (6) land. Should purchase of this property be disapproved, it is estimated that the annual rental will be approximately \$2,502.50. The estimated purchase price is \$30,000.00.

(3) Lease Numbers included in above recommendations are:

- (a) W-2287-ENG-1732 (Tract No. 44)
- (b) W-09-026-ENG-1077
- (c) W-09-026-ENG-1930
- (d) W-09-026-ENG-1928
- (e) W-09-026-ENG-1932
- (f) W-09-026-ENG-2734
- (g) W-09-026-ENG-2865
- (h) W-09-026-ENG-2866

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602, Subj: "Land Purchase Requirements for F.Y. 1948; 8/21/46.

4. Pertinent information governing the acquisition of additional land by purchase of present and anticipated needs, Fiscal Year 1948:

a. Location of Land to be Acquired. This tract of land is known as the Brookgreen Gardens Estate and designated as Brookgreen Gunnery Range. It is located approximately three miles south-west of Murrells Inlet, South Carolina, along U.S. Highway #17, lying between said highway and the Atlantic Ocean.

b. Name of Installation. Brookgreen Gunnery Range.

c. Distance of Premises from Main Base if not Part of Main Base. This property is located approximately seventeen miles from the main base by following U. S. Highway #17.

d. Purpose and Need of Acquisition. Acquisition by purchase of this land is required in order to maintain an adequate air-to-ground gunnery range.

e. Reason Why Government Owned Facilities are Unsuitable. There are no other Government owned facilities suitable.

f. Type and Present Use of Land to be Acquired. (Information was to have been obtained from Division Engineer. Lack of allotted time for preparation of this report prevented obtaining same).

g. Reasons Why Another Site Would not Serve the Purpose. There is no other site available.

h. Existing Improvements on Proposed Land and Estimated Value. (This information also was to have been obtained from the Division Engineer. Lack of sufficient time prevented securing same.)

i. Acreage Required; Approximately 815 acres. This acreage will include the entire gunnery range and right-of-way for an entrance roads from the range to U.S. Highway #17.

j. Type of Interest to be Acquired and Estimated Cost. (Information to have been furnished by Division Engineer. Lack of sufficient time for preparation of this report prevented obtaining same.)

k. Pertinent Remarks.

~~CONFIDENTIAL~~

602, Subj: "Land Purchase Requirements for F.Y. 1948," 8/21/46.

(1) Conclusive Demonstration of Military Necessity. Acquisition of this property is required in order to provide an available Government owned air-to-ground seacoast range and to provide accessibility thereto. Conforming to directives of Tactical Air Command this acquisition is necessary to accomplish the mission of this base.

(2) Lease Requirements for Fiscal Year 1948. As acquisition is requested, contract leases are not contemplated for (1) House, (2) Office space, (3) Building space other than office, storage or housing, (4) Closed storage, (5) Open storage, (6) Land. Should the purchase of this property be disapproved, it is the opinion of this headquarters that future leases cannot be obtained. The present lease rental is \$1.00 per annum. The estimated purchase price is \$16,000.00.

(3) Lease Numbers included in above recommendation:

- (a) W-09-026-1320
- (b) W-09-026-2719

5. Pertinent information governing the acquisition of additional land by purchase of present and anticipated needs, Fiscal Year 1948:

a. Location of land to be acquired. This property is located in the town of Murrells Inlet, South Carolina.

b. Name of Installation. Murrells Inlet Crash Boat Dock.

c. Distance of premises from main base if not part of main base. This property is approximately four miles north-west of this base along U. S. Highway 17.

d. Reason for acquisition. To maintain an air-to-ground seacoast range for furnishing this base with adequate target services which are essential for the prevention of loss of life and equipment.

e. Reason why Government owned facilities are unsuitable. There are no suitable Government owned facilities.

f. Type of premises to be acquired. This property has to have been owned by the Division Engineer, East of the Inlet, for the purpose of providing a target for the seacoast range.

~~CONFIDENTIAL~~

602, Subj: "Land Purchase Requirements for Fiscal Year 1948", 8/21/46.

g. Reasons Why Another Site Would not Serve the Purpose. There is no other site available.

h. Existing Improvements on Property and Estimated Value. (This information to have been furnished by Division Engineer. Lack of sufficient time allotted in preparation of this report prevented obtaining same).

i. Acreage Required. Approximately 1.5 acres.

j. Type of Interest to be Acquired and Estimated Cost. (This information was to have been obtained from Division Engineer. Lack of allotted time for preparation of this report prevented obtaining same.)

k. Pertinent Remarks.

(1) Conclusive Demonstration of Military Necessity. The acquisition of this property is considered necessary for providing adequate crash boat docks, gasoline storage system, deep well, and crash boat personnel housing. If Air-Sea-Rescue is to continue as directed by Tactical Air Command, it will be necessary to acquire this land for accomplishment of that purpose.

(2) Land Requirements for Fiscal Year 1948. As acquisitions by purchase of property and buildings are not contemplated for (1) docks, (2) personnel housing, (3) buildings other than office, storage, or housing, (4) deep well, (5) deep storage, (6) land, should the purchase of this property be approved it is estimated that the amount of land will be approximately 1.5 acres, including purchase price of \$25,000 for the acquisition of the deep well, gasoline storage tanks, access roads to docks, and personnel housing.

g. Pertinent Information Concerning the Acquisition of Additional Land by Purchase of Property and Buildings Needs, Fiscal Year 1948.

All buildings and docks required, beginning from main base and following W. 1/2 mile road, will require approximately 500 feet front of the site of the main base, extending south and north-west. The total area required is approximately 1.5 acres.

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602, Subj: "Land Purchase Requirements for Fiscal Year 1948", 8/21/46

b. Name of Installation: Radio Range Station.

c. Distance of Premises from Main Base if not Part of Main Base.
Seven and one-half miles by road from main base of Myrtle Beach Army Air Field.

d. Purpose and Need of Acquisition. To furnish this base with adequate Radio Range Station.

e. Reason Why Other Government Facilities are Unsuitable. There are no other Government owned facilities suitable.

f. Type and Present Use of Land to be Acquired. (Division Engineer was to have furnished this information. Lack of allotted time for preparation of this report precluded securing the desired information).

g. Reasons Why Another Site Would not Serve the Purpose. There is no other site available.

h. Type and Present Use of Land to be Acquired. (Information to have been obtained from the Division Engineer. Lack of sufficient time for preparation of this report prevented obtaining the desired information).

i. Acreage Required. 12.91 acres.

j. Type of Interest to be Acquired and Estimated Cost. (Information to have been obtained from the Division Engineer. Lack of allotted time for preparation of this report precluded obtaining same).

k. Pertinent Remarks.

(1) Conclusive Demonstration of Military Necessity. The acquisition of this property is required to maintain a Radio Range Station for the needs of this base. If the mission of this base is to continue being carried out as directed by Tactical Air Command, it will be necessary to acquire this land to accomplish that purpose.

(2) Lease Requirements for Fiscal Year 1948. Acquisition by purchase is requested, therefore contract leases for (1) House, (2) office space, (3) Building space for other than office, storage, or parking, (4) Closed storage, (5) Open storage, (6) Land. Should the purchase of this property be disapproved, it is estimated that the annual cost will be \$28.00, and the purchase price approximately \$1,800.00

(3) Lease Number is: W-09-026-ENG-1505

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602, Subj: "Land Purchase Requirements for Fiscal Year 1948", 8/21/46.

7, Pertinent information governing the acquisition of additional land by purchase of present and anticipated needs, Fiscal Year 1948:

a. Location of Land to be Acquired. This tract of land comprises a portion of the Main Base, Flying Field and Cantonment Area of Myrtle Beach Army Air Field. It is located two miles south-west of Myrtle Beach, South Carolina, along U. S. Highway #17, also two miles north-west of Myrtle Beach, South Carolina, along U. S. Highway #501, as indicated on attached Real Estate Ownership Map.

b. Name of Installation. Myrtle Beach Army Air Field.

c. Distance of Premises from Main Base if not Part of Main Base. The areas described form part of the Main Base.

d. Purpose and Need of Acquisition. Acquisition by purchase of this land is required in order to maintain an adequate flying field, cantonment areas, small arms ranges, and other necessary facilities which are essential to the needs of this base.

e. Reason Why Government Owned Facilities are Unsuitable. This request for purchase is to supplement other Government owned facilities.

f. Type and Present Use of Land to be Acquired. (The time allotted for preparation of this report did not permit obtaining the desired information from the Division Engineer).

g. Reasons Why Another Site Would not Serve the Purpose. Present site is part of the Main Base and facilities listed above have been established.

h. Existing and Anticipated Proposed Land Use in Vicinity of Site. (This information was to have been furnished by the Division Engineer. Lack of sufficient time for preparation of this report precluded contact with Division Engineer Office for desired information).

i. Acres Required: 437.86 acres.

j. Type of Interest to be Acquired and Estimated Cost. (This information also was to have been furnished by the Division Engineer, which brevity of time precluded obtaining).

~~CONFIDENTIAL~~

602, Subj: "Land Purchase Requirements for Fiscal Year 1946", 8/21/46.

k. Pertinent Remarks.

(1) Conclusive Demonstration of Military Necessity. The acquisition of this property is required to maintain an active, adequate air field. If the mission of this base is to be carried out as directed by your Headquarters, it will be necessary to acquire this land for the accomplishment of that purpose.

(2) Lease Requirements for Fiscal Year 1948. As acquisition by purchase is requested, contract leases are not contemplated for (1) House, (2) Office space, (3) Building space for other than office, storage, or housing, (4) Closed storage, (5) Open storage, (6) Land. Should purchase of this property be disapproved it is estimated that annual rental will be \$1,126.00. The estimated purchase price is \$50,000.00.

(3) Lease Numbers included in above recommendation.

- (a) W-09-026-ENG-915
- (b) W-09-026-ENG-3987
- (c) W-09-026-ENG-1931
- (d) W-09-026-ENG-3405

In addition to the above, it is requested that acquisition by purchase be made of the right-of-way for outfall sanitary sewer line from main base to the Intra-Coastal Waterway, comprising 3.96 acres as indicated on the attached Real Estate Ownership Map. Annual rental is \$1.00; estimated purchase price, \$40.00.

8. Teletype your Headquarters directing that pertinent information required in sub-paragraphs f, h, and j, be obtained from the Division Engineer was received this station 16 August 1946, which did not allow Post Engineer sufficient time to make contact and secure the necessary data.

GLENN C. NYE,
Colonel, Air Corps,
Commanding.

Incls:
Real Est Ownshp Map
w/ 6 sheets

~~CONFIDENTIAL~~

SLB 5061-3CPY1

HEADQUARTERS
MYRTLE BEACH ARMY AIR FIELD
Myrtle Beach, South Carolina

FG:JAN:hbq

601.5

23 September 1946

SUBJECT: Report on Off Base Facilities, Ranges, Sub Bases and Auxiliaries.

TO : Commanding General, Tactical Air Command, Langley Field, Virginia.

In compliance with your TMI A4C 789, the information is submitted as follows:

- A.
 - 1) Radio Range - Used by Base Operations.
 - 2) Brookgreen Range - Air to Ground Gunnery range.
 - 3) Crash Boat Docks - Air Sea Rescue.
 - 4) Marine Railway and Loading Docks - Repair of Air Sea Rescue boats.
 - 5) Singleton Swash Range - Skip bombing target.
 - 6) Air to Ground Gunnery Range (Murrell's Inlet).
 - 7) Access Road and Telephone Outpost - Used for communication.
 - 8) Horry County Aerial Gunnery and Bombing Range - Rocket, Skip, and High Altitude.
 - 9) Georgetown County Aerial Bombing & Gunnery Range - Demolition, Strafing, and High Altitude.
- B.
 - 1) Leased.
 - 2) Leased.
 - 3) Leased.
 - 4) Leased.
 - 5) Leased.
 - 6) Leased.
 - 7) Leased.
 - 8) 19245.99 Acres Government owned.
36962.93 Acres Leased.
 - 9) 33328.85 Acres Government owned.
2275.62 Acres Leased.
- C.
 - 1) 12.91 Acres Leased (W-09-026-Eng-1505 J.D. Hucks)
 - 2) 146.00 Acres Leased (W-09-026-Eng-2979 Brookgreen Gard)
 - 800.00 Acres Leased (W-09-026-Eng-1320 Brookgreen Gard)
 - 3) 0.50 Acres Leased (W-2287-Eng-15978 Future Palmetto Far

FG601.5

- 0.96 Acres Leased (W-2287-Eng-16102 Clark A. Willcox)
- 4) 0.10 Acres Leased (W-2287-Eng-1110 Luther H. Smith)
- 5) 760.00 Acres Leased (W-2287-Eng-1024 Myrtle Beach Farms Co)
- 6) 47.00 Acres Leased (W-09-026-Eng-3169 C.A. Willcox)
- 29.00 Acres Leased (W-09-026-Eng-3170 J. Fred Grant)
- 7) 12.50 Acres Leased (W-09-026-Eng-2980 J.W. Underwood and T.B. Harrison)
- 8) 15.00 Acres Leased (W-09-026-Eng-1635 Mrs Bertha Royals)
- 764.00 Acres Leased (W-09-026-Eng-1469 J.M. Vaught et al)
- 112.00 Acres Leased (W-09-026-Eng-1474 A.E. Chestnut)
- 34683.10 Acres Leased (W-2287-Eng-1732 International Paper Co)
- 51.10 Acres Leased (W-09-026-Eng-1471 Dewey Edge)
- 17.40 Acres Leased (W-09-026-Eng-1078 James A. Watts)
- 210.70 Acres Leased (W-09-026-Eng-912 S.D. Cox)
- 25.00 Acres Leased (W-09-026-Eng-914 S.D. Cox)
- 39.63 Acres Leased (W-09-026-Eng-2977 A.B. Thompkins et al)
- 142.00 Acres Leased (W-09-026-Eng-1929 Burroughs & Collins Co)
- 100.00 Acres Leased (W-09-026-Eng-1933 Alton B. Parker)
- 36.00 Acres Leased (W-09-026-Eng-1470 C.C. Thomas)
- 7.00 Acres Leased (W-231-Eng-833 Myrtle Beach Farms Co)
- 9) 16.20 Acres Leased (W-09-026-Eng-2865 Rhetta P. Skinner et al)
- 937.20 Acres Leased (W-2287-Eng-1732 International Paper Co)
- 1002.10 Acres Leased (W-09-026-Eng-1930 Kathleen H. Metcalf)
- 69.60 Acres Leased (W-09-026-Eng-1077 Luther R. & Minnie L. Ambrose)
- 153.00 Acres Leased (W-09-026-Eng-1932 George S. Eaddy)
- 62.00 Acres Leased (W-09-026-Eng-1928 George E. Grier)
- 10.30 Acres Leased (W-09-026-Eng-2866 Boyd Jacobs)
- 25.22 Acres Leased (W-09-026-Eng-2734 James D. Bass)

- D. 1) (Active)
- 2) (Inactive) November 1945.
- 3) (Active)
- 4) (Active)
- 5) (Inactive) December 1945.
- 6) (Active)
- 7) (Active)
- 8) (Active)
- 9) (Active)

E. Copies of all current instruments are inclosed herewith.

FOR THE COMMANDING OFFICER:

684
HEADQUARTERS MYRTLE BEACH ARMY AIR FIELD
Office of the Commanding Officer
Myrtle Beach, South Carolina

FC/RCE/mo

10 January 1947

SUBJECT: Standard Retention, Release, or Acquisition of Bombing and Gunnery Ranges.

TO : Commanding General, Headquarters Ninth Air Force, Greenville Army Air Base, Greenville, South Carolina.

1. Complying with TWX your headquarters and AAF Letter 85-35 dated 21 November 1946, transmitted for your information and consideration are general requirements for the retention, release or acquisition of present bombing and gunnery ranges under this headquarters:

a. The Atlantic Ocean Air-to-Air Gunnery Range.

- (1) The standards as outlined in AAF Letter 85-35, paragraph 3a(3), Jet Fighters range requirements are 100 x 50 miles. The present air-to-air gunnery range being used by this installation is the Atlantic Ocean, said ocean being approximately 3000' southeast of main base. The present area used is approximately 30 x 70 miles; however, it is understood that the main shipping lane of the ocean is approximately 35 miles offshore. If this lane could be altered to shipping lanes, additional space could become available for Jet Fighters or any other aircraft practicing air-to-air gunnery. (The low plane pilot to watch for ships and control firing.)

b. The Army Bombing and Gunnery Range. (Present status - active)

- (1) As outlined in the attached real estate map, the land designated by delineations and notes, part of this range is to be retained. To fulfill the present requirements of the range, the land shown as "Acquired Area" for the range is to be retained. It is recommended that the land shown as "Acquired Area" be retained and that all Government land shown be acquired by purchase.

2. This range provides air-to-ground training with limited air-to-air training.

3. The present range provides four (4) air-to-ground targets and one (1) aerial bombing gun range.

4. The present range provides (a) air-to-ground training and (b) aerial bombing gun range.

5. The present range provides (a) air-to-ground training and (b) aerial bombing gun range.

d. Types of aircraft used on this range are: P-47, P-51, P-51, B-25, and A-28's.

e. This range is located approximately two and one-half miles north of the main base beginning at the intersection of the ACL Railroad and the Intra-Coastal Waterway. It is approximately rectangular in shape and is 10 miles east to west in length and 7 miles north to south in width.

f. The real estate code of this range is W-09-026-eng and W-2287-eng, as shown on attached Final Ownership Map, Sheet No. 5 of 6.

g. There are no housing facilities on this range. No housing has been constructed by the Government since acquisition by purchase or lease. Existing housing facilities acquired by purchase or lease were temporary farm dwellings which had deteriorated beyond repair or appreciable value.

h. The present condition of the range is good.

c. The Georgetown Bombing and Gunnery Range (Present Status - Active)

(1) As outlined on the attached Real Estate Ownership Map, designated by delineations and codes, part of this range is Government-owned, the balance of the area Government-leased. To fulfill the present mission of this base and to provide an adequate area for future missions and necessary expansions, it is recommended that all leases now under Government contract be acquired and all Government-owned lands be retained.

a. This range provides air-to-ground training with limited air-to-air training.

b. This range provides six (6) air-to-ground targets.

c. The types of training being conducted on this range are: high, low and medium bombing, para-frag bombing, skip bombing, day and night strafing, rocket fire and gunnery, also demolition bombing.

d. Types of aircraft used on this range are: P-47, P-51, P-51, B-25 and A-28's.

e. This range is located approximately seven (7) air miles west of Myrtle Beach, South Carolina.

and seven (7) miles north of Georgetown, South Carolina, bordered by U. S. Highway No. 17 and State Highway Nos. 51 and 107. This range is approximately square and is 7 1/2 miles in area.

f. Real Estate Code on this range is W-08-028-eng and W-2287-eng as indicated on the attached Final Ownership Map, Sheet No. 2 of 5.

g. There are no housing facilities on this range. No housing has been constructed by the Government since acquisition by purchase or lease. Existing housing acquired by purchase or lease were temporary farm dwellings which had deteriorated beyond repair or appreciable value.

h. Present condition of this range is good.

d. The Murrell's Inlet Aerial Gunnery Range (Present Status - Active)

(1) This range is presently under Government lease as temporary future needs are contemplated. It is recommended that the present leases be retained.

a. This is an aerial gunnery range.

b. There are twelve (12) temporary mounted targets.

c. Training conducted on this range consists of aerial gunnery by machine gun and cannon.

d. Types of aircraft using range are: fighters and light bombers.

e. This range is located approximately twelve (12) miles southwest of the main base, as indicated on the attached Regional Map.

f. The Real Estate Code of this range is W-09-028-eng.

g. There are no housing facilities on this range.

h. The present condition of this range is good.

e. The Brookgreen Gunnery Range (Present Status - Active)

(1) As future needs and reactivation is contemplated, the retention of this range under its present Government leases is requested.

a. This is an aerial gunnery range.

- b. There are no usable targets on this range at present, however, it is contemplated that targets will be installed in the near future.
- c. Types of training conducted on this range was and will be air-to-ground gunnery practice by machine gun and cannon.
- d. Types of aircraft used on this range are: fighters and light bombers.
- e. This range is located approximately 15 miles southwest of the main base along U. S. Highway No. 17, bordering on the Atlantic Ocean as indicated by the attached Regional Map.
- f. The Real Estate Code of this range is W-09-025-ang.
- g. There are no housing facilities on this range.
- h. The present condition of this range is good.

SAMUEL J. DAVIS
Colonel, Air Corps
Commanding *JAD*

5 Incls

- 1. Regional Property Map
- 2. Real Estate Map, Sheet No. 2 of 6
- 3. Real Estate Map, Sheet No. 3 of 6
- 4. Real Estate Map, Sheet No. 4 of 6
- 5. Real Estate Map, Sheet No. 5 of 6

1-3 47

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S-3

OPERATIONS AND TRAINING

Major JARVIS P. JONES continued assuming the duties of S-3 Officer during this past period. One civilian stenographer along with the S-3 Officer were the only personnel assigned directly to the S-3 Office. This office has been extremely busy in directing and coordinating functions of staff relative to organization and training which consisted of preparing plans for movements of organization or individuals for the purpose of tactical training and disposition of troops; supervising activities pertaining to mobilization, organization, and training of units; preparing and coordinating training directives to conform with those of higher headquarters and the local situation; keeping Commander informed on current projects, changes, orders and directives pertaining to operations and training; making recommendation on priority of assignments of personnel and equipment and issuing operational orders, rules and regulations; checking preparedness of each element of organization through periodic inspections; making continuous study and preparing estimates of tactical strategic situations.

GROUND TRAINING

No officer was assigned to this section during the month of January; therefore Major JONES, the S-3 Officer assumed the duties of this training section. Classes and hours accomplished in Ground

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F-19

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and on duty in Ground Training Section.

BASE OPERATIONS

1st Lt. HARRY C. HANCOCK assumed the duties of the Base Operations Officer, having been appointed on 26 December 1946. As of 1 January, one officer and nine enlisted men were assigned and on duty in this section. However, during the month, two enlisted men were transferred to MAF Overseas Replacement Depots and one enlisted man was transferred to the Base Signal Office; thus leaving total strength of one officer and six enlisted men.

During January, there were 150:15 pilot hours flown by base aircraft, completing 726 landings and take-offs. There were 606 landings and take-offs by transient aircraft. The decrease in local time was mainly due to all planes being grounded for tech Order compliances. A limited amount of night flying training was accomplished, but all pilots were notified of their requirements to date.

During February, enlisted strength was increased by the assignment of one private as dispatcher and one M/Sgt as the MCO in charge of Operations. An increased number of night flying hours was accomplished this month but not to any great degree. Pilots were again notified of their requirements for night flying. Total pilot

-
- 22. See appendix Item No. 1
 - 23. See Appendix Item No. 1
 - 24. In accordance with MAF Regulation 60-2
 - 25. See appendix Item No. 1

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BLG 2435-CPA

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hours flown by base aircraft were 229:40, completing 1584 landings and take-offs. There were 1297 landings and take-offs by transient aircraft.

In March, several changes were made in personnel of Base Operations Section. Major WILLIAM H. BRADY, JR. relieved Lt. BRADY of his duties as Base Operations Officer. One S/Sgt was replaced in the Form Section by a Pfc; one Pvt was replaced as dispatcher by a S/Sgt.

27
299:15 hours were flown by base pilots in March, completing 539 landings and take-offs. Night flying showed still an increase over February. It is evident that the continuous reminders of night flying requirements have proven effective. There were 1008 landings and take-offs by transient aircraft.

RANGE OPERATIONS

Range Operations Officer as of 1 January 1947 was Captain WILLIAM E. BRIGHT, having assumed charge on 20 December 1946 vice 1st Lt. JOHN R. MATHEWS, deceased. Enlisted strength was thirteen.

During January, the 20th Fighter Group began firing on Air to Ground on Range #16, using 2.75" rockets and #100 practice bombs on Range #3. They ceased firing on Range #15 on 31 January due to the 477th Composite Group having priority.

-
- 26. Par. 13, SO #38, Hq MAAF dated 10 March 1947.
 - 27. See Appendix Item No. 1
 - 28. See Appendix Item No. 1
 - 29. Par. 8, SO #235, Hq MAAF, dated 20 December 1946.

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BLG 2435-CP42

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The 477th Composite Group was still using Myrtle Beach Army Air Field ranges in February. The 414th and 415th Night Fighter Squadrons from Shaw Field, Sumter, S. C. were using our ranges for firing at infrequent intervals during this month. The Georgetown ranges were closed temporarily for Army-Navy contract to cut timber in this area.

During the month of March, the MAAF ranges were still being used by the 477th Composite Group, 20th Fighter Group and the 47th Bomb Group to maintain their proficiency and practice for the air indoctrination course.

On 26 March 1947, 1st Lt. HARRY C. SABOCCE relieved Captain WILLIAM M. BRICHT of his duties as Range Officer. Capt. BRICHT was transferred to the 806th Aircraft Control and Warning Squadron.

COMMUNICATIONS

The month of January in coastal South Carolina brought forth poor flying weather, quite a few contacts on the range requesting weather at other stations and even fewer instrument letdowns. For awhile, it looked as though old man winter was going to keep future fighter operations to a stand-still, but on the first morning the 20th Fighter Group from Shaw Field was to arrive at Myrtle Beach, the sun broke through to light the field's black and white runways with eighteen P-51s topping the day's operations. The following day, operations ceased again because of bad weather, but on the 22nd

30. Par. 8, SO #47, Hq MAAF, dated 26 March 1947.

HEADQUARTERS WYLLIE BEACH ARMY AIR FIELD
Office of the Commanding Officer
Wyllie Beach, South Carolina

70/JAN/amb

27 March 1947

SUBJECT: Relocation of Air-to-Ground Gunnery Range.

TO : The Commanding General
Headquarters Tactical Air Command
Langley Field, Virginia

1. Request permission be granted to move present forward air-to-ground gunnery range now on Range IV, Murrells Inlet, to Range XI, on Berry County Range.

2. In compliance with paragraph 3, VAC Regulation 25-1 dated 1 July 1946, the following information for construction requirements is furnished:

a. To construct twelve (12) each 20' x 30' wood frame targets
each 200' x 200' in approach and pull-out at aircraft
height. The targets shall be spaced as will plan at 200' intervals.

... Ground Gunnery Range, 27 Mar 47

... (The following is not necessary) however, permission from the Civilian Engineer must be obtained to cut timber for facility construction.

... (A suitable military necessity exists for the proposed work in order to make training facilities available to troops. This facility is necessary to accomplish the mission of this field and is required to prevent a breakdown of function.

... (The plan showing desired location is included in this report.)

1. This facility will be needed as of 1 May 1947, when housing will begin receiving civilian housing as mentioned in paragraph 1. The reason this condition exists now and not before is that civilian housing was not available during the war period, also that the population in the past was more willing to concede land to the Army.

1st Lt. Myrtle Beach Army Air Field, Myrtle Beach, S. C., Subject: Relocation of Air
Targeting Range 27 Mar 47

WAC 101 (7 Mar 47) Bombing Ranges 1st Lt

8 APR 1947

4B

To: Technical Air Command, Langley Field, Virginia

The Commanding Officer, Myrtle Beach Army Air Field, Myrtle Beach, South
Carolina

Authority is granted to convert the position firing course located
at Myrtle Beach Army Air Field, South Carolina, to a ground target course
at the same location. The ground target course will be used for
training of personnel in the use of the M1A1 ground target
launcher. The ground target course will be used for training
of personnel in the use of the M1A1 ground target launcher
at Myrtle Beach Army Air Field, South Carolina. The ground
target course will be used for training of personnel in the
use of the M1A1 ground target launcher at Myrtle Beach Army
Air Field, South Carolina.

Very truly yours,
[Signature]

Huffendick/jd 74859

AGAO-I 684 (11 Apr 47)

20 May 1947

Honorable Olin D. Johnston
United States Senate

Dear Senator Johnston:

Reference is made to your letter of 11 April 1947 with which you inclosed a letter from Mr. A. T. Quants, of Timmonsville, South Carolina, regarding the gunnery range at Murrells Inlet, South Carolina, and my interim reply of 15 April 1947.

After an over-all study of the bombing and gunnery range requirements and a complete analysis of the situation at Murrells Inlet, it has been determined that the Air-to-Ground Gunnery Range at Murrells Inlet will be relocated at the Conway Bombing and Gunnery Range, Conway, South Carolina. When gunnery operations are started at the new site, the Murrells Inlet Air-to-Ground Gunnery Range will be declared surplus.

With kind regards.

Sincerely yours,

Edward F. Witsell

EDWARD F. WITSELL
Major General
The Adjutant General



Copies furnished:
L&L Div WDSS

Maj. Jones

in Control Files

20 MAY 1947

1. This case was recd in Opns Br (O&D Sec) as ordinary mail although it had been dispatched to AAF plainly marked "Congressional".

2. Conway B&G Range, located at Conway, S. C. approximately 25 miles North of Murrells Inlet.

3. Senator Johnston was furnished interim reply on 15 April 1947 stating necessary information would have to be obtained from appropriate headquarters.

Form O101

Conway

RESTRICTED

MXG-4CPY

The status of the range during 1 - 14 August was as follows:
Target No. II was completed for practice skip bombing except one day's notice was necessary to check over the targets for rips in the cloth and erection due to being blown about by the thunderstorms going through this area. Target No. III was available for strafing, rockets, dive-bombing, demolition bombing and napalm. Target No. IV had a work order submitted to AIC to rebuild it to the specifications as outlined in Army Air Forces Manual No. 64. Target No. XX was available for air-to-ground but much work was needed to put it in first class shape. Both the North, South as well as the East over-water Ranges were open.

Both the 77th and the 79th Fighter Squadrons used the Ranges to the maximum. As of 14 August, they were still in the process of using these ranges; therefore, a consolidated mission report will be reported in the next period history.

Close to the end of reporting period, a report was received to the effect that during the week of 16 September 1947, the Range would be closed to effect repairs on the roads, bridges and rebuild all the targets before the 99th Fighter Squadron starts their gunnery requirements.

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MXG-464 (S)

RANGE OPERATIONS

During the entire period covered by report, 1 July through 14 August 1947, Major WILLIAM H. BEALE, JR was the Range Operations Officer with a staff, assigned and on duty in this section, of sixteen enlisted men.

The Status of the ranges in the Conway Reservation during July was as follows: Target No. II was completed for practice skip bombing except for clearing an approach; Target No. III was available for strafing, rockets, dive-bombing and it was expected at the end of July that it would soon be ready for bombing with live bombs and napalm; Target No. IV was available for medium altitude practice bombing; Target No. XI was available for air-to-ground gunnery. Both the North and South over water, air-to-air ranges were open during July.

Very High Frequency communication was installed on Target No. III and a jeep with VHF installed was available for controlling the other targets as they were used. The 20th Fighter Group flew two shows on Target III during July. The first was observed by AAF, TAC, and Ninth Air Force Inspectors as a tactical efficiency test. The second was a demonstration to the USMA Cadets on the employment of fighter-bombers.

The 55th Fighter Squadron, 20th Fighter Group spent the last two weeks of July on ISBAAFld firing air-to-air. The tow aircraft was furnished by the 27th Tow Target Squadron, Biggs Field, Texas.

RESTRICTED

HEADQUARTERS TACTICAL AIR COMMAND

AIS

LANGLEY FIELD, VIRGINIA

5 SEP 1947

IN REPLY REFER TO:

TAC 601 (5 Sept 47) Myrtle Beach

SUBJECT: Disposal of Real Estate, Myrtle Beach AAFld, South Carolina

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC/AS-4, Air Installations Division

1. In compliance with telephonic instructions from Lieutenant Colonel O. O. Price, Air Installations Division, Headquarters, Army Air Forces, 5 September 1947, there are listed below the facilities which should be retained at Myrtle Beach Army Air Field in order to permit continued use of the installation as an airfield and as a base for air to air gunnery:

- a. Myrtle Beach Army Air Field
- b. Murrells' Inlet Crash Boat Station and Dock
- c. Radio Range Site
- d. Overwater Aerial Gunnery & Strafing Range.

2. The following facilities will no longer be required if Myrtle Beach Army Air Field is to be utilized only as an airfield and as a base for air to air gunnery:

- a. Georgetown Bombing Range.

(1) This range is located in Georgetown County 24 miles southwest of Myrtle Beach, South Carolina.

(2) 35,501.36 acres are fee simple, timber and farm lands. 2,523.22 acres are leased, wooded and farm lands covered under the following leases:

<u>Lease No.</u>	<u>Lessor</u>	<u>Acreage</u>	<u>Rental</u>
W 09 028 eng 912	S. D. Cox	210.7	\$ 51.00
W 09 028 eng 914	S. D. Cox	25.	12.50
W 09 028 eng 2977	A. B. Tompkins, et al	39.63	135.00

SEP 10 1947

Hq TAG, Langley Field, Virginia Subj: "Disposal of Real Estate, Myrtle Beach AAFld, South Carolina" (Continued)

<u>Lease No.</u>	<u>Lessor</u>	<u>Acreage</u>	<u>Rental</u>
W 09 026 eng 1929	Burrows & Collins	142.00	100.00
W 09 026 eng 1933	Alton Parker	100.00	100.00
W 2287 eng 1732	Intern. Paper Co.	34,787.1	17,837.00
W 09 026 eng 1470	G. C. Thomas	38.	31.50
W 09 026 eng 1635	Bertha Royals	15.	10.00
W 09 026 eng 1469	J. W. Vaught, et al	764.	700.00
W 09 026 eng 1474	A. E. Chestnut	112.	300.00
W 09 026 eng 1471	B. D. Edge	51.1	150.00
W 09 026 eng 1076	James F. Watts	17.4	75.00

- (3) The range consists of 36,624.57 acres of timber and farm lands which were used as an air to ground gunnery range and on which 9 steel towers and a landing strip have been constructed.
- (4) Except for the target area, property is undamaged.
- (5) The range has been used as air to ground gunnery range.
- (6) There are no auxiliary facilities.
- (7) There are no contractual commitments.
- (8) There are no services currently being rendered, there are existing obligations to the Army Navy Lumber Agency and to Mr. D. D. Goude in the form of permits for timber cutting.

b. Conway Bombing Range.

- (1) This range is located in Horry County, 3 miles NE of Myrtle Beach, South Carolina.
- (2) 14,399.07 acres are fee simple, timber and farm lands. 36,849.93 acres are leased, timber and farm lands covered by the following leases:

<u>Lease No.</u>	<u>Lessor</u>	<u>Acreage</u>	<u>Annual Rental</u>
W 2287 eng 1732	Intern. Paper Co.	937.2	\$ —
W 09 026 eng 1077	Luther R & M Ambrose	69.6	100.00
W 09 026 eng 1930	Kathleen Metcalf	1002.1	1,500.00
W 09 026 eng 1928	George C. Grier	62.0	50.00

REPRODUCED AT THE NATIONAL ARCHIVES

RESTRICTED

Hq TAC, Langley Field, Va. Subj: "Disposal of Real Estate, Myrtle Beach
AAFld, South Carolina" (Continued)

<u>Lease No.</u>	<u>Lessor</u>	<u>Acreage</u>	<u>Annual Rental</u>
W 09 026 eng 1932	George S. Eaddy	153.0	175.00
W 09 026 eng 2734	D. D. Gonde	25.22	35.00
W 09 026 eng 2865	O. T. Skinner	16.2	27.50
W 09 026 eng 2866	Boyd Jacobs	10.3	15.00
W 09 026 eng 4072	Edward C. Gribb	10.0	5.00
W 09 026 eng 4072	Edward C. Gribb	38.0	30.00

- (3) The range consists of 50,649 acres of timber and farm land which were used for medium and high altitude bombing, dive bombing and an air to ground gunnery range. There have been 9 steel towers, 2 wooden towers, 2 wooden towers and targets constructed on this range.
- (4) Except for target area, property is undamaged.
- (5) The range has been used as a bombing and rocket firing range.
- (6) There are no auxiliary facilities.
- (7) There are no contractual commitments.
- (8) There are no services currently being rendered and there are no existing obligations of or to AAF, Army or Navy or other Federal Agencies.

c. Brookgreen Range #14. This range was declared excess to needs of Tactical Air Command in letter, this headquarters dated 3 April 1947, to Commanding General, Army Air Forces, subject: "Disposal of Brookgreen Range #14, Myrtle Beach AAFld, Myrtle Beach, S. C."

- d. Francis Marion Bombing Range No. 1
- Francis Marion Bombing Range No. 2
- Francis Marion Bombing Range No. 3

The above ranges were declared excess to the needs of TAC by this headquarters, 2nd Indorsement to Commanding General, Army Air Forces, dated 11 April 1947, to letter, Myrtle Beach Army Air Field, subject: "Disposal of Real Estate," dated 28 March 1947.

3. This headquarters visualizes no need for the retention of Myrtle Beach Army Air Field or the Radio Range Site if the facilities listed in paragraph 2 above are declared surplus. The ~~Overwater~~ Aerial Gunnery and Strafing Range and Murrells' Inlet Crash Boat Station and Dock, however, can be utilized by aircraft based at Shaw Field, Sumter, South Carolina.

RESTRICTED

Hq TAG, Langley Field, Va. Subj: "Disposal of Real Estate, Myrtle Beach AAFld, South Carolina" (Continued)

4. The following information set forth in the form and order as outlined in paragraph 11, AAF Regulation 85-3 pertains to Myrtle Beach Army Air Field proper and the Radio Range Site thereat:

a. Myrtle Beach Army Air Field

(1) Myrtle Beach Army Air Field is located 2 miles South of Myrtle Beach, South Carolina on Highway #17.

(2) The field consists of 4,593.72 acres of Government owned timber and farm land and 1187.88 acres of leased land cover under the following leases:

<u>Lease No.</u>	<u>Lessor</u>	<u>Acreage</u>	<u>Annual Rental</u>
W 09 026 eng 1426	Intern. Paper Co.	750.	\$ 375.00
W 09 026 eng 916	Woodson Corp.	60.85	175.00
W 09 026 eng 3405	S.C. Forest Comm.	180.00	1.00
W 09 026 eng 1931	Harold C. Lewis, et al	66.78	200.00
W 09 026 eng 3987	Harold C. Lewis, et al	130.25	750.00
SW 09 026 eng 1505	J. D. Hucks & wife	12.91	25.00*

(3) There no construction projects completed in the preceding 90 days costing in excess of \$10,000.00.

(4) Present condition of the field is good.

(5) Myrtle Beach Army Air Field is being used as an airfield in conjunction with bombing and gunnery activities on the Conway and Georgetown Ranges.

(6) Auxiliary facilities have been listed in paragraphs 1 and 2 above.

(7) There are no contractual commitments or construction projects affecting disposition of the field.

(8) There are no services currently being rendered and there are no existing obligations of or to other Army Air Forces, Army or Navy installations or other Federal Agencies.

b. Radio Range Site

(1) The Radio Range Site is located 1 mile southwest of the Westerly most boundary of Myrtle Beach, South Carolina.

(2) The site consists of 12.91 acres of leased timber land covered under Lease No. W 09 026 eng 1505 (as listed above *).

CLASSIFIED

Hq TAC, Langley Field, Va. Subj: "Disposal of Real Estate, Myrtle Beach
AAFld, South Carolina" (Continued)

(c) There have been no construction projects completed in the preceding ninety days costing in excess of \$10,000.00.

(d) Condition of the property is good.

(e) The facility has been utilized as an integral part of Myrtle Beach Army Air Field.

(f) There are no auxiliary facilities.

(g) There are no contractual commitments and there are no construction projects affecting disposition of the field.

(h) There are no services currently being rendered and there are no existing obligations of or to other Army Air Forces, Army or Navy installations or other Federal Agencies.

5. If the facilities listed in paragraph 2 above are declared surplus to Army Air Forces, it is recommended that:

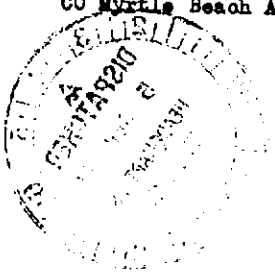
a. The declaration of surplus be effective not prior to 15 November 1947.

b. Myrtle Beach Army Air Field and the Radio Range Site, listed in paragraph 4 above, also be declared surplus.

FOR THE COMMANDING GENERAL:

Info Copies To:
CG 9th AF, Greenville, S.C.
CG Myrtle Beach AAFld, S.C.

LEIGHT T. ROBINSON
Major, A.G.D.
Asst. Adj. Gen.



REPRODUCED AT THE NATIONAL ARCHIVES

RESTRICTED

AFDIN 2D/2
Mr Pieper/amcd/4443 91
wrtn 15 Sept 47

BUDGET & GROUNDS

SUBJECT: Disposal of Real Estate, Myrtle Beach Army Air Field,
South Carolina

AFDIN 2D/2

1st Ind

Hq, Army Air Forces, Washington 25, D. C.

18 SEP 1947

TO: Director of Service, Supply and Procurement, WDGS
ATTN: Service Group - Installations Branch

1. The premises described as the Georgetown Bombing and Gunnery Range, Conway Bombing and Gunnery Range, the Myrtle Beach Air-to-Ground Gunnery Range No. 15, also known as Garden City Range No. 15, the Charleston Precision Bombing Range, the McClellansville Precision Bombing Range No. 2, the Andrews Precision Bombing Range No. 3 (the last three also known as the Francis Marion Bombing Ranges Nos. 1, 2 and 3, respectively), and the Brookgreen Air-to-Ground Gunnery Range, Brookgreen Range No. 14, all in South Carolina, and all other auxiliary facilities of the Myrtle Beach Bombing and Gunnery Range except those more specifically described in Paragraph 3 following are no longer required for the needs of the Army Air Forces. Information required pursuant to paragraph 3a, Circular 2, War Department 1947, is contained in basic communication, map inclosed and Paragraph 4 following.

2. Attention is invited to Paragraph 2a (2) of basic communication, setting forth in detail the lease contracts and pertinent information which indicates the leases to be those constituting the Georgetown Bombing Range. Such leases, however, actually cover the Conway Bombing and Gunnery Range; whereas, the leases more particularly described in Paragraph 2b (2) as being the leases affecting the Conway Bombing Range actually cover the leases obtained for the Georgetown Bombing and Gunnery Range.

3. The following facilities described in Paragraph 1 of basic communication are not included in this declaration of excess and will be retained at the Myrtle Beach Army Air Field for use as

OFFICE SYMBOL	1.	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS		6			

RESTRICTED

RESTRICTED

SUBJECT: Disposal of Real Estate, Myrtle Beach Army Air Field, South Carolina

an airfield and as a base for air to air gunnery:

- a. Myrtle Beach Army Air Field.
- b. Murrells' Inlet Crash Boat Station and Dock.
- c. Radio Range Site.
- d. Overwater Aerial Gunnery and Strafing Range.

4. To meet the requirements of Paragraph 3a, Circular 2, War Department 1947, additional information is furnished concerning those installations which are not sufficiently described in basic communication:

a. The Brookgreen Range No. 14 is located in Georgetown County, South Carolina, and is approximately 15½ miles southwest of Myrtle Beach. This range is leased by the Government under Lease Contracts Nos. W 09 026 Eng 1320 and W 09 026 Eng 2979 from the Brookgreen Gardens, Lessor, and consists of 946 acres of land, together with a 30 ft x 2 ft x 1 ft concrete target base installed.

b. Francis Marion Bombing Ranges Nos. 1, 2 and 3, also known as Charleston Precision Bombing Range No. 1, McClellansville Precision Bombing Range No. 2 and Andrews Precision Bombing Range No. 3 are parts of the Francis Marion National Forest and were acquired by memorandum of understanding dated 19 August 1944 from the Department of Agriculture and consist of 8839, 3841 and 3736 acres of land, respectively, with no improvements. There is an outstanding Lease W 09 026 Eng 3189 to Harvey Phyll et al covering 22.7 acres of land at an annual rental of \$35.00, affecting the Francis Marion Bombing Range No. 2.

c. The facility, known as the Marine Railway and Loading Docks, was acquired by the Government under leasehold interest Contract W 2267 Eng 1110 from Luther Smith and consists of .10 acres of land, more or less.

OFFICE SYMBOL	1.	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

RESTRICTED

SUBJECT: Disposal of Real Estate, Myrtle Beach Army Air Field,
South Carolina

d. The Singleton Swash Gunnery Range consisting of 760 acres acquired by Lease Contract W 2287 Eng 1024 from the Myrtle Beach Farms Co. was declared excess to the requirements of the Army Air Forces by 2nd Indorsement from this headquarters to your office dated 16 December 1946 and was declared surplus by the War Department effective 19 December 1946 by Disposition Form WDOSP/C2 13321 dated 27 December 1946.

e. Garden City Range No. 15, also known as Myrtle Beach Air-to-Ground Gunnery Range No. 15, consisting of 76 acres of leased land with right-of-way was declared excess to the requirements of the Army Air Forces by 3rd Indorsement from this headquarters to the Chief of Engineers with the request that subject range be disposed of in accordance with existing regulations. A copy of this action was transmitted for the files of your office.

5. In accordance with provisions of above-cited circular, it is requested that all of the herein described facilities with the exception of those facilities mentioned in Paragraph 3 hereof and also described in Paragraph 1 of basic communication be declared surplus and disposed of in accordance with existing laws and regulations.

6. This headquarters has been informally advised by a representative of the National Guard Bureau that one of the above-described ranges will be needed by said Bureau and that a request will be submitted to your office within the next 48 hours.

FOR THE COMMANDING GENERAL:

1 Incl:
Drawing 3704-14 (dup)

For distribution of copies, see attached sheet.

OFFICE SYMBOL	1.	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS			B		

RESTRICTED

~~RESTRICTED~~

SUBJECT: Disposal of Real Estate, Myrtle Beach Army Air Field,
South Carolina

DISTRIBUTION OF COPIES:

Asst Secy of War for Air — Attn: Mr Zuckert
 L&LD
 Chief of Air Staff
 TAC w/map
 OCE
 Res & Natl Guard Div, AC/AS-3
 Control Sect, Constr Br — Attn: Mr Crow
 Liaison Officer — Attn: Mr Houck
 Lt Col McCabe, Operations Div, AC/AS-3
 Installations Data Br
 Util Sect, U&A Br

Major General, USA
 Chief, Air Installations Division
 Assistant Chief of Air Staff - 4

MEMO FOR RECORD: R/S fm Maj Steinle, 8 Sept 47,
U&A Br

Coordination of AC/AS-3 is not necessary in view of
 previous coordination regarding disposition of Myrtle
 Beach Bombing Range by that office

19 SEP 1947
 AAG - MAIL ROOM

OFFICE SYMBOL	1. AFDIN	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	<i>Steinle</i>				
	<i>McCabe</i>				

MEMORANDUM FOR THE RECORD

30 September 1947

MEMORANDUM

SUBJECT: Conway and Georgetown Bombing Ranges, South Carolina

FROM: W. D. Member, ACC Subcommittee on Airspace, Rules of the Air and Air Traffic Control, Rm. 4D981, The Pentagon, Washington 25, D. C.

TO: Commerce Member, ACC/Airspace Subcommittee

1. For your information, the bombing ranges in the vicinity of Conway and Georgetown, South Carolina, have been declared excess to the needs of the United States Air Force, ~~effective 1 November 1947~~.

2. Since the subject ranges are under the jurisdiction of Tactical Air Command, action is being taken by their Headquarters through the Atlanta Regional Subcommittee to have the present danger areas over the Conway and Georgetown Bombing Ranges rescinded after 1 November 1947.

*To Central Files
Subd. 27-10*

JEROME J. McCABE
Lt. Colonel, USAF
W. D. Member, ACC/ASP

MEMO FOR RECORD: This memo was requested by the Commerce member of the ACC/Air-space Subcommittee for his record.

Conway and Georgetown ranges were declared to the War Department as being excess to the needs of the AAF per 1st Ind. fr AFDIN, to the Director of Service, Supply & Procurement W. D. General Staff, dtd 19 Sep 47, subj: "Disposal of Real Estate, Myrtle Beach AAFld, North Carolina".

Tactical Air Command has requested use of these ranges until 1 Nov. 47, in order to complete bombing and gunnery training of units presently located at Myrtle Beach AAFld.

OFFICE SYMBOL	1. AFCOP*B	2. AFCOP	3. AFCTA	4. AFDIN	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	<i>Col. Br...</i>	<i>Col. Br...</i>	<i>Col. Br...</i>	<i>Col. Br...</i>	
	<i>Col. Br...</i>		<i>Col. Br...</i>	<i>Col. Br...</i>	

HEADQUARTERS
MYRTLE BEACH AIR FORCE BASE
Myrtle Beach, South Carolina

13 Feb 1948

SUBJECT: Bombing Range Clearance

TO : Commanding Officer
Myrtle Beach Air Force Base
Myrtle Beach, South Carolina

1. The undersigned, currently on TDY this station per par 8, Special Order 26, Headquarters, Ninth Air Force, dated 6 Feb 1948, for purpose of clearing bombing and rocket ranges has conducted a survey of existing conditions which are outlined below for your information together with recommendations.

2. The request from this station was for disposal of certain unexploded items of ordnance that had been previously located and marked. These items were distributed between two target areas. However, items were not accurately plotted on range map and over a period of time some markers have disappeared. This will necessitate a search for these items. In addition, the job of locating and marking was not completed.

3. The location of these target areas is in low swampy ground, the substance of which is soft sand. The major portion of these areas is under water at the present time and will be until well into dry season.

4. Recommend this team locate and dispose of items now marked and those which can be located at this time within boundaries of target areas that are not submerged. Further recommend that team be sent to this station in dry season (July-August) in sufficient number and with equipment to police territory surrounding target areas, which is overgrown and swampy and ground within target areas now under water.

5. Unexploded items which can be effectively located and disposed of at the present time can be cleared within the allotted time, provided with personnel and equipment on hand.


FRANCIS P. MCQUIRE
1st Lt. Ordn. Dept.

REV. 8

11 FINI

PLEASE REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

602 Myrtle Beach AAF,
South Carolina ENCL

17 February 1948

War Assets Administration
Office of Real Property Disposal
Tempo "Eye"
Washington 25, D. C.

S. C. 2

Gentlemen:

The Department of the Army has placed in category of surplus, effective 4 February 1948, the Georgetown Bombing Range and Conway Bombing Range, South Carolina, which are auxiliaries to the Myrtle Beach Army Airfield, South Carolina.

(4)

The Georgetown Bombing Range includes approximately 35,301.35 acres of land owned in fee by the Government, which is located in Georgetown County 24 miles southwest of Myrtle Beach, South Carolina. This area consists of timber and farm lands which were used as an air-to-ground gunnery range.

The Conway Bombing Range includes 14,399.07 acres of land owned in fee by the Government which are located in Horry County three miles northeast of Myrtle Beach, South Carolina. This area consists of timber and farm lands which were used for medium and high altitude bombing, dive bombing, and air-to-ground gunnery range.

The above mentioned areas will be declared to the War Assets Administration on WAA Forms 1005 in the near future.

FOR THE CHIEF OF ENGINEERS;

Sincerely yours,

H. O'NEILL
Assistant, Management & Disposal Division
Real Estate

FEB 18 15 03 BH 48

ORPD
MAIL CONTROL



19 FEB 1948
237405

(1) County Road

1 - 1775 lbs. (1775) containing 17 1/2
Moss cases, 1775 lbs. and small black powder charges.

(2) Range 81

2 - 250 lb. 8 1/2" Moss w/15-Moss Cases
1 - Moss powder spilling charge
1 - Mill Millal Moss Pan
2 - Incendiary Moss

b. Investigation conducted re reported contamination in Francis Marion Range Area, McMillanville, S.C. Items reported by Forrest Sams, Jr., Craig, inspected in the presence of Mr. Craig. Items reported and inspected are exploded and without hazard.

c. Comments and Recommendations:

- (1) County Road Area, Tracts 80-301 and 80-302 are decontaminated to the greatest possible extent consistent with the physical condition of the swamp areas involved.
- (2) Range 81 areas are under water and inaccessible. Should be re-checked during a dry season.

SECRET
The following information was obtained from the records of the
Department of Defense, Office of the Inspector General, in a
response to a request for information dated 10/12/78.
The information was obtained from the records of the
Department of Defense, Office of the Inspector General, in a
response to a request for information dated 10/12/78.
The information was obtained from the records of the
Department of Defense, Office of the Inspector General, in a
response to a request for information dated 10/12/78.

HEADQUARTERS NINTH AIR FORCE
GREENVILLE, SOUTH CAROLINA

A/G

9AF 684 (3 Mar 48)

3 March 1948

SUBJECT: Bombing Range Clearance

TO: Commanding Officer
Myrtle Beach Air Force Base
Myrtle Beach, South Carolina

1. Reference is made to 2nd Ind, this headquarters, file 9AF 684, dated 24 Feb 48, to letter your headquarters, file MB 684, subject as above, dated 13 Feb 48.

2. Action has been taken by this headquarters as contemplated, placing 1st Lt Francis P. McGuire, together with four enlisted bomb disposal technicians and ten enlisted men (basic) on temporary duty at your station effective approximately 1 March 1948 to continue subject work.

3. It is necessary that bomb disposal support be provided at Lawson Air Force Base, Columbus, Georgia, for Operation Combine II, during the period 8 to 18 March 1948. Inasmuch as Lt McGuire is the only qualified bomb disposal officer available within this command, it will be necessary that this officer and two enlisted bomb disposal technicians suspend the subject work for the above period. It is the consensus of this headquarters that the remainder of the team can continue with reconnaissance work of flagging any munitions to be disposed of, under supervision of the senior non-commissioned bomb disposal technician. Such work must be carefully performed to insure that all areas are covered and a map prepared to indicate same.

4. Reference is made to letter your headquarters, file MB 4716, subject: "Decontamination of Bombing and Gunnery Ranges", dated 19 Feb 48. It is desired that similar information be furnished at the time Lt McGuire departs for the assignment described in par 3 above, if appropriate, and periodically thereafter as applicable to each range or major area thereof.

BY COMMAND OF MAJOR GENERAL OLD:

03061

W. L. Baxter
W. L. BAXTER
MAJSGT, ACD
Asst. Adjutant General

LS 270

In reply refer to: 71-2
Georgetown Hunting and Gunnery Range (7-66-41)
Conway Hunting Range (7-66-42) ✓
Myrtle Beach Air Force Base (7-66-43)

1948 2 1340

Honorable Ernest R. Maybank
United States Senate
Washington, D. C.

Dear Senator Maybank:

Reference is made to your letter dated July 21, 1948, relative to properties located in the Myrtle Beach area in Horry and Georgetown Counties, South Carolina.

The following installations within the aforesaid area were declared surplus by the Department of the Army to this Administration on June 22, 1948, viz:

Georgetown Hunting & Gunnery Range, located in Georgetown and Horry Counties, South Carolina, consisting of 30,279 acres of fee-owned land with improvements thereon.

Conway Hunting Range, located in Horry County, South Carolina, consisting of 19,246 acres of fee-owned land with improvements thereon.

4,608 acres of fee-owned land of the Myrtle Beach Air Force Base, Horry County, South Carolina, with improvements thereon.

The responsibility for the disposal of the above properties rests with our Atlanta Regional Office. It is suggested that you advise any of the constituents who are interested in the above properties, to communicate directly with the Regional Office, 679 Peachtree Street, N.E., Atlanta, Georgia. That Office will be in a position to furnish your constituents with information as to the plan of sale and the approximate time that the properties will be advertised.

Sincerely yours,

Jess Larson
Administrator

CA13201
TH:atts-4821-ak
Hon. Ind. Div. 711-2
Room 1311 Bldg. I
7-23-48
cc: Deputy Adm. PD.
Adm. AA
Reg. Dir. RAT-70, Atlanta, Ga.
DE

WAR ASSETS ADMINISTRATION

ATLANTA REGION

699 PONCE DE LEON AVE., N. E.
ATLANTA 5, GEORGIA

October 22, 1948

IN REPLY REFER TO:
RAT-PPM-C-Crawford

135-3

Handwritten notes:
DRPD
7/1/48
~~17-1-48~~
~~2-1-48~~

5

To: Arthur J. Wilson, Director, Property Management Division-PPM
Washington, D. C.

From: ~~99 Dieselhorst~~
Fred W. Dieselhorst, Chief, Property Management Division

Subject: Preliminary Inspection Report,
Conway Bombing and Gunnery Range
W-SC-42 ✓

Handwritten note:
met the Beaches

In accordance with Report Control No. RP-F-13,
we are attaching the original and two copies of Preliminary
Inspection Report on the subject facility.

Because no protection and maintenance is required,
Section II, Fire Inspection Report, will not be necessary.

Attachments
3 copies report

RECEIVED

NRN
HOP Oct 27
~~267573~~

J. Statement: Any alterations, repairs, or removals of buildings,
change in original plans: Not known.

PRELIMINARY AND FIRE INSPECTION REPORTSECTION I - PRELIMINARY REPORT

DATE OF INSPECTION: September 11, 1948

PREPARED BY: Regional Property Management Division

APPROVED BY: Fred W. Dieselhorst, Chief
Property Management Division

- A. Name of Facility: Conway Bombing and Gunnery Range, W-SC-42
- B. Location: Near Myrtle Beach, in Horry County, South Carolina
- C. Owning Agency: War Department, U. S. Corps of Engineers,
South Atlantic Division, Post Office Building
Savannah, Georgia
- D. Operating Contractor: None.
- E. Interim Lessee or Permittee: South Carolina State Highway Commission
- F. Previous Use of Installation: Training U. S. Army Air Forces in bombing
and gunnery.
- G. Proposed Date of Take-over by WAA: About November 1, 1948.
- H. General Statement and Description of Property: Prior to acquisition, prop-
erty was used for agricultural, timber, and pulpwood harvesting.

SUMMARY OF COSTS

<u>Lands</u>	<u>Acres</u>	<u>Acquisition Cost</u>	<u>Betterments</u>	<u>Totals</u>
Fee	15,635.44	\$354,072.21	* \$100,000.00	\$454,072.21

* Block 15, Schedule "A", states that the cost of betterments on this report is estimated, inasmuch as the final cost report (War Department Form 39, described as Miscellaneous Construction, Myrtle Beach Army Air Base and Bombing & Gunnery Range, South Carolina) does not give an itemized breakdown of amounts expended on this installation.

I. Type of Facility:1. Buildings -(type, kind, number, etc.)

There are no buildings on site.

There are nine (9) 54-ft. steel observation towers scattered over an area of about 25 miles on the following ranges:

Range #2	3 towers
Range #3	3 towers
Range #4	3 towers

J. Statement: Any alterations, repairs, or removals of buildings, change in original plans: Not known.K. Leases, Permits, Easements or Contractual Commitments of Owning Agency or Operating Contractor (Effect or Disposal):

1. Permit to S. C. State Highway Commission to extend road across reservation.
2. License to S. C. State Highway Commission to use road material from four (4) borrow pits on reservation.

L. Utilities: None.

SECTION I - (Continued)

-2-

- K. Fire and Safety Installations and Equipment: None.
- N. Protection, Care, Maintenance and Custody Items:
(a) Required: None.
(b) Available: None.
- O. Adequacy of Stock Records:
1. (Description of kind and class of property, condition, and location) Real Estate only.
2. Is spot check satisfactory: Yes.
3. What additional information is needed and by whom? Nothing.
- P. Transportation Facilities: (Availability, nature, extent, kind)
Railroad: A.C.L.
State Roads 51, 90, 707
Federal Roads 17, 501, 701
- Q. General Information: (Kind and method of disposal, type of protection and maintenance needed, time and method of acceptance of accountability, contracts of owning agency - kind, class, type, duration - decontamination performed and additional needed.)
1. Disposal presumably through FCA.
2. Periodic inspection -- no need for protective force.
3. On or about November 1, 1948, acceptance of custody on EMC Form 101.
4. No known contracts.
5. Decontamination certificate received.

Harrison

WAR ASSETS ADMINISTRATION
699 Ponce de Leon Avenue, N.W.
Atlanta 5, Georgia

PTT

In reply refer to:
WAR-PEM-C

2337

November 29, 1948

TO : Arthur J. Wilson, Director
Property Management Division
Washington, D. C.

(6)

FROM : *E. W. Dieselhorst*
E. W. Dieselhorst, Chief, Property Management Division

SUBJECT: Conway Bombing Range - W-33-42 ✓

Custody and accountability of the above installation was assumed by this Administration as of 12:01 A. M., November 26, 1948.

No personnel will be required at this facility, and no P and M cost is anticipated.

cc: Atl Reg Dir

FOR CRFD

Files

11/30
NOV 30 1948

NRN-603
~~270378~~

MYRTLE BEACH ARMY AIRFIELD

ANALYSIS OF EXISTING FACILITIES

Myrtle Beach Army Air Field, located in Horry County, South Carolina, two miles Southwest of Myrtle Beach, South Carolina, was constructed and activated in August, 1942. The present mission of this base is to furnish all necessary housing, facilities, supplies, services, etc.; also, technical assistance to the tactical groups on temporary duty at this station to complete their bombing, gunnery, and rocket training requirements. Sufficient housing and other facilities are at present available to accommodate one Fighter or Bomber Group. Target areas are available for all types of bombing, gunnery, and rocket training.

1. LAND AND WATER AREAS:

a. Myrtle Beach Army Air Field (Airport Area) (Tabs A-1 and B).

(1) Location: Myrtle Beach Army Air Field is located in Horry County, South Carolina, two miles Southwest of Myrtle Beach, South Carolina, along U.S. Highway #17, and is bounded on the South by U.S. Highway #17 and the Atlantic Ocean, on the North, by U.S. Highway #601, on the West by Hicks Road and a perimeter fence, on the East by a perimeter fence and a paved road running from U.S. Highway #601 to U.S. Highway #17.

(2) Acreage: This installation is comprised of approximately 6,000 acres, of which 5,000 acres are Government owned and 1,000 acres Government leased.

(3) Terrain: The terrain of this base is generally flat and swampy, and is well drained.

(4) Installed Property: There are approximately 375 buildings on this base, of which 86% are T/O Type construction, 1% Permanent Type construction, and 13% Mobilization Type construction, as indicated by building schedule on Tab B. These buildings provide housing, storage, training, shops, etc.

(5) Present Use: The area of Myrtle Beach Army Air Field is committed to the following uses: (See Tab A-1):

(a) Operations Area: As indicated by blue color, this area consists of all lands occupied by runways, shoulders, aprons, taxiways, hardstands, approach zones, operations buildings, Headquarters buildings, utility buildings, shop buildings, and gasoline storage. There are approximately 2500 acres in this area, of which 1750 acres Government owned and 750 acres are Government leased. That part of area occupied by the end zones and adjacent to the runways and aprons

generally composed of select borrow material, stabilized with lespedeza and bermuda sod. It is generally high, well drained land. The area to the North of the runways forming the flight corridor and the area to the West is low and swampy covered with heavy undergrowth.

(b) **Cantonnement Area:** As indicated by green color, this area consists of all land occupied by administrative, recreational, housing, and messing facilities, etc. There are approximately 1200 acres in this area, all Government owned. This area is generally rolling timber land interspersed with gum swamps and is well drained.

(c) **Training Area:** As indicated by yellow color, this area consists of all land occupied by training buildings, class rooms, and shops. There are approximately 70 acres, all Government owned, in this area, which is low, flat, timber land, well drained.

(d) **Ordnance Area:** As indicated by brown color, this area consists of all land occupied by igloos, magazines, warehouses, and powder houses, inclosed by anti-personnel fence and served by a railroad spur. This area consists of approximately 55 acres, all Government owned, which is low swampy timber land, and is well drained.

(e) **Family Messing Quarters Area:** As indicated by red color, this area consists of all land occupied by converted barrack type quarters for officers and enlisted men and VVA trailer camp sites for which revocable permit has been issued. This area consists of approximately 215 acres of which 70 acres are Government owned and 145 acres are Government leased. This area is generally high rolling timber land and is well drained.

(f) **Hospital Area:** As indicated by purple color, this area consists of land occupied by a 177 bed hospital, nurses' quarters, and central heating plant. This area consists of approximately 15 acres, all Government owned, of high sandy soil timber land, and is well drained.

(g) **Recreation Area:** As indicated by black color, this area consists of land occupied by parade ground, football field, baseball and softball diamonds, tennis, handball and volley ball courts. This area consists of approximately 30 acres of cleared sandy land, and is stabilized with heavy bermuda and lespedeza sod.

(h) **Small Arms Range Area:** As indicated by blue cross-hatching, this area consists of all land occupied by pistol, carbine, and other small arm ranges. This area consists of approximately 560 acres, 143 acres of which are Government owned and 417 acres are Government leased. The terrain is generally rolling timber land, sloping to the sand dunes the Atlantic Ocean.

(i) **Non-Use Area:** As indicated by black cross-hatch

Government owned and 15 acres are Government leased. This land, some of which is agricultural, is generally low, flat, and covered with a heavy growth of original and second growth timber.

(6) Recommendations:

(a) Family Housing Quarters: That all Government owned land in this area be retained, and that all Government leased land be acquired by immediate purchase, as temporary housing units are partially on leased property, and the leases expire at the termination of the present emergency.

(b) Small Arms Range Areas: As 417 acres in this area are under Government lease, they should be acquired for anticipated future use. It is recommended that acquisition be made by purchase as the leases expire at the termination of the present emergency.

b. Myrtle Beach Aerial Bombing and Gunnery Range, Georgetown County, (Tab A-2).

(1) Location: Located approximately 12 miles north of Georgetown, South Carolina, beginning at the intersection of U.S. Highway #701 and State Highway #61, this range is bounded on the east and west by these two highways, and on the north by South Carolina State Highway #707 and Carver's Bay Road.

(2) Acreage: This area consists of approximately 45,500 acres, 33,500 acres of which are Government owned and approximately 2,500 are Government leased. (Refer to Tab A-2 for regional location).

(3) Terrain: Approximately 90% of the area is timber and swamp land. Approximately twenty million board feet of good merchantable timber is ready for harvesting. The remainder is agricultural land. The whole area is generally flat, marshy, and poorly drained.

(4) Installed Property: The only Government installed property on this range are nine Regulation size steel observation towers, with approximate value of \$5,000.00 each. Other structures acquired by purchase and lease are farm dwellings, barns, etc., which have deteriorated beyond any appreciable value.

(5) Present Use: This area is presently used for bombing ranges. Targets are provided for high, medium, and low altitude bombarding, parafrag bombing, rocket firing, and night strafing.

(6) Recommendations: As stated above, there are approximately 2,500 acres under Government lease on this range. (Shown by lease on Tab A-2). As present and future needs are anticipated for continued use to fulfill the mission of this base, it is recommended that the

All merchantable timber be harvested, and all pulp wood on and adjacent to the target areas be sold before the timber value is depreciated by bomb fragments, and machine gun bullets.

c. Myrtle Beach Aerial Gunnery and Bombing Range, Horry County, (Tabs A-2 and A-4).

(1) Location: This bombing range is located approximately three miles North of Myrtle Beach, South Carolina, bounded on the South by the Intra-Coastal Waterway, on the West by the Atlantic Coast Line Railroad, on the North by South Carolina Highway #60, and on the East by a well marked secondary road running North and South from Highway #60 to the Intra-Coastal Waterway.

(2) Acreage: This area consists of approximately 52,000 acres, 16,000 acres of which are Government owned, and 36,000 acres Government leased.

(3) Terrain: Approximately 90% of the area is covered with second growth pine and heavy vegetation. The remainder is agricultural land. This area is generally flat, marshy, and poorly drained.

(4) Installed Property: The only Government installed property are nine Regulation size steel observation towers with approximate value of \$5,000.00 each, and railroad tracks which provide a moving platform for machine gun firing. Other structures acquired by purchase and by lease are farm dwellings, barns, etc., which have deteriorated beyond any appreciable value.

(5) Present Use: The present use of this range is to provide only two targets; one, range #III, provides high and medium bombing, skip bombing and rocket targets for day, and the other range, #II, provides high and medium bombing for night; also, skip bombing, rocket, and parafrag for day. The red border indicates the area previously recommended for disposal as surplus to the needs of this base. To date, no action has been taken.

d. Brookgreen Gunnery Range, Georgetown County, (Tab A).

(1) Location: Located approximately 16 miles Southwest of Myrtle Beach, South Carolina, along U.S. Highway #17, bounded by U. S. Highway #17 on the Northwest, by the Atlantic Ocean on the South, and by salt water marshes on the West and East.

(2) Acreage: This area consists of approximately 245 acres, all under Government leases.

(3) Terrain: The terrain of this area is Flat, with salt water marshes, which are affected by the ocean tides.

(4) Installed Property: Government installed property on this area consists of six mounted air-to-ground gunnery targets.

(5) Present Use: Air-to-ground gunnery and cannon range.

(6) Recommendations: As no other range is available, to provide an adequate air-to-ground gunnery range for the fulfillment of the mission of this base, it is recommended that 960 acres of this area, presently under Government lease, as shown on Tab A, be acquired by purchase, as leases expire at the termination of the present emergency.

e. Singleton Swash Range, Horry County (Tab A).

(1) Location: This range is approximately 7½ miles Northeast of Myrtle Beach, South Carolina, along U.S. Highway #17. It is bounded on the North by the old Kings Highway, on the East by Bear Creek, on the South by the Atlantic Ocean, on the West by lands owned by Myrtle Beach Farms Company.

(2) Acreage: This range consists of approximately 760 acres, all of which are Government leased.

(3) Terrain: This area is generally high, rolling towards the sand dunes and Atlantic Ocean, covered with timber and vegetation.

(4) Installed Property: There is no Government installed property on this range.

(5) Present Use: This range is neither presently used nor contemplated for future use.

(6) Recommendations: The owner of this land has the privilege of revoking his lease in either June or December of any year on a thirty day notice. He has served this notice, and it is recommended that this land be released at the earliest practicable date.

f. Air to Ground Gunnery Range, Georgetown County (Tab A).

(1) Location: This area is located approximately 14 miles Southwest of Myrtle Beach, South Carolina, along U.S. Highway #17, and is bounded on the Southeast by the Atlantic Ocean, on the Southwest by Murrell's Inlet, South Carolina, on the Northwest by marsh lands, on the Northeast by Garden City Development Company.

(2) Acreage: This range, consisting of 76 acres, is Government leased. There is also an access road and telephone outpost lease on of 12.5 acres.

(4) **Installed Property:** The only installed property on this range is temporary air to ground gunnery targets.

(5) **Present Use:** This range is presently used for air to ground gunnery.

(6) **Recommendations:** As many complaints have been filed by local residents concerning damage to private property by expended shells and annoyance caused by low flying airplanes, this range is impractical for future use after 1 May 1947. It is recommended that leases covering this area be cancelled on or about this date.

g. **Radio Marker Site, (Radio Range Station), Horry County, (Tab A).**

(1) **Location:** This site is located approximately one mile Southwest of the Southwestern boundary of the Airport Area.

(2) **Acres:** This area, consisting of approximately 12.91 acres, is Government leased.

(3) **Terrain:** This area is low, flat, and poorly drained.

(4) **Installed Property:** The installed property consists of two radio range buildings and two associated antennae towers.

(5) **Present Use:** The present use is to provide a radio range station for Myrtle Beach Army Air Field.

(6) **Recommendations:** This area is recommended for retention under its present lease.

h. **Crash-Boat-Dock, Georgetown County, (Tab A).**

(1) **Location:** This property is located approximately 14 miles Southwest of Myrtle Beach, South Carolina, in the village of Murrell's Inlet, on U.S. Highway #17.

(2) **Acres:** Property consisting of approximately 1.46 acres is Government leased.

(3) **Terrain:** The terrain is generally high land, sloping to the salt water marsh.

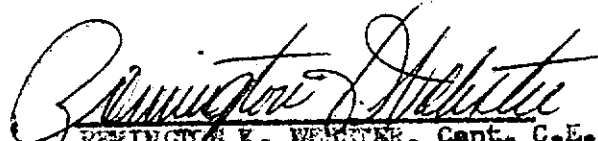
(4) **Installed Property:** The Government owned installed property consists of a deep-water well with pumps, gasoline storage tanks with pumps, wooden crescent boat dock, tool houses, and walk-ways. Other structures on leased property consist of one barrack type building and one mess building.

(5) **Present Use:** These facilities are used at present

6271

CERTIFICATE OF DEDUDDING

All lands within the Conway Bombing and Gunnery Range have been given a careful visual inspection and have been cleared of all dangerous and/or explosive materials reasonably possible to detect. To the best of my knowledge and belief, this range will not require additional dedudding to render safe for public use.


REMINGTON K. WEBSTER, Capt. C.E.
9300 TSU-CE, Det #8
Bomb & Shell Disposal Team

BIR 2 - SCHID

Conway



K. Boyle
South Carolina Wildlife & Marine Resources Department
Nongame & Heritage Trust Program
P.O. Box 167, 1006 Assembly St.
Columbia, South Carolina 29202

*SMCAC - I
USA TCE
Savannah*



INVEST IN OUR UNCOMMON W

RARE, THREATENED, AND ENDANGERED SPECIES OF Horry COUNTY

	STATUS.....	GRANK.....	SRANK.....	SCIENTIFIC NAME.....	COMMON NAME.....
ANIMALS:					
	UN	G5	S5	CLEMMYS GUTTATA	SPOTTED TURTLE
	FE	G2	S2	PICOIDES BOREALIS	RED-COCKADED WOODPECKER
	ST	G4	S3	STERNA ANTILLARUM	LEAST TERN
	SC	G5	S3?	URSUS AMERICANUS	BLACK BEAR
PLANTS:					
	UN	G3G4	S?	AGALINIS APHYLLA	COASTAL PLAIN FALSE-FOXGLOVE
	UN	G5	S?	AGALINIS MARITIMA	SALT-MARSH FALSE-FOXGLOVE
	FT	G2	S1	AMARANTHUS PUMILUS	SEABEACH PIGWEED
	UN	G5	S?	ANTHAENANTIA RUFA	PURPLE SILKYSCALE
	NC/C2	G1Q	SX	ARENARIA GODFREYI	GODFREY'S STITCHWORT
	RC	G3G4	S1	ASCLEPIAS PEDICELLATA	SAVANNAH MILKWEED
	UN	G5	S?	ASTER SPECTABILIS	SHOWY ASTER
	UN	G4	S?	BALDUINA UNIFLORA	ONE-FLOWER BALDUINA
	NC	G3	SX	CALAMOVILFA BREVIPILIS	PINE-BARRENS REED-GRASS
	UN	G3G5	S?	COREOPSIS GLADIATA	SOUTHEASTERN TICKSEED
	RC	G3	S2	COREOPSIS ROSEA	PINK TICKSEED
	UN	G5	S?	CROTONOPSIS LINEARIS	NARROWLEAF RUSHFOIL
	RC/C2	G3	S1	DIONAEA MUSCIPULA	VENUS' FLY-TRAP
	SL/C2	G3T2	S2	ECHINODORUS TENELLUS VAR PARVULUS	BURHEAD
	NC/C2	G2G3	S2	FIMBRISTYLIS PERPUSILLA	HARPER'S FIMBRISTYLIS
	RC	G3	S1	HELIANIUM BREVIFOLIUM	SHORTLEAF SNEEZEWEEED
	UN	G4	S?	HELIANTHEMUM GEORGIANUM	GEORGIA FROSTWEED
	FE	G1	S1	HELIANTHUS SCHWEINITZII	SCHWEINITZ'S SUNFLOWER
	SL	G4	S2	HEMICARPHA MICRANTHA	DWARF BULRUSH
	UN	G3G4	S3	ILEX AMELANCHIER	SARVIS HOLLY
	UN	G2G3	S?	LACHNOCAULON BEYRICHIANUM	SOUTHERN BOG-BUTTON
	UN	G4G5	S?	LECHEA TORREYI	PIEDMONT PINWEED
	NC	G3	S1	LILAEOPSIS CAROLINENSIS	CAROLINA LILAEOPSIS
	C2	G3G4	S3	LITSEA AESTIVALIS	PONDSPICE
	SL	G4	S1S2	LYGODIUM PALMATUM	CLIMBING FERN
	C2	G3?	S?	OXYPOLIS TERNATA	SAVANNA COWBANE
	NC/C2	G3	S1S2	PARNASSIA CAROLINIANA	CAROLINA GRASS-OF-PARNASSUS
	UN	G3G4	S?	PELTANDRA SAGITTIFOLIA	SPOON-FLOWER
	SL	G4G5	S?	PHYSOSTEGIA LEPTOPHYLLA	SLENDER-LEAVED DRAGON-HEAD
	C2	G2	S?	PLANTAGO SPARSIFLORA	PINELAND PLANTAIN
	C2	G3G4	S2	PTEROGLOSSASPIS ECRISTATA	CRESTED FRINGED ORCHID
	SL	G4T4	S?	PYXIDANTHERA BARBULATA VAR BARBULATA	WELL'S PYXIE MOSS
	UN	G?T?	S?	RUELLIA PEDUNCULATA SSP PINETORUM	
	UN	G4G5	S?	SABATIA BARTRAMII	BARTRAM'S ROSE-GENTIAN
	RC	G3	S1	SABATIA KENNEDYANA	PLYMOUTH GENTIAN
	UN	G3	S1	SARRACENIA RUBRA	SWEET PITCHER-PLANT
	FE	G2	S2	SCHWALBEA AMERICANA	CHAFFSEED
	UN	G4G5	S1	SPIRANTHES LACINIATA	LACE-LIP LADIES'-TRESSES
	SL/C2	G4?T2	S1	STYLISMA PICKERINGII VAR PICKERINGII	PICKERING'S MORNING-GLORY
	C2	G3	S?	TOFIELDIA GLABRA	WHITE FALSE-ASPHODEL

KEY

GRANK/SRANK - the Nature Conservancy rating of degree of endangerment:

- G1 - Critically imperiled globally because of extreme rarity or because of some factor(s) making it especially vulnerable to extinction
- G2 - Imperiled globally because of rarity or factor(s) making it vulnerable
- G3 - Either very rare throughout its range or found locally in a restricted range, or having factors making it vulnerable
- G4 - Apparently secure globally, though it may be rare in parts of its range
- G5 - Demonstrably secure globally, though it may be rare in parts of its range
- GH - of historical occurrence throughout its range, with possibility of rediscovery
- GX - Extinct throughout its range
- G? - Status unknown

- S1 - Critically imperiled state-wide because of extreme rarity or because of some factor(s) making it especially vulnerable to extirpation
- S2 - Imperiled state-wide because of rarity or factor(s) making it vulnerable
- S3 - Rare or uncommon in state
- S4 - Apparently secure in state
- S5 - Demonstrably secure in state
- SA - Accidental in state (usually birds or butterflies that are far outside normal range)
- SE - Exotic established in state
- SH - Of historical occurrence in state, with possibility of rediscovery
- SN - Regularly occurring in state, but in a migratory, non-breeding form
- SR - Reported in state, but without good documentation
- SX - Extirpated from state
- S? - Status unknown

STATUS - legal status:

- FE - Federal Endangered
- FT - Federal Threatened
- NC - Of Concern, National (unofficial - plants only)
- RC - Of Concern, Regional (unofficial - plants only)
- SE - State Endangered (official state list - animals only)
- ST - State Threatened (official state list - animals only)
- SC - Of Concern, State (unofficial - animals)
- SL - Of Concern, State (unofficial - plants)
- SX - State Extirpated
- PE/PT/C1/C2 - Proposed or candidate for federal listing
- UN - Undetermined

All information is based on the existing S.C. Heritage Trust data-base, and we do not assume that it is complete. Areas not yet inventoried by our biologists may contain significant species or communities. Also, our data are always in need of updating because as natural populations change over time, species must be added, dropped, or reclassified.



THE UNIVERSITY OF SOUTH CAROLINA

SOUTH CAROLINA INSTITUTE OF ARCHAEOLOGY AND ANTHROPOLOGY

January 11, 1995

Ms. Shirley Daniels
U S Army Technical Center for Explosives Safety
SMCAC-ESL
Savanna, Illinois 61074-9639

Dear Ms. Daniels:

This letter is in response to your request for information on archaeological sites located on the Conway Bombing and Gunnery Range, Horry County and the Georgetown Bombing and Gunnery Range, Georgetown County, South Carolina. In your request (both the January 9, 1995 DATAFAX and our recent telephone conversations) you stated that, at present, you need only a cursory response as to the presence/absence of archaeological sites in the bombing range areas. Below is a list (by 7.5 minute topographic quadrangle) of known, recorded sites located within your areas of interest.

QUAD NAME	NUMBER OF SITES
Conway	4
Nixonville	21
Hand	16
Wampee	11
Myrtle Beach	3

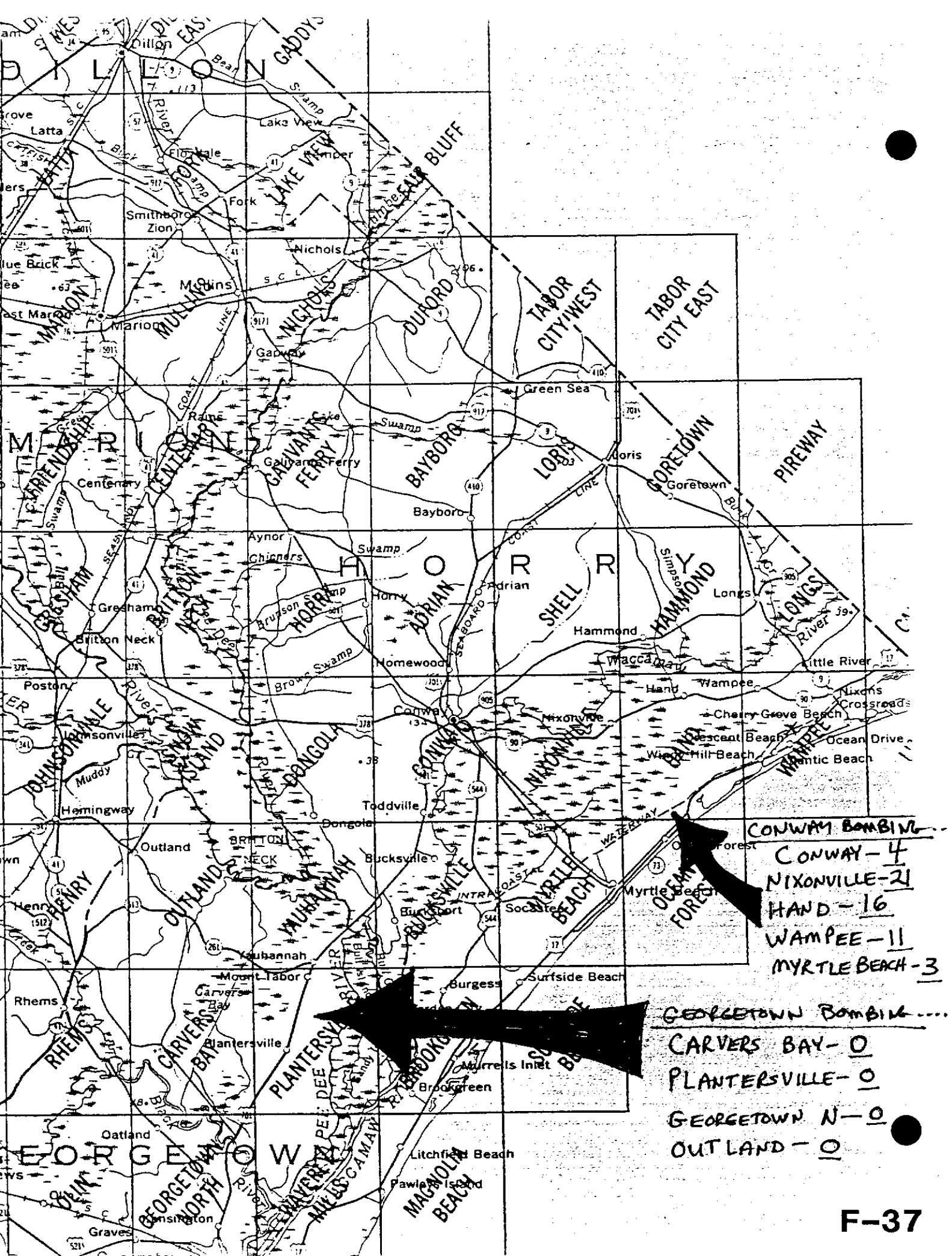
In preparing this list, I transferred the locations of the bombing ranges from your map to a USGS Topo Map Statewide Index. I then reviewed the Master Archaeological Locational Maps here in the State Site Files in order to identify sites that fell within the marked area. I have attached a copy of this map. Note that no known, recorded sites occurred within the boundaries of the Georgetown Bombing and Gunnery Range. I should remind you that the absence of sites in that area, as well as the relatively low number of sites occurring in the Conway Bombing and Gunnery Range, is likely due to the absence of professional systematic surveys conducted within these areas. Given the physiography and culture history of the area, and considering similar regions of the coast, there is a high potential for the occurrence of numerous additional sites in the areas you have marked.

If I can provide additional information please feel free to contact me.

Sincerely,

Keith M. Derting
Information Management Division

Attachments



CONWAY BOMBING
 CONWAY - 4
 NIXONVILLE - 21
 HAND - 16
 WAMPEE - 11
 MYRTLE BEACH - 3

GEORGETOWN BOMBING
 CARVERS BAY - 0
 PLANTERSVILLE - 0
 GEORGETOWN N - 0
 OUTLAND - 0

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX G

REAL ESTATE DOCUMENTS

APPENDIX G
REAL ESTATE DOCUMENTS

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- G-1 Tract Register, 2 March 1945 (B-53)
- G-2 Warning Notice, 12 February 1948 (B-54)
- G-3 Declaration of Surplus Property, 22 June 1948 (B-55)
- G-4 Transfer and Acceptance of Surplus Real Property,
26 November 1948 (B-56)
- G-5 Declaration of Surplus Property, (undated) (B-57)
- G-6 Real Property Classification (B-58)
- G-7 Leased Properties (undated) (B-59)
- G-8 Military Acquisition Project Report, 11 January 1950
(B-60)
- G-9 Real Property Disposal Report, 1 June 1956 (B-61)

ENG Form 1019
1 Sep 46

Office of the Chief of Engineers
Real Estate Division

TRACT REGISTER

11-21-41 RE-D 457
3-24-43 RE-D 2237 (Gen)
7-31-43 RE-D 2316 A (Gen)
10-29-43 RE-D 457 B (Gen)
11-30-43 RE-D 457 C (Gen)
2-4-44 RE-D 457 D (Gen)
5-20-44 RE-D 3047
7-5-44 RE-D 4008
3-2-45 RE-D 4500

PRELIMINARY
 FINAL TENTATIVE

(Separate Register to be prepared for each Real Estate Directive)

PROJECT (Official Name)		PURPOSE (As Set Forth in Directive)			DATE OF DIRECTIVE		DIRECTIVE NUMBER
CONWAY Bombing and Gunnery Range		Bombing and Gunnery Range			See Above		See Above
TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	ESTATE	METHOD	LAST ACTION STEP TAKEN	REMARKS (Including Contract No. of License)
A-1	D. J. Ammons, et ux	1.80	186.00	F	P	Final Opinion, 6-11-42	
A-2	Joseph M. Clardy, et ux	3.20	300.00	F	P	Final Opinion, 5-14-42	
A-4	Troy Bellamy, et ux	5.50	1,210.00	F	P	Final Opinion, 5-8-42	
A-5	R. Walter Bellamy	8.80	400.00	F	P	Final Opinion, 8-9-43	
A-6	M. A. & Ethel G. Clardy	242.00	5,350.00	F	D/T	Final Opinion, 8-23-50	
A-6-A	Burroughs & Collins Co.	358.80	7,100.00	F	P	Final Opinion, 8-3-43	Formerly known as Tr No. A-20 & A-6-4
A-6-B	H. H. & Grace D. Woodward	10.00	200.00	F	D/T	Final Opinion, 12-5-44	
A-7	E. A. Brown, et ux	36.65	1,925.00	F	P	Final Opinion, 8-4-43	Formerly known as Tr No. A-7-11
A-8	Burroughs & Collins Co.	5.60	200.00	F	P	Final Opinion, 8-21-43	
A-9	W. B. Montgomery, et al	11.90	1,300.00	F	P	Final Opinion, 6-13-42	
A-10	A. E. Chestnut, et ux	14.30	940.00	F	P	Final Opinion, 5-21-42	
A-12	J. C. Montgomery, et al	1.00	800.00	F	P	Final Opinion, 5-14-42	
A-13	Burroughs & Collins Co.	29.70	310.00	F	P	Final Opinion, 8-21-43	
A-14	Marie Edwards	26.00	1,570.00	F	P	Final Opinion, 6-20-42	
A-15	D. A. Spivey	124.00	2,350.00	F	P	Final Opinion, 6-4-42	
A-16	D. M. & Bernice Watts	32.00	550.00	F	D/T	Final Opinion, 3-6-46	
A-17	Everette Watts, et ux	37.00	1,470.00	F	P	Final Opinion, 4-3-42	Formerly known as Tr No. A-17 & A-21
A-18	Myrtle Beach Farms Co.	36.00	300.00	F	P	Final Opinion, 9-3-43	
A-19	Peoples National Bank	45.20	700.00	F	P	Final Opinion, 8-6-43	
A-22	H. H. Woodward	21.50	195.00	F	D/T	Final Opinion, 12-6-44	
A-22-A	L. H. Bellamy, et ux	2.00	105.00	F	P	Final Opinion, 8-19-42	
A-23	E. T. Bellamy, et ux	123.30	4,850.00	F	P	Final Opinion, 6-17-42	
A-24	W. C. Roberts, et ux	24.60	725.00	F	P	Final Opinion, 6-11-42	
A-25	E. H. McNeill, et ux	49.00	2,700.00	F	P	Final Opinion, 6-11-42	
A-27	Joe Lee, et al	66.20	500.00	F	P	Final Opinion, 7-2-42	
A-28	Guy W. McNeill, et ux	5.00	1,220.00	F	P	Final Opinion, 7-20-42	
A-28-A	E. T. Bellamy, et ux	0.70	25.00	F	P	Final Opinion, 6-5-42	
A-29	Burroughs & Collins Co.	11.60	525.00	F	P	Final Opinion, 8-11-43	
A-30	John Elkas, et ux	4.00	260.00	F	P	Final Opinion, 5-16-42	
A-31	J. M. Bellamy, et ux	190.00	4,140.00	F	P	Final Opinion, 8-11-43	
A-32	Burroughs & Collins Co.	7.50	40.00	F	P	Final Opinion, 8-9-43	
A-34	J. N. Lee, et ux	29.00	1,045.00	F	P	Final Opinion, 5-20-42	
A-35	E. S. C. Baker Estate	156.00	2,450.00	F	D/T	Final Opinion, 1-17-44	\$200.00 Def.
A-36	Fred. P. McNeill, et al.	1.00	3,400.00	F	P	Final Opinion, 8-5-43	
A-37	Trs. Salem School						
A-37	Marion A. Wright, et ux	112.00	2,300.00	F	P	Final Opinion, 5-21-42	
A-38	W. J. Thompkins	362.00	4,500.00	F	P	Final Opinion, 6-26-42	
A-39	Harry Lee, et ux	1.00	915.00	F	P	Final Opinion, 7-8-42	
A-39-A	Harry Lee, et ux	90.00	1,400.00	F	P	Final Opinion, 7-8-42	
A-40	Burroughs & Collins Co.	71.00	1,025.00	F	P	Final Opinion, 8-7-43	
A-41	Henry E. Watts, et ux	2.00	800.00	F	P	Final Opinion, 7-7-42	
A-41-A	Henry E. Watts, et ux	90.00	1,450.00	F	P	Final Opinion, 7-7-42	
A-42	Fred P. McNeill, et al	51.50	930.00	F	P	Final Opinion, 8-23-43	
A-43	Willie E. Watts, et ux	41.55	1,080.00	F	P	Final Opinion, 4-25-42	
A-45	Edward R. McNeill, et al	167.00	2,215.00	F	P	Final Opinion, 8-6-43	
A-46	Fred P. McNeill, et ux	49.00	3,100.00	F	P	Final Opinion, 8-6-43	
A-47	M. A. Dewitt, et ux	55.00	3,510.00	F	P	Final Opinion, 6-4-42	
A-48	Ruth McNeill, et al	125.00	575.00	F	P	Final Opinion, 8-4-43	
A-20S	Myrtle Beach Farms Co.	437.80	7,900.00	F	P	Final Opinion, 8-4-43	
B-49	Fannie Dewitt	9.67	330.00	F	P	Final Opinion, 8-4-43	
B-50	W. C. Parker, et al,	0.82	2,147.00	F	P	Final Opinion, 8-9-43	
B-50-A	Trs. Tilly Swamp School Trustees, True Vine Colored Baptist Church	0.53	525.00	F	P	Final Opinion, 6-6-42	
B-51	Dock Galloway, et ux	3.50	1,450.00	F	P	Final Opinion, 6-2-42	
B-52	Beck Vereen, et al	9.20	405.00	F	P	Final Opinion, 8-4-43	
B-53	Frank Vereen Estate	9.00	850.75	F	D/T	Final Opinion, 5-19-49	\$55.75 Int.
B-54	T. E. & Lillian T. Nixon	32.40	490.00	F	D/T	Final Opinion, 2-6-44	
B-56	Elbert R. Nixon	34.50	500.00	F	D/T	Final Opinion, 11-6-44	
B-56	J. R. Parker	226.00	2,495.00	F	P	Final Opinion, 8-5-43	
B-57	George M. Cox, et ux	1.00	250.00	F	P	Final Opinion, 5-16-42	
B-58	J. J. Pierce, et ux	2.00	305.00	F	P	Final Opinion, 8-5-43	
B-59	Burroughs & Collins Co.	190.00	3,150.00	F	P	Final Opinion, 8-9-43	
B-59-A	W. G. Gore, et ux	7.90	310.00	F	P	Final Opinion, 6-1-42	
B-60	B. H. Vaught, et ux	196.00	2,325.00	F	P	Final Opinion, 7-2-42	
B-60-A	Mad Dewitt, et ux	4.00	253.00	F	P	Final Opinion, 5-16-42	
B-62	Hazel U. Parker	1.00	3,715.00	F	P	Final Opinion, 6-5-43	

TRACT REGISTER

PRELIMINARY
 FINAL TENTATIVE

(Separate Register to be prepared for each Real Estate Directive)

PROJECT (Official Name)	PURPOSE (As Set Forth in Directive)	DATE OF DIRECTIVE	DIRECTIVE NUMBER			
TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	ESTATE METHOD 1/ 2/	LAST ACTION STEP TAKEN	REMARKS (Including Contract No. of Lease)
Bombing & Gunnery Range, S. C. Bombing and Gunnery Range						
B-64	W. J. Parker, et ux	3.92	1,650.00	F P	Final Opinion, 8-6-43	
B-65	Clyde Parker, et ux	32.00	1,650.00	F P	Final Opinion, 6-13-42	
B-67	Thomas B. Watson, et ux	7.00	1,200.00	F P	Final Opinion, 8-20-43	
B-68	J. W. Watson	22.60	447.23	F D/T	Final Opinion, 3-6-46	\$7.23 Int.
B-68-A	C. B. Thomas, Master	17.00	690.00	F P	Final Opinion, 8-6-43	
B-69	C. B. Thomas, Master	544.00	5,500.00	F P	Final Opinion, 8-6-43	
B-70	Clara Branton Watson	50.00	1,720.00	F P	Final Opinion, 6-19-42	
B-71	S. C. Todd, et ux	14.80	303.00	F P	Final Opinion, 6-2-42	
B-73	B. B. Watson, et ux	50.00	840.00	F P	Final Opinion, 6-5-42	
B-74	Franklin L. Edge, et ux	0.33	10.00	F P	Final Opinion, 8-4-43	
B-75	Helen Elizabeth Chestnut	27.23	850.00	F D/T	Final Opinion, 3-16-44	
B-76	J. I. Bessant, et ux	3.00	30.00	F P	Final Opinion, 6-1-42	
B-77	Giles H. Watson Estate, et al	95.20	1,982.50	F D/T	Final Opinion, 11-29-44	\$32.50 Int.
B-78	W. V. & C. C. Adams	82.00	1,250.00	F P	Final Opinion, 6-2-43	
B-79	Jesse A. Branton, et al	49.50	745.00	F P	Final Opinion, 8-7-43	
B-79-A	W. J. Branton, et al	35.00	1,045.00	F P	Final Opinion, 8-6-43	
B-79-B	Thomas L. Branton, et ux	20.00	500.00	F P	Final Opinion, 5-15-42	
B-81	Burroughs & Collins Co.	307.10	6,550.00	F P	Final Opinion, 8-6-43	
B-82	Talula A. Edge Adams	10.00	80.00	F P	Final Opinion, 5-21-42	
B-83	Burroughs & Collins Co.	14.00	115.00	F P	Final Opinion, 8-6-43	
B-84	William D. Watson, et al	36.75	630.99	F D/T	Final Opinion, 10-18-46	\$260.00 Def., \$80.99 Int.
B-85	W. I. Inman, et al	64.00	1,975.00	F P	Final Opinion, 6-4-42	
B-86	Ida Bessant	26.60	1,000.00	F P	Final Opinion, 8-7-43	
B-87	Fred McNeill, et ux	128.00	2,400.00	F P	Final Opinion, 6-12-42	
B-88	Burroughs & Collins Co.	179.00	4,750.00	F P	Final Opinion, 8-9-43	
B-89	Julia A. & J. M. Todd, Jr.	8.60	900.00	F D/T	Final Opinion, 12-6-44	
B-90	J. M. Todd, Jr.	62.00	820.00	F D/T	Final Opinion, 10-22-43	
B-92	Burroughs & Collins Co.	490.50	6,650.00	F P	Final Opinion, 8-6-43	
B-93	Ben K. Edge, et al	21.00	650.00	F D/T	Final Opinion, 6-15-40	\$125.00 Def.
B-93-A	H. E. Adams, et ux	3.00	100.00	F P	Final Opinion, 8-6-43	
B-94	O. D. Livingston, et ux	60.35	4,195.00	F P	Final Opinion, 6-4-42	
B-95	Archib C. Livingston, et ux	22.65	600.00	F P	Final Opinion, 8-6-43	
B-96	Trustees, Dogwood School Dist. No. 10	3.00	3,350.00	F P	Final Opinion, 8-21-43	
B-97	Blanche Bellamy	14.80	475.00	F P	Final Opinion, 8-7-43	
B-99	William S. Livingston, et ux	460.00	13,590.00	F P	Final Opinion, 7-24-42	
B-99-A	Alton Inman, et ux	68.80	1,700.00	F P	Final Opinion, 6-3-42	
B-100	T. W. Livingston, et ux	272.00	5,000.00	F P	Final Opinion, 6-1-42	
B-101	Inez Simmons, et al	17.00	250.00	F D/T	Final Opinion, 3-6-42	
B-102	William B. & Tempie E. Edge	196.80	4,215.00	F D/T	Final Opinion, 12-6-44	Formerly shown as Tr. No. B-102 & B-103 in D/T #4.
B-104	H. H. Woodward	236.60	2,425.00	F D/T	Final Opinion, 12-5-44	
B-123	Burroughs & Collins Co.	292.00	3,800.00	F P	Final Opinion, 8-12-43	
B-124	D. D. Edge Estate, et al	196.00	2,000.00	F D/T	Final Opinion, 3-6-46	\$250.00 Def.
B-125	Howell V. Bellamy, et al	44.00	736.44	F D/T	Final Opinion, 3-6-46	\$6.44 Int.
B-126	Burroughs & Collins Co.	20.00	175.00	F P	Final Opinion, 8-10-43	
B-127	Joe B. Chestnut, et ux	26.00	260.00	F P	Final Opinion, 6-19-42	
B-128	P. A. Watson, et ux	30.00	580.00	F P	Final Opinion, 6-24-42	
B-129	John D. & Dorothy M. Bellamy	72.00	700.00	F D/T	Final Opinion, 12-6-44	
C-105	J. I. Adams, et ux	86.40	4,800.00	F P	Final Opinion, 7-2-42	
C-107	Dan D. Edge, Jr.	33.20	1,600.00	F D/T	Final Opinion, 3-6-46	
C-107-A	L. B. Adams	1.00	625.00	F P	Final Opinion, 8-7-43	
C-108	Adoniram J. Todd, et al	51.00	2,450.00	F P	Final Opinion, 8-20-43	
C-108-A	J. Q. Adams, et ux	4.40	625.00	F P	Final Opinion, 8-9-43	
C-109	Daniel P. Rackley, et ux	23.20	2,300.00	F P	Final Opinion, 7-4-42	
C-110	J. Maston Adams	61.80	3,725.00	F P	Final Opinion, 7-2-42	
C-110-A	J. P. Adams, et ux	63.90	3,075.00	F P	Final Opinion, 8-9-43	
C-110-B	Stokes Chestnut, et ux	78.00	3,120.00	F P	Final Opinion, 8-24-43	
C-111	Thomas C. Todd, et al	74.60	4,750.00	F P	Final Opinion, 8-11-43	
C-112	Julia A. Todd	0.17	10.00	F P	Final Opinion, 8-21-43	
C-113	Julia A. Todd	0.55	15.00	F P	Final Opinion, 8-21-43	
C-114	Robert E. & Ella Todd	109.55	2,500.00	F P	Final Opinion, 8-24-43	
C-115	B. Haskell Todd	94.35	5,000.00	F D/T	Final Opinion, 12-9-44	\$2425.00 Def.
C-116	Joseph H. Edge, et ux	147.00	1,760.00	F P	Final Opinion, 8-10-43	
C-117	J. H. Verreen, et al	135.30	1,310.00	F P	Final Opinion, 8-20-43	
C-118	Solon Edge	142.00	3,140.00	F D/T	Final Opinion, 12-5-44	
C-118-A	E. Marvin Edge	60.00	1,150.00	F D/T	Final Opinion, 6-15-42	
C-119	Dan D. Edge, Jr., et ux	214.60	5,150.00	F P	Final Opinion, 8-9-43	
C-120	B. R. Parker, et ux	216.20	3,600.00	F P	Final Opinion, 8-11-43	
C-121	B. E. & J. F. Simmons	71.00	2,450.00	F P	Final Opinion, 6-19-42	
C-130	H. H. & Grace D. Woodward	109.40	700.00	F D/T	Final Opinion, 12-6-44	

Office of the Chief of Engineers
Real Estate Division

PRELIMINARY
 FINAL/ TENTATIVE

(Separate Register to be prepared for each Real Estate Directive)

TRACT REGISTER

PROJECT (Official Name)		PURPOSE (As Set Forth in Directive)				DATE OF DIRECTIVE		DIRECTIVE NUMBER
Cowway Bombing & Gunnery Range, S.C.		Bombing & Gunnery Range						
TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	ESTATE <u>1/</u>	METHOD <u>2/</u>	LAST ACTION STEP TAKEN		REMARKS (Including Contract No. of Lease)
C-131	D. D. Edge Estate	582.40	7,500.00	F	D/T	Final Opinion, 3-6-46		\$3715.00 Def.
C-132	Albort A. Springs, et al	204.00	4,000.00	F	P	Final Opinion, 8-6-43		
C-134-1	Heirs of Katie L. Kails	34.00	399.77	F	D/T	Final Opinion, 5-20-49		\$24.77 Int. All funds deposited. \$375 ret'd to U. S. Treas. Disb. on \$24.77 not made due to lack of sufficient information about persons entitled thereto.
C-134-2	O. J. Bell, et ux	30.00	375.00	F	D/T	Final Opinion, 3-6-46		\$75.00 Def.
C-134-3	J. N. Ellis & R. V. Ward	13.00	156.71	F	D/T	Final Opinion, 10-17-46		\$9.71 Int.
C-134-4	Phillis Bellamy Estate	32.50	373.13	F	D/T	Final Opinion, 8-21-52		\$23.13 Int.
C-134-5	Burroughs & Collins Co.	30.00	339.64	F	D/T	Final Opinion, 3-6-46		\$14.64 Int.
C-134-6	Ollie Lewis Wilson, et al	30.00	362.46	F	D/T	Final Opinion, 4-22-49		\$22.46 Int.
C-134-7	J. W. Ellis & R. V. Ward	37.00	453.08	F	D/T	Final Opinion, 10-17-46		\$28.08 Int.
C-134-8	Flora Chestnut Heirs	54.00	852.86	F	D/T	Final Opinion, 5-20-49		\$52.86 Int. All funds deposited. \$800.00 returned to U. S. Treas. Disb. on \$52.86 not made due to lack of sufficient information about persons entitled thereto.
C-134-9	Forfeited Land Comm. of Horry Co.	2.00	47.96	F	D/T	Final Opinion, 8-23-50		\$2.96 Int.
C-134-11	O. J. Bell, et ux	22.00	300.00	F	D/T	Final Opinion, 3-6-46		\$75.00 Def.
C-134-12	C. Hawkins Lewis Heirs	35.00	436.68	F	D/T	Final Opinion, 5-4-49		\$300.00 Def., \$86.68 Int.
C-134-13-A	Mary Chestnut Gerrald	9.50	101.28	F	D/T	Final Opinion, 3-6-46		\$6.28 Int.
C-134-13-B	Forfeited Land Comm. of Horry Co.	7.50	90.60	F	D/T	Final Opinion, 8-23-50		\$5.60 Int.
C-134-13-C	Ellen Vereen	4.15	54.34	F	D/T	Final Opinion, 3-6-46		\$2.34 Int.
C-134-13-D	Forfeited Land Comm of Horry Co.	4.15	53.30	F	D/T	Final Opinion, 10-21-46		\$3.30 Int.
C-134-13-E	Adam Lewis Estate	4.15	69.29	F	D/T	Final Opinion, 4-22-49		\$4.29 Int.
C-135	Canal Wood Corp., et al	146.80	1,550.00	F	D/T	Final Opinion, 8-23-50		
C-136	B. F. Vereen, et ux	64.00	170.00	F	P	Final Opinion, 7-6-42		
C-137	Mary A. Lewis, et al	300.00	1,050.00	F	D/T	Final Opinion, 4-14-44		
C-138	J. Henry Holliday, et ux	866.00	18,000.00	F	P	Final Opinion, 8-11-43		
C-138-A	Oree J. Bell, et ux	18.00	115.00	F	P	Final Opinion, 6-8-42		
C-139	Burroughs & Collins Co.	117.10	915.00	F	D/T	Final Opinion, 12-7-44		
C-140	H. E. Thompson, et ux	35.00	425.00	F	P	Final Opinion, 6-18-42		
C-142	O. J. Bell, et ux	22.50	400.00	F	P	Final Opinion, 7-24-42		
C-143	R. E. Bell, et ux	11.70	200.00	F	P	Final Opinion, 8-11-43		
C-144	Ben & Ella Bell	6.00	150.00	F	D/T	Final Opinion, 12-7-43		
C-145	S. P. McHair Estate	87.00	628.65	F	D/T	Final Opinion, 3-6-46		\$13.65 Int.
C-146	H. E. Thompson, et ux	78.50	1,485.00	F	P	Final Opinion, 5-29-42		
C-147	Carrie E. Thompson	35.00	450.00	F	P	Final Opinion, 8-7-43		
C-148	R. H. Burns, Sr., Trustee	32.80	400.00	F	D/T	Final Opinion, 12-11-43		
C-149	E. V. Ward, et ux	30.40	350.00	F	P	Final Opinion, 8-12-43		
C-150	K. Oren Thompson, et ux	32.50	125.00	F	P	Final Opinion, 8-7-43		
C-151	Donald Wood	26.80	80.00	F	P	Final Opinion, 8-9-43		
C-152	R. V. Ward, et ux	63.40	800.00	F	P	Final Opinion, 8-9-43		
C-158	Edith Ward, et vir	15.00	1,300.00	F	P	Final Opinion, 8-5-43		
C-160	Charles K. Epps Estate	844.00	3,004.49	F	D/T	Final Opinion, 3-6-46		\$129.49 Int.
C-161-A	Joseph Green, Jr., Estate	8.00	20.33	F	D/T	Final Opinion, 6-15-48		\$0.33 Int. All funds deposited \$10.12 disbursed. \$9.88 ret'd to U.S. Treas. Disb. on \$0.33 not made due to lack of sufficient information about persons entitled thereto.
C-162	Charles K. Epps Estate	4.40	36.58	F	P/T	Final Opinion, 3-6-46		\$1.58 Int.
C-163	E. V. Ward, et ux	86.00	7,400.00	F	P	Final Opinion, 8-11-43		
C-164	R. V. Ward, et ux	69.00	2,600.00	F	P	Final Opinion, 8-4-43		
C-165	E. V. Ward, et ux	14.00	790.00	F	P	Final Opinion, 8-6-43		
C-166	W. E. Gore, et ux	128.20	7,750.00	F	P	Final Opinion, 8-11-43		
C-166-A	R. E. Bell, et ux	60.35	3,250.00	F	P	Final Opinion, 8-20-43		
C-166-B	R. W. Wood, Jr., et al	99.00	165.00	F	P	Final Opinion, 8-25-43		
C-166-C	North Carolina Bank & Trust Co.	60.70	523.00	F	D/T	Final Opinion, 2-11-48		\$135.00 Def.
C-167	Robert V. & Katherine B. Ward	83.00	13,500.00	F	D/T	Final Opinion, 3-6-46		Formerly shown as 1 No. C-167 & C-170 1

TRACT REGISTER

(Separate Register to be prepared for each Real Estate Directive)

PROJECT (Official Name)		PURPOSE (As Set Forth in Directive)			DATE OF DIRECTIVE		DIRECTIVE NUMBER
TRACT NUMBER	LANDOWNER'S NAME	ACREAGE	PRICE	ESTATE 1/	METHOD 2/	LAST ACTION STEP TAKEN	REMARKS (Including Contract No. of Lease)
Conway Bombing & Gunnery Range, S.C. Bombing & Gunnery Range							
C-168	Donald Wood	27.50	815.00	F	P	Final Opinion, 8-7-43	
C-169	O. J. Bell, et ux	1.60	20.00	F	P	Final Opinion, 8-4-43	
C-171	R. L. Bell Estate	12.00	4,900.00	F	D/T	Final Opinion, 12-7-44	\$350.00 refunded for salvage of bldgs.
C-172	Mary Bell Wood	4.50	400.00	F	P	Final Opinion, 6-3-42	
C-173	H. E. Thompson, et ux	4.60	580.00	F	P	Final Opinion, 6-5-42	
C-174	L. D. Willard, et ux	4.50	525.00	F	P	Final Opinion, 8-4-43	
C-174-A	Robert Lewis, Jr., et ux	13.40	1,400.00	F	P	Final Opinion, 8-4-43	
C-175	Sallie Hardwick	2.00	1,748.43	F	D/T	Final Opinion, 3-6-46	\$195.00 Def., \$148.43 Int
C-176	Ernest G. Hardwick, et ux	12.90	1,685.00	F	P	Final Opinion, 7-6-42	
C-177	H. E. Thompson, et ux	104.00	12,255.00	F	P	Final Opinion, 8-4-43	
C-178	R. E. Thompson, et ux	15.20	700.00	F	P	Final Opinion, 8-5-43	
C-179	J. Henry Holliday, et ux	43.00	3,470.00	F	P	Final Opinion, 8-9-43	
C-180	Mary Elizabeth Lewis	46.25	1,350.00	F	P	Final Opinion, 8-5-43	
C-181	Emma B. Thompson	19.40	1,350.00	F	P	Final Opinion, 8-6-43	
C-182	L. D. Willard, et ux	16.50	1,500.00	F	P	Final Opinion, 8-6-43	
C-183	J. C. Lewis, et ux	40.00	4,320.00	F	P	Final Opinion, 8-5-43	
C-184	H. T. Watts, et ux	20.00	2,850.00	F	P	Final Opinion, 8-6-43	
C-185	Albert Jordan, et ux	65.00	2,600.00	F	P	Final Opinion, 8-23-43	
C-186	R. A. Brown, et ux	54.30	675.00	F	P	Final Opinion, 8-10-43	
C-186-A	R. A. Brown, et ux	1.25	25.00	F	P	Final Opinion, 8-9-43	
C-187	H. E. Thompson, et ux	380.00	10,965.00	F	P	Final Opinion, 8-9-43	
C-189	W. H. Stanley, et ux	195.00	6,500.00	F	P	Final Opinion, 8-7-43	
C-189-A	Trs. Dogwood Neck Col. School No. 10	2.00	885.00	F	P	Final Opinion, 8-4-43	
C-190	Ollie Lewis Wilson	14.00	710.00	F	P	Final Opinion, 8-7-43	
C-192	Luther & Susie Livingston	37.70	940.00	F	D/T	Final Opinion, 11-11-43	
C-192-A	Tom Montgomery	5.00	415.00	F	D/T	Final Opinion, 12-7-43	
C-193	Sam P. Vereen, et ux	20.00	1,400.00	F	P	Final Opinion, 7-3-42	
C-194	Morris Vereen Estate	10.00	681.01	F	D/T	Final Opinion, 3-6-46	11.01 Int.
C-195	Burroughs & Collins Co.	88.70	800.00	F	P	Final Opinion, 8-11-43	
C-196	Julia A. Todd	51.10	1,900.00	F	P	Final Opinion, 8-9-43	
C-198	Canal Wood Corporation	55.50	1,050.00	F	P	Final Opinion, 8-24-43	
C-199	O. J. Bell, et ux	50.00	985.00	F	P	Final Opinion, 6-6-42	
C-200	Mary Vaught Estate	17.50	406.58	F	D/T	Final Opinion, 3-6-46	\$9.58 Int.
C-200-A	J. F. Stanley, et ux	69.00	345.00	F	P	Final Opinion, 5-30-42	
C-200-B	Candis Stanley	20.00	670.00	F	P	Final Opinion, 6-5-42	
C-204	Robert & Estelle J. Livingston	12.00	145.00	F	D/T	Final Opinion, 9-8-43	
C-204-A	T. W. Prince Estate	8.00	750.32	F	D/T	Final Opinion, 1-2-45	1.32 Int.
C-205	Forfeited Land Commission of Conway Co.	5.00	25.55	F	D/T	Final Opinion, 8-21-43	10.55 Int.
C-206	J. C. Lewis, et ux	96.00	475.00	F	P	Final Opinion, 8-11-43	
C-207	R. B. Shelley, et ux	20.00	520.00	F	P	Final Opinion, 8-11-43	
C-208	R. W. Wood, et ux	45.30	430.00	F	P	Final Opinion, 8-11-43	
C-210	Mrs. Ilexellyn Lewis	6.50	1,450.00	F	P	Final Opinion, 8-11-43	
C-211	Bob Lewis, et ux	85.00	2,650.00	F	P	Final Opinion, 8-25-43	
C-212	H. B. Lewis, et ux	2.70	725.00	F	P	Final Opinion, 8-9-43	
C-213	O. J. Bell, et ux	490.00	2,430.00	F	P	Final Opinion, 8-7-43	
C-214	Beulah Martin	7.20	400.00	F	P	Final Opinion, 8-6-43	
C-215	Stephen C. Martin, et ux	6.20	400.00	F	P	Final Opinion, 8-19-43	
C-216	Sam Ward & C. B. Thomas, Master	8.00	1,160.00	F	P	Final Opinion, 7-6-42	
C-217	The Murchison Bank	36.50	313.17	F	D/T	Final Opinion, 2-11-48	13.17 Int.
C-218	Sallie W. Hardwick	21.30	70.00	F	P	Final Opinion, 8-9-43	
C-219	Oree & Reatha C. Bell	178.00	2,520.00	F	D/T	Final Opinion, 12-6-44	
C-222	Vance Ward, et ux	4.00	125.00	F	P	Final Opinion, 8-7-43	
C-223	M. B. Thompson Heirs	7.75	10.43	F	D/T	Final Opinion, 6-15-48	0.43 Int. All funds deposited. \$10.00 ret'd to U. S. Treas. Disb. on \$0.43 not made due to lack of sufficient information about persons entitled thereto.
C-224	O. J. Bell, et ux	26.70	4,350.00	F	P	Final Opinion, 8-6-43	
C-224-A	Trs., Little River Circuit, M. E. Church, Sou.	0.50	2,300.00	F	P	Final Opinion, 8-4-43	
C-224-B	Deacons. Wampee Baptist Church	1.50	3,200.00	F	P	Final Opinion, 7-2-42	
C-225	Evelyn W. Bell	108.00	250.00	F	P	Final Opinion, 8-7-43	
C-226	E. L. & J. L. Bell Estates	293.00	1,765.00	F	D/T	Final Opinion, 3-6-46	\$488.00 Def.
C-226-A	E. E. Bell, et ux	138.80	900.00	F	P	Final Opinion, 8-7-43	
C-227-A	E. L. Bell, Jr.	20.00	125.00	F	P	Final Opinion, 8-7-43	

TRACT REGISTER

PRELIMIN.
 FINAL

(Separate Register to be prepared for each Real Estate Directive)

PURPOSE (As Set Forth in Directive)		DATE OF DIRECTIVE		DIRECTIVE NUMBER		
Bombing & Gunnery Range		Bombing & Gunnery Range		REMARKS (Including Contract No. of Lessee)		
LANDOWNER'S NAME	ACREAGE	PRICE	ESTATE METHOD	LAST ACTION STEP TAKEN		
			1/ 2/			
Harp Livingston, et ux	5.00	255.00	F	P	Final Opinion, 8-6-43	
Mary L. Strickland	8.90	440.00	F	P	Final Opinion, 8-7-43	
Harp Livingston, et ux	3.90	125.00	F	P	Final Opinion, 8-4-43	
Fred W. Buck, et ux	2.00	635.00	F	P	Final Opinion, 8-5-43	
Jacob T. Chestnut, et ux	2.80	84.00	F	P	Final Opinion, 8-4-43	
Ernest Dewitt, et ux	18.50	390.00	F	P	Final Opinion, 8-4-43	
Mitchell Livingston, et al	118.00	2,570.00	F	D/T	Final Opinion, 12-7-44	
Malissa Dewitt	25.00	570.00	F	P	Final Opinion, 8-5-43	
D. J. Livingston, et ux	0.25	250.00	F	P	Final Opinion, 8-9-43	
J. A. Chestnut, et ux	0.25	45.00	F	P	Final Opinion, 8-10-43	
Barney Dewitt, et ux	21.25	600.00	F	P	Final Opinion, 8-13-43	
Jacob T. Chestnut, et ux	24.60	1,000.00	F	P	Final Opinion, 8-7-43	
Jacob T. Chestnut, et ux	165.00	5,300.00	F	P	Final Opinion, 8-5-43	
Will Vereen Estate	260.00	1,092.67	F	D/T	Final Opinion, 6-15-48	\$17.67 Int. All funds deposited. \$1075 ret'd to U. S. Treas. Disbursement on \$17.67 not made due to lack of sufficient information about persons entitled thereto.
Solomon Chestnut Estate	54.25	726.75	F	D/T	Final Opinion, 6-15-48	\$11.75. All funds deposited. \$715. ret'd to U. S. Treas. Disb. on \$11.75 not made due to lack of sufficient information about persons entitled thereto.
William Chestnut, et ux	54.25	660.00	F	P	Final Opinion, 8-5-43	
Peoples National Bank	23.50	975.00	F	P	Final Opinion, 8-6-43	
Alexander L. Vereen Estate	29.00	1,524.66	F	D/T	Final Opinion, 3-6-46	\$24.66 Int.
Jackson Vereen Estate	11.00	919.97	F	D/T	Final Opinion, 3-6-46	\$19.97
Jerry Chestnut, et ux	7.00	675.00	F	P	Final Opinion, 7-3-42	
Pinkney C. Edge, et ux	13.50	800.00	F	P	Final Opinion, 8-5-43	
Martha Moore	10.00	825.00	F	P	Final Opinion, 8-4-43	
Frank Moore, et al	6.00	380.00	F	P	Final Opinion, 8-11-43	
Sarah Bollary Estate	28.20	519.06	F	D/T	Final Opinion, 3-6-46	\$22.06 Int.
Francis Gause Estate	25.00	536.65	F	D/T	Final Opinion, 8-23-50	\$11.65 Int. All funds deposited. \$60.37 disb. \$464.63 ret'd to U.S. Treas. Disb. on \$11.65 not made due to lack of sufficient information about persons entitled thereto.
Deliah Livingston Lewis	12.00	101.63	F	D/T	Final Opinion, 3-29-49	\$1.63 Int. All funds deposited. \$100. ret'd to U.S. Treas. Disb. on \$1.63 not made due to lack of sufficient information about persons entitled thereto.
Gertrude Gause	23.60	240.00	F	P	Final Opinion, 8-9-43	
Van Smith, et ux	8.00	950.00	F	P	Final Opinion, 8-10-43	
Furnie & Stacil L. Vereen	2.00	400.00	F	D/T	Final Opinion, 12-6-43	
Florrie Evans Estate	20.00	482.80	F	D/T	Final Opinion, 10-25-47	\$7.80 Int.
Herbert Livingston, et ux	30.00	900.00	F	P	Final Opinion, 8-10-43	
Trs., Chesterfield Missionary Colored Baptist Church	1.00	1,800.00	F	P	Final Opinion, 8-9-43	
Burrroughs & Collins Co.	21.70	885.00	F	P	Final Opinion, 8-20-43	
E. A. Stanley, et ux	50.65	1,200.00	F	P	Final Opinion, 8-4-43	

Office of the Chief of Engineers
Real Estate Division

PRELIMINARY
 FINAL TENTATIVE

(Separate Register to be prepared for each Real Estate Directive)

TRACT REGISTER

TRACT (Official Name)		PURPOSE (As Set Forth in Directive)				DATE OF DIRECTIVE	DIRECTIVE NUMBER
TRACT NUMBER		ACREAGE	PRICE	ESTATE METHOD		LAST ACTION STEP TAKEN	REMARKS (Including Contract No. of Lease)
LANDOWNER'S NAME				1/	2/		
Airway Bombing & Gunnery Range, S.C.		Bombing & Gunnery Range					
	Sanford D. Cox	210.70	51.00 P/A	LE	L	W-09-026-eng-912	Includes price of Tracts B-91, C-122, C-133, C-188, C-191 & C-201. This lease also includes price of Tract A-40, containing 987.20 acres in Georgetown Bombing and Gunnery Range.
	Sanford D. Cox, et ux	25.00	12.50 P/A	LE	L	W-09-026-eng-914	
	A. B. Tompkins, et al	39.63	35.00 P/A	LE	L	W-09-026-eng-2977	
	Burroughs & Collins Co.	142.00	100.00 P/A	LE	L	W-09-026-eng-1929	
	Alton B. Parker	100.00	100.00 P/A	LE	L	W-09-026-eng-1933	
	International Paper Co.	50.00	17587.80 P/A	LE	L	W-2287-eng-1732	
	C. C. Thomas	36.00	31.50 P/A	LE	L	W-09-026-eng-1470	
	International Paper Co.	345.60	See Tr B-66	LE	L	W-2287-eng-1732	
	Bertha Royals	15.00	10.00 P/A	LE	L	W-09-026-eng-1635	
	J. M. & W. M. Vaught	764.00	700.00 P/A	LE	L	W-09-026-eng-1469	
	Lloyd Macklin Chestnut, et al	112.00	300.00 P/A	LE	L	W-09-026-eng-1474	
	International Paper Co.	3,767.80	See Tr. B-66	LE	L	W-2287-eng-1732	
	International Paper Co.	263.00	See Tr. B-66	LE	L	W-2287-eng-1732	
	Evelyn W. Bell, et al	25.30	100.00 P/A	LE	L	W-09-026-eng-2844 ✓	
	Lee E. Gore	46.20	60.00 P/A	LE	L	W-09-026-eng-1476 ✓	
	F. A. Gore Estate	46.50	50.00 P/A	LE	L	W-09-026-eng-1472 ✓	
	W. E. Gore	45.20	175.00 P/A	LE	L	W-09-026-eng-1473 ✓	
	Edgar R. Gore	44.10	100.00 P/A	LE	L	W-09-026-eng-1475 ✓	
	Sidney G. Gore	32.20	190.00 P/A	LE	L	W-09-026-eng-1477 ✓	
	Llympus L. Ward, et al	10.00	75.00 P/A	LE	L	W-09-026-eng-3231 ✓	
	International Paper Co.	37.00	See Tr. B-66	LE	L	W-2287-eng-1732	
	International Paper Co.	12.50	See Tr. B-66	LE	L	W-2287-eng-1732	
	Dewey Edge	51.10	150.00 P/A	LE	L	W-09-026-eng-1471	
	International Paper Co.	30,207.20	See Tr. B-66	LE	L	W-2287-eng-1732	
	Evelyn W. Bell, et al	80.00	150.00 P/A	LE	L	W-09-026-eng-2845 ✓	
	Evelyn W. Bell, et al	22.20	175.00 P/A	LE	L	W-09-026-eng-2046 ✓	
	James A. Watts, et ux	17.40	75.00 P/A	LE	L	W-09-026-eng-1078	

HN-3477

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
REAL ESTATE

DATE 12 February
1948

WARNING NOTICE

(Continental United States)

- TO: DIRECTOR OF REAL ESTATE, OFFICE OF THE CHIEF OF ENGINEERS
 CHIEF, PLANNING BRANCH, ACQUISITION DIVISION, REAL ESTATE, O.C.E.
 CHIEF, REALTY CONTROL BRANCH, REQUIREMENTS DIVISION, REAL ESTATE, O.C.E.
 CHIEF, MANAGEMENT AND DISPOSAL DIVISION, REAL ESTATE, O.C.E.
 CHIEF, MANAGEMENT BRANCH, MANAGEMENT AND DISPOSAL DIVISION, REAL ESTATE, O.C.E.
 CHIEF, DISPOSAL BRANCH, MANAGEMENT AND DISPOSAL DIVISION, REAL ESTATE, O.C.E.
 CHIEF, OFFICE SERVICE DIVISION, O.C.E. (Surplus Properties)
 DIRECTOR OF MILITARY CONSTRUCTION, O.C.E., Attention: Mr. Gates
 CHIEF, REDISTRIBUTION & SALVAGE DIVISION, READJUSTMENT, O.C.E.,
 Attention: Major Walker
 CHIEF, MILITARY RESERVATION DIVISION, OFFICE OF JUDGE ADVOCATE GENERAL,
 (Surplus Government Owned Properties)
 DIVISION ENGINEER, SOUTH ATLANTIC DIVISION, Attention: REAL ESTATE OFFICER,
 For Information Only

1. Notice was received on 9 February 1948 that, effective

4 February 1948, the following described property has been classified as

INACTIVE _____ STANDBY _____ EXCESS _____ SURPLUS X REESTABLISHED _____ REDISTRIBUTED _____

Name of Installation: Conway Bombing and Gunnery Ranges. South Carolina

Location nearest: Myrtle Beach (City) Horry (County) _____ (State)

*Acreage: Total _____ W.D. _____ Public _____ Lesser _____
Owned X Lands _____ Interests _____ Leased X

Entire Installation _____ Portion of Installation X

Land Only _____ Land and Improvements X Improvements Only _____

Industrial Installation _____ Command Installation X

Property Used By AAF For Bombing & Gunnery Range for Myrtle Beach Army Airfield.

2. Proposed disposition and remarks: *Area to be determined by the Division

Engineer. This covers the Entire Installation except 3,610.55 acres Fee and 415
acres leased previously declared surplus 12-14-44. The area of this Installation in-
cluded under Myrtle Beach Army Airfield in the Realty Control files. Leased area was
acquired by 10 leases.

bvb-D
Feb 24 1948

602 CONWAY BOMBING RANGE, SOUTH CAROLINA ENGLT

UNITED STATES AMERICA
WAR ASSETS ADMINISTRATION

Form approved.
Budget Bureau No. 16R005.3.

DECLARATION OF SURPLUS REAL PROPERTY
(TO THE WAR ASSETS ADMINISTRATOR, WASHINGTON 25, D. C.)

9. DATE **22 JUN 1948**

10. REPORTING AGENCY NO.
WD-1294

IMPORTANT
SEE INSTRUCTIONS ON REVERSE FOR COMPLETING THIS FORM

11. WAA NO.
W. - S.C. 42

12. DISPOSAL AGENCY NO.

13. REPRESENTATIVES TO CONTACT
Colonel Paschal N. Strong
The District Engineer, Savannah
District, P. O. 889, Savannah,
Georgia

14. LOCATION OF TITLE PAPERS
Office of Judge Advocate General
Washington 25, D. C.
Attention: Lands Division

15. COST OF PROPERTY	
ACQUISITIONS	\$ 459,977.85
BETTERMENTS	\$ 100,000.00
TOTAL	\$ 559,977.85

16. PROCEEDS

1. REPORTING AGENCY **Department of the Army**
Corps of Engineers
Washington 25, D. C.

2. PROPERTY IDENTIFICATION
Conway Bombing Range, located near Myrtle Beach,
South Carolina, Horry County (Aux to Myrtle Beach
Air Force Base)

3. AREA
19,245.99 acres of land owned by Gov't in fee

4. USE OF PROPERTY PRIOR TO ACQUISITION
Farming and timber lands

5. OPINION OF BEST FUTURE USE
Being determined

6. DATE OF ACQUISITION
PRIOR TO 1/1/40 MIXED SUBSEQUENT TO 12/31/39

7. FORMER OWNER
Being determined

8. REMARKS
CONWAY BOMBING RANGE, SOUTH CAROLINA
(Auxiliary to Myrtle Beach Air Force
Base)

This installation, consisting of lands owned in fee by the United States, was used as a Bombing and Gunnery base for Myrtle Beach Air Force Base.

Dedudding of this installation is in progress. A Certificate of Clearance will be furnished upon completion.

JUN 24 8 45 AM '48
RECEIVED
WAA

Ed
6-29-48

DO NOT FILL IN

DATE OF ASSIGNMENT
ASSIGNED TO

ASSIGNED BY

17. AUTHORIZED BY CHIEF OF ENGINEERS

Signed

(SIGNATURE OF REPORTING OFFICIAL)

EDWARD J. FANFLIK
Chief, Management & Disposal Division
Real Estate

G-3

TRANSFER AND ACCEPTANCE
OF
SURPLUS REAL PROPERTY
(O and R 6105.02 f, revised)

Installation:

Date: 23 November 1948

The real property declared to the War Assets Administration on WAA Form 1005 dated 29 October 1948 Reporting Agency No. WD 1294-A,

Conway Bombing & Gunnery Range as last amended by WAA Form 1005, dated (installation) 29 October 1948 has been assigned by the War Assets Administration for disposal as follows:

Area or Facilities

Disposal Agency

15,635.44 Acres Fee Land

W. A. A.

Custody and/or Accountability the surplus real
(Custody of) (Accountability for) (a portion of)
property assigned to W. A. A. for disposal is hereby transferred
(disposal agency) (are) (is)
to W. A. A. effective 0001 26 November 1948. The property
(disposal agency)
so transferred is briefly (described) (delineated) on attached (sheet) (map).
Detailed description is contained in schedules attached to above referenced
Form WAA 1005.

Accepted by:

Transferred by:

/s/ Clyde W. Crawford
Signature
War Assets Administration
Atlanta, Georgia
Name

/s/ Thomas V. Dye, Sr.
Signature
THOMAS V. DYE, SR.
Accountable Property Officer
 Corps of Engineers
Savannah, Ga.

Title

Title

Organization

Organization

ADMINISTRATION

FORM APPROVED
BUDGET BUREAU NO. 16RG05.3

PLUS REAL PROPERTY

STRATOR, WASHINGTON 25, D.C.)

9. DATE

EP340-1CP12

10. REPORTING AGENCY NUMBER

11. WAA NUMBER

12. DISPOSAL AGENCY NUMBER

13. REPRESENTATIVES TO CONTACT

Mr. H. V. Sicking, Chief
District Real Estate Division
306 Ga. State Bank Bldg.
Savannah, Ga., Tel. 3-6822, Ext. 69

14. LOCATION OF TITLE PAPERS

Chief, Mil. Res. Division
Office, Judge Advocate General
Washington, D. C.

15. COST OF PROPERTY

ACQUISITION \$ 554,072.21

BETTERMENTS \$ 100,000.00

TOTAL \$ 454,072.21

16. PROCEEDS

IMPORTANT
PLEASE FOR COMPLETING THIS FORM

Department of the Army
Washington 25, D. C.

LOCATION located near Myrtle Beach
S.C., See Block 2, Schedule A

2. PROPERTY
in Horry County,

3. AREA 15,635.44 acres fee land, more or less

4. USE OF PROPERTY PRIOR TO ACQUISITION Agricultural
purposes, timber and pulpwood harvesting

5. OPINION OF BEST FUTURE USE
Same as former

6. DATE OF ACQUISITION
PRIOR TO 12/1/40 MIXED SURSEQUENT TO 12/31/39 X

7. FORMER OWNER
See Block 8 - Schedule C

8. REMARKS

CORRECTION

Conway Bombing & Gunnery Range, South Carolina
(Auxiliary to Myrtle Beach Air Force Base, S. C.)

This Correction to WAA Form 1005, Reporting Agency No. WD-1294, dated 22 June 1948, is for the purpose of adding descriptive schedules to that declaration. Cost of Acquisition has also been corrected. Betterments remain unchanged.

SEE SCHEDULES ATTACHED:

- Block 8 - Schedule A, Legal Description (Not Available)
- Block 8 - Schedule B, Ownership Map (See Block 2, Schs. A & A-1)
- Block 8 - Schedule C, Tract Register
- Block 8 - Schedule D, Decontamination Data
- Block 8 - Schedule E, Retention of Original Canal Prisms & Spoil Disposal Rights
- Block 8 - Schedule F, Permit to South Carolina State Highway Commission
- Block 8 - Schedule G, License to South Carolina State Highway Commission

ATTORNEY'S CERTIFICATE OF TITLE

(Continued)

DO NOT FILL IN		17. AUTHORIZED BY
DATE OF ASSIGNMENT	ASSIGNED TO	
DESIGNED BY		SIGNATURE OF REPORTING OFFICIAL
SIGNATURE		
DIVISION		NAME AND TITLE (Please type)

W. H. ...

EP 340-1091 ~~XX~~

WAA FORM 1219
(Rev. 3/5/48)
FORMERLY WAA FORM 2019

UNITED STATES OF AMERICA
WAR ASSETS ADMINISTRATION
REAL PROPERTY CLASSIFICATION

1. PROPERTY IDENTIFICATION
Conway Bombing & Gunnery Range
Conway, S. C.

3. WAA CASE NUMBER
W-SC-42
OWNING AGENCY NUMBER
WD-1294, WD-1294A, B, C
DATE OF DECLARATION
6-22-48 - 10-29-48 - 1-19-49 - 1-19-49

2. AREA
15,635.44 Acres Fee Land

4. CLASSIFICATION
Section 23 Real Property
(Ola) Farm Land

Area Estimated Cost
Fee 15,635.44 \$454,072.21

5. REMARKS

The above classification is on the basis of the highest and best use of the property.

There are no severable improvements on the property other than 9 steel towers and it is our opinion the cost of disposing of these structures for off-site use would exceed their salvage value. They are, therefore, classified for disposal with the land.

RECOMMENDED

RECOMMENDED

APPROVED

M. J. WILLIAMSON
CHIEF, APPRAISAL DIVISION

T. A. DECHMAN
DEPUTY REGIONAL DIRECTOR-ED

FEB 10 1949

FEB 10 1949

(Date)

(Date)

(Date)

WHEELER ARMY AIR FIELD

PROPERTY RENTALS

Properties

Properties were acquired to eliminate danger hazard.

PROPERTY	ANNUAL RENTAL	LESSOR
...	\$1.00	S. D. Cox
...	12.50	S. D. Cox
...	17,610.50	Southern Kraft Corporation (International Paper Co.)
...	51.50	C. G. Thomas
...	15.00	Mrs. Bertha Royals
...	700.00	J. H. Vaught, et al
...	200.00	A. E. Chestnut
...	100.00	Burroughs & Collins Company
...	100.00	Alton Parker
...	150.00	D. D. Edge
...	75.00	James A. Watts
...	15.00	A. E. Thompson, et al

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX H

NEWSPAPERS/JOURNALS

APPENDIX H

NEWSPAPERS/JOURNALS

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- H-1 Newspaper article, ``Will Now Disperse of All Bombing Range Lands'', 16 June 1949 (B-62)
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- H-3 Newspaper article, ``Myrtle Beach Air Force Base Began at Town's Tiny Municipal Airport'', 1965 (B-64)
- H-4 Newspaper article, ``Air Bases' History Began Before War'', 6 June 1971 (B-65)
- H-5 Quarterly article, ``Myrtle Beach Aerial Gunnery and Bombing Range'', Spring 1979 (B-66)
- H-6 Newspaper article, ``Paper Firm Mulls Options for Idle Land'', 21 July 1985 (B-67)
- H-7 Newspaper article, ``Loneliness May Change on Long Bay Road'', 31 May 1991 (B-68)
- H-8 Newspaper article, Long Bay Was Route Before Waterway Built'', 23 October 1993 (B-69)
- H-9 Newspaper article, ``Amid Holly and Briar, the Bays' Beckon Us'', 11 February 1995 (B-70)

THE HORRY

Herald.

(JCH 2-102)

JUNE 16, 1949

NUMBER 11

WILL NOW DISPOSE OF ALL BOMBING RANGE LANDS

Office For This Purpose Opened Up Over Gore Bank Co. Building on Third Avenue — All Former Owners To Be Notified When to Call

All of the land still belonging to the U. S. Government in the Myrtle Beach-Conway Bombing Range is being advertised for disposal in this issue of the Herald by the Federal Farm Mortgage Corporation.

An office for disposal of the property is being set up in Conway over the Gore Bank Co. building at 3rd St. and Highway 90. Former owners are being notified this week, and as soon as they get notice, may call at the office for complete information as to dates of sale, priorities, etc.

The land now being offered for disposal consists of about 15,000 acres belonging to many different people before the government bought the tracts under the war time emergency act during the war. Most of it faces highway 90 from the boundary of the bombing range near Conway to the limit of the northern boundary near Wampee.

It will be remembered that the government leased about 35,000 acres of land from owners and bought about 18,000 acres. Some tracts of the 18,000 acres were disposed of about a year ago. Now the remaining 15,000 acres, all of the land the government owns in Horry county, is to be disposed of.

Many former owners will be interested in this piece of news. Many of them want the chance to get their lands back again.

The Herald has no information as to the terms of sale. Those who are notified will have to call at the office above mentioned and will then be informed as to making out the application and getting the terms of the sale.

NOTICE OF SALE — SURPLUS GOVERNMENT REAL PROPERTY
— Federal Farm Mortgage Corporation, 1401 Hampton Street, Columbia, South Carolina, disposal agency, hereby gives notice that it now has available for disposal under the Surplus Property Act of 1944 and War Assets Administration Regulation 5, the following real property which has been declared surplus by the Government: Approximately 15,635 acres of land being a portion of Conway Bombing and Gunnery Range in Horry County, South Carolina, located near Myrtle Beach, South Carolina. Subject, however, to any easements, licenses and right-of-ways and to any leases, rental agreements and permits, including reservation to the United States of America of perpetual easements with respect to the Canal Prism and Spoil Disposal Areas of the Intracoastal Waterway, as affecting certain tracts. Subject also to reservation to the United States of America of all reasonable material rights as provided for in Executive Order No. 9908, dated December 5, 1947 (12 E. R. 2223). This property was formerly used as a bombing and gunnery range by the Army and there is a possible potential hazard on that account; however, the Department of the Army has certified that it has made a careful visual inspection of the property and that it has been cleared of all dangerous and explosive materials reasonably possible to detect. The Department of the Army is of opinion that the area will not require additional dedudding to render it safe for public use. Terms and conditions of sale and all necessary information concerning the property and the method of exercising priorities and submitting offers, will be available on and after June 16, 1949, at the office of The Federal Land Bank of Columbia, located at 1401 Hampton Street, Columbia, South Carolina. Office hours are 8:30 a. m. to 5:30 p. m. Monday through Friday. **PRIORITIES.** The property is subject to the following priorities in the order indicated: (1) Government agencies; (2) State and local governments; (3) Former owners and the spouse or children of deceased former owners; (4) tenants of the former owner; (5) veterans of World War II and the spouse or children of deceased veterans of World War II (including those who died while in service); (6) owner-operators; and (7) non-profit institutions. **PRIORITY PERIOD.** The time for exercising priorities shall be a period of ten (10) days for Government agencies and State and local governments and a period of ninety (90) days for other priority holders commencing on June 16, 1949 and ending on June 27, 1949 and September 14, 1949, respectively. Persons not having a priority may also make offers during the priority periods. B. S. Burch, Vice President, Federal Farm Mortgage Corporation.

Myrtle Beach Air Force Base Began At Town's Tiny Municipal Airport

In the summer of 1940, as war clouds began to gather, Myrtle Beach's tiny municipal airport was turned into a training base for a handful of fighter pilots in the Army Air Corps. The location of the base made it ideal for gunnery practice, and through the war years the base made a valuable contribution to the war effort.

FORMER GUNNERY RANGE
At first Myrtle Beach was in charge of the bombing and gunnery range detachment from Savannah, but in a short time the base was taken over by Headquarters, Myrtle Beach Bombing and Gunnery Range. The 309th Bombardment Group assumed responsibility for training on July 1, 1942, and base Headquarters was left with house-keeping functions. In a reorganization on May 1, 1943, the 316th Airdrome Squadron assumed the training responsibility from the 309th Group. Six months later, the range was redesignated Myrtle Beach Army Air Field, and all activities came under the supervision of the Base Commander.

The range at Myrtle Beach was composed of some 100,000 acres in nine tracts. Three of these tracts were owned, and six were leased by the government. The government plots, containing an aggregate of 97,332 acres, were known as the Myrtle Beach, Conway, and Georgetown areas. The Myrtle Beach tract located in Horry County, was extremely irregular in shape, most of it lying between Highway 501 and U.S. 17. It also included a strip east of Highway 17 and a half-mile corridor extending north of Highway 17.

The casement area, landing field, and five air-to-ground ranges were located in the Myrtle Beach tract. The Georgetown area, which contained a demolition range and two bombing ranges, was bounded by Carver's Bay Road, S.C. Highway 707, U.S. 701, and Highway 51. The Conway area, which was bounded by Highway 90, the old Ocean Drive Road, the Intracoastal Waterway, and the Atlantic Coast

Line Railroad had one demolition range, three bombing ranges, a moving machine gun range and one rifle range. The Murrell's Inlet area provided docking facilities for crash and target boats and quarters for their crews.

During the war years, over 114 buildings were built on the base, and the entire area was connected by a network of access and secondary roads. Runways, taxiways, hardstands, repair and parking aprons, and most of the buildings were camouflaged. By the spring of 1943, the base was practically complete.

PROB LEMS

The serviceman stationed at Myrtle Beach encountered many problems during the war. For a time it was necessary to go to Morris Field on Charleston for medical care, finances, equipment and supplies. On July 10, 1942, a three-bed hospital was completed. On August 13 a Quartermaster department was set up at the base, and in November a finance section was organized.

Poor morale was another problem at the base. This was probably due to the lack of recreational facilities at the field and in the town of Myrtle Beach at that time. In July 1943, a service club and a library were opened, and in August a bowling alley was completed. Unit day-rooms were remodeled and furnished with recreational equipment during the same month. Also instituted during this period was a more thorough training program for base personnel. All these innovations were factors in the improvement of morale at Myrtle Beach.

The shortage of personnel was one of the chief problems. Occasionally a group of draftees arrived to ease the situation temporarily; a German prisoner of war camp established near Myrtle Beach in November of 1944, furnished men for house-keeping details. But large numbers of men were drafted from the base to fill other spots, particularly in the ground forces.

During the winter of 1945-46, the mission of Myrtle Beach became one of recruitment and



Myrtle Beach Army Air Field Hospital Contained No Heating Facilities

support of special activities. The Civil Air Patrol, The National Guard, and the United States Military Academy were among the organizations that utilized the field for encampments and various other activities that were supported by the base. During the summer and fall of 1947 the base cooperated in airbornes airmen training with the ground forces.

BASE DEACTIVATED

In October of 1947 orders were received giving November first as the date for the inactivation of the base. On that date the field was shut down and the tower and runways were turned over to the city of Myrtle Beach for use as a municipal airport. For a time, however, the Air Force continued to maintain personnel there.

Plans for the reestablishment of Myrtle Beach's air base came

up in the 1953 construction program of the Tactical Air Command. The Chief of the Army Engineers was asked to begin negotiations for the acquisition of land. In July of that year, however, Air Force Headquarters advised the Army to cease negotiations. Limitations in personnel and funds had caused Myrtle Beach to be withdrawn from the construction program.

REACTIVATION

The people of Myrtle Beach were vitally interested in obtaining an active Air Force installation for this area and city officials sent a letter to Air Force Headquarters on May 8, 1954, offering to donate the Myrtle Beach Municipal Airport to the Air Force. The offer was accepted on June 1 and the Air Force notified the town that needed funds for expansion should be forthcoming within six months. The Tactical Air Command felt the base would be ready by the end of 1956 and proposed to station combat units there by early the following year. These plans, however, were not completed on schedule, although some construction and rehabilitation work did begin in the summer of 1955.

There were several reasons for the delay in the transfer of the base from the town to the Air Force. A controversy between the Civil Aeronautics Administration, the Air Force and the city over the use of the field by commercial aircraft caused one delay. This was resolved by October of 1954 when an agreement was reached allowing civilian planes with two-way radios to use the facility. Another more serious delay was caused by difficulties in transferring six plots of land, formerly leased by the Government to the Air Force. This was not worked out satisfactorily until December of 1954.

The worst dispute of all grew out of the Air Force's desire to purchase some 27 acres of beach property from the State Park Commission for use as a recreational area. This would

not effect the operational capability of the base, but it was felt the land was needed in order to maintain high morale among the troops. The State Park Commission and the State Forester, interpreted this request as an attempt to destroy the Park, and a great deal of bad publicity for the Air Force grew out of this dispute.

When all the disputes were settled construction began in earnest. The runway construction contracts were let in December of 1954, and the airport and surrounding area underwent a vast \$20,000 cleaning job.

In September 1954, the 777th Tactical Control Squadron from Shaw Air Force Base in Sumner, S.C., was transferred to Myrtle Beach Air Force Base and began its operation.

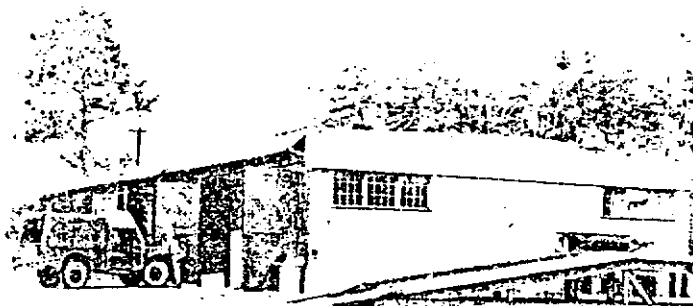
A small group of TAC Major personnel arrived in the spring of 1955 to supervise the development of the base. A year later the 434th Air Base Group set headquarters to coordinate preparations for the arrival of the 342nd Fighter Day Wing in July 1956.

The wing was officially activated on July 25, 1956, and ensuing months found the base undergoing normal "growing pains".

The 342nd Fighter-Day Wing was deactivated on November 19, and the 354th Fighter-Day Wing was activated. All personnel and equipment were transferred to the new wing.

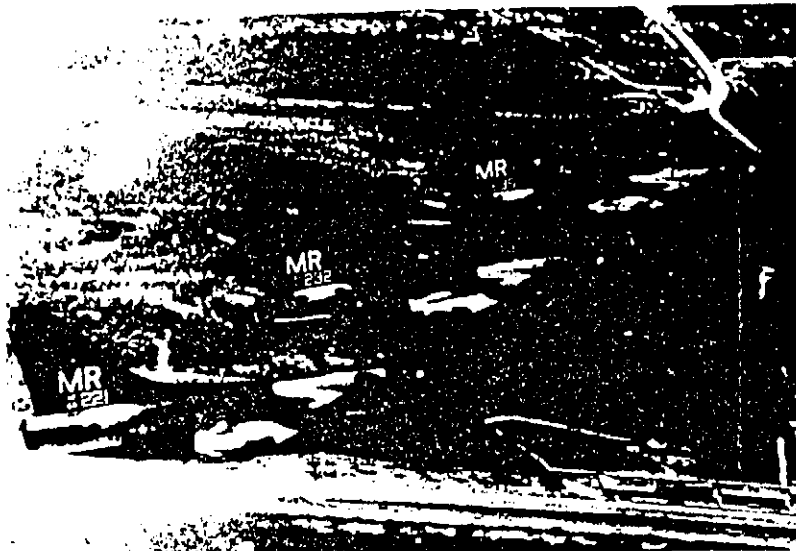
Myrtle Beach Air Force Base was formally opened on December 7, 1956. A crowd estimated at 20,000 witnessed the new facilities and attended re-designation ceremonies. Speakers at the ceremonies included Bernard Baruch, South Carolina Senator Strom Thurmond, and General Otto P. Weyland, Commander of Tactical Air Command.

Woodland Park, the base's housing area and a length of runway are examples of progressive steps taken by the Air Force at Myrtle Beach to provide the city with a top-notch air facility.



1942 Automobile Maintenance Shop Serviced World War II Vehicles

Air Base's History Began Before War



THREE A-7D aircraft from the 354th TFW return to their Grand Strand Home after a refueling flight over the Atlantic. (USAF photo.)

Myrtle Beach municipal airport was incorporated into the national defense program early in 1940, when the Civil Aeronautics Administration provided the city of Myrtle Beach with \$112,000 to improve the facility.

Original planning called for a base to train civilian pilots. However, officials soon realized that the area was an ideal location for a bombing and gunnery range.

From June 1940 to December 1941 the airport was used by various observation squadrons of the Army Air Corps. The squadrons flew air photographic and charting missions in the local area and practice gunnery missions along the beaches of the Grand Strand.

Early in 1941 the 112th Observation Squadron arrived at Myrtle Beach to set up support operations for a bombing and gunnery range. Although two units used the base briefly that year, they had already gone by December 1941 and the 112th departed Dec. 5. Two days later, when the United States declared war on the Axis powers, the 112th Observation Squadron returned to Myrtle Beach to provide coastal defense.

On March 24, 1942, the 112th was replaced by a detachment from Savannah Army Air Base and the beach airport became the Myrtle Beach General Bombing and Gunnery Range. The range was redesignated Myrtle Beach Army Air Field on Nov. 8, 1943, and by this time was composed of some 100,000

acres owned or leased by the government. Five air-ground ranges were located in the Myrtle Beach area; a demolition range and three bombing ranges were located in the Conway area; and a Georgetown area had two bombing ranges and a demolition range. The base also had docking facilities at Murrells Inlet for crash and target boats.

Some of the most distinguished units of World War II trained at Myrtle Beach Army Air Field, including the 17th, 31st, 310th, 342nd, 345th and 322nd Bombardment Groups. The base also provided training for combat teams of the 86th Reconnaissance Group and the 308th and 334th Bombardment Groups, as well as several thousand replacement crew members.

A detachment of the Royal Netherlands Military Flying School arrived at Myrtle Beach in May 1943 to train in B-25 aircraft. The men who flew with Lt. Col. James Doolittle on the first raid on Tokyo received some of their training at Myrtle Beach. And the installation of the 75-mm. cannon on B-25 aircraft got its first real test at Myrtle Beach Army Air Field.

Following a peak of expansion, Myrtle Beach Army Air Field activities were curtailed. A German Prisoner of War Camp was established in late November, but by the end of 1945 the field was relegated to a mission of recruitment and support of special activities, such as Civil Air Patrol, National Guard, and the United States

Military Academy encampments.

On Nov. 1, 1947, the field was shut down and the runways and tower were turned over to the City of Myrtle Beach for use as a municipal airport once more.

The Air Force had wanted to rehabilitate the Myrtle Beach air field in the 1953 construction program, however, fund limitations caused the base to be dropped from the program. The city of Myrtle Beach was vitally interested in obtaining an active Air Force installation in the area, and offered to donate the municipal airport to the Air Force. The Air Force accepted and in September 1954 the Army Corps of Engineers began clearing and construction operations for a new and modern Air Force base.

Shortly after construction began, the 127th Aircraft Control and Warning Squadron, a Tactical Air Command unit, arrived to become the installation's first tenant unit. A short time later the 4434th Air Base Squadron was established as the housekeeping unit for the new base on Apr. 9, 1954. This unit was replaced by the 342nd Fighter-Day Wing on July 25, 1954. Another unit for the installation, the 45th Fighter-Day Group, was also activated on the same day. The base was officially dedicated Dec. 7, 1954 with the theme, "The Jet Age Comes to Horry County." Local dignitaries and citizens from neighboring Coastal Carolina towns were guests of the Wing Commander, Col. Francis S. Gabreeli.

Included as special guests for the event were Senator Strom Thurmond, Commander J. Timberlake, Commander Ninth Air Force, and General Otto P. Weyland, Commander, Tactical Air Command. Official ceremonies were conducted reactivating the 354th Fighter-Day Wing.

The wing's predecessor was the 354th Fighter Group which pioneered the P-51 Mustang in combat during World War II. The famed unit was credited with destroying more enemy aircraft in the air than any other group. Its pilots shot down 701 enemy aircraft in the skies over Europe. The group was also credited with destroying 258 enemy aircraft on the ground. The 354th's long range P-51s extended the range of fighter coverage for allied bombers flying deep into the German heartland and thus played a very important part in defeating the Axis powers.

While the 354th grew in size and strength, planned deactivation of the 454th Fighter-Day Group was accomplished on June 30, 1957. Its resources were transferred to the 354th TFW.

During the first six months after its activation, the 354th TFW was equipped with only a few B-24s and C-47s and an SA-16 TAC had loaned the new wing two F-100Ds to be used for maintenance training. However, the unit began receiving its own aircraft in February 1957 and by June of that year the wing was fully equipped with the first of the supersonic "Century Series" jet fighters.

The 354th TFW was barely

established at Myrtle Beach AFB when it was ordered to deploy units to the Middle East during the 1958 Lebanon crisis. During the next six years, Myrtle Beach AFB took part in the Berlin crisis in 1951, the Cuban crisis in 1962, and the Dominican Republic crisis in 1965. During the same period the unit also maintained tactical fighter squadrons on rotation duty at Aviano Air Base, Italy, and Incirlik Air Base, Turkey, in support of NATO defense commitments.

A new era for Myrtle Beach AFB began in November 1968 when the 354th TFW deployed the 35th Tactical Fighter Squadron to Misawa Air Base, Japan, in support of the rapidly developing threat to peace in Southeast Asia.

Early in the spring of 1968, Myrtle Beach AFB lost another unit. The 352d Tactical Fighter Squadron was deployed to Torrejon AB, Spain, on a permanent change of station, to take over the NATO commitments formerly accomplished by rotating squadrons. At the same time, the 354th TFW was notified to deploy the 332nd Tactical Fighter Squadron to Phan Rang Air Base, in South Vietnam. The 332nd TFS deployed to the war zone in August 1968, leaving the 354th TFW and Myrtle Beach AFB with only one tactical fighter squadron — the 35th TFS.

Early in 1968 Myrtle Beach AFB also began to train F-100 maintenance men who had been selected for assignment in Southeast Asia. The men were given classroom training with the 301st Field Training Detachment and practical training with 354th TFW maintenance personnel. The 457th Student Squadron was established to administer the training program.

Myrtle Beach AFB also contributed a large number of its personnel on an individual basis to the war in Southeast Asia. A large percentage of all personnel assignments, both officers and airmen, in 1964, 1967, and 1968 were to Southeast Asia.

On Jan. 31, 1968, Myrtle Beach AFB and the 354th TFW lost the last remaining fighter squadron when the 35th TFS was deployed to Phu Cat AB, South Vietnam.

On Apr. 23, 1968, the 35th TFW was replaced at Myrtle Beach AFB by the 113th Tactical Fighter Wing, a former District of Columbia Air National Guard unit which had been recalled to active duty Jan. 26, 1968. A few months later the 354th TFW was deployed without personnel or equipment to Korea.

This operation was cited by the Department of Defense as demonstrating the Air National Guard's combat readiness and capability to deploy immediately in support to the regular forces.

Early in May 1969 the 113th TFW, 131st TFS and the 119th TFS returned to their original bases for deactivation to National Guard status.

On May 27, 1969, the 454th Combat Crew Training Wing was activated at Myrtle Beach AFB. The F-100 maintenance training for Southeast Asia commitments was phased out and the last F-100 aircraft departed Myrtle Beach AFB Apr. 10, 1970.

The 454th CCTW was redesignated the 454th TFW Apr. 1, 1970, and that designation was changed June 15, 1970, when the 354th Tactical Fighter Wing returned as it had left in mid-1958 without personnel or equipment.

On that same date, the 354th Tactical Fighter Wing was tasked with a new mission: it was to become the first Air Force organization to operationally fly the A-7D "Corsair II," the newest aircraft in the Air Force inventory.

The first fighter squadron assigned to the Wing, the 311th TFS, was activated on Apr. 1, 1970. On Nov. 1, 1970 the second fighter squadron, the 355th TFS returned from Southeast Asia. The third and last fighter squadron, the 35th TFS, was reactivated on May 13, 1971.

Presently the mission of the 354th Tactical Fighter Wing is two fold. Utilizing its complement of three fighter squadrons and 72 A-7D aircraft it maintains the capability to execute tactical fighter missions designed to destroy enemy military air or ground forces on a global-wide scale. Additionally, the Wing in providing fighter reconnaissance lead-in training to selected American and foreign pilots utilizing T-33 aircraft assigned to the 440th Combat Crew Training Squadron.

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MYRTLE BEACH AERIAL GUNNERY AND BOMBING RANGE

On January 8, 1979, the Horry County Historical Society heard a panel of guests discuss their experiences during World War II when they gave up their homes for a military training facility. The establishment of the Myrtle Beach Aerial Gunnery and Bombing Range in 1942 affected hundreds of Horry Countians. The panel consisted of Mrs. Ruth Vaught, Fred McNeill, Mrs. Ernestine Bellamy Spires, Mrs. Emerson Bellamy, Lloyd Chestnut, Marion Vaught and Robert Bell. Annette E. Reesor adapted the material for the following article. A complete tape is on file at Horry County Memorial Library.

Mrs. Bellamy: Well, it was after Pearl Harbor was bombed on December 7, 1941. We began to hear we were going to have to be moved, and along in March was when they came around and appraised our places. The government sent someone around to appraise the place, but they didn't accept that appraisal. It was too high for them and they sent someone else to appraise it again. We got notice that we had to be out in thirty days, and that was almost impossible to do. After we got the notice, we got ready to move, there weren't any vacant houses in the community, so we decided we would tear down our pack house where we stored our tobacco in the summer, and we tore it down and rebuilt it on a place that we had about a mile up the road, then moved our furniture in, and it was really a "pack house" then! We lived in there four months while they were tearing down our other house.

We couldn't move it because people weren't familiar with things like that then. They wouldn't let us take it down the highway, they said it would cut off traffic too long, so we had to tear it down and rebuild it. That took us about four months. My sons who were in school, my husband and some neighbors would tear it down, and when they came from school they took the car and trailer and moved the lumber that had been taken down. We lived in that pack house for four months, and after that we moved in the home where I'm living now. It was just a mile up the road. We had a small - thirty-four acres of land - up there. We rebuilt our house on it, so the house I'm living in is really the house that I lived in down the road.

Mrs. Spires: I'd like to add something to that that could be a bit funny, but could have been tragic. But we moved from that place, and we ended up being right at the gate where they went into the bombing range. The planes circled the house all the time. A strange thing happened that Mama didn't know what it was - found out later a bomb almost uprooted a magnolia tree that we had moved up there - found it buried five feet under the ground with all its powder intact. It was a practice bomb. The boys really had a good time with that, you know, blowing up a little bit at a time: We were in a more dangerous place, being up there across from the range itself, than if we had been back where we came from.

Mrs. Bellamy: We would've been safer being up where we were than where we moved. We saw three planes coming from the back of the house and just as they got out of sight where I couldn't see them, I heard this crash, and I thought one of them had really crashed, you know, and I went through the house to look and I saw three planes going on, and so I didn't know what had happened, and we didn't all know until next morning. We had just fixed our yard, plowed it, sowed grass in it, and raked it all nice and level, and we found a large hole there, right close to the magnolia tree we had transplanted from the old place. There was a large hole where you could put a whole car in it, almost. We didn't know what had happened until we found the bomb.

We sold our property. We got it back in about four or six years. I know we'd begun to think that we weren't going to get it back. They sold it back to us at a reduced price.

Marion Vaught: They had a field agent out, who had headquarters--I don't remember just where he was located, but the name was McNeil, the best I can remember. No, not the local man. He didn't talk like an Horry County man.

Mr. McNeill: The government had the right to keep the property if they s

have a need for it, but then, if the State wanted it, why they had first chance to buy the property, and three or four different ones stood between the original owners and buying the property back, if they had wanted it.

Mrs. Bellamy: I thought the previous owner of it would have the first choice.

Mr. McNeill: No, they didn't have first choice. There were about three or four others that had the privilege of buying it before the original owner had a chance at it. The men had been around, doing some appraising of the property that they wanted, but whenever the Japanese bombed Pearl Harbor, we found out the next day, then. They said, "You just got to get out right away now. You see, the next day, on that very next day, following the bombing, a judge signed it over to the government the privilege of taking it over. They just took it over then. They got the judge to give them the authority to take it over, and just putting it into their hands, so all they lacked of having possession of it was just moving the people off and claiming it as theirs for the time being to use as a bombing range. I moved about - oh, a little over a half mile, maybe, up side the highway, and then across the highway and located there. I bought the land back when I had the privilege of doing it. My son later built a house there where I had mine moved from.

I believe where my house was located, I had fifty acres there, and it wasn't more than a quarter of it, I believe, that was under cultivation, but I had another tract further up the road, and there were 128 acres in that tract, and about a third of it was under cultivation.

Mrs. Bellamy: We had 30 acres cleared on the land where we had to move from. We didn't have anything but an old field where we moved to. We didn't farm the first year, because we were too busy rebuilding and moving.

Mr. McNeill: The government just told us to get out, and we had to find a place to move to. The settlement was the best we could do.

Mrs. Bellamy: It had to be more or less satisfactory.

Mr. McNeill: Well, they already had possession of the land, because the judge had signed an order giving them possession.

Mr. Bell: As well as I remember, there was no way you could go to court with the government at that time. In fact, I did not sell mine, except one little place, and I was forced to sell that because I couldn't rent a place, in other words, to move the house across the road, after moving another house out of the area that I had. I had to sell that particular place before I could even move the house. They gave you a certain length of days, and then you were restricted off your property, and all the buildings I had over in that area were destroyed during the time. Mutilated, when the government had it. As far as I can remember, the settlement was none. As I say, I didn't sell, except that one particular spot where the home place was. And the only reason I did that was to get permission to move that house after I moved in the old store here across the road. I couldn't find a place. I tried to rent a place in Conway, Loris, and everywhere, couldn't find anything to rent at that particular time.

Mr. McNeill: They had soldiers patrolling, and they had the area right across from us where they had sites, and they went across and had a camp, and camped in there for the sites they had bombed. They had certain areas, towers or something that they built up there, and patrolled the road that went there. Of course, there was some pilfering, that's the reason the houses were demolished after it got a little slack. But right to begin with, they made you believe they'd shoot you if they caught you over there. I'm sure there was some wild game killed. There were craters there where they dropped those bombs, you can still see some of 'em. They were dropping these bombs, and they were shooting, too--55 calibre guns and so forth. My grandfather had moved from that area across, and there was a bullet hole in his house, went through his bed, when he was in bed, and lacked a quarter of an inch coming right where he was lying, and hitting him with a 55 or 155 calibre. That wasn't in the bombing range.

Mrs. Vaught: That was right in front of my house.

Mr. Chestnut: It wasn't in the range. They missed the target that much. They

had soldiers that stayed out there months at a time, camped. They would take 'em their lunch and stuff in there and just keep them there 24 hours a day.

Mr. Bell: I lived fairly close to the end of the bombing area. The bombing area was the road that leads by the Wampee fire tower, that was the border line for the bombing area. From there back to the railroad was up to here and Highway 90 on the other side, and I guess a mile and a half on the other side, the north boundary. They would have, say, ten or twelve soldiers to allow trucks to go in and out of that particular area.

Mrs. Bellamy: We got to know the soldiers. I had an "adopted son." The children would be gone to school and my husband and I would sit down to eat dinner, and before we got through eight or nine head would come up to get water. We had lots of milk, so they would come and get milk, too. We got to know some of them.

Mrs. Spires: One of my brothers heard some of the soldiers cursing, and he said, "You had better not let my mother hear you say that!" And, you know, they quit it, too. And most of them learned to say grace at table, and they just took our habits.

Mrs. Bellamy: There's one of 'em who comes back to see me every year, at least once.

Mrs. Vaught: I didn't live in the bombing area, we had property over there near the waterway, and I think some of that land was just put there to hold the world together, and there were some real thick bays that just didn't have anything but gallberry bushes, and then there were strips of land that had those long leaf pines that made the lightwood. It was a real good place to start fires, and they kept the fires going pretty much of the time. When they came along appraising the land, they told us that it was just old woods land, we'd just have to give it up. We've always been fighters. We didn't want to be unreasonable, but we wanted to keep what we had. So my husband was very blue with giving up that land, because he prized it, some of the neighbors accused him of buying it for hunting. He loved to hunt, but he had other lands too. So we came to town. It was the custom in those days, we country people came to town Saturday. A child needed a pair of shoes, and a little bit of groceries. Somebody tipped him off that we wouldn't have to sell it, these other big land holders could lease theirs, so we could lease ours. So my husband had offered it free to use it, however they needed it, and just let us have it whenever the war was over, and pay a reasonable amount for the damage. They wouldn't have it that way. They had to buy it. It wasn't a home. They were taking other people's homes, and we had to sell it. But we came to town that particular Saturday afternoon, and somebody tipped him off that we could lease it, so we leased it for a little bit, and then we got something for the timber that burned. But I think the worst thing about the whole set-up was our old house that we live in was in the center of a big old field. I know now boys could fly, because I had some. I knew the judgment they used, and all of that. So right over the house was where they turned around. So there was many a night that we couldn't sleep for the roar of those planes. And then, too, it was sad, because somebody's boy was training to go to meet the Germans. But we did get our land back. and damages, a reasonable amount, I'd call it.

Mr. Bell: I did not sell, except for that one particular spot, and the only reason I did that was because I was forced to, to be able to move the home across the road. They had different representatives going 'round, Lonnie Causey and W. O. Godwin, I believe. They were representing the Government at one time, and then, I think they were representing some individuals at others.

Mrs. Vaught: They were very friendly people, and very compassionate, I thought.

Mr. Bell: I didn't get any damages. Some of the buildings and the windows were demolished. I just felt like I was kind of lucky to be able to go back to it. These leases are recorded in the archives in Charleston now.

Mrs. Bellamy: Three hundred and fifty families were involved in the exodus.

Mr. Bell: There was about 66,000 acres of woodlands, but very little farms within that. There was a fringe by the highway of small farms, but I expect 95 cent of it was just woods land.

Mrs. Vaught: Nobody wanted to sell land on the other side of the highway. The Chestnuts' was one of the largest up there in that area.

Mr. Vaught: Most of the people who lived up there moved to other sections of the county. Lots of people moved over in the Maple section, and some moved up toward Aynor. But I've heard quite a number of them say it was probably one of the best things that ever happened to 'em. They were taught they could be uprooted, and they could move, and they could do better than what they'd been doing. You know, adversity is one of the best things that can happen to people. People didn't feel the same way then about serving their country by giving up their resources as they feel today. It would be hard to find a young man to volunteer for induction into the armed forces today, but in that day, it was the rule rather than the exception. They had a standing line of people who were ready to volunteer, and we had farmers, we had people who lived out there who were ready to do the same thing if necessary. They didn't question it too much, and they felt like they were doing their "bit." I think there was a great swell of patriotism among the people in those areas. I think that had a lot to do with it. People didn't resent it as much as you might think, because, after all, who would resent letting the government have seven or eight hundred acres of land when they had three boys who needed to be trained?

Mrs. Vaught: The timber, after the war, was questionable. You could hardly sell the timber, there were so many shot and everything. Mr. Wall cut that timber on our place out there, and he found quite a bit of damage in it. Most of it's rusted out now, but you can still find some of the brass caps.

Mrs. Bellamy: About two or three years after the war was over, there came a large forest fire through there and they had already policed the whole area, and thought they had all the shells, but they didn't. When the forest fire came through, it sounded like the war had started all over again. It was the shells that had been left.

Mr. Vaught: The same pilots that trained at Myrtle Beach went on the initial raid on Japan with Doolittle. This has been borne out historically. The Air Force would probably know very little about it, because at that time it was the Army Air Corps, the Corps of Engineers, Savannah District, that looked after the acquisition and the disposal after the things were over.

Mrs. Bellamy: I would like to add that the bomb that was dropped in our yard did not explode.

CAN YOU HELP?

Elizabeth G. Hull, 167 Pearson Drive, Asheville, N. C. 28801: "I am attempting to trace two of my South Carolinian ancestors. Can you tell me if the name Russell Calhoun Graham, Sr., who resided in Horry County, S. C. from 1860 to 1927, appears in any local histories or family genealogies in your collection? Does the name Simeon William Harrelson, resident of Horry County, S. C., from 1845 to approximately 1920, appear in any local histories or genealogies in your collection?"

Carol L. De Ruyter (Mrs. Ronald L.), 17001 So. Carrolton Rd., Escalon, CA 95320: I am doing genealogical research on my family in South Carolina and it is a little difficult at this distance. I am trying to obtain information on my great grandfather, James Perry Smith. He was married to Charlotte Cooper and he died 26 May 1920 in Conway. Actually his death is listed on the certificate as being in Dog Bluff and he was buried in the Brown Swamp Church. On his death certificate his place of birth was listed in Horry County on 13 November 1841. The only parent that is listed is his mother and it only gives her first name - Catherine. If I could locate his baptismal or marriage record it would be a great deal of help to me. I thought possibly that your society might maintain genealogical records. His wife, Charlotte, was the daughter of Aaron Cooper, Jr., and Mary Hucks.

CR Form 38

Project Myrtle Beach Aerial Gunnery
and Bombing RangeTract No. C-110-3Vendor Archie E. ChestnutContract No. W-2203-EMG

15548

WAR DEPARTMENT

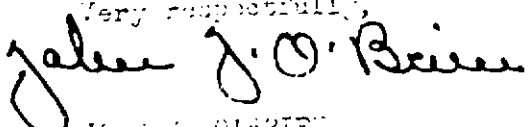
Office Chief of Engineers - Construction Division
Real Estate BranchNotice of Acceptance of Option for Purchase of LandDate February 20, 1942.Mr. Archie E. Chestnut,
Land,
South Carolina.

Dear Sir:

Notice is hereby given that, on the 10th day of February, 1942, the United States of America accepted the option dated the 23rd day of January, 1942, for the acquisition of the tract of land situate in the County of Horry, State of South Carolina, more particularly described in the option.

A fully executed copy of the accepted option is inclosed.

For the Chief of Engineers:

Very respectfully,

JOHN J. O'BRIEN
Colonel, Corps of Engineers
Chief, Real Estate Branch.

1 Incl.
Option.

WAR DEPARTMENT
OFFICE OF THE PROJECT MANAGER
MYRTLE BEACH AERIAL GUNNERY AND BOMBING RANGE
303 Main Street
Conway, S. C.

May 18, 1943

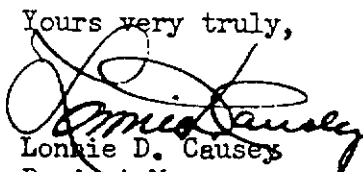
To Prospective Renters:

Re: Utilization of Military Lands for
Agricultural Purposes

1. This Project Manager's Office has received authority as of May 15th, 1943, to lease for agricultural purposes lands in certain areas in the Bombing Range in Horry and Georgetown Counties and we are mailing this letter and a list of the tracts of land authorized to be leased to prospective former owners to they may avail themselves of the opportunity to make application for rental.

2. The lease will cover a crop year and the rental be subject to the approval of your County Agricultural Agent.

Yours very truly,


Lonnie D. Causey
Project Manager

JCT:ncb

Incl. 1

List of Tracts

Project CE 601.1 - Myrtle Beach
Aerial Gunnery & Bombing Range

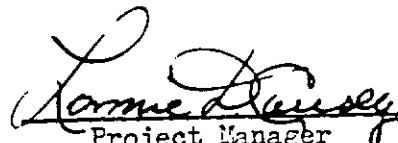
Tract No. C-110-B

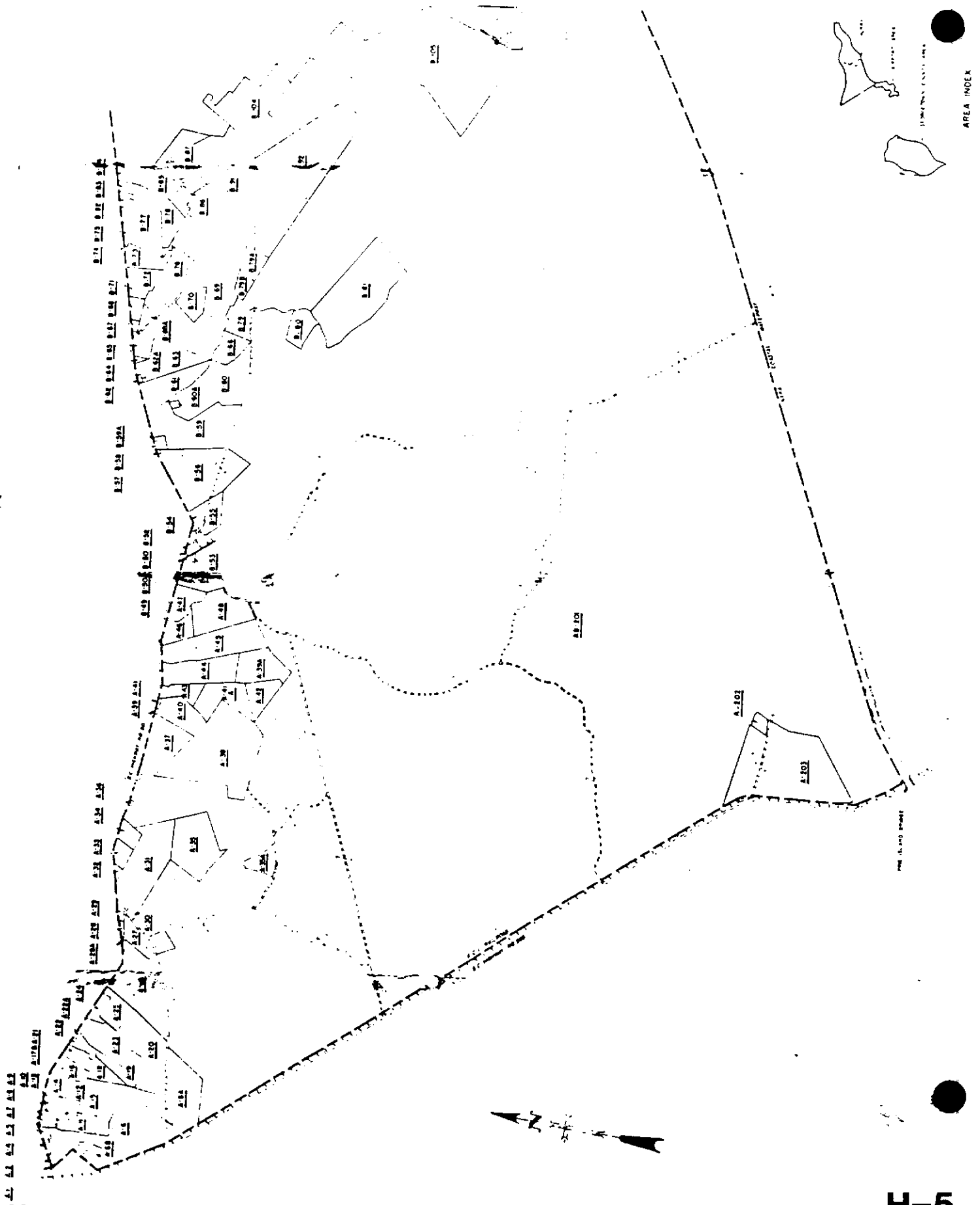
County Horry

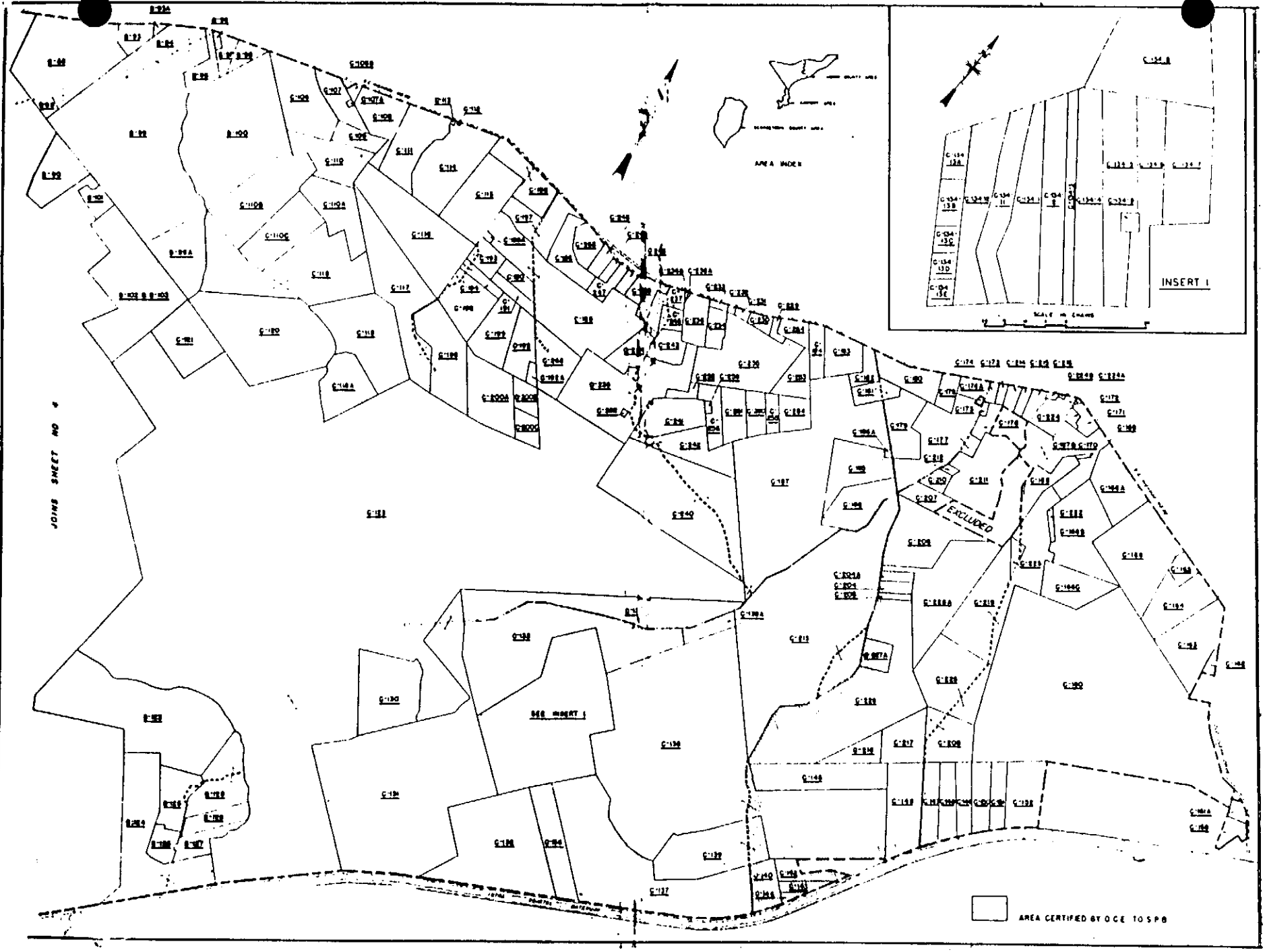
State South Carolina

May 22, 1943

Received of A. E. Chestnut the sum
of Fifty and no/100----- (\$ 50.00) Dollars, same being
submitted as and for rental for the leasing by the War Department of 40
acres of land for agricultural purposes in the Myrtle Beach Aerial Gunnery
and Bombing Range area and constituting the cleared land in Tract No. C-110-B
according to ~~lease~~ this day executed ~~subject~~ to authority of the Secretary


Project Manager





MYRTLE BEACH AERIAL GUNNERY & BOMBING RANGE

HORRY COUNTY AREA MILITARY RESERVATION
REAL ESTATE

FINAL OWNERSHIP

Lease No.	Tract No.	Vendor	Acreage	
			Fee	Lease
	A-1	D. J. Ammons	1.80	
	A-2	Joe M. Clardy	3.20	
	A-4	Troy Bellamy	5.50	
	A-5	R. Walter Bellamy	8.80	
	A-6	M. A. & Ethel Clardy	242.00	
	A-6A & A-20	Burroughs & Collins Co.	358.80	
	A-6B	H. H. & Grace D. Woodward	10.00	
	A-7 & A-11	R. A. Brown	36.65	
	A-8	Burroughs & Collins Co.	5.60	
	A-9	W. B. Montgomery et al.	11.90	
	A-10	A. E. Chestnut, et ux.	14.30	
	A-12	Ridgefield Baptist Church (TR.)	1.00	
	A-13	Burroughs & Collins Co.	29.70	
	A-14	Marie Edwards	26.00	
	A-15	D. A. S pivey	124.00	
	A-16	D. M. & Bernice Watts	32.00	
	A-17 & A-21	Everette Watts	37.00	
	A-18	Myrtle Beach Farms Co.	36.00	
	A-19	Peoples National Bank	45.20	
	A-22	H. H. Woodward	21.50	
	A-22A	L. H. Bellamy et ux.	2.00	
	A-23	E. T. Bellamy	123.30	
	A-24	W. C. Roberts	24.60	
	A-25	E. H. McNeill	49.00	
W09-026 Eng. 910	A-26	S. D. Cox		210.71
	A-27	Joe & J. M. Lee	66.20	
	A-28	Guy W. McNeill et ux	5.00	
	A-28A	E. T. Bellamy et ux	0.70	
	A-29	Burroughs & Collins Co.	11.60	
	A-30	John Elkes	4.00	
	A-31	J. M. Bellamy	190.00	
	A-32	Burroughs & Collins Co.	7.50	
W09-026 Eng. 914	A-33	S. D. Cox		25.00
	A-34	J. N. Lee et ux	29.00	
	A-35	E. S. C. Baker et al	156.00	
W09-026 Eng. 2977	A-35A	A. B. Thompkins et al		39.65
	A-36	Salem School (Tr.)	1.00	
	A-37	M. A. Wright et ux	112.00	
	A-38	W. J. Thompkins	362.00	
	A-39	Harry Lee	1.00	
	A-39A	Harry Lee	90.00	
	A-40	Burroughs & Collins Co.	71.00	
	A-41	Henry E. Watts	2.00	
	A-41A	Henry E. Watts	90.00	
	A-42	Fred P. McNeill et al	51.50	
	A-43	Willie E. Watts	41.55	

W09-026 Eng. 1929	A-44	Burroughs & Collins Co.	142.00
	A-45	G. W. & E. R. McNeill	167.00
	A-46	Fred P. McNeill et ux	49.00
	A-47	M. A. De Witt et ux	55.00
	A-48	Ruth McNeill et al	125.00
	B-49	Fannie DeWitt	9.67
	B-50	Tilly Swamp School (Tr.)	0.82
	B-50A	True Vine Baptist Church (Col.) (Tr.)	0.53
	B-51	Dock Galloway	3.50
	B-52	Heck Vereen et al	9.20
	B-53	Frank Vereen (Est.)	9.00
	B-54	T. E. & Lillian T. Nixon	32.40
	B-55	Elbert R. Nixon	34.50
	B-56	J. R. Parker	226.00
	B-57	George M. Cox et ux	1.00
	B-58	J. J. Pierce et ux	2.00
	B-59	Burroughs & Collins Co.	190.00
	B-59A	W. G. Gore	7.30
	B-60	E. H. Vaught et ux	196.00
	B-60A	Ned DeWitt et ux	1.00
W09-026 Eng. 1933	B-61	Alton B. Parker	100.00
	B-62	Hazel U. Parker	1.00
	B-62A	J. Vance Parker et ux	1.00
	B-63	Burroughs & Collins Co.	100.00
	B-64	W. J. Parker et ux	3.92
	B-65	Clyde Parker et ux	32.00
W2287 Eng. 1732	B-66	International Paper Co.	50.00
	B-67	Thomas B. Watson et ux	7.00
	B-68	J. W. Watson	22.60
	B-68A	J. D. Watson (N.C.M) et ux	17.00
	B-69	J. D. Watson (N.C.M.) et ux	544.00
	B-70	Clara B. Watson	50.00
	B-71	S. C. Todd et ux	14.80
W09-026 Eng. 1470	B-72	C. C. Thomas	36.00
	B-73	B. B. Watson et ux	50.00
	B-74	Franklin L. Edge et ux	0.33
	B-75	Helen E. Chestnut et al	27.20
	B-76	J. T. Bessant et ux	3.00
	B-77	Giles H. Watson (Est.) et al	95.20
	B-78	W. V. & C. C. Adams	82.00
	B-79	Jesse A. Branton et al	49.50
	B-79A	W. J. Branton et al	35.00
	B-79E	T. L. Branton et ux	20.00
	B-81	Burroughs & Collins Co.	307.10
	B-82	T. A. E. Adams	10.00
	B-83	Burroughs & Collins Co.	14.00
	B-84	William D. Watson et al.	36.75
	B-85	W. I. Inman et al	64.00
	B-86	Ida Bessant	26.60
	B-87	Fred McNeill et ux	128.00
	B-88	Burroughs & Collins Co.	179.00
	B-89	Julia A. & J. M. Todd Jr.	8.60
	B-90	J. M. Todd	62.00
W2287 Eng. 1732	B-91	International Paper Co.	345.60
	B-92	Burroughs & Collins Co.	490.50

	B-93	D. D. Edge	21.00	
	B-93A	H. E. Adams et ux	3.00	
	B-94	O. D. Livingston et ux	60.35	
	B-95	A. G. Livingston et ux	22.65	
	B-96	Dogwood School District No. 10 (Tr.)	3.00	
	B-97	Mrs. Blanche Bellamy	14.80	
W09-026 Eng. 1635	B-98	Mrs. Bertha Royals		15.00
	B-99	W. S. Livingston et ux	460.00	
	B-99A	Alton Inman et ux	68.80	
	B-100	T. W. Livingston et ux	272.00	
	B-101	John F. Simmons et al	17.00	
	B-102 & B-103	W. B. & T. R. Edge	196.80	
	B-104	H. H. Woodward	236.60	
W09-026 Eng. 1469	B-105	J. M. Vaught et al		764.00
	C-106	J. I. Adams	86.40	
	C-107	D. D. Edge, Jr.	33.20	
	C-107A	L. B. Adams	1.00	
	C-108	Adoniram J. Todd et ux	51.00	
	C-108B	J. Q. Adams et ux	4.40	
	C-109	D. P. Rackley et ux	23.20	
	C-110	J. M. Adams	61.80	
	C-110A	J. P. Adams et ux	63.90	
W09-026 Eng. 1474	C-110B	A. E. Chestnut		112.00
	C-110C	Stokes Chestnut et ux	78.00	
	C-111	Thomas C. Todd et al	74.60	
	C-112	Julia A. Todd	0.17	
	C-113	Julia A. Todd	0.55	
	C-114	Robert E. Todd et al	109.55	
	C-115	B. H. Todd	94.35	
	C-116	Joseph H. Edge et ux	147.00	
	C-117	J. H. Vereen et al	135.30	
	C-118	Solon Edge	142.00	
	C-118A	R. Marvin Edge et al	60.00	
	C-119	D. D. Edge Jr. et ux	214.80	
	C-120	B. R. Parker et ux	216.20	
	C-121	B. E. & J. P. Simmons	71.00	
W2287 Eng. 1732	C-122	International Paper Co.		3767.80
	C-123	Burroughs & Collins Co.	292.00	
	B-124	D. D. Edge (est.) et al	196.00	
	B-125	Howell V. Bellamy et al	44.00	
	B-126	Burroughs & Collins Co.	20.00	
	B-127	Joe B. Chestnut et ux	26.00	
	B-128	P. A. Watson et ux	30.00	
	B-129	John D. & Mrs. Dorothy M. Bellamy	72.00	
	C-130	H. H. & Grace D. Woodward	109.40	
	C-131	D. D. Edge (Est.)	582.40	
	C-132	A. A. Springs et al	204.00	
W2287 Eng. 1732	C-133	International Paper Co.		263.00
	C-134-1	Katie L. Kails Heirs	34.00	
	C-134-2	O. J. Bell	30.00	
	C-134-3	J. W. Ellis & R. V. Ward	13.00	
	C-134-4	Phillis Bellamy	32.50	
	C-134-5	Burroughs & Collins Co.	30.00	
	C-134-6	Susan Green or Jenkins & Richardson	30.00	
	C-134-7	J. W. Ellis & R. V. Ward	37.00	
	C-134-8	Flora Chestnut Heirs	54.00	

C-134-9	Edward Lewis	2.00
C-134-11	Fannie Lewis	22.00
C-134-12	C. Hawkins Lewis Heirs	35.00
C-134-13A	Mary Chestnut Gerald	9.50
C-134-13B	Edward Lewis	7.50
C-134-13C	Ellen Lewis	4.15
C-134-13D	Sam Lewis	4.15
C-134-13E	Adam Lewis	4.15
C-135	Canal Wood Corp. et al	146.80
C-136	B. F. Vereen et ux	64.00
C-137	Mary A. Lewis et al	300.00
C-138	J. H. Holliday et ux	866.00
C-138A	O. J. Bell et ux	18.00
C-139	Burroughs & Collins Co.	117.10
C-140	H. E. Thompson et ux	35.00
C-142	O. J. Bell et ux	22.50
C-143	R. E. Bell et ux	11.70
C-144	Ben Bell et al	6.00
C-145	S. P. McNair (Est.)	87.00
C-146	H. E. Thompson et ux	78.50
C-147	Carrie E. Thompson	35.00
C-148	R. H. Burns Sr. (Tr.)	32.80
C-149	E. V. Ward et ux	30.40
C-150	K. O. Thompkins et ux	32.50
C-151	Donald Wood	26.80
C-152	R. V. Ward et ux	63.40
C-158	Edith Ward et vir	15.00
C-160	Agnes K. Epps et al	844.00
C-161A	Joseph Green Jr. (Est.)	8.00
C-162	Agnes K. Epps et al	4.40
C-163	E. V. Ward et ux	86.00
C-164	R. V. Ward et ux	69.00
C-165	E. V. Ward et ux	14.00
C-166	W. E. Gore et ux	128.20
C-166A	R. E. Bell et ux	60.35
C-166B	R. W. Wood Jr. et al	99.00
C-166C	North Carolina Bank & Trust Co.	60.70
C-167 & C-170	Katherine B. & Robert V. Ward	83.00
C-168	Donald Wood	27.50
C-169	O. J. Bell et ux	1.60
C-171	R. L. Bell (Est.)	12.00
C-172	Mary Bell Wood	4.50
C-173	H. E. Thompson et ux	4.60
C-174	L. D. Willard et ux	4.50
C-174A	Robert Lewis Jr. et ux	13.40
C-175	Sallie Hardwick	2.00
C-176	Ernest C. Hardwick et ux	12.90
C-177	H. E. Thompson et ux	104.00
C-178	R. E. Thompson et ux	15.20
C-179	J. Henry Holliday	48.00
C-180	Mary E. Lewis	46.25
C-181	Emma B. Thompson	19.40
C-182	L. D. Willard et ux	16.50
C-183	J. C. Lewis et ux	40.00

	C-184	H. T. Watts et ux	20.00	
	C-185	Albert Jordan et ux	65.00	
	C-186	R. A. Brown et ux	54.30	
	C-186A	R. A. Brown et ux	1.25	
	C-187	H. E. Thompson et ux	380.00	
W2287 Eng. 1732	C-188	International Paper Co.		37.00
	C-189	W. H. Stanley et ux	195.00	
	C-189A	Dogwood Neck Col. School No. 10 (Tr.)	2.00	
	C190	Ollie Lewis Wilson	14.00	
W2287 Eng. 1732	C-191	International Paper Co.		12.50
	C-192	Luther & Susie Livingston	37.70	
	C-192A	Tom Montgomery	5.00	
	C-193	S. P. Vereen et ux	20.00	
	C-194	Morris Vereen (Est.)	10.00	
	C-195	Burroughs & Collins Co.	88.70	
	C-196	Julia A. Todd	51.10	
W09-026 Eng. 1471	C-197	Dewey Edge		51.10
	C-198	Canal Wood Corp.	55.50	
	C-199	O. J. Bell et ux	50.00	
	C-200A	J. F. Stanley et ux	69.00	
	C-200B	Candis Stanley et ux	20.00	
	C-200C	Mary Vaught (Est.)	17.50	
W2287 Eng. 1732	AB-201 & B-80 & A-202	International Paper Co.		30207.20
	A-203	Myrtle Beach Farms Co.	437.80	
	C-204	Robert Livingston et al	12.00	
	C-204A	T. W. Prince (Est.)	8.00	
	C-205	Forfeited Lands Commission	5.00	
	C-206	J. G. Lewis et ux	96.00	
	C-207	R. B. Shelly et ux	20.00	
	C-208	R. W. Wood et ux	48.20	
	C-210	Mrs. Llewellyn Lewis	8.50	
	C-211	Bob Lewis Sr. et ux	85.00	
	C-212	H. B. Lewis et ux	2.70	
	C-213	O. J. Bell et ux	490.00	
	C-214	Beulah Martin	7.20	
	C-215	Stephen C. Martin et al	6.20	
	C-216	Sam Ward et al	8.00	
	C-217	Murchison Bank	36.50	
	C-218	Sallie Hardwick	21.30	
	C-219	O. J. & R. C. Bell	178.00	
	C-222	R. V. Ward et ux	4.00	
	C-223	Carrie E. Thompson	7.75	
	C-224	O. J. Bell et ux	26.70	
	C-224A	Little River Circuit M. E. Church Sou. (Tr)	0.50	
	C-224B	Deacons of Wampee Baptist Church	1.50	
	C-225	Evelyn W. Bell	108.00	
	C-226	J. L. Bell (Est.) et al	293.00	
	C-226A	R. E. Bell et ux	138.80	
	C-227A	R. L. Bell Jr.	20.00	
	C-229	Hamp Livingston et ux	5.00	
	C-230	Mary L. Strickland	8.90	
	C-231	Hamp Livingston et ux	3.90	
	C-232	Fred W. Buck et ux	2.00	
	C-233	Jacob T. Chestnut	2.80	
	C-234	Ernest DeWitt et ux	18.50	

	C-235	Mitchell Livingston et al	118.00	
	C-236	Malissa DeWitt	25.00	
	C-236A	D. J. Livingston et ux	0.25	
	C-236B	J. A. Chestnut et ux	0.25	
	C-237	Barney DeWitt et ux	21.25	
	C-238	J. T. Chestnut et ux	24.60	
	C-239	J. T. Chestnut et ux	165.00	
	C-240	William Vereen (Est.)	260.00	
	C-241	Solomon Chestnut	54.25	
	C-242	William Chestnut	54.25	
	C-243	Peoples National Bank	23.50	
	C-244	Alex L. Vereen (Est.)	29.00	
	C-245	Jackson Vereen (Est.)	11.00	
	C-246	Jerry Chestnut	7.00	
	C-247	Pinckney C. Edge et ux	13.50	
	C-248	Martha Moore	10.00	
	C-249	Frank Moore et al	6.00	
	C-253	Sarah Bellamy Heirs et al	28.20	
	C-251	Francis Gause (Est.)	25.00	
	C-255	Delilah L. Lewis (Est.)	12.00	
	C-256	Gertrude Gause	23.60	
	C-258	Van Smith et ux	8.00	
	C-259	Furnie & Stacil L. Vereen	2.00	
	C-260	Florrie Evans (Est.)	20.00	
	C-261	J. M. Livingston et ux	30.00	
	C-262	Chesterfield Miss. Col. Baptist Ch. (Tr.)	1.00	
W39-026 Eng. 1078	C-264	James A. Watts		17.40
	C-265	Burroughs & Collins Co.	21.70	
	C-266	E. A. Stanley et ux	50.65	

PETER VAUGHT, SR. AND JR.

August 11, 1976

Mr. E. R. McIver, Editor
The Independent Republic Quarterly
1008 Fifth Avenue
Conway, S. C. 29526

Dear Mr. McIver:

Enclosed is a photograph of two of my ancestors taken in 1864. Pictured are Peter Vaught, Senior, and his son, Peter Vaught Junior, at the time of his marriage to Louise Cuckon Futch. Peter Vaught Senior was 77 years of age at this time and Peter Vaught Junior was 41.

Peter Vaught Senior was the son of Matthias Vaught and Martha Mercy Todd. He died in his 80th year on January 19, 1867.

Peter Vaught Junior was the son of Peter Vaught Senior and Mary Sweet and grandson of Anthony Sweet II. He died in his 77th year while visiting his daughter Anna Vaught Roach in Harvey, Illinois, and is buried in Homewood Cemetery in Harvey.

U.S. 4-B

Conservation vs. development

Paper firm mulls options for idle la

By JIM PARKER
Post-Courier Reporter

CONWAY — Take a ride on U.S. Highway 501 in Horry County and notice the belt of pine trees lining the highway. Head north on U.S. Highway 17 and mark the contrast between office complexes on the right and wilderness to the left.

Every year, millions of Grand Strand vacationers travel these routes past the Buist Tract, a 62-square mile section of long-leafed pines and low-lying shrubs between Conway and Myrtle Beach.

International Paper Co. has held on to the 40,000-acre tract for 48 years, securing it in the late 1930s as a vast timber source for the newly built Georgetown paper mill.

Today, however, International Paper woodlands experts consider the land largely unsuitable for widespread forest cultivation. Officials must decide whether to sell the land, conserve it, develop the property or some combination of the three options.

To many wildlife experts, the tract is an environmental haven for the mysteriously evolved Carolina bays, exotic Venus Fly Trap plants and dozens of coastal black bears. And they are concerned about the land's future.

"Most people who are environmentally aware agree that Horry County and the Myrtle Beach area is a time bomb," Steve Bennett, biologist with the state Department of Wildlife and Marine Resources, said Friday.

It's only a matter of time before the Grand Strand hasn't any more room for new developments. The next desirable locations will be west of the Intracoastal Waterway and toward

Further, an engineering study of a proposed \$435 million Interstate 95 connector with Myrtle Beach shows the four-lane road passing through the north end of the Buist Tract, which environmentalists say would open up the land to development.

"Ideas have been floating around" about how the land will be used, Edward Twilley, public affairs manager with International Paper, said last week. Nothing has reached the planning stages, he said. "We feel all options are still alive. We haven't felt in a big rush," he said.

But officials outside the company who are interested in the tract's future say that the giant wood products firm is committed to developing the property.

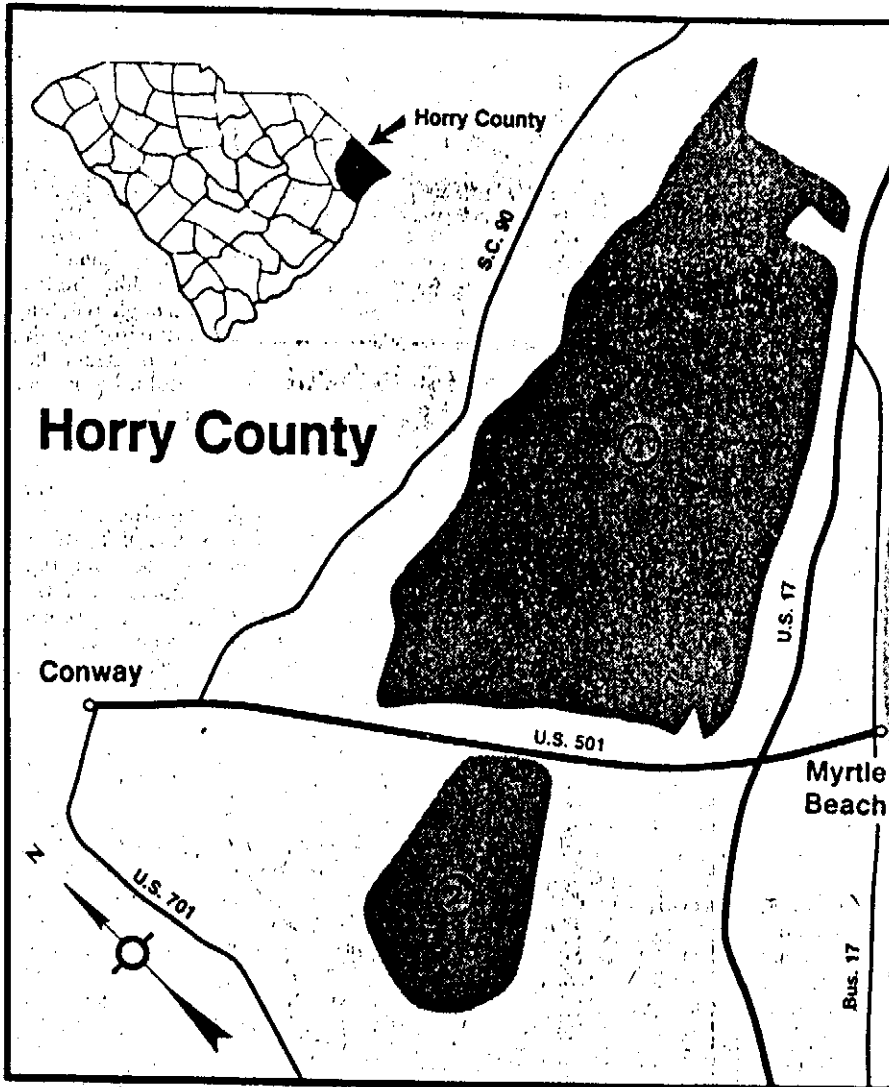
"They are going to develop it," H.E. Timmerman, state Department of Highways and Public Transportation assistant planning director, said recently. "What they will do with it, I don't know."

Betty Spence, S.C. Wildlife Federation chapter director, agreed. "I wouldn't be surprised if they do something in the next couple of years," she said.

Twilley noted that any development would use only parts of the land. "I don't think you'll ever see IP suddenly announce a 40,000-acre development," he said.

However, wildlife experts are concerned that the interstate connector would hasten the property's full development.

"I would say the effects (of a major highway through the land) would not just be significant, but dramatically adverse," Mark Bara, district biolo-



Post-Courier Graphic
Gray areas marked 1 and 2 comprise 40,000-acre Buist

...Buist Tract

Continued From Page 1-B

gist with the S.C. Department of Wildlife and Marine Resources, said recently.

The interstate would bring on a "corridor of development" by making the property more accessible and, consequently, hiking its value, Bara said. "It would get to the point where it's so expensive that they would have to sell it to a developer (or develop the land themselves)," he said.

Changes are expected in the engineering study, Timmerman said, but he added that there's no doubt the interstate's northern branch would pass through the Buist Tract. If the connector were moved farther north, it would reach the ocean at North Myrtle Beach. That would not improve traffic flow as well as the present destination at Myrtle Beach, he said.

Further, Timmerman said the interstate — which if approved would take 12 to 15 years to build — wouldn't have a detrimental effect on the land. "We are on the upper end of the tract anyhow," he added.

Ms. Spence disagrees. "There's no question" that an interstate highway through the land would have a negative impact, she said. The connector, "a political hot potato," probably could be moved if necessary, she added.

In 1937, George L. Buist sold a large tract — then known as the Socastee Plantation — and two smaller lots to Southern Kraft Co., a subsidiary of International Paper.

The land, then totaling more than 47,000 acres, was bought for \$259,000, according to a deed filed in the Horry County Clerk of Court's office.

Today, the approximate boundaries of the tract include a 34,000-acre section north of Highway 501 between Secondary Road 90 and the Intra-coastal Waterway. A second, 5,800-acre piece is south of Highway 501 between Forestbrook Road and Secondary Road 544.

The market value of the unimproved property is nearly \$22 million — or \$550 per acre, according to the county Tax Assessor's office. But the land is "conservatively" worth \$10,000 per acre if developed, one local real estate manager said.

International Paper paid more than \$44,000 in taxes on the land in 1984.

The property was once thought to be a valuable site for timber harvesting, but has proven in recent years to be marginally productive. "It's kind of sat there for a while" with light harvesting, Twilley said. "Conservation or development is probably a better use for the land."

In addition to timber harvesting, International Paper leases 10,000 acres to the wildlife department as a

Game Management Area. Under that arrangement the state takes care of the land and allows public hunting, Bara said.

The department is considering adding another 7,300 acres of the Old Socastee Gun Club as a game management area, he said. But 7,500 acres International Paper once leased to the state at 62 cents per acre now is leased to private hunting clubs, which pay \$1.10 per acre, he said.

According to environmentalists and wildlife experts, the Buist Tract includes one of the best examples in South Carolina of Carolina bays and the plants and animals that inhabit them.

The bays — elliptical depressions ranging from a quarter-acre to 500 acres or more in size — are found from New Jersey to Florida, but 80 percent are in the Carolinas, Bennett said.

Scientists aren't sure how the shallow bays were formed, although some believe they resulted from the impact of meteorites. A more widely accepted theory is that sink holes which developed when the prehistoric seas in the Carolinas receded combined to form the water-retaining bays that later were shaped by prevailing winds, he said.

"They support a wide variety of plant communities, and are very good for wildlife," Bennett added. Widespread development of the Buist Tract would "pretty much spell the end of Carolina bays," he said.

Native orchids and Virginia arum are some of the rare species that grow along the Buist Tract bays. The most exotic, however, is the Venus Fly Trap. Thousands grow between sand ridges and the edges of the Carolina bays, Joseph N. Pinson, USC-Coastal Carolina College botanist, said Friday.

The Venus Fly Traps, which snare insects using hair triggers on the leaves, are found naturally only in an

80-mile radius of Wilmington, N.C., Bennett said. Horry County is the only area in South Carolina where they grow.

"The greatest threat (to the Venus Fly Trap) is drainage," Pinson said. The plants require alternately wet and dry climatic conditions. Once a Carolina bay is ditched and drained, the plant loses its habitat, he said.

The Grand Strand Water and Sewer Authority also is eyeing the Carolina bays in the Buist Tract for third-stage sewage treatment. The facilities would be connected to a 2.5 million gallon sewage treatment plant to serve Little River and other parts of northeastern Horry County, authority engineer Fred Richardson said Friday.

Studies have concluded that the bays will handle sewage treatment without hurting plant life, he said. But Pinson noted that Horry County's water has a high sodium content, which is hazardous to plant life.

Also living in the Buist Tract are 50 or more bears, part of the largest population along the South Carolina coast. Two bears have been struck and killed by cars in the past four months as they tried to cross the two major thoroughfares that pass by the land.

For about 10 years, the wildlife department and the non-profit Nature Conservancy have negotiated with International Paper on donating parts of the Buist Tract as a wildlife refuge. If the land were donated, the company would receive tax writeoffs, Bennett said.

But the property reportedly is now under the auspices of International Paper Realty Co., a division of the paper company. "IP Realty is not interested in donating (any land)," LaBruce Alexander, state director of the Nature Conservancy, said recently.

"It's very, very unfortunate," Bennett said.



North Myrtle Beach Times

Volume 21, Number 27

North Myrtle Beach, South Carolina, Friday, May 31, 1991

26 Pages

25 CENTS

C. B. BERRY
P. O. Box 1479
North Myrtle Beach, S.C.

Loneliness May Change On Long Bay Road

By C.B. BERRY

Long Bay was the name first given to the Myrtle Beach area and it is by this name that it is referred to in old land grants and travel accounts. A popular road prior to the construction of the Intracoastal Waterway was the Long Bay Road which ran from Myrtle Beach to Wampee. The use of this road was sharply curtailed when the Intracoastal Waterway cut it in two. Construction of the waterway started in 1932 and it was completed with dedication ceremonies at Socastee on April 11, 1934.

A village by the name of Vaughn, S.C., was situated on the Long Bay Road just north of the present day Waterway Hills Golf Course. A post office was established there on April 30, 1888, with Peter Vaughn, Jr. as postmaster and discontinued Nov. 29, 1921, with William H. Vaughn as postmaster. This post office and village was located on a tract of some 6,000 acres that extended to the ocean and encompassed approximately a mile of oceanfront including the present day Singleton's Swash and Restaurant Row area, owned by Peter Vaughn, Sr. Peter Vaughn's home appears to have been in the same location as that of Jeremiah Vereen who was host to president George Washington in April 1791. This house site was somewhere in the vicinity of Green Lakes subdivision.

The use of Long Bay Road was sharply curtailed again a few years after it was severed by the Intracoastal Waterway when the War Department took over most of the land lying between S.C. Highway 90, Highway 501 and the Intracoastal Waterway during World War II, removed the houses and other buildings off

the site and created the Myrtle Beach Aerial Gunnery and Bombing Range. This area saw much activity during World

War II when pilots and ground crews were trained for warfare. Some of the pilots in Jimmy Doolittle's famous raid on

Tokyo were trained at the Myrtle Beach Aerial Gunnery and Bombing Range. Although they had a chance

to repurchase their land after World War II, many of the former residents failed to do so (See LONG BAY, Page 2)



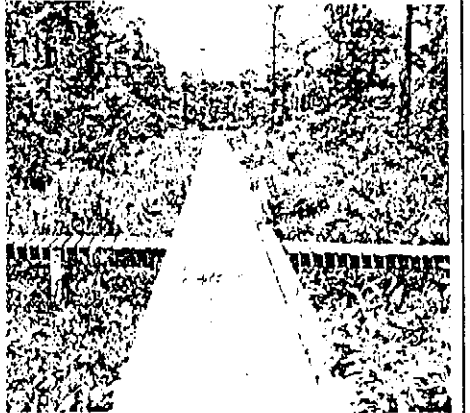
BOMBING REMAINS — These arming devices and bomb fragments are from practice bombing runs near Long Bay Road a half century ago.



EXISTING RIDGE — Sand ridges are usually found along the northern rim of Carolina Bays. This one exists on the Bell Bay near Long Bay Road.



OBSELETE VAT — This cattle dip vat is where cattle were forced through a disinfecting solution to remove ticks and parasites. This one is located at the Southern end of Long Bay Road and at the edge of Waterway Hills Golf Course. The vat has been unused for nearly a hundred years.



SCENE TODAY — Scenes like this are found in the Carolina Bays where nearly four miles of these walkways and pipelines were placed by the Grand Strand Water & Sewer Authority.

Long Bay

(Continued From Page 1)

and most of the land was purchased by the International Paper Co. and other owners of large acreage. Today, the Long Bay Road is a lonely stretch through many Carolina Bays extending from the cross-roads at the Windy Hill and near Bluff Road to Waterway Hills Golf Course, a distance of approximately five miles and not a single home for the entire stretch except for the homes of Baxter Morton and some of his people near the northern end.

On a recent trip with my wife, Alan Law, we drove down the Long Bay Road to the end of Long Branch. Between the two branches and the Vaudeville point of Long Bay was a 10-acre tract owned by the Ochs family. The walk extends from the Long Bay Road across a field for about a mile to the Bluff and Windy Hill road. This is one of the Carolina Bays acquired by the Grand Strand Water & Sewer Authority, consisting of nine thousand acres, to be used for the disposal of treated sewage effluent and for the environmental protection of the bays. The property has been named the Peter Hurry Wildlife Preserve. The project includes approximately four miles of elevated walkways and nearly three miles of large pipelines attached to the walkways, plus several lagoons and aquatic plants. The project is estimated at a cost of more than \$10 million and designed to serve the populated and rural areas of this part of the county for many years to come.

About a mile past the southern end of the walkway on Long Bay Road, there are several small, approximately 12 foot wide, shallow bays where bunnies and other small mammals are common. One of these bays is believed to be the site of the Vaughn post office. The site is a concrete trough about four feet deep through which cattle were forced to go while it was filled with a disinfecting liquid to rid the cattle of ticks and other parasites. It was probably built by old Peter Vaughn, Sr., a patriarch of the area. He served as sheriff of Horry County and as a member of the House of Representatives for Horry County in addition to other offices. He died in 1870.

The Long Bay Road crosses the Intracoastal Waterway at the Vaughn station. The Vaughn station was built in 1934 and was destroyed by a fire in 1940. This building was the only one of the pattern of buildings that were built along the Long Bay Road during World War II.

Vereen's Marina is now located and purchased lumber from Baxter Morton whose mill was in the bombing range area. His saw was often ruined when it would saw into steel jacketed bullets embedded in the logs where planes had practiced gunnery with live ammunition. These bullets would sometimes damage the knives on our planing mill. On one occasion he reported that the saw cut into an unexploded 37mm cannon shell which exploded and split the log. After that, he acquired a metal detector and inspected the logs before sawing into lumber.

After leaving the Vaughn station we proceeded down the Long Bay Road to the run of Long Branch. Between the two branches and the Vaudeville point of Long Bay was a 10-acre tract owned by the Ochs family. The walk extends from the Long Bay Road across a field for about a mile to the Bluff and Windy Hill road. This is one of the Carolina Bays acquired by the Grand Strand Water & Sewer Authority, consisting of nine thousand acres, to be used for the disposal of treated sewage effluent and for the environmental protection of the bays. The property has been named the Peter Hurry Wildlife Preserve. The project includes approximately four miles of elevated walkways and nearly three miles of large pipelines attached to the walkways, plus several lagoons and aquatic plants. The project is estimated at a cost of more than \$10 million and designed to serve the populated and rural areas of this part of the county for many years to come.

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New Ministry Comes To Area

H-7

Local & Regional

C.B. BERRY

Area History

Long Bay was route before waterway built

The Long Bay Road was a popular route for traffic between the Star Bluff-Wampee area and Myrtle Beach, prior to the construction of the Intracoastal Waterway.

A village by the name of Vaught was situated about midway between Wampee and Myrtle Beach.

Vaught had a post office, a church, a store and several other buildings. The post office was established there April 30, 1888, with Peter Vaught Jr. as postmaster, and discontinued Nov. 29, 1924, with William H. Vaught as postmaster.

The church has been described as a place where the congregation shouted and sometimes rolled in the aisles during the services. The church had a "pot-bellied" wood stove with a long metal flue for heat.

A lady recently told me about her experience there when she and her sister, as little girls, attended the services. She said the crowd got to shouting, waving their arms and falling to the floor and created a scene of mass confusion. During the melee, someone accidentally hit the stove and the flue came crashing down on the pews. One of the little girls grabbed her sister's hand and said, "Come on Sis, let's get out of here before someone gets killed."

The construction of the waterway cut off the Wampee and Myrtle Beach traffic in the early 1930s and after the onset of World War II, the Army acquired the area through which the Long Bay Road runs and all the area described as 55,854 acres bounded north by S.C. 90; east by S.C. 9, south by the Intracoastal Waterway and west by the Atlantic Coastline Railway.

This became a practice range for aircraft gunners and bombers during the war. All residents and buildings had been removed and all private activities ceased and this giant area was used exclusively for military practice activities.

An interesting study was made in May 1991



Waterway and west by the Atlantic Coastline Railway.

This became a practice range for aircraft gunners and bombers during the war. All residents and buildings had been removed and all private activities ceased and this giant area was used exclusively for military practice activities.

An interesting study was made in May 1991 by a young lady named Bari J. Seigel, an environmental scientist, entitled "Final Archives Search Report — Preliminary Assessment of Ordinance Contamination at the Former Conway Bombing and Gunnery Range" for the Army Corps of Engineers.

The exhaustive report involved more than 300 individuals and other sources of information, and describes every aspect of activities that occurred in the area during the war and since that time.

The study includes the description of an airplane that crashed in one of the many Carolina Bays south of Nixonville. It was reported that access to the plane was so difficult that it was abandoned and may still be there.

A crew is said to have made its way to the plane for the purpose of removing a valuable bomb sight it contained.

Some of the old craters created by practice bombing runs are visible just a short distance from the Long Bay Road. The Grand Strand Water and Sewer Authority has nearly four miles of walkways across some of the Carolina Bays adjacent to this road and makes it possible to get a first hand look at the bays from these elevated walkways.

The area contained so many swamps and bays that it was not very extensively developed before the waterway and, although the War Department returned most of the land to former owners, it has never recovered.

The Long Bay road now terminates near an old cattle dip vat at the northwestern boundary of the Skyway Golf Course. Because of the isolation, this golf course has its main access by chairlift across the Intracoastal Waterway at Restaurant Row.

The village of Vaught, the Skyway Golf Course, Restaurant Row and the Shore Drive area are all located on what was once the plantation of Peter Vaught Sr., a patriarch of the area.

Vaught owned 59 slaves and carried on extensive farming operations. He once taught a rice-planters school, was Horry County sheriff and was a member of the state Legislature. His home was in the approximate same location as that of Jeremiah Vereen, who was host to President George Washington during his Southern Tour in April 1791.

C.B. Berry, a former mayor of Crescent Beach, was instrumental in the creation of the Horry County Museum. He is a surveyor and a member of the Horry County Preservation Commission. He has written extensively on the history and genealogy of the area.

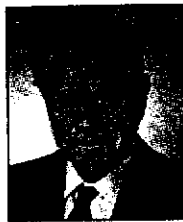
Local & Re

C.B. BERRY

Area history

Amid holly and briar, the 'bays' beckon us

Old-time naturalists called them pocosins; old-time land surveyors often listed them as "impassable swamps," but the modern generation refers to them as Carolina Bays. These bays constitute a substantial percentage of the land in Horry County and, under recent regulations, have been classified as "wetlands" and cannot generally be developed.



One has but to look at most any aerial photo of Horry County to spot these numerous oval depressions ranging from a few feet to more than a mile across. An alternate route for U.S. 17 is now in the planning stage and is to be known as the Carolina Bays Parkway because it passes among or over many of these swamps.

A sandy rim that ranges six to eight feet above the floor usually surrounds these bays which are oriented from northwest to southeast and the vegetation growing inside include sweet bay, red bay, loblolly bay, blueberries, holly and the bamboo greenbrier vine. This briar is a bane to the woodsman as well as many homeowners and is often referred to as "Confederate barbed wire." Also growing there are the famous carnivorous pitcher plant and Venus fly trap.

In modern times, there has been much controversy on how these bays were formed. The late mayor of Camden, attorney and author Henry Savage Jr., published a book titled "The Mysterious Carolina Bays" in 1982. He revealed that nearly a half-million of these depressions exist in the coastal plains between Maryland and Florida. One of the largest is Lake Waccamaw, some 11 miles across, and the source of the Waccamaw River. The lake is located outside Whiteville, N.C.

A small bay once existed just north of the Intracoastal Waterway bridge at Nixons Cross Roads. When the new U.S. 17 was built, it sliced right through this "impassable swamp" and since then a condominium development

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and since then a condominium development on one side and a flea market on the other have used up practically all of what was once known as "Meetinghouse Bay."

Savage cites a number of studies made by various archaeological groups. One study indicates that the evidence points to a giant celestial meteor shower that struck the earth long ago and plowed these depressions in the earth, piling up the sandy rims around them.

Another study claims the bays were formed by the action of the wind and water as ocean receded across the land. In the last great Pleistocene age, some 18,000 years ago, a great ice sheet engulfed all of Canada and the northern part of the United States. So much water was trapped in this ice sheet that the shoreline was near the edge of the continental shelf — 30 to 50 miles off the present shoreline.

In a later period, the ice melted and the oceans rose more than 200 feet and the shore ran along the fall line — the sand hills that run from Cheraw, Camden, Columbia and Aiken. As the water became trapped again at the poles, the ocean dropped, formed marshes which got cut off by the action of wind and water, resulting in these bays.

A few years ago, the Grand Strand Water & Sewer Authority obtained some 800 acres of land that include four of these bays and built four miles of elevated walkways across them to which are attached pipe mains for the distribution of sewage effluent from their treatment plant.

Whether they were formed by meteors or a receding ocean, the Carolina Bays are one of nature's great wonders and these walkways provide visitors an opportunity to observe and study these unique biological and geological features. The walkways are located on the Fire Tower Road, two and a half miles from Wampee. Permission must be obtained to use these as they are gated.

C.B. Berry, a former mayor of Crescent Beach, was instrumental in the creation of the Horry County Museum. He is a surveyor and a member of the Horry County Preservation Commission. He has written extensively on the history and genealogy of the-area.

Looking Back

In the Sun News, 25 years ago, Feb. 9-16, 1970

■ The Myrtle Beach High School faculty appointed a student court which had jurisdiction over smokers and lunch-line violators with members Judy Haile, Nona Hunt, Billy Alford and Sam Taylor. The judge was Glenn Kemp.

■ C.B. Berry and Mrs. W.A. Thomas were nominated by the Republican Party for the mayor and council election in North Myrtle Beach.

■ Waste oil dumped by trucks into lakes near 62nd Street washed into the swash near St. Johns Inn and coated ducks in the lake.

■ Bob Sansbury, chair of the Ocean View Hospital trustees, announced that work will begin immediately on a five-room emergency wing at a cost of \$33,270 as a gift from Mr. and Mrs. Earl Baxter.

■ Rep. John Jenrette strongly criticized GTE for a rate increase of 7.23 percent because he felt its service should be improved before any rate increases.

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX I

INTERVIEWS

APPENDIX I

INTERVIEWS

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- I-4 Conversation Record with Mr. Stewart Pabst, Horry County Museum, and SI Team, 10 February 1995
- I-5 Conversation Record with Mr. Bergan Berry, local surveyor and historian, and SI Team, 14 February 1995
- I-6 Conversation Record with Mr. Ervin Dargin, local resident, and SI Team, 16 February 1995
- I-7 Conversation Record with Mr. J.M. Vaught, local resident, and SI Team, 16 February 1995

CONVERSATION RECORD	TIME 0800	DATE 9 February 1995
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TYPE		
<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input type="checkbox"/> TELEPHONE
		INCOMING
		OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Mr. Larry Canada	International Paper	(803) 397-0787

SUBJECT
Conway Bombing and Gunnery Range

SUMMARY

Mr. Canada represented International Paper, a large land owner of the former BGR, and acted as a guide for the SI team. He has worked with IP for 28 years.

IP currently plants/harvests trees in the areas of former Target III and Target XX. Trees are harvested in 20-25 yr cycles. Areas have been cut and regenerated twice. No OEW has been found.

A wildfire burned nearly the whole area in 1954.

Target III - area has been cut and regrown twice. IP has control burned the area several times, dug 2 ditches and built a road through the area. No OEW found. Large craters, thought to be sinkholes by Mr. Canada, could possibly be bomb craters. Deer and bear hunting occurs in area.

Moving Target - area used to belong to IP. IP sold land to Heritage Trust 3 years ago to be used as a wildlife preserve. IP cut and regrew area twice, control burned area several times. All tracks/targets are gone. No OEW has been found in area.

Target IV - area has never been owned by IP. Wildfire burned area in 1988 or 1989.

Target XX - area has been cut, regrown and burnt several times. Mr. Canada has walked area 3 times looking for OEW, but never found anything, even after a burn.

(continued next page)

ACTION REQUIRED
File

ACTION TAKEN
Filed

NAME OF PERSON DOCUMENTING COVERSATION	ORGANIZATION	TELEPHONE NUMBER
Christopher J. Churney	CENCR-ED-DO	(309) 794-6011
SIGNATURE	TITLE	DATE
	Chemcial Eng	9 Feb 95

CONVERSATION RECORD	TIME 0800	DATE 9 February 1995
----------------------------	---------------------	--------------------------------

TYPE

VISIT CONFERENCE

TELEPHONE
INCOMING
OUTGOING

NAME OF PERSON CONTACT WITH Mr. Larry Canada	ORGANIZATION International Paper	TELEPHONE NO. (803) 397-0787
--	--	--

SUBJECT
Conway Bombing and Gunnery Range (Continued)

SUMMARY

Mr. Canada was very knowledgeable and very able guide. He knew the exact location of each target area as it appears on historic range maps. However, he had never heard of a rifle range, machine gun range or moving turret range being on site, as concluded by the 1991 TCT report.

The only endangered specie Mr. Canada knew existed in the site was the Red Cockaded Woodpecker, although several areas have been put aside for endangered species. Mr. Canada was not aware of any historical/archeological sites.

Mr. Canada stated that IP is preparing alot of it's land for development. Some prepping was evident in the Target III area as well as areas near HWY 501.

ACTION REQUIRED
File

ACTION TAKEN
Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309) 794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 9 Feb 95

CONVERSATION RECORD	TIME 0845	DATE 10 February 1995
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TYPE		
<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input checked="" type="checkbox"/> TELEPHONE
		<input type="checkbox"/> INCOMING
		<input checked="" type="checkbox"/> OUTGOING

NAME OF PERSON CONTACT WITH MSG Delgado	ORGANIZATION 48th EOD Fort Jackson, SC	TELEPHONE NO. (803)751-5126
---	---	---------------------------------------

SUBJECT
Conway Bombing and Gunnery Range

SUMMARY
MSG Delgado stated that the 48th EOD had just taken responsibility for this area 1-2 years ago when Myrtle Beach AFB was closed. Air Force EOD at MB AFB previously had responsibility for the area. To the best of his knowledge, no incidents involving OEW at Conway BGR have been reported to the 48th EOD since taking responsibility for the area.

MSG Delgado referred me to the Ft. Jackson Museum for possible information.

ACTION REQUIRED
File

ACTION TAKEN
Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309) 794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 10 Feb 95

CONVERSATION RECORD	TIME 1105	DATE 10 February 1995
----------------------------	---------------------	---------------------------------

TYPE

VISIT CONFERENCE

TELEPHONE
 INCOMING
 OUTGOING

NAME OF PERSON CONTACT WITH Deputy David Roper Horry County Sheriff's Dept.	ORGANIZATION P.O. Box 380 Conway, SC 29526	TELEPHONE NO. (803)248-1326
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SUBJECT
Conway Bombing and Gunnery Range

SUMMARY

In his 13 years with the Horry County Sheriff's Dept., Deputy Roper has heard or seen of 2-3 .50 cal shells being found in Conway BGR. Since Conway BGR is outside of the city limits of Myrtle Beach and Conway, all reports of OEW being discovered would go through his office.

ACTION REQUIRED
File

ACTION TAKEN
Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309)794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 10 Feb 1995

CONVERSATION RECORD	TIME 1105	DATE 10 February 1995
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TYPE

VISIT

CONFERENCE

TELEPHONE
 INCOMING
 OUTGOING

NAME OF PERSON CONTACT WITH Mr. Stewart Pabst Horry County Museum	ORGANIZATION 438 Main St. Conway, SC 29526	TELEPHONE NO. (803) 248-1282
--	---	--

SUBJECT

Conway Bombing and Gunnery Range

SUMMARY

Mr. Pabst is the curator for the Horry County Museum and been with the museum for 15 years. The museum had no information available on conway BGR. However, Mr. Pabst has heard of .50 cal rounds being found along the Intercoastal Waterway.

ACTION REQUIRED

File

ACTION TAKEN

Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309) 794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 10 Feb 1995

CONVERSATION RECORD	TIME 0930	DATE 14 February 1995
----------------------------	---------------------	---------------------------------

TYPE		
<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input type="checkbox"/> TELEPHONE
		<input type="checkbox"/> INCOMING
		<input type="checkbox"/> OUTGOING

NAME OF PERSON CONTACT WITH Mr. Bergan Berry	ORGANIZATION 706 15th Ave. S. North Myrtle Beach SC, 29582	TELEPHONE NO. (803) 272-6303
--	--	--

SUBJECT
Conway Bombing and Gunnery Range

SUMMARY

Mr. Berry is a local land surveyor and a historian that has lived in the area since 1945. In the late 1940's, he was in the lumber business and remembers shrapnel and bullets in the timber removed from the site.

10 years ago, Mr. Berry surveyed the area near Targets IV and VII. He found several pieces of OEW while surveying in a Carolina Bay (swamp). Mr. Berry showed the SI Team the pieces of OEW; bomb arming devices, bomb shrapnel, and .50 cal casings and bullets.

Mr. Berry stated that a highway was in process of being built in the area of Target IV and Target VII as a bypass from HWY 17 to HWY 90.

ACTION REQUIRED
File

ACTION TAKEN
Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309) 794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 14 Feb 95

CONVERSATION RECORD	TIME 0820	DATE 16 February 1995
----------------------------	---------------------	---------------------------------

TYPE		
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		<input type="checkbox"/> INCOMING
		<input checked="" type="checkbox"/> OUTGOING

NAME OF PERSON CONTACT WITH Mr. Ervin Dargan	ORGANIZATION 1107 S Charleston Rd, Darlington, SC 29532	TELEPHONE NO. (803) 393-1020
--	---	--

SUBJECT Conway Bombing and Gunnery Range
--

SUMMARY

Mr. Dargan worked for a company that cleared timber from the Conway and Georgetown BGRs in 1942 or 1943. He helped to clear the areas again in 1946 or 1947. He thinks the contract for the clearing may have been with COE, and they had to deal with the MB AAF Post Engineer during clearing operations. (Preparers Note: These clearing operations may have been to clear and/or maintain bomb target areas)

Mr. Dargan stated that lots of AP bullets were in the wood cleared from the site. He noticed small craters while clearing, but never saw any bombs.

ACTION REQUIRED

File

ACTION TAKEN

Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309) 794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 16 Feb 1995

CONVERSATION RECORD	TIME 0840	DATE 16 February 1995
----------------------------	---------------------	---------------------------------

TYPE		
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		<input type="checkbox"/> INCOMING
		<input checked="" type="checkbox"/> OUTGOING

NAME OF PERSON CONTACT WITH Mr. J.M. Vaught	ORGANIZATION 4717 HWY 90 Conway, SC 29596	TELEPHONE NO. (803)399-6674
---	--	---------------------------------------

SUBJECT Conway Bombing and Gunnery Range
--

SUMMARY
Mr. Vaught leased his property to the U.S. Gov't during WWII for the Conway BGR. His property was used as part of the moving target range area. Mr. Vaught saw B-25s and P-40s utilize Conway BGR with sand bombs, .50 cal and cal 30. Mr. Vaught never saw any ground to ground gunnery, only air to ground gunnery. He believes firing went from west to east.

After Mr. Vaught bought back his land, some .50 cal remained in the timber, but there were no craters in his property. Mr. Vaught has never heard of anyone finding bombs on the site. After site closure, people picked up scrap brass and metal and sold them by the bagfull.

Mr. Vaught did not know of any rifle or turret ranges existing on the site.

Mr. Vaught gave 2 referrals:
1.) Mr. James Powell (803)293-2261
Mr. Powell is Mr. Vaught's brother in law, and was stationed at Myrtle Beach AAF during WWII.

2.) Mr. L.D. Willard (803)249-1645
Mr. Willard's family owned land in Conway BGR near Target IV or VII and was displaced during WWII.

ACTION REQUIRED File

ACTION TAKEN Filed

NAME OF PERSON DOCUMENTING COVERSATION Christopher J. Churney	ORGANIZATION CENCR-ED-DO	TELEPHONE NUMBER (309)794-6011
SIGNATURE <i>Christopher J. Churney</i>	TITLE Chemical Eng.	DATE 16 Feb 1995

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX J

PRESENT SITE PHOTOGRAPHS

APPENDIX J
PRESENT SITE PHOTOGRAPHS

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- J-1 Timber clearing operations by International Paper
- J-2 Timber clearing operations by International Paper
- J-3 Range II, near center of target
- J-4 Range II, near center of target
- J-5 Crater on Range III
- J-6 Crater on Range III
- J-7 Crater on Range III
- J-8 Tree stand for hunting in Range III
- J-9 South corner of Range III
- J-10 Foundations for observation tower in Range IV
- J-11 West area of Range IV
- J-12 Shrapnel found in area between Range IV and Range VII
- J-13 Shrapnel found in Range VII
- J-14 South area of Range VII
- J-15 East area of Range VII
- J-16 South area of Range XX
- J-17 Foundations for observation tower in Range XX
- J-18 Foundation for observation tower in Range XX
- J-19 Area of Moving Target Range
- J-20 M103 series bomb fuzes found by Mr. Bergan Berry
- J-21 Bomb booster adapters found by Mr. Bergan Berry
- J-22 Various bomb debris found by Mr. Bergan Berry
- J-23 .50 cal casings and debris found by Mr. Bergan Berry



J-1 Area F: Timber clearing operations by International Paper in former turret range; see plate 8



J-2 Area F: Timber clearing operations by International Paper in former turret range; see plate 8.



J-3 Area A: Range II, near center of target; looking south; see plate 8.



J-4 Area A: Range II at the "Y" intersection north of center of target; looking southeast; see plate 8.



J-5 Area B: Range III; approx. 15 ft diameter x 18 in deep crater filled with water; see plate 8.



J-6 Area B: Range III; crater approx. 15 ft diameter x 3 ft deep; see plate 8.



J-7 Area B: Range III; close up of crater in photo J-6; note road in background; see plate 8.



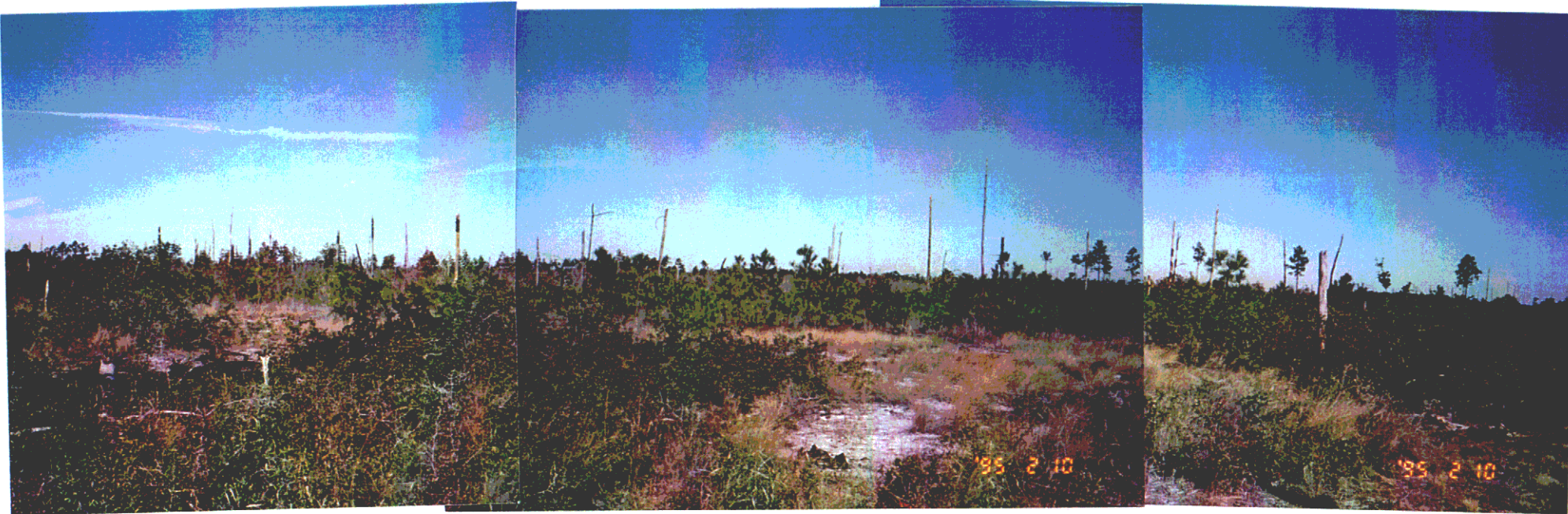
J-8 Area B/B-1: Range III; typical tree stand common to area indicating popularity of hunting in area; see plate 8.



J-9 Area B: Range III; approximate south corner of range; trees have been thinned; looking north; see plate 8.



J-10 Area C: Range IV; foundations for observation tower on west side of road; looking west; see plate 8.



J-11 Area C: Range IV; View of north side range from near center of range; looking north; see plate 8.



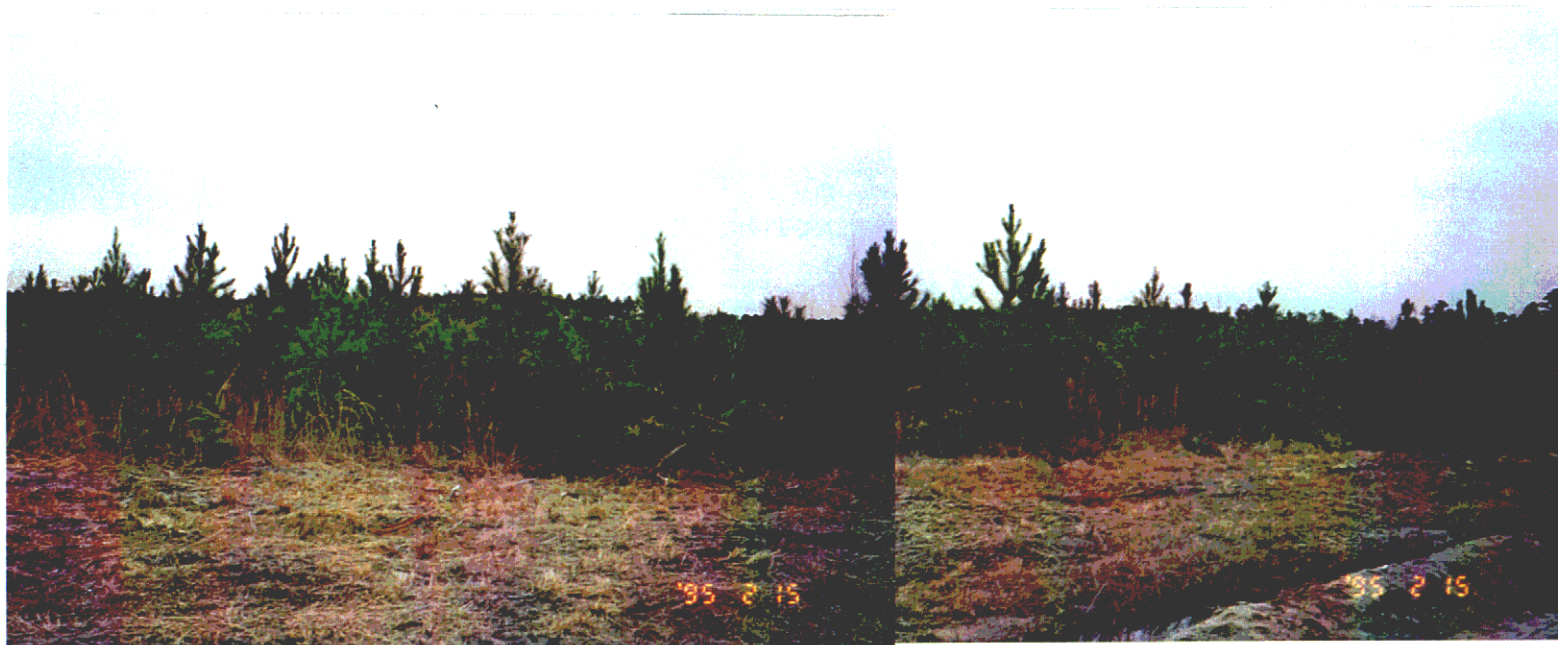
J-12 Area C-1: Piece of OE (shrapnel) found in area outside of Ranges IV; see plate 8.



J-13 Area D: Range VII; two pieces of OE (shrapnel) found in the area of Range VII; see plate 8.



J-14 Area D: Range VII; typical landscape at south end of range; looking south; see plate 8.



J-15 Area D: Range VII; typical landscape at west end of range; looking west; see plate 8.



J-16 Area E: Range XX; typical landscape at south end of range; looking northeast; see plate 8.



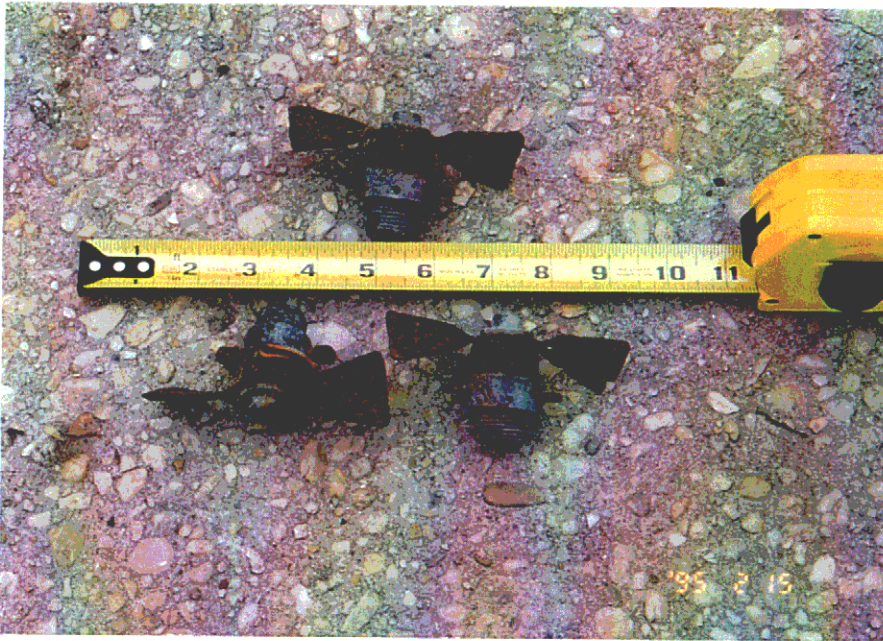
J-17 Area E: Range XX; two foundations for observation towers, one which was removed from road; see plate 8.



J-18 Area E: Range XX; foundation for observation tower that was removed from road; see plate 8.



J-19 Area F: Moving Target Range; typical landscape from southwest corner of track; looking north; see plate 8.



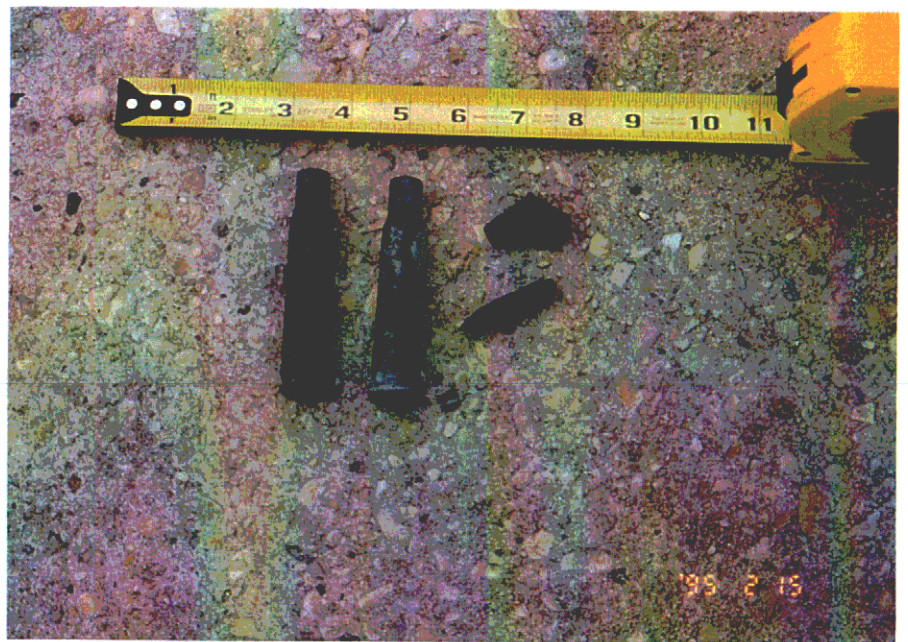
J-20 OE (M103 series bomb fuzes) found by Mr. Bergan Berry in Area C. At Mr. Berry's residence.



J-21 OE (bomb booster adapters) found by Mr. Bergan Berry in Area C. At Mr. Berry's residence.



J-22 OE (various bomb debris) found by Mr. Bergan Berry in Area C. At Mr. Berry's residence.



J-23 OE (.50 cal debris) found by Mr. Bergan Berry in Area C. At Mr. Berry's residence.

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Horry County, South Carolina
Project Number I04SC002501

APPENDIX K

HISTORICAL PHOTOGRAPHS

APPENDIX K
HISTORICAL PHOTOGRAPHS

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- K-1 Aerial photo of Target II, 1943
- K-2 Aerial photo of Target II, 1943
- K-3 Aerial photo of Target II, 1946
- K-4 Aerial photo of Target III, 1946
- K-5 Aerial photo of Target III, 1946
- K-6 Aerial photo of Target III, 5 May 1952
- K-7 Aerial photo of Target III, 5 May 1952
- K-8 Aerial photo of Target IV, 1952
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- K-11 Aerial photo of Target IV, 2 May 1952
- K-12 Aerial photo of Target IV, 1952
- K-13 Aerial photo of Moving Target Range, 1946
- K-14 Aerial photo of Moving Target Range and Target XX,
1946
- K-15 Aerial photo of Moving Target range, 1952
- K-16 Aerial photo of Target XX, 1946
- K-17 Photo of operations map of Conway BGR

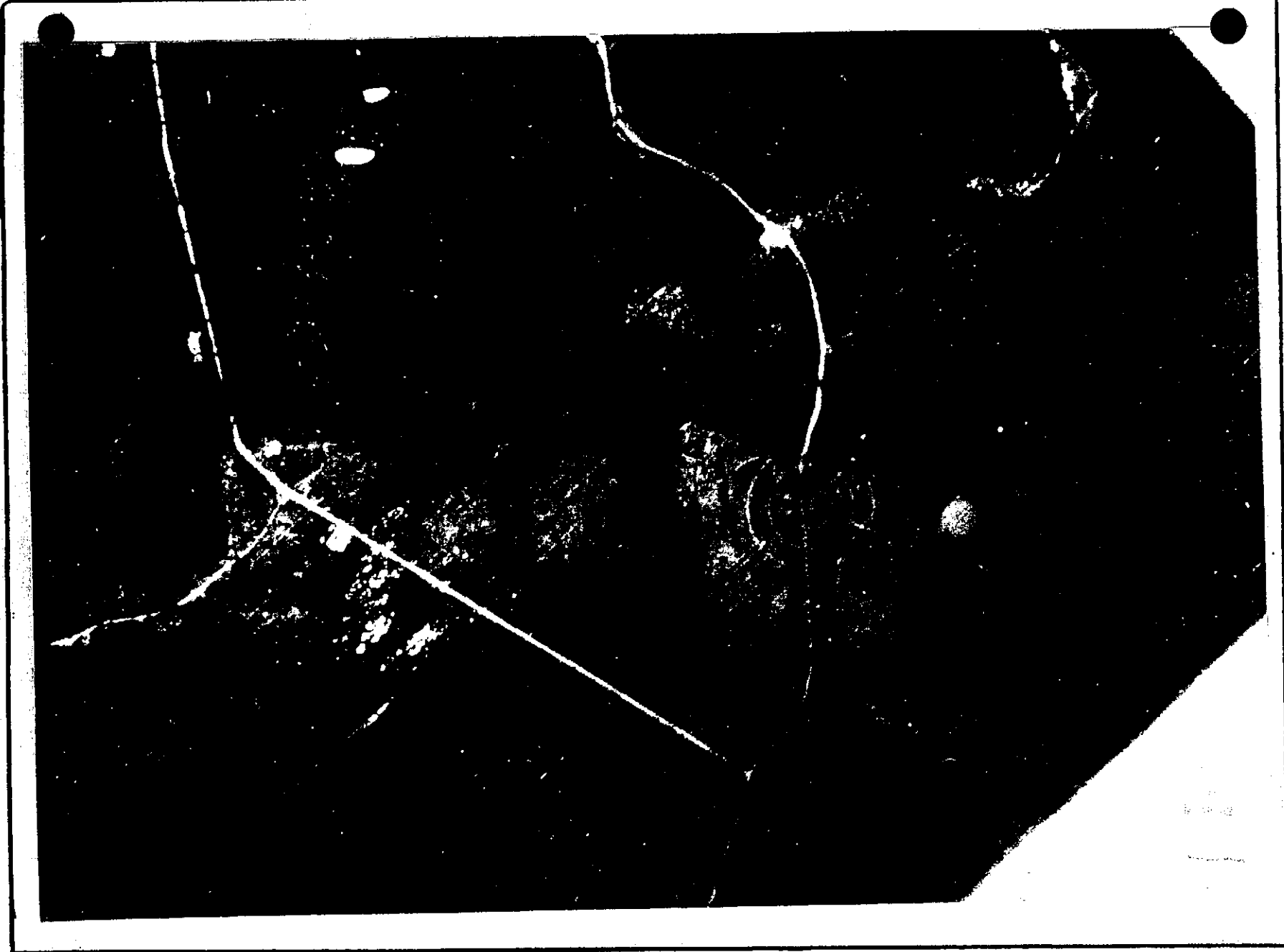


PLATE 1 CBGR SITE/TARGET II
(Aerial Photo 1943)

0 900'
Approx. Scale in Feet N

K-1

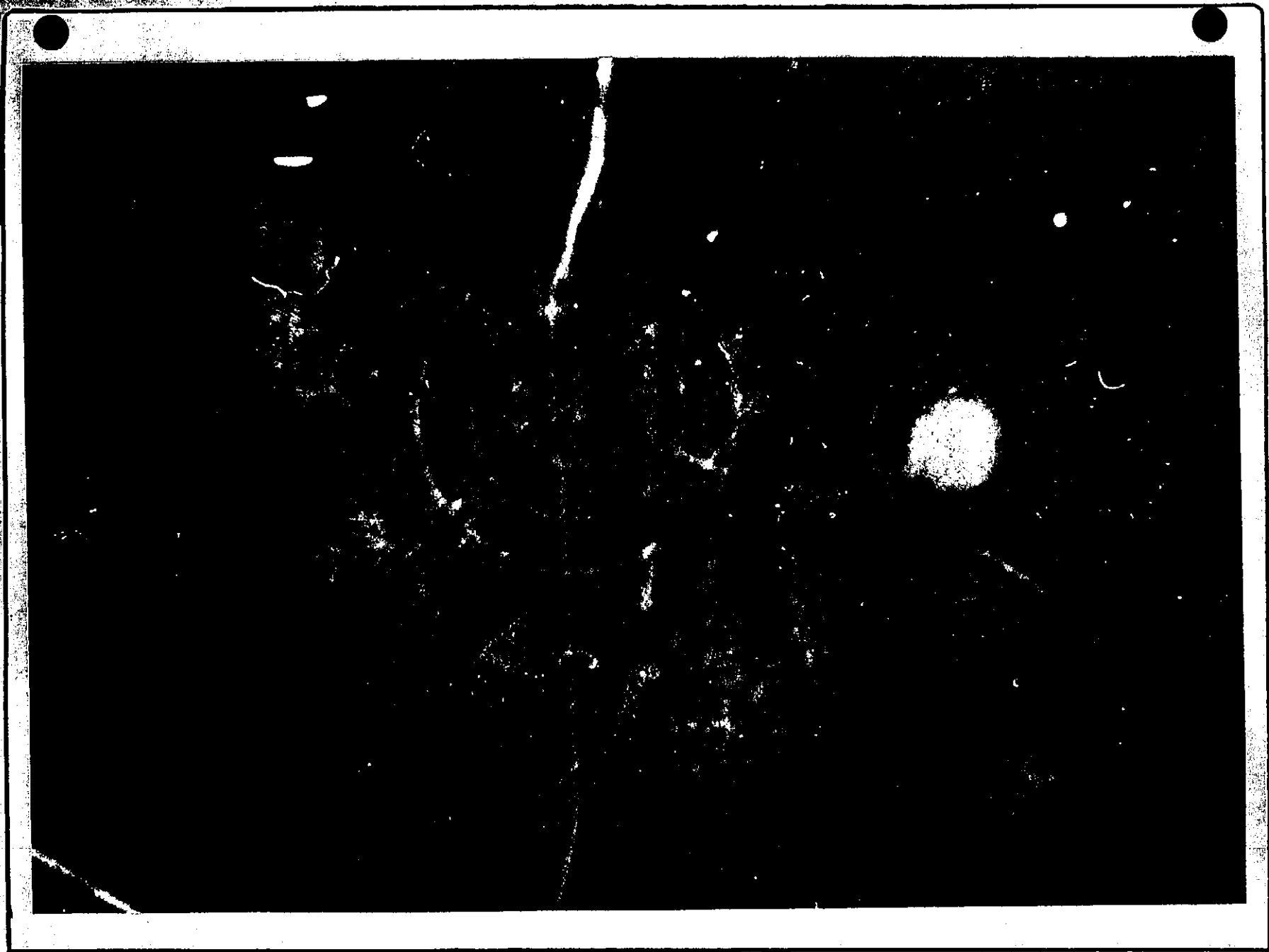


PLATE 2 CBGR SITE/TARGET II
(Aerial Photo 1943)

0 350'
Approx. Scale in Feet N ↑

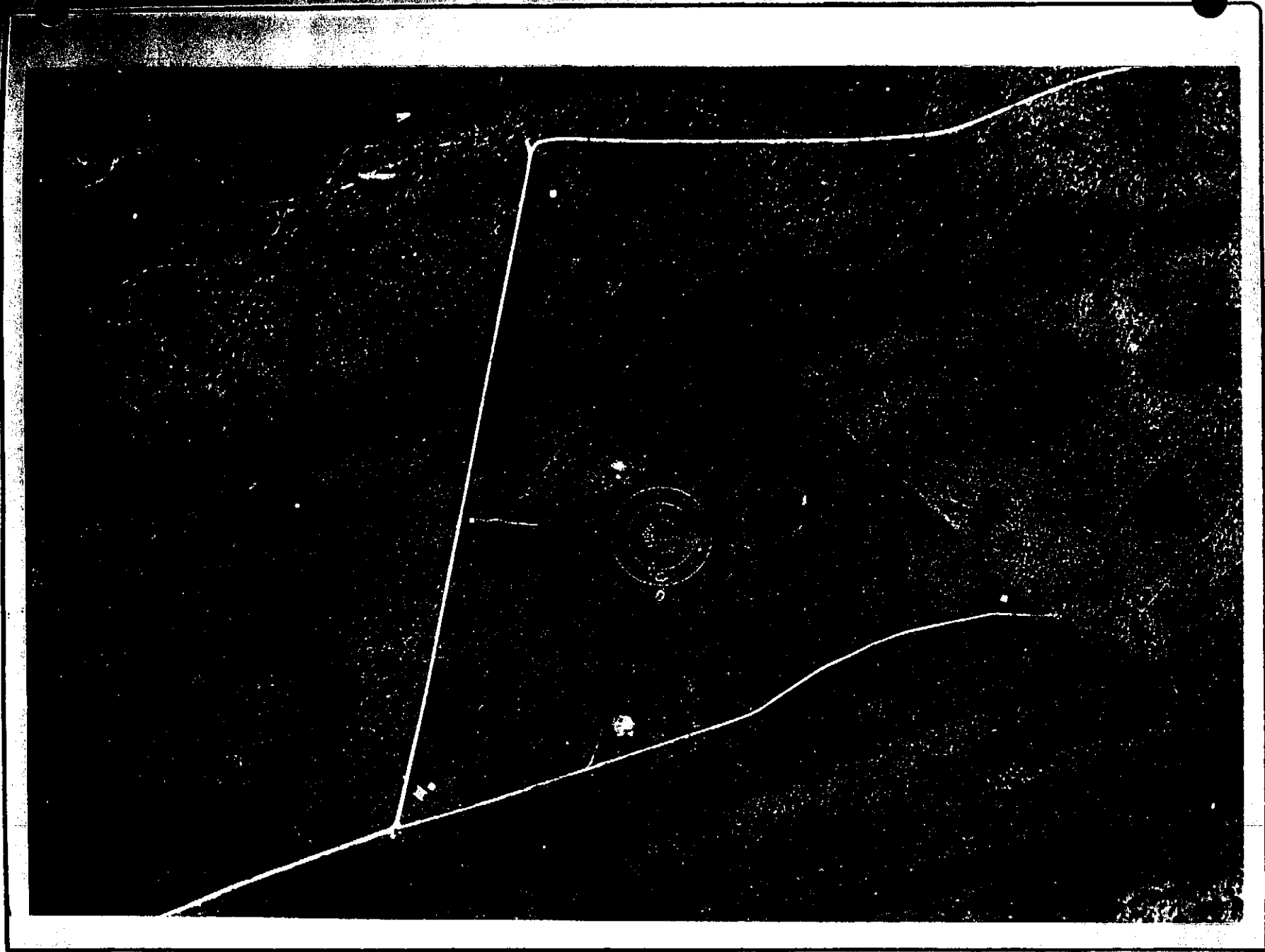
K-2



PLATE 3 CBGR SITE/TARGET II
(Aerial Photo 4-3-46)

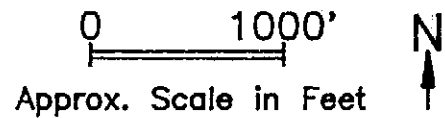
0 1050'
Approx. Scale in Feet N

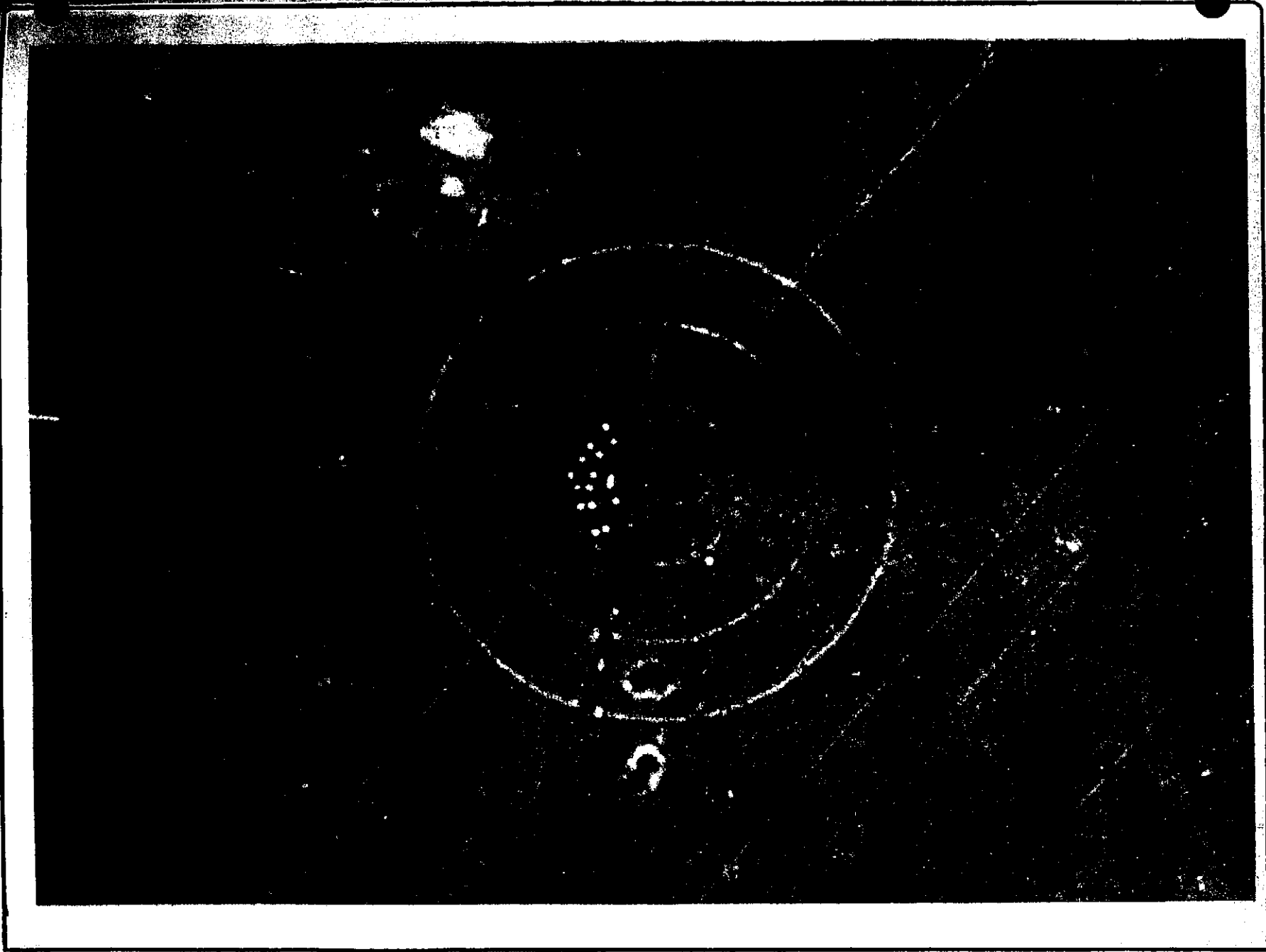
K-3



K-4

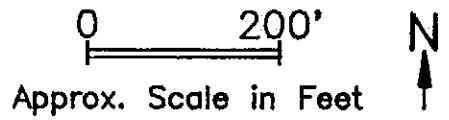
PLATE 4 CBGR SITE/TARGET III
(Aerial Photo 1946)

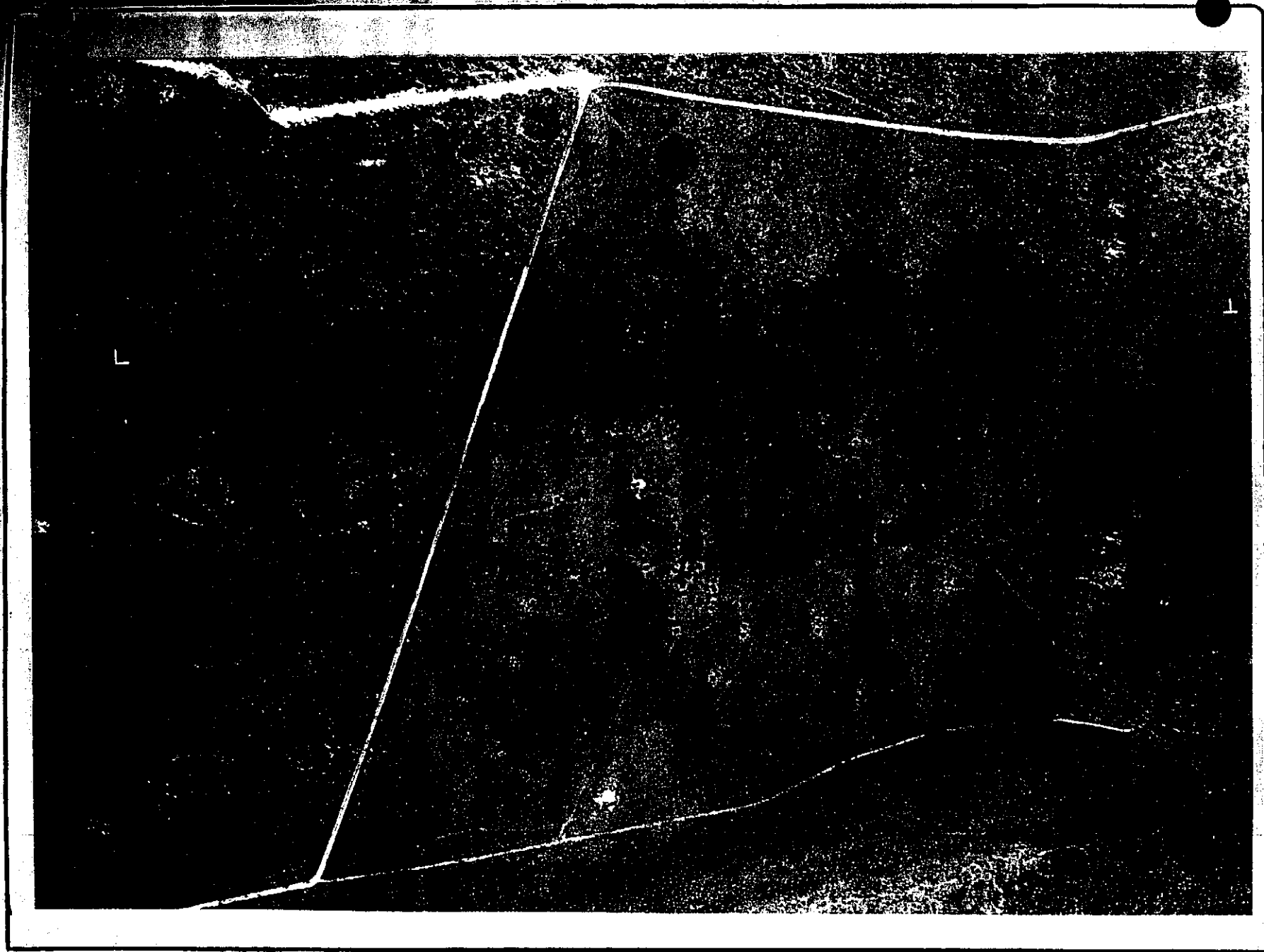




K-5

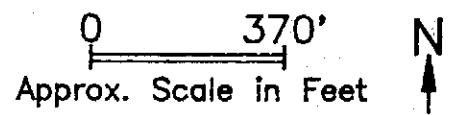
PLATE 5 CBGR SITE/TARGET III
(Aerial Photo 1946)





K-6

PLATE 6 CBGR SITE/TARGET III
(Aerial Photo 5-5-52)



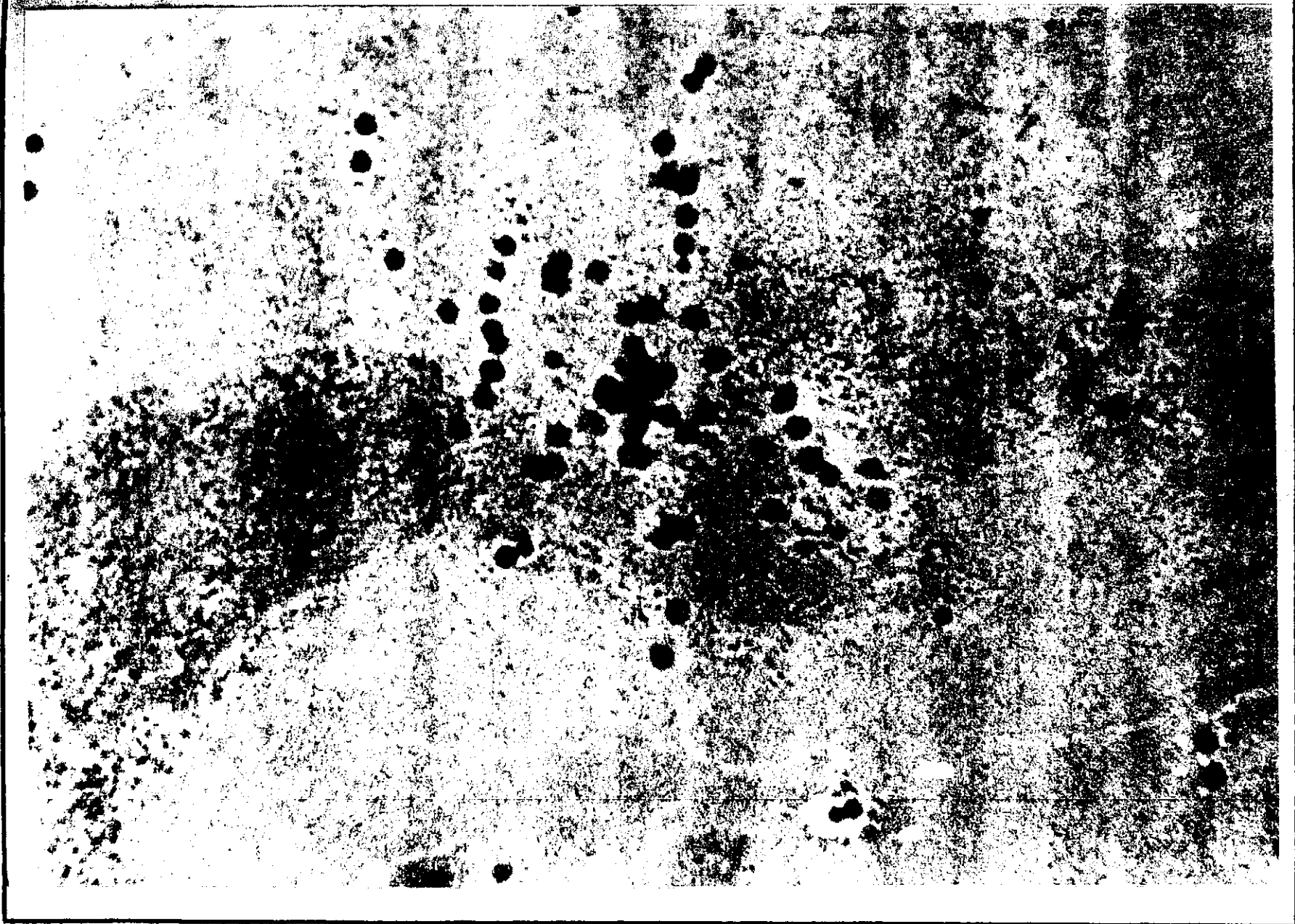


PLATE 7 CBGR SITE/TARGET III
(Aerial Photo 5-5-52)

0 95'
Approx. Scale in Feet N
↑

K-7



K-8

PLATE 8 CBGR SITE/TARGET IV
(Aerial Photo 1952)

0 800'
Approx. Scale in Feet N ↑

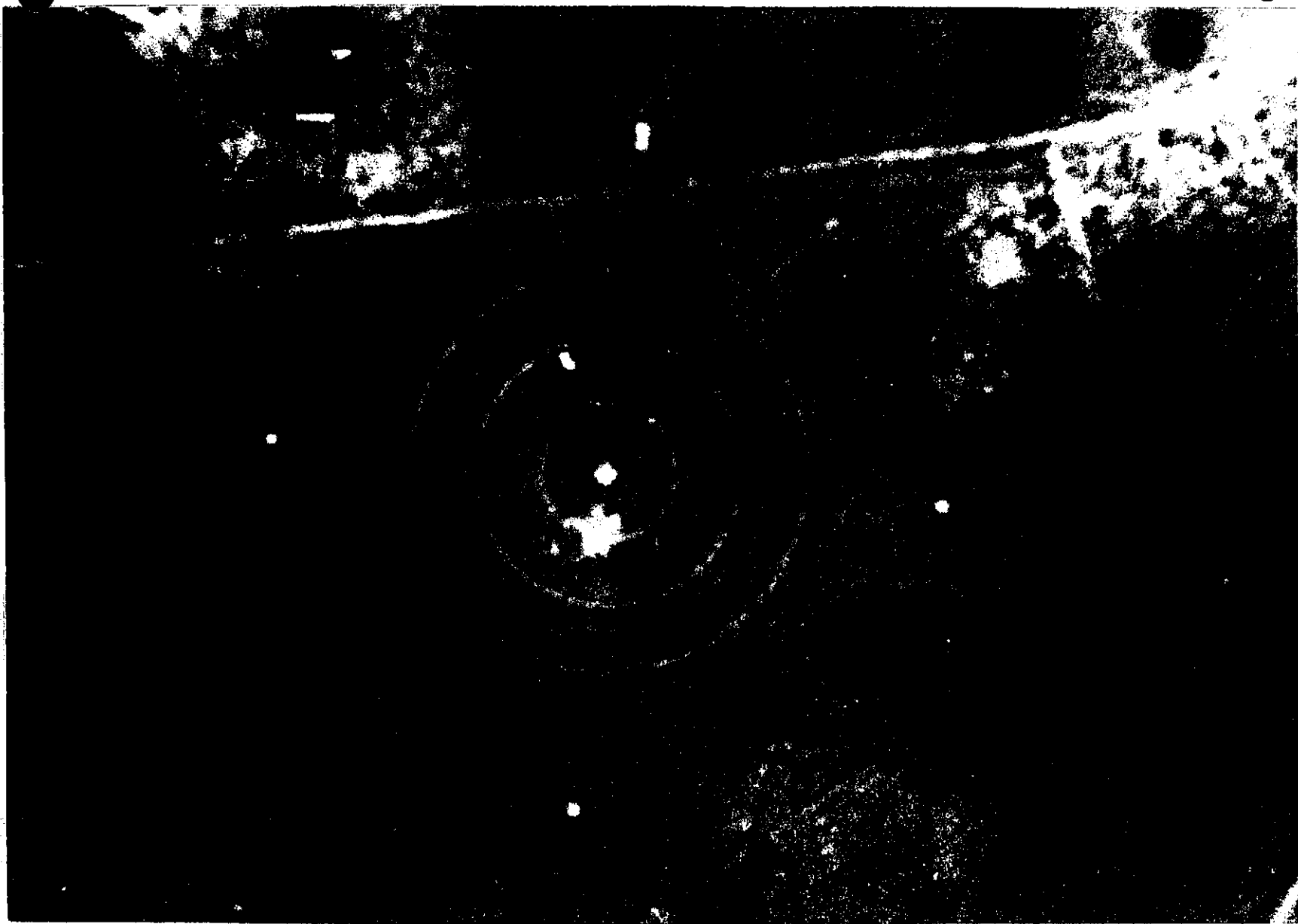


PLATE 9 CBGR SITE/TARGET IV
(Aerial Photo 1946)

0 230'
Approx. Scale in Feet N
↑

K-9



PLATE 10 CBGR SITE/TARGET IV
(Aerial Photo 5-2-52)

0 130'
Approx. Scale in Feet



K-10



PLATE 11 CBGR SITE/TARGET IV
(Aerial Photo 5-2-52)

0 650'
Approx. Scale in Feet N
↑

K-11



PLATE 12 CBGR SITE/TARGET IV
(Aerial Photo 1952)

0 250'
Approx. Scale in Feet



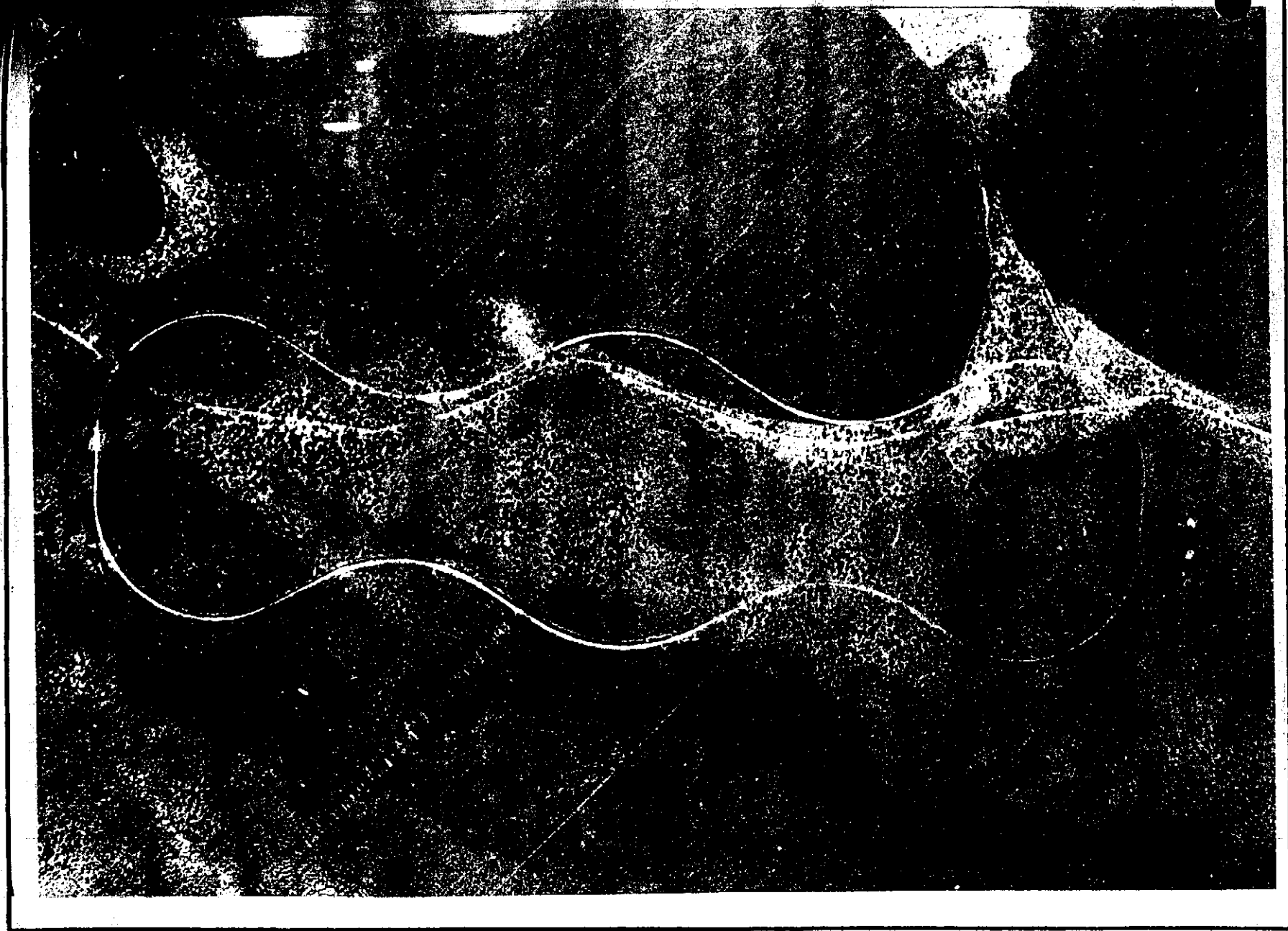


PLATE 13 CBGR SITE/MOVING TARGET
(Aerial Photo 1946)

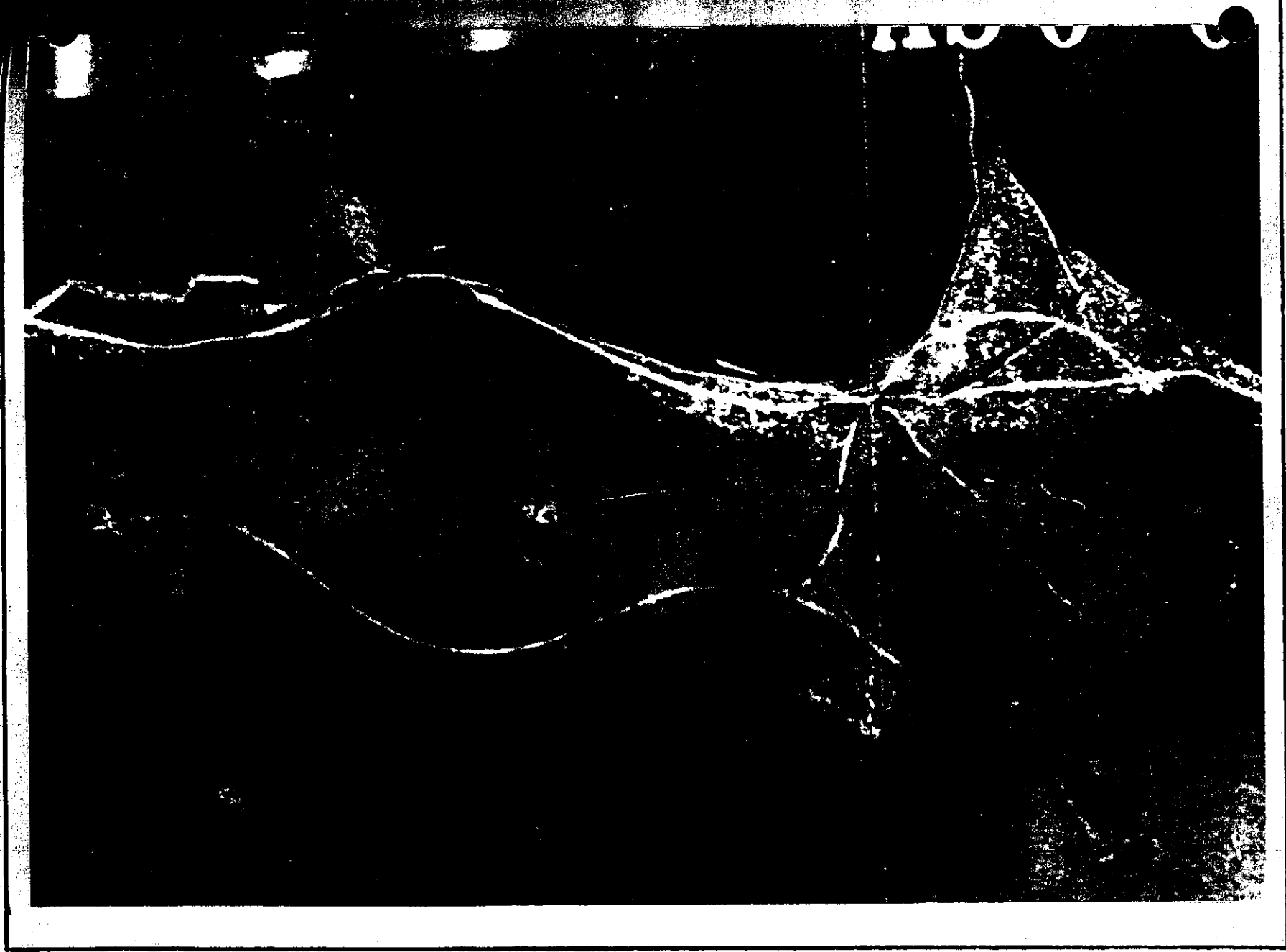
0 900'
Approx. Scale in Feet N
↑



K-14

PLATE 14 CBGR SITE/MOVING TARGET and TARGET XX
(Aerial Photo 1946)

0 800'
Approx. Scale in Feet
N
↑

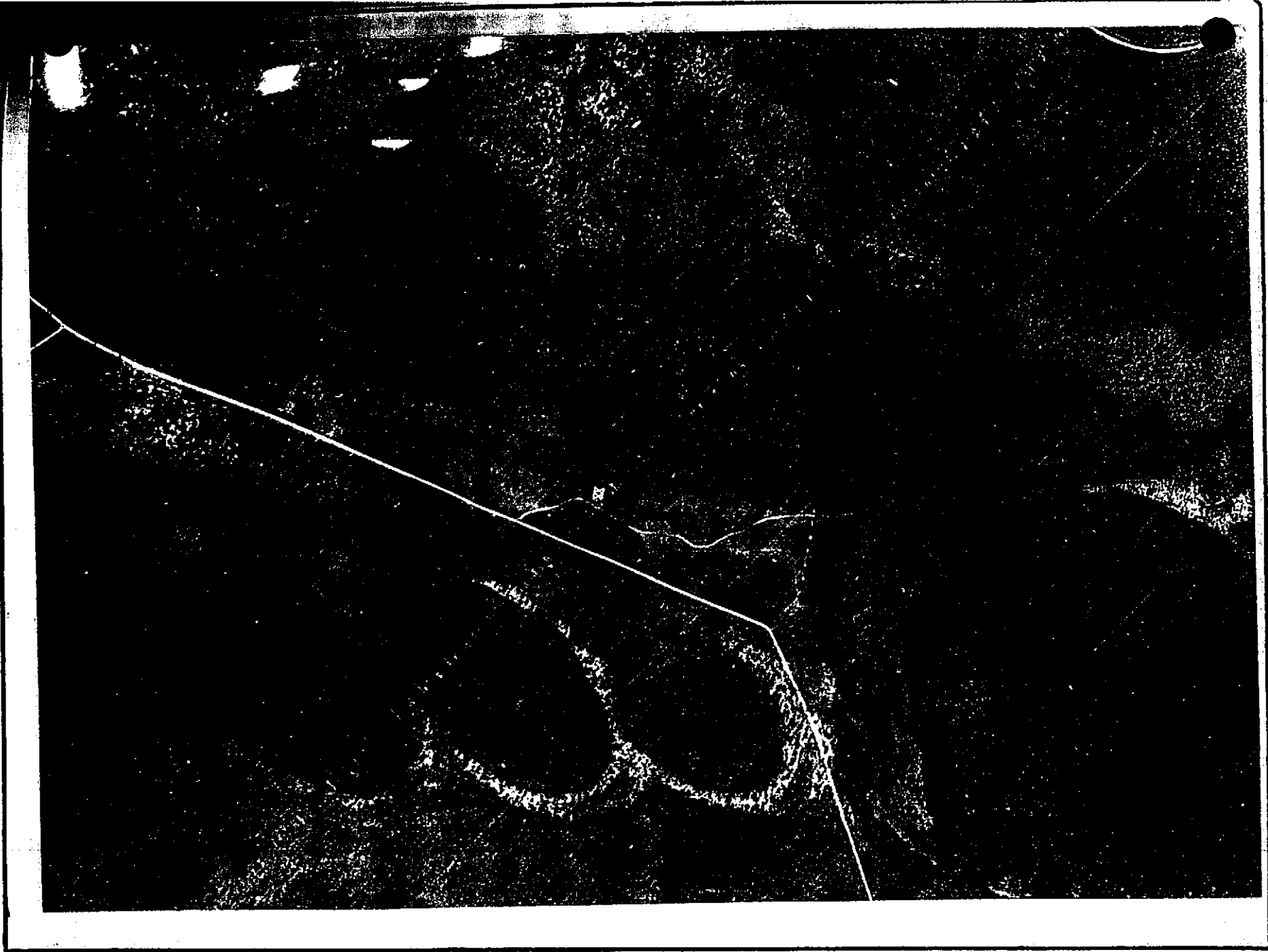


K-15

PLATE 15 CBGR SITE/MOVING TARGET
(Aerial Photo 1952)

0 1000'
Approx. Scale in Feet

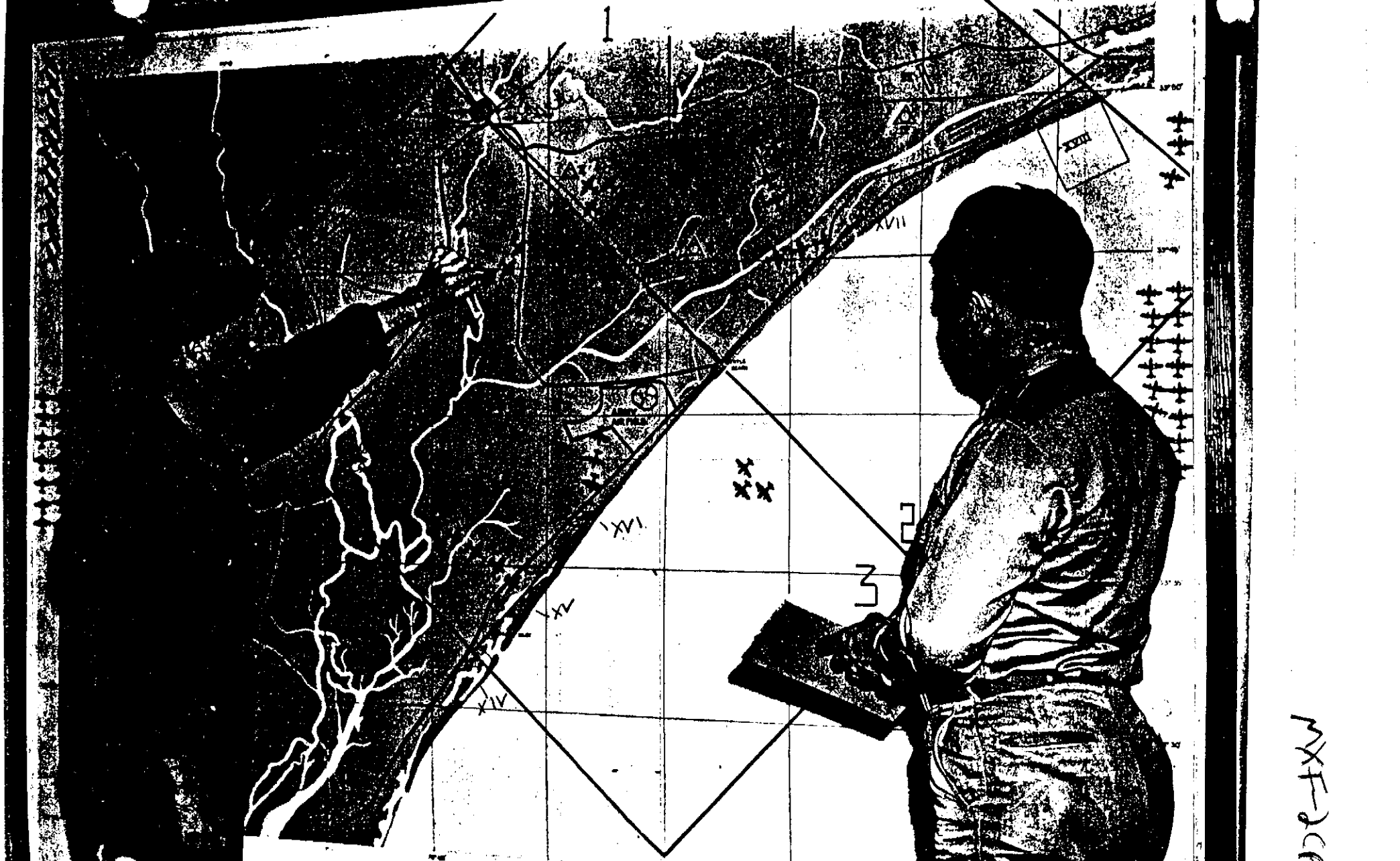




K-16

PLATE 16 CBGR SITE/TARGET XX
(Aerial Photo 1946)

0 800'
Approx. Scale in Feet N
↑



COMPONENT L. H. WRIGHT (left) PREPARED TO RECORD A PLAIN MOVE-
MENT OF THE AIRCRAFT CONTROL CENTER WHILE LT. ROBERT WILLIAMS DOUBLE-
CHECKS THE LOCATION. THE CHART PICTURES THE COURSE OF PLANES IN
THE AREA OVER WHICH BRANCH A.A.F. BY THE PLANE OF MINIMATED

MXF-2009
⊗

Ordnance and Explosives
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APPENDIX L

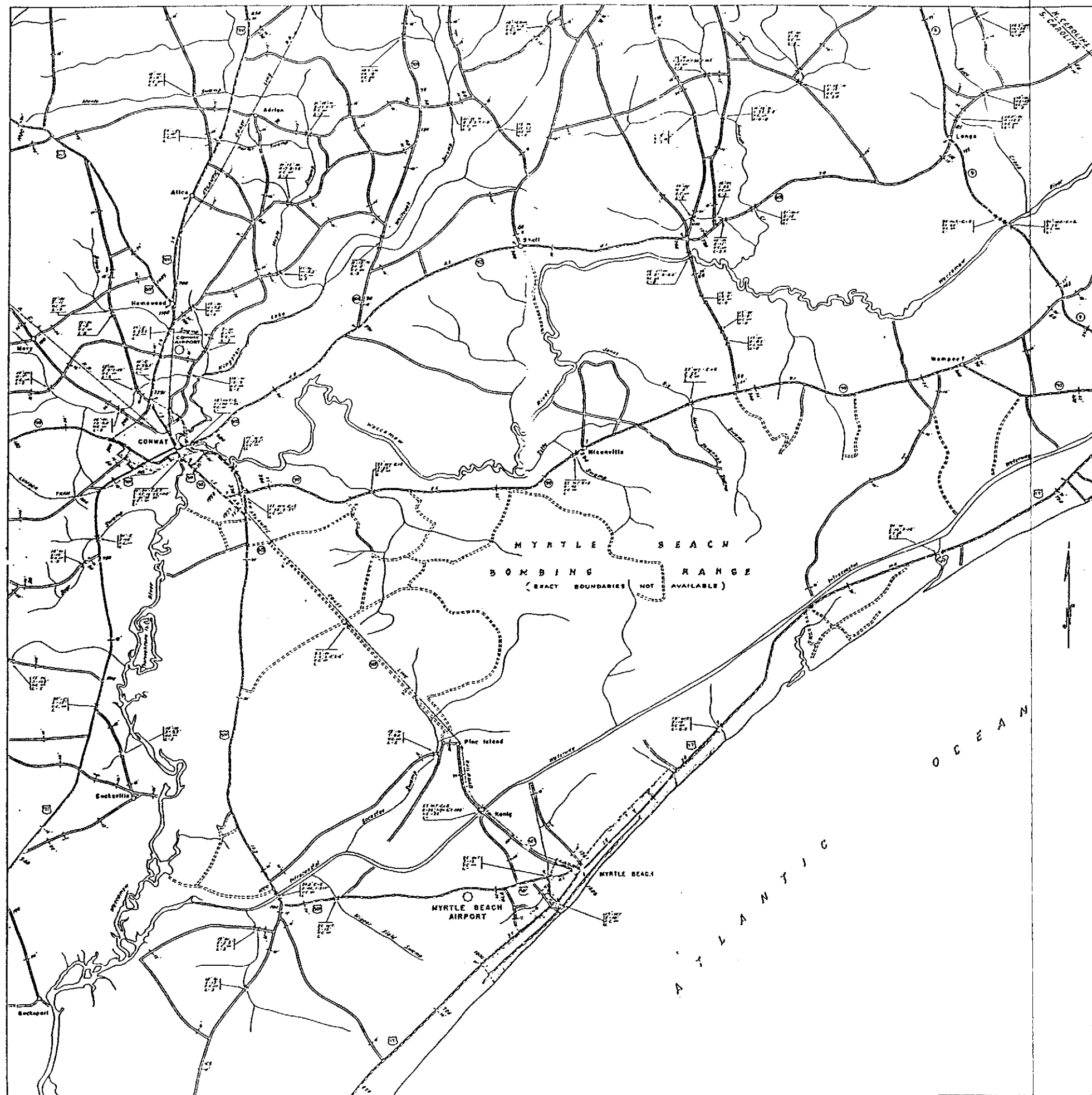
REFERENCE MAPS/DRAWINGS

APPENDIX L

REFERENCE MAPS/DRAWINGS

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- L-3 Proposed 10,000 Foot Runway, 21 December 1942
- L-4 Target Locations, Myrtle Beach General Bombing and Gunnery Range, 21 May 1943
- L-5 Real Estate map, west half of site, 2 January 1946
- L-6 Real Estate map, east half of site, 2 January 1946
- L-7 Tract register for Real Estate maps, 2 January 1946
- L-8 Basic Information for Master Planning, Sheet B-1, 20 August 1946
- L-9 Basic Information for Master Planning, sheet B-3, 20 August 1946
- L-10 Basic Information for Master Planning, sheet B-4, 20 August 1946
- L-11 Property Map of Myrtle Beach Army Air Field
- L-12 General Highway Map of Horry County, 1975

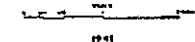


FEDERAL WORKS AGENCY
PUBLIC WORKS ADMINISTRATION

TRANSPORTATION MAP

OF
**MYRTLE BEACH
BOMBING RANGE**
SOUTH CAROLINA

SHOWING
HIGHWAY TYPES, PAYMENT WIDTHS, HIGHWAY STRUCTURE DATA
AND TRAFFIC INFORMATION



LEGEND

- PORT or MILITARY BASE
- NAVAL BASE
- ▭ MILITARY TO ARMY RESERVATION
- ▭ TOWN INCORPORATED
- ▭ TOWN UNINCORPORATED
- ▭ SPREAD AREA COMMAND
- ▭ ALL MILITARY RESERVATIONS

ROADS

- INTERSTATE
- FEDERAL AID HIGHWAY
- STATE AID HIGHWAY
- COUNTY AID HIGHWAY
- LOCAL AID HIGHWAY
- UNPAVED ROAD
- BRIDGE
- TUNNEL
- RAILROAD
- AIRPORT
- CANAL
- DRAINAGE CANAL
- IRRIGATION CANAL
- RIVER
- LAKE
- SWAMP
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT

HIGHWAY STRUCTURES

- OVERPASS
- UNDERPASS
- VIADUCT
- TRESTLE
- BRIDGE
- TUNNEL
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT

STRUCTURE MATERIALS

- CONCRETE
- STEEL
- WOOD
- BRICK
- STONE
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT

EXPLANATORY SYMBOLS

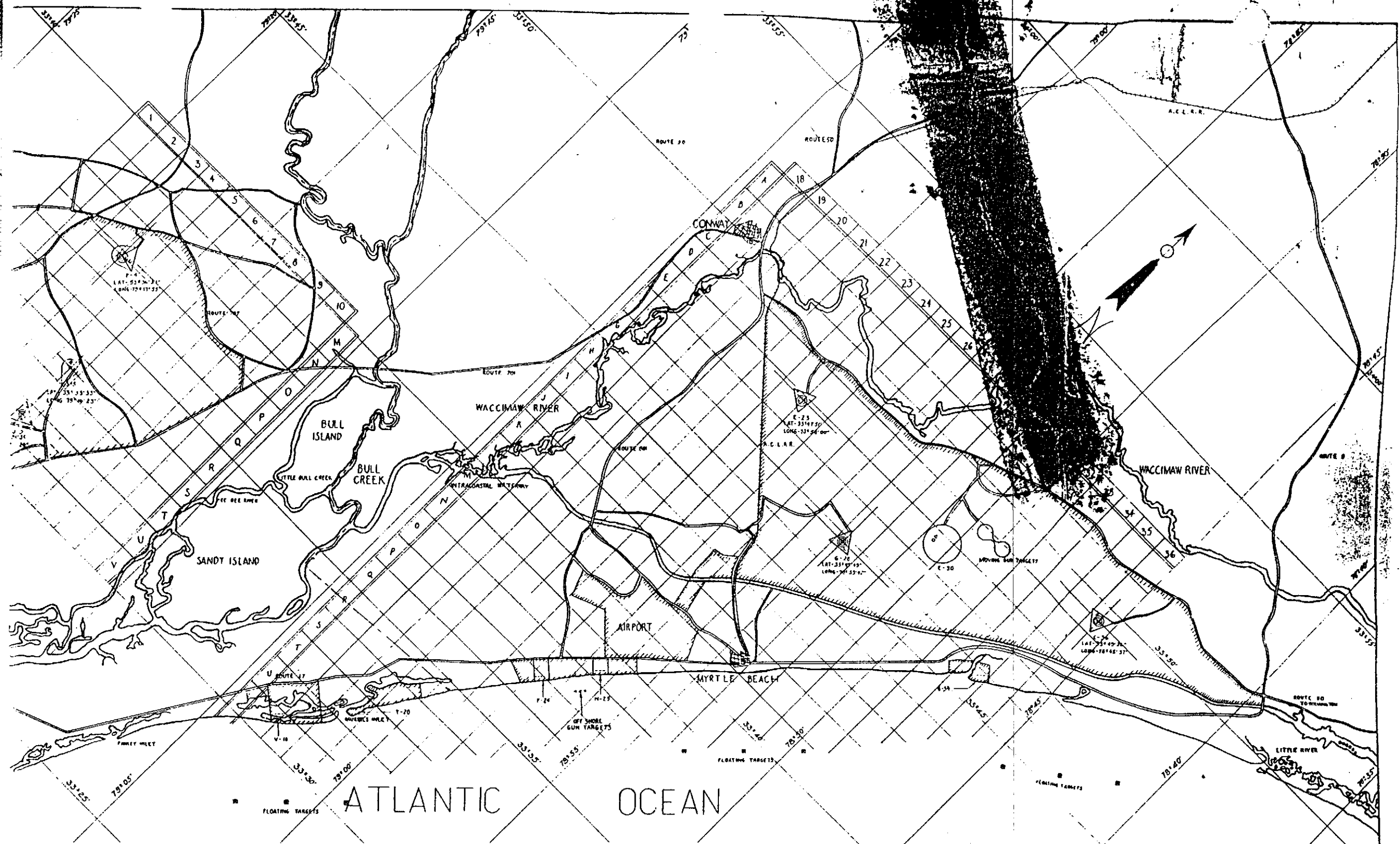
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT

RAILROADS

- PASSENGER SERVICE
- FREIGHT SERVICE
- PASSENGER SERVICE
- FREIGHT SERVICE
- PASSENGER SERVICE
- FREIGHT SERVICE

SUPPLEMENTARY FACILITIES

- AIRPORT
- CANAL
- DRAINAGE CANAL
- IRRIGATION CANAL
- RIVER
- LAKE
- SWAMP
- SAND BAR
- SAND SPIT
- SAND POINT
- SAND BAR
- SAND SPIT
- SAND POINT



TARGET DESIGNATION AND IDENTIFICATION

Designation	Map Symbol	Day Identification Ground Panel	Night Identification Colored Light Plan	Type of Target
P-4	○	U	Outer lights - red	Practice Bombing
U-5	○	T	Outer lights - green	Practice Bombing
E-23	○	+	White lights only	Practice Bombing
G-28	○	L	Inner lights - red	Practice Bombing
C-36	○	≡	Inner lights - green	Practice Bombing
S-5	○		No lights	Demolition Bombing
E-30	○	▲	No lights	Demolition Bombing
T-20	○			Ground Gunnery (12 targets)
N-25	○			Ground Gunnery (12 targets)
P-24	○			Ground Gunnery (12 targets)

GENERAL NOTES AND PRECAUTIONS

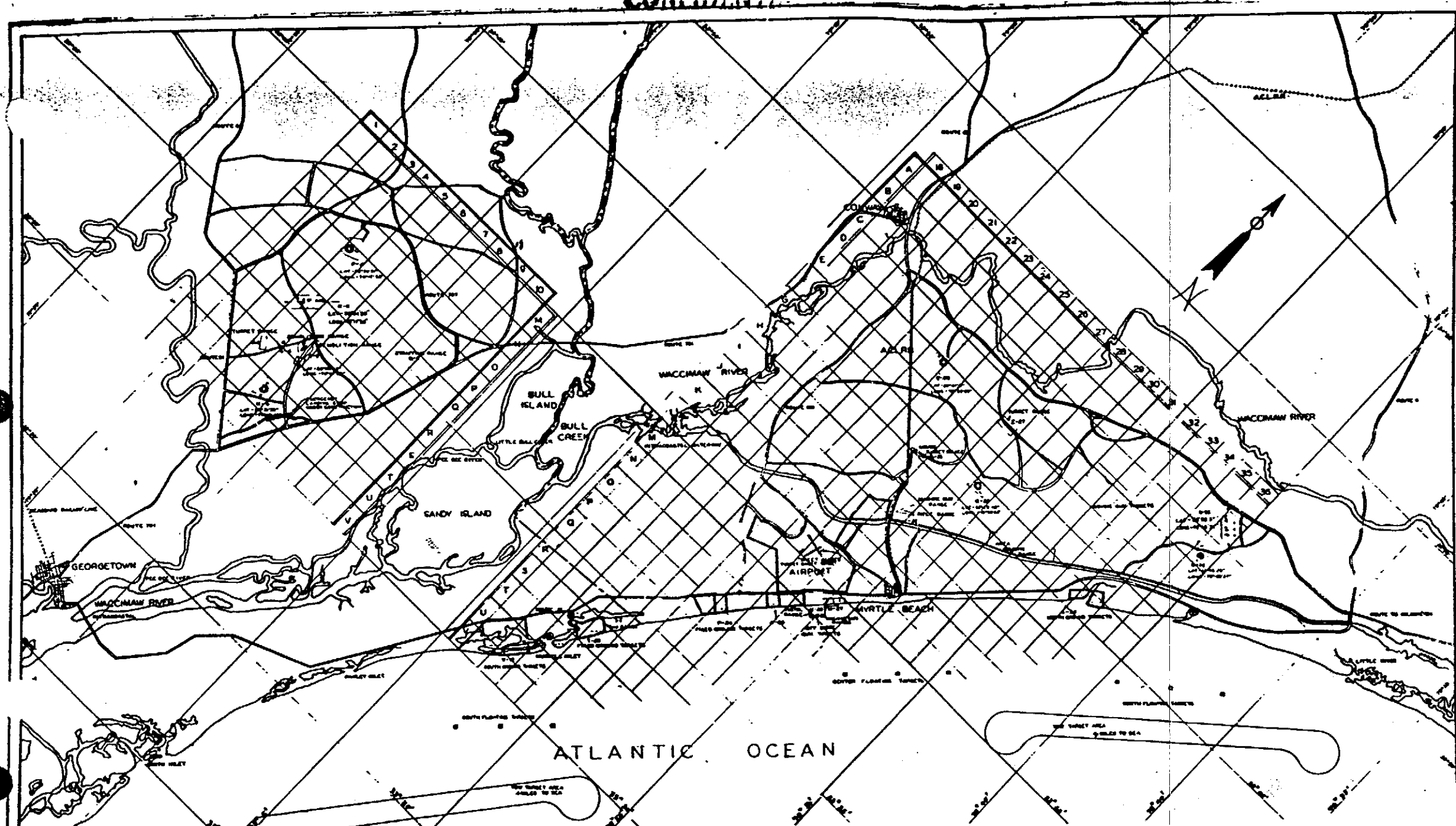
- Bombing or firing will not be conducted by any unit or individual airplane crew until range officer has been contacted and clearance secured for use of designated target.
- Bombing will not be conducted at any target unless white ground panels are displayed 1,000 feet north of aiming point.
- Any target lighted at night may be assumed clear for bombing.

TARGET LOCATIONS

MYRTLE BEACH

240025-8000





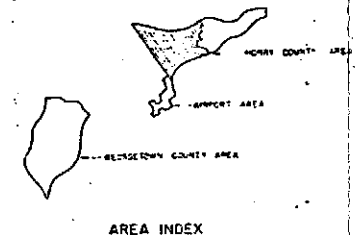
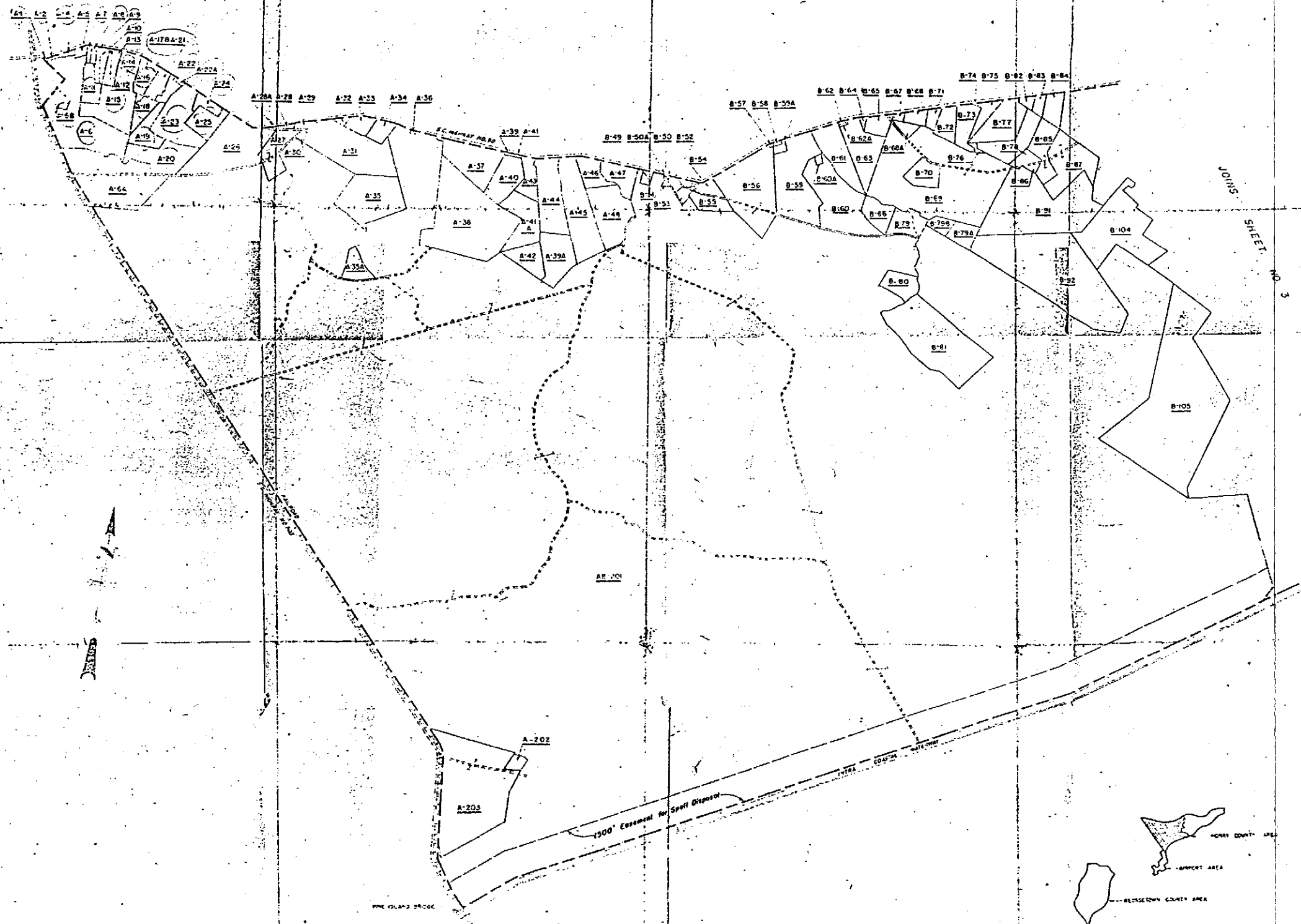
TARGET DESIGNATION & IDENTIFICATION

DESIGNATION	MAP SYMBOL	DAY IDENTIFICATION GROUND PANEL	NIGHT IDENTIFICATION COLORED LIGHT PLAN	TYPE OF TARGET	DESIGNATION	MAP SYMBOL	TYPE OF TARGET
P-4	○	U	OUTER LIGHTS - RED	PRACTICE BOMBING	N-25	----	GROUND GUNNERY (12 TARGETS)
P-24	○	T	OUTER LIGHTS - GREEN	PRACTICE BOMBING	P-24	----	GROUND GUNNERY (12 TARGETS)
G-34	○	+	WHITE LIGHTS ONLY	PRACTICE BOMBING	G-34	----	GROUND GUNNERY (12 TARGETS)
V-18	○	L	INNER LIGHTS - RED	PRACTICE BOMBING	V-18	----	GROUND GUNNERY (12 TARGETS)
T-20	○	E	INNER LIGHTS - GREEN	PRACTICE BOMBING	T-20	----	GROUND GUNNERY (12 TARGETS)
S-21	○			SKIP BOMBING	S-21	----	75MM. GROUND GUNNERY (4 TARGETS)
G-D-31-32				SKIP BOMBING	G-D-31-32	----	MOVING MACHINE GUN
M-26				DEMOLITION BOMBING	M-26	----	PISTOL RANGE
M-27				DEMOLITION BOMBING	M-27	----	MACHINE GUN RANGE
I-26					I-26	----	RIFLE & MACHINE GUN RANGE
G-25					G-25	----	MOVING TURRET RANGE
E-27					E-27	----	TURRET RANGE
T-4					T-4	----	TURRET RANGE
M-N-26-27					M-N-26-27	----	TURRET GUNNERY RANGE
	○	III	No LIGHTS				

GENERAL NOTES & PRECAUTIONS

1. BOMBING OR FIRING WILL NOT BE CONDUCTED BY ANY UNIT OR INDIVIDUAL AIRPLANE CREW UNTIL RANGE OFFICER HAS BEEN CONTACTED AND CLEARANCE SECURED FOR USE OF DESIGNATED TARGET.
2. RANGE REGULATIONS FOR USE OF SKIP BOMBING TARGETS MUST BE STRICTLY COMPLIED WITH DURING ALL PRACTICE MISSIONS.
3. BOMBING WILL NOT BE CONDUCTED AT ANY PRACTICE OR DEMOLITION BOMBING TARGET UNLESS WHITE GROUND PANELS ARE DISPLAYED 1,000 FT. NORTH OF AIMING POINT.
4. ANY TARGET LIGHTED AT NIGHT MAY BE ASSUMED CLEAR FOR BOMBING.
5. RED STREAMERS AT FIRING LINE, FOUL LINE OR TARGET LINE, CLOSE GROUND GUNNERY TARGETS FOR FIRING.

TARGET LOCATIONS
MYRTLE BEACH
GENERAL BOMBING RANGE
SOUTH CAROLINA
21 MAY, 1943.



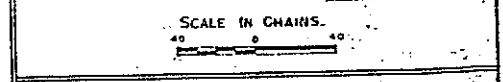
FINAL OWNERSHIP
(TYPE OF MAP)
 STATE SOUTH CAROLINA
 COUNTY HORRY
 DIVISION SOUTH ATLANTIC
 SERVICE COMMAND FOURTH
 USING AGENCY ARMY AIR FORCES
 MILES OF _____
 MILES OF _____

TRANSPORTATION FACILITIES
 RAILROAD _____
 90 & 503 STATE ROAD _____
 FEDERAL ROAD _____
 AIRLINE _____

LAND AREA
 ACRES OWNED BY W.D. See Sheet 1
 ACRES LEASED BY W.D. _____
 ACRES LEASED FROM W.D. _____
 ACRES TRANSFERRED TO W.D. _____
 ACRES DONATED TO W.D. _____
 ACRES AVIGATION EASEMENTS TO W.D. _____

DISPOSALS
 ACRES SOLD _____
 ACRES TRANSFERRED _____
 ACRES EXCHANGED _____
 ACRES OTHERWISE _____

LEGEND
 RESERVATION LINE
 STATE OR PROVINCE LINE
 COUNTY LINE
 CIVIL DISTRICT PRECINCT
 LAND-GRANT LINE
 CITY, VILLAGE, OR BOROUGH
 CEMETERY, SMALL PARK, ETC.
 TOWNSHIP LINE
 SECTION LINE
 AVIGATION EASEMENT
 FEE SIMPLE



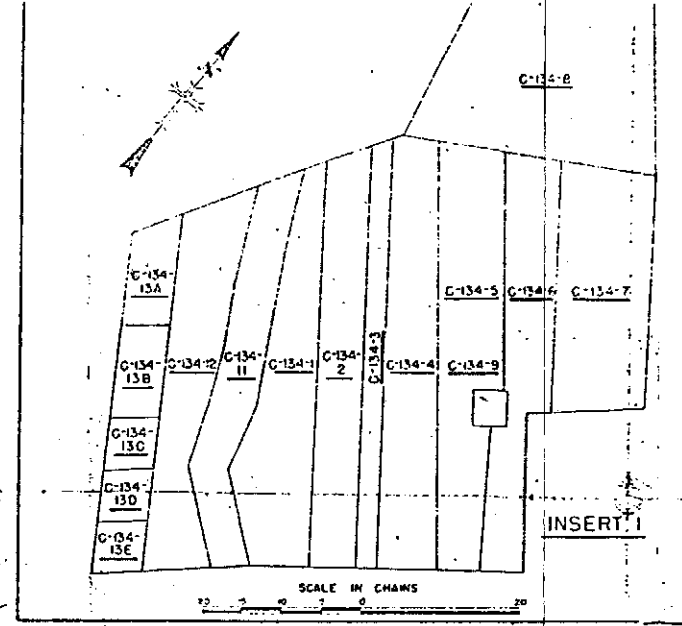
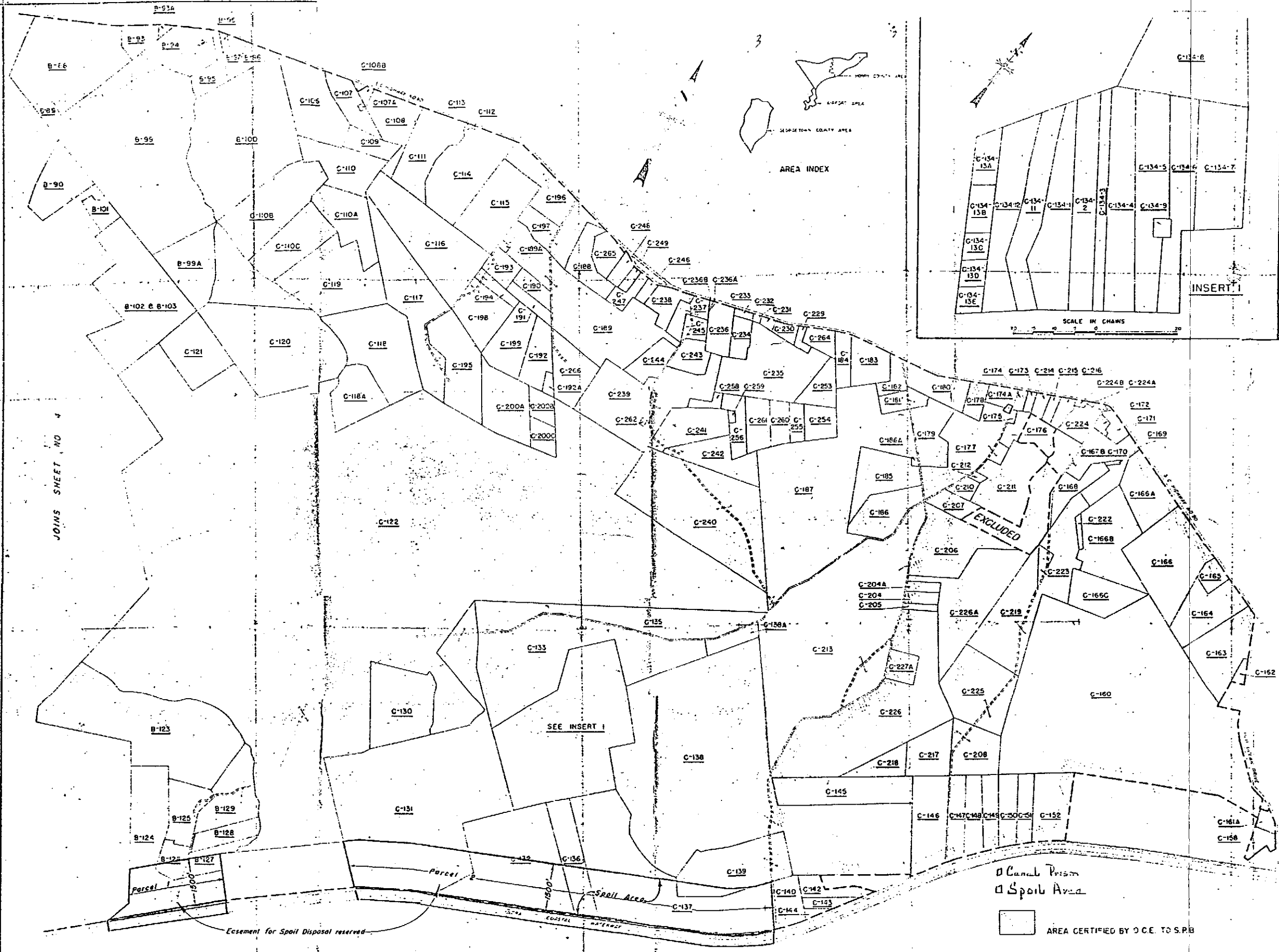
WAR DEPARTMENT, O.C.E.
 CONSTRUCTION DIVISION
 REAL ESTATE
 MYRTLE BEACH AERIAL GUNNERY
 & BOMBING RANGE
 HORRY COUNTY AREA
 MILITARY RESERVATION

RECOMMENDED DATE 2 June 1954
 APPROVED DATE 2 June 1954

COMPILED: SAS TRACED: SAS CHECKED: ES

DATE BY:	REVISIONS	APPROVED

SHEETS 4 OF 6 DRAWING NO. 3704-14



FINAL OWNERSHIP

STATE SOUTH CAROLINA

COUNTY HORRY

DIVISION SOUTH ATLANTIC

SERVICE COMMAND FOURTH

USING AGENCY ARMY AIR FORCES

MILES OF

MILES OF

— TRANSPORTATION FACILITIES —

RAILROAD

STATE ROAD 90

FEDERAL ROAD

AIRLINE

— LAND AREA —

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D.

ACRES DONATED TO W.D.

ACRES AVIGATION EASEMENTS TO W.D.

— DISPOSALS —

ACRES SOLD

ACRES TRANSFERRED

ACRES EXCHANGED

ACRES OTHERWISE

— LEGEND —

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND-GRANT LINE

CITY, VILLAGE, OR BOROUGH

CENEMTRY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE

AVIGATION EASEMENT

FEE SIMPLE

SCALE IN CHAINS

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE
MYRTLE BEACH AERIAL GUNNERY
& BOMBING RANGE
HORRY COUNTY AREA
MILITARY RESERVATION

RECOMMENDED DATE

APPROVED DATE

COMPILED TRACED CHECKED

DATE BY REVISIONS APPROVED

SHEETS 3 OF 5 DRAWING NO. 3704-14

JOINS SHEET NO 4

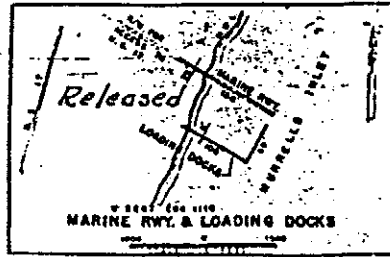
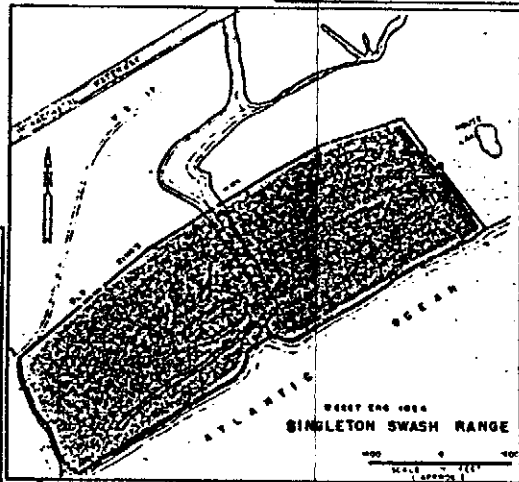
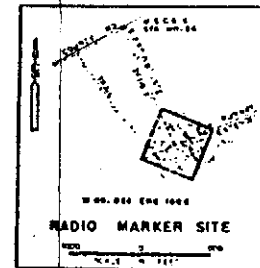
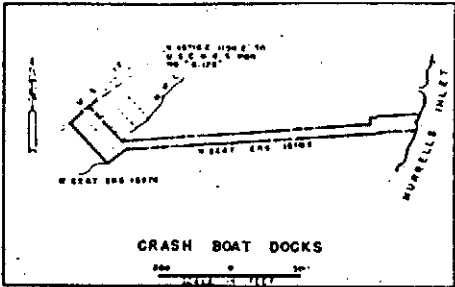
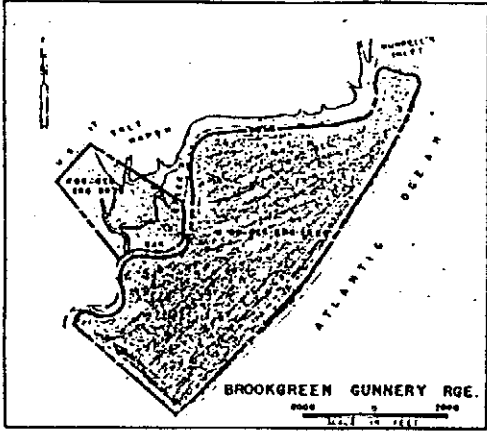
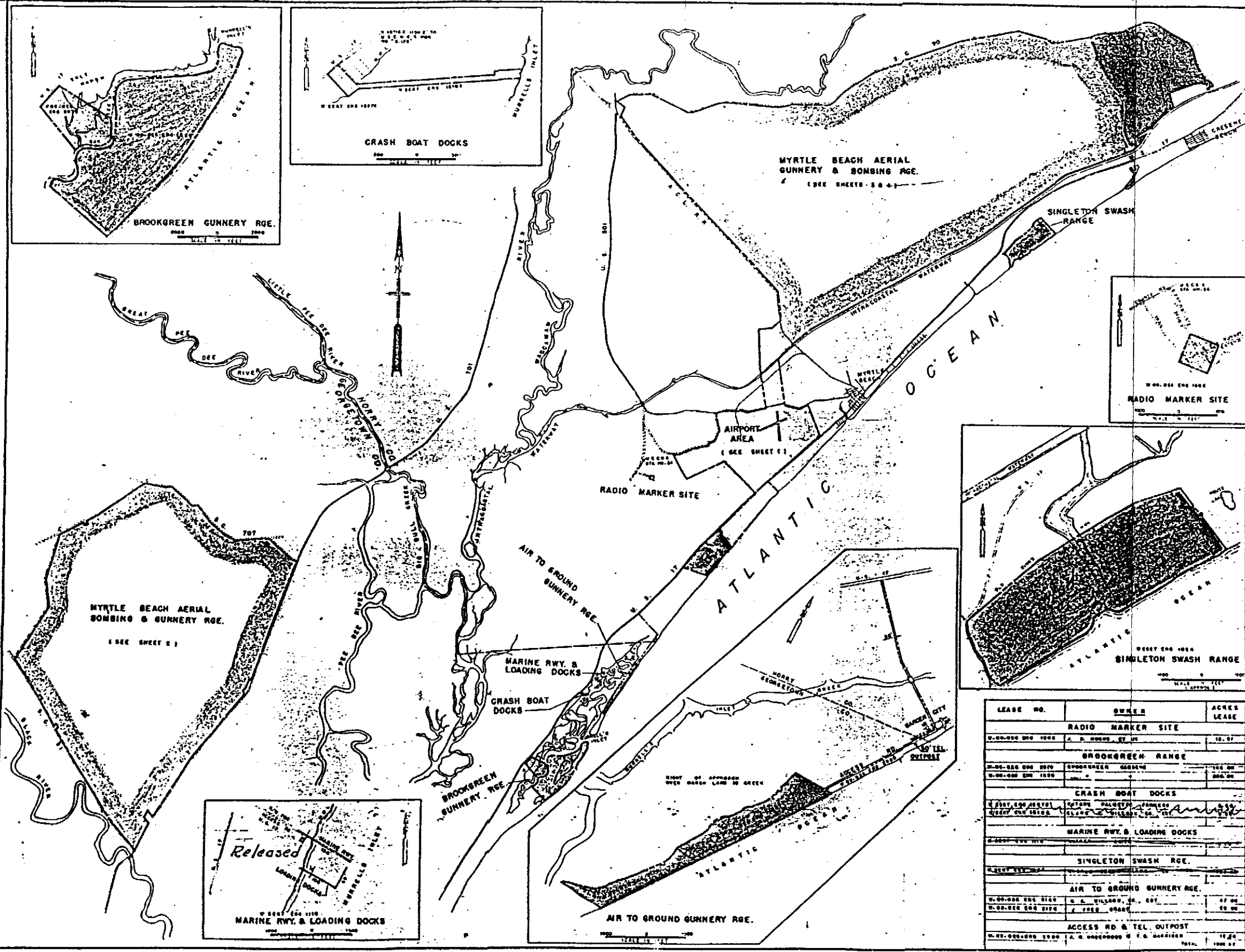
SEE INSERT I

□ Canal Prism
□ Spoil Area
□ AREA CERTIFIED BY O.C.E. TO S.P.B.

GUNNERY & BOMBING AREA - HORRY COUNTY				
LEASE NO.	TRACT NO.	VENDOR	ACRES	LEASE
A-1	1	D. B. ADAMS	1.00	
A-2	2	J. B. CLARK	1.00	
A-3	3	J. B. CLARK	1.00	
A-4	4	A. WILSON	1.00	
A-5	5	W. W. BROWN	1.00	
A-6	6	W. W. BROWN	1.00	
A-7	7	W. W. BROWN	1.00	
A-8	8	W. W. BROWN	1.00	
A-9	9	W. W. BROWN	1.00	
A-10	10	W. W. BROWN	1.00	
A-11	11	W. W. BROWN	1.00	
A-12	12	W. W. BROWN	1.00	
A-13	13	W. W. BROWN	1.00	
A-14	14	W. W. BROWN	1.00	
A-15	15	W. W. BROWN	1.00	
A-16	16	W. W. BROWN	1.00	
A-17	17	W. W. BROWN	1.00	
A-18	18	W. W. BROWN	1.00	
A-19	19	W. W. BROWN	1.00	
A-20	20	W. W. BROWN	1.00	
A-21	21	W. W. BROWN	1.00	
A-22	22	W. W. BROWN	1.00	
A-23	23	W. W. BROWN	1.00	
A-24	24	W. W. BROWN	1.00	
A-25	25	W. W. BROWN	1.00	
A-26	26	W. W. BROWN	1.00	
A-27	27	W. W. BROWN	1.00	
A-28	28	W. W. BROWN	1.00	
A-29	29	W. W. BROWN	1.00	
A-30	30	W. W. BROWN	1.00	
A-31	31	W. W. BROWN	1.00	
A-32	32	W. W. BROWN	1.00	
A-33	33	W. W. BROWN	1.00	
A-34	34	W. W. BROWN	1.00	
A-35	35	W. W. BROWN	1.00	
A-36	36	W. W. BROWN	1.00	
A-37	37	W. W. BROWN	1.00	
A-38	38	W. W. BROWN	1.00	
A-39	39	W. W. BROWN	1.00	
A-40	40	W. W. BROWN	1.00	
A-41	41	W. W. BROWN	1.00	
A-42	42	W. W. BROWN	1.00	
A-43	43	W. W. BROWN	1.00	
A-44	44	W. W. BROWN	1.00	
A-45	45	W. W. BROWN	1.00	
A-46	46	W. W. BROWN	1.00	
A-47	47	W. W. BROWN	1.00	
A-48	48	W. W. BROWN	1.00	
A-49	49	W. W. BROWN	1.00	
A-50	50	W. W. BROWN	1.00	
A-51	51	W. W. BROWN	1.00	
A-52	52	W. W. BROWN	1.00	
A-53	53	W. W. BROWN	1.00	
A-54	54	W. W. BROWN	1.00	
A-55	55	W. W. BROWN	1.00	
A-56	56	W. W. BROWN	1.00	
A-57	57	W. W. BROWN	1.00	
A-58	58	W. W. BROWN	1.00	
A-59	59	W. W. BROWN	1.00	
A-60	60	W. W. BROWN	1.00	
A-61	61	W. W. BROWN	1.00	
A-62	62	W. W. BROWN	1.00	
A-63	63	W. W. BROWN	1.00	
A-64	64	W. W. BROWN	1.00	
A-65	65	W. W. BROWN	1.00	
A-66	66	W. W. BROWN	1.00	
A-67	67	W. W. BROWN	1.00	
A-68	68	W. W. BROWN	1.00	
A-69	69	W. W. BROWN	1.00	
A-70	70	W. W. BROWN	1.00	
A-71	71	W. W. BROWN	1.00	
A-72	72	W. W. BROWN	1.00	
A-73	73	W. W. BROWN	1.00	
A-74	74	W. W. BROWN	1.00	
A-75	75	W. W. BROWN	1.00	
A-76	76	W. W. BROWN	1.00	
A-77	77	W. W. BROWN	1.00	
A-78	78	W. W. BROWN	1.00	
A-79	79	W. W. BROWN	1.00	
A-80	80	W. W. BROWN	1.00	
A-81	81	W. W. BROWN	1.00	
A-82	82	W. W. BROWN	1.00	
A-83	83	W. W. BROWN	1.00	
A-84	84	W. W. BROWN	1.00	
A-85	85	W. W. BROWN	1.00	
A-86	86	W. W. BROWN	1.00	
A-87	87	W. W. BROWN	1.00	
A-88	88	W. W. BROWN	1.00	
A-89	89	W. W. BROWN	1.00	
A-90	90	W. W. BROWN	1.00	
A-91	91	W. W. BROWN	1.00	
A-92	92	W. W. BROWN	1.00	
A-93	93	W. W. BROWN	1.00	
A-94	94	W. W. BROWN	1.00	
A-95	95	W. W. BROWN	1.00	
A-96	96	W. W. BROWN	1.00	
A-97	97	W. W. BROWN	1.00	
A-98	98	W. W. BROWN	1.00	
A-99	99	W. W. BROWN	1.00	
A-100	100	W. W. BROWN	1.00	

GUNNERY & BOMBING AREA - HORRY COUNTY				
LEASE NO.	TRACT NO.	VENDOR	ACRES	LEASE
B-1	101	D. B. ADAMS	1.00	
B-2	102	J. B. CLARK	1.00	
B-3	103	A. WILSON	1.00	
B-4	104	W. W. BROWN	1.00	
B-5	105	W. W. BROWN	1.00	
B-6	106	W. W. BROWN	1.00	
B-7	107	W. W. BROWN	1.00	
B-8	108	W. W. BROWN	1.00	
B-9	109	W. W. BROWN	1.00	
B-10	110	W. W. BROWN	1.00	
B-11	111	W. W. BROWN	1.00	
B-12	112	W. W. BROWN	1.00	
B-13	113	W. W. BROWN	1.00	
B-14	114	W. W. BROWN	1.00	
B-15	115	W. W. BROWN	1.00	
B-16	116	W. W. BROWN	1.00	
B-17	117	W. W. BROWN	1.00	
B-18	118	W. W. BROWN	1.00	
B-19	119	W. W. BROWN	1.00	
B-20	120	W. W. BROWN	1.00	
B-21	121	W. W. BROWN	1.00	
B-22	122	W. W. BROWN	1.00	
B-23	123	W. W. BROWN	1.00	
B-24	124	W. W. BROWN	1.00	
B-25	125	W. W. BROWN	1.00	
B-26	126	W. W. BROWN	1.00	
B-27	127	W. W. BROWN	1.00	
B-28	128	W. W. BROWN	1.00	
B-29	129	W. W. BROWN	1.00	
B-30	130	W. W. BROWN	1.00	
B-31	131	W. W. BROWN	1.00	
B-32	132	W. W. BROWN	1.00	
B-33	133	W. W. BROWN	1.00	
B-34	134	W. W. BROWN	1.00	
B-35	135	W. W. BROWN	1.00	
B-36	136	W. W. BROWN	1.00	
B-37	137	W. W. BROWN	1.00	
B-38	138	W. W. BROWN	1.00	
B-39	139	W. W. BROWN	1.00	
B-40	140	W. W. BROWN	1.00	
B-41	141	W. W. BROWN	1.00	
B-42	142	W. W. BROWN	1.00	
B-43	143	W. W. BROWN	1.00	
B-44	144	W. W. BROWN	1.00	
B-45	145	W. W. BROWN	1.00	
B-46	146	W. W. BROWN	1.00	
B-47	147	W. W. BROWN	1.00	
B-48	148	W. W. BROWN	1.00	
B-49	149	W. W. BROWN	1.00	
B-50	150	W. W. BROWN	1.00	
B-51	151	W. W. BROWN	1.00	
B-52	152	W. W. BROWN	1.00	
B-53	153	W. W. BROWN	1.00	
B-54	154	W. W. BROWN	1.00	
B-55	155	W. W. BROWN	1.00	
B-56	156	W. W. BROWN	1.00	
B-57	157	W. W. BROWN	1.00	
B-58	158	W. W. BROWN	1.00	
B-59	159	W. W. BROWN	1.00	
B-60	160	W. W. BROWN	1.00	
B-61	161	W. W. BROWN	1.00	
B-62	162	W. W. BROWN	1.00	
B-63	163	W. W. BROWN	1.00	
B-64	164	W. W. BROWN	1.00	
B-65	165	W. W. BROWN	1.00	
B-66	166	W. W. BROWN	1.00	
B-67	167	W. W. BROWN	1.00	
B-68	168	W. W. BROWN	1.00	
B-69	169	W. W. BROWN	1.00	
B-70	170	W. W. BROWN	1.00	
B-71	171	W. W. BROWN	1.00	
B-72	172	W. W. BROWN	1.00	
B-73	173	W. W. BROWN	1.00	
B-74	174	W. W. BROWN	1.00	
B-75	175	W. W. BROWN	1.00	
B-76	176	W. W. BROWN	1.00	
B-77	177	W. W. BROWN	1.00	
B-78	178	W. W. BROWN	1.00	
B-79	179	W. W. BROWN	1.00	
B-80	180	W. W. BROWN	1.00	
B-81	181	W. W. BROWN	1.00	
B-82	182	W. W. BROWN	1.00	
B-83	183	W. W. BROWN	1.00	
B-84	184	W. W. BROWN	1.00	
B-85	185	W. W. BROWN	1.00	
B-86	186	W. W. BROWN	1.00	
B-87	187	W. W. BROWN	1.00	
B-88	188	W. W. BROWN	1.00	
B-89	189	W. W. BROWN	1.00	
B-90	190	W. W. BROWN	1.00	
B-91	191	W. W. BROWN	1.00	
B-92	192	W. W. BROWN	1.00	
B-93	193	W. W. BROWN	1.00	
B-94	194	W. W. BROWN	1.00	
B-95	195	W. W. BROWN	1.00	
B-96	196	W. W. BROWN	1.00	
B-97	197	W. W. BROWN	1.00	
B-98	198	W. W. BROWN	1.00	
B-99	199	W. W. BROWN	1.00	
B-100	200	W. W. BROWN	1.00	

GUNNERY & BOMBING AREA - HORRY COUNTY				
LEASE NO.	TRACT NO.	VENDOR	ACRES	LEASE
C-1	201	D. B. ADAMS	1.00	
C-2	202	J. B. CLARK	1.00	
C-3	203	A. WILSON	1.00	
C-4	204	W. W. BROWN	1.00	
C-5	205	W. W. BROWN	1.00	
C-6	206	W. W. BROWN	1.00	
C-7	207	W. W. BROWN	1.00	
C-8	208	W. W. BROWN	1.00	
C-9	209	W. W. BROWN	1.00	
C-10	210	W. W. BROWN	1.00	
C-11	211	W. W. BROWN	1.00	
C-12	212	W. W. BROWN	1.00	
C-13	213	W. W. BROWN	1.00	
C-14	214	W. W. BROWN	1.00	
C-15	215	W. W. BROWN	1.00	
C-16	216	W. W. BROWN	1.00	
C-17	217	W. W. BROWN	1.00	
C-18	218	W. W. BROWN	1.00	
C-19	219	W. W. BROWN	1.00	
C-20	220	W. W. BROWN	1.00	
C-21	221	W. W. BROWN	1.00	
C-22	222	W. W. BROWN	1.00	
C-23	223	W. W. BROWN	1.00	
C-24	224	W. W. BROWN	1.00	
C-25	225	W. W. BROWN	1.00	
C-26	226	W. W. BROWN	1.00	
C-27	227	W. W. BROWN	1.00	
C-28	228	W. W. BROWN	1.00	
C-29	229	W. W. BROWN	1.00	
C-30	230	W. W. BROWN	1.00	
C-31	231	W. W. BROWN	1.00	
C-32	232	W. W. BROWN	1.00	
C-33	233	W. W. BROWN	1.00	
C-34	234	W. W. BROWN	1.00	
C-35	235	W. W. BROWN	1.00	
C-36	236	W. W. BROWN	1.00	
C-37	237	W. W. BROWN	1.00	
C-38	238	W. W. BROWN	1.00	
C-39	239	W. W. BROWN	1.00	
C-40	240	W. W. BROWN	1.00	
C-41	241	W. W. BROWN	1.00	
C-42	242	W. W. BROWN	1.00	
C-43	243	W. W. BROWN	1.00	
C-44	244	W. W. BROWN	1.00	
C-45	245	W. W. BROWN	1.00	
C-46	246	W. W. BROWN	1.00	
C-47	247	W. W. BROWN	1.00	
C-48	248	W. W. BROWN	1.00	
C-49	249	W. W. BROWN	1.00	
C-50	250	W. W. BROWN	1.00	
C-51	251	W. W. BROWN	1.00	
C-52	252	W. W. BROWN	1.00	
C-53	253	W. W. BROWN	1.00	
C-54	254	W. W. BROWN	1.00	
C-55	255	W. W. BROWN	1.00	
C-56	256	W. W. BROWN	1.00	
C-57	257	W. W. BROWN	1.00	
C-58	258	W. W. BROWN	1.00	
C-59	259	W. W. BROWN	1.00	
C-60	260	W. W. BROWN	1.00	
C-61	261	W. W. BROWN	1.00	
C-62	262	W. W. BROWN	1.00	
C-63	263	W. W. BROWN	1.00	
C-64	264	W. W. BROWN	1.00	
C-65	265	W. W. BROWN	1.00	
C-66	266	W. W. BROWN	1.00	
C-67	267	W. W. BROWN	1.00	
C-68	268	W. W. BROWN	1.00	
C-69	269	W. W. BROWN	1.00	
C-70	270	W. W. BROWN	1.00	



LEASE NO.	OWNER	ACRES LEASE
RADIO MARKER SITE		
W. 00-000 000 1000	A. P. HODGES ET AL	10.07
BROOKGREEN RANGE		
W. 00-000 000 1000	BROOKGREEN GARDENS	100.00
W. 00-000 000 1000	W. 00-000 000 1000	000.00
CRASH BOAT DOCKS		
W. 00-000 000 1000	W. 00-000 000 1000	000.00
MARINE RWY. & LOADING DOCKS		
W. 00-000 000 1000	W. 00-000 000 1000	000.00
SINGLETON SWASH RGE.		
W. 00-000 000 1000	W. 00-000 000 1000	000.00
AIR TO GROUND GUNNERY RGE.		
W. 00-000 000 1000	W. 00-000 000 1000	000.00
W. 00-000 000 1000	W. 00-000 000 1000	000.00
ACCESS RD & TEL. OUTPOST		
W. 00-000 000 1000	W. 00-000 000 1000	000.00
		TOTAL

FINAL OWNERSHIP

STATE SOUTH CAROLINA

COUNTY GEORGETOWN & HORRY

DIVISION SOUTH ATLANTIC

SERVICE _____

USING AGENCY ARMY AIR FORCES

MILES OF _____

MILES OF _____

TRANSPORTATION FACILITIES

A.C.L. _____ RAILROAD _____

51, 90, 707 _____ STATE ROAD _____

17, 501, 701 _____ FEDERAL ROAD _____

_____ AIRLINE _____

LAND AREA

TOTAL ACRES IN PROJECT _____

ACRES FEE _____

ACRES EASEMENT _____

ACRES LEASED _____

ACRES TRANSFERRED TO W.D. _____

ACRES, PERMITS, OR LICENSES _____

DISPOSALS

TOTAL ACRES DISPOSED OF _____

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES LEASED FROM W.D. _____

ACRES OTHERWISE _____

LEGEND

RESERVATION LINE _____

STATE OR PROVINCE LINE _____

COUNTY LINE _____

CIVIL DISTRICT PRECINCT _____

LAND GRANT LINE _____

CITY, VILLAGE, OR BOROUGH _____

CEMETERY, SMALL PARK, ETC. _____

TOWNSHIP LINE _____

SECTION LINE _____

RUNWAY APPROACH ZONE AREAS

AVIGATION EASEMENT _____

FEE SIMPLE _____

SCALE IN MILES _____

BASIC INFORMATION

FOR

MASTER PLANNING

MYRTLE BEACH S.C.

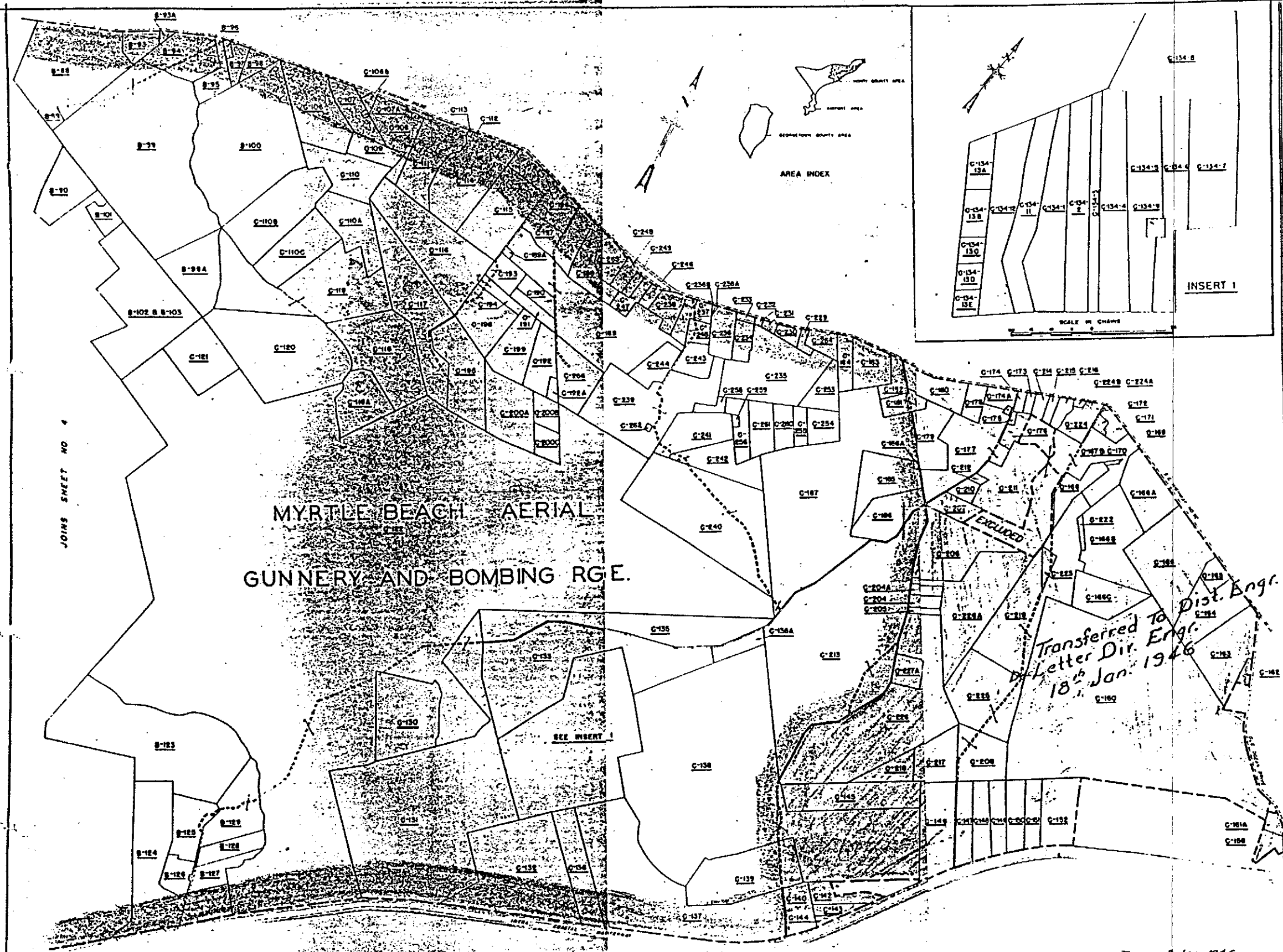
REAL ESTATE

POST ENGINEERS OFFICE

August 20, 1946

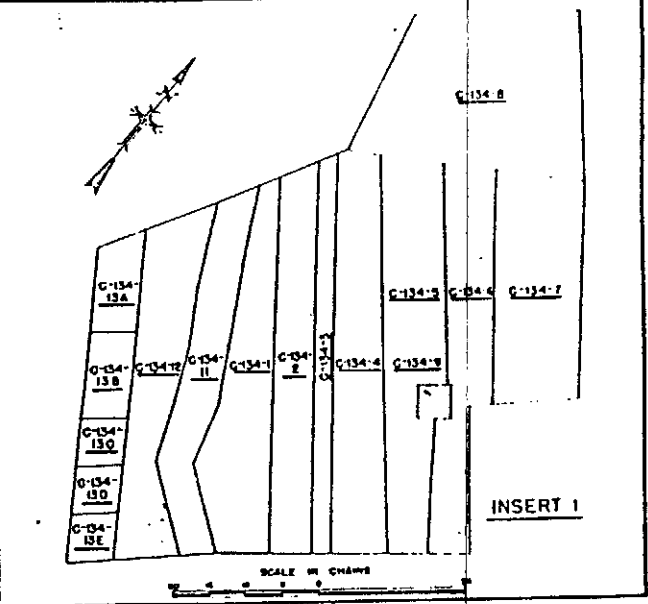
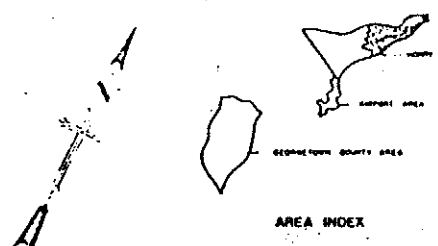
B-1

1010 1197 41



JOINS SHEET NO 4

MYRTLE BEACH AERIAL
GUNNERY AND BOMBING RGE.



FINAL OWNERSHIP	
STATE	SOUTH CAROLINA
COUNTY	HORRY
DIVISION	SOUTH ATLANTIC
SERVICE COMMAND	FOURTH
USING AGENCY	ARMY AIR FORCES
MILES OF	
MILES OF	

TRANSPORTATION FACILITIES	
90	RAILROAD
	STATE ROAD
	FEDERAL ROAD
	AIRLINE

LAND AREA	
	ACRES OWNED BY W.D.
	ACRES LEASED BY W.D.
	ACRES LEASED FROM W.D.
	ACRES TRANSFERRED TO W.D.
	ACRES DONATED TO W.D.
	ACRES AVIGATION EASEMENTS TO W.D.

DISPOSALS	
	ACRES SOLD
	ACRES TRANSFERRED
	ACRES EXCHANGED
	ACRES OTHERWISE

LEGEND	
RESERVATION LINE	[Symbol]
STATE OR PROVINCE LINE	[Symbol]
COUNTY LINE	[Symbol]
CIVIL DISTRICT PRECINCT	[Symbol]
LAND GRANT LINE	[Symbol]
CITY VILLAGE OR BOROUGH	[Symbol]
CEMETERY SMALL PARK ETC.	[Symbol]
TOWNSHIP LINE	[Symbol]
SECTION LINE	[Symbol]
AVIGATION EASEMENT	[Symbol]
FEE SIMPLE	[Symbol]

SCALE IN CHAINS

BASIC INFORMATION FOR MASTER PLANNING MYRTLE BEACH S.C.
 REAL ESTATE POST ENGINEERS OFFICE
 AUGUST 20, 1946

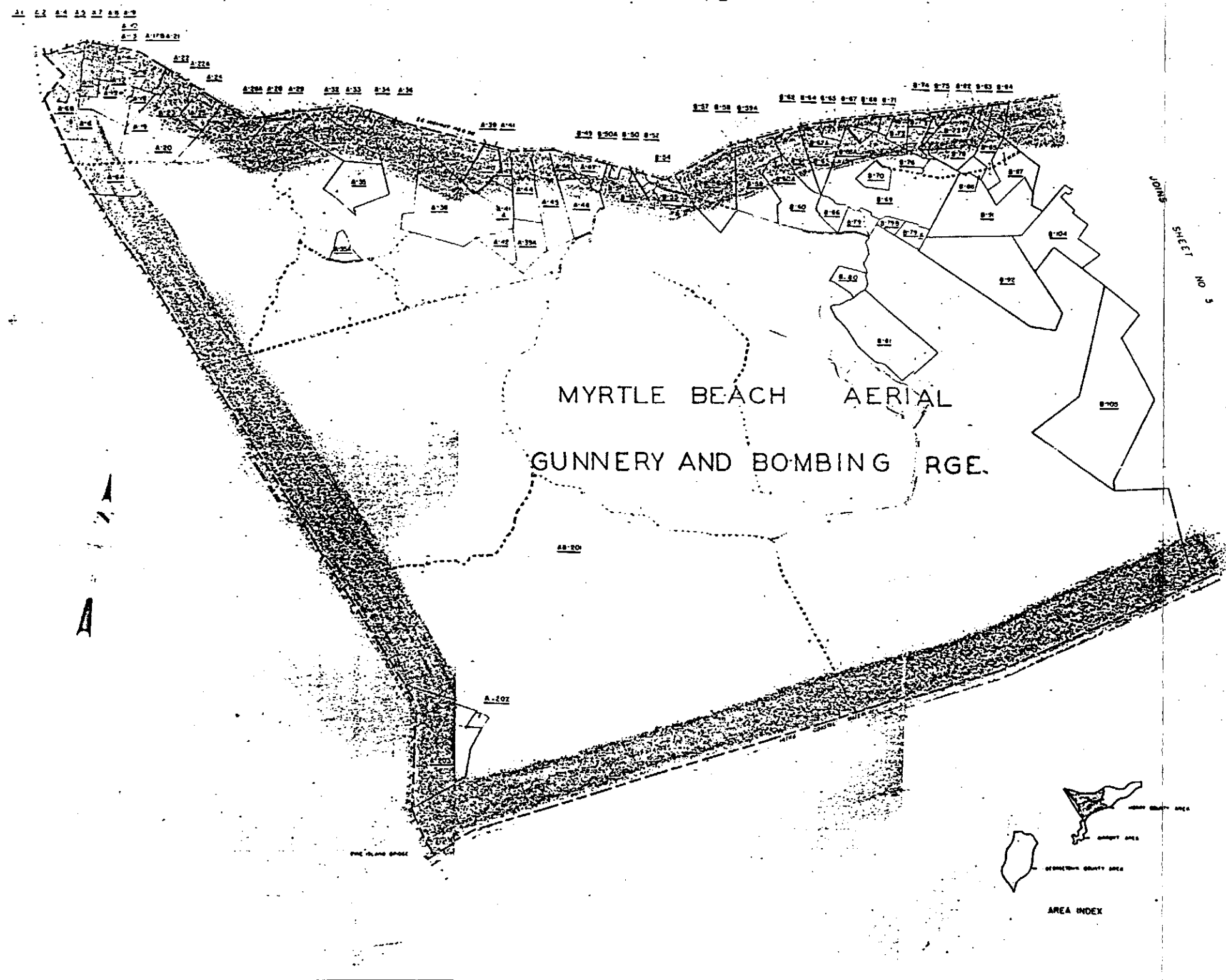
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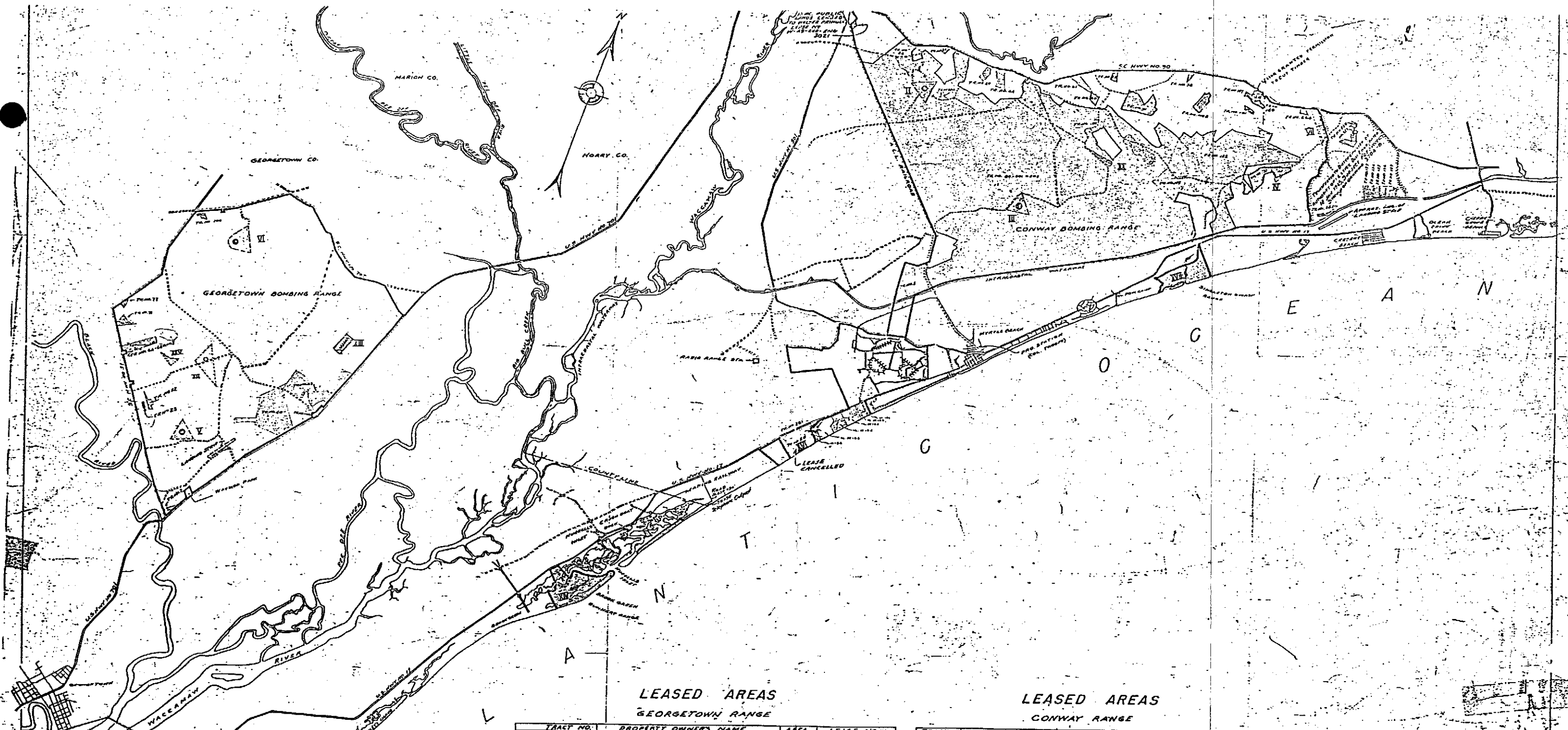
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B-3

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FINAL OWNERSHIP	
STATE	SOUTH CAROLINA
COUNTY	HORRY
DIVISION	SOUTH ATLANTIC
SERVICE COMMAND	FOURTH
USING AGENCY	ARMY AIR FORCES
MILES OF	
MILES OF	
TRANSPORTATION FACILITIES	
	RAILROAD
90.8 503	STATE ROAD
	FEDERAL ROAD
	AIRLINE
LAND AREA	
ACRES OWNED BY W.D.	
ACRES LEASED BY W.D.	
ACRES LEASED FROM W.D.	
ACRES TRANSFERRED TO W.D.	
ACRES DONATED TO W.D.	
ACRES AVIGATION EASEMENTS TO W.D.	
DISPOSALS	
ACRES SOLD	
ACRES TRANSFERRED	
ACRES EXCHANGED	
ACRES OTHERWISE	
LEGEND	
RESERVATION LINE	
STATE OR PROVINCE LINE	
COUNTY LINE	
CIVIL DISTRICT PRECINCT	
LAND-GRANT LINE	
CITY, VILLAGE OR BOROUGH	
CEMETERY, SMALL PARK, ETC.	
TOWNSHIP LINE	
SECTION LINE	
AVIGATION EASEMENT	
FEE SIMPLE	
SCALE IN CHAINS	
BASIC INFORMATION FOR MASTER PLANNING MYRTLE BEACH, S.C.	
REAL ESTATE	
POST ENGINEERS OFFICE	
AUGUST 20, 1946	
B-4	



**LEASED AREAS
GEORGETOWN RANGE**

TRACT NO.	PROPERTY OWNERS NAME	AREA	LEASE NO.
40	SOUTHERN KRAFT CORP.	287.80	W 2287 ENG 1132
44	LUTHER A. & MINNIE L. AMERSON	60.60	W 03-026 ENG 1077
43	WILLIAM HENRIKSON	1082.10	W 03-026 ENG 1238
71	WED BRUER	62.00	W 03-026 ENG 1228
64-64A-67	GEORGE S. EADY	133.00	W 03-026 ENG 1232
106	JAMES BASS	23.32	W 03-026 ENG 1234
2	ANETTA PHILIPS SHINNER ET AL.	16.30	W 03-026 ENG 1264
77	BOYD JACOBS	18.30	W 03-026 ENG 1264
23	EDWARD C. CEISS	10.00	W 03-026 ENG 1272
32	EDWARD C. CEISS	38.00	W 03-026 ENG 1272

AIR FIELD AND MISCELLANEOUS LEASES

TRACT NO.	PROPERTY OWNERS NAME	AREA	LEASE NO.
181	SOUTHERN KRAFT CORP.	750.00	W 2287 ENG 1425
182	WOODSON CORPORATION	60.85	W 03-026 ENG 315
24	DAVE R. ALBERT	232.00	W 2287 ENG 1234
24A	DAVE R. ALBERT	2.12	W 2287 ENG 1244
18	C. G. STAFFS COMMERCIAL FORESTRY	150.00	W 2287 ENG 1244
RADIO RANGE STA. PRO. STA. (Col.)	A. D. AND ANNIE E. HUCKS	11.51	W 03-026 ENG 1503
AIR TOWER	MYRTLE BEACH FARMS CO.	0.85	W 03-026 ENG 1503
MURRELLS INLET	FRED BRANT	29.00	W 03-026 ENG 1570
CRASH BOAT DOCK	C. A. WILCOX JR.	47.00	W 03-026 ENG 3163
WACCAMAW RAILWAY	PALMETTO FUTURE FARMERS	0.50	W 2287 ENG 15378
WACCAMAW RAILWAY	C. A. WILCOX SR.	0.56	W 2287 ENG 15378
WACCAMAW RAILWAY	WACCAMAW RAILWAY	0.56	W 2287 ENG 15378
WACCAMAW RAILWAY	MYRTLE BEACH FARMS CO.	420.00	W 2287 ENG 1024

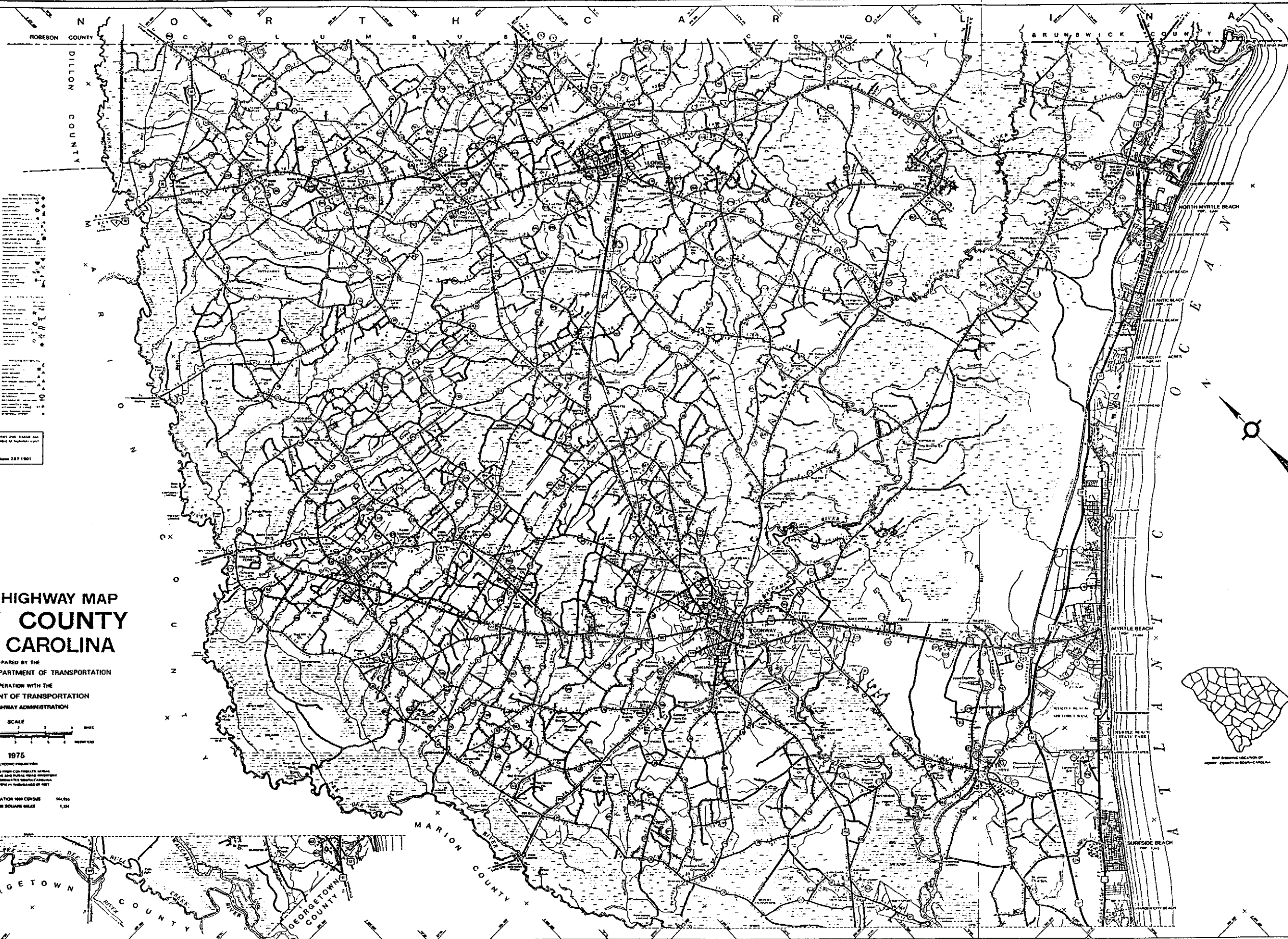
**LEASED AREAS
CONWAY RANGE**

TRACT NO.	PROPERTY OWNERS NAME	AREA	LEASE NO.
24	S. O. COX	210.10	W 03-026 ENG 1132
33	S. O. COX	25.00	W 03-026 ENG 1132
44	SOUTHERN KRAFT CORP.	3000	W 2287 ENG 1132
72	C. C. THOMAS	36.00	W 03-026 ENG 1470
80, 80A, 80B	SOUTHERN KRAFT CORP.	36,807.20	W 2287 ENG 1132
91	SOUTHERN	348.60	W 2287 ENG 1132
98	MISS BERTHA ROYALS	15.00	W 03-026 ENG 1485
103	J. M. VAUGHT ET AL.	762.00	W 03-026 ENG 1489
110-0	A. E. CHESTNUT	112.00	W 03-026 ENG 1474
122	SOUTHERN KRAFT CORP.	3,707.80	W 2287 ENG 1132
133	SOUTHERN KRAFT CORP.	371.00	W 2287 ENG 1132
180	LEE H. COLE	46.30	W 03-026 ENG 1474
181	F. A. & F. R. COLE	46.30	W 03-026 ENG 1474
182	W. E. COLE	46.30	W 03-026 ENG 1474
183	COLEMAN R. COLE	46.30	W 03-026 ENG 1474
184	COLEMAN R. COLE	46.30	W 03-026 ENG 1474
185	SOUTHERN KRAFT CORP.	37.00	W 2287 ENG 1132
186	SOUTHERN KRAFT CORP.	12.50	W 2287 ENG 1132
40	BURROUGHS & COLLINS CO.	71.00	(ON LEASE # 1132)
44	BURROUGHS & COLLINS CO.	142.00	W 03-026 ENG 1029
61	ALTON PARKER	100.00	W 03-026 ENG 033
197	D. D. EDGE	51.10	W 03-026 ENG 1474
264	JAMES J. WATTS	17.40	W 03-026 ENG 1029
33-A	A. B. THOMPSON ET AL.	35.63	W 03-026 ENG 1029
33-B	A. B. THOMPSON ET AL.	35.63	W 03-026 ENG 1029
33-C	A. B. THOMPSON ET AL.	35.63	W 03-026 ENG 1029
33-D	A. B. THOMPSON ET AL.	35.63	W 03-026 ENG 1029

Legend

- BOUNDARY LINE OF PROPERTY
- PROPERTY OWNED BY U.S.A.
- PROPERTY LEASED BY U.S.A.
- PAVED ROADS
- RAILROADS

MYRTLE BEACH ARMY AIR FIELD
MYRTLE BEACH, S.C.
**PROPERTY MAP OF
MYRTLE BEACH ARMY AIR FIELD.**
POST ENGINEERS OFFICE, MYRTLE BEACH, S.C.



LEGEND

	Interstate Highway
	State Route
	County Road
	Unimproved Road
	Airport
	City
	Town
	Village
	Hamlet
	School
	Church
	Cemetery
	Public Building
	Gas Station
	Restaurant
	Hotel
	Motel
	Campground
	Beach
	Pier
	Dock
	Bridge
	Tunnel
	Dam
	Reservoir
	Lake
	Pond
	Stream
	River
	Bay
	Sound
	Inlet
	Shoals
	Sandbar
	Reef
	Breaker
	Light
	Buoy
	Lighthouse
	Monument
	Tower
	Tower Light
	Beacon
	Radar Station
	Weather Station
	Observatory
	Radio Tower
	TV Tower
	Tower Light
	Beacon
	Radar Station
	Weather Station
	Observatory
	Radio Tower
	TV Tower

Map Sales from State R. Parsons Building
 Columbia, S. C. 29201 Phone 257-1501

GENERAL HIGHWAY MAP HORRY COUNTY SOUTH CAROLINA

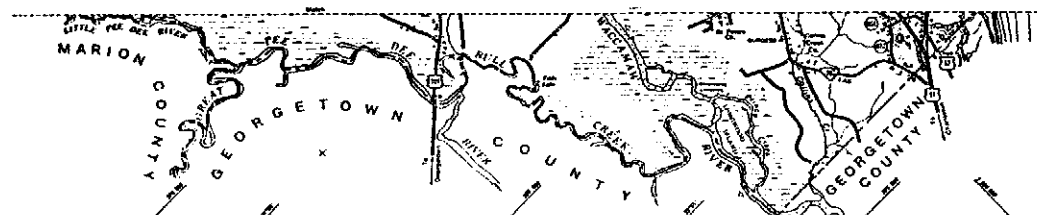
PREPARED BY THE
 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



1975

PHYSICAL FEATURES
 COASTLINE AND TIDE GAUGES
 PLANT AND ANIMAL LIFE
 POPULATION AND SOCIAL STATISTICS
 PLANT AND ANIMAL LIFE
 POPULATION AND SOCIAL STATISTICS
 PLANT AND ANIMAL LIFE

COUNTY POPULATION 1980 CENSUS 144,852
 COUNTY AREA IN SQUARE MILES 1,124



Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX M

ARCHIVES SEARCH REPORT CORRESPONDENCE

(Not Used)

Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

APPENDIX N

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APPENDIX N

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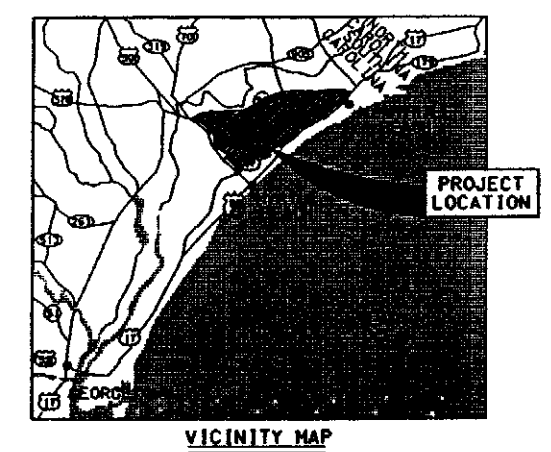
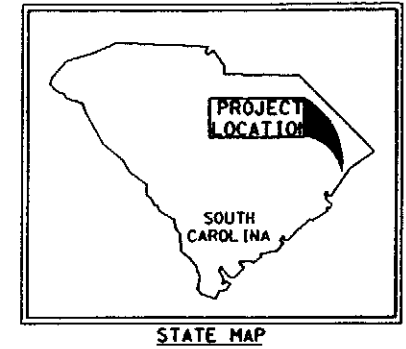
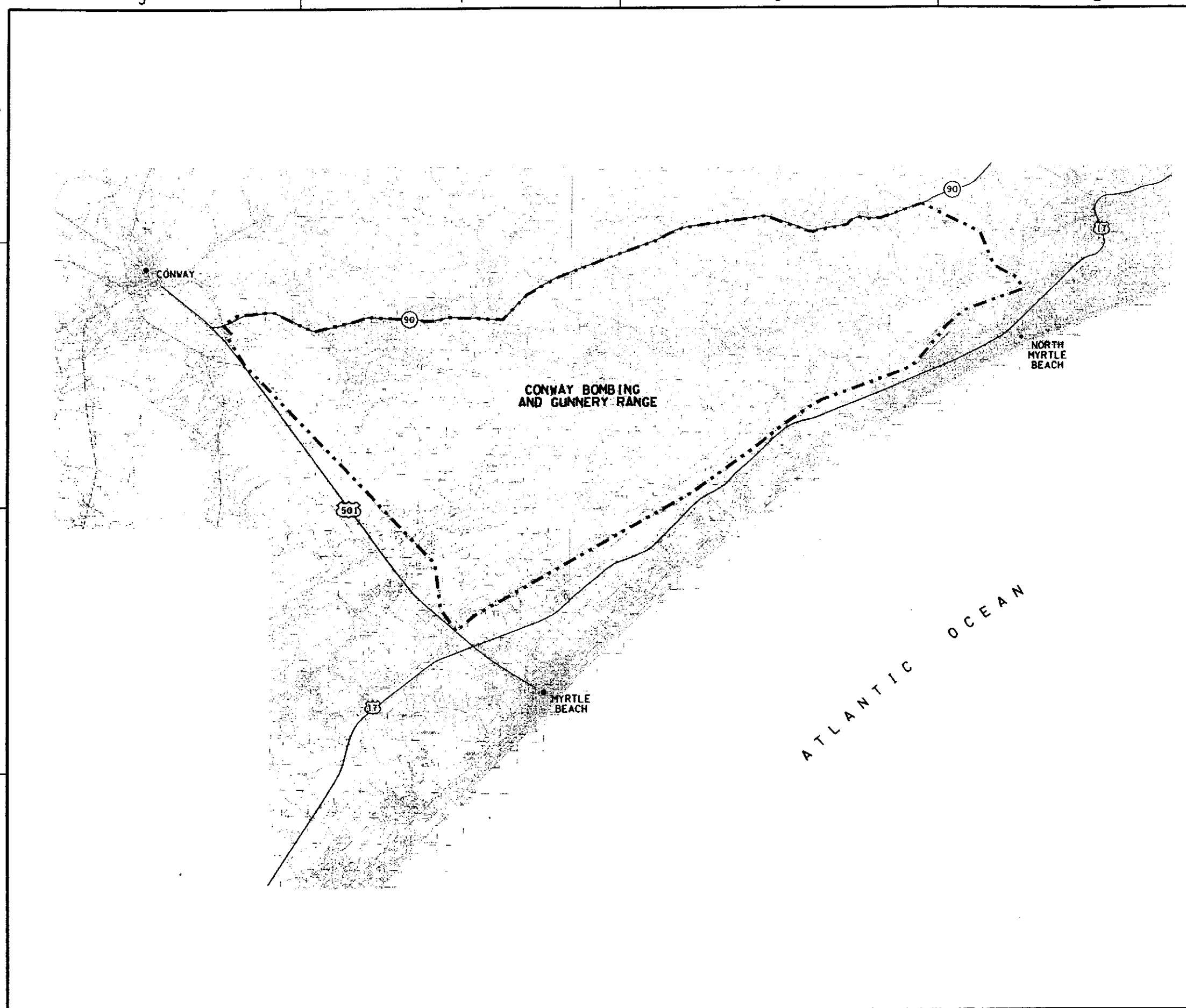
Ordnance and Explosives
Archives Search Report
for
Conway Bombing and Gunnery Range
Horry County, South Carolina
Project Number I04SC002501

REPORT PLATES

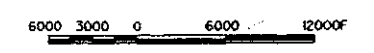


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- LEGEND**
- - - SITE BOUNDARY
 - ⬡ U.S. HIGHWAYS
 - STATE HIGHWAYS



Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

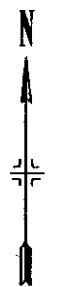
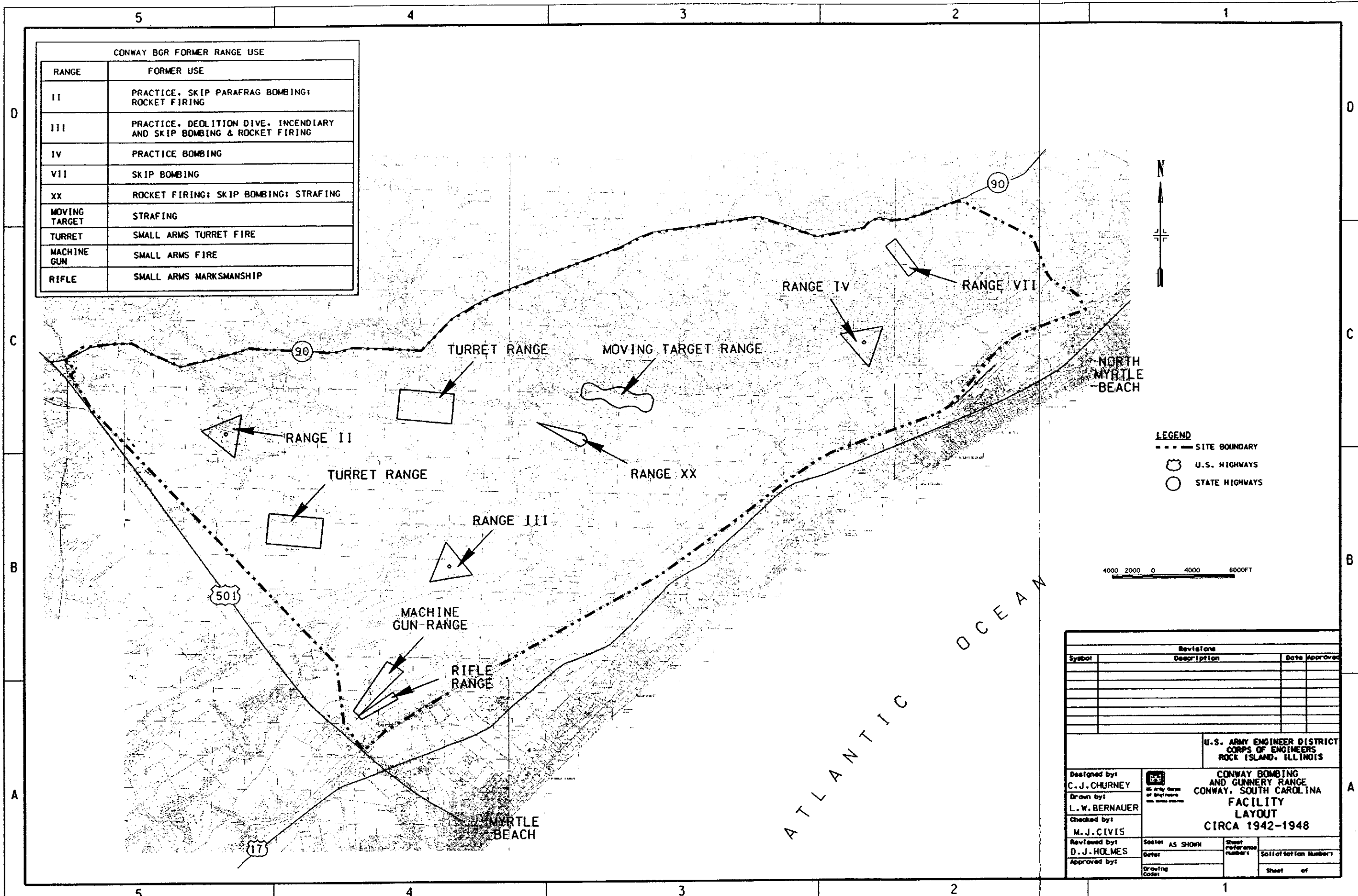
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Drawn by: L. W. BERNAUER			
Checked by: M. J. CIVIS	SITE PLAN		
Reviewed by: D. J. HOLMES			
Approved by:			

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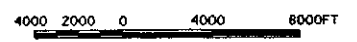
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CONWAY BGR FORMER RANGE USE	
RANGE	FORMER USE
II	PRACTICE, SKIP PARAFRAG BOMBING; ROCKET FIRING
III	PRACTICE, DEGLITION DIVE, INCENDIARY AND SKIP BOMBING & ROCKET FIRING
IV	PRACTICE BOMBING
VII	SKIP BOMBING
XX	ROCKET FIRING; SKIP BOMBING; STRAFING
MOVING TARGET	STRAFING
TURRET	SMALL ARMS TURRET FIRE
MACHINE GUN	SMALL ARMS FIRE
RIFLE	SMALL ARMS MARKSMANSHIP



LEGEND

- SITE BOUNDARY
- U.S. HIGHWAYS
- STATE HIGHWAYS

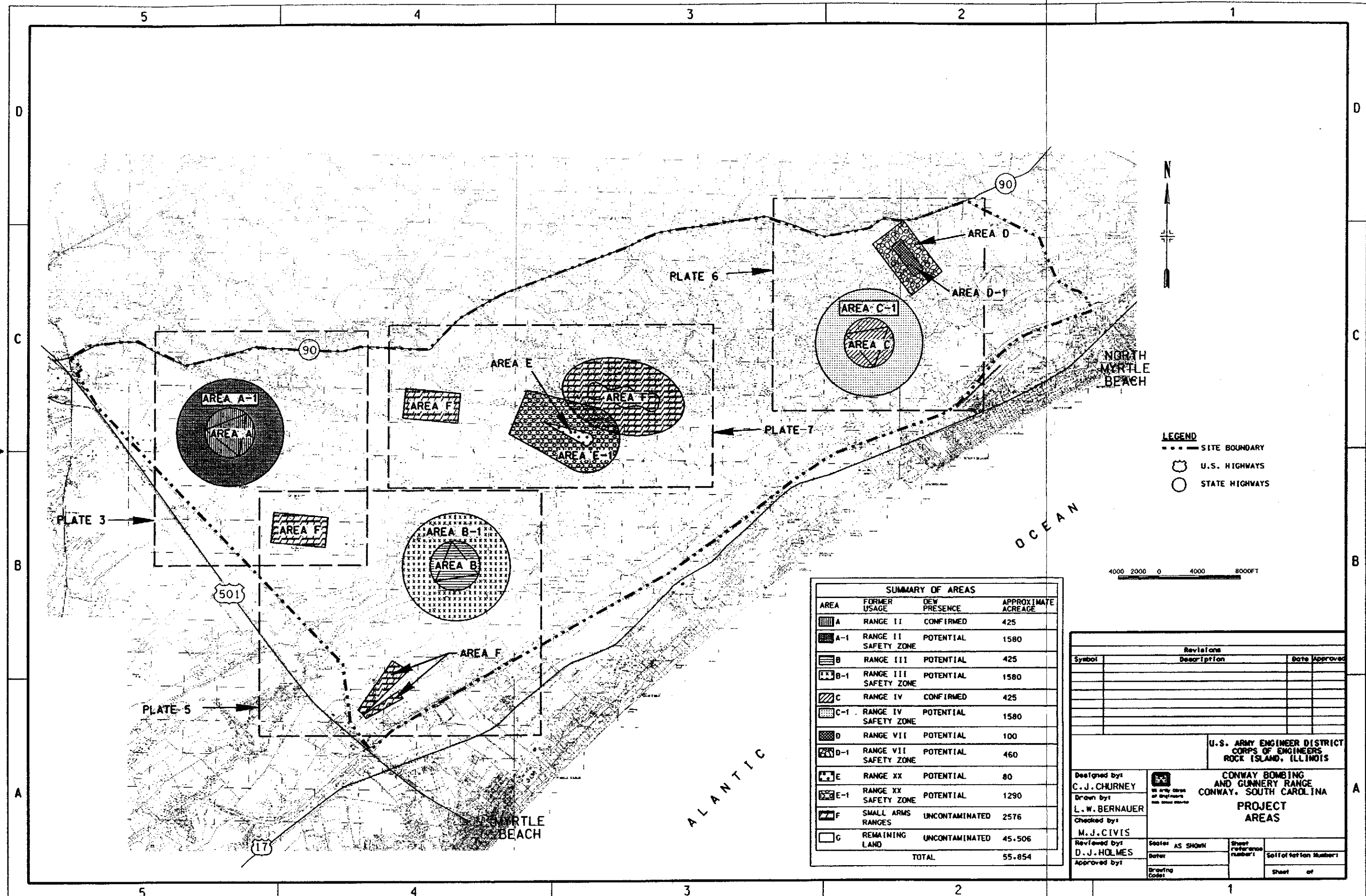


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ROCK ISLAND, ILLINOIS

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LEGEND
 - - - - - SITE BOUNDARY
 U.S. HIGHWAYS
 STATE HIGHWAYS

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SUMMARY OF AREAS			
AREA	FORMER USAGE	DEW PRESENCE	APPROXIMATE ACREAGE
A	RANGE II	CONFIRMED	425
A-1	RANGE II SAFETY ZONE	POTENTIAL	1580
B	RANGE III	POTENTIAL	425
B-1	RANGE III SAFETY ZONE	POTENTIAL	1580
C	RANGE IV	CONFIRMED	425
C-1	RANGE IV SAFETY ZONE	POTENTIAL	1580
D	RANGE VII	POTENTIAL	100
D-1	RANGE VII SAFETY ZONE	POTENTIAL	460
E	RANGE XX	POTENTIAL	80
E-1	RANGE XX SAFETY ZONE	POTENTIAL	1290
F	SMALL ARMS RANGES	UNCONTAMINATED	2576
G	REMAINING LAND	UNCONTAMINATED	45,506
TOTAL			55,854

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U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

**CONWAY BOMBING AND GUNNERY RANGE
CONWAY, SOUTH CAROLINA**

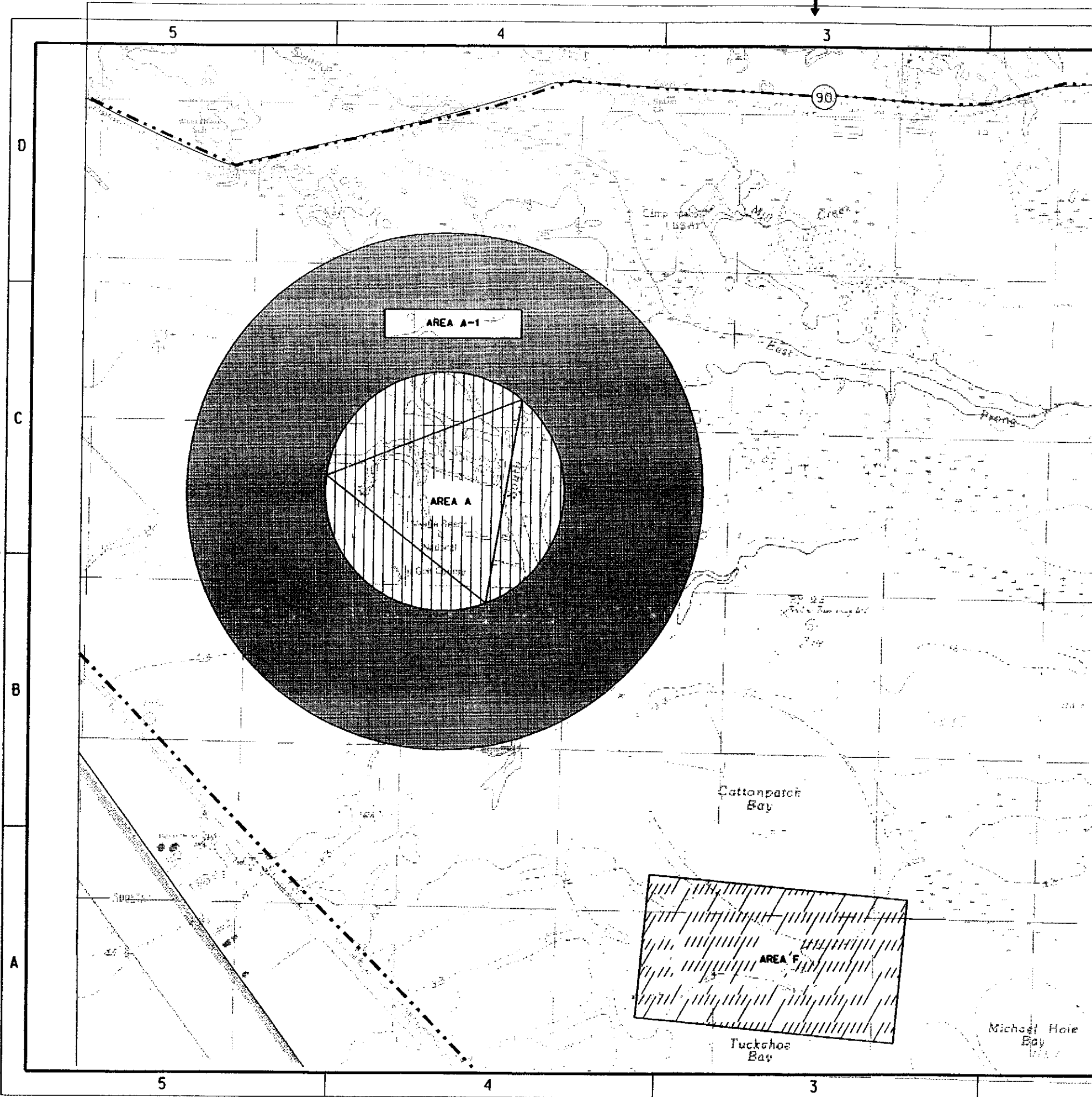
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 Reviewed by: D. J. HOLMES
 Approved by: _____

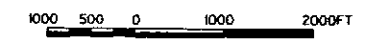
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 - STATE HIGHWAYS

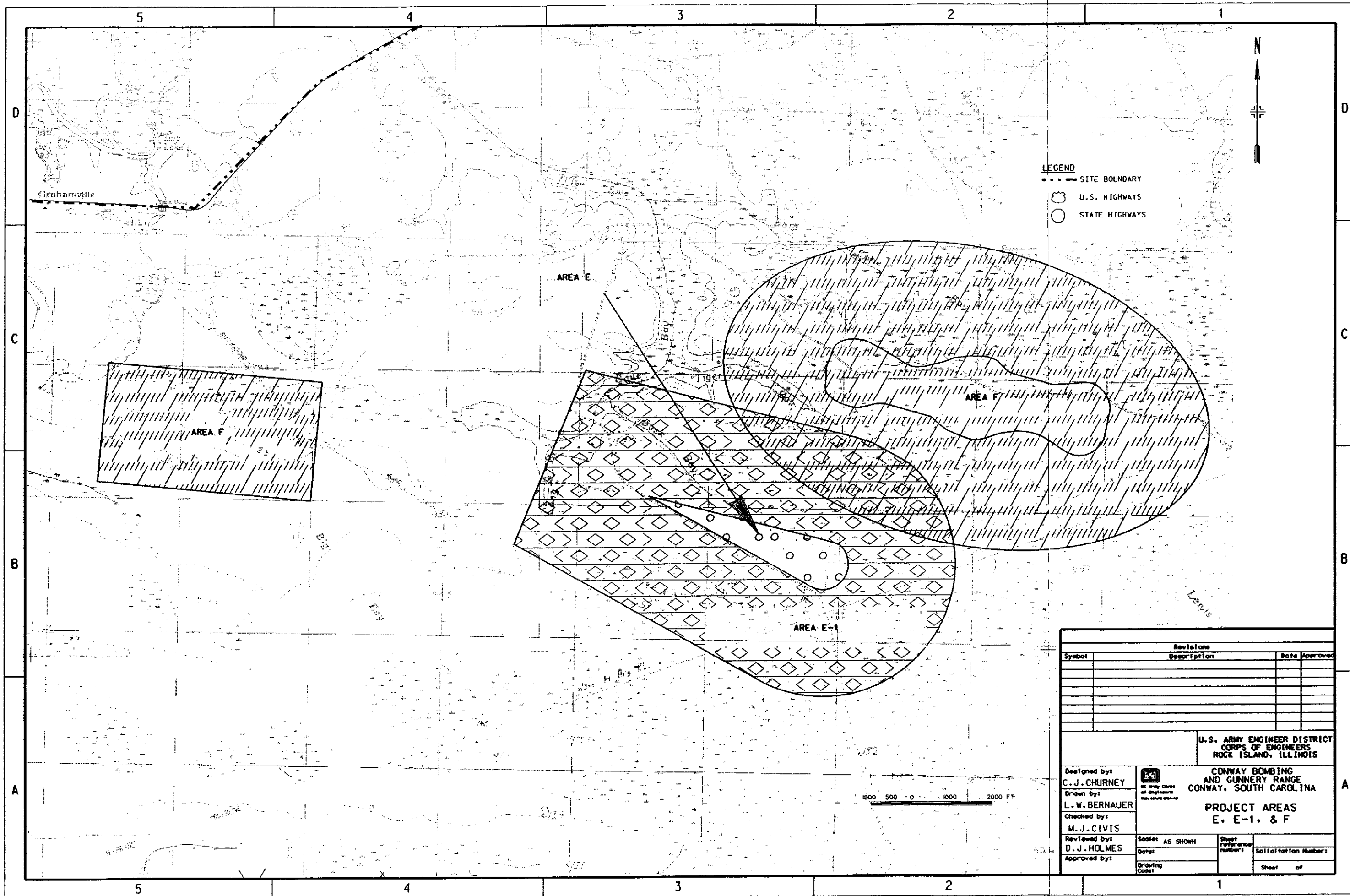


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ROCK ISLAND, ILLINOIS**

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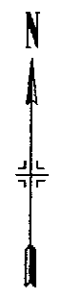
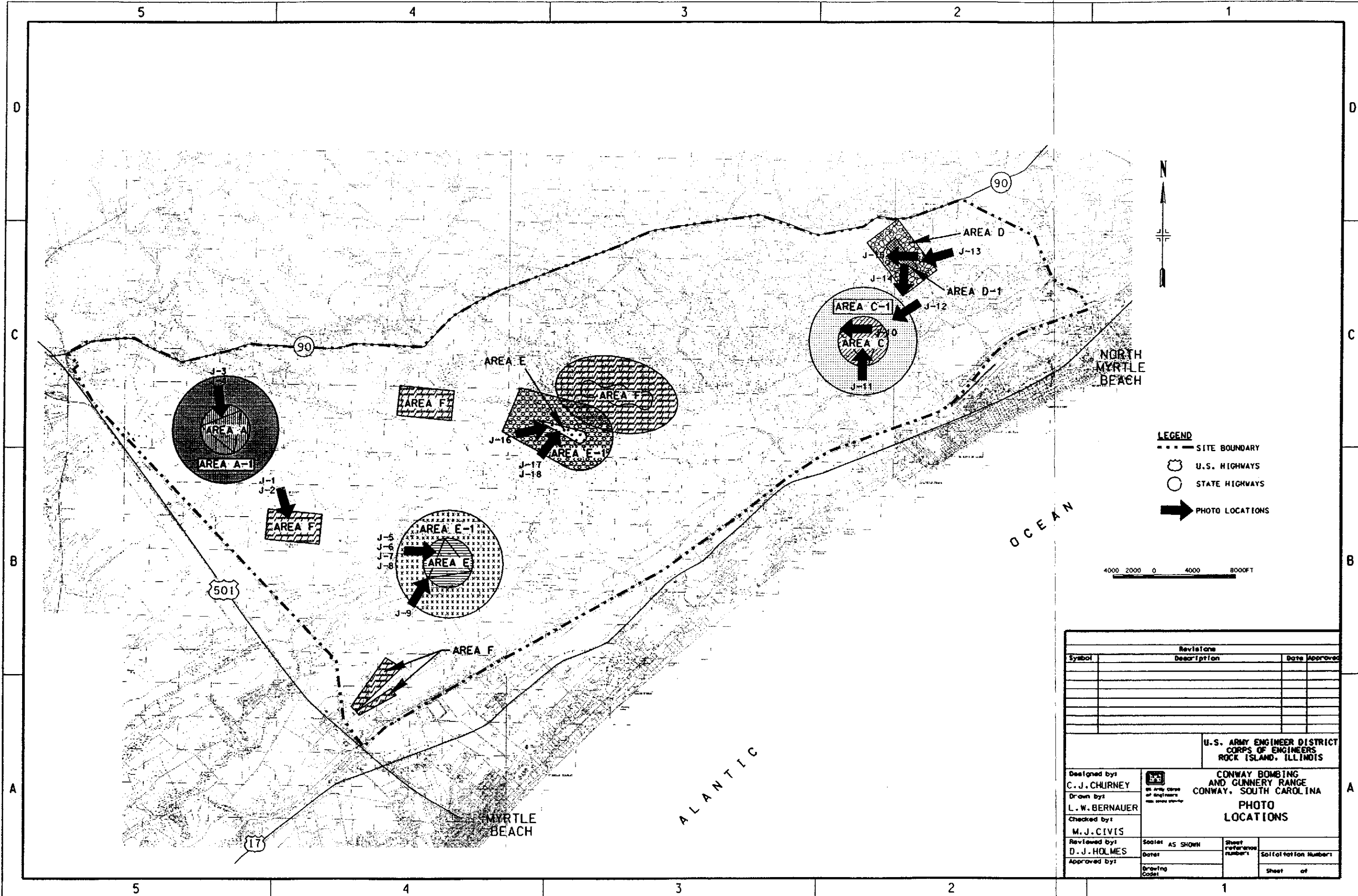
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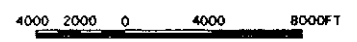
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