



P.R.C.

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Sq. FI - 6-HI
Oct - 44

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52-1-6-11-
OCT 1944

Organizational History, 6th Night Fighter Squadron, VII Fighter Command, Seventh Air Force, Army Air Forces Pacific Ocean Areas, APO #959.

1 October 1944 - 31 October 1944

1. Date of arrival and departure from each station occupied in this theater:

The following transfers were made between the Sq and the Det at APO #244:

Transferred

2nd Lt. Dale R. Laney - 6th
T/Sgt. Joseph P. Wusinich, Jr. - 12th
Major Julius E. Alford - 18th
1st Lt. Milton Hansburg - 18th
2nd Lt. James C. Grumley - 18th
2nd Lt. Wilfred C. Robbennolt - 16th
F/O Jean B.E.E. Desclos - 18th
F/O Richard D. Phillips - 18th
Cpl. Cecil M. Standish - 18th

Returned

Capt. Mark E. Martin - 14th
2nd Lt. Jerome M. Hansen - 14th
2nd Lt. Wesley L. Reynolds - 14th
2nd Lt. William K. Wallace - 14th
Sgt. John Tomo - 18th
T/Sgt. Henry L. Kruger - 29th
Cpl. Ernest J. VanHouten - 29th

The following recruits were assigned during the month:

| | |
|----------------------------------|--------------------------------|
| Cpl. William C. Modrow - 10th | Pfc. Paul R. Johnson - 10th |
| Cpl. Ralph M. Phillips - 10th | Pfc. Morris C. Levich - 31st |
| Cpl. John H. Ritchey - 10th | Pfc. Sheldon L. Roberts - 31st |
| Pfc. Elmer J. Dorzweiller - 10th | Pvt. Vernon E. Camp - 31st |
| Pfc. Henry M. Gillett - 10th | |

The following EM returned to the mainland for reassignment: (Left 15 Oct.)

| | |
|-----------------------------|----------------------------|
| M/Sgt. Donald E. Stellmaker | Sgt. George F. Mengel, Jr. |
| T/Sgt. Maurice Hyland | |

The following Off returned to the mainland to AAF unasgd: (Left 23 Oct.)

| | |
|---------------------|--------------------------|
| Capt. Pete B. Keene | 2nd Lt. Arthur B. Hansen |
|---------------------|--------------------------|

The following EM returned to the mainland for a 30 day furlough: (30 Oct.)

| | |
|-----------------------------------|-----------------------------|
| S/Sgt. James B. Garvin | S/Sgt. Simon S. Madej |
| S/Sgt. Albert A. Himmelsbach, Jr. | S/Sgt. Marvin M. Nesselrode |

The following EM was transferred to the 73rd Fighter Sqdn, APO #244, on 2 Oct 1944 (in grade):

Cpl. Eldon W. Peterson

The Squadron moved to KIPAPA AIR FIELD from JOHN RODGERS NAS 28 October 1944. The bulk of the Squadron is stationed at WHEELER FIELD until quarters and mess Hall are completed here at KIPAPA.

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~~SECRET~~2. Losses in action:

Negative

3. Awards to and Decorations of members of the immediate unit involved:

Negative

4. Organization:

Negative

5. Strength, personnel:

As of 1 October 1944 at JOHN RODGERS NAS:

32 Officers

167 Enlisted Men (3 attached from Hq & Hq Sqdn VII Ftr Com)

With Sqdn Det at SAIPAN: (APO #244)

32 Officers

91 Enlisted Men

As of 31 October 1944 at KIPAPA FIELD:

27 Officers

174 Enlisted Men (3 attached from Hq & Hq Sqdn VII Ftr Com)

With Sqdn Det at SAIPAN: (APO #244)

34 Officers

90 Enlisted Men

6. Strength, airplanes by types:

As of 1 October 1944 at JOHN RODGERS NAS:

One P-70A-1

Two P-47D-11

One P-61A-10

One UC-78

With Det at SAIPAN: (APO #244)

Six P-61A (Subsequent models unknown)

As of 31 October 1944 at KIPAPA FIELD:

One P-61A-10

Four P-61B-1

One P-70A-1

Two P-47D-11

One UC-78

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With Det at SAIPAN: (APO #244)

Six P-61A (Subsequent models unknown)
Two P-61A-11 (Transferred from Sqdn 17 October 1944)

7. Losses, airplanes by types:

Negative

* * * * *

This month, as the previous month, was primarily spent in "awaiting developments"... On orders from the Commanding Officer, we were to "stand by; unpack only the barest necessities with which to carry out normal operations; and be prepared to move again if the call came". Thus was the situation of the organization after our hopes of going into combat had faded.

Our aircraft were ready and subject to the alert call; all sections within the Squadron had resumed normal operating conditions; and the training program in the organization was continued.

On October 27th the order came for the Squadron to move to KIPAPA FIELD, OAHU, T.H. All items of equipment that had been in use were repacked and the movement was considered complete at 1407, October 28th.

The morale at this time is not good. With our quarters and mess hall incomplete at KIPAPA, it is necessary that the majority of the men be stationed at WHEELER FIELD tent area. Only a small amount of "key" men are retained at KIPAPA, eating with the D.P.O. and living in the working shacks on the line. The Squadron, for the first time since the beginning of the war, was placed on a non-operational status on the 28th of October. It has thus remained still at the time of this writing.

The month ended with everyone wondering what would, or could possibly, happen to the 6th Night Fighter Squadron next.....

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~~SECRET~~PREFIX TO SECTION REPORTS

The long history of the 6th Squadron, dating back to 1917, fails to reveal a time when the situation was more uncertain and the future more indefinite. After being stationed in the Islands for some 27 years, the opportunity to go into combat areas was warmly welcomed by the squadron, but disappeared as the strategical situation in the forward area changed. After this great and real disappointment, and a further period of operation in a half-packed condition, the Squadron was moved from JOHN RODGERS NAS to KIPAPA AIR FIELD, to find this situation: no quarters for the enlisted men, very dirty and poorly maintained quarters for the officers, no mess-hall, and many of the operating shacks in run-down condition. It has been necessary for the majority of the enlisted men to be quartered in tents at WHEELER FIELD, messing there, and carrying on their work in between, commuting back and forth for mess and sleep.

Underlying the effect of the above conditions, is the fact that the majority of the organization has been overseas for two years or more, some as long as 82 months, and without the stimulus of combat action, or prospect of same, the main thought of most, and understandably so, is to "get back home". Under the present system of furloughs and rotation, as worked out in practice, this prospect seems rather remote. After that length of time "guarding the pineapples", interest, efficiency and ambition are understandably lessened, and the manifestations are evident to the observer.

Considering the above factors, morale is excellent, but in relation to that which prevailed when the outfit was on the alert, is noticeably poorer. The main desire and objective is to win the war and get home, but it is hard to maintain such at a satisfactory level due to factors mentioned above. All realize that whatever is ordered, is with the specific object of furthering the war effort, and despite the difficulties and disappointments encountered, of which the 6th seems to have had more than its share, carry on toward the attaining of that goal.

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~~SECRET~~OPERATIONS:

The month of October began with flying held to a minimum, due to a lack of airplanes. There were a few routine training flights and also some G.C.I. missions using the P-70 and P-61.

The squadron personnel had a holiday on Sunday October 1st, and the Officers in the various sections took over the duties of the men while they were gone. LT. MERRILL, our Operations Officer, along with his assistants, LT. CRUMLEY and LT. KERN, very efficiently took over the duties in Operations and also pulled the night alert. The boys in Operations appreciated very much the Officers taking over, as it was the first time they all had the opportunity to be unavailable at the same time.

Captain KEENE was scrambled in a P-61 on the evening of October 2nd at 1945 to intercept an unidentified plane which was later identified as friendly. He landed at base at 2022.

Two flights to HILO were made. One on October 5th, with CAPTAIN MARTIN and LT. MERRILL. One on October 6th by LT. MERRILL. On October 7th LT. MERRILL made his initial flights in a P-47D-11, and since then has been getting quite a lot of time in that type plane.

On the morning of October 6th LT. MERRILL was scrambled at 0455, but like so many others, it was called off just a few minutes after he was airborne. The controller was in a jovial mood and asked LT. MERRILL if he wished to get in any additional flying time at that ungodly hour. Seems it was just a trifle too early for the LT., so he landed at base at 0520.

LT. MCGAFFIC was scrambled in a P-61 on the evening of October 16th at 2130 and returned to base at 2220.

LT. KERN on the evening of October 20th, was scrambled in the midst of the last phase of firing of the Joint Army and Navy Exercises. He was sent off-shore some distance and when he was ordered to return to base, he found

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that it was practically impossible for him to get back on the Island. Tracers surrounded him. Finally he found a hole in the firing and landed.

On the evening of October 23rd LT. THORSON was scrambled in a P-61 at 2125. The usual unidentified plane, which turned out to be friendly, was identified by LT. THORSON and he returned to base at 2152.

LT. HANSEN took the UC-78 on an Inter-Island flight to HILO on October 25th.

CAPTAIN KEENE went on an Inter-Island flight to Molokai on October 12th in the UC-78 and before the day was over he had everyone guessing as to just what island he had gone. Finally it was discovered that he had landed at a little used field on the north side of the Island of HAWAII.

COL. BECKWITH, CO of the 15th Fighter Group, borrowed one of our P-61s to make an Inter-Island flight to HILO on the 19th of October.

The Air Inspector of VII Fighter Command conducted an inspection of the Squadron on October 24th. After all units were thoroughly inspected, it was found that the 6th Squadron was in very good condition.

There was very little gunnery during the month due to lack of aircraft, but a few missions were flown. The F-47s and P-61s were used on a ground gunnery mission on October 9th. 676 rounds of 20 MM and 800 rounds of 50 caliber were fired into the water at a slick. Aerial Gunnery was conducted on October 16th with two P-61s. 400 rounds of 20 MM was fired with a low percentage of hits. There were also two missions of Aerial Gunnery on October 26th. 836 rounds of 20 MM were expended using P-61s. The target was lost, so no score could be established.

LT. NAGLE has been off flying status most of the month, due to disciplinary action, for infraction of flying rules.

The 9th Radar Calibration Detachment, which has been attached to the 6th, departed from us on the first of the month. Everyone concerned was very thankful.

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Following is a list of the total number and type of missions flown for the month of October:

| | | | |
|-------------------------------|----|----------------------------|-----|
| Aerial Gunnery | 22 | Fighter Searchlight | 0 |
| Dive Bombing | 0 | Aerobatics | 8 |
| Skip Bombing | 0 | Altitude (15,000' or over) | 21 |
| Ground Gunnery | 8 | Interception | 81 |
| Instrument Flying | 25 | Individual Combat | 0 |
| Transitional Flights | 1 | Other Flights | 253 |
| Night Flying (Other than S/L) | 54 | TOTAL | 473 |

Following is time flown and type:

| | |
|---------------|---------------------|
| Tactical Time | 3:20/ 5 missions |
| Other Time | 313:45/468 missions |
| TOTALS | 317:05/473 |

MATERIEL:

Table of Organization and Equipment, No. 1-67, dated 24 May 1944, included with changes Nos. 1 and 2 respectively, is in effect at present. Due to division of the squadron into two separate units, operating in different geographical locations, difficulties have been encountered in supplying both units with supplies and equipment required for the maintenance and operation of aircraft, increased in number above that authorized in present T/O & E, assigned to both units of the squadron. Present T/O & E contains provisions and authorization for twelve (12) twin-engine fighter aircraft and equipment for same. At present this squadron maintains and operates a total of Seventeen (17) miscellaneous aircraft, distributed between Detachments Nos. 1 and 2 respectively.

To the best knowledge and belief, it is a recognized fact by higher authorities that this squadron has maintained and operated a greater variety of type aircraft than any other one squadron on this island.

Due to the various type of aircraft assigned to this squadron it has been found that the needs for supplies and equipment required to maintain and operate such aircraft, exceed at all times such allowances as are authorized in present T/O & E and O.E.L.

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Steps have been taken to remedy the above. A special list of equipment required by Detachments Nos. 1 and 2 of this squadron has been submitted to A-4 Office of VII Fighter Command, which office also has prepared requisitions on the various services, covering requirements for both units.

Regarding preparations for a movement into a combat area, it may be said that the squadron has at various times packed its equipment and supplies, preparatory to moving somewhere, but so far the farthest that it has traveled was... to the docks and ships at Pearl Harbor. The only combat area that this outfit has experienced thus far is the KIPAPA AREA, fighting mosquitoes.

Supplies for the squadron are requisitioned on the following Services, through proper supply agencies: Air Corps, Signal Corps, Engineer Corps, Quartermaster Corps, Ordnance Corps, Medical Corps and Chemical Warfare Service. Requisitions for supplies are submitted through the local DP Office at present. Due to the fact that it is necessary to obtain supplies from the local Sub-Depots through DP Control Office at WHEELER FIELD and the local DP Warehouse, undue delay and waste of time is involved.

Upon receipt of new planes it has been found that the supply of parts at the local Sub-Depot is limited.

Squadron Supply procedure as outlined in VII Fighter Command Memo No. 65-4 dated 18 September 1944, has been adopted and is in effect; although such procedure has been in effect in this squadron for approximately nine months prior to the publication of the above mentioned directive.

One of the major problems encountered by this section was the condition of the buildings found here at KIPAPA in the area assigned to this squadron. Organizations occupying this area prior to our arrival were, as is evident, not required to properly maintain buildings used, nor were they required to

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police this area prior to their departure. Buildings required for use by this squadron were found in condition requiring repair and reconstruction and were unfit for occupancy. Debris and trash were found strewn throughout the area.

This section has also another problem which is an inter-squadron problem. In every case, during a move made by this squadron, and upon arrival at a new station, it has been found that individuals of the squadron have gotten into the habit of disregarding the squadron's Supply Officer and have taken upon themselves to draw Post and Camp property, and in turn expecting the Supply Officer to sign required Memorandum Receipts for property the Supply Officer never received, nor was it issued to him or to his Supply Sergeant.

The subject of morale of the personnel assigned to duty in the Supply Section requires mention herein. This subject has always been broken down into five different stages. Poor, Fair, Good, Very Good and Excellent, applicable to individuals alone or a group. Heretofore the morale of this section as a group has always remained as Excellent; inasmuch as it is the desire to submit a correct report on the subject, it has been found that under the present circumstances it would not be proper to report the morale of this section remaining as Excellent, it is therefore reported as Very Good.

As it is the policy of this office to cooperate with all other squadron activities to the fullest extent, it is the desire to acknowledge herein full appreciation for all such cooperation received from all those activities to date.

ENGINEERING:

It is apparent that the wide negligence of conformity to the squadron's Table of Organization in regards to the ratings authorized this section from rank of the Engineering Officer on down, is no help to the personnel's morale.

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Out of sixteen Technical Sergeants authorized for Engineering, only seven have been granted. The highest ranking crew chief on any of the twin-engined aircraft holds a Staff Sergeant rating.

It is difficult to give a comprehensive record for the month of the average number of planes in commission since the total number of planes allotted for this squadron are still in the process of being assigned. So far seven out of the quota of eight have been received. These include three P-61A-10s and four P-61B-1s. Two P-47Ds, one P-70A-1, one UC-78 still remain assigned.

The reassignment program took a heavy toll of Master Sergeants from the Engineering Section of this unit and the Detachment on SAIPAN. Three M/Sgts. left, leaving only one M/Sgt. in this section. M/Sgt. TRUBILLA, Acc't. Eng. Officer. T/Sgt. WRITT is now the line chief of this unit.

Attention was called during the last squadron inspection conducted by the Air Inspector, VII Fighter Command to a very obvious discrepancy regarding the distribution of Technical Directives. Under the present system, incoming directives are withheld at the Orderly Room and distribution to the various sections is made at the discrimination of the personnel on duty there. Such a policy is considered unwise. The incompleteness and faulty routing to the various sections is conclusive evidence that such personnel are unqualified to facilitate distribution of the regulations and memorandums to the pertinent sections. It is suggested that the Publications Clerks who specialize in the filing of these directives and who are fully acquainted with the various squadrons files, be allowed complete responsibility of this function.

COMMUNICATIONS:

LT. BERG, Communications Officer, requested to attend Electronic School, Seventh Air Force, to take a fundamental course in "The Theory of Radar".

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He was enrolled the first of October. The class is finished the fourth of November. Upon completion of the fundamental course, he will be sent to an advanced course of Radar at HICKAM FIELD. The period of the advanced course at present is undetermined.

In the absence of LT. BERG, LT. KELLEY, has been acting as Communications Officer and doing a fine job of it. He is an asset to the section, helping in many ways... such as tracing circuits in the airplanes, experimenting with different types of antennas to better the reception, etc. The section feels LT. KELLEY is a very good leader and a great morale builder.

Ten new men were assigned to the section during the month. Six transferred to the Detachment at APO #2144 and four remained with us here at APO #953. The SSN of the four men assigned to the 6th here is 759 Radio Mechanic CNS. Three men are assigned to flights working on the line, while one man is temporarily operating the switchboard.

S/Sgt. RUDY and Pfc. SNOPEL are at present attending a swimming instructor's school at HICKAM FIELD. The length of the course is about 12 days.

From the beginning of the month until about the 26th, Radio Mechanics were busy checking new aircraft assigned to the squadron. Five new P-61s were assigned during the month, and acceptance inspections had to be made. That includes removing radios, tuning radios, installing radios, installing headsets and microphones, checking the radio compass, checking the range receivers and contactor clocks. Around the 15th of the month, three airplanes were transferred to the Detachment, and again frequencies had to be changed and a general inspection of all Signal Corps Equipment installed in the aircraft was made.

When the order came to move from JOHN RODGERS, it allowed us only 36 hours in which to accomplish this end. Test benches for radio sets had to be set up, disassembled, and unpacked and packed for moving.

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The switchboard had to be disconnected, including the removal of all telephones in the various buildings. Lights, AC wire, and auxiliary power supply which were installed by the squadron linemen had to be removed. All in all, everybody was kept very busy and the communication section was moved in record time.

The Communication Chief kept busy trying to get us moved in time, and also getting things ready for operation at KIPAPA. First the ground station (SCR#522) had to be set up in order to have communication with the controller. After it was secure, the switchboard came next; then the lights which took approximately 5,000 feet of AC wire. The wiring of the buildings took four days, and was a tough one... since the area at KIPAPA was in really very poor condition.

Signal Center personnel had their normal duties of operating the switchboard and teletype. The switchboard at present seems to be a problem. No dial trunks are available and in order to reach posts off the field it takes as many as four different switchboards before reaching the party.

RADAR:

Since the squadron has not been operational there is very little to report from the work shop. Ripping the roof off the Radar Shack was one of the first jobs after the move to KIPAPA. This was done to construct a perch for the Radar Antenna, or "egg-beater", as so many of the men have nick-named it.

Now that LT. HANSBURG has left to join the Detachment, LT. REYNOLDS has taken over the running of the section. While LT. HANSBURG will always be missed, his absence will really be felt once we start pulling alerts again and the Radar "gremlins" start popping our equipment. How those "gremlins" respected him!

While living conditions are not nearly as ideal as those at JOHN RODGERS, this section has far more room in which to work. Operation of test Radar

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Equipment has been remarkably improved. That is the important thing.

ARMAMENT, ORDNANCE:

The month of October found this section again on the move. This time to return to KIPAPA FIELD, the former base of this squadron over a period of 16 months. The line quarters of the Armament Section were in extremely poor condition with all side walls and screening missing, not to include a leaking roof. The area in general was most unkempt and considerable work was involved to present an orderly appearance and neatness this section attempts to maintain. Requisitions for material for repairing the buildings were placed, but as yet no action has been forthcoming. Due to the movement, the squadron was relieved of pulling night alerts... another Night Fighter Squadron (548th & 549th) taking our place. It is indefinite when we will again be scheduled for the same.

An Adapter to be used in conjunction with the Navy Bureau of Ordnance Bore Sight Kit in boresighting the gun sight aiming point camera on the P-61 was designed by Sgt. W.T. MURPHY, of this section and constructed by H.A.D. As no provisions had been given any consideration for aligning the camera in the P-61 previous to this time, the Adapter, along with an explanation in letter form, was forwarded to the Commanding General in the hope of assisting other squadrons in this procedure. Also under construction at present is a leveling bar permitting easier and more accurate readings when boresighting P-61 aircraft.

New Reticle Assemblies have been received and installed in all Gun-Sights in the P-61 aircraft. This new Reticle Assembly has corrected many faults as noted by this section, and previously submitted in the form of Unsatisfactory Reports.

Sgt. W.T. MURPHY, has been placed in charge of the Gunnery Section, replacing Sgt. JEWELL, who is being reassigned to another outfit.

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Sgt. MURPHY has set up his laboratory in the dugout formerly used by the Operations Section. As soon as all requisitions have been received, the Photographic Section should be well equipped to handle film processing and developing.

T/Sgt. L. SCHWARTZ is at present working on a machine to facilitate the painting of the ammunition (Cal. 50) for Gunnery Missions. It should speed up the painting and distribute a more even coating of paint. As soon as a working model is completed and given a thorough test, reports will be submitted.

During the month this squadron received seven P-61s. Their arrival and acceptance involved the making of minor modifications, installation of Flash Hiders and checking of turret installations. In the course of pre-flighting the electrical system it was discovered that the gun heater switch was marked "ALL GUNS". This caused a mistaken impression that subject switch was the "ALL GUNS CIRCUIT BREAKER" rendering confusion when pre-flight revealed the guns worked independently of the subject switch. The switch markings have been changed to prevent any further misunderstanding.

A squadron party, the first in many months, was held on October 1st and proved to be the start of arrangements for holding them at frequent intervals. On October 15th, the Armament, Ordnance Sections held a party at the Officer's Beach House to bid Aloha to the men leaving. (One man left on re-assignment, the other on furlough) These section parties have proven a great factor in cementing a closer understanding and cooperation between the men in the section. This section has also organized a ball team and have emerged victorious in their encounters with a team composed of the Officers.

MEDICS:

There were no changes in the Medical personnel during the month.

Sgt. J.S. BOGDAN admitted to TRIPLER GENERAL HOSPITAL as of October 1st.

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Discharged from hospital as of October 21st.

T/Sgt. P. TSELENTIS admitted to TRIPLER GENERAL HOSPITAL as of October 7th. Still Hospitalized.

MAJOR J.E. ALFORD admitted to SCHOFIELD GENERAL HOSPITAL as of October 11th. Discharged from hospital as of October 22nd.

1ST LT. R.F. HENRY admitted to HICKAM STATION HOSPITAL as of October 20th. Discharged from hospital October 22nd.

Due to the fact that all personnel of this squadron were brought up to the required immunization levels during the month of September, there were no immunizations given this month.

There were 119 patients treated at the Dispensary.

There were 216 treatments given at the Dispensary.

There was no noticeable increase or decrease in the number of patients reporting to the dispensary during this month.

Routine physical inspections of all enlisted men were held.

There have been no recent changes in the T/E allotted to the Medical Section. Changes have been requested, but no action has been taken.

The supplies used during this month were requisitioned and obtained from the 51st Medical Supply Platoon, APO #953. No difficulties were experienced in obtaining the necessary supplies.

Routine training of medical personnel was continued.

The morale of the Medical Section has not been good, particularly after the recent movement of the squadron to KIPAPA AIR FIELD. It is felt that this is due, in a large measure, to the unsatisfactory living conditions here encountered.

The squadron has now a twelve (12) months record of freedom from venereal disease.

There are no cases of communicable disease in the squadron.

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The recent movement was accomplished without serious difficulties. The most important considerations for the Medical Section during a movement of this nature are covering the takeoff of the squadron's aircraft upon departure, and their landing on arrival and also keeping available supplies and equipment necessary for meeting any usual emergency. During this movement the takeoff was covered by the medical personnel of the NAVAL AIR STATION and the landing was covered by the DP medical personnel of KIPAPA FIELD. In order to meet any usual emergency, the most essential supplies and equipment are kept available as long as is possible at the point of departure and are unpacked and set up immediately upon arrival at the new location.

INTELLIGENCE:

This section underwent several radical changes during the month.

To begin, LT. LANEY, our Assistant Intelligence Officer, was transferred to the Detachment at SAIPAN where he is to handle all S-2 work there.

Pvt. MORALES, who had been in the section since last June, was promoted to Corporal and shortly afterward transferred to AAFPOA, in Headquarters Office, under GENERAL HARMON'S Staff, at HICKAM FIELD. As yet, no other Enlisted Man has been found to replace him. We are sorely in need of a good typist and a man familiar with S-2 functions.

A new policy was organized within the squadron, in which all Flying Officers were to be farmed out as assistant officers to the various sections. This aim was towards a more thorough understanding of squadron functioning by the flying personnel.

LT. CHARLES A. WARD, an observer, was assigned to this section and his interest and keenness towards S-2 work was noticeable immediately. Under his discerning guidance nearly 100% of the men in the organization were thoroughly acquainted with the study courses offered by USAFI. Lectures, along with Orientation meetings, were held in the organization Day Room and a number of

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men have already signed up for these USAFI courses.

In noting past histories of USAFI applicants, it came to this office's attention that the general I.Q. of this squadron was very high. The average A.G.C.T. score is around 110. How this compares with other squadrons, we are not certain, yet we feel that it is far above the average.

Intelligence Training this month consisted of (mainly) familiarizing the pilots with geographical locations current in the war news. Lectures were given on the following: PAGAN, PALAU, YAP, FORMOSA, CHICHI & IWO JIMA, ROTA, NAMPO SHOTO and NANSEI SHOTO.

Under TACTICS studies, talks on JAPANESE AERIAL & ROCKET BOMBS and JAPANESE FIGHTER TACTICS were presented.

A RAFT DEMONSTRATION was held at HICKAM FIELD under the jurisdiction of the 40th ALTITUDE TRAINING UNIT, 7th AIR FORCE. All pilots attended also the showing of Training Film #1-3665, PARACHUTING INTO WATER.

LT. HENRY, our squadron Adjutant, gave a lecture on MILITARY COURTESY; while CAPTAIN ROE spoke on SECURITY.

F/O JENNINGS conducted his usual classes in AIRCRAFT RECOGNITION, totaling 8 hours class time during the month.

One report on a VII Fighter Command Control ordered mission (SCRAMBLE) was submitted this month. (See attached EXHIBIT I).

Once again, near the end of this month, the squadron found itself moving back to its old base at KIPAPA FIELD. This made the sixth time the squadron has moved within the past seven months!

The S-2 Section has occupied its old quarters next to the Pilot's Shack on the line. This is a sad letdown from the setup it had at JOHN RODGERS, and as before, the job of getting pilots to come over to the Intelligence Office is making itself felt.

The issue is still in doubt here at KIPAPA... next month's history will answer many, as yet unanswered, questions.

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EXHIBIT I

A-2 AND A-3 MISSION REPORT

1. A. 6th Night Fighter Squadron AAF
B. John Rodgers Airport (NAS)
2. 7/10 Coverage; Hazy; Cumulus at 5,000 feet. Visibility 10 miles.
3. A. 2 October 1944
B. 1830
C. 10 miles south Pearl Harbor at 1945
D. See No. 7
E. 2022
4. A. SCRAMBLED while airborne
B. One (1) P-61
5. None
6. None
7. CAPTAIN KEENE, with LT. A.B. HANSEN as Observer, was airborne at 1830 on routine tracking mission. Vectored on 280 degrees by control at 1945, on target 10 miles south of Pearl Harbor. Target was intercepted at approximately 1945, and identified as a NAVAL FIGHTER AIRCRAFT on a GUNNERY MISSION. (Four fighters and one tow-target plane). Control notified CAPTAIN KEENE that these planes had been identified as friendly and mission was recalled. As CAPTAIN KEENE was returning to BARBERS POINT, control called that there was another plane in distress returning from HAWAII, about 5 miles south of BARBERS POINT. This aircraft was never located and our aircraft returned to base.
8. None
9. None
10. None
11. Good
12. Suggest aircraft participating in Naval Gunnery Practice be identified and plotted, before interceptor's are sent into target area.

A TRUE COPY

John H. Roe
JOHN H. ROE,
Capt., A.C.,
Unit Historian.

~~SECRET~~