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NOV 1944Historical Division AAFPOA  
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Organizational History, 6th Night Fighter Squadron, VII Fighter Command, Seventh Air Force, Army Air Forces Pacific Ocean Areas, APO #959.

1 November 1944 - 30 November 1944.

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

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

<u>Transferred</u>	<u>Returned</u>
S/Sgt. Harry A. Boettcher - 2nd	2nd Lt. Lem A. Reese, Jr. - 1st
Pvt. Joseph A. Mattingly - 2nd	2nd Lt. John W. Swanson - 1st
2nd Lt. Charles A. Ward - 8th	1st Lt. Charles E. Baer - 6th
Sgt. Homer R. Carnahan - 19th	2nd Lt. Quentin G. Gasda - 6th
Pvt. Felix F. Kunkel - 19th	Sgt. James F. Wooley - 6th
	F/O Joseph N. DeLaquila - 10th

The following EM was transferred into the Sq from the 28th Photo Reconnaissance Sq, APO #951: (arrived 6th Nov. in grade)

Pvt. Russell W. Duff

The following EM returned to the mainland for reassignment: (Left 11 Nov)

S/Sgt. Joseph E. Tetreault

The following Off and EM were transferred from our Sq on the dates, and to the locations indicated: (In grade)

Cpl. Raoul M. Morales, to Hq &amp; Hq Sq, VII Air Force Service Command, AAFPOA, APO #953 - 1st

2nd Lt. Blois B. Merriam, F/O Harry J. Brask, to 549th Night Fighter Sq APO #959 - 6th

Pvt. Harold G. Jewell, Jr., to 28th Photo Reconnaissance Sq, APO #951, 8th

Pvt. John J. Torres (MD) (attached from Med Sec Hq VII Ftr Com APO #953), to Co A, 599th Sig AW Bn, APO #244 - 9th

2nd Lt. Ashley C. Nagle, F/O Joseph N. DeLaquila, to 549th Night Ftr Sq, APO #959 - 12th

Cpl. Carroll M. Conrad, Jr., (attached from Med Sec Hq VII Ftr Com APO #953), returned to original organization. - 28th

On or about 24 November 1944, the bulk of the Squadron's enlisted personnel who were being temporarily quartered at Wheeler Field Tent Area, moved to our new area at KIPAPA FIELD. All Officers and Men are now quartered and fed at KIPAPA FIELD.

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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 November 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

As of 30 November 1944 at KIPAPA FIELD:

27 Officers

167 Enlisted Men (1 attached from Hq & Hq Sqdn VII Ftr Com)

With Sqdn Det at SAIPAN: (APO #244)

30 Officers

93 Enlisted Men

6. Strength, airplanes by types:

As of 1 November 1944 at KIPAPA FIELD:

One P-61A-10

Four P-61B-1

One P-70A-1

Two P-47D-11

One UC-78

With Sqdn Det at SAIPAN: (APO #244)

Six P-61A (Subsequent models unknown)

Two P-61A-11 (Transferred from Sqdn 17 October 1944)

As of 30 November 1944 at KIPAPA FIELD:

One P-61A-10

Five P-61B-1

One P-70A-1

Two P-47D-11

One UC-78

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With Sqdn Det at SAIPAN: (APO #214)

Eight P-61A

7. Losses, airplane by types:

Negative

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PREFIX TO SECTION REPORTS

The month of November might readily be called a "vacation" for the 6th Squadron. During the first part of the month the majority of the enlisted men were still at WHEELER FIELD, being fed there and quartered in tents. Transportation was provided in the form of a large "van" trailer, carrying them to and from work here at KIPAPA. So much time was spent in traveling that little was left in which to work.

However, even though the squadron was not pulling its accustomed "alerts" the aircraft still flew on training flights. At all times the men had their ships in readiness "on the line" ready to go. This later paid off... if in no other form than to say the 6th, even though on an unoperational status, was "ready and raring" when a general Island alert was sounded during the night of November 18th.

On November 24th the balance of the men living at WHEELER FIELD moved into our new area at KIPAPA FIELD. This was more than welcomed by all concerned, even though the housing situation here was in very poor condition. Supplies and repair equipment were procured from the local D.P.O. and the 6th Squadron's men once again set out to prove their ability as "carpenters".

In some cases new flooring had to be laid and closets built. In all cases the shack's roofs were repaired and tarred, along with complete coverage of all shacks with tarpaper on the outside walls.

Although this is definately not a Squadron function, the 6th rolled up

[REDACTED]

its sleeves and went to work. It had to, else the living conditions would have been unbearable. Several times before this has been the case in the organization's history. We hope this will be the last.

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INTELLIGENCE:

During the month of November the squadron was on a complete non-flying, non-operational status; yet the S-2 section continued to function normally as ever. The first part of the month found us somewhat lacking in the Intelligence Training program, due to the natural setbacks of an unsettled condition following our movement from JOHN RODGERS; but after two weeks the section was completely arranged and set up to carry on operations.

Our shack, small as it is, has been divided in two parts. On one side we have set up a complete "office", in which our safe, desks and drafting table are located. Bordering our "working space", partitioning it as well as any railing, are two "magazine racks". These display to the utmost all the Intelligence information, literature and booklets coming in from the higher echelons for reader consumption.

The other section is as "open" as we can make it. Centrally located is a small, cut-down mess table. This is used both for the reading of Intelligence "poop" and the censoring of squadron mail. The three walls surrounding this have been covered with plywood, upon which situation maps are kept on all theaters of the war.

The overall painting is of a battleship grey, while the ceiling is done in light blue to simulate to some extent, a sky background for model aircraft that hang from the rafters.

Intelligence Training of the flying personnel continued, consisting of the following topics:

Geo Studies:

The Philippine Islands (General)  
Leyte  
Luzon - Mindanao  
Pagan

Tactics:

Japanese Fighter Tactics (General)  
Japanese Fighter Tactics over SATPAN, plus a first-hand informational discussion by Major J.E. ALFORD, 6th Squadron C.O., who had just returned from the MARIANAS.

Briefing & Interrogation:

Lecture by Captain JOHN H. ROE, concerning the use of the new MISSION REPORT FORM & INTERROGATION FORM, now in use by all squadrons on the island, published by Hq VII Fighter Command Memo No. 45-4, dated 16 November 1944.

Lt. MERRILL, Squadron Operations Officer, held a quiz for all flying personnel on the P.I.F. (Pilot's Information File) The results were very encouraging. All officers were well acquainted with its contents.

Island Existence:

Talk by Lt. GASDA, on Sea and Sky Lore, using the "Raft Book" as reference.

Recognition:

F/O JENNINGS holds classes every other evening in the Pilot's Ready Room in the Renshaw (Flash) System. A total of eight classes were held, totaling four hours.


Security:

Lectures on Security and Censorship were presented by Captain ROE, in addition to discussions of Military Courtesy by various officers of the sqdn.

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With the addition of two new Night Fighter Squadrons on the island, at our field, the 548th and 549th S-2's sought our aid on many problems. We were only too happy to cooperate in every possible way, knowing from experience that any new location presents certain difficulties to new-comers.

Hq VII Fighter Command requested us to more or less act as a "Group" to the other two Night Fighter Squadrons concerning the handling and dissemination of Intelligence Information coming down from the higher echelons.



It was thought that the material arriving at Fighter Command would not suffice for three squadrons, therefore in situations where this was the case the 6th received the original issue and passed it on to the other squadrons. However, this has been no great problem, for to date, only one such instance has occurred.

Although we still have the problem of trying to get our new, and old, enlisted personnel together for a weekly orientation meeting and news summary; it is felt the near future will provide some semblance of an answer to this brain-teaser. Other than this, the morale of the section is, as it has always been, at a very high level, with the section running very smoothly.

OPERATIONS:

Despite the fact that once again we have a fair compliment of airplanes, our flying training was perhaps the lowest in the history of the squadron. This was due to the fact that we were unoperational and the bulk of the enlisted men were quartered and rationed at WHEELER FIELD in tents, and found it necessary to commute to KIPAPA FIELD in order to perform their duties. Now that the squadron is once again settled we are looking forward to a minimum of 50:00 hours per month for each pilot.

At approximately 1020 on November 6th, the fighting 6th buzzed KIPAPA in all its glory. Four P-61's and one P-70 made up the flight, with Lt. J.M. HANSEN leading and Lt. R.L. FERGUSON, of our Detachment as "guest pilot". It had been a good while since we were able to witness that number of ships airborne in one flight and the "buzz job" warmed many a heart.

On the afternoon of November 6th our two P-61A-10's were transferred to the 549th Night Fighter Squadron, who share KIPAPA FIELD with us along with the 548th Night Fighter Squadron.

Lt. R.T. MERRILL, III, our Operations Officer, has been proving his versatility in the P-47 most of the month... much to the chagrin of his Observer

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Lt. HIGHIK, whose flying time is commencing to suffer as a result.

On November 13th Lt. C.M. BAER checked out in a P-47 for the first time, and did splendidly.

At approximately 2300 on November 18th all of the island was alerted and AA fire went up from several points. Our squadron was on an inoperative status at the time, but became ready for takeoff in record time. The Engineering Section should be commended on their speed and adeptness in preparing the planes for alert with only five men present. At the outset of the alert all night fighters were scrambled; however the order was immediately rescinded and five P-61's belonging to the 548th Night Fighter Squadron were scrambled instead. At 0055, it was finally decided that the Navy had fouled up once again and the "all clear" was sounded.

On November 20th Major J.E. ALFORD, our G.O., returned from SAIPAN and went on DS to Hq VII Fighter Command to take charge of the training of all the Night Fighter Squadrons on the Island.

On November 29th we had our first night flying for the month... and a welcome change it was indeed. There were four flights between 1735 and 2400.

The close of the month found the squadron with a total of 202:45 and 306 missions logged. The missions were as follows:

Instrument Flights.....	9	Acrobatics.....	22
Transitional Flights....	1	Interception.....	79
Night Flying.....	12	Miscellaneous Flights..	157
Altitude (15,000 or more)	26		

MATERIAL:

During this period the section has operated normally under existing circumstances, nothing can be added here which will make this month's report a "thriller" as may be expected.

At the beginning of the month we had a change of Supply Officers. CWO J.F. PICKETT assumed the duties of Squadron Supply (S-4) Officer, as of the



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1st of November, relieving Captain A. McGREW. It is fitting to mention also that CWO PICKETT has assumed duties as CHEMICAL WARFARE OFFICER, STATISTICAL OFFICER, and PERSONAL EQUIPMENT OFFICER.

The following is the manner in which the Supply section now operates:

GWO J.F. PICKETT, Supply Officer (S-4)  
 T/Sgt. M.F. COLBY, Supply NCO (S-4)  
 Cpl. J.H. RITCHEY, Supply Clerk (S-4)

Ground Echelon:

T/Sgt. J.J. GRANT, Asst. Supply NCO  
 Pvt. R.K. MARTIN, Storekeeper

Air Echelon:

S/Sgt. R.E. SLUSHER, Asst. Sup NCO  
 Pvt. G.B. LARRABEE, Storekeeper

Due to the shortage of personnel, Cpl. G.M. WOODARD, the squadron CWS NCO, has been assigned additional duties with the Ground Echelon of the Supply Section.

To date no definite information has been made available regarding the Squadron Carpenter's assignment. Thus far Sgt. BUCKNER has been performing his duties in compliance with instructions from this office. Inasmuch as the S-4 Office is responsible for various utilities work required for the squadron it is herein recommended that Sgt. BUCKNER be assigned to this section and included among the number of personnel assigned the Supply Section. It would be of benefit to this squadron if a Utilities Sgt. (or Police Sgt.) would be assigned to duties involving the responsibilities of maintaining buildings and utilities in general, regarding the squadrons requirements.

Inasmuch as it has become habitual for this section to take interest in the squadron's supply problems, it is therefore the desire to state herein all which should be of interest to the squadron. As we all know, it is always the policy of every squadron or unit thereof to remain properly supplied and equipped. We all have heard of or read somewhere, wherein Napoleon is reported to have said that "an Army rolls on its stomach" but, as we listen or read further we find that no mention is made of the "wheels" which rolled

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the stuff to that army before it was able to "roll" on its way. It must be realized that perhaps not enough "wheels" were made available, or perhaps they were not properly distributed among the various sections of that army. Undoubtedly that was one of the reasons why that old boy's army was not able to "roll" fast enough when it became urgent that he resort to some fast moving. Perhaps some of us recall our studies of that ancient Civil War, and will remember the gent who always got there "the fastest with the mostest". If this squadron will not get "on the ball" it might get there lastest with the leastest". Somehow, as modern as our army is supposed to be, it is always possible to neglect a transportation problem, which is at all times a child problem, and if permitted to remain unchecked resorts to playful pranks, and not at all helpful to a squadron such as ours. In the report of last month this section has made mention of supply problems affecting this squadron as existed then, in this area. Since then this section has encountered another difficulty of late; that is, transportation, which has not been provided when required. It is therefor recommended that a vehicle be assigned this section, to be driven by qualified personnel of this section, and remain available for the purpose of expediting delivery of supplies for this squadron at all times.

During the absence of CWO PICKETT, who is on leave at the mainland, the duties of Supply (S-4) Officer have been assumed by 2nd Lt. J.A. SOBOL, a competent officer, to whom this section has extended the best of cooperation; under Lt. SOBOL'S supervision the section is functioning as before and without even noticing the fact that any changes have been made thus far. It is hoped that this section will continue being fortunate in the squadron's choice of Supply Officers.

Upon having conducted proper investigation of the subject, it has been found that the morale is not as yet to be reported as Excellent. The problem of transportation has greatly affected the men's morale. It is their desire

[REDACTED]

to be able to make deliveries of supplies for the squadron in the speediest manner possible. In all cases the personnel of this section take pride in being able to remain efficient at all times for the good and welfare of the squadron. It is to be regretted that until such time as a vehicle is assigned this section, the morale may remain as of the present... reported as Fair.

ENGINEERING:

The passing of this month saw the personnel of this section bidding a fond farewell to two more of the section's "short timers". This latest monthly transfer of enlisted men for reassignment now leaves the section with only two of its authorized allotment of thirteen Tech. Sergeants.

"Alohas" were extended to the not short "short timers" S/Sgt. MADEJ, NESSELRODE and GARVIN. The reason for their return to the "land of the free and the home of the brave" was for a well deserved furlough. Speculation has arisen amongst their many friends in the section as to how many of them will return as bachelors. None of them are virgins.....

There were no operational difficulties encountered by this section during the month. This phenomenon may possibly and quite reasonably be attributed to the fact that the squadron was not required to stand its usual "night alerts", and consequently operated only by day.

The overall maintenance efficiency of the section seemingly has not yet suffered any set-backs due to the loss of most of its "more experienced" personnel. This may possibly be chalked up to several reasons, the most important of which is that M/Sgt. TRIBILLA, our able Act'g. Eng. Off. is still with us.

The morale of the section has not yet recovered from the severe shock it was dealt on that fatal day the squadron was ordered to move to KIPAPA FIELD, and if conditions are allowed to remain as they are, there is every doubt that the morale of this section will never regain any of its former semblance.

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How can the morale of a group of normal men be expected to be anything but poor, when the recreation provided for their off-duty moments is of such a low caliber? True, movies are provided at the Post Theater every evening, but the pictures that are shown are usually of the type that are to be expected in the best of "Flop Houses" of civilian communities. Then, heaping insult upon injury, each man is charged twenty cents admission fee for the privilege of viewing such trash.

COMMUNICATIONS:

This section's status for the month was as follows:

Communication Officer .....	1
Ass't. Comm. Officer .....	1
Comm. Personnel .....	26

Lt. BERG, Comm. Off., is still attending advanced RADAR SCHOOL at HICKAM FIELD, through the entire month. Lt. KELLEY, is as yet, Act'g. Comm. Off., and is doing an excellent job.

Sgt. EATON and Sgt. RODRIGUEZ selected to go to SAIFAN to replace S/Sgt. HICKS and Sgt. TUCKER. Replacements have not yet arrived this month. One new man was assigned to the section during the month; while another transferred to the Ground Maintenance Section.

Radio mechanics were kept busy at their normal duties of pre-flying airplanes, maintaining radio sets which had become inoperative, and one acceptance inspection was performed on a newly assigned aircraft transferred to the 6th from the 549th Night Fighter Squadron. A frequency modulation radio set was set-up so that signal center personnel would become familiar with the operation procedure. This set was set-up by T/Sgt. JARABEK, Comm. Section Chief.

Linemen were very busy installing telephones and electric wires and lights in various buildings. Telephone lines had to be traced and strung for as much as a mile... and the job is a tough one, when you have to do it

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through rough, thick, sugar cane fields. Linemen also put up floodlights and a few marker lights. Different auxiliary power units have to be checked periodically; usually once a week. At times plugs have to be changed and a general overhaul takes place.

Signal center personnel had their normal duties of operating the switchboard and teletype. An additional duty of operating a frequency modulation set has also been assigned to that section. The signal center personnel have been given instructions on operations of this set by an experienced operator, and seem to be going along without complaints.

The overall morale of the men in the section is poor, due in part to our present location.

RAIDAR:

Lt. HANSBURG went to our detachment on SAIPAN during the month and Lt. REYNOLDS was the Radar Officer in his absence. While there Lt. HANSBURG was promoted to CAPTAIN and Lt. REYNOLDS made 1st Lt. Perhaps we will be getting another Radar Officer soon.

The R.F. units have been mounted on shock mountings again and the woggle joint changed also. It seems the results weren't as expected. At any rate the change will be made on every aircraft.

There are now only nine men in the section and at times we find ourselves shorthanded due mainly to the squadron details. Since the different crew arrangement perhaps this will iron out properly.

The form #38 has been put into use and when the newness of the thing wears off no difficulty should be experienced. This manner of keeping the data pertaining to the Radar operation in the airplanes will make repair easier due to the amount of information available on each piece of equipment. The form #38 has been used with great success by many other outfits.

There seemed to be a more than average amount of work on the line the

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past month and with the few men available the men were taxed to their utmost to keep everything ship-shape. Since nothing happened to mar a good record, it proves that the work was done... and on time.

The beacon operated good enough and no one was put out repairing it. This speaks well for the manufacturing company.

A regular crew is always in the shop now to take care of all the shop repair work and the line also has a crew of its own. As usual, the morale of the section is directly proportional to the quality of beer in the P.X.

ARMAMENT, ORDNANCE:

Due to the fact the squadron was not pulling night alerts and no gunnery missions were scheduled the greater part of the month was spent repairing the Armament buildings and clearing the surrounding area. The squadron moved all personnel from WHEELER FIELD to KIPAPA FIELD the latter part of the month.

We received two new P-61's. Acceptance inspections were conducted and minor modifications installation of Flash Hiders and checking of turret installations were made. Later one of these same ships was transferred to the 549th Night Fighter Squadron, AAF.

Four aircraft were boresighted and fired in during the month. In the future ships will be boresighted using a pattern range, as the range now being used for firing in the guns was considered not sufficiently safe to surrounding personnel and aircraft.

The section's strength is now nineteen for Armament and six with the Ordnance.

MEDICS:

Pvt. JOHN J. TORRES on DS to this organization from Hq VII Ftr Com, was transferred to Company A, 599th Sig AW Bn, APO #244, during the month.

Cpl. CARROLL M. CONRAD, JR. on DS to this organization from Hq VII Ftr

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Com, was returned to his parent organization during this month.

Medical personnel with this organization as of 1 December 1944 are as follows: Officers; CAPTAIN WILBUR G. BRAHAM

Enlisted Men; S/Sgt. EMIL VUKELICH  
Sgt. CLARENCE L. PETERSON  
Cpl. JACK B. OFFENSTEIN  
Cpl. MATTHEW RADOMSKI

Hospitalizations:

T/Sgt. PANAGIS TSELENTIS returned to duty as of 18 November 1944.

The Mess Sergeant was hospitalized as of 7 October 1944 with acute appendicitis and underwent surgery the same date.

S/Sgt. DOCK H. ELDER was admitted to North Sector General Hospital as of November 6th, and was returned to duty as of November 19th. S/Sgt. ELDER was hospitalized with the view of possibly securing for him a CDD because of a number of chronic conditions. He was however, returned to full duty status.

Immunizations:

Immunizations given during the month were as follows: Six Smallpox vaccinations; Four Typhoid booster shots; One Tetanus booster shot.

Treatments:

There were 104 patients treated at the Dispensary.

There were 223 treatments given at the Dispensary.

The month may be determined an average one in the number of men reporting to the Dispensary for treatment.

Inspections:

Routine physical inspections of all enlisted men were held.

Supplies and Equipment:

The T/E allotted to the Medical Section remains the same.

The T/E consists of the following:

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Individual Equipment:	Brassard, Geneva Convention	- 9
	Kit, Medical NCO's	- 3
	Medical Officer's	- 1
	Medical Private's	- 5
	Packet, First Aid	
	Parachute	- 46
Organizational Equipment:	Blanket, OD	- 16
	Kit, First Aid, Aero.	- 12
	Kit, First Aid, Motor	
	Vehicle	- 8
	Litter	- 8
	Squadron Aid Station	- 1

The supplies used during the month were requisitioned and obtained from the Medical Supply Office at APO #959. All requisitions were promptly filled.

**Training of Medical Personnel:**

Weekly thirty minute lectures in first aid as outlined in FM 21-11 are being given by the Flight Surgeon.

The Medical Section is now operating much the same as it has the past two years. The line is being covered in cooperation with the medical personnel of the 548th and 549th Night Fighter Squadrons, and also that of the Base Dispensary. There is also a Medical Officer of the Day Roster being maintained in cooperation with the Flight Surgeons of the above mentioned Squadrons. Formal sick-calls are not held. Medical attention may be had at any hour of the day or night. The Dispensary is never closed.

There are no cases of communicable disease in the squadron, and we now have a thirteen months record of freedom from Venereal Disease.

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