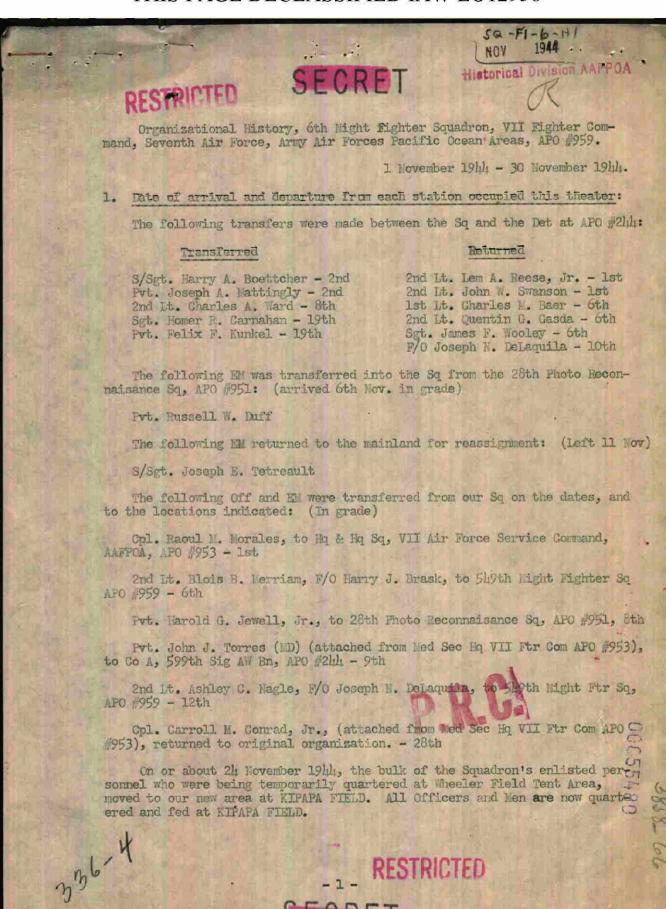
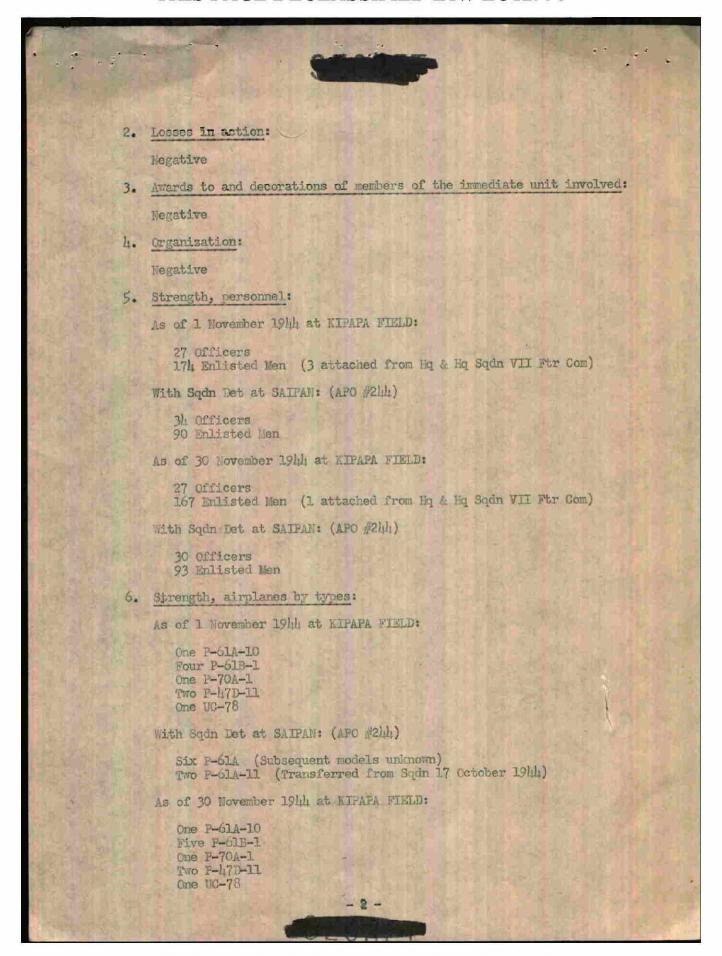


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With Sqdn Det at SATPAN: (APO #2h4)
Eight P-61A

7. Losses, airplane by types:
Negative

* * * * *

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 21th 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 oth rolled up



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.

* * * * *

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 backround for model aircraft that heng from the rafters.

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

Geo Studies:

Pagan

The Philippine Islands (General) Leyte Luzon - Mindanao

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.

It. 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 ref-

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.

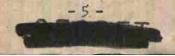
Security:

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

* * * * *

With the addition of two new Night Fighter Squadrons on the island, at our field, the 5h8th and 5h9th 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 "(roup" to the other two Night Fighter Squadrons concerning the handling and dessination 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 occured.

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.

DPERATIONS:

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. H.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 Nevember 6th our two F-61A-10's were transferred to the 5h9th Night Fighter Squadron, who share KIPAPA FIELD with us along with the 5h8th Night Fighter Squadron.

Lt. R.T. MERHILL, III, our Operations Officer, has been proving his versatility in the P-h7 most of the month... much to the chagrin of his Observer



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

On November 13th Lt. C.M. BAFR 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 Pajor J.E. ALFORD, our C.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 2000.

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
Transitional Flights 1	Interception
Might Flying 12 Altitude (15,000 or more)26	Miscellaneous Flights 1

MATERIEL:

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. CMO J.F. PICKETT assumed the duties of Squadron Supply (S-4) Officer, as of the

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

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

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

OFFICER, and PERSONAL EQUIPMENT OFFICER.

Ground Echelon:

Air Echelon:

T/Sgt. J.J. GHANT, Asst. Supply NCO S/Sgt. R.E. SLUSHER, Asst. Sup NCO Pvt. R.K. MARTIN, Storekeeper 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. Thas much 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 Mapoleon 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

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 Givil 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

ENGINEER ING:

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.

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.

"Alchas" were extended to the not short "short timers" S/Sgt. MADEJ,
MESSMRODE 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. TRUBILLA, 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.



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 HICKAN FIELD, through the entire month. Lt. KELLEY, is as yet, Act g. Comm. Off., and is doing an excellent job.

Sgt. MATON 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 bechanics were kept buzy at their normal duties of pre-flighting 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 5h9th hight 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 varbous 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



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.

RADAR:

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 Hadar 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



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. ARMANUT, ORDEREUE:

Due to the fact the squadron was not pulling night alerts and no gunnary 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 WHIETER 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 5h9th 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 #2144, during the month.

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



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

Medical personnel with this organization as of 1 December 19th 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.

Temmunizations:

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

Treatments:

There were 10h 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.

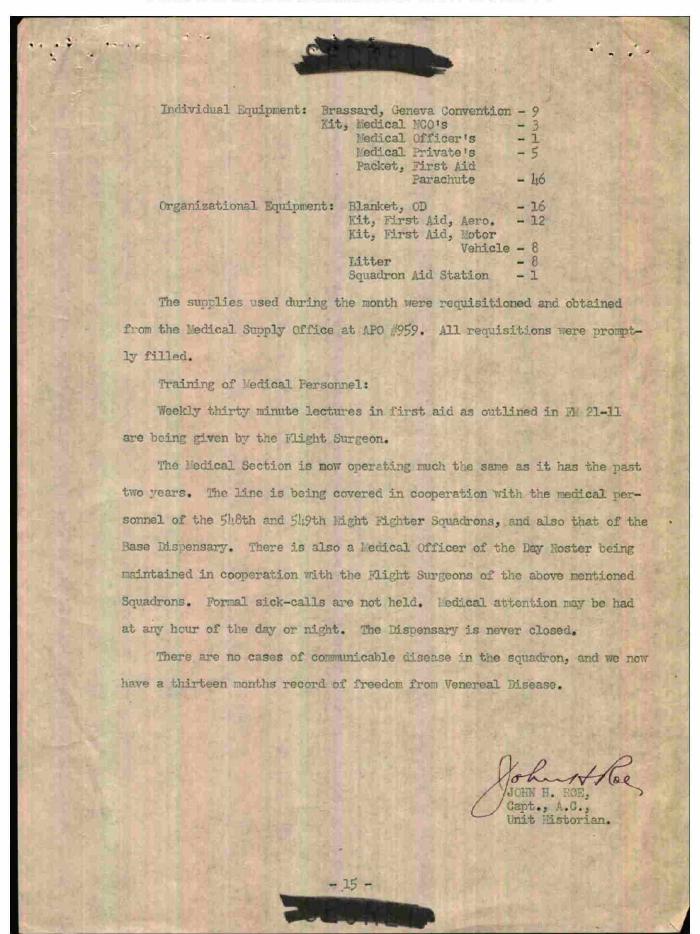
Inspections:

Routine physical inspections of all enlisted men were held.

Supplies and Equipment:

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

The T/E consists of the following:



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