

SA-FI-6-HI  
JAN-45

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P.R.C.

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SQ-FI-6-M1  
JAN 1945

Historical Division AAFPOA

Organizational History, Detachment 6th Night Fighter Squadron, 7th Fighter Wing, Seventh Air Force, Army Air Forces Pacific Ocean Areas, APO #959.

1 January 1945 - 31 January 1945

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

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

<u>Transferred</u>	<u>Returned</u>
Captain John H. Roe - 13th	None
1st Sgt. Charles F. Jones - 13th	
T/Sgt. James A. Short - 13th	
Sgt. Ira F. Smith - 13th	
Cpl. James F. Rogan - 13th	
Pfc. Joseph D. Lydon - 13th	
Pfc. Stephen G. Snopel - 13th	
Sgt. William F. Schneider - 21st	

The following EM returned to the mainland for reassignment:

T/Sgt. Herbert J. Miller - 9th

The following EM returned from 30 day furlough at the mainland to duty on the dates indicated:

S/Sgt. Marvin M. Nesselrode - 10th	S/Sgt. A.A. Himmelsbach, Jr. - 20th
S/Sgt. James B. Garvin - 20th	S/Sgt. Simon S. Madej - 20th

The following Officers and EM were transferred into the Detachment as indicated:

1st Lt. Mylor K. Moore - Asgd fr 548th Ni Ftr Sq, APO #959 - 5th  
 Pfc. Harold P. Friis - Trans in gr fr Hq 580th Sig AW Bn, APO #958 - 22nd  
 Cpl. Mark P. Cavucci and Pfc Herman Burnstein - Trans in gr fr 18th Ftr Control Sq AAF, APO #958 - 23rd  
 S/Sgt. William H. Rice, Sgt. Jack R. Carter, Sgt. Raymond M. Olsen, Sgt. Cornell Wilson - All trans in gr fr Hq 7th Fighter Wing AAF, APO #958 - 30th

The following Officers left the Detachment for reasons as indicated:

2nd Lt. Herbert R. McGaffie - Reld fr asgmt and asgd to the 548th Ni Ftr Sq AAF, APO #959 - 1st  
 1st Lt. Jerome M. Hansen - Dy to DS AAFPOA, APO #953, for further orders to attend instrument pilot school - 20th

2. Losses in action:

Negative

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

Negative

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~~SECRET~~4. Organization:

3 January 1945 - Kipapa Field, Oahu, T.H. In accordance with OOCG 11 December 1944, G.O. #2, VII Fighter Command AAF, APO #953, 11 January 1945, Headquarters 6th Night Fighter Squadron AAF is transferred to APO #244. Two flights remaining at Kipapa Field, Oahu, T.H. are redesignated as Detachment 6th Night Fighter Squadron AAF, APO #959. (See attached EXHIBIT I)

5. Strength, personnel:

As of 1 January 1945 at KIPAPA FIELD, APO #959, Det:

31 Officers  
162 Enlisted Men

With Sq at SAIPAN, APO #244:

33 Officers  
93 Enlisted Men

As of 31 January 1945 at KIPAPA FIELD, APO #959, Det:

29 Officers  
165 Enlisted Men

With Sq at SAIPAN, APO #244:

34 Officers  
100 Enlisted Men

6. Strength, airplanes by types:

As of 1 January 1945 at KIPAPA FIELD, APO #959, Det:

Two P-61A-10  
Four P-61B-1  
Two P-47D-11  
One UC-78

With Sq at SAIPAN, APO #244:

Eight P-61's - (Number in model designations not known)

As of 31 January 1945 at KIPAPA FIELD, APO #959, Det:

Two P-61A-10  
Eight P-61B-1  
Two P-47D-11  
One UC-78

With Sq at SAIPAN, APO #244:

Eight P-61's - (Number in model designations not known)

- 2 -

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~~SECRET~~7. Losses, airplanes by types:

Negative

\* \* \* \* \*

PREFIX TO SECTION REPORTS

With the exception of the changeover in organization titles, the month January for the Squadron Detachment was strictly "routine". We shall miss the VII Fighter Command for their splendid cooperation, but look forward to establishing the same general cohesion with our new directors, the 7th Fighter Wing AAF.

This changeover has not materially affected the administration status as all paper work, files and records of the individual sections have been retained within the Detachment.

Several additional aircraft in the form of P-61's, arrived at the Detachment, making our already hard-put personnel's job tougher than ever. The reason for this lack of personnel is obvious. It is due directly to the breaking up of our one squadron between here and Saipan, resulting in a scarcity of personnel at both organizations. We are hoping this situation shall be remedied in the not too distant future by the addition of new men arriving from the mainland. Until such time as the organization is brought up to full strength our men will continue to be hard pressed. Nevertheless the general morale in the organization is very satisfactory.

\* \* \* \* \*

INTELLIGENCE:

On the 13th Captain John H. Roe, S-2 Officer, left the Detachment to join the squadron at Saipan. Lt. Laney, Assistant S-2 Officer, who is now at Saipan, is expected to return shortly, but meanwhile all duties of the section have been left in the hands of T/Sgt. Charles W. Zandler. Needless to say, Captain Roe shall be missed a great deal. In all modesty he was

- 3 -

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probably the best liked S-2 Officer the Squadron has ever had. His willingness to cooperate, in addition to his good fellowship, made him outstanding with both the officers and the enlisted men of the organization.

Under a new Intelligence Training Directive, No. 50-91, published by 7th Fighter Wing AAF, our schedule was slightly modified. It now calls for the following:

Briefing & Interrogation - 4 hours  
 Map & Target Chart Reading - 3 hours  
 Photographic Intelligence - 4 hours  
 Geographical Studies - 6 hours  
 Recognition, Air & Surface, Enemy & Friendly - 9 hours  
 Anti-Aircraft - 3 hours  
 Island & Jungle Survival Escape Procedure - 3 hours  
 Security of Military Information - 2 hours  
 Enemy Tactics - 5 hours

The above subjects and time allotments are based on a 90 day training period, with a monthly Intelligence Training Report to be submitted by this organization monthly.

Training was conducted as follows:

Briefing & Interrogation: 7th Fighter Wing Control ordered scramble on 4 January 1945. 7th Fighter Wing Memo No. 50-12, dated 7 January 1945, paragraph 5e (5), Army-Navy Exercises on 26 January 1945.

Geographical Studies: Half hour lectures by the following officers, this organization, with dates and references indicated:

1/1/45 LT. KOSKI - "China Coast - Ningpo To Swatow"; JICPOA Bulletin No. 99-44.  
 1/5/45 LT. GASDA - "Hongkong To Canton"; CINCPAC - CINCPQA Bulletin No. 142-44.  
 1/11/45 LT. SPAWN - "Iwo Jima"; CINCPAC Bulletin No. 122-44, Vol. 1.  
 1/13/45 LT. RICHARDS - "Haha Jima"; CINCPAC Bulletin No. 122-44, Vol. 1 and 2.  
 1/15/45 LT. WATKINS - "Chichi Jima"; CINCPAC Bulletin No. 122-44, Vol. 1 and 2.  
 1/19/45 LT. CLAYTON - "Mako Jima Retto"; CINCPAC Bulletin No. 122-44, Vol. 2.  
 1/21/45 LT. CRAWFORD - "Hachijo Shima"; CINCPAC Bulletin No. 122-44, Vol. 2.  
 1/23/45 LT. CHOPP - "Mikura Shima"; CINCPAC Bulletin No. 122-44, Vol. 2.  
 1/27/45 LT. KELLEY - "Miyake Shima"; CINCPAC Bulletin No. 122-44, Vol. 2.

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- 1/29/45 LT. THORSON - "Kozu Shima", "NiI Shima"; CINCPAC Bulletin No. 122-44, Vol. 2.  
 1/31/45 LT. TREMBLAY - "O Shima"; CINCPAC Bulletin No. 122-44, Vol. 2.

Enemy Tactics: Lectures by the following officers, this organization, with dates and references indicated:

- 1/3/45 CAPTAIN ROE - "Japanese Fighter Tactics Current in the Pacific"; Info Int Sum No. 44-35.  
 1/5/45 LT. LISTON - "Night Fighter Tactics"; Info Int Sum No. 44-35.  
 1/17/45 F/O GENDREAU - "Suicide Squads Behind U.S. Lines"; Weekly Int No. 24. "Jap Research on Fighter Tactics"; Weekly Int No. 23.  
 1/25/45 F/O CHIAPPINELLI - "Flak - It's Tough, but it can be Licked"; Info Int Sum No. 44-34.

Note: (For supporting documents on "Briefing & Interrogation", see attached EXHIBITS II and III.)

OPERATIONS:

The night flying for this month is far from being average. There were twenty-six missions, with a total time of 30:35. Very poor for a night fighter squadron. This is due in part to the new order to have four aircraft on the ground for the night alert and maintenance work on the planes. There were six tactical missions this month. Lt. Kelley started on the 3rd; Lt. Baer flew two on the 15th and 17th; Lt. Thorson, Lt. Spawn and Lt. Moore flew on the 27th. This was the first tactical mission for Lt. Spawn and Lt. Moore, who have proven themselves and their merit highly in carrying out the mission. All bogies were identified friendly.

There were no accidents during the month and at its end we reported the following missions with time flown in hours:

32	Aerial Gunnery.....	29:55
4	Ground Gunnery.....	3:00
21	Instrument Flying.....	15:35
12	Transitional Flights.....	11:55
26	Night Flying.....	30:35
12	Acrobatics.....	5:55
24	Altitude.....	29:05
140	Interception.....	81:40
314	Other Flights.....	183:00

- 5 -

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~~SECRET~~MATERIEL:

Due to the amount of aircraft assigned to the squadron the work in Technical Supply has more than doubled within the past year. Still, there is now less personnel working in the section than prior to this time. It is hard for a unit of this type to operate as required with only two men. Under present conditions, there should be at least one more man assigned to both the Personnel and Technical Supplies.

There is at present one man taking complete charge of the Personnel Supply section. His duties consist of the following:

Taking care of the officer's and enlisted men's laundry. A total of 200 bundles per week.

Changing bed lined once a week, a total of two hundred sheets and pillow slips per week.

Run a shoe inspection once each week and take the worn out pairs to the Quartermaster Shoe Repair Shop at APO #957.

Equip men leaving for the forward areas and those returning to the mainland on furlough or reassignment; plus equipping new men coming into the squadron with their full allowance of clothing and equipment.

Run a three day clothing salvage each month and take same to the Quartermaster Salvage Yard at APO #959, picking up replacement clothing at the same time.

Requisition office supplies and cleaning supplies for the various units within the organization so that they in turn may carry out the work required by them.

Due to the amount of "runs", with the employment of only one clerk, it is a forgone conclusion that the Personnel Supply Section will be closed to all squadron personnel more than half the time in each day. Much friction and ill will has already been aroused, but as yet no solution is in sight.

- 6 -

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~~SECRET~~ENGINEERING:

The commissioning of M/Sgt. TRUBILLA as 2nd Lt., Engineering Officer, on 31 January 1945 in accordance with War Department authorization granted to overseas theater commanders for commissioning men from the ranks, has established precedence in personal success accomplishments of this nature with this squadron.

Lt. Trubilla enlisted in the service as a Pvt. on 11 September 1939 and has since had wide and varied experience in aeronautical engineering... from the P-26 type aircraft to the present day P-61 in the capacities of AM, Crew Chief, Inspector, Line Chief, Acting Engineering Officer and finally Engineering Officer.

Lt. Trubilla's technological proficiency has long been established and recognized within the Fighter Command, consequently his commission was of no great surprise, but anticipated as justly inevitable.

To say that this section is deservedly proud of his accomplishment is hardly expressive of the keenness of confidence and respect for ability held.

With the commissioning of Lt. Trubilla, at least one M/Sgt. rating is definitely left open. As the situation stands, there is not one Master rating in Engineering either here in the Detachment or in Headquarters on Saipan. The personnel of this section are watching eagerly for resulting action that should be taken. It is felt and well accepted that the person most deserving and qualified should be given this recognition... there is no declared opposition as to whom that individual should be.

Recently returned furloughed men included S/Sgts Madej and Garvin. Learning the regulation prohibiting their return on reassignment for an entire year wasn't a very heart-warming greeting.

In August 1944 S/Sgt. Nesselrode and S/Sgt. Plummer completed a forward echelon trip to Saipan and back to Oahu, touching at the following points:

- 7 -  
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Palmira, Canton, Tarawa, Kwajelein and Enewetok. The trip down was made in P-61's which were to be delivered to the 6th Squadron at APO #244. 50 hours flying time was accredited these short-snorters.

The prevailing situation of personnel and aircraft has reached the proportions of strained conflict. As of the 31st of January the total assigned aircraft were 10 P-61A's and B's, two P-47's and one UC-78, with at least half that much more definitely in prospect for additional assignment within the next few days. It is evident that the coordination ratio between men and aircraft is not in its completest harmony; in fact the ratio in accordance with the T.O. & E. is practically in reverse. Deleting the Flight Chiefs, Specialists, Metal Workers, etc., a balance of 31 mechanics (747) and crew chiefs (750) is left to maintain the identical operating efficiency with which the squadron has distinguished itself in the past, in spite of the fact that the total number of personnel does not constitute the total authorized for a full squadron... coupled with the fact that the number of aircraft assigned already exceeds by a wide margin the total of 12 stipulated in the Night Fighter Squadron T.O. & E. To make the situation completely ironical, the deficiency of authorized ratings still exists in all its demoralized state as is visually evidenced by Pfc's, (proficient, well trained men) crewing the \$191,000 combat implements.

COMMUNICATIONS:

Beginning a new year we are happy to announce that a UR submitted by Lt. Berg has been given some consideration and action taken. This involves relocating the radio set located between the cannons and installing it behind the gunner's seat. One airplane recently received has been modified with the above and provisions have been made to have all ships modified. It has been found that the relocation makes maintenance more efficient and the work

- 8 -

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can be done speedily. Another UR has been submitted in regards to the heater, which at present is located in the Radar Operator's Compartment. Action is pending.

Due to the assignment of new aircraft radio mechanics were busy making acceptance inspections. All radios had to be removed and set on frequency. Compass checks had to be made and interphones likewise. D/F tone switches were changed on the control in order to have an emergency interphone.

Lineman's duties were maintaining telephone lines and making repairs when the lines went out. Emergency power units were used when regular AC power went off. Power units have been inspected and cleaned.

Signal Center personnel had their normal duties of operating switchboard and teletype. S/Sgt. William E. Yost returned to normal duties from the hospital and seemed eager to get back on the job.

RADAR:

The recent increase in the number of airplanes to this squadron has tripled the amount of work that this section is normally required to cope with. Since two of our men are absent from the section, one on furlough, the other leaving on reassignment, the shortage of help has become a critical situation with no immediate solution to the problem. The entire section personnel consists of eight men of which three are assigned to shop maintenance work and one charged with clerical and supply needs. This allows four men to work on the line... four men and 13 aircraft... since at least two men must work on a plane at one time it is nearly impossible to maintain more than one ship at a time. This situation, along with pulling nightly alerts, has taxed the section beyond capacity. Meanwhile work is progressing satisfactorily considering the circumstances.

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Our beacon troubles have been alleviated somewhat by the installation of a new type beacon to replace the old ineffective and obsolete AN/CPN-3 Racon that operates in conjunction with the SCR-720 Radar Set in the P-61 type aircraft. The CPN-3 model UHF beacon was one of the first models of this type to be put into use and consequently was far from perfect and required too much maintenance for the operational time derived. Due to this instability it was decided to install the Navy YJ beacon in its place. Test flights are now being made and all are sweating out the results. Installation and initial use of this beacon required considerable amount of work because it made necessary complete retuning of the SCR-729 radio homing set that is used with this beacon, but we hope that the maintenance time saved on the beacon will offset this extra work.

The section had its first close up of the newly developed rear Radar ~~Warning~~ System used on one of our recently acquired P-61's. Its function is to provide a visible and audible warning to the pilot of the presence or approach from behind of other aircraft. This system was primarily designed for use in combat and works along the same lines as does the Photo Electric Circuit. The transmitted beam being broken thus energizing another circuit. Its range is from 200 to 800 yards and as Sgt. Peterson put it, compares very much to a rear view mirror.

The biggest problem to date is the supply situation with the increase in planes and demand for more equipment our supplies have dwindled to almost nothing. Repeatedly we have tried to replenish the needed equipment but always its the same story. 420th Sub-Depot extracts our requisitions to Fort Kam, while we sit back and wait some times as long as two months before any action is taken. Then the requisitioned items come back in dribbles and not complete as requested.....

- 10 -

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~~SECRET~~ORDNANCE - ARMAMENT:

P-61 No. 42-39409 was received from the 420th Sub-Depot on the 24th of the month where it had been transferred for repair of the tail boom due to the pilot's hatch window falling off in flight. Three new P-61's were received from HAD during the month. Acceptance inspections were made upon delivery and modifications initiated by this section were performed. The prospects of building up to 18 P-61's within the squadron is in the offing for the near future.

This squadron has now reverted to using the prescribed 255 inch pattern range when boresighting the P-61 aircraft. During the month of January this section boresighted P-61's numbers 42-39496, 42-39476 and 42-39494. S/Sgt. James H. Flynn, this section, devised and executed construction of a boresight stand. This stand is being used when boresighting at a 255 inch range. Constructed of angle aluminum with a sliding gun marking board rendering an easy adjustment of the gun sight image mark, it is so designed that it may be disassembled readily for overseas shipping. We have found it to be the best mobile and accurate stand of this type that this section has come across.

A new training schedule has been drawn up for all flying personnel. This includes pistol and skeet shooting on prescribed days of each month. A record of each individual's score will be kept as means of noting improvement and competitive measures between flights.

S/Sgt. Leo S. Brandoline of this section again made the headlines in the Ordnance Sergeant Publication. He is given an excellent write up which, with photographs of General Julian S. Hatcher congratulating him, covers an entire page. The ingenuity of S/Sgt. Brandoline and his many commendations received for his Spring Tester, Slide Plate Adapter and Crimping

- 11 -

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Machine has done much to promote recognition not only for himself but for the Squadron and the initiative of the personnel as well.

The strength of Armament at present is sixteen men which includes Cpl. Warner and Sgt. Snell. Sgt. Murphy is in Photography. Ordnance, Ammunition has 5 men. With details and guard, men on night duty and the like, this section is definitely short staffed. The section has accomplished an excellent job of maintenance however and we are proud of the record that has been maintained.

MEDIGS:

Hospitalizations:

2nd Lt. John W. Swanson returned to duty as of the 5th. Lt. Swanson was hospitalized on the 26th of December because of gastric disorders.

Pvt. Russell W. Duff was admitted to Tripler General Hospital on the 8th because of an asthmatic condition. He is still hospitalized.

S/Sgt. William E. Yost returned to duty on the 9th. S/Sgt. Yost was hospitalized on the 9th of December due to 2nd degree burns on both feet. He had spilled an entire jug of boiling hot coffee in the mess-hall.

Cpl. William W. Warner was admitted to 147th General Hospital on the 21st because of head injuries sustained by a fall from a truck. He is still hospitalized.

Sgt. Edgar A. Preston was admitted to the 219th General Hospital on the 21st because of gastric disorders. He was returned to duty on the 25th.

Pvt. Morris C. Levich was admitted to the 219th General Hospital on the 24th due to gastric disorders. He was returned to duty on the 30th.

There were 58 days lost in the hospital by personnel during the month.

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Immunizations:

Immunizations given during the month were as follows: Smallpox 3,  
Typhoid 25, Tetanus 2.

Treatments:

There were 134 patients treated at the dispensary.

There were 217 treatments given at the dispensary.

This showed an increase of 23 in the number of patients reporting to  
the dispensary and an increase of 8 in the number of treatments given over  
the month of December 1944.

Inspections:

Routine physical inspections of all enlisted men were held.

Supplies and equipment:

There has been no change in the T/E allotted to the Medical Section.

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

Training of Medical Personnel:

Due to the continued absence of a medical officer there has been no  
training of enlisted men in the section during the month.

Remarks:

The Squadron now has a fifteen (15) month record of freedom from  
venereal disease.

\* \* \* \* \*

*Dale R. Laney*  
DALE R. LANEY,  
2nd Lt., A.C.,  
Unit Historian.

- 13 -

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EXHIBIT I

R E S T R I C T E D

HEADQUARTERS VII FIGHTER COMMAND AAF  
APO #953

GENERAL ORDERS)  
NUMBER 2)

E X T R A C T  
\* \* \* \* \*

11 January 1945.

	Section
REDESIGNATION OF UNITS.....	I
ANNOUNCEMENT OF ASSIGNMENTS.....	II

SECTION I

1. OCGG 11 Dec 44: The 6th Night Fighter Squadron AAF APO #959 is redesignated Det 6th Night Fighter Squadron AAF without change in assignment, attachment or station.

2. OCGG 11 Dec 44: Det 6th Night Fighter Squadron AAF APO #244 (attached to 318th Ftr Gr AAF APO #244) is redesignated 6th Night Fighter Squadron AAF without change in assignment, attachment or station.

\* \* \* \* \*

By command of Brigadier General MOORE:

JAMES F. GARBER Jr.,  
Lt Col, Air Corps,  
Actg Adj Gen.

OFFICIAL:

/s/ James F. Garber Jr,  
/t/ JAMES F. GARBER Jr,  
Lt Col, Air Corps,  
Actg Adj Gen.

DISTRIBUTION:"B".

A TRUE EXTRACT COPY:

*Dale R. Laney*  
DALE R. LANEY,  
2nd Lt., A.C.,  
Unit Historian.

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~~SECRET~~EXHIBIT II.....  
SUBJECT: MISSION REPORT

4 JANUARY 1945.

Det 6th Night Fighter Squadron AAF MISSION 1-1

1. a. One P-61  
b. Two Friendly single engine Fighters.
2. a. None.  
b. None.
3. SCRAMBLED WHILE AIRBORNE AT 2015.
4. LT. KELLEY, PILOT: LT. KOSKI, OBSERVER. (SCARLET 6).  
TAKEOFF: 1906 - LANDED 2037.

WHILE AIRBORNE ON GCI MISSION, SCRAMBLED BY CONTROL AT 2015 WHILE 10 MILES SOUTH OF DIAMOND HEAD AT 8,000 FEET, GIVEN VECTOR 260 DEGREES AND ORDERED TO PROCEED 5 MILES SOUTH OF BARBERS POINT AT 5,000 FEET. ON ARRIVING AT THAT POINT GIVEN VECTOR 90 DEGREES; 3,000 FEET. OBSERVER PICKED UP BOGIE HEADING INLAND AND PILOT MADE VISUAL CONTACT ON TWO SINGLE ENGINE FIGHTERS WHICH HAD RECOGNITION AND RUNNING LIGHTS ON, BUT WAS UNABLE TO POSITIVELY IDENTIFY THEM. BOGIES CIRCLED PEARL HARBOR AT 1200 FEET AND APPEARED TO BE LETTING DOWN TO LAND AT EWA OR BARBERS POINT. CONTROL ORDERED LT. KELLEY TO LAND AT BASE. LANDED AT 2037.

5. a. GOOD, SLIGHT HAZE.  
b. VERY GOOD.
6. NONE.
7. AMMO: NONE  
GASOLINE: 275 GALLONS.
8. NONE.

A TRUE COPY:

*Dale R. Laney*  
DALE R. LANEY,  
2nd Lt., A.C.,  
Unit Historian.

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~~SECRET~~EXHIBIT III

SUBJECT: MISSION REPORT

26 JANUARY 1945.

DET 6TH NIGHT FIGHTER SQUADRON AAF MISSION 1-2

1. A. FOUR (4) P-61'S.  
B. SEE NARRATIVE, PARAGRAPH 4.
2. A. NONE.  
B. NONE.
3. 7th FTR WG MEMO NO. 50-12, DATED 7 JANUARY 1945, PARAGRAPH 5E (5), ARMY-NAVY EXERCISES.
4. LT. KELLEY, RED LEADER: LT. KOSKI, OBSERVER.  
LT. THORSON, RED TWO: LT. MANKINS, OBSERVER.  
LT. KERN, RED THREE: LT. SOBOL, OBSERVER.  
LT. RICHARDS, RED FOUR: LT. CLAYTON, OBSERVER.

TAKEOFF: 1343. SCRAMBLED AT: 1339. LANDED: LT. KELLEY 1548, LT. THORSON 1600, LT. KERN 1615, LT. RICHARDS 1558.

LT. KELLEY WENT FROM BASE TO BARBERS POINT WHERE HE TOOK A VECTOR OF 270 DEGREES. HE FLEW THIS FOR 100 MILES AND ABOUT 60 MILES OUT SAW A B-24 HEADING SOUTHWEST AT 6,000 FEET AT 1403. CONTINUING ON HIS COURSE, AT ABOUT 80 MILES OUT, HE SIGHTED A LARGE DYE MARKER ON THE SURFACE FROM 11,000 FEET AT 1410., AND DROPPED DOWN TO 1,000 FEET TO INVESTIGATE. AT 100 MILES HE TURNED LEFT ON COURSE OF 160 DEGREES AND FLEW THAT FOR 10 MINUTES. HE RETURNED ON SAME COURSE FOR ABOUT 15 MINUTES, THEN TURNED RIGHT AT 80 DEGREES INTO KAENA POINT. LT. KELLEY ORBITED THERE AT 11,000 FEET, DURING WHICH TIME HE SIGHTED EIGHT P-47'S, FOUR F4U'S AND EIGHT F6F'S AT 1500. AFTER ORBITING AT THIS ALTITUDE AND POSITION FOR MORE THAN ONE HALFHOUR, CONTROL ORDERED HIM TO RETURN TO BASE AT 1540.

LT. THORSON PROCEEDED FROM BASE TO BARBERS POINT AND TOOK UP A VECTOR OF 200 DEGREES. HE SIGHTED TEN F6F'S AT 3,000 FEET, FLYING SOUTHEAST, AFTER HE HAD BEEN ON HIS COURSE FOR FIFTEEN MINUTES AT 1405. HE THEN TOOK A VECTOR OF 120 DEGREES FOR 7MINUTES, AND SAW LT. KERN FOLLOWING A GROUP OF AIRCRAFT. HE JOINED IN TRACKING THEM AT 13,000 FEET AT 1450. JUST BEFORE HE BROKE OFF WEST OF BARBERS POINT FROM THIS TRACKING, HE NOTICED THAT THE "ENEMY" PLANES WERE DROPPING "WINDOW" IN AN EFFORT TO MISLEAD LT. KERN.

FLYING OVER BARBERS POINT, HE RESUMED HIS ORIGINAL VECTOR OF 200 DEGREES AND SIGHTED EIGHT P-47'S AT 1525. NOTIFYING CONTROL, HE CONTINUED ON COURSE. IMMEDIATELY FOLLOWING THIS HE SIGHTED A BATTLESHIP WITH TWO DESTROYER ESCORTS FIRING FLAK AT 1530. HE TURNED HARD STARBOARD ON 290 DEGREES VECTOR AND PATROLLED FOR TEN MINUTES. ON THIS SAME COURSE HE SAW A SHIP TOWING A SURFACE TARGET AT 1540. RETURNING A SHORTTIME LATER ON THIS SAME COURSE, CONTROL ORDERED HIM TO LAND AT BASE AT 1545.

LT. KERN PROCEEDED TO BARBERS POINT FROM BASE, THEN ON VECTOR OF 185 DEGREES FOR A DISTANCE OF APPROXIMATELY 50 MILES, WHEN HE SIGHTED FOUR SURFACE CRAFT ABOUT 10 MILES TO STARBOARD AT 1415. HE NOTIFIED CONTROL AND WAS TOLD TO STAND BY. THREE MINUTES LATER CONTROL ORDERED LT. KERN TO IDENTIFY IF POSSIBLE. HE TURNED

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Det. 6th MI Ftr Sq Mission Rpt Exhibit III  
Historical Rpt mo of Jan 45, cont'd.

~~SECRET~~

INTO A HEADING OF 300 DEGREES AND FLEW 15 MILES TO THE SHIPS WHERE HE ORBITED OVER THEM AND IDENTIFIED THEM AS ONE BATTLESHIP AND FOUR DESTROYERS AT 1423. HE CALLED CONTROL, WHO REAFFIRMED FRIENDLY.

LT. KERN THEN TURNED BACK TO RESUME ORIGINAL COURSE ON 185 DEGREES VECTOR AT 1430. HE PROCEEDED FOR ANOTHER 15 MILES AND SIGHTED A LARGE NUMBER OF FIGHTER PLANES AT 1440. THEY WERE ABOUT 15 MILES TO STARBOARD FLYING 330 DEGREES AT 7,000 FEET. CONTROL ORDERED HIM TO IDENTIFY, AND STAY WITH THEM. THIS WAS DONE AND THEY WERE IDENTIFIED AS FOUR F4U'S AND 12 P6F'S, IN FLIGHTS OF FOUR, WEAVING IN AND OUT, CLIMBING STEADILY UNTIL THEY REACHED THE ALTITUDE OF 18,000 FEET IN THE VICINITY OF KAENA POINT AT 1520. THERE THEY ORBITED FOR SEVERAL TURNS AND THEN MADE A RUN ON THE ISLAND. LT. KERN REMAINED AT 500 FEET ABOVE THEM AND UPON REACHING BARBERS POINT CONTROL TOLD HIM TO RESUME HIS PATROL AT 1525. (RED TWO FOLLOWED FIGHTER ALONG WITH LT. KERN AT A 10,000 FOOT ALTITUDE AT THIS POINT.)

LT. KERN RESUMED HIS 185 DEGREE COURSE FROM BARBERS POINT, FLYING THIS FOR ABOUT 90 MILES, THEN TURNED TO PATROL COURSE OF 85 DEGREES FOR 10 MINUTES AT 1545. HE TURNED ON THIS LEG 180 DEGREES AND FLEW THIS COURSE FOR 5 MINUTES BEFORE LIZARD CONTROL ORDERED HIM TO RETURN AND LAND AT BASE AT 1550.

LT. RICHARDS WENT FROM BASE OVER BARBERS POINT AND THEN ON A VECTOR OF 160 DEGREES OUT TO SEA FOR 10 MINUTES. HE SIGHTED A CRUISER AND CHANGED HIS COURSE TO 120 DEGREES TO IDENTIFY IT AT 1353. RESUMING HIS ORIGINAL HEADING, HE SIGHTED FOUR MERCHANT SHIPS AT 1402. CONTINUING ON 160 DEGREE VECTOR FOR ANOTHER 20 MINUTES, LT. RICHARDS CAME UPON AN AIRCRAFT CARRIER AND A DESTROYER AT 1422. CONTROL TOLD HIM TO ORBIT THESE, WHICH HE DID FOR ABOUT 5 MINUTES, THEN SIGHTED SEVEN AIRCRAFT CIRCLING THE CARRIER AT 1427. HE STAYED WITH THE CARRIER AND AFTER ABOUT SEVEN MINUTES HE SIGHTED A CRUISER HEADING SOUTHEAST TO INTERCEPT THE CARRIER AT 1435. LT. RICHARDS ORBITED FOR THREE OR FIVE MINUTES MORE AND CONTROL TOLD HIM TO RETURN TO THE ISLAND AT 1440. HE TOOK A HEADING OF 310 DEGREES, FLYING THAT FOR TEN MINUTES AT 1450, THEN TOOK UP A HEADING OF DUE NORTH FLYING THAT FOR 15 MINUTES AT 1505. ON THIS HE SIGHTED A BATTLESHIP TWENTY MILES SOUTH OF KOKO HEAD AT 1500, THEN TURNED PARALLEL TO THE ISLAND, SIGHTING TWO AIRCRAFT AT 1505. HE PROCEEDED TO ORBIT AT BARBERS POINT WAITING FOR INSTRUCTIONS FROM CONTROL AND WHILE THERE TWO FLIGHTS OF PLANES APPROACHED THE ISLAND FROM THE SOUTH AT 1515. THERE WERE FIFTEEN PLANES IN THE FIRST FLIGHT; EIGHTEEN IN THE SECOND.

AT THIS POINT LT. RICHARDS SWITCHED OVER TO PATRICK CONTROL, WHO ORDERED HIM TO GO TO DIAMOND HEAD. ON THE WAY, HE LOST CONTACT WITH PATRICK AND CALLED LIZARD, TELLING THEM HE HAD SIGHTED EIGHT HEAVY BOMBERS AT 1530. (THESE WERE LATER IDENTIFIED AS PBY2'S.) HE FOLLOWED THEM AROUND THE ISLAND TO KANEHOE, WHERE CONTROL ORDERED HIM TO LAND AT BASE AT 1545.

5. A. CLEAR, VISIBILITY VERY GOOD.  
B. GOOD.

6. NONE.

7. AMMO: NONE.

GASOLINE: LT. KELLEY: 300 GALLONS - LT. THORSON: 275 GALLONS  
LT. KERN: 360 GALLONS - LT. RICHARDS: 335 GALLONS

8. NONE.

A TRUE COPY:

*Dale R. Laney*  
DALE R. LANEY,  
2nd Lt., A.C.,  
Unit Historian.

~~SECRET~~