

X
SA, FI-6-HI (Det.)
Apr - 45



P.R.C.

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DOD DIR 5200.5

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SQ-F1-6-H1
APRIL 1945

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

1 April 1945 - 30 April 1945.

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

The following EM returned to the mainland on 45 day furlough:

- S/Sgt. Ralph A. Duceour - 6th
- Cpl. Henry F. Jackson - 25th

The following EM returned from furlough to the mainland

- S/Sgt. Leo S. Brandoline (30-day emergency) - 2nd
- S/Sgt. Vincent J. Millenacker (30 day) - 4th
- Cpl. Herbert KotoInick (30-day emergency) - 8th

Sgt. Glendel L. Tucker - Dy to TDY COMDT AAF Air Inspector's Sch AAFTAC, left orgn on the 2nd.

F/O Robert V. Conkle - reld fr atchd and asgd fr 548th NI Ftr Sq - 3rd.

The following 8 Officers asgd fr CG AAFFPOA (ADMIN) APO #958, joined orgn on the 11th:

- | | |
|---------------------------|-----------------------------|
| 2nd Lt. Charles E. Mulkey | 2nd Lt. Jack Hahn |
| " Arne E. Richstad, Jr. | " Frederick H. Waldron, Jr. |
| " William F. Rossell | " Mont E. Goodell |
| " Willard H. Sollers, Jr. | F/O Grover C. Fitzhugh |

Pfc. Edward S. Johnson - Trfd in gr fr 18th Ftr Control Sq AAF, APO #958 on the 16th.

Capt. Gabriel A. Semo - Abs sk 219th Gen Hosp APO #957, reld of atchd and trfd to POA unasgd and atchd to Det PNTS NSGH on the 20th.

The following 8 Officers reld of asgmt and asgd to VII Ftr Comd AAF, APO #86 on the 23rd:

- | | |
|---------------------------------|--------------------------------|
| 1st Lt. Benjamin E. Spawn | 2nd Lt. Milton R. Holbert, Jr. |
| 2nd Lt. Saxton D. Crawford, Jr. | " Harold R. Hopkins |
| " Frederick C. Richards | " Robert W. Clyde |
| " William D. Clayton | " Bruce K. LeFord |

The following 4 EM trfd in gr to 549th NI Ftr Sq AAF, APO #86 on 25th:

- | | |
|-----------------------|---------------------|
| Cpl. Howard B. Swartz | Pfc. Kenneth Kovacs |
| Pfc. Lawton E. Baker | Pfc. Anthony Nappi |

1st Lt. Jerome M. Hansen - DS AAFFPOA APO #953, to attend Instrument Pilot Sch, returned to duty on the 28th.

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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 April 1 1945 at Kipapa Field, APO #959:

41 Officers assigned - 1 attached
161 EM assigned

As of April 30 1945 at Kipapa Field, APO #959:

42 Officers assigned
161 EM assigned6. Strength, airplanes by types:

As of April 1 1945 at Kipapa Field, APO #959:

Two P-61A-10
Nine P-61B-1
One P-61B-2
Two P-61B-6
One P-47D-11
One UC-78

As of April 30 1945 at Kipapa Field, APO #959:

Two P-61A-10
Eight P-61B-1
One P-61B-2
Two P-61B-6
One P-47D-11
One UC-787. Losses, airplanes by types:

Negative

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~~SECRET~~PREFIX TO SECTION REPORTS

April was unusually quiet. With the exception of an aircraft accident near the middle of the month, Detachment operations remained at their normal wartime level.

Our mission is Pilot training and Island defense. These were carried on in the routine manner, with all personnel eagerly awaiting the announcement of the end of the war with Germany.

A general "uplift" in spirits and morale was noted due directly to this... although no open and unabated celebration is anticipated.

Next month should complete the final chapter in the destruction of Hitler's "Mein Kampf"..... as all eyes now turn toward Japan.

* * * * *

INTELLIGENCE:

Intelligence training was routine and was conducted as follows:

Briefing & Interrogation: 7th Fighter Wing Control ordered scrambles on 4/14/45, 4/15/45, 4/19/45. (See attached EXHIBITS I thru III).

Map & Target Chart Reading: Lectures by Lt. Reynolds and Lt. Gasda, R/O's this organization, on "New Zone Grid Charts", W.I. #37; "Conventional Signs and Symbols", FM 21-30; 4/11/45, 4/21/45.

Geographical Studies: Three lectures by Lt. Laney on "Okinawa Shima", "Sakishima Gunto", "Korea"; 4/3/45, 4/7/45, 4/25/45.

Recognition: Three series lectures by Lt. Jennings, R/O this organization, on "Latest developments in Jap Air & Surface Craft", using all recent and current Int. Info. available on subject; 4/9/45, 4/19/45, 4/29/45.

Anti-aircraft: Lecture by Lt. Guild, Armament Officer this organization, on "Jap weapons on Okinawa", 4/15/45; Major Pryor, from the Wing, presented

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a special lecture on 4/23/45, "Capabilities of Jap AA & suggested evasive action".

Island and Jungle Survival: Lt. Laney presented "China Sense" on 4/5/45, taken directly from the booklet of the same name. On 4/13/45, Capt. Allen, of M.I.X., gave a very interesting, though thoroughly secret lecture concerning a "Soldier's welfare in China".

Enemy Tactics: Lectures by Lt's BAER and MOORE, Flight Leaders this organization, on "Ramming tactics by the Japs" and "Carrier attacks on Japan"; "New Jap Window", "Jap Night bombing tactics in China", using W.I. #37 and AAF Int Sum 45-4 as references; 4/17/45, 4/27/45.

All other reports negative.

OPERATIONS:

Inclement weather during the month held flying to a minimum. The Detachment logged a total of 370:40 hours, which was a decrease of approximately 172:00 hours under last month's total. Of the total time flown during the month, 6:10 hours were on Control ordered Missions, while the remainder of the time was spread over a large variety of missions which stressed Day and Night Aerial Gunnery, Low-level Navigation, Radar Bombing, Day and Night G.C.I. and Radar Interception Missions. Considering the total time flown and the lack of cooperation on the part of the "fates" of the weather, April was nevertheless a highly successful month from a training standpoint.

On the 20th our Commanding Officer, Captain Mark E. Martin, and Operations Officer, Captain Robert T. Merrill III, set a precedent in Night Fighter versatility. Each had his airplane loaded down with two 1,000 lb Demolition Bombs and proceeded to "Baker" target on the island of Kahoolawe

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to drop them. At last reports, the island still appears to be intact..... The mission was highly successful and further proved that the "old school" of Night Fighter pilots can certainly uphold their end of aerial warfare.

On the 21st, 2nd Lt. Jack Hahn, who had been a member of the Detachment for about eight days, cracked up while attempting to take off during the evening squint test. He was flying a P-61E-1 type aircraft, AAF #42-39425, and had just lifted his landing gear when he was apparently caught in the prop wash of the preceding aircraft taking off. Not having sufficient altitude, his right prop struck the runway and shattered one of the blades. A piece of the prop entered through the fuselage and caused a four inch laceration on the pilot's shoulder. In addition he suffered fractures of six ribs and an extreme case of shock. Damage to the airplane was quite extensive and as a result it was salvaged by personnel of the 420th sub-depot.

MATERIEL:

For the past two months the Detachment has been using the latest T/O & E dated 4 September 1944. Requisitions for equipment authorized in this T/O & E have been submitted to the various Supply Services (Air Corps, Quartermaster Corps, Signal Corps, Ordnance Corps and Chemical Warfare Service.)

Requisitions on Quartermaster Corps, Ordnance Corps and Signal Corps equipment have been promptly filled (when available) or necessary action taken to meet our requirements.

The Supply Officer has been notified by telephone that HAD has decided not to honor requisitions on authorized equipment until both detachments of the squadron have joined and will again function as one squadron. This decision has affected initial shortages on Tech Order Kits which are now available.

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After obtaining two spray tanks from Chemical Warfare Service to be used in training, the proposed spray missions were cancelled.

Requests for authorization for supplies and equipment over and above OEL have been usually granted unhesitatingly by AAFFOA and 7th Fighter Wing. One exception was a refusal to authorize our Tech Supply keeping on hand extra aircraft instruments which are frequently needed and often not in stock at 420th Sub-depot.

Conditions of supplies upon delivery to the squadron is generally good. Many times boxes and cases are broken or crushed but, so far, no serious damage to equipment has been noted. One case of paper boxes came in and when opened were found to be water-soaked. Most of the boxes were molded and wet and about half of them beyond all usefulness.

P-61 aircraft have been assigned to replace others sent forward and to bring the number up to our T/O & E allowance of twin-engine planes. Many parts for these planes are hard to obtain, some not procurable in this area at all. As a result there have been instances of waiting for a period of many weeks and months for such parts to be shipped from the mainland. There have been other instances of waiting unnecessarily long while parts are repaired or manufactured.

One P-47 has been reassigned to the Detachment and with it numerous difficulties in putting it into flying condition. This was finally accomplished with several parts left over.

The major problem still remains that of a limited number of men in the supply section. This will undoubtedly be remedied however, on the expected return of the rest of the squadron from the forward area.

ENGINEERING:

An average of 70% of the P-61 aircraft assigned this Detachment were

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maintained in commission during the month of April. This is computed to include the number of aircraft grounded for parts during the month which resulted in a total of 74 days out of commission. Consequently, this does not reflect the remaining average 30% out of commission as a direct indication of aircraft grounded for maintenance only... the inclusion of aircraft grounded awaiting parts is figured in, despite the fact that their status is beyond control of this section's maintenance facilities.

The P-47D-11 transferred to the 467th Fighter Squadron February 12, 1945, was returned to this Detachment March 23rd, after acceptance was refused, for correction of a number of unsatisfactory maintenance discrepancies. Although the status of the ship was known to the 508th Fighter Group to which the ship was initially transferred and verbally accepted with full knowledge of the condition, no attempt to question the abrupt, reversed decision was made by this Detachment. Instead, the ship has undergone 41 days of thorough inspection and corrective maintenance... all pending Technical Order compliances have been accomplished and all other discrepancies corrected. The paint was removed and the ship adorned with a "beauty".....

Anticipation of section reorganization as soon as the 6th Squadron unit based on Saipan arrives here, overshadows any event of the past month and leaves the continuation of policies and trends already established at the discretion and management of the new control.

Morale of this section, as far as ratings are concerned, is exemplified by the request of a number of Pfc's (750) for transfer out of this squadron.

RADAR:

During the month a number of helpful items were received, such as Echo Boxes for S-Band, Test Equipment for APS-13, Runway Localizer Beacons, Pressurized Pump with Meter, Replaced Power Units and Analyzer. However,

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several items on back order for 120 days were not available showing that low levels of certain Radar equipment at the Depots have not been improved.

The Radar section worked with the Pacific Fleet Radar School in setting up a SCR-720 set for Navy experimental purposes. This was accomplished in record time under the supervision of Lt. Berg, M/Sgt. Jenkins and company. The purpose and results will have to remain secret for the time being.

An APS-13 test bench was set up. This has been valuable in letting mechanics know when a landing is expected.

A AN/CPN-7 Localizer Beacon was set up with non-directional antenna in place of the squadron converted IFF Beacon. It proved very adequate, sending out a strong signal. It works on AC thus eliminating the necessity for rectifier on the aircraft IFF set when used as a ground beacon. Set up of the AN/CPN-7 as a localizer beacon with direction antenna arrays is anticipated soon for blind landing practice. This equipment may be used as a substitute for GCA with or without a ground SCR-720 set for blind landings.

The morale is about the same on the average as of last month. I & E meetings are appreciated in general. News of Germany's downfall has been joyfully received and has helped to keep everyone's spirits up.

COMMUNICATIONS:

Installation of contactor units are being made upon request of Fighter Wing Communications Officer. Since all new VHF radio sets are now being made without the contactor relay and because D-F tone switch and associated control wiring is made without contactor considered anymore, several modifications will have to be made in the wiring of each installation. Although the modifications will entail considerable work in future maintenance, the results in added security in plotting aircraft at ADCC are more than worthwhile.

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Two GCI control phone lines were installed and several squadron Officer's shacks wired for lighting. Several phone line breaks were repaired during the month also.

In the signal center Cpl. Andrys substituted on the teletype for three weeks for operators on KP detail and furlough. Radio mechanics helped on switchboard during busy spells.

The morale seems to be the same as last month on the average. I & E meetings are enjoyed by most everyone since rumors are verified or discarded at that time. News of the capitulation of Germany has raised the spirits of all.

ORDNANCE, ARMAMENT:

During the month of April six gunnery missions were conducted. One day and five night missions. Much of the training schedule this month was centered on bombing missions. Four missions of 100 lb bombs and one mission of 1,000 lb bombs were carried out. This is the first time this squadron has dropped 1,000 lb bombs with P-61 aircraft on training missions. The squadron photographer accompanied the mission and secured movie film that proved very successful.

The Armament area has finally emerged from the rubble and disorder caused during the construction of new buildings during the past month. Photography is now occupying one of the buildings and the added space and facilities have done much to promote greater efficiency. As no water supply is available in this area a tower was built to house two water tanks of 130 gallons each. Added storage space has been provided for Armament in the rear of Photography's building, thus eliminating many of the spare parts formerly housed under a tarpaulin in the area. The other building is being

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utilized for tow-targets, equipment and special tools. All buildings were painted and walks and drives will be constructed as soon as suitable material is available.

A letter with photographs of a Boresight Target stand used for P-61 type aircraft has been forwarded to Wing. This stand was designed by S/Sgt. James H. Flynn, this section, and has proven very satisfactory. A greater safety factor, accuracy, and a saving of time up to one hour in boresighting each aircraft has been introduced. At the request of Higher Echelon a detailed drawing was submitted for further study.

The new I & E program under the direction of Lt. Guild has progressed rapidly. The new I & E Center has been well stocked with magazines, books, and other literature. Current maps of all War Fronts have been given added interest by arrows, clippings and overlays. Pictures of this new Center have been sent to Higher Echelon and favorable comments were received by this squadron. Weekly Orientation meetings have been far from dull and looked forward to by all personnel. The weekly news summaries are aptly and indefatigably presented by T/Sgt. C.W. Zandler and Cpl. H.E. Yakel. Current information on furloughs, rotation and history making events such as Dumbarton Oaks and the San Francisco Conference for World Peace have been discussed by Lt. Guild. Excellent orientation films combined with screening of G.I. Jive have been shown. The favorable reaction of all personnel toward these meetings is indicative of able presentation and cooperation of the I & E Program.

With the furlough situation now in swing and results slowly being seen morale seems to have improved somewhat. The rotation policy system is put in effect on June 1st and the men are "sweating out" the procedure of the new point system. Many are eligible and looking forward to speedy return

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to "stateside duty".

With the joining of the balance of the squadron from "down under", in the near future, the shortage of personnel will be alleviated. However, all personnel concerned would rather have been made into two separate organizations. Outside of wishful thinking of the mainland and hoping for an early return, the morale of this section is good.

MEDICS:

Hospitalizations: Captain Gabriel A. Semo, transferred to the mainland for hospitalization on the 11th.

2nd Lt. Jack Hahn, admitted to 22nd Station Hospital immediately after aircraft accident. Was reported seriously ill at time of accident, but with excellent medical care is recovering rapidly. Date of accident: 4/21/45.

Cpl. Stephen L. Pizzitola admitted to Schofield General Hospital on the 16th. Diagnosis: Hemorrhoids.

S/Sgt. Leo S. Brandoline, admitted to 22nd Station Hospital on the 30th. Diagnosis: Scabies.

There were 73 days lost in the hospital by personnel of the Detachment during the month.

Immunizations: Immunizations given during the month were as follows: Smallpox 12, Typhoid 8, Tetanus 7, Typhus Series 4, Cholera 4.

Treatments: There were 158 patients treated at the dispensary during the month, with 208 treatments given.

There was no noticeable decrease or increase in the number of men reporting to the Dispensary on Sick Call.

Inspections: Routine physical inspection of all men was held on the 29th of the month.

Foodhandlers were inspected and found to be free from communicable disease.

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Supplies and equipment: No new changes in the T/E allotted to the Medical Section. The supplies and equipment used during the month were drawn from the Wheeler Field Medical Supply Office, APO #959.

Remarks: There are no cases of communicable disease in the Detachment. During the month Sick Call was held twice daily and attended by Captain Drane, the Base Dispensary Doctor. The flight line is covered by medical men of this section, with the ambulance situated in front of the Dispensary. Trips are made almost every day, taking patients of more serious nature to the hospital for consultation or admittance. The men of the section are looking forward to the return of our flight surgeon and his assistance; having our own Medical Officer on the field at all times is a feeling of great security. His absence is felt by almost everyone in the Detachment.

Oxygen masks were tested for leakage of all flying personnel. All masks proved to be in the best of condition.

Morale of the Enlisted Men of this section is good.

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

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

DATE: 14 APRIL 1945.

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 4-1

1. a. One (1) P-61
b. Unknown
2. a. None
b. None
3. Scramble
4. Lt. Moore, Pilot; Lt. Jennings, R/O.
Scrambled: 2044
Takeoff: 2049
Landed: 2146

Vectored to Kahuku at A/8,000 feet, but on way there was vectored to Makapuu Point. From here at A/10,000 feet, above clouds, we vectored 320 degrees and control ordered us down to A/3,000 feet, to orbit port for 10 minutes. This was approximately 2110. Heavy cloud coverage forced us to proceed with caution on the trip down. Following our orbit, we took a variety of vectors between Molokai and Makapuu Point, at various altitudes between 2,000 and 5,000 feet. Asked by Control to determine the ceiling, we estimated it to be at 1,000 feet. After this information was given, Patrick Control came in, giving us a vector back to the island. We proceeded to land at base.

5. a. 8/10 cloud covered at three levels; 3,000 feet, 5,000 feet, 8,000 ft. Visibility 10 to 20 miles between cloud layers.
b. Command set good... Liason out.
6. None
7. Ammo: None
Gas : 240 gals.
8. Control was inadequate without G.C.I. We worked with Lizard throughout the mission, using day fighter control, under direct radio control.

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A TRUE COPY:

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

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SUBJECT: MISSION REPORT

DATE: 15 APRIL 1945.

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 4-2

1. a. One (1) P-61
b. One (1) F4U
2. a. None
b. None
3. Scramble
4. Lt. Spawn, Pilot; Lt. Crawford, R/O.
Scrambled: 2145
Takeoff : 2149
Landed : 2208

Called Lizard Control upon being airborne telling them I was on mission with Patrick Control. Contacted Patrick and was given vector of 230 degrees from the vicinity of Barbers Point. P.C. said target was 8 miles off-shore, heading North towards the island. We had a visual at 6 miles, making eventual contact with target at 5,000 feet.

Target went into a "Split S" and we started a right turn. As we did so, target plane pulled up behind us, inside our turn, and stayed there. We lowered our flaps 30 degrees, causing target plane to swing wide on our turn. When this happened we rolled to the left and was then on his tail. We identified at this point. The target was an F4U. We followed him to Barbers Point, where he landed, and we returned to base.

5. a. Clear, Visibility 20 to 30 miles.
b. Good.
6. None.
7. Ammo: None.
Gas : 110 gals.
8. The 6th Squadron recommends that the Navy turn on their item fox fox.....
G.C.I. Control excellent throughout the entire mission.

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A TRUE COPY:

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

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SUBJECT: MISSION REPORT

DATE: 19 APRIL 1945.

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 4-3.

1. a. One (1) P-61
b. None (unknown)
2. a. None
b. None
3. Scrambled while on G.C.I.
4. Lt. Moore, Pilot; Lt. Jennings, R/O.
Scrambled: 2235
Takeoff : 2123 on mission with Patrick Control.
Landed : 2306

Lizard Control called and scrambled us to Kahuku at A/10,000 feet. 15 miles away from Kahuku Lizard called again, changing our altitude to 6,000 feet. 5 miles away from Kahuku, we called Midnight Control. They ordered us on a 360 degree vector from Kahuku, telling us target was 30 miles away, North of Kahuku. We followed same vector on in, until Control told us that Target was at range of 6 to 7 miles, in an orbit, and ordered us to take over.

Our first Radar contact was 12 miles out of Kahuku and proved to be target on course of 170 degrees...Heading South toward the island. We maintained Radar contact for distance of 5 miles, then lost contact. Midnight Control vectored us on target again, lowering our altitude to mattress at 2,500 feet. We contacted target again at 2 miles range, and maintained contact til within approximately 3,000 feet. Target was still below us, under the clouds, (we were in the clouds, over Kahuku) we called Control saying we had lost contact. They gave us a 170 degree vector, telling us to climb over the mountains ahead. Lizard Control then called, saying target had been claimed by Molokai. We returned to base.

5. a. 8/10 heavy cloud coverage between 2500 and 3500 feet. Visibility unlimited.
b. Good.
6. None
7. Ammo: None
Gas : 350 gals.
8. None.

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

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