



X
SA-FI-6-HI
June-45

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P.R.C.

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BY 1582

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by _____ date 12/14/49

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AAFFPOA HIS-UCL

SG-FI-G-41

JUNE 1945

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

1 June 1945 - 30 June 1945.

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

The following EM was discharged from the service on 10 Feb 45:

Sgt. Andrew J. Zahoryin - Dy to DS for (30 day emergency furlough) U.S.
Discharged from the Army per CDD 10 Feb 45, at Det of Patients ASF NSC,
Madigan GH, Madigan Hosp Ctr, Fort Lewis, Wash.

The following Officers and EM returned to the mainland on furlough:

On 5 June 45: Sgt. Mike Rodriguez Cpl. Thomas J. Ward
 Cpl. Francisco Lugo Pfc. Russell R. Owens
 Pfc. Joseph A. Mattingly Pfc. Steve E. Ruda

On 10 June 45: 1st Lt. Dale R. Laney - (30 day emergency leave)

On 24 June 45: T/Sgt. Harold J. Lewis S/Sgt. Emil Vukelich
 " Herbert Tschappat Sgt. Harry F. Komzak
 S/Sgt. Harry A. Boettcher " Stephen J. Surinak
 " Leland R. Farrar " Edgar A. Preston
 " William E. Yost Cpl. Jack B. Offenstein
 " James L. Rudy " Benjamin J. Morganstern
 " Dock H. Elder " Charles Dancsecs
 " Henry J. Martin " Howard Smith

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On the 25th: Sgt. Marvin E. Buckner

The following Officers and EM transferred out of the organization:

6th: T/Sgt. Theodore W. Jakoblew - Dy to TDY for (45 day recuperation)
U.S., trfd to Det of Patients Tilton GH, Ft Dix, N.J. per CDD trfd O dated
26 April 45. RS #2, 1262nd SCU PG, Ft Dix, N.J.

7th: Capt. Ernest R. Thomas	2nd Lt. Raymond P. Mooney
1st Lt. John P. Acre	" Peter Leschak
" Donald T. Evans	" Myrle W. McCumber
" James C. Crumley	F/O Richard D. Phillips
" Wilfred C. Robbenmolt	" Thomas J. Boyle
" Dale F. Haberman	" John J. Szpila
" Robert R. Phillips	" John Page, Jr.
2nd Lt. Nicholas R. DeVita	" Daniel L. Hinz
" Jean Desclos	" Alfred H. Borges, Jr.

Above 18 O's reld fr asgmt and trfd to POA unasgd and atchd
(AG-RO) to Cas Depot CPBC APO #968, par 4 SO 153 AAFFPOA (ADMIN) 2 June 45.

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Historical Division AAFFPOA

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Cpl. Leopold Zornik - Reld fr asgmt trfd to Med Installation in U.S. per Evacuation Order #52 Hq Med SU CPBC, APO #958, dated 1 June 45.

Following 2 EM trfd in gd atchd unasgd Cas Det 408th POA Cas Depot APO #968, par 1 Travel Orders CPBC APO #956, 5 June 45:

Sgt. Joseph S. Bogdan

Sgt. Joseph P. Iarocci

Following 2 EM trfd in gd to Hq & Hq Sq 7th Ftr Wg AAF, APO #958, par 1 SO 130, dated 9 June 45:

Pfc. Leonard M. Friedman

Pfc. Emanuel Spitzer

Following 2 EM trfd in gd to Hq & Hq Sq AAFPOA APO #234, par 7 SO #136, 13 June 45:

S/Sgt. J.D. Nelson

Pfc. John R. Oliver

S/Sgt. Herman J. Phillipp - trfd in gd atchd unasgd Cas Det 408th POA Cas Depot APO #968, par 1 Travel Orders CBPC APO #956, 13 June 45.

Capt. Carl K. Wind
1st Lt. Richard J. Webster
2nd Lt. Joseph T. Lamont

2nd Lt. David H. Rufeisen
F/O Herbert F. Sheffer, Jr.
" William V. Dexter, Jr.

Above 6 officers trfd to VII Ftr Comd. APO #86 par 1 SO #137, dated 14 June 45. The following EM also left on the same orders:

Cpl. Andrew M. Schwalier

Cpl. Lawrence M. Roth - Trfd in gd to AAFPOA Rest & Recreation Center APO #953 par 15 SO #171 Hq AAFPOA (ADMIN), dated 20 June 45.

Pfc. George Nause and Pfc. Burl O'Quinn - Trfd in gd to AAF Wea Sv POA APO #953 par 10 SO #170, dated 19 June 45, amended by par 16 SO #172 Hq AAFPOA (ADMIN) APO #953.

Sgt. Leo A. Patti - Trfd in gd to Det of Patients 22nd Sta Hosp APO #957 par 1 Evacuation Order No. 97 Hq MSCPBC APO #958, 20 June 45 (EDCMR 22 June 45).

Sgt. Salvatore R. Mazzone - (TDY U.S.) trfd in gd to Sq O 1060th AAFBU AAF Overseas Repl Depot, Greensboro, N.C. par 20 SO #154 Hq AAF Overseas Repl Depot, Greensboro, N.C. (EDCMR 11 June 45).

T/Sgt. John W. Sale - (TDY U.S.) trfd in gd to Sq O 1060th AAFBU, Hq AAF Overseas Repl Depot, Greensboro, N.C. par 48 SO #150 Hq AAF Overseas Repl Depot, Greensboro, N.C., dated 30 May 45 (EDCMR 21 May 45).

The following Officers and EM transferred into the organization:

Cpl. Willis G. Jagers - Asgd and did not join fr Hq 135th Repl Bn (AAF) APO #953... Joined orgn on the 9th.

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Following 3 EM DS enroute fr APO #244 to this Hq jd orgn 7 June 45:

S/Sgt. J.D. Nelson Sgt. Clifford Griffith Sgt. Richard O. Holt

Following 12 Officers asgd fr 7th Ftr Wg AAF APO #958, par 3 SO #143, dated 21 June 45, jd orgn 12 June 45:

1st Lt. Guy B. Harrell, Jr.	2nd Lt. James A. Gill
2nd Lt. Jule E. Bolio	" Hector L. Bellegatta
" Robert G. Bruce	" Donald H. Gregory
" Robert G. Loy	" James H. Neurauter
" Joe B. Kirkpatrick	F/O Howard W. Beckwith
" Carroll R. Larson	" Arthur D. Heckel

Following 5 EM asgd fr 7th Ftr Wg AAF APO #958 par 3 SO #143, dated 21 June 45:

Cpl. Harold G. Stewart	Cpl. Harry H. Hutchinson
" Victor Harris, Jr.	" Francis P. Ingle, Jr.
" Thomas L. Tobin	

Cpl. Louis J. Simoni - Asgd fr 7th Ftr Wg AAF APO #958 par 3 SO #143, dated 21 June 45, jd orgn 12 June 45.

The following EM returned from school at the mainland:

Sgt. Glendel L. Tucker - TDY Comdt AAF Air Inspector's Sch AAFTAC, Orlando, Fla. to dy on the 19th.

The following Officer returned to the mainland for schooling:

1st Lt. Albert G. Kelley - Dy to DS Comdt AAF Instructor's Sch (Instrument Pilot Course) Byran Field Texas par 1 Ltr Orders Hq AAFFOA (ADMIN) 21 June 45.

The following promotions took place within the organization:

9 June: Pvt. to Pfc.: Leon F. Brennan
Wallace W. Miller
Harry F. Russell, Jr.
Frank L. Trzciensky

14 June: T/Sgt. to M/Sgt.: Edward Witt
Sgt. to S/Sgt. : Elmer O. Ball

22 June: Captain to Major: Mark E. Martin
2nd Lt. to 1st Lt: Justin J. Liston
" " " Ervin Mankins

2. Losses in action:

Negative

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

Negative

4. Organization:

Negative

5. Strength, personnel:

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

78 Officers
273 Enlisted Men

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

66 Officers
262 Enlisted Men

6. Strength, airplanes by types:

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

Two P-61A-10
Eight P-61B-1
One P-61B-2
Three P-61B-6
One P-61B-10
One AT-6D
One P-47D-11

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

Two P-61A-10
Nine P-61B-1
One P-61B-2
Three P-61B-6
One P-61B-10
One AT-6D
One P-47D-11

7. Losses, airplanes by types:

Negative

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PREFIX TO SECTION REPORTS

This month saw the completion of an organization "team" in action for the first time in many moons..... that of the Squadron previously on Saipan, now once again joined with the Detachment here on Oahu.

Pilot training was conducted at a breakneck pace, both in the air and on the ground, as is borne out by the amazing figure of a total of 623 hours and 55 minutes logged in the air. This means of course that the men on the ground were kept twice as busy as ever before. Yet even with all this, the only real "excitement" taking place was perhaps the recent outbreak of an Influenza epidemic in Honolulu.

Many cases have cropped up in town, but to date prompt action on the part of all military posts have kept the scourge from touching any part of the service forces.

The morale of the organization this month is average. With the cancellation of the Rotation Plan all men in the Squadron have changed over to the Furlough List. Of the sixteen men who left on furlough this month, all have 38 or 39 months overseas. The quota for five next month will still take men in the same time bracket. Though the process is slow, it appears to be the only way any veteran can return to the United States prior to the end of the war in the Pacific.

Men with Discharge Points over and above the set figure of "85" are anxiously awaiting means of replacement that they may be returned for demobilization. Unless the furlough quota is placed sufficiently high, there will be little relief for men of this organization for many months to come.

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INTELLIGENCE:

Perhaps the biggest blow yet to fall on the S-2 Section fell this month. Last month we had an office force consisting of two officers and two enlisted men. Within the short space of 30 days we now have but one officer and one enlisted man.

Lt. Laney left for the mainland on an emergency furlough on the 10th, while Sgt. Carnahan's services were removed to the Orderly Room. The loss of this much-needed man because of shortage of this MOS was disappointing to say the least, especially as a clerk-typist was transferred from the squadron at the same time. It is very doubtful we shall see either of these men again in this office.

Meanwhile the duties of S-2 have not decreased in comparison with its personnel. The need of another enlisted man is still a pressing issue. The organization can find the time and the men to place 20 men a day on squadron detail, yet one man cannot be found to be assigned to the Intelligence Section... and so we hope... and wait.

Intelligence Training was given a new "twist" this month through the efforts of Captain Roe. In lieu of the ordinary, boring lectures held every other day in the Pilot's Ready Room, training films have been supplemented whenever possible in accordance with the training program set forth by the 7th Fighter Wing. This has worked out splendidly, to the gratification of all concerned. Intelligence Training was conducted as follows, with a total time for June set at 19 hours and 30 minutes:

Briefing & Interrogation: 7th Fighter Wing Control ordered scrambles on 6/7/45 and 6/18/45; plus Army-Navy Exercises on 6/9/45. (See attached EXHIBITS I, II, & III).

Recognition: Beginning 6 June and every other evening thereafter,

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from 7:00 to 7:30 at the Pilot's Ready Room, Lt. Jennings and Sgt. Zandler held recognition classes in U.S. and Japanese aircraft.

Anti-aircraft: Lecture by Lt. Guild, Armament-Ordnance Officer this organization, on Japanese and U.S. Rockets; 6/8/45.

Island, Jungle Survival: Trip to Bishop Museum on 13 June by six complete crews just entering the squadron.

Security: Lecture by Lt. Laney on 6/2/45; "Counter Intelligence". Six complete new crews indoctrinated in Censorship and Security by Captain Roe on 6/12/45.

Enemy Tactics: Lectures by Captain Roe and Lt. Baldwin, previously with this squadron, now with 15th Fighter Group on Iwo Jima, on "Jap Night Fighter Trainer Methods" and "Jap Night Fighter Tactics on Iwo Jima"; 6/10/45 and 6/12/45.

Miscellaneous: To introduce "something new" and relieve the monotony of lectures at the meetings every other day in the Pilot's Ready Room, Training Films are being utilized as much as possible. The eight films listed below were well accepted by all concerned:

June 6	-	"AAF Combat Weekly Digest #81".
" 14	-	"AAF Combat Weekly Digest #80".
" 18	-	"Snoopers & How to Blast Them" - MN 8hc.
" 20	-	"Offensive Tactics Against Enemy Fighters" - MN 8hf.
" 22	-	"Fighter Combat Tactics & Fixed Gunnery Fighter Escort" MN 8hh.
" 24	-	"Combat Air Patrol" - MN 8hi.
" 28	-	"Flying The Weather Map" - Aerology - MN 119h.
" 30	-	"The Cold Front" - Aerology - MN 119e.

A current news summary is presented to all officers every other day in addition to the above, by Captain Roe at the Pilot's Ready Room.

OPERATIONS:

The results of this month's flying training was by far one of the

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most lucrative in the history of the "Sixth". A total of 623:55 of flying time was logged and insofar as past records reveal, it is believed that this is the greatest amount of time accomplished by this organization in any one single month. In addition, this time was accomplished without a single mishap... which goes to prove the value of the instruction given to the pilots and crew members of this squadron.

The month found many changes wending their way into this "little beehive of activity". At the outset of the month, the Operations building underwent an enlargement process. One whole shack was added to the present one and minor devices which sprang from the ingenuity and untiring efforts of Sgts. Klingeman and Fanizzi were initiated... which makes for more efficient handling of the squadron's flying. Close upon the heels of the former, a small gold Maple Leaf finally found its way into the office in the nature of a well earned promotion for our Operations Officer. It is MAJOR Martin now... and the cigars were enjoyed by all. Next we were informed of the impending transfer of Sgt. Hartley and Cpl. Newman, two of our Operations Clerks. They will be sent to a forward area and both are looking forward to the trek with great anticipation. The close of the month found T/Sgt. Lewis, our Chief Clerk, off to "Utopia, U.S.A." for a long awaited furlough.

On the 23rd a formation of twelve P-61's took off from Hapapa and displayed the might and versatility of the 6th for a solid hour. This was the first squadron formation inwell over a year and was highly successful.

The month of June also found a new era of overseas night fighter training. Through the efforts of Major Martin and with the able assistance of Captain Merrill, a concentrated flying and ground training program was put into effect. That the new program has achieved the desired results, has

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already been proven by the skill displayed by those pilots who have near completed their quota of the various training missions. Following is a breakdown of the flying and ground training requirements:

FLYING TRAINING:

Familiarization Flight.....	1:00
Transition Flights.....	6:00
Tracking, Day.....	6:00
Tracking, Night.....	8:00
G.C.I., Day.....	8:00
G.C.I., Night.....	12:00
Aerial and Camera Gunnery:	
Day, 8,000 - 10,000 ft.....	5:00
Day, 15,000 - 20,000 ft.....	3:00
Night, 8,000 - 10,000 ft.....	4:00
Day Strafing.....	3:00
Night Strafing.....	3:00
Individual Combat.....	3:00
G.C.A. Landing.....	3:00
Instruments in P-61:	
8,000 - 12,000 ft.....	6:00
20,000 ft.....	4:00
Navigation, Low Level:	
Day.....	2:00
Night.....	4:00
Skip Bombing, Radar.....	3:00
Link Trainer.....	12:00

GROUND TRAINING:

Radio I Operation.....	7:00
Aircraft Maintenance (Theory).....	7:00
Air Defense Organization.....	2:00
Communications.....	12:00
Instruments (Emer. Procedure).....	5:00
Night Combat Hygiene.....	15:00
Intelligence.....	1:00
Combat Intelligence and Combat	
Operations.....	16:00
Meteorology.....	2:00
Operational Technique.....	4:00
Acft. & Vessel Recognition.....	24:00
Intercept Technique.....	7:00
A-I Equipment.....	2:00
Armament & Gunnery.....	29:00
Navigation (5 D/R & 2 Radar).....	7:00
Survival.....	10:00
Aircraft Maintenance.....	5:00
Visits to G.C.I. Stations.....	5:00

A similar program is also in effect for the observers and gunners.

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MATERIEL:

The majority of the past month has been spent in sorting and checking inventory reports from various sections, and preparing the squadron property book to comply with the newest OEL (October 1944).

Authorization for additional equipment above the TO & E were made in March and received by the Supply Officer in June. The additional allowances will make possible better maintenance of the additional aircraft assigned the organization.

Since the squadron at APO #2144 has returned, bringing with it many items of equipment and supplies, the need for requisitioning has been considerably lessened. There still remains the job of turning in many items, especially Air Corps Supply equipment.

Three aircraft with turrets are now assigned the squadron, but at the present time are temporarily transferred to HAD for modifications.

One spray mission with MR has been made and proved to be fairly successful. Other spray missions are being planned for the future.

ENGINEERING:

An average of 80.7% of the P-61 aircraft assigned this squadron were maintained in commission during the month of June. The total grounded for the month included aircraft grounded for parts which totaled 27 days.

The Staff Sergeant and Master Sergeant ratings made in this section were both in a 750 category. The Master Sgt. rating given to Sgt. Writt, Line Chief, totals three of the four Masters authorized this section. The morale of this section is basically the same as last month with very little variation.

COMMUNICATIONS: (See following page)

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A VHF installation was made in the AT-6 aircraft and in addition a modified interphone system with switch on control stick was incorporated. Several P-61's were given acceptance inspections and a checkup on faulty depot procedure on VHF crystals transferred with sets was made. A final checkup was made on equipment received from APO #244 and all repairs and turn-ins were completed.

A telephone drop system was set up in the Operations room resulting in quicker operation of the many phones needed in their work. S-2 and the pilot's shack were also wired with extra outlets. Several telephone lines were repaired during the course of the month.

S/Sgt. Yost, the Signal Center Chief, left on furlough, leaving Cpl. Miranda, a veteran, in charge. A request was made for another teletype operator to keep up our high standards in the Fighter Wing loop.

As many men left on furlough this month, the morale picked up considerably. An increased program of special events in the squadron has provided many outlets for amusement to make the time go faster. During the Fighter Wing inspection a "sound off" session was held, which may have abated this feeling of high "morale".

RADAR:

Now that this section is nearer full strength, it is possible to adopt a flight schedule whereby two flights will alternate working on the line and in the shop. This new system more fairly distributes the work among the men. It permits two men to pull night alert and allows the two night alert men the following day off. This we believe is the best part of the new set-up.

This report has repeatedly stated that cooperation with the 420th Sub

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Depot is near impossible until the depot replenishes the low level of critical Radar supplies it has on hand, or improves its system of extracting requisitions to Hickam. Requisitions submitted by this squadron three months ago, are still awaiting action. Since the section is fairly well stocked with its own supplies and has, in several instances, made satisfactory substitutions, we are not presently entirely dependant on the Sub-depot to furnish our supplies. In the future this may well not be the case.

Modifications are being complied with as fast as is possible. New Radar appliances thought of and constructed by this section (mentioned in previous reports) are being installed in the aircraft. M/Sgt. Jenkins has developed a device which facilitates maintenance of SCR-720 antennas. Briefly the device consists of a series of bulbs hooked up in conjunction with the junction box. Proper operation of the switches in the antenna are indicated on the bulb board.

ARMAMENT--ORDNANCE:

During the month fourteen gunnery missions were carried out... eight day aerial gunnery and four night strafing missions. Seven missions of 100 lb. bombs were completed. Due to the fact that Pilots have been over-estimating their lead and shooting at the rope with the consequential result of loss of target, a lead of 100 ft. of 1 3/4 inch webbing has been introduced. In this respect it has been proven that there is less chance for a lost target.

In conjunction with the Pilots and Gunners training program this section has conducted an intensive firing schedule of Carbine, M1, Cal. 45 pistol, and skeet. They have been scored for qualification and firing in flights has created a competitive spirit for high scoring. All Carbines, M1, have been modified this month with the installation of the new leaf

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sight. Inspections were held for all small arms in the squadron during the month.

The first three P-61's with the C.S.F.C. turret arrived in the organization this month. After months of anticipation it was finally possible to actually see it in operation and to work upon them. Do to the lack of necessary equipment to perform proper maintenance, it was difficult to check the turret and insure its proper operation. The fire interrupters were checked and the operation of the turret insured. All gunners were given instructions of its operation and turret classes were conducted in this section.

A UR was submitted this month on the zipper assembly of the cover assembly, 20MM, fixed. The zipper assemblies have proven to be of improper construction as they easily fray and their removal presents a hazard to handling personnel.

MEDICS:

Hospitalizations: Cpl. Durwell S. Dains - hospitalized 29 May, was returned to duty on the 14th of June.

2nd Lt. William F. Rossell - admitted to 22nd Station Hospital on the 7th. Diagnosis - Torsion, right spermatic cord. Remaining.

Immunizations: Smallpox 18; Typhoid 22; Tetnus 82; Typhus 123; Cholera 6; Plague 10; Influenza (Medical personnel only) 5.

Treatments: Patients treated - 183; treatments given - 257.

Inspections: Routine physical inspections were held. A dental survey was also held.

Due to the current influenza epidemic a close check is being kept on all upper respiratory complaints. There have been no cases of influenza detected in the organization.

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A slight increase in the number of men reporting to the dispensary on sick call has been noted.

There was a marked decrease in the number of men hospitalized during the month.

* * * * *

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

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EXHIBIT I

SUBJECT: MISSION REPORT

DATE: 7 JUNE 1945

6TH NIGHT FIGHTER SQUADRON AAF, MISSION 6-1

- 1. a. One P-61
b. One C-54
- 2. a. None
b. None
- 3. Scramble
- 4. 2nd Lt. Lamont - Pilot; F/O Dexter - R/O

Scrambled: 0341, Takeoff: 0347, Landed: 0423.

Rendezvoused over Kahuku at A/5. Called Midnight Control who gave me vector 10 degrees from Kahuku. Contact made at 7 miles with making visual 3 minutes later about 0400. Identified target as C-54 flying in orbit about 10 miles North of Kahuku at 5,000 feet. Notified Control, who ordered me to stay with target. Remained for period of 4 or 5 minutes then Control called and ordered flight to pancake.

- 5. a. Very bad - Solid clouds over island, breaking up slightly off shore. Visibility good above overcast.
b. Good.
- 6. None
- 7. Ammo: None
Gas : 140 gals.
- 8. None.

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A TRUE COPY:

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



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EXHIBIT II

SUBJECT: MISSION REPORT

DATE: 9 JUNE 1945

6TH NIGHT FIGHTER SQUADRON AAF, MISSION 6-2 "DRILL-REPEAT-DRILL"

1. a. Six (6) P-61's
b. See narrative, paragraph 4.
2. a. None
b. None
3. Army-Navy Exercises, 7th Fighter Wing Memo No. 50-12, dated 22 May 45.
4. Captain Merrill, Pilot.
Lt. Hichik, R/O

Takeoff: 0504 Landed: 0927

Rendezvoused over Barbers Point at 0505, at 3,500 ft. Took 210 degree vector for 100 miles, turned left on 100 degrees and patrolled 40 miles on 280 degrees. At 0555 investigated a surface plot which proved to be a freighter on course of 090 degrees. Continued on patrol and at 0704 obtained two surface plots 20 miles distant. Investigating these, we identified as one CVL and one DD on course of 100 degrees, at 0710. At 0735 we resumed search patrol on 280 degree vector. About 0748 we picked up a 310 degree plot and at 0751 identified two DD's and one CV heading East, bearing 220 degrees, 70 miles from Honolulu. As we resumed our patrol on 210 degrees, no other sightings were made and control ordered us to land at 0900.

Lt. Webster, Pilot.
F/O Sheffer, R/O.

Takeoff: 0504 Landed: 0950

Vectored 260 degrees to fly 330 degrees and 150 degrees at 7,500 feet on patrol for 20 minutes and reciprocated for 20 minutes. 100 miles over shore at approximately 0830, about 100 miles from Oahu, we sighted one small carrier and one small DD on course of 80 degrees, traveling at speed of 10 knots. Control identified friendly. At 0830 observed about 20 TBF's in same locality, landing on this same carrier. These also were identified as friendly by control. Continued on our patrol and landed at 0950.

Lt. Kern, Pilot.
Lt. Sobol, R/O.

Takeoff: 0553 Landed: 0927

Rendezvoused over Kahuku at 8,000 feet and at 0600 went on 040 degree vector for 25 minutes until 75 miles out. Turned port on 290 degrees and flew that for 15 minutes. Back to 110 degrees course, we continued our patrol 75 miles Northeast of Kahuku at 8,000 feet, 40 miles to port and back. At about 0702 we sighted 6 surface vessels (freighters) on course of 355

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EXHIBIT II cont'd

degrees away from the island, 80 miles off-shore, due North of Kahuku. At 0738 a flight of 12 unidentified aircraft, thought to be B-24's, or B-25's, 30 degrees to starboard at 15 miles, at 2500 feet. Notified control and we were told to resume patrol and not investigate. At 0804 we flew through "window", while on course of 290 degrees, 30 miles to port, and 30 degrees to starboard, from 7 miles down to 2 miles, when we saw strips of 10 CM window, which lasted about 10 minutes. At 0827 two P-47's, in search area, headed approximately 300 degrees at 8,000 feet. Continued our search and landed at base at 0927.

Lt. Hayes, Pilot.
F/O Zubik, R/O.

Takeoff: 0608 Landed: 0940

Vectored 160 degrees from Barbers Point, went 50 miles on this course, then turned on 230 degrees to patrol 35 miles, 75 miles from Barbers Point on 230 degrees and 050 degrees courses. At 0700 we contacted two small freighters at 75 miles, 160 degrees off Barbers Point on approximate course of 350 degrees, speed about 10 knots. No identification received from Control, although we reported and were acknowledged. At 0730 we contacted two DD's about 90 miles from the island on an approximate course of 300 degrees, speed 15 knots. Reported to and acknowledged by Control, but no identification. At 0845 we made contact with one CVL about 80 miles from the island. Approximate course 310 degrees, speed 20 knots. Notified Control, but no identification received. Continued our patrol until ordered to land at base.

Lt. Ryan, Pilot.
F/O Conkle, R/O.

Takeoff: 0553 Landed: 0943

Vectored 340 degrees for 75 miles after orbiting over Kahuku at 8,000 feet, patrolled 230 degrees for 35 miles and reciprocated. At approximately 0700 we observed one PB4Y at 2,000 feet on course of 340 degrees, about 90 miles Northwest of Oahu (Kahuku). At 0700 we observed one unidentified vessel heading inland. Control notified this as friendly. We continued our patrol until ordered to land.

Lt. Goodell, Pilot.
Lt. Sollers, R/O.

Takeoff: 0622 Landed: 1043

Flew North of Kahuku on vector of 020 degrees at 8,000 feet. At 0640 made contact on port side with six small transports on course of 050 degrees, speed 10 knots, 40 miles Northeast of the island. Control notified as friendly and we went back to patrol vectors of 285 degrees and 65 degrees, 100 miles off the island for a distance of about 60 miles, until ordered to land at base.

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EXHIBIT II concl'd

.....1.....
5. a. Captain Merrill - 5 to 10/10 coverage. Visibility unlimited above clouds, reduced to one mile in showers underneath.

Lt. Webster - 4/10 coverage, cloud tops at 7,000 feet, base between 2 and 3,000 feet. Visibility, average 15 miles.

Lt. Kern - 3/10 cumulus, with tops at 8,000 feet. Visibility, Good.

Lt. Hayes - 5/10 coverage, base 3,000 feet, tops 9,000 feet. Visibility, 30 miles.

Lt. Ryan - 5 to 7/10 coverage. Visibility 0 to 10 miles, top clouds 9-10,000 feet, base 3,000 feet.

Lt. Goodell - 8/10 coverage, Visibility, 20 miles, tops at 3 to 9,000 feet, base at 3,000 feet.

b. All flights good. Lt. Kern's Radar went out about 0900.

6. None

7. Ammo: None
Gas ; Captain Merrill - 275 gals.
Lt. Webster - 690 gals.
Lt. Kern - 450 gals.
Lt. Hayes - 455 gals.
Lt. Ryan - 460 gals.
Lt. Goodell - 190 gals.

8. Lt. Webster's Radar was inoperative for the entire flight. He notified Lizard Control of this fact on his way out, but was ordered to continue on his mission.

"DRILL"

"REPEAT"

"DRILL"

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A TRUE COPY:

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



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EXHIBIT III

SUBJECT: MISSION REPORT

DATE: 18 JUNE 1945

6TH NIGHT FIGHTER SQUADRON AAF, MISSION 6-3

1. a. One P-61
b. Two C-54's, One B-24.
2. a. None
b. None
3. Scramble
4. 1st Lt. Ferguson, Pilot.
2nd Lt. Ward, R/O.

Scrambled: 0408 Takeoff: 0414 Landed: 0515

Scrambled under Lizard Control, sent to Barbers Point at angels 8, given vector 205 degrees, told Bogey 50 miles dead ahead. 30 miles out Bogey passed underneath at 3,000 feet on reciprocal heading. Scarlet 10 made 180 degree turn and started letting down, but lost contact in turn. At 4,000 feet picked up another Bogey headed 250 degrees at 4,000 feet. Followed Bogey and identified as C-54. Ordered back to Barbers Point at angles 1500 and sent after another Bogey 8 miles South of Hickam, which identified as B-24 climbing on course of 170 degrees at 6,000 feet. Ordered back to Hickam at angels 1,500. sent after another Bogey 10 miles South Barbers Point, which was identified as C-54 at 1,500 feet on course of 060 degrees. Ordered to patrol between Barbers Point and Hickam, and then ordered to pancake, which was done at 0515.

5. a. Hazy, poor visibility from 2,000 to 8,000 feet, clouds about 3/10.
b. Loud and clear, except over Hickam, where couldn't hear.
6. None
7. Ammo: None
Gas : 190 gals.
8. Angels on first interception badly off on altitude of Bogey. Request more information on relative course and whether Bogey opening or closing. Request clarification whether name of Bogies to be given in code or in the clear.

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Capt., A.C.,
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