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July-45

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Classification canceled (changed to Unclass
by authority of CO PAGO MATS
by _____ date 12/14/44

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SQ-F1-6-47
July 1945

SECRET

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

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1 July 1945 - 31 July 1945.

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

7th June: Pfc. William J. Nolan - (TDY US) trfd to Sq I 1040th AAFBU (PDC) Louisville, Ky. (EDCMR 7 June 45)

26th June: Sgt. William D. Hartley - Trfd in gr to Hq & Hq Sq XXI Bomb Comd VH, APO #234. Cpl. Harry A. Newman - Trfd in gr to Air Depot, APO #246.

1st July: 2nd Lt. Jack Hahn - Trfd to Det of Patients, 147th Gen Hosp APO #958. (Eff 25 June 45).

2nd July: 2nd Lt. John Thomson - Asgd fr 7th Ftr Wg AAF, APO #958.

3rd July: Pfc. Albert J. Fernandes - (TDY US) trfd in gr to AAFRS #3, Santa Monica, Calif. (PDC).

2nd July: Sgt. Merald E. Hall - Asgd fr 7th Ftr Wg AAF, APO #958.

8th July: 1st Lt. John Thompson & 1st Lt. Henry J. Bessette - Atchd fr 86th Combat Mapping Sq APO #964 for rations and TDy. The following EM asgd and jd fr Hq 7th Ftr Wg AAF, APO #958:

Sgt. Charles M. Taylor	Cpl. Thomas J. LaMarca
Cpl. Leo E. Dunbar	Cpl. Joseph A. Pauline

9th July: Captain Paul Pertuit, Jr. & Captain John E. Cicuto - Atchd and jd fr Hq & Hq Sq AAFPOA (ADMIN) APO #953 for rations and TDy.

11th July: Following EM trfd in gr to 301st Ftr Wg, APO #245:

Cpl. Victor Harris, Jr.	Cpl. John W. Slocum
Cpl. Harry H. Hutchinson	Cpl. Robert S. Young
Following 12 O asgd fr 7th Ftr Wg APO #958:	
1st Lt. Edward R. Cain	2nd Lt. Roger O. Henrich
" Charles Konigsberg	Anthony F. Iacovitti
" Harold W. McBeth	John G. Maxwell
2nd Lt. Robert G. Duff	" Frank G. Talomie
" Thomas G. Emery	F/O Justin H. Hollenbaugh
" Carl A. Hayward	" Howard C. McCoy

Following 6 EM asgd fr 7th Ftr Wg APO #958:

S/Sgt. Robert F. Lagomarsino	Cpl. Charles L. Wortman
Cpl. Donald E. Morrison	" William L. Young
" Walter C. Simpson	Pvt. Christian L. Smith, Jr.

12th July: Cpl. Edward Sloan & Cpl. Mario J. Zaccaria - Asgd fr 7th Ftr Wg AAF, APO #958. T/Sgt. Ernest W. Wilber & Cpl. Asa W. Mallette - Asgd fr 7th Ftr Wg AAF, APO #958.

14th July: 1st Lt. Henry J. Bessette - (at chd for TDy & Rats) dy to DB APO #86.

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by authority of *CO PACO MAFS*
by _____ date *12/14/49*

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14th July: The following 8 O trfd to 301st Ftr Wg, AAF APO #245:
 1st Lt. Mylor K. Moore 2nd Lt. Harold M. Howe
 2nd Lt. William H. Jennings " Frederick J. Waldron
 " Paul M. Herron " William F. Rossell
 " Winston H. Puttick F/O Howard R. Grimmel

The following 5 O dy to DS, APO #86:
 1st Lt. William F. Kern, Jr. F/O Benedict A. Zubik
 2nd Lt. William F. Hayes, Jr. " Grover C, Fitzhugh, Jr.
 " Charles E. Mulkey

The following 3 O dy to DS, APO #245:
 1st Lt. Guy B. Harrell 2nd Lt. Willard H. Sollers, Jr.
 2nd Lt. Mont E. Goodell

APO #245. 1st Lt. John Thompson -(Atchd for TDy & Rats) dy to DS,
 #245. Sgt. Jack R. Carter & Cpl. Leon W. Brill - Dy to DS, APO
 APO #245. Capt. John E. Cicuto - (Atchd for TDy & Rats) dy to DS,
 APO #86. Capt. Paul Pertuit, Jr. - (Atchd for TDy & Rats) dy to DS,
 APO #86. Cpl. Cecil M. Standish & Pfc. Otis H. O'Hair - Dy to DS,

16 July: S/Sgt. Mario J. Gangemi & Sgt. Cecil D. Underwood - Asgd fr
 7th Ftr Wg, APO #958.

18 July: T/Sgt. John J. Grant - Trfd in gr to AD, APO #246, eff 16 July.
 2nd Lt. Ronald C. Jones - Asgd fr 7th Ftr Wg AAF, APO #958.

19 July: M/Sgt. Edward Witt - Trfd in gr to atchd unasgd CPBC Pers
 Center APO #968.

21 July: 1st Lt. Edward R. Cain & 2nd Lt. Frank G. Talomie - Trfd to
 VII Ftr Comd, APO #86. Cpl. Charles L. Wortman - Trfd in gd to VII Ftr
 Comd, APO #86.

22 July: Sgt. Emil A. Corona - Sk 22nd Sta Hosp APO #957 to trfd in gr
 thereto (Det of Patients) per ltr same Hq subject: Service Record & Allied
 Papers, dated 17 July 1945.
 1st Lt. Robert L. Ferguson - Dy to DS Comdt AAF Instructor's
 Sch., Bryan Fld, Texas.

23 July: Pvt. Roy E. Fields - Asgd fr 556th Air Sv Gp, APO #959.

24 July: Sgt. Paul Baer & Sgt. Conrad P. Gasior - Asgd fr 7th Ftr Wg
 AAF, APO #958.

25 July: The following 3 O DS APO #86 to dy:
 1st Lt. William F. Kern, Jr. F/O Grover C. Fitzhugh, Jr.
 2nd Lt. Charles E. Mulkey
 The following 3 O DS APO #245 to dy:
 1st Lt. Guy B. Harrell, Jr. 2nd Lt. Willard A. Sollers, Jr.
 2nd Lt. Mont E. Goodell

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25 July: 1st Lt. Charles Konigsberg & 2nd Lt. Anthony F. Iacovitti - Trfd to 301st Ftr Wg AAF, APO #245. Cpl. William L. Young - Trfd in gr to 301st Ftr Wg AAF, APO #245.

The following 5 EM dy to TDY CPBC Pers Center APO #968 (45 days recuperation):

S/Sgt. Louie S. Plummer	Sgt. Leroy F. Miozzi
S/Sgt. Elmer O. Ball	Sgt. Paul V. Walko
S/Sgt. John Killmurray	

1st Lt. Henry J. Bessette - (Atchd for TDy & Rats) DS APO #86 to dy. 1st Lt. John Thompson - (Atchd for TDy & Rats) DS APO #245 to dy.

26 July: 2nd Lt. John W. Swanson, Jr. - Dy to sk 22nd Sta Hosp, APO #957 (LD). Cpl. Cecil M. Standish & Pfc. Otis H. O'Hair - DS APO #86 to dy.

27 July: Capt. Paul Pertuit, Jr. - (Atchd fr Hq & Hq Sq AAFFOA (ADMIN) APO #953 for TDy & Rats) DS APO #86 to dy & reld fr atchd & returned to proper orgn & sta for dy.

1st Lt. John Thompson & 1st Lt. Henry J. Bessette - (Atchd fr 86th Combat Mapping Sq APO #964 for TDy & Rats) reld fr atchd and returned to proper orgn and sta for dy.

28 July: M/Sgt. Arthur W. Jenkins, M/Sgt. John E. Schell & T/Sgt. Henry L. Kruger - Trfd to atchd unasgd CPBC Pers Center, APO #968 for discharge.

29 July: Sgt. Jack R. Carter & Cpl. Leon W. Brill - DS, APO #245 to dy.

31st July: 2nd Lt. William F. Hayes & F/O Benedict A. Zubik - DS APO #86 to dy.

Promotions in the organization during the month were as follows:

1 July:	Sgt. John O. Dick, to S/Sgt.
" "	Cpl. Louis J. Basilotta, to Sgt.
" "	Cpl. Melvin C. Johnson, to Sgt.
20 "	Capt. Cyrus E. Bock, to Major.
" "	1st Lt. Charles M. Baer, to Capt.
" "	1st Lt. Wesley L. Reynolds, to Capt.

2. Losses in action:

Negative

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

Negative

4. Organization:

Negative

5. Strength, personnel:

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

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66 Officers
262 Enlisted Men

As of 31 July 1945 at Kipapa Field, APO #959:

67 Officers
266 Enlisted Men

6. Strength, airplanes by types:

As of 1 July 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

As of 31 July 1945 at Kipapa Field, APO #959:

Three P-61A-10
Nine P-61B-1
One P-61B-2
One P-61B-20
One AT-6D

7. Losses, airplanes by types:

Negative

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"PREFIX TO SECTION REPORTS"

The squadron hummed with activity during the greater part of the month in preparing the aircraft that were to leave for the forward area. Everyone, from the pilots on down through their mechanics, checked and re-checked even the minutest details, for this was to be the longest ferrying mission yet undertaken by the 6th. That these precautions paid off, is evidenced in the fact that not a single mishap occurred in the performance of our mission. All the aircraft arrived safely and on schedule.

The returning officer's and crew members' yarns concerning the "big hop", were interesting recompense for the effort we had put forth. We realized then that once again we too, had aided materially in carrying the war to Japan's front door.

Morale was above average, due not only to the aforementioned, but to several other factors as well. Another five men left on furlough to the mainland; four men departed from the organization with discharges; a few promotions took place, with the promise of more in the near future; while a number of new replacements, freshly arrived from the states, joined the squadron this month.

Overall, this month was interesting from many points of view; while underlying everything was a subtle feeling of, as yet an unknown, "expectancy".

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INTELLIGENCE:

Intelligence training was routine and was conducted as follows:

Briefing & Interrogation: 7th Fighter Wing Control ordered Scrambles on 7/26/45 and 7/27/45.

Map & Target Chart Reading: Two training films: TF 1-326, "Dead Reckoning"; TF 1-245, "Maps and the Compass".

Geographic Studies: Film: MN 512X, "To the Shores of Iwo Jima".

Recognition: Evening classes in Aircraft recognition on the 2nd, 3rd, 4th and 5th by Lt. Jennings and T/Sgt. Zandler; plus three training films: "A/C Rec Tests #7, #9, #10. Captain Roe also conducted two classes with the balloptican.

Island, Jungle Survival: Raft demonstration by Lt. Hichik, Parachute Officer this organization. Six new crews to the Bishop Museum.

Security: Introduction of the six new crews to Censorship regulations and Security by Captain Roe.

Enemy Tactics: Two films: "This is It" series, parts I and II, MN 84J.

Miscellaneous: Weather films: "The Warm Front", "The Occluded Front", Navigation film: "The Sensitive Altimeter".

In addition to the above, Captain Roe presents a current news summary at each meeting in the Pilot's Ready Room.

OPERATIONS:

Flying training for the month was again far above the average. A total of 609:15 hours was logged, which was close upon the heels of last month's flying training record. The training program was disrupted for a short time during the month in order to prepare nine airplanes and four crews

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for transfer to the forward area.

On the 12th, 2nd Lt. Carroll R. Larson landed the P-61 he was flying with the wheels retracted. He was coming in for an emergency landing after having cut off his left engine due to low oil pressure and feathered the prop. The pilot came in for a direct approach and neglected to lower his landing gear, causing a complete washout of his aircraft. He suffered minor abrasions, while his observer, F/O Heckel, was uninjured. The accident was due to 100% pilot error. ✓

On the 21st, nine P-61's took off from Kipapa Field on a ferry mission to the forward area. Four of the crews were to remain there, while the other five returned. This was the first long range ferrying mission undertaken by the 6th, however it was nonetheless successful. The pilots flew an average of 50:00 hours each in order to bring the planes to their destination.

MATERIEL:

The biggest problem in the Supply Office during the month was preparing the O.E.L. The task was finally completed and the O.E.L. delivered to H.A.D. together with lists of shortages not included in the O.E.L. and lists of items authorized by the Standard Special List of Equipment No. 1-67-(1), dated 19 March 1945.

Requisitions on other Service Corps for additional allowances have all been submitted and the majority have been received by the squadron.

The aircraft with turrets, (mentioned in last month's reports) were returned to the squadron and have since been sent to a forward area along with other planes.

T/Sgt. John J. Grant, in charge of the Supply Section since February

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1945, left the section and is now assigned to a Service Group at APO #246.

ENGINEERING:

An incredible amount of maintenance was performed by the section in the short time allotted to make ready nine aircraft for their long journey. A few minor troubles were encountered, such as finding a number of wooden ferrying tanks with numerous leaks. A complete inspection of each aircraft was performed. While the men on the line labored, so did the inspectors and clerks, readying forms, files and equipment concerning each aircraft. It was not known whether any Engineering personnel would accompany the aircraft as accomplished in the past flights. With the help of the Engineering Officer and his two assistants, classes were held with a P-61 as the model. A typewritten copy of the preflight and daily inspection was given to each pilot to be used as a guide.

Time was drawing short. The time allotted period was extended for a few more days as another P-61, which was scheduled to leave, was still at the 420th Sub Depot for repairs. With this last plane an inspection was made and the forms as well as the plane made ready. Again with the same trouble encountered due to the wooden tanks leaking. Finding two in good condition and installing them on the aircraft, a consumption test was made as was; the same test completed on all the other planes. Due to a leaking oil disconnect, the spare aircraft was used, which was prepared for any last minute changes that would hinder the departure of the intended number of aircraft to be sent forward...Last minute changes, as well as the inspection of forms and aircraft by 7th Fighter Wing. Four Engineering personnel accompanied the flight. They were Sgt. Carter, Cpl. Brill, Cpl. Standish and Pfc. O'Hair.

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At 0700, Saturday the 14th, nine aircraft were on their way piloted by Lt's. Kern, Mulkey, Moore, H ayes, Goodell, Howe, Herron, Waldron and lead by Flight Commander Lt. Harrell. A B-25 escort was used for navigation and transportation of the Engineering crew members. This trip was number three for Cpl. Standish and number two for Cpl. Brill. Upon return from the long and tedious flight, the Engineering men were given three-day passes. Lt. Goodell remarked, "I was certainly glad to have those crew members along", and complimented them on their fine work.

Statistical changes for the month were as follows: One P-47 transferred to the 508th Fighter Group... Due to an emergency belly landing, one P-61 was transferred to the 420th Sub-Depot for salvage. A defect in the magnesium alloy casting made an engine change mandatory. This change was accomplished by personnel of this organization, among them being S/Sgt. Plummer, Sgt. Olsen and Pfc. Harrison.

With a Medical Discharge for Sgt. Emil A. Corona, at least one Sgt's. rating is definitely left open in the Engineering Section. It is felt, and well accepted, that the one person most deserving and qualified should be given this recognition... there is no declared opposition as to whom that individual should be.

One Engineering man, M/Sgt. E. Witt, was fortunate to leave on the Point Discharge Plan. The responsibility of Line Chief is now in the hands M/Sgt. Robert Greever, who took over his new position in stride, as shown by his past performance when with the organization at Saipan.

An average of 77.8% of the P-61 aircraft assigned this squadron were maintained in commission during the month. The 22.2% out of commission includes the number of aircraft grounded for parts, resulting in a total of 31 days AGP, (Aircraft Grounded for Parts).

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COMMUNICATIONS:

All radio equipment was completely checked over, frequencies changed, and modifications made on ships transferred out to the forward area. A check list of information was made out for each pilot and R/O, giving complete information on all equipment. Four contactor clocks were installed, which now completes installations for all planes used here. A compass control box in the new model P-61 was lowered to improve vision. Lip mikes, T-45, were used successfully by several crews.

Additional lights were installed in all latrines. A new power transformer and associated wiring were installed in the line area by base utilities. After a master is installed on the transformer for switching emergency power use, this new power source will be used on the line area for improved results. A new wireman test bench set-up was finished, which will aid maintenance procedure considerably.

In accordance with Fighter Wing directives, plans were made and material requisitioned for new Crypto-equipment to be set-up in the Signal Center. Another teletype was set-up in the Operations Section for the Base Operations Loop, with Crypto facilities also. One more teletype operator was secured, which helps out operations very much.

The morale of the men about to leave on furlough is high. Others are hoping for a quick finish of Japan and generally speaking, morale is good.

RADAR:

With the section gradually increasing beyond full strength, the line and shop work can now be more evenly distributed. Thus the older men are permitted more leisure and allotted more time to study the sets, which for months they have maintained so efficiently. M/Sgt. Jenkins' departure for

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the states and eventual release from the service, has placed the position of Section Chief on the very capable shoulder's of T/Sgt. J. Martello, unanimously backed by all concerned.

Work on the line continues as heavy as ever and with the adoption of a new flight system for handling the work, (the new system was reported in last month's report) any amount of work can now be handled without straining any one flight on duty. Modifications and replacing of worn out units, have taken up most of the time during the past month. Shop men are well caught up on recent modifications.

The supply situation has been somewhat corrected and is no longer in the pitiful stage it was last month. Possibly this is due to a recent shake-up of Sub-Depot personnel. Dispensation of critical Radar equipment is still lagging, but even this problem seems to indicate a marked improvement lies in store for future dealings with Hickam Field.

ARMAMENT-ORDNANCE:

No gunnery training missions were conducted during the month. Officers and gunners are still firing an intensive qualification course on carbines and pistols. All small arms were inspected by Base Ordnance on the 24th and a satisfactory report was forwarded.

Nine ships were readied for transfer to the forward area. Four of these aircraft were equipped with CSFC turrets, the first to go through this squadron so installed. All modifications and maintenance as performed by this section was completed and the turrets thoroughly checked.

M/Sgt. J.E. Schell, Armament Chief, accepted a discharge and left for the mainland. Sgt. Schell has been with this Squadron since before the Pearl Harbor incident and has worked in both Armament and Radar, where he

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was an enlisted observer. T/Sgt. Teague has taken over Sgt. Schell's former duties.

A letter was forwarded to the Commanding General, 7th Fighter Wing, concerning the Gun Sight Cover as designed by S/Sgt. Flynn, this section, for the L-3 Gun Sight. This cover has been thoroughly tested and proven satisfactory.

Ordnance Section has done considerable work in improving their quarters during the month. The interior has been painted and cabinets and desk added for greater efficiency. Ammunition has been working and locating all information pertinent to rockets. Several new aircraft in the Squadron have eight rocket racks installed and it is anticipated that future ships coming through the organization will be so equipped.

A noted improvement has been seen in morale during this month. A great deal of it can be attributed to the fact that future quotas for furloughs have been increased and men are being discharged on the point system. The stepped up war in the Pacific has given great hope to all in the results that have been achieved to date.

MEDICS:

Hospitalizations: Sgt. Emil A. Corona, hospitalized on the 7th. Diagnosis bronchitis, allergic, asthmatic. Transferred to Det. of Patients, 22nd Station Hospital, APO #957 on the 22nd.

2nd Lt. John W. Swanson, Jr., hospitalized on the 26th. Diagnosis duodenal ulcer. Remaining.

T/Sgt. Panagis Tselentis, hospitalized on the 10th. Diagnosis contusion, severe right shoulder. Returned to duty on the 22nd.

Patients treated: 168. Treatments given: 235.

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Immunizations: Smallpox: 3; Typhoid 4; Tetanus: 5.

Inspections: Routine physical inspections were held.

Excess TO & E equipment was turned in to Base Medical Supply, APO #959.

TO & E equipment lost during the month in shipment to APO #244 was replaced.

Since the discontinuance of the Base Dispensary on this field, all personnel stationed here receive medical care at the 6th Night Fighter Squadron Dispensary.

Only 34 days were lost by hospitalized personnel during the month.

The morale of the Medical Section may be considered as being generally good.

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

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EXHIBIT I

SUBJECT: MISSION REPORT

DATE: 26 JULY 1945

6TH NIGHT FIGHTER SQUADRON AAF, MISSION 7-1

1. a. One (1) P-61
b. One PBY
2. a. None
b. None
3. Scramble
4. 2nd Lt. Ryan, Pilot - F/O Conkle, R/O

Scrambled: 2228

Takeoff : 2235 - Scramble called off at 2335

Landed : 0100

Called Lizard Control, went under control of Dawn, vectored to Kahuku, A/8, vectored 340 degrees, A/8, proceeded 40 miles off-shore, ordered to orbit as bogie was out of range. Orbited 10 minutes, ordered to A/10 and orbit again. Ordered under control of Midway, vectored 250 degrees, A/10, told Bogie was 17 miles at 12 o'clock heading 90 degrees, no Angels given.

No AI contact due to difference in elevation, but made visual contact on Bogie at A/4-5, at 2310, about 65 miles west of Kahuku. Lost Bogie while orbiting down, called Midway, given vector 080 degrees and told Bogie at A/5-6. Picked up Bogie visually 2 miles, 12 o'clock, A/6, at 2325, about 30 miles west of Kahuku. Identified as PBY, ordered to resume regular mission. Pancaked at 0100.

5. a. 2/10 cumulus, visibility 2 miles at 4-6, unlimited at 10.
b. Good.
6. None
7. Ammo: None
Gasoline: 190 gallons.
8. G.C.I. elevation poor... otherwise a good mission throughout.

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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: 27 JULY 1945

6TH NIGHT FIGHTER SQUADRON AAF, MISSION 7-2

1. a. One (1) P-61
b. One (1) PV
2. a. None
b. None
3. Scramble
4. 1st Lt. Harrell, Pilot - 2nd Lt. Bolio, R/O.

Scrambled: 2236

Takeoff : 2240 - Scramble called off at 2345

Landed : 0005

Called Lizard Control, was vectored to Mokuapu Point at A/2.5, vectored 070 from Mokuapu Point, instructions to report all contacts both surface and in the air. Investigated several surface vessels in the vicinity of Molo-kai. Changed angels to 1.5 to remain in contact with surface. At 2335, Bogie was contacted by R/O at A/1.5 approximately 40 miles east of Mokuapu Point. A visual was obtained and Bogie identified as PV. Mission was called off at 2345 and vector of 270 degrees was taken to base pancaked at 0005.

5. a. 6/10 to 8/10 cumulus, ceiling 1500 to 2000 feet visibility 3 miles, restricted to $\frac{1}{2}$ miles in rain showers.
b. Poor
6. None
7. Ammo: None
Gas : 200 gallons
8. None

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A TRUE COPY:

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