

X
SQ. FI. 6- HI (Det.)
MAR-45



P.R.C.

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MARCH 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 March 1945 - 31 March 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>
Sgt. Clarence L. Peterson - 2nd	Capt. Mark E. Martin - 8th
Pfc. Earl Palmason - 2nd	1st Lt. Wesley L. Reynolds - 8th

The following EM returned to the mainland on furlough:

S/Sgt. Angel V. Ginard - 8th
Sgt. Salvatore R. Mazzone - 16th
Sgt. Angelo R. Morales - 25th
Cpl. Anthony B. Yucius - 30th, Emergency.

The following EM returned from furlough to the mainland:

Sgt. Benjamin Siegman - 10th
Sgt. Charles E. Snell - 10th

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

Assigned from Hq AAFPOA APO #953 on the 17th of February:

2nd Lt. Paul M. Herron	2nd Lt. Harold R. Hopkins
2nd Lt. Milton R. Holbert	2nd Lt. Winston H. Puttick

Assigned from Hq AAFPOA APO #953 on the 12th of March:

Capt. Carl K. Wind	2nd Lt. David H. Rufeisen
2nd Lt. Robert W. Clyde	2nd Lt. Bruce K. Leford
2nd Lt. Joseph T. Lamont	F/O William V. Dexter, Jr.

Cpl. Leopold Zornik trans from Hq 7th Ftr Wg APO #958, - 16th

Pfc. Leonard M. Friedman, Pvt. Emanuel Spitzer, trans from 318th Ftr Control Sq APO #958 - 17th.

S/Sgt. Harry A. Boettcher, assigned from 219th NSGH APO #957 - 19th.

Cpl. Herman Fox trans from Hq Btry, 137th AAA Gp APO #958 - 22nd.

The following Officers and EM left the Detachment, for reasons indicated:

F/O Robert E. Olsen, who had been attached to the Detachment, but as-

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signed to the hospital, was transferred to the U.S. for hospitalization on the 28th of February 1945.

The following Officers and EM, attached from the 549th Ni Ftr Sq, left to join their parent organization at APO #86 on the 22nd:

1st Lt. Donald W. Weichlein	2nd Lt. Edward A. Mulvaney
2nd Lt. Raymond E. Rudkin	2nd Lt. James F. Spellacy
M/Sgt. Walter O. Orchard	Sgt. John A. Owad
S/Sgt. Paul Kelemencky	Sgt. Joseph N. Wisterich
S/Sgt. Sammie P. Barnes	Sgt. John Ott, Jr.
	Cpl. Willie T. Comer

2nd Lt. Wilfred P. Watkins, 2nd Lt. Rudolph M. Chopp, assigned to the 548th Ni Ftr Sq APO #86 on the 25th.

The following Officers and EM, attached from the 548th Ni Ftr Sq, left to join their parent organization at APO #86 on the 25th:

2nd Lt. Edward F. Jones	2nd Lt. Melvin M. Lieberman
Sgt. Stephen P. Kutz	Sgt. Kenneth A. Kemmever

On the 2nd of March 1st Lt. Robert T. Merrill, Detachment Operations Officer, was promoted to the rank of Captain.

On the 19th of March 2nd Lt. Robert B. Clow, attached to the Detachment from the 548th Ni Ftr Sq, was killed in an aircraft accident at 1357.

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 March 1st 1945 at Kipapa Field, APO #959:

34 Officers asgd - 9 atchd
161 EM asgd - 9 atchd

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

41 Officers asgd - 1 atchd
164 EM asgd

6. Strength, airplanes by types:

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

Two P-61A-10
 Ten P-61B-1
 Two P-61B-2
 One P-61B-6
 One U UC-78

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

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

7. Losses, airplanes by types:

Negative

* * * * *

PREFIX TO SECTION REPORTS

March is always a special month in the 6th Squadron, even though this year it slipped by more or less unnoticed, due to wartime conditions. The 13th marked the 28th anniversary of the organization's founding.....

On 13 March 1917, the "6th Aero Squadron, Aviation Section, Signal Corps, U.S. Army", first left Rockwell Field, California, and came to Fort Kamehameha, Oahu, T.H. for duty. During the 28 years that followed the 6th underwent many changes, wherewithall today it stands as a staunch member of the Air Forces.....

It was the first official "Night Fighter Squadron" in the entire Pacific Area... and through it the majority of the other Night Fighter Squadrons in this area formed the nucleus of their units. Needless to say, we are proud to be members of an organization who's history has been so romantically colorful and who's personnel have always upheld the highest traditions of the service.

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In the years that followed the organization's founding, we have had more than 50 Commanding Officers; all of which have distinguished themselves in one way or another. Many of them today hold Generalships in the service.

On the 12th of this month Captain Mark E. Martin, returning from Saipan, assumed Command of the Detachment. The historical chain remains unbroken.....

* * * * *

INTELLIGENCE:

The month of March started off with a bang, what with the Army-Navy Exercises being held on the 3rd. No less than 5 mission reports were drawn up (See attached Exhibits), with practically all our pilots undergoing S-2's interrogation after having participated in the exercises. A map overlay showing the relative positions of all our flights in their coverage of the island was also drafted and submitted to Fighter Wing along with our Mission Reports for the Wing's critique.

Time and speed are essential in the accurate reporting of these exercises and it was with beaded brow that we placed the final touches to these reports and overlays less than 3 hours after completion of the flights. Oddly enough, after all our sweating, Fighter Wing must wait at least one or two days before the "message center run" can deliver the goods. Unfortunately, this is the only means of expediting the information we complete. Our own organization's transportation facilities are in direct opposite to the Detachment's needs.....

The following afternoon T/Sgt. Zendler devoted to a meeting of all Section History writers. It is he who must compile, edit, and type the final Detachment History each month in addition to his "regular" duties. Numerous points concerning the particular experiences of each section, in

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addition to mandatory items, were discussed and it is hoped and felt by this office that a more completely accurate and interesting "Detachment History" will be forthcoming.

From the 3rd until the 23rd, this office was again without the services of an Intelligence Officer. Lt. Laney was confined to the hospital at Schofield, pending an investigation of his injured foot. In his stead 2nd Lt. Milton R. Holbert, a pilot, was Acting Intelligence Officer. Lt. Laney has returned, but the situation is still in doubt. He may, or may not, leave the organization at any time.....

Several new pilots and observers joined the Detachment on the 12th. All were briefed in the operations of the organization, including censorship and security. They were also escorted on a trip through the Bishop Museum on the 15th, gleaning information invaluable to all flying personell in this area. "Your Life As A Castaway" (a program on survival in the Pacific), is very ably conducted by Mr. Kenneth P. Emory, curator of the Bishop Museum, author of "South Sea Lore", and former explorer of many islands in the Pacific.

An I & E Program has been inaugurated in the organization under the direction of Lt. Guild, Armament Officer. Three enlisted Men are connected to its operation; S/Sgt. Hartkoph and Cpl. Yakel from the Armament Section and T/Sgt. Zandler from this office.

This program constituted a considerable output of work at the beginning mainly in the form of erecting an "I & E Center", where we can display our situation maps and I & E material. To both Sgt. Zandler and Sgt. Hartkoph this was an "extra added duty" to their already overburdened schedule, but nontheless the work was executed and we expect it to be one of the finest setups in the entire Fighter Wing. We hope to continue the program as well as it was started, but the variety of jobs already being conducted by these

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men make this new addition rather a hard task to complete with satisfactory perfection.

Intelligence Training was routine and was conducted as follows:

Briefing & Interrogation: 7th Fighter Wing Control ordered scrambles on 3/21/45 and 3/27/45; 7th Fighter Wing Memo No. 50-12, dated 9 February 1945, paragraph 5e, Army-Navy Exercises on 3/3/45.

Map & Target Chart Reading: Lectures by Lt. Gasda & Lt. Sobol, R/O's this organization, on "Know your maps & charts"; "Methods of Romanizing Chinese Place Names"; 3/18, 3/28.

Recognition: Three lectures by Lt. Jennings, R/O this organization, on "Recent developments in Jap Aircraft"; 3/2, 3/22, 3/30.

Anti-Aircraft: Lectures by Lt. Guild, Armament Officer this organization, on "Jap Ersatz AA", "Test Firing of Jap 25MM AA Weapons", "Preliminary Report on Jap 88MM AA Gun", "Jap Pyrotechnics"; 3/14, 3/26.

Island, Jungle Survival: Trip to Bishop Museum by new officers of this organization on the 15th; Capt. Wind, Lt. Clyde, Lt. Lamont, Lt. Holbert, Lt. Herron, Lt. Hopkins, Lt. Puttick, Lt. Rufeisen, Lt. Leford, Lt. Berg, F/O Dexter.

Security: Lecture by Lt. Laney on "C.I.C."; 3/4; Lectures by Lt. Holbert on Censorship and "Prisoner of War Sence"; 3/16, 3/24.

Enemy Tactics: Lectures by Lts. Kelley and Martin, of the Navy, telling of their experiences flying Night Fighters over England, France and Germany, 3/6; Lecture by Lt. Moore, Air Inspector, on "Jap Bomber destroyed by P-38 Night Fighter", "Oscar Daylight attacks on P-61", "Jap Fighters continue 3 plane formations", 3/12; Lecture by Lt. Kelley, flight leader, on "Jap Flying Bomb", "Jap Opposition to B-29's vary at Omura, Mukden, Bangkok", "Jap Fighter Tactics with Inclined Guns", 3/20.

Miscellaneous: The following training films were shown to all pilots

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and observers by Lt. Kelley, flight leader this organization, on the 29th: TF 1-892 Minimum altitude bombing attacks, MN-84c Fighter combat tactics - Snoopers and how to blast 'em, MN-84d Fighter combat tactics - Don't kill your friends, MN-84f Fighter combat tactics and fixed gunnery - Offensive tactics against enemy fighters.

OPERATIONS:

This month was comparable to February as far as time flown is concerned. Time flown per pilot averaged approximately thirty hours. Day and night aerial gunnery and also strafing and night practice interceptions were stressed more in March than in previous months.

There were three inter-island flights to Hilo, Hawaii on the 5th, 8th, and 15th. On the 7th, Lt. Merrill, with Major Larson as passenger, went to Molokai.

The Operations personnel, along with the rest of the Squadron, were quite happy to congratulate Lt. Merrill on his well earned promotion to Captain, which took place on the 11th.

On the 19th one of the planes of the 548th MI Ftr Sq Det., crashed while taking off on a test hop from Kipapa Field. The accident was fatal to both the pilot and passenger. Lt. Clow and Mr. W.F. Schneider, Northrup Technical Representative, respectively. The investigation of the accident was made by our squadron Accident Investigation Board. Various theories were advanced for the cause of the accident, but due to the complete demolition of the plane, nothing definite could be ascertained from the wreckage. Lt. Moore, Detachment Air Inspector and member of the Accident Board, was quite busy getting all of the necessary information required by the new accident report form. S/Sgt. Marcus, Assistant Operations Chief, also hopes there will not be another similar accident for the duration... as he did

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most of the typing, as well as getting the statements from several witnesses and compiled the necessary information required.

One of the most important happenings to the Operations Section was the return of Captain Merrill as Operations Officer. Captain Merrill assumed his duties upon the return of Captain Martin as Commanding Officer. Lt. Baer, former Acting Operations Officer, assumed his duties as Commander of "A" Flight, although he remains as one of the many "assistant Operations Officers".

During the month the squadron flew a total of nine tactical flights. There were the usual scrambles, to identify aircraft and assist planes in distress, or those lost. A total time of eight hours and thirty minutes was flown on these missions.

A resume' of the most important training missions of the month is shown as follows:

Gunnery.....	61	Missions.....	55:25
Night Flying....	137	"156:10
Interception....	132	"115:10
Other Flights...	334	"215:45
Totals.....	664	Missions.....	542:30

On the 29th Lt. Col. Woodruff, Air Inspector of the 7th Air Force, conducted an inspection of the Detachment. This section was found to be in excellent condition.

The squadron athletic program has taken quite a toll during March. As a result many of the Officers and Enlisted Men are sporting banged up arms and legs. Acting 1st Sgt. Brennan had to enter the hospital due to a broken wrist sustained in a volley-ball game, while Lt. Hopkins entered the hospital with a badly sprained ankle obtained while participating in an inter-flight baseball game.

The men in Operations, along with everyone else, are sweating out the Rotation Plan. It seems that from one day to the next, no one seems to

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know what to expect. For the purpose of morale, if some definite plan was in effect and could be relied upon, there would be a decided uplift in the spirit of the personnel in general. Let's hope that there will be something definite in the near future.

ENGINEERING:

Consistant with the aims of this section to efficiently utilize every possible man-hour, especially under the present circumstances involving an inadequate number of personnel on had in proportion to the number of aircraft assigned, a permanent night crew alert group has been initiated, the length of duty being at the discretion of the individual concerned. The efficiency derived from this function has been well established. Close observance during its past few weeks of operation has revealed a decided drop in the number of hours which otherwise would not have been fully employed advantageously under the old policy of rotating the night alert duty among the assigned crew member of the particular airplane scheduled for alert. It is felt that the necessary "time off" required for pulling this duty would consistantly handicap the crew member's knowledge of the status of his aircraft and the maintenance to be performed. Moreover, the difficulties arising in the majority of cases where only two men were on each ship are quite obvious, especially since both individuals were subjected to squadron detail, guard duty and night alert duty.

It is hoped that in the future enough personnel will be available in this section to establish the production line maintenance program contemplated.

Higher echelon directed the use of a blackboard chart located in the Engineering Office to indicate at a glance the time record of aircraft assigned including average daily time, total number of hours each day, total

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and average for present and last month. Allied with this, another black-board chart was devised by this office to indicate in percentage the number of Aircraft Flyable Operations over a one month period.

The morale of this section remains consistent with the report forwarded last month, although an air of resignation to the "hard facts" is becoming noticeable.

COMMUNICATIONS:

Radio checking and repair work was routine for the most part. Airplanes of the 548th and 549th Night Fighter Squadrons were checked over by our mechanics. Radios were tuned for departure to the forward area. Hq 7th Fighter Wing authorized changing squadron frequency, and this was carried out quite smoothly. Less interference from other squadrons is expected due to this changeover. In the latter part of the month the operations were conducted at night and this policy seemed in accord with all the Radio Mechanics.

Two new Officer's Quarters Shacks and one new S-4 Shack were wired up by the linemen. A loudspeaker was moved from Technical Supply to the Engineering Alert Shack. A separate AC line was run to the operations shack and no trouble has since occurred with the radio, due to line voltage drop. Various telephone lines were repaired and a new telephone was installed in the Post Exchange. Emergency power was furnished several times due to lack of regular AC power.

Signal Center operations continue to be routine. Honolulu calls are now permissible after 1800, according to Base Signal Officer. The fact that wire communications are hampered somewhat by necessity of calling thru several switchboards has been called to the attention of the Base Signal Office and also 7th Fighter Wing, but as yet nothing has been done about installing a dial trunk switchboard at the Kipapa Signal Center.

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Two new men have been received from the AAFPQA Electronics School. They have completed training on all types of airborne equipment used by the squadron and have proved very useful in the section.

The supply situation has shown some improvement, but due to the non-enclature changeover and new warehouse stocking at Hickam Signal Center, the service is still too slow. Low levels on critical items still exist. During the month however, a new type of PE-143-E was received which surpassed all previous models in performance.

The final requisitions from the Radar Section at APO #244 were received and promoted by Lt. Berg through HAD. From last reports equipment was received and all future requests will be filled by the Air Depot at Guam, since HAD is only concerned with this area now.

In the Electronics Development Department a new type SCR-720 antenna was received from Massachusetts Institute of Technology... through the operational research section of AAFPQA and checked out on our test bench and in the air by several of our R/O's. An order was placed to the states.

Ground scatter elimination switches are being installed at present and should prove valuable in certain weather and tactical situations.

Potentiometers for antenna tilt switching modification have not been received from the states as yet, so no work has been done along those lines. Rather than use the more complicated type of circuits, a delay is being made in favor of a simplified type of circuit which should be more efficient.

An APS-4 test bench was setup by M/Sgt. Jenkins after equipment was procured through HAD from the Navy. It is expected that this equipment will be very interesting for Radar study, as it represents a development in airborne radar equipment in some respects. Future uses of this equipment

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will be known after operational use in the Southwest Pacific and C.B.I. theaters of action.

The morale has raised a degree due to more and additional help within the section; though the new rotation plan has had the men rather concerned of late.

ARMAMENT, ORDNANCE:

During the month 24 gunnery missions were conducted. Eleven night, and thirteen day missions. As the lighted targets used for night missions were too heavy to be snaked from the runway, a new method was used. The plane is taxied about 600 feet from the take-off end of the runway and the tow-rope stretched straight back to let the target start its movement at the same time the plane takes off. Previously, the rope was held laid-out in advance of the plane and the rope attached to the shackle, thus whipping the target around on takeoff. The new Tow-rack as improvised for the P-61 type aircraft, has proven very successful.

P-47D, aircraft number 42-75313, was retransferred to this squadron. The armament and related equipment was in very poor shape and considerable work is required to bring it up to this squadron's standards.

All caliber 50 ammunition was changed in all aircraft... a new API being introduced.

Camera mounts were manufactured and Gun Sight Aiming Point Cameras are now installed in all P-61 aircraft.

Two planes were boresighted this month and reticles and 200 Ohm Rheo-stats installed on ships not previously modified.

A letter with accompanying photographs on the new Level Bar for boresighting P-61 aircraft as originated by M/Sgt. J.E. Schell, was forwarded through channels for dissemination to other squadrons using P-61 type aircraft.

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As this section has been pressed for storage space for some time, two shacks were secured and work started on their erection. As has been the experience in the past, they were in very poor shape and considerable work is involved in their repair and assembly. The area has been cleared for these shacks and an attempt at landscaping will be forthcoming we hope. Photography will occupy one building and set up the new darkroom and thus film processing will be greatly expedited.

Lt. Guild has been appointed Information & Education Officer (I&E) of the squadron and work has been accomplished in setting up a new schedule of training for personnel. Weekly lectures on current war news of both fronts as well as information pertinent to the command and execution of war are discussed. Training films of a new type incorporating orientation and entertainment are shown and favorable comment has been seen. A new I & E Room has been furnished with literature and periodicals of interest and maps with detailed advancement of the Allies kept up to date. A phonograph and radio, magazines and other items of recreational benefit will insure popular attendance during all off-duty hours.

When inquiring for an unbiased opinion on Morale, four main factors still hold true of the low level of morale. ROTATION and FURLOUGH, SHORT-AGE OF PERSONNEL for number of aircraft assigned this squadron, and RATINGS.

The present rotation policy has not alleviated to any noticeable extent, the appeasement of men with time in this theater. The insufficient quota granted furloughs leaves the average individual with little hope of seeing the mainland for many months to come. The newly released point-system is inadequate as men stationed in this theater would be the forgotten individual, as combat and forward area points would supersede their chance for return on rotation. The general consences of opinion is that, though

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the squadron is doing eberything within its power to improve conditions, no marked advance has been accomplished in behalf of their frame of mind.

MEDICS:

Hospitalizations: 2nd Lt. Dale R. Laney was admitted to Schofield General Hospital on the 7th for Administrative Admission to determine physical fitness. He returned to duty on the 23rd.

T/Sgt. Dale Brennan, admitted to Schofield General Hospital on the 29th. Diagnosis: Fractured radius of left wrist.

2nd Lt. Harold R. Hopkins, admitted to Schofield General Hospital on the 30th. Diagnosis: Severe sprain of left ankle.

There were 27 days lost in the hospital b personnel of this organization during the month.

Immunizations: Immunizations given during the month were as follows: Smallpox 9, Typhoid 10, Tetanus 6.

Treatments: There were 143 patients treated at the dispensary, with 210 treatments given. There was no noticeable change in the number of men reporting to the dispensary for treatment.

Inspections: Routine physical inspection of all enlisted men was held on the 28th. Food handlers were inspected and found to be free from communicable disease.

Supplies and Equipment: No changes in the T/E alloted the Medical Section. The supplies used during this month were requisitioned and obtained from the Medical Supply Office at Wheeler Field Dispensary, APO #959.

Remarks: There are no cases of communicable disease in the squadron.

During the month Sick Call was being held twice daily and attended by the new doctor recently attached to Base Dispensary (Captain Hugh A. Drane). Minor injuries and aches and pains of less serious nature are treated by

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the enlisted men of the dispensary. The flight line is being covered by our men of the dispensary; the ambulance situated out in front. Trips are still being made between Wheeler Field and Kipapa Field, taking patients to the dentist or hospital.

An Oxygen Testing Apparatus has been setup in the dispensary by S/Sgt. Vukelich and Cpl. Offenstein, who with the aid of the Oxygen Officer, will check the flying personnel's oxygen masks once a month.

Morale of the Enlisted Men of the Dispensary is questionable with recent rumors of changes being made on furlough and reassignment. After being stationed on this island for three years or more, three of our men are looking forward to the day when they can serve most of the remaining days of the war in the United States.....

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Dale R. Laney
DALE R. LANEY,
1st Lt., A.C.,
Unit Historian.

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SUBJECT: MISSION REPORT

DATE: 3 MARCH 1945

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 3-1

DRILL

DRILL

DRILL

1. a. Four (4) P-61's
b. See narrative, paragraph 4.
2. a. None
b. 3 PBM's (Destroyed simulated)
3. 7th Fighter Wing Memo No. 50-12, dated 9 February 1945, paragraph 5e, Army-Navy Exercises.
4. Red Flight: Lt. Merrill Pilot, Lt. Hichik Observer. (Red leader)
Lt. Richards Pilot, Lt. Clayton Observer. (Red two)
Yellow Flight: Lt. Baer Pilot, Lt. Gasda Observer. (Yellow leader)
Lt. Reese Pilot, Lt. Swanson Observer. (Yellow two)

Scrambled: 0703. Takeoff: 0711. Landed: Lt. Merrill 0900,
Lt. Baer 0835.

Both Red and Yellow Flights kept their respective two plane elements together throughout the mission, although each flight flew their own designated courses as per map overlay.

Red Flight: Rendezvoused over Kahuku at 8500 feet. They took the following vectors from control. At 0715 vector 035 degrees, at 0722-220, at 0727-200 at 0745-070, at 0750-090, at 0755 Red Flight sighted one PBM heading due East at 1000 feet, five miles East of Kahuku. He identified, and returned to Kahuku at 0855. At 0800 vectored 070 degrees, at 0805-330, at 0806-260, at 0810 returned to Kahuku, at 0815 sighted two PB2Y's off Kahuku heading West at 1000 feet. Identified and resumed patrol East to West above Kahuku. At 0830 vectored 010 degrees from Mokuleia, at 0835-060, at 0840 returned to Kahuku, received orders to land at base, continued around the island and landed at base at 0900. No passes were made in this flight. Identification only.

Yellow Flight: Rendezvoused Kahuku at 8500 feet. On orders from Midnight control, vectored 070 degrees for 3 minutes, sighting "Clipper" and identified same at 0735. "Clipper" was heading toward Kaneohe at 6000 feet. Then vectored 340 degrees for 4 minutes and sighted a PBM heading 060 degrees for altitude of 2000 feet at 0745. Made one pass on this target. Control ordered flight to return to Kahuku, but on the way changed to vector of 100 degrees to intercept one PBM and one PB2Y. These were at 2000 feet, heading both East and West at 0800. Yellow leader and Yellow two each made one pass at these targets. Vectored back again to Kahuku, flight sighted two PB2Y's at 0805 heading towards the island, 35-40 miles off-shore at 3000 feet. Made pass on both of these. Returned to Kahuku and made one patrol North and South away from Kahuku and back, then returned to base. Landed at 0835.

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- 5. a. 6/10 cloud covered - top clouds at 9000 feet.
b. Good
- 6. None
- 7. Ammo: 800 rounds 20MM; 2400 rounds 50 caliber; Yellow Flight (simulated).
Gas: Lt. Merrill: 455 gals.
Lt. Richards: 345 gals.
Lt. Baer: 375 gals.
Lt. Reese: 340 gals.
- 8. Control was very good on direction and altitude of targets throughout the entire mission.

CONFIDENTIAL DRILL REPEAT DRILL CONFIDENTIAL

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A TRUE COPY:

Dale R. Laney

DALE R. LANEY,
1st Lt., A.C.,
Unit Historian.

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

DATE: 3 MARCH 1945

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 3-2

DRILL

REPEAT

DRILL

1. a. One (1) P-61B
b. See narrative, paragraph 4.
2. a. None
b. None
3. 7th Fighter Wing Memo No. 50-12, dated 9 February 1945, paragraph 5e, Army-Navy Exercises.
4. Lt. Moore Pilot, Lt. Jemmings R/O. (Green leader)
Lt. Spawn Pilot, Lt. Crawford R/O. (Green two)

Scramble: 1027. Takeoff: 1033. Landed: Lt. Moore 1251, Lt. Spawn 1244.

Lt. Moore rendezvoused over Barbers Point at 1000 feet at 1040. Vectored 260 degrees for 8 minutes, then 160 for 5 minutes, 080-7 minutes, 360-10 minutes. At 1110 sighted task force of two CV's, one CVL, one BB and eight DD's engaged in AA Gunnery. Circled on instructions from control til identified, then swung off on 260 degree vector for 15 minutes. Saw four subs and four DE's on this course at 1120, also a C-54 at 6000 feet heading due North. At 1130 vectored 020 degrees for 5 minutes and picked up C-47 on Radar scope. Told to disregard by control. At 1135 vectored 160 degrees for 5 minutes, then 080 and 350 for 5 minutes. Swung on to 340, then 150 until 1200. Then 080 for 12 minutes, then 340 til 1215. Picked up 11 P-47's 90 degrees to our course at this time, heading West at 8000 feet. Then switched to 150 degrees and while on this at 1220 sighted two more P-47's flying West at 8000 feet. Flew 330 degree vector then from 1230 to 1240 when Patrick control called asking our amount of gas. We were told to proceed to base at once. Coming over Barbers Point we sighted F4U's and F6F's making strafing attacks on runways at Ewa and Barbers Point. Did not call this in, and landed at base.

Lt. Spawn went under control of Patrick. Took vector of 070 degrees from Barbers Point at 6000 feet, sighting convoy at 1050 on this course. Had Radar contact on convoy about 20 miles, Identified on control's order and orbited for 5 minutes. Convoy using cloud cover, no aerial coverage. One carrier loaded with A/C, other two partially loaded... then vectored 110 at 1055, sighting one empty oiler traveling at about 15 knots on 060 course. In vicinity also was one small A/C carrier and one DD. Their course was 220 degrees. No planes on deck of the carrier. 1107 contacted one SBD on same course, who was using cloud cover to cover his movements. This was about 43 miles South of the island. Then vectored 080 at 1113, climbing to 9000 feet sighting two more vessels at 20 miles; one oil tanker at 1120, one cargo ship at 1123, both traveling at 180 degrees from the island. On course of 020 sighted one J2F "Duck" at 1123. Then took course of 190 at 10,000 feet at 1135. We were 45 miles South of Diamond Head at

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this time. Two cruisers below us firing to the East. We were ordered to disregard them. Took vector of 270 degrees at 1145 and only sighted ships we had previously reported. At 1157 we were told to take 070 vector. At 1203-270, 1208-150, 1210-210, 1220-280. Sighted 9 TBF's with four F6F's for cover at 8000 feet dropping "Newspaper", traveling course of ~~060~~ 060, 20 miles South of Koko Head. Made port turn and at 12,000 feet there were 30 TBF's and about 10 F6F's flying cover 25 miles South of Pearl Harbor on course of 320 degrees. Reported these at 1230. At 1235 called for permission to return to base.

5. a. Clear in spots; 5/10 cloud covered.
b. Good.
6. None.
7. Ammo: None.
Gas: Lt. Moore: 410 gals.
Lt. Spawn: 550 gals.
8. All surface and aircraft were first picked up on Radar, due to enemy taking extremely good advantage of cloud coverage.

DRILL REPEAT DRILL

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A TRUE COPY:

Dale R. Laney
DALE R. LANEY,
1st Lt., A.G.,
Unit Historian.

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EXHIBIT IV

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SUBJECT: MISSION REPORT DATE: 3 MARCH 1945

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

DRILL REPEAT DRILL

- 1. a. Two (2) P-61's
b. See narrative, paragraph 4.
- 2. a. None
b. None
- 3. 7th Fighter Wing Memo No. 50-12, dated 9 February 1945, paragraph 5e, Army-Navy Exercises.
- 4. Redleader: Lt. Merrill Pilot, Lt. Hichik R/O.
Red two : Lt. Richards Pilot, Lt. Clayton R/O.

Scrambled: 1139. Takeoff: 1144. Landed: Lt. Merrill 1322
Lt. Richards 1322

Both Red leader and Red two remained together throughout the flight. Rendezvoused over Kaena Point at 8000 feet. At 1155 vectored to Kahuku, then on 360 degree vector at 1200 we sighted four FlU's diving on Kahuku. At 1202-050 patrolling between Kualoa point and Kahuku, 10 miles off-shore. At 1235 sighted a large number of F6F's 5 miles East of Mokapuu Point. Upon investigating there proved to be at least 16 of them, and at the same time we sighted a number of surface vessels heading toward the Southern section of the island. At 1245 we were attacked by a flight of four F6F's, just off Koko Head, on our return leg to Kahuku. At 1255 we vectored 050 for 5 minutes, and resumed our patrol. At 1310 we joined Yellow Flight over Kahuku and were ordered to return to base.

- 5. a. 6/10 cloud coverage, clear in spots.
b. Good
- 6. None
- 7. Ammo: None
Gas : Lt. Merrill: 225 gals.
Lt. Richards: 290 gals.
- 8. None

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Dale R. Laney
DALE R. LANEY,
1st Lt., A.C.,
Unit Historian.

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SUBJECT: MISSION REPORT

DATE: 3 MARCH 1945

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

DRILL REPEAT DRILL

1. a. Three (3) P-61's
b. See narrative, paragraph 4.
2. a. None
b. None
3. 7th Fighter Wing Memo No. 50-12, dated 9 February 1945, paragraph 5e, Army-Navy Exercises.
4. Yellow Flight: Yellow leader: Lt. Baer Pilot, Lt. Gasda R/O.
Yellow two : Lt. Reese Pilot, Lt. Swanson R/O.
Yellow three : Lt. Kern Pilot, Lt. Sobol R/O.

Scrambled: 1139. Takeoff: Lt. Baer: 1154. Lt. Reese: 1146.
Lt. Kern: 1145. Landed: 1328 All.

Lt. Kern, Yellow three, flew with Lt. Merrill, Red leader, on his course as far as Kahuku, then joined Yellow leader and Yellow two. From here on all three aircraft in Yellow Flight remained together. From rendezvous over Kahuku, Yellow Flight patrolled 10 miles off-shore between Kaena Point and Kahuku. At approximately 1202 they were attacked by 4 F4U's off Kahuku. The F4U's broke away after a few minutes. At about 1210 Yellow Flight sighted 12 F6F's heading toward the island at 10,000 feet. Our flight was then at 8000 feet. Yellow Flight continued its patrol until ordered to return to base.

5. a. 6/10 cloud coverage, clear in spots.
b. Good
6. None
7. Ammo: None
Gas : Lt. Baer: 320 gals.
Lt. Reese: 325 gals.
Lt. Kern: 355 gals.
8. None

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Unit Historian.

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SUBJECT: MISSION REPORT

DATE: 21 MARCH 1945

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

1. a. Two (2) P-61's
b. None
2. a. None
b. None
3. Scrambled while airborne on G.C.I. Mission.
4. Capt. Merrill Pilot, Lt. Hichik R/O
Capt. Wind Pilot, Lt. Rufeisen R/O

Takeoff: 1937. Scrambled: 2032. Landed: 2112.

While on G.C.I. Mission, control ordered our flights to Barbers Point at 6000 feet, above the clouds. We followed our first vector of 250 degrees for 4 minutes, then turned on course of 350 degrees for one minute. After this we let down through the clouds to 2500 feet, turning on course of 135 degrees. Flying for two minutes on this course, we picked up two targets by Radar on our far port side. We investigated, but found nothing. Returning to Barbers Point, control ordered us to pancake at will. Both planes remained together throughout the entire flight alert.

5. a. 10/10 cloud covered between 3000 and 5000 feet. Visibility unlimited.
b. Good.
6. None
7. Ammo: None
Gas : Capt. Merrill: 325 gals.
Capt. Wind: 310 gals.
8. None

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SUBJECT: MISSION REPORT

DATE: 27 MARCH 1945

DETACHMENT 6TH NIGHT FIGHTER SQUADRON AAF, MISSION 3-5

1. a. One (1) P-61
b. None
2. a. None
b. None
3. Scramble
4. Scarlet 16: Lt. Holbert Pilot, Lt. Hopkins R/O.

Takeoff: 1952. Landed: 2032. Scrambled: 1949.

We rendezvoused at 8000 feet over Kahuku. At 1957 called Midnight control, and was given vector of 350 degrees. We flew this for one minute, then vectored 090 degrees. Control gave target position at 11 o'clock, passing from port to starboard, heading 170 degrees at 7200 feet. Following this, control vectored us on 170 degrees. We made Radar contact, closing in making visual one minute later. Identified target as a C-54. Control requested us to follow target. We trailed for about 25 miles, until control contacted target ship and we proceeded to land at base.

5. a. Overcast at 5000 feet. Visibility above overcast unlimited.
b. Good.
6. None
7. Ammo: None
Gas ; 155 gals.
8. Control gave excellent target position, making contact easily established; but frequency of calls by control giving us our relative position to target ship after contact was made, disrupted interphone communications between Pilot and R/O.

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