

## 6 TACTICAL MISSILE SQUADRON



### MISSION

6 Air Defense Missile Squadron (BOMARC) mission was to provide IM-99 BOMARC missiles for interception and destruction of hostile airborne objects; To support the operations of other commands as directed by this or higher headquarters; To develop a thorough understanding among assigned personnel of the SAGE-ADM squadron relationship in the Air Defense operations; To equip, administer, and train assigned or attached personnel and provide a force in a maximum state of readiness for use in air defense; To conduct and participate in all phases of air defense training which will insure fulfillment of the overall mission of the Unit

### LINEAGE

3 Reconnaissance Squadron (Medium) constituted, 20 Nov 1940  
Activated, 15 Jan 1941  
Redesignated 393 Bombardment Squadron (Medium), 22 Apr 1942  
Redesignated 6 Antisubmarine Squadron (Heavy), 29 Nov 1942  
Disbanded, 11 Nov 1943

6 Combat Cargo Squadron constituted, 25 Apr 1944  
Activated, 1 May 1944  
Inactivated, 15 Jan 1946  
Disbanded, 8 Oct 1948

6 Air Defense Missile Squadron (BOMARC) constituted, 12 Jan 1959  
Activated, 1 Feb 1959  
Discontinued and inactivated, 15 Dec 1964

6 Antisubmarine Squadron (Heavy) and 6 Combat Cargo Squadron reconstituted and

consolidated with 6 Air Defense Missile Squadron (BOMARC), 19 Sep 1985. Consolidated squadron redesignated 6th Tactical Missile Squadron and remains inactive.

### **STATIONS**

Langley Field, VA, 15 Jan 1941  
Orlando AB, Fla, 7 Jun 1941  
Mitchel Field, NY, 22 Jan 1942  
Westover Field, MA, 3 Aug 1942-1 Apr 1943  
Gander Lake, Newfoundland, 18 Apr-19 Aug 1943  
Dunkeswell, England, 21 Aug 1943  
Hardwick, England, 22 Sep 1943  
Alconbury, England, 27 Oct-11 Nov 1943  
Syracuse AAB, NY, 1 Eby 1944  
Baer Field, Ind, 8-27 Oct 1944  
Biak, 27 Nov 1944 (detachment operated from Samar, 8-25 Mar 1945)  
Dulag, Leyte, 26 Jtr 1945  
Okinawa, 16 Aug 1945  
Yokota, Japan, 18 Sep 1945-15 Jan 1946  
Suffolk County AFB, NY, 1 Feb 1959-15 Dec 1964

### **ASSIGNMENTS**

2 Bombardment Wing, 15 Jan 1941  
III Bomber Command, 5 Sep 1941;  
13 Bombardment Group, 25 Feb 1942  
25 Antisubmarine Wing, 30 Nov 1942  
Army Air Forces Antisubmarine Command, 8 Jun 1943  
479 Antisubmarine Group, 14 Aug-11 Nov 1943  
2 Combat Cargo Group, 1 Eby 1944-15 Jan 1946  
New York Air Defense Sector, 1 Feb 1959-15 Dec 1964

### **ATTACHMENTS**

13 Bombardment Group, 15 Jan 1941-24 Feb 1942  
25 Antisubmarine Wing, 13-25 Jun 1943  
479th Antisubmarine Group, 8 Jul-13 Aug 1943

### **WEAPON SYSTEMS**

B-18, 1941-1943  
B-25, 1941-1943  
A-29, 1942  
B-24, 1943  
C-47, 1944, 1945  
C-46, 1944-1945  
CIM-10 Bomarc, 1959-1964

## COMMANDERS

Unkn, 15 Jan 1941-May 1942  
Maj Irving L Branch, 19 Jun-Oct 1942  
Maj Robert E Smith, 15 May 1943  
None (unmanned), 23 Sep-11 Nov 1943  
Maj T. P. Tatum, 1 May 1944  
Maj Roger B Killingsworth, 30 Jul 1945  
Capt Eugene M Delange, Oct 1945  
1st Lt Eugene L Hite, 1 Dec 1945-15 Jan 1946  
None (unmanned), 1 Feb-1 Mar 1959  
Lt Col Robert E Kaempfer, 2 Mar 1959  
Lt Col Charles E McCoy Jr, 6 Feb 1961  
Lt Col Nat D. King, 1 Apr 1964  
Capt David R. Sheahan, 30 Sep-15 Dec 1964

## HONORS

### Service Streamers

### Campaign Streamers

### Armed Forces Expeditionary Streamers

### Decorations

## EMBLEM



6 Combat Cargo Squadron emblem: Over and through a disc per fesse debased, arched, medium blue and green, border red, piped white, a caricatured white elephant, winged yellow-orange, in flight, with six red stars in orle on forehead, carrying a stretcher roll in trunk and a field cannon proper with a red and a green box strapped on back by a red belt around waist, all above a yellow, red and white parachute in base, dexter base and sinister base

respectively. (Approved, 8 Aug 1944)



393 Bombardment Squadron (Medium) emblem: On a white elongated horizontal oval a gray bass plug with reddish head and white open eye with three black triple hooks speed lines behind. (Approved, 25 Sep 1942)

6 Air Defense Missile Squadron emblem: On a disc of light blue sky, a formation of three AF golden yellow stars in sinister chief between two red stylized aircraft flying fesswise in chief leaving white vapor trails to sinister chief and two white missiles pointing upward and intercepting the aircraft, leaving wide AF blue, red and white trails arched to sinister; issuing from base and surmounting the lower missile trail a silhouette skyline of tall buildings Air Force blue, windows indicated Air Force yellow. **SIGNIFICANCE:** The emblem is symbolic of the squadron and its mission. Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The skyline at night indicates the large metropolitan area over which the missile squadron stands guard. The two skyward-bound missiles and the two aircraft represent the mission of the unit to seek, intercept, and destroy. The sky and stars symbolize the vast area over which this unit stands eternal vigilance. (Approved, 16 Jun 1960)

## **MOTTO**

## **OPERATIONS**

Aerial transportation in Southwest and Western Pacific, Nov 1944-Sep 1945.

Sometimes in May 1944, various hotshots, peashooters, truck drivers, football players, baseball players, poker players, bridge sharks, etc. began to assemble at the Syracuse Army Air Base, Syracuse, New York. They wended their way to the pearl of the Adirondacks, the gem of the Finger Lakes district under orders of the United States Army Air Force. From these grew the 6th Combat Cargo Squadron. The Squadron made a deep imprint on the surrounding

towns, villages, and particularly the city of Syracuse. Expeditions and missions to the Rainbow Room, Travel Room, Marine Room, Turf and Clover Clubs testified to the fact that any mission would be undertaken by the 6th Combat Cargo Squadron. Commanded by quiet Ted Tatum, with Bob Arnold (God rest his soul) as Operations Officer, the boys of the 6th CCS were soon showing the natives of Syracuse what the Blue Nose Whale could do. While it is true that one certain officer was unable to return to the base after takeoff without buzzing the town of Fulton, others showed the unique ability for night flying by demonstrating how low it was possible to fly over the Archibald Stadium during the Syracuse-Cornell Football game at night without crashing. These intrepid pilots so clearly demonstrated their at night flying that Colonel Bell and the 2nd Combat Cargo Group staff did not have to strain their eyes to read the buzz numbers on the airplanes. Of course this was upsetting to the Colonel, and he demonstrated his disapproval by making complaint in the form of court martial. Fortunately all were acquitted except one, who was forced to add the Treasury of the United States in the form of a few hard-earned bucks. With October 1944, rolling around tension increase as did anticipation of the flight overseas.

On leaving Syracuse Air Base the 6th CC Squadron flew to Ft. Wayne, Indiana, where after a few days of touch football, investigations into the culture of Fort Wayne, and with new equipment, the Squadron took off for Amarillo, Texas, where a quiet evening was spent.

From Amarillo the Squadron flew to Fairfield-Suisun, situated between Sacramento and San Francisco, with the very busy suburb known as Vacaville, in sunny California. Due to weather conditions the Squadron remained at the base for approximately seven days. Excursions were made into the cities of Sacramento and San Francisco.

After briefings, medical examinations, execution of wills, etc., the Squadron finally took off one night shortly before midnight, flying our way westward over the Golden Gate, and headed for John Rogers Field, Oahu. 'Twas quite a trip. The plane in which I flew was piloted by 1st Lt. Walter R. Fink and 2nd Lt. Gerald N. Honn, and finally after 14 hours and 35 minutes of flying the welcome sight of Diamond Head appeared and we landed at John Rogers Field. Fortunately all the planes of the Squadron arrived, although for a time some thought they might have to ditch. Headwinds increased the difficulty, and some arrived with very little gas.

After a few days we took off for Christmas Island, where we stayed overnight. We headed to Canton Island, with another overnight stay. At this point some of our planes flew to the Fiji Islands, New Caledonia and then on to Townsville, Australia. Others flew to Tarawa and Henderson Field, Guadalcanal. At this point we came into contact with the Army's toughest Commandos, the ATC. Our gracious brothers-in-arms attempted to restrain us from having beer at their Officer Club, stating it was only for ATC personnel. This situation was cleared by advising them that legally we were flying under ATC orders and under their control, and therefore refreshments were obtained. From Guadalcanal, we flew on to Townsville, Australia, where we had our first contact with Aussie beer and bugs and flies.

The trip from Townsville to the Markham Valley, Nadzab, New Guinea, was uneventful. Here we parked for approximately two weeks and felt the real heat of the tropics. Our first sampling of bully beef left a very unfavorable impression on all. The Squadron then made flights from Nadzab to Finschaff, Lae and Townsville. Shortly before Thanksgiving of 1944 we left the dust and heat and flies of the Markham Valley behind us and flew to Biak, one of the Schouten Islands of the Dutch East Indies. This was to be our operations base for a few months. Here in this pearl of the Pacific, with its hot days and cool nights we had our first contact with the No. 1 entertainment of the Pacific, to wit; Tokyo Rose.

The 6th Combat Cargo Squadron moved into action smoothly, with flights up and down the New Guinea coast, to the Manus Islands, New Caledonia, Hollandia, Sansipor and finally came the Morotia gas run. Fanatical Japanese pilots had suicide dived their planes on the gasoline tankers supplying newly won Mindoro Air Base in the Philippines, blocking the possibility of attack by our bombers on the Island of Luzon for lack of fuel. Gasoline had to be flown in at once, and 2nd Combat Cargo Group had its first real test. Most of our planes flew to Morotia Island in the Molluccas, some three hours flying time from our base on Biak. The real job started. Japanese bombers from nearby in the Halnaeas and Celebes strafed and bombed Morotia nightly. Our crews took off at approximately midnight and flew up the east coast of the Philippine Islands to Leyte Gulf, hoping to arrive shortly before dawn, when fighters would be there to cover the run from Leyte to Mindoro. The first flight turned into somewhat of a nightmare when the fighter escort did not arrive and the Japanese sought to attack. By a miracle our planes escaped damage while flying through clouds, and arrived safely on Mindoro. The return flight was uneventful. After two runs on the east coast it was decided that a faster and safer flight could be made by flying directly from Morotai over the Zamboanga Peninsula, coming into Mindoro from the south. Successful runs were made and the mission accomplished. The Squadron then returned to Biak, and while there were plenty of operational flying, there was still enough time on hand to improve living conditions on the Island. Under the leadership of Jackson Tolar and I.D. Jones as general contractors, with Thomas Edison Law as sub-contractor in charge of electricity, all other members as employees, a restaurant was erected on the island, and an Officers Club, which was slated for a grand opening on Christmas Eve, 1944. Christmas Eve, 1944, was a most unhappy one, for a plane piloted by Tom Hollis with Robbie Langston was missing on a run from Finschaff to make the party at Biak. For three days the planes of Squadron flew up and down the northern New Guinea coast and far out to sea looking for the missing plane. On the third day word was received that Hollis and the crew had been picked up by the hospital ship USS Hope, which was returning empty to the Philippine Islands. All awaited the return of the crew for a proper Christmas celebration. They had been forced to ditch somewhat northeast of Biak. All had come through the ditching uninjured, and as the only passengers on the hospital ship, USS Hope, they really had quite a cruise.

Rest leave came in vogue, and many had the opportunity to invade (visit) Sydney, Australia. Many successful missions were accomplished in this invasion. A very successful "fat-cat" flew in from Australia with fruit and fresh milk which were kept cool by flying at high altitudes. One must remember that it was not completely successful, since a few days after the arrival of the

"fat-cat" all personnel of both the 337th Airdrome Squadron and 6th CCS became victims of the green-apple quick-step. It seemed to occur at about the same time, to witness the mad dash, at 1:00 or 2:00 AM during the middle of rainstorm. Many feet were cut in the race for the comfort stations.

The squadron finally moved to the island of Samar in the Philippines in early 1945. We were tented on the beach off the airstrip used by the 'Jolly Roger' bomber outfit. We were flying from there bringing supplies into Clark Field, Luzon. During one of these flights and in the midst of a rainstorm, the late Bob Seet, with a fully loaded 'Commando', brought the plane in on the strip and crash landed it without injury to any person and little damage to the plane. We were forced to move from our original site, and in true Air Force fashion, during one of Samar's mild rainstorms. I particularly remember this since hot-shot Charlie Johnson and I attempted to put our tent up three times only to have it blown down again, amidst the laughter of the other pilots.

After a short stay on Samar we then moved to Dulag on the island of Leyte where we set up camp and operated from the Dulag airstrip. Here we remained until July 1945, during which time the 'Surf Club' was born and enjoyed by all members of the Squadron. Flights were made to the Islands of Palawon, Mindoro, Macton, Legaspi, Sibuyan, Negros and Luzon. With the fight for Manila, members of the Squadron and of our Group carried out successful evacuation and supply missions. Two of our planes, one under Major Tatum, made a remarkable flight into a guerrilla strip on the Island of Imus to carry supplies and evacuate personnel. The planes of the 6th Combat Cargo Squadron could be found in practically any operational airstrip in the Islands, and some flights were made to Okinawa, first flying into Kadena Strip.

In early August the 6th squadron moved into Okinawa and took over Bolo Strip on the western most part of the largest island of the Ryukyu group. With our move from Dulag we had a group of aircraft go to Lipa, a small strip in the hills, 60 miles south of Manila. There our aircraft were loaded with troops and equipment of the 11th Airborne Division, which had been training for the invasion of Japan. A successful lift was made of the airborne division to Okinawa. Our strip had been originally set up as a temporary base for elements of the 8th Air Force, which was slated to come from Europe. We did not have the best of weather, and with our tents perched precariously on the hills surrounding the strip, we were buffeted by winds and mosquitoes. On the 28th of August 1945 four planes from our squadron under the command of Roger Killingsworth flew in with equipment and supplies to Atsugi Air Base, south of Tokyo to set up communications for the entrance of our forces into Japan.

On the 10th of September 1945, the 6th CCS flew into Yokota Airdrome, slightly west of Tokyo, to the call of 'Syracuse Tower', and took over the field. The 6th CCS was barracked in the one large hanger on the field for three weeks until sanitary conditions and living requirements had been complied with. All but three of our aircraft came into Yokota on that day. The three remaining aircraft rode out the typhoon of September 17, 1945 at Okinawa and finally arrived at Yokota Airdrome undamaged. Those of us in Japan had the backlash of the typhoon in the form of high winds and rains.

When we were finally housed at Yokota we had the luxury of the Japanese baths, which became a daily custom. Fujiama could be seen just a few miles west of the field. Our planes flew in Tachikama, Osaka and on a trip to Chitosu on Hokkaido, returned with many American prisoners of war. In the latter part of October, 1945, food finally arrived in substantial quantity and quality. Our saving source of food supply from Baik through Japan was Filippi's Bar and Grille.

With the passing of the weeks, points became the topic of the day and night, and by Christmas, 1945, only ten of our Squadron remained at Yokota. During our stay many expeditions took place into the hills surrounding the field, and souvenirs from Ome, Hanoi, Tokyo and Yokohama made their appearance in foot lockers and duffel bags.

By the end of December, 1945, there remained one broken down Intelligence Officer, Capt. John J. Johnson, and Colonel William Bell, the Group C.O., who was outranked by a stateside Colonel. Fortunately Colonel Bell and the Intelligence Officer were transferred to Tachikawa, not too many miles distant from Yokota, but a much larger operational field. The Intelligence Officer of the 6th left Yokota, the home of the 6th and remained at Tachikawa until legal research permitted his return to the states in late February, 1946.

In our stay of less than a year and half overseas the 6th Combat Cargo Squadron covered sufficient territory to obtain battle stars for New Guinea, Western Pacific, Southern Philippines, Leyete, Luzon, Ryukus and the Air Offensive of Japan, and, to be awarded the Philippine Liberation Ribbon, together with the Unit Citation.

The 6 was the second BOMARC missile squadron in the Air Defense Command. At the time of activation, the missile site was under construction at a location five miles away from Suffolk County Air Force Base. During the construction period the squadron was located at SCAFB.

In early August, thirteen officers and 150 airmen assembled at Hurlburt Field, FL for approximately three months of unit training. During the early portion of the training period, squadron personnel were trained in all areas of our sophisticated missile. Later they applied their newly acquired knowledge to practical use and conducted actual test firings.

In early November, the personnel from Florida joined the squadron personnel already at the site and the squadron was, for the first time, a single unit at a single location. From that point on, all squadron personnel worked together toward achieving the squadron's operational goal.

The 3d Reconnaissance Squadron activated in Jan 1941 at Langley Field, VA, and moved 6 months later to Orlando, Fla. Moved again shortly after the beginning of World War II to Mitchel Field, NY, where the squadron flew antisubmarine patrols in B-18s and B-25s over the Atlantic Ocean. Redesignated as the 393d Bombardment Squadron in Apr 1942 and moved On Aug to Westover Field, MA. In Nov redesignated as the 6<sup>th</sup> Antisubmarine Squadron. The 6th



AS received B-24s in Apr 1943, about the time it transferred to Gander Lake, Newfoundland. Flew long-distance antisubmarine patrols over the northern Atlantic Ocean and trained to use the latest microwave radar to spot submarines on the surface at night and during inclement weather. Flight echelon transferred to England in Aug 1943 and on 3 Sep flew first antisubmarine patrol over the Bay of Biscay. Flew last mission on 20 Sep 1943. Transferred equipment to the U.S. Navy and personnel to other Army Air Forces units in preparation for disbandment on 11 Nov 1943.

The 6th Combat Cargo Squadron activated on 1 May 1944 at Syracuse AAB, NY, and trained in C-47s and C-46s. Received new C-46DS in Oct, shortly before departing the United States for the Southwest Pacific. Established first station overseas at Biak, New Guinea, in Nov 1944. Carried cargo and personnel within the New Guinea Theater and to Australia. On 18 Dec 1944, flew first mission to the Philippine Islands. Aircrews and aircraft moved to Dulag, Leyte, on 25 Mar 1945, but the ground echelon did not arrive from Biak until May. The 6th CCS moved in Aug to Okinawa, then a month later to Yokota, Japan. Made routine flights until Dec 1945, carrying cargo and personnel within Japan. Inactivated on 15 Jan 1946.

The 6th Air Defense Missile Squadron (BOMARC) activated on 1 Feb 1959 at Suffolk County AFB, NY. The squadron's personnel trained 1 Aug-23 Oct at Hurlburt Field, Eglin AFB, Fla, to operate the BOMARC nuclear-tipped, ground-to-air defense missile. The 6th ADMS attained operational status with the ready storage of its first missile on 1 Dec 1959. In the third quarter, 1964, the squadron deactivated its missiles and assigned most personnel to other organizations. Inactivated on 15 Dec 1964.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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#### Sources

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