

**\*\* NOTE \*\***

Due to the poor quality of the microfilm, from which this information was taken, there are gaps in the text. As much information as possible was salvaged from the microfilm, but there are paragraphs and pages missing because they were unreadable. Minor spelling corrections were made that did not affect meaning or intent.

Extracts from

**UNIT HISTORY 568<sup>th</sup> SIGNAL AIRCRAFT WARNING BATTALION**

**ACTIVATION**

The 568<sup>th</sup> Signal Aircraft Warning Battalion was activated at Drew Field, Florida, on the 3<sup>rd</sup> of January, 1943. Originally contemplated as the **508<sup>th</sup> Signal Aircraft Warning Regiment**, under the auspices of the Pacific Bell Telephone Company, the Table of Organization was changed prior to activation to that of a Battalion. The original T/O of the organization as activated consisted of 50 Officers and 1010 Enlisted Men, including Medical Detachment and Chaplain. These were divided into three companies - a Headquarters and Plotting Company of 21 Officers and 376 Enlisted Men, and two Reporting Companies of 14 Officers and 317 Enlisted Men each.

The first General Order of the Battalion, issued on 3 January 1943, read:

“Pursuant to authority contained in Par 1, General Order No. 3, Hqs, AAB Drew Field, Tampa, Florida, dtd 1-3-43, The 568<sup>th</sup> Signal AW Battalion is hereby activated.

“Under the provisions of Par 4, AR 600-20, and having been assigned to the organization per Par 11, SO No 3, Hqs 501<sup>st</sup> Signal AW Regiment,

Drew Field, Fla. January 4, 1943, 1<sup>st</sup> Lt. Clark I. Elwood, O-398179, Sig C, assumes command of the 568<sup>th</sup> Signal A W Battalion.”

In the same order of the 501st assigning Lt. Elwood, 2nd Lts. Russel B. Sylvester, Alvis & Tingle, Jr., William M. Baltz, James F. Brown, Claude D. Harding and Clifford H. Oscarson were assigned. 2nd Lts. William D. Elkins and J. Drexel Gibbons, originally commissioned from the Pacific Bell Telephone Company in the 508th Signal AW Regiment also joined the Battalion, as did a cadre of 109 Enlisted Men, assigned primarily from the 501st and 503rd Signal A. W. Regiments, and the 684th Signal A W Company.

The original organization of the Battalion named Lt. Tingle as Executive, Lt. Harding as S-4, Lt. Brown as Adjutant, and Lts. Elkins, Oscarson and Sylvester as Commanding Officers of Headquarters and Plotting, 1st and 2nd Reporting Companies, respectively. Within the next two weeks 2nd Lts. Harold E. Colvin and Sanford M. Ullman were assigned to the Battalion, the former replacing Lt. Tingle as Executive Officer, and the latter assuming command of 2nd Reporting Company in place of Lt. Sylvester. Captain Arthur M. Freund, MC, and 1st Lt. Henry J. Climo, MC, also arrived. Basic supplies were drawn, basic administration sot up, and the Battalion began training.

On the Morning of March 23<sup>rd</sup>, the Battalion - consisting now of 43 Officers and 440 Enlisted Men - convoyed to Bradenton, leaving Lt. Ebersole of the 2<sup>nd</sup> Reporting Company at Drew as commander of Rear Echelon, consisting of some 100 men at Drew Field Specialist Schools.

Arriving at Bradenton, pup tents were pitched the first night, being replaced by pyramidal tents the following day.

## TRAINING AT BRADENTON

The Battalion shook down At Bradenton, dug drainage ditches and straddle-trench latrines, and prepared to enter training.

Shortly thereafter- on the 27th of March - the Battalion received its first Field Officer in the person of Major Joseph E. Dunlap. The immediate effect of the Major's entry into the Battalion was to change the, Headquarters set-up.

Major Dunlap, of course, assumed command, while Lt. Elwood became Executive Officer, Lt. Colvin Adjutant, and Lt. Brown S-2 for the Battalion. Later, after Lt. Butler's departure, Lt. Brown became Special Services Officer for both the Battalion and Camp Weatherford.

The Major's coming into the Battalion meant little other change, however - he observed for awhile, made minor corrections here and there - then declared himself eminently satisfied, even delighted, with the state of training, of morale and of discipline within the Battalion.

After considerable effort, Major Dunlap was able to obtain for the units at Weatherford one SCR-270 each. The 568th Radar was assigned to 2nd Reporting Company. At the same time, Headquarters and Plotting Company set up a radio repair shop and a number of buzzers, to keep its radio men in trim. Work was begun - utilizing money laid out by the officers and

men of the Company - to build plotting and filter tables and other material pertaining to an Information Center. These efforts - due to the necessity of maintaining a basic training program - were largely made after hours, during the free time of both men and officers. All in the Battalion, at this time, were imbued with the Idea that departure for overseas was imminent, and that every minute devoted to additional training would some day pay dividends in lives saved and missions accomplished!

During this period - and much to the regret of the personnel of the Battalion - Lt. Elwood, its first Commander, was sent to Advance Officers School at Fort Monmouth for a period of three months.

With the permission of "C" Stage, obtained by Major Dunlap, some of the men were excised from basic training and permitted to enter a more advanced stage, Headquarters and Plotting Company immediately went on a series of three-day bivouacs, which entailed the setting up of defenses for an Information Center, and of communications. Attacks on these positions were made by the rest of the Battalion, and some very warm and realistic pitched battles developed. 2nd Reporting took its Radar into the field on a four day bivouac, and set up defenses and camouflage, on which the Company Commander made an aerial reconnaissance. The pilot of the plane - a Captain,

trained in aerial observation - could not spot the installation! The Company had learned, well, the camouflage lesson's that had been pounded into it - with only one exception. A cook had left a pie-pan out in the open which, catching the rays of the sun reflected like a heliograph from certain angles. One bit of carelessness, it was proven, could destroy an entire installation. The men heard about that in no uncertain terms.

One of the most striking-things about the 568th during this period was the pleasant harmony among the Officers, and between the Officers' and Enlisted Men. There was a mutual liking and respect among all ranks. Of course, during the early days of the organization, this was to be expected - the officers had come from the same outfit, had known each other and each other's capabilities before entry into the Battalion, and had known most of the Enlisted men. The recent rapid growth, however, would normally have led to some friction, some outbreaks of opposing personalities. Nothing of the sort was experienced. As has been said - discipline, morale and training were of a high order, and those who had been added to the original Battalion - from Major Dunlap down to the lowest private - seemed to fit in perfectly with the policies and spirit and esprit de corps which had characterized the 568th from its inception. The organization was lucky, not only in its Line

Officers and Enlisted Men, but in its Medical personnel. Captain Freund was a man who inspired confidence and deep respect. Lt. Henry Climo, its first junior Medical Officer and Lt. David Fogel. Who replaced him, were both of the same type. They were excellent and popular instructors; both attended all road marches and tactical problems, hiking right out there with the men, sleeping on the ground, creeping and crawling and digging in with the rest. The men, respected and admired both, and cheered whenever they got up to give a lecture!

### **PREPARATION FOR OPERATIONAL TRAINING**

Early in May, orders were received to prepare for preliminary processing, administrative and medical; to prepare for Operational Training on the 10th of the month, preliminary to overseas shipment; to prepare lists of overages and shortages in men and supplies.

The Battalion went to work! Orderly Rooms and supply, personnel dug into records, and files until 0300 and 0400 - slept for two hours, then were, back at it at 0600. 1st Reporting (to be eliminated from the Battalion entirely at some future date as yet undecided) received all overages of Officers and Men. The Battalion, filling shortages, reached a total of 48 Officers and 892 Enlisted Men on the 10th. It went through processing "the fastest of any organization

that has ever come up here,” as one of the "C" Stage Processing Officers remarked.

On the 9th, Major Dunlap and Lts. Harding, Ullman and Elkins reported to Major Higginson, CO of Operational Training Stage, for final orders and instructions, and were disappointed to learn that O.T. date would be delayed.

On the 31st, Major Dunlap was transferred out, and Major Cary assumed command of the Battalion. On the 23rd of June, the 568th was assigned its first Captain - Captain Henry C. Byrd, Jr., who was appointed Executive Officer.

### **MOVEMENT FROM BRADENTON**

During May and June, the Battalion built a large field Chapel for Weatherford, under the direction of T/5 McAllister of Headquarters and Plotting Company, who acted as construction carpenter. General Sherrill came down to Weatherford for the dedication ceremonies, as did many of the people of Bradenton.

The 568th, itself, actually dedicated the Chapel - at least, it made the first serious use of it. The noncommissioned officers had been falling down on the job - and it was decided to give them a pep talk. Lt. Harding was chosen for the job - and really did it up brown. He started slowly and quietly, warmed up to his subject, then really went to town. The noncoms sat in open-mouthed awe, as Lt. Harding tore into them for one



hour and a half — not a sound was uttered, and not once were their eyes removed from Lt. Harding's face. They were spell bound — until, suddenly, the storm broke

Rain began to come down in sheets. It swept through the open sides of the Chapel and soaked those inside. It ripped out tents and waterlogged papers. Nobody knew it," then, but this was the beginning of the deluge that would send the Battalion from Bradenton.

The rain poured down for days. Weatherford became a bog, then a morass. Headquarters and Plotting Company was almost completely under water - men, supplies, tents and all. The other two companies of the Battalion, however — on the high ground at the tail end of the field — were almost entirely on firm ground and sound footing.

In the midst of the confusion resulting from this soaking, additional outfits began to pour into Weatherford from another camp<sup>1</sup> at Myakka, which was completely afloat. No dry space was left on the field — so the State Guard Armory in Bradenton was requisitioned as temporary quarters.

Conditions, however, were intolerable. Warning orders to prepare for a move were received — once again, the 568<sup>th</sup> began packing.

On the night of June 27th, in the midst of a show being put on by the Weatherford entertainers - the largest turnout for any public entertainment ever known in Bradenton, incidentally

movement orders were received. The officers were called out of the performance for a meeting with Major Cary, and were informed that the Battalion would move on 1st July to Camp Gordon Johnston, Florida.

Details of the convoy were worked out. Major Cary was convoy commander for the entire convoy of four organizations, with Lt. Conkling as his assistant. Lt. Harding, as S-4, prepared details for the movement of the 568th, and issued the march order. About 100 men - those on Drew Field in school, on furlough, or in the hospital, were placed on DS with the 588th Sinai AW Battalion for administration, and Lt. Czajkowski was left behind to attend to the details, with Lt. Karkalas as his assistant.

At 0430 sharp, on the morning of July 1st, the convoy moved out, arriving at Camp Gordon Johnston at 1900 - almost to the minute, as planned. This was directly attributable to getting the trucks into condition and foresight in preparing for additional gasoline and lubricants en route. The other outfits of the convoy pulled in considerably later.

### **CAMP GORDON JOHNSTON**

The first thing the men noticed was that they were to have barracks--actual, floored barracks--and beds with springs and mattresses. Then they found out that they were to have a mess hall where G.I. plates were furnished--many of them

would be eating off plates for the first time in more than a year! Morale naturally rose like a rocket.

For the first time, the 568<sup>th</sup> had access to a large film library - and Lt. Tingle, Asst. S-3, took advantage, of this to present training films to the entire Battalion. At the same time, field training went on - Gordon Johnston offered wonderful facilities for such training - as did swimming and life saving classes and vigorous calisthenics.

Stringent inspections were held daily, and a healthy and lively competition for the Honor Flag was developed. 2nd Rept {Reporting Company}-had almost invariably, won it while at Bradenton, but at Carrabelle 1st Reporting took it away for awhile - until 2nd Reporting actually got down to business, took back the flag, and held it permanently.

Shortly thereafter, an Officer and Enlisted Cadre - basis for a new and reanimated Battalion - was ordered to Army Air Forces School of Applied Tactics at Orlando, Florida, for advance training. Many of the key men of the outfit were sent. All three Company Commanders went (Lts. Ullman, Oscarson, and Elkins); the Battalion S-4 went (Lt. Harding). Lt Karkalas joined the Cadre from Drew Field, as did Captain Wilson, newly returned from the Caribbean Theatre and newly assigned to the Battalion. He informed-the Officers that they, and the men with them, were to be trained, then go back to the outfit and sharpen it for "O" Day - entrance into Operational Training -

60 days after their return. Everyone was delighted - and pitched in to learn as much, as they could, to be able to transmit it, later, to the "entire "Battalion.

## GULFPORT

While the "cadre" was at Orlando, changes were taking place in the Battalion. It moved, on the 5th of August, to Gulfport Recreational Area, in Gulfport, Mississippi. On the 12th of August, Major Cary was relieved, and Major Nelson took his place. Major Prentiss was assigned and appointed Executive Officer. Lt. Tingle, then Captain Lindner took command of 2nd Reporting Company; Lts. Grabowski, Conkling, Weiss, then Conklin, took 1st Reporting; Lt. Butler, Lt. Elwood (returned from Fort Monmouth), Lt. Butler again, Lt. Baylor, Captain Byrd, Lt. Weiss were made commanders of Headquarters and Plotting Company, in rapid succession, Lt. Elwood was transferred overseas. Captain Byrd was placed on SD with 3rd Signal AW Training Battalion, and finally transferred.

The Cadre returned to the Battalion on the 25th of August. Captain Wilson was appointed Asst. S-3, and then took over the Executive spot a few days later when Major Prentiss was transferred out.

More Officers were transferred out. Lt. Oscarson took over 1st Reporting Company again, as Lt. Conklin was alerted, and Lt. Elkins again took command of Headquarters and Plotting.

Captain Wilson was transferred out, Major Smithson in as Executive. Lt. Silverman, the Adjutant, went to Orlando, and Lt. Bender, then Lt. Tingle took over the position. Captain Lindner was transferred, and Lt. Ullman again took command of 2nd Reporting Company.

On the 30<sup>th</sup> of September, 253 enlisted men and 10 officers - among them Lt. Brown and Oscarson, who had been with the Battalion from its inception, and all three 1st Sergeants (Edelstein, Shannon and Gower), as well as key men from all three companies--were detached and sent to Hattiesburg, Mississippi, as Provisional Companies.

The 568<sup>th</sup> Signal Aircraft Warning Battalion (hereinafter known as the 568 SIG AW BN) underwent a metamorphosis 1 April 1944 and out of this reorganization (Par 1, General Order 45, HQ, Aircraft Warning Unit Training Center, Drew Field, Tampa, Florida, 30 March 1944) there emerged along with other units, Company B, 568 SIG AW Bn.

At that time 2d Reporting Co, 568 Sig AW Bn was in Operational Training in the vicinity of Drew Field and most of the personnel of that organization were transferred to the new Company B. (General Order 45 same as above. The balance of the personnel came from 1st Training Regiment, Aircraft Warning Unit Training Center, Drew Field, Tampa, Florida. The shuffling of men, records and equipment all took place while the unit was in Operational Training. Out of apparent confusion there finally emerged order.

Company B was set up in accordance with T/0 11-400; its' mission being to provide Aircraft Warning Service for Island defense. The company was composed of 232 enlisted men, 12 commissioned officers, and 2 warrant officers divided among four platoons. The Headquarters and Plotting Platoon contained the Company Headquarters, Information Center, Wire Team, Radio Team, Mess and Medical Teams. Its main function was centered about the Information Center, which received, evaluated and transmitted to higher headquarters Information on aircraft in flight received from the other platoons'. The Company Commander was 1st Lt Gerhardt H Fruechtenicht and the Platoon Commander was

1st Lt Robert E Feibel.

The other three platoons were Radar Platoons. The 1st Platoon, commanded by 2d Lt Edward S McCauley, operated with an SCR-270D as did the 2d Platoon, commanded by 1<sup>st</sup> Lt Irving Mirman. These two platoons had the mission of reporting flights at long ranges. Unfortunately the level terrain in Florida was not suited to the operations of these Radars and flights were not picked up consistently at long ranges. Greater success was the result when 1<sup>st</sup> and 2d Platoons experimented with an SCR 270D for, approximately, a week.

The 3rd Platoon, headed by 2d Lt Richard E Gildersleeve, furnished ground controlled interception, a function it performed very efficiently' by the use of the SCR 527, designed for that purpose. When not operating GCI, the Radar provided moderate Range aircraft warning.

Living conditions were not ideal but life in "the weeds" was fairly comfortable. The officers and men slept in "pup" tents. Showers were improvised from an empty gasoline drum, salvaged pipe and scrap lumber. The men were given one sixteen hour pass a week. Morale picked up when the rumor of an imminent overseas movement gained strength.

On 4 April 1944, Company B moved from its various sites to the vicinity of Seffner, Florida for a Battalion Assembly. From that date until 9 April most of the time was spent in checking and inspecting equipment. Then the company went into

## NARRATIVE REPORT

Company D, 568th Signal AW Battalion began its training program 1 April 1944, at Lake Carroll, Florida. Commanding Officer, Leon F. Bugh, Captain, Sig. Corps. This consisted of Pre-Combat training and completing P.O.R. requirements for Officers and Enlisted Men. On 4 April 1944 the Company moved to a site near Seffner, Florida, to join the entire battalion.

On 10 April 1944 the Company moved out on sites for operational training as a Reporting, Company on a simulated tactical problem. The two platoons operating SCR-270 sets were used for early warning and the platoon operating the SCR-527/GCI completed more than 65 Interceptions during the training period.

During above period simulated attacks both from air and on the ground were conducted. These included bombing and gas attacks from the air, and gas attacks on the ground.

All platoons reported to a Company IC Center which was located in conjunction with Company Headquarters.

On 10 May, Company D, together with the Battalion, moved from operational sites to Drew Field, Florida, for the purpose of preparing to move to a Port of Embarkation. During the ensuing four (4) weeks, all personnel were engaged in further technical training in schools at Drew Field, or packing and crating all equipment for the Battalion. All radio operators were given additional Instructions in procedure and code efficiency. Radar technicians were given a brief introductory course in the operation of the SCR-127 IFF Unit. All personnel lacking in P.O.R. requirements were given additional training in various combat subjects.

On 8 June 1944, Company D departed from Drew Field, Florida, for Fort Lawton staging area, Fort Lawton, Washington per Par. 10 SO 153p Hq AAB Drew Field, Florida dated 1 June 1944. Entrainment was accomplished on schedule and in good order. CAPT. LEON F. BUGH acted as train commander. One noticeable fact was the excellent morale of the troops. Troops were given thirty (30) minutes calisthenics at Okolona, Miss., and at Whitefish, Montana.



Arrived at Ft. Lawton, Washington on 13 June 1944 where all men were promptly quartered. No illness or accidents were reported throughout the trip. From 13 June 1944 to 30 June 1944 the troops were given physical conditioning consisting of hikes, marches, and running the obstacle course. During this period all men were fully equipped and all worn clothing was replaced with new issue. Morale and health of troops excellent.

Embarked on SS "Cushman K. Davis" at 1930 PWT at Seattle Port of Embarkation on 30 June 1944. During the crossing two fire and boat drills were held. Special Services Officers and Chaplain aboard ship offered a variety of amusements for the troops each day. Moving pictures; record programs broadcast over the speaking system and boxing matches were held to determine champions of the ship in different weights and purses amounting to \$180.00 were donated by the officers on board.

On July 12 1944 arrived at Honolulu, Oahu, T.H. Disembarked from SS "Cushman K. Davis at 1400 HWT and proceeded to APO 951, Box 5, in truck and bus convoy. .

The period from 12 July 1944 until the present date has been utilized for further training purposes while waiting further assignment. Swimming has been allowed each afternoon for all personnel. Instruction In the use and care of the K-1 Carbine was given by Lt. George Lomas. Use of the bayonet and knife fighting was under the supervision of Lt. Ed. Hurwitz. A course In Identification of Aircraft is being taught by personnel of the Air Corps attached to this base.

Special Service Officer 2dLt. George S. Tate has furnished the following facilities; for the men: A volley ball court, badminton court, two horseshoe pitching sets, dart games, etc. A company PX under the supervision of 2d Lt. Roy Clement has also been established.

No Tactical operations have been assigned as yet.

LELAND W. HUTCHINSON  
Warrant Officer, J.G.,  
Company Historical Officer

3. During the late stages of O/T, the site was inspected by the Chief Signal Officer Major General Ingles, and a commendation was issued to the Company by Brigadier General Sherrill, of the Aircraft Warning Unit Training Center, Drew Field, Tampa, Florida. (Refer to exhibit #1, Copy of commendation). At this time the company was divided into its respective Platoons. Each platoon had a separate site. The Third Platoon was located approximately twenty-two (22) airline miles from the filter center. Daylight radio communications were generally fair with medium atmospheric noise level. This platoon, equipped with an SCR 527, performed a series of excellent Ground Controlled Interceptions for practice and training. Maximum distance for successful interception was approximately 36 miles. Those interceptions were transmitted by SCR 188 radios and plotted at the filter center, Company "A" 568th Signal Aircraft Warning Battalion. This unit was also used to track flights up to 110 miles. The unit was located at sea level and the surrounding country was flat and level for more than five miles. Radio communications were reduced to R-3 with high atmospheric noise level at night.

4. After 2200 E.W.T. and until 0600 E.W.T the unit was not in operation for three days. This time was spent modifying the unit to use Mark III I.F.F.

The First and second Reporting Platoons, each equipped with SCR 270 BB units, which they themselves had modified from SCR 270 (?) units, were located approximately fifteen Airline from the filter center. Radio communication was by SCR 188 to the filter center. Both platoons were assigned to the same Radio frequency at all times during the operation. This called for excellent NCS supervision. It did, however, slow reports of flights picked up to less than half, of the possible number of reports. It also created some confusion in the minds of the radio operators and tellers involved because of the constant alternating reports. Daylight radio communications were R-4. From approximately 2200 E.W.T until 0600 E.W.T., radio communications were reduced to, R-1 with no signal audible and very high atmospheric noise level. Other channels were not available. At fifteen miles with a frequency of about 3700 K.C. the ground wave signal was inaudible and the antennas were too close in distance to come within skip distance. Line of sight radio communication would have been highly desirable. V.H.F. or F.M. radios with voice transmission and separate channels may have solved his problem. When possible, radio reporting on C (?) used exclusively as it was called for in the S.C. I. For standby operation to these two platoons, wire communications were available direct from the filter center.

Headquarters platoon consisted of administrative personnel to keep the records of the company and other routine company administration. This included the company supply, mess, and transportation section. In addition the above sections, the headquarters platoon contained a filter team complete with

Filter officers, plotters and tellers, filterers and radio operators and maintenance men and a wire communications team.

The filter center was supposed to be equipped with an ANTT/Q-1 set. Actually Company "A" used the ANTT/Q-1 for one-half the operation and another company in the battalion used it during the other half. In lieu of the ANTT/Q-1, a filter center was set up using EE8-A telephones, a BD-72 switchboard, home made lighting and a filter officers stand built of scrap lumber. The tables were constructed of five ply wood. Provisions were built in to allow the filter officer to monitor or talk over any line in the filter center and to the platoons and Battalion Headquarters. The limitation was that the filter officer could not monitor the radios or break in on the radios. The pulse clock was a converted sign flasher, and electric bulb arrangement. Plotting equipment was borrowed from spares in the ANTT/Q-1. Three teams of men, working four, six hour shifts out of twenty-four, were maintained. Officers worked eight hours out of twenty-four each day. Operations in the Company closed down, for a three hour period each day for maintenance and instruction.

While on operational training, the men in the organization were quartered in shelter tents and all sections were housed in tentage. The morale of the men during this stage of their training was good. They had been somewhat successfully bonded together as a team. Their training had fitted them to take

part in actual practice maneuvers.

The greatest difficulty encountered in operational training was inferior equipment. The equipment used was for training purposes and In spite of preventative maintenance required frequent repair. Also equipment was often lacking as In the case of the ANTT/Q-1.

Personnel at this stage of training were continuously being transferred in and out of the company which required extra paper work and activity on the part of the company clerks and First Sergeant.

Training reports, duplicate reports and routine paper work kept Company Clerks working late at night, sometimes all night. They could have no satisfactory system of work shifts.

The 10th of May 1944, Company, "A" moved from operational training to Drew Field, Tampa, Florida, to begin the final stages for overseas movement. These preparations were finished and the company entrained 8 June 1944 for Lawton, Washington. The unit arrived at Ft. Lawton, Washington, 13 June 1944 after traveling by rail a total of 3657 miles. Here Company "A" joined the other units of, the 568th Signal Aircraft Warning Battalion. June 30, 1944 the Battalion entrucked, to Pier 42 Seattle, Washington and embarked on the SS Cushman K. Davis under secret orders.

The time spent on the boat was taken up with routine administrative duties, eating, sleeping, games, church services, movies and boat drill. The morale of the men was only fair at this time due to very inferior food, congested Quarters and inadequate ventilation facilities. Meat on board ship was rare at the table. Cooking facilities were limited in that steam tables

and ovens were the only means of cooking. The ovens could only be used in preparing pastries.

Arrived at Honolulu, Hawaii, July 12, 1944 and was transported to Bellows Field where it took up usual camp duties.

The 568th Signal Aircraft Warning Battalion underwent reorganization 1 April 1944 in accordance with paragraph No. 1, General Order No. 45, Headquarters Aircraft Warning unit, Training Center Drew Field, Tampa, Florida. Out of the original 568th Signal Aircraft Warning Battalion, consisting of a Headquarters and Plotting Company and the 1st and 2nd Reporting Companies emerged the present Battalion made up of a Headquarters and Headquarters Company, and four Reporting Companies, designated Reporting Companies A, B, C and D. The major part of the reorganization took place while the Battalion was in combat and operational training, functioning as a provisional organization in anticipation of forthcoming orders. When the official word came through, the change-over was merely a paper transaction and the making of routine adjustments with fillers and reclassifications were faithfully carried out with the major part of the grief thrust upon the clerical personnel.

Upon receipt of General Order No. 45, plans were made for an extensive operational training for functional and tactical missions. The Battalion was then ordered to assemble for five days so that the TBA equipment might be checked as well as the physical status of the officers and enlisted men, and for the newly assigned personnel to meet the rest of the outfit. With the Field Order prepared by the Training Regiment, our March Order was written and within forty-eight hours after breaking camp all radars were "on the air" and all companies were simulating combat conditions. During this training period we were honored with a visit from the Chief Signal Officer who inspected several of our installations and stayed to dinner (roast turkey and trimmings) at Battalion Headquarters. Another distinguished visitor from Washington was the Representative of the Air Forces in charge of Radar and operation. Training continued until we were ordered back to Drew Field, our mission satisfactorily consummated. We then prepared our impedimenta for overseas shipment, working night and day packing and crating, loading and releasing our freight. All our records were brought up-to-date and final fillers joined the units; all of us thoroughly "Pommed".

Three trains pulled away from Drew Field, the last of which carried the Battalion Commander. The Command General of the Third Air Force was among the well-wishers. The last train leaving Tampa was the first train to arrive in Seattle five days later, being met with trucks to carry the first contingent up to the hills to Fort Lawton. There followed a completion of



individual equipping (organization equipment having been handled well by the Battalion S-4 who had arrived much in advance to prepare for loading). A small amount of training, consisting of close order drill, marches, obstacle course, lectures; and movies together with a familiarization with debarkation nets. All the training was climaxed by a Retreat Parade reviewed by the Post Commander. Usual garrison duties were performed in the day, and much of the last minute celebrations were successfully carried out in Seattle at night.

On 31 June 1944, with the aid of the Red Cross with doughnuts and coffee and a swing band, the Battalion boarded the S. S. Cushman K. Davis, a converted Liberty ship, and departed the continental United States. The voyage at first a little rough settled down to calm seas and was rather un eventful and was highlighted by special service activities including movies, boxing bouts, and games of all descriptions In addition to the universal military diversion of discussion and grousing with a good deal of money changing hands. On the 12th of July, we were greeted by the strains of "Aloha", and realized we were in the Hawaiian Islands. The debarkation went quickly and all units were' trucked to Bellows Field, with the exception of Reporting Company "D" which is quartered at Kualoa Air Base. Battalion Headquarters was immediately set up and the Battalion S-2 was sent to the Post Office for the mail. With everyone helping, the mail was assorted and delivered that night, and morale was at the peak. The following days settled us down to cleaning up the area and making conditions comfortable. The Companies were again happy to have their own separate messes and with a PX close at hand all were well satisfied. Many improvements were made very quickly and, the organization is proud of its quarters. Reporting Company "B" was ordered to Kajuku Air Base leaving three companies at Bellows, all five companies eager to start on their tasks, to prepare the Battalion for its mission.

UNIT HISTORY, COMPANY "C"  
568TH SIGNAL AIRCRAFT WARNING BATTALION AP0951

For  
October 1944

8 November 1944

On 1 October 1944 the company was occupied with testing and checking of operational equipment. A training schedule was also started on this date to include combat and technical training in preparation for a unit operational training period.

The SCR-527 was checked and found to be in an operative condition by 6 October 1944. The two SCR-270-DA's were checked and put in an operative condition by 12 October 1944.

For the next fifteen, days training and final preparations were made for going into operational training. All members of the company seem to be well acquainted with their particular assignment and indications are that, the company will be able to attain required proficiency standards without difficulty.

On 31 October 1944 the reporting platoons and the filter center were, ready to commence operations at 0830 Wednesday, 1 November 1944. Company strength as of 2400 31 October 1944, was 10 Officers, 1 Warrant Officer, and 228 Enlisted Men.

/S/  
ROBERT E. GUILLES,  
1st Lt., Sig C.,  
Commanding

**SECRET**  
**HEADQUARTERS**  
**ARMY AIR FORCES, PACIFIC OCEAN AREAS**  
**APO 953**

Auth: CG AAFPOA  
Init: /S/  
Date: 10 Nov. 44

10 November 1944

**ASSIGNMENT ORDER)**

**NUMBER**        30)

1. Effective 10 November 1944 the following units are relieved from assignment to 7th Fighter Wing and are assigned to the Seventh Air Force for reassignment, to the VII Fighter Command:

568th Signal AW Bn  
726th Signal AW Co  
302nd Fighter Control Sq

2. Effective upon date of departure, from Oahu, the following units are relieved from assignment to the 7th Fighter Wing and are assigned to the Seventh Air Force for further assignment to the VII Fighter Command:

696th Signal AW Co  
AAF Fighter Control Detachment "B"

Immediately after the above action has been accomplished, one platoon, 696th Signal AW Co., is attached to the 7th Fighter Wing.

By command of lieutenant General HARMON:

/S/  
**C. F. TAYLOR**  
Lt Colonel, Air Corps  
Actg Adjutant General

**DISTRIBUTION:**

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UNIT HISTORY, COMPANY "C"  
568TH SIGNAL AIRCRAFT WARNING BATTALION  
APO 951

For  
November 1944

8 December, 1944

This company began its scheduled operational training period on the first of November. This training is to continue for an indefinite period of time,

The SCR-527 (Third) Platoon was unable to participate as an integral part of the company. This Platoon was attached to Company "A" of the 568th Signal Aircraft Warning Battalion for administration and duty (par 1; SO #137, Hq 568 Sig A W Bn, 7 Nov 44). In preparation for a tactical assignment in the near future, the Third Platoon began training as a part of the organization to which it was attached. The loss of this Platoon was keenly felt as they were considered a very capable unit in addition to the very commendable character and attitude of the personnel. The Platoon is commanded by First Lieutenant (0110) Howard D Rector, 02427795 - AUS.

During the first week of Operational Training, the Radar and Filter Center Section adapted themselves to the type of equipment which is now being used

On the eighteenth of November the installation of Identification Equipment, RC-350, was completed and it was operating successfully at both stations.

On the tenth of the month fifty Men of this organization were authorized to wear the Good Conduct Medal (G0 #11, Hq 568Sig A W Bn, 10 Nov 44). A formal presentation of the Ribbon, in lieu of the medal, was made to these men at a company formation held on the twentieth of November. It was interesting to note the morale factor brought out by the formal presentation in comparison to that which exists when a soldier, is presented with an award just as a matter of routine

The state of morale, training accomplished and the general welfare of the company has been above the average during this month. Company strength as of midnight 30 November 1944: Twelve Officers, One Warrant Officer, Two Hundred Thirty-two Enlisted Men.

*/S/*  
ROBERT E. GUILLES,  
1st Lt., Sig. C.,  
Commanding.

HEADQUARTERS  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 951

FIELD ORDER )  
NUMBER 5 )

12 November 1944

1. Reporting Companies "A" and "D" of the 568<sup>th</sup> Signal AW Battalion and personnel attached thereto will commence intensive operational training effective 0600, Monday 13 November, 1944.

2. The mission of the Battalion during the training period will be to train and equip all personnel; complete necessary modifications and test all operating equipment; and waterproof, pack and crate all organizational impediments. Every effort will be made to accomplish the above with the minimum interruption of operational training.

3. a. Reporting Company "A" will operate the following equipment:

Two SCR-270 DA radar sets.

Two SCR-527-A radar sets.

Two SCR-575 VHF homer stations.

Two SCR-573 and SCR-574 VHF radio stations.

One SC-3 Navy type radar station (to alternate in operation with one SCR-270 DA).

b. Reporting Company "D" will operate the following equipment:

One Permanent type ADCC with associated communications equipment.

One assault type mobile ADCC with associated Communications equipment when available (mounted in SCR-572 trailer). A tentative date for this unit to be in operation is 20 November 1944. The assault and permanent ADCC will be operated concurrently as long as both are available.

Two SCR-270 DA radar sets.

One SC-3 Navy type radar set.

One SCR-575 VHF homer station.

One SCR-573 and SCR-574 VHF radio stations.

One SCR-527-A radar set.

c. All equipment will be operated at the present location until further notice.



Field Order #5 Hq 568<sup>th</sup> Sig AW Bn APO 951 dtd 12 Nov 44 (Cont'd)

- d. The eighteen (18) hour operations day (7 days weekly) will be from 0600 to 2400.
- e. All tactical operations will be in accordance with appropriate VII Fighter Command Standard Operating Procedures.
- f. The SCR-527-A, SCR-573, SCR-574, SCR-575 sets operated by Reporting Company "D" will cease operations at 1500, 24 November 1944. At that time it will be in waterproofing and packing. By 0600, 29 November 1944, the above equipment plus all organizational and individual equipment of the 3<sup>rd</sup> platoon of Reporting Company "D" and Fighter Control Detachment #3 will be prepared for loading. On 29 November 1944, (time and exact location to be announced later), this platoon and attached personnel will be loaded aboard LST-633.
- g. One SCR-527-A set operated by Reporting Company "A" (4<sup>th</sup> Platoon) will cease operations at 2400, 26 November 1944, and begin packing. This platoon with all its organizational and individual equipment will be prepared for loading by 0600, 29 November 1944. On 29 November 1944 (time and exact location to be announced later) it will be loaded aboard LST-759.
- h. The complete complement of personnel referred to in paragraphs f and g above need not be loaded on 29 November. At the discretion of the Company Commanders concern certain personnel which will not be needed for the calibration and tests scheduled may be held for other duties ashore.
- i. At 2400, 21 November 1944, the SCR-573, 574 and 575 operated by Fighter Control Detachment #2 (attached to 4<sup>th</sup> platoon, Reporting Company "A") will cease operations and move to the site of the permanent ADCC. It will be installed in the immediate vicinity and prepared to operate by 1200, 24 November 1944.
- j. The SCR-527, 573, 574 and 575 operated by the 3<sup>rd</sup> platoon of Reporting Company "A" and Fighter Control Detachment #1(?) will cease operation at 2400, 29 November 1944,

and begin packing. This platoon and attached personnel with all its organizational and individual equipment will be prepared for loading by 0600, 2 December 1944. On 2 December 1944 (exact time and place to be announced later), it will be loaded aboard LST-781.

k. The dates operating equipment not mentioned above will be released from operation will be announced later.

l. It is desired that the maximum number of day and

2445-25  
049/112

HEADQUARTERS, V AMPHIBIOUS CORPS,  
c/o FLEET POST OFFICE, SAN FRANCISCO

Serial #10786

23 December, 1944

RESTRICTED

From: The Commanding General.  
To: The Commanding Officer, 568th Signal  
Aircraft Battalion (Reinforced)(Army).  
Subject: Orders, temporary duty.

1. Commencing on or about 28 December, 1944, the following units under your command:

3d-Platoon/"Company "A", 568<sup>th</sup> Signal Aircraft

Warning Battalion (Reinforced)

4<sup>th</sup> Platoon, Company "A", 568th Signal Aircraft Warning Battalion  
(Reinforced)

3d Platoon, Company "D", 568th Signal Aircraft Warning Battalion  
(Reinforced)

will embark on designated ships for transportation to a destination which cannot be quoted herein for temporary duty. Upon completion of this temporary duty and when directed by proper authority the above units of the 568th Signal Aircraft Warning Battalion (Reinforced) (Army) will report to the Commanding Officer, 568th Signal Aircraft Warning Battalion (Reinforced)(Army) and-resume their regular duties.

2. Copies of this order endorsed as appropriate to the Officer in Charge of each unit of your command as may embark on separate ships will constitute original orders for embarkation and travel.

3. The travel herein enjoined is necessary in the public Service

---

H. SCHMIDT

Copy to:

CMC; V  
CINCPAC  
;

USAFPOA(10); CG,FMF,Pac(5); PersSec(5)  
TAG; ComPhibsPac (3); CG,AGF,AP0#86(3; CO,568thSAWBn(90;  
CorSig0; F I L E

---

A certified true copy:

/S/  
EDWARD C GESSERT  
Capt, Sig C  
568 Sig AW Bn, Co A

HEADQUARTERS  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 951

FIELD ORDER )  
NUMBER 6 )

TAW:njk  
22 December 1944

1. Reporting Companies "A" and "D" and attached units will commence the second phase of its operational training at 0600, 23 December 1944.
  
2. The mission of the battalion during the phase of training will be to:
  - a. Install a SCR-527 radar set with associated radio equipment on the main deck of each of three LST's.
  
  - b. Calibrate the SCR-527 sets with the LST ' tank decks empty and again when loaded.
  
  - c. Familiarize all operating and maintenance personnel with the limitations and difficulties involved in the operation of the equipment aboard ship as compared with those of a land site.
  
  - d. Train operating and fighter director personnel in the use of the SOR-270 DA and SC-3 for use as a GCI unit.
  
3.
  - a. Reporting Company "A" will take the following action:
    - (1) On 23 December, the 1st platoon will install its SC-3 on the beach site at Kahuku Air Base and the 2nd platoon will install its SCR-270 DA on the site formerly occupied by the 1<sup>st</sup> platoon. These radar sets and associated radio equipment will be in operation by 0600, 26 December, and will be used primarily to accomplish the mission stated in paragraph 2 above. When not in use as GCI stations, they will be under tactical control of the ADCC.
  
    - (2) The SCR-527, SCR-573, SCR-574 and SCR575 and necessary organizational equipment of the 3d platoon will be loaded aboard LST 792 at Kewalo basin on 25 December. Loading will begin at 0800.

(3) The SCR-527, two SCR-399's and necessary organizational equipment of the 4th platoon will be loaded aboard LST 642 at Kewalo Basin on 25 December. Loading will begin at 0800.

(4) The SCR-573, SCR-574 and SCR-575 formerly used in conjunction with the SCR-527 of the 4th platoon will be installed at a convenient location on Kahuku Air Base available for FM link operation from the SCR-270 DA or SC-3 by 0600, 26 December.

b. Reporting Company "D" will take the following action:

(1) On 23 December, the first platoon will install a SC-3 and

the 2d platoon a SCR-270 DA at Koko Head. These radar sets and associated radio equipment will be in operation by 0600, 26 December, and will operate in accordance with instruction from the ADCC.

(2) The SCR-527, SCR-573, 574 and SCR-575 and necessary organizational equipment operated by the 3d platoon will be loaded at Kewalo Basin 25 December. Loading will begin at 0800.

(3) The assault ADCC (modified SCR-272) and associated radio equipment will be completely loaded for shipment by 0800, 24 December. At 0800, 24 December, it will be driven around Bellows Field and back to its present position where it will be reinstalled and ready for operation by 0600, 26 December.

(4) The spare SCR-573 and SCR-574 will be installed in the vicinity of the ADCC ready for operation by 0600, 26 December.

x. (1) All tactical operations will be in accordance with appropriate VII Fighter Command' Standard Operating Procedures.

(2) Tactical operation of the SCR-527 radar equipment afloat will be in accordance with Annexes Charlie and Dog of the Navy Operations Order governing the movements of LST's, to be distributed later.

(3) Radar reporting from the SCR-527's to the ADCC will be in Polar Coordinates using nautical miles using the ADCC site as a reference site.

(4) Radar reporting from the SCR-270 DA and SC-3 radars will be in Jan grids.

(5) The complete complement of personnel accompanying the SCR-527 units need not be loaded on 25 December. At the discretion of the Company

Commanders concerned, certain personnel which will not be required for the calibration and tests scheduled may be held for other duties ashore. Personnel held ashore during the calibration and test will be loaded at Honolulu Harbor on the night of 9 January.

4. a. Loading of the LST's will be in accordance with Annex Able.

b. Companies will provide twenty-five 55 gallon drums of gasoline with each SCR-527.

c. Each SCR-527 platoon will carry the following rations per individual:

7 days C Ration

3 days K Ration

2 days D Ration

d. Each SCR-527 platoon will carry five units of fire per weapon. The following table shows the number of rounds per unit of fire:

Carbine	45 rounds
BAR	500 rounds
.45 Cal. Pistol	14 rounds
.50 Cal. M.G.	600 rounds
.45 Cal. TSMG	200 rounds



HEADQUARTERS  
568<sup>TH</sup> SIGANL AIRCRAFT WARNING BATTALION  
APO 951

ANNEX ABLE TO FIELD ORDER NUMBER 6

PART 1

Instructions for loading the SCR-527 Radar unit and associated radio equipment aboard LST 723 and LST 792.

1. All vehicles and trailers will be identified by placards or chalk markings as follows:

Description	Number
SCR-527 Receiving antenna trailer	1
SCR-527 Transmitting antenna trailer	2
SCR-575 Radio truck (Homer)	3
SCR-527 Operations trailer	4
¾ ton W/C (one of two)	5
¼ ton 4X4 (without AN/VCR)	6
1 ton water trailer	7
¼ ton trailer	8
1 ton trailer (one of three)	9
1 ton trailer (one of three)	10
2-1/2 ton 6X6 cargo	11
SCR-527 Maintenance truck	12
¾ ton W/C 4X4 (one of two)	13
SCR-527 Power truck (one of two)	14
SCR-527 Power truck (one of two)	15
SCR-573 Radio truck (VHF)	16
SCR-527 Communications truck	17
SCR-574 Radio truck (VHF)	18
1 ton trailer (one of three)	19
¼ ton 4X4 (with AN/VRC)	20

2. The vehicles will be arranged in convoy as follows: 6, 8, 18, 19, 17, 7, 15, 1, 14, 2, 13, 5, 9, 16, 10, 11, 12, 4, 3, 20.

3. Upon arrival at the LST, an officer and fifteen (15) enlisted men will proceed to the main deck and number the deck with chalk in accordance with the attached diagram. As each vehicle is brought up the ramp, they will direct it to its proper position on the deck corresponding to its number.

4. The loading procedure will be as follows:

- a. #6 pulling #8 is driven up the ram and into position.
- b. #18 will back #19 to the bow doors.
- c. #19 is pulled up the ramp by the winch and pushed into position.
- d. #18 backs up the ramp and into position.

Morale in the organization, at this time, was very good due in general to state of training of men and anticipation of probable imminent departure of organization to a forward area.

On December 24th orders were received transferring Lt Melvin W. Naylor and his entire SCR 527 platoon to Co C 568<sup>th</sup> SAW Bn. This was followed by subsequent orders in the next few days transferring Lt John Huebel and thirty-two of Lt Huebel's Men (1st platoon), and thirty-two of Lt Kerttula's men (2nd platoon) to Company C 568th SAW Bn. pending a reorganization of T/O and E of B Company to a AN TPS-1 reporting company. This was a move felt most keenly by officers and men of the company, as it meant a breaking up of the organization and separation of men, most of whom, had been together for over a year. Needless to say morale fell to a record all time low for the company.

Operational training was immediately discontinued and radars brought in from operation sites to be prepared to be turned in to Hawaiian Air Depot.

The company was intact for the last time for Christmas. Lt Wagner, mess officer and S/Sgt Pettit, company mess sergeant had supervised the preparation, for a very nice Xmas Dinner complete with all the trimmings.

The next three days Dec 26, 27, 28th were spent in effecting actual movement of most of the one hundred and thirty odd men transferred to C Company 568th SAW Bn at Kahuku Air Base

/S/  
Arch B. Thomson  
Capt., Sig C.  
Commanding.

UNIT HISTORY  
COMPANY "C"  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO #951

FOR  
DECEMBER 1944.

On 1 December 1944 this company was engaged in operational training. The equipment in use consisted of two long range early warning Radar Set SCR270-DA, an operations center, ANTTQ-1, and associated equipment. Preparations were being made during the first few days of the month to conduct a company maneuver, how ever a tentative assignment of the company in the near future necessitated the activities and preparations be directed other wise.

On 9 December 1944 1st. Lt Allen R Matthews, 0391779, having been previously assigned to this company, assumed command, relieving 1st Lt Robert E Guiles, 0455070. Lt Matthews had been on DS with forward elements in the Marianas and Philippines previous to Joining Company "C".

During the remaining days of December, Company "C" was a hub of activity with troops "being transferred in and, other troops being assigned to special schools and on DS to receive instructions and to operate new equipment. The Second Platoon was placed on DS with Company "D", 580th. Signal A W Battalion, on 21 December 1944 to go into additional Operational Training on the SCR-615-A. The First Platoon was placed on DS with 735th Signal A W Company, APO #244, to train on MEW Radar Equipment. This group departed on 29 December 1944. Two lightweight Radar Reporting Platoons were assigned to this company from Company "B", 568th Signal A W Battalion, and Joined on 26 December 1944.

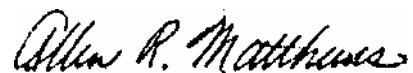
Christmas Day was perhaps the only day of the month which was not filled with numerous military activities. The Company observed a very quiet and peaceful Day.

As the month ended many members of the company were attending Radar Schools, Information Center Schools, and otherwise receiving training on new equipment.

The morale of the company has been very good during this month.

Company strength as of midnight 31 December 1944:

Officers - 12; Warrant Officers - 1; Enlisted Men - 312.

A handwritten signature in cursive script that reads "Allen R. Matthews".

ALLEN R. MATTHEWS,

1<sup>st</sup> Lt., Sig. C.,  
Commanding.

UNIT HISTORY, COMPANY "D"  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 951

VII FIGHTER COMMAND, SEVENTH AIR FORCE  
ARMY AIR FORCES, PACIFIC OCEAN AREAS, APO 244

Installment for Month of December 1944

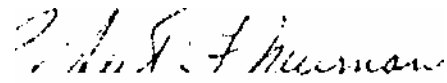
During the early part of the month of December 1944 the operational training of the radar units in conjunction with the assault and fixed A.D.C.C. continued with day and night G.C.I. control work for the SCR 527 and early warning and tracking missions for the SCR 270-DA.

About December 10, 1944 the operational training was brought to a temporary close, at which time the fixed A.D.C.C. was closed down and permanently packed for shipment. This period during the month in which there was no actual operational training taking place was well spent by all platoons and units in packing and crating most of their equipment.

On December 22, 1944 the officer and enlisted personnel of the First Reporting platoon (270-DA) rejoined the organization at Bellows Field from its temporary operational training site at Fort Hase, Oahu, T.H.

Also on December 22, 1944 the 270-DA of the Second Reporting Platoon and the SC-3 unit were sited at Koko Head, Oahu, T.H. to undergo further operational training.

The Third Reporting Platoon (SCR 527) on December 29, 1944 boarded the U.S.S. LST 72 35 at Kewalo Basin, Honolulu, T.H. and set up the radar unit for operation from the deck. Further operational training and calibration of the unit was then carried out from this site in accordance with Field Order No. 6, Headquarters 568th Signal Aircraft Warning Battalion, dated 22 December 1944

  
ROBERT F. NEWMAN  
Captain, Signal Corps  
Commanding

LST's, prepared to operate during, the approach to the target, and that one would be released from operation afloat for landing immediately after a suitable site became available ashore.

The latter part of November it was learned that a new height-finding radar set (AN/TPS-10), was being made available to this organization for use in conjunction with the SCR-527. Since the date of arrival was too late for loading, arrangements were made to have the equipment flown to Saipan and loaded aboard LST-792, so as to be available for use with the SCR-527 scheduled to land first.

Personnel allotted to operate this equipment was as follows:

Each AN/TPS-1	1 Officer	34EM
Each SC-3	2 Officers	29 EM
Each SCR-527	*10 Officers	52EM
Each SCS-3	1 Officer	18EM
Each AN/TPS-10	1 Officer	32 EM
Assault ADCC	13 Officers	32EM

\*One of these officers being a Navy Fighter Director.

Immediately after notification, the necessary detachments were formed, additional equipment needed was requisitioned, Field Order #6, this head quarters, dated 22 December 1944. (3), was published and intensive training started. See appendix (4). Training Order #A243-44, Headquarters Amphibious Forces, United States Pacific Fleet, dated 24 December 1944, for schedule of training exercises.

Considerable reequipping was necessary in the case of the 726th Signal AW Company since they had recently returned from a previous operation. The old SCR-602 radar sets and SCR-188 radios previously operated by this company were replaced by AN/TPS-1 radar sets and AN/TRC-1 radios. The Special List of Equipment authorized was drawn for all units. The complete modification of the SCR-572 trailer to be used as the ADCC and minor

changes in radio remote control systems of the SCR-527 was begun.

Upon completion of the second phase of operational training this headquarters published Field Order #7, dated 20 January 1945. (5), to be used for the Air Defense of Iwo Jima.

Direct liaison with the VAC Signal Section and the Signal officer of the Navy TF-53 was authorized by higher headquarters for tactical planning purposes.

Tentative radar sites were selected from contour maps, aerial photographs and the radar siting device at the Fleet Radar School, Camp Catlin. Radar sets were sited for training on sites, comparable on the island of Oahu to those tentatively selected. A plan view of the main dock of an LST was laid out on the ground and a SCR-527 and SCS-3 installed upon it to determine the amount of radar-radio mutual interference. No serious interference was experienced. Upon completion of the Assault ADCC it was installed and operated for training. Particular emphasis was placed on night-fighter direction by the SCR-527 and SCS-3 units during the training phase.

Distribution of the six AN/TPS-1 radar sets of the 726th Signal AW Company was decided upon as follows: One to be attached to each of the 4th and 5th Marine Divisions to provide the Divisions with direct information on the status of enemy air activity. These units were also to report to the ADCC upon its installation ashore. Detachment #1 Joined the 4th Marine Division on Maui and Detachment #5 the 5th Marine Division on Hawaii on 23 November 1944. - Four to be attached to the fifth Amphibious Corps Headquarters. One to provide information on the status of enemy air activity to the Corps Headquarters until the ADCC was established ashore and the



other three to be sited no as to obtain complete radar coverage of the Inland,

Arrangements were made with the Navy to clear the side of the LST on which the radar antennas were to be located of all life rafts and other obstructions and to provide each radar with a gyro compass repeater to be installed in the operations room of the SCE-527.

Arrangements were made with AdComPhibaPac to issue the necessary orders for the use of the three LST's for training and calibration of the radar sets both before and after the tank deck load was applied. This was necessary due to the height finding calibration of the radar changing with the draft of the ship. It was also considered advisable to familiarize the operating and maintenance personnel with the now problems they would experience due to the roll of the ship.

The SCR-527 Platoon of Reporting Company "A" and one SCS-3 Section from the 302d Fighter Control Squadron was loaded aboard LST 792, and the SCR-527 Platoon of Reporting Company "B" was loaded aboard LST 642 at Kewalo Basin 25 December 1944. Since it was anticipated that the radar aboard LST 642 would operate in conjunction with either of those aboard LST 792 or LST 723, it was not considered necessary to install an SCS-3 unit aboard LST 642. All equipment aboard LST's 792 and 642 was installed and tuned the next two days. On 27 December, the two ships were taken to redesignated locations on the west shore of Oahu and calibrated by personnel and aircraft provided by the HI Fighter Command. LST 723 was to have been loaded at the same time as the other two but due to damage to the ship its loading was delayed until 28 December at which time the SCR-527

platoon of Reporting Company "D" And an SCS-3 section of the 302d Fighter Control Squadron was loaded. After installation and tuning was completed, LST-723 joined the other two for calibration. Upon completion of the calibration, the three ships cruised off the west shore of Oahu for operational training conducting day and night fighter direction exercises until 5 January 1945. On 5 January 1945, LST 642 and LST 723 were taken to Maui and LST 792 returned to Kewalo Basin for the tank deck load. Upon completion of loading, the three ships returned to the predesignated calibration points and were recalibrated for the full load draft of the ships. On 10 January 1945, the three ships departed for Maui to participate in the Marine rehearsal.

During the Marine rehearsal at Maui, the three radar LST's were employed as radar picket ships, but no fighter direction problems were assigned to them. The two AN/TPS-1 detachments with the 4th and 5th Marine Divisions participated in the Command Post exercises and rehearsal. No other units were employed by the Marines or Navy during the rehearsal period but did continue training and preparation for increment on Oahu.

Upon completion of the Maui rehearsal, the three radar LST's returned to Oahu for final loading and grouping preparatory to departure on 22 January 1945 for Saipan. Prior to departure for Saipan, all radar and radio equipment was secured and protected from the weather as much as possible.

The balance of the Assault Phase was loaded as follows: Detachment #1 of the 726th Signal AW Company attached to the 4th Marine Division embarked on PA 118 and LSM 260 and departed from Maui 3 January 1945. Detachment #2 of the 726th Signal AW Company attached to the 5th Marine

Division embarked on PA 90 and departed from Hawaii on 4 January 1945. The four AN/TPS-1 sections of the 726th Signal AW Company attached to VAC Headquarters embarked on PA 66 at Pearl Harbor on 25 January 1945 and departed 27 January 1945. Due to breakdown of the ship, they were returned to Pearl Harbor and transferred to PA 70 departing again 3 February 1945. The equipment of these detachments was loaded on KA 61 and departed from Pearl Harbor 27 January 1945. The personnel and equipment of the SC-3 Detachment of Reporting Company "A" and the Assault Phase ADCC of Reporting Company "D" loaded aboard LST 641 and departed from Pearl Harbor 24 January 1945.- The personnel and equipment of the SC-3 Detachment of Reporting Company "D" loaded aboard LST 809 And departed from Pearl Harbor 24 January, 1945.

During the rehearsal at Saipan the three radar LST's were again used as picket ships although they were not employed for fighter direction problems. None of the other units participated in the Saipan rehearsal.

The three radar LST's remained in operation during the approach phase from Saipan to Iwo Jima searching and ready to perform fighter direction upon instruction from Delegate Base.

Upon arrival at Iwo Jima on D-Day, the SCR-527 and SCS-3 units aboard LST 792 were advised by Delegate Base that they were being released from operation and to dismantle their equipment and prepare for landing. This was accomplished and the ship held near the island awaiting instructions to land.

The SCR-527 and SCS-3 units aboard LST 723 and the SCR-527 unit aboard LST 642 continued to operate under the tactical control of Delegate Base as Picket ships prepared to assume fighter direction operation upon direction.

The equipment of Detachment #5 of the 726th Signal AW Company attached to the 5th Marine Division was landed at 2000, D-Day and the personnel landed at 0800, D plus 1 on Beach Red 2. 1st Lt (0110) Dale M. Bebb, 0-466083, Detachment Commander, received a slight shrapnel wound in the back while bringing his men ashore. After receiving medical attention he returned to duty. Due to the heavy fire still being received in the Division CP area, it was considered inadvisable to install the radar at that time. The radio and siren were installed and the Division kept informed of enemy air activity through liaison with Delegate Base.

At 1830 on D plus 3, the ADCC of Reporting Company "D" and the SC-3 radar of Reporting Company "A" were landed at Beach Yellow 1. Both units remained on the beach during the night.

D plus 4 according to plan, the ADCC was to be installed at or near the location of the Landing Force Commander's Headquarters. The VAC Signal Officer was located on the beach in the morning of D plus 4 and it was learned from him that the Landing Force Commander's Headquarters had not yet come ashore, but the proposed location was obtained and the area reconnoitered. A suitable location was found approximately one hundred-yards from the proposed site of the Landing Force Commanders Headquarters and the equipment moved to that location (TA 147 T) at 1100. Two bulldozers were obtained from the beachmaster of Beach Red 1 and necessary revetting started. That afternoon a reconnaissance was made of the proposed SC-3 site which was found to be suitable. At 1900 on D plus 4, LSI 792 was beached prepared to unload the SCR-527 and AN/TPS-10 of Reporting Company "A" and the SCS-3 of the 302d Fighter Control Squadron. While on the beach, it was hit with five or six enemy mortar shells and moved out to sea

returning to unload at 0900 on D plus 5. The previously selected site for this equipment being unavailable due to enemy activity and no other suitable site available, the personnel and equipment were brought to the ADCC site temporarily. During the attempted landing during the night of D plus 4, the equipment damaged by mortar fire included the SCR-527 transmitting antenna (not repairable with facilities available to this unit), the SCR-527 power van (no serious damage to power unit), the AN/TPS-10 antenna (repairable by operating personnel) and some spare parts, rations and minor items of organizational equipment. No personnel of the organization were injured. Personnel and equipment of Detachment #1 attached to the 4<sup>th</sup> Marine Division landed on Beach Yellow 2 on D plus 4. The equipment was installed in the Division CP Area (TA 148 E) and in operation at 1900. Liaison was established with Delegate Base and air warning information supplied to Division D-3.

Tec 5 (060) Rudy J. Pristic, 33467796, a cook with Detachment #5, attached to the 5<sup>th</sup> Marine Division, was evacuated due to a leg wound caused by enemy sniper fire, while on duty in his bivouac area in TA 148-F.

D plus 5 installation was continued on the ADCC and liaison established with Delegate Base and the Landing Force Commander's Headquarters. Information received from Delegate Base on air warning conditions was relayed to VAC Headquarters by telephone. The SC-3 was not installed due to the unavailability of bulldozers necessary to move the equipment to the site and prepare revetments.

Sgt (510) Clyde E. Wilson, 17046001, Reporting Company "D" was evacuated from his bivouac area in TA 147\_T, when a hand grenade exploded beneath the fire on which he was heating his food, thereby causing a wrist wound.

D plus 6 a bulldozer was obtained from VAC engineers at 1000, and the movement of the SC-3 to its present site (TA 148 K) started. Revetting and installation of the site was begun immediately upon arrival. - At 1400, the ADCC was officially established with all radio channels operational and wire lines to VAC Headquarters. Agate 1 (AN/TPS-1, Detachment #1) was the only radar reporting. - At 1900, Agate 10 (SC-3, Detachment Company "A") reported into the ADCC by radio and began sending radar information. - At 2400 the personnel and equipment of the SC-3 unit of Reporting Company "D" was brought ashore remaining on the beach for the rest of the night.

D plus 7 the site previously selected for the SC-3 of Reporting Company "D" still being in enemy territory and no suitable alternate site being available, its personnel and equipment were brought to the ADCC area during the morning. Agate 5 (AN/TPS Detachment #5) was installed at TA 147 J and reported by radio to the ADCC at 1500 stating they were in operation and started sending radar plots.

D plus 8 at 1400, a message was received from VAC Headquarters stating that the AN/TPS-1 Detachment #5 was being released by the 5th Marine Division and would revert to the administrative and tactical control of this headquarters. - Installation was completed on the VHF transmitter and receiver of the first SCS-3 unit located at the ADCC and two channels of high power VHF (140.58 mc and 142.02 mc) were made available to the ADCC. - Construction was begun on the SCR 527 site at Motoyama Air Field #1 during the day with bulldozers provided by the Marine engineers working at the field. - The personnel to operate the AN/TPS-10 radar unit received at Saipan were landed at 1500 and brought to the ADCC site. An

inspection was made of the damage Incurred by mortar fire (see account of D plus 4) and plans made to erect the set in the ADCC area for further check. -At 1800, a message was received from Delegate Base stating that the remaining two LST radar ships were "being released from operation and preparing to land.

D plus 9 construction work was continued on the SCR-527 site at Number 1 Air Field, - The AN/TPS-10 radar unit was installed and repairs necessary for operation made by the operating personnel. Arrangements were made to move it to the SCR-527 site at Number 1 Air Field. - A Jeep with a VHF radio installed was lent to CASCU to act as a temporary control tower at Air field 1. - At 2355, radio communication was established with the AAA units who reported ready for operation.

D plus 10 the personnel and equipment of the SCR-527 platoon of Reporting Company "D" and the SCS-3 section of the 302d Fighter Control Squadron aboard LST-723 was landed at 1400. Since the site selected for this unit was still in enemy territory, the personnel and equipment were brought to the ADCC site. - The equipment of the remaining four AN/TPS-1 units was brought ashore and located in the vicinity of the SC-3 of Reporting Company "A". - At 0250, a flash Red Control Yellow was instigated by the Navy and repeated to units ashore by all agencies by the ADCC. The flash white control green was received from the Navy at 0425 and again repeated to units ashore by the ADCC. The Navy later reported shooting down one Betty. - At 0230, a fire believed to have been the result of enemy mortar fire, was started in an ammunition dump near Agate 5. The fire and explosions completely destroyed the AN/TPS-1 radar unit. None of the crew of Agate 5 were injured during the fire. The gas generated by the burning dump was quite

heavy in the ADCC area but operating personnel were able to continue operation with gas masks, - At 0450, Agate 1 reported they were out of operation due to the power unit being hit by mortar fire. - Detachment #6 of the 726th Signal AW Company was landed at 1500 and temporarily located near the SC-3 of Reporting Company "A".

D plus 11 the personnel and equipment of the SCR-527 platoon of Reporting "B" was landed at 0930. There being no available site for this platoon it was located in the area of the SC-3 of Reporting Company "A". - The AN/TPS-1 unit operated by Detachment #6 was installed just north of Number 1 Air Field (TA 181 T) and reported into the ADCC ready for operation at 1844. -At 2125 a Flash Red Control Yellow was instigated by the Navy and relayed to units ashore by the ADCC. The Flash White Control Green was received and relayed to units ashore at 2144. The Navy later identified the bogie as a friendly surface craft.

D plus 12 Detachment #3 of the 726th Signal AW Company landed at 0800 and joined the rest of their unit in the area of the SC-3 of Reporting Company "A". A reconnaissance was made of the top of Mt. Suribachi and a decision made to install Agate 3 at the point "Hot Rocks". There being no road to the top, arrangements were made to assemble a detail of all available personnel to carry the unit to the top the following morning,

Sgt Lorenz M. Pijahn, 37112652, Reporting Company "A", received shrapnel wounds in left shoulder and arm, when an enemy mortar shell landed nearby while he was supervising the installation of an SCR-527 radar unit, on Motoyama Airfield Number 1, TA 164-S.

D plus 13 the installation of the first SCR-575 homer station of the 302d Fighter Control Squadron was completed and started operation as Brother



Agate. - The AN/TPS-1 radar unit of the 726th Signal AW Company was carried to the top of Mt. Suribachi by a detail of 150 men completing the job in approximately five hours. Installation of the set was begun immediately.

D plus 14, the installation and revetting of the SCR-527 unit of Reporting Company "A" was completed at 1200. All components except the antennas were buried below ground. Arrangements were made to begin the calibration of the set at 1500. - The remaining detachments (#2 and #4) of the 726th were brought ashore at 2000 and joined the company. These detachments were held until sites became available at the north end of the island. -Agate 3 reported to the ADCC by radio at 1300 and started sending radar information.

Due to the scarcity of enemy aerial activity, the SCR-527 radar units aboard the three LST's were not given the opportunity to prove their worth nor can any definite opinion be formulated as to the desirability of repeating the installation for future operations.

The progress of the installation of a workable aircraft warning system ashore has been slow due to unavailability of suitable sites. Low angle coverage to the northeast and east has been limited due to the high terrain in those directions still held by the enemy.

The assault ADCC (modified SCR-572 trailer) has proved very valuable. It was landed in good condition and has operated very successfully. It is problematical how long a system not protected from the dust such as this installation was, would have operated satisfactorily. The only trouble experienced was that of relay and radio failure due to the shock resulting when friendly 155mm artillery was fired in the immediate vicinity. These were not located when the ADCC site was chosen.

It is considered that much time was saved and a better understanding of the mutual problems involved by authorizing this unit direct liaison with Marine and Navy units they were to work closely with during the operation.

It is strongly recommended that units of this type be authorized at least one bulldozer to assist in movement of the heavy vehicles and to construct revetments for them. In all cases units having bulldozers were very cooperative in assisting us if they could be spared at the time, but much time is lost in contacting these units to find one that could be spared. One full day was lost in the installation of the SC-3 unit of Reporting Company "A" due to the unavailability of a bulldozer.

Tec 5 Coley A. Weed, 32576171, 3d Platoon, 726th Signal AW Company, had the index finger of his left hand blown off while arming a trip flare, on 18 March 1955, in his platoon bivouac area at the base of Mt. Surabachi, TA 132-F. Due to enemy infiltration attempts at night it was necessary to set trip flares for the defense of the platoon.

The enemy staged a counter-attack early on the morning of 26 March and some of them infiltrated into the 726th Signal AW Company area. Area guards awakened the personnel of the company who immediately took up arms to repel the enemy. During the fight T/Sgt Edward W. Dom, 35164588, and Tec 4 Henry R. Zeiher, 13154040, were killed, and Tec 5 Keyah Descheny, 39852314, and Tec 5 Charles W. Harrison, 3917161U, were wounded.

The supplies and equipment of the battalion and attached units that was shipped with the 1st Echelon began coming ashore on 7 March 1945- The Battalion S-4 established a system whereby an officer and two enlisted men patrolled all beaches in a Jeep checking each ship as it landed. When it

was found that a ship contained property belonging to this battalion or attached units, the officer on patrol contacted the Battalion Adjutant by telephone: he in turn would have trucks dispatched to the designated beach, to pick up the property before it was hauled to the central dump; thereby avoiding unnecessary handling of property.

A great deal of uninterrupted pilfering was observed on the beaches as property was brought ashore. Unauthorized persons were observed checking packing lists attached to boxes in an effort to determine the contents. It is felt that pilfering could be reduced no small degree, if the individual packing lists attached to boxes could be eliminated; for it is believed that master packing lists in the hands of authorized representatives of the property would prove adequate.

It was also noticed that fiber Air Corps packing cases were set aside for unauthorized inspection, when and if time permitted. This particular case may be opened by removing eight (8) bolts, thereby revealing contents. It is suggested that where extensive handling is necessary, these cases should be boxed in the usual manner.

The Army personnel detailed to unload property as it came ashore, were entirely unmindful of the necessity of exercising care where possible. As a result there was much unnecessary property damage. It was also noted that many of these details operated without the responsible supervision of a non-commissioned officer. This does not apply to the Navy C.B.'s however, they did a commendable job,

Tentage which is not boxed is also easily misappropriated, for with constant handling the outer covering becomes torn and mutilated, and identity becomes lost. It is suggested that tentage be boxed with the

tent pins if possible.

It is further suggested that lumber to be used for the construction of prefabricated buildings be boxed, bundled or banded together, in a manner that will prevent the bundles from breaking apart; whereupon it is handled as dunnage. In some instances prefabricated buildings were received in part, thereby defeating the purpose.

In all, 4,950 boxes were transported, of which 146 boxes of equipment were lost, damaged, or pilfered. This represents a loss of 2.9%.

### III. OPERATIONS AND TRAINING (Cont'd)

4. During January operations and training of platoons in the assault echelon were as follows:

a. Between 1 January and 17 January the 3<sup>rd</sup> Platoon with associated SCR-527 radar equipment aboard LST #792 and the 4<sup>th</sup> Platoon with associated SCR-527 radar equipment aboard LST #642 participated in amphibious maneuvers in Hawaiian waters with the V Amphibious Corps. GCI training with both day and night interceptions was carried out with the SCR-527s operating from the decks of their respective LSTs.

b. On 18 January LST #792 returned to Kaneohe and LST #642 returned to Pearl Harbor.

c. On 20 January the Company Commander, the Company Communications Officer and two officers and twenty-nine enlisted men of the 1<sup>st</sup> Platoon with a Navy-type SC-3 radar set loaded aboard LST #641.

d. On 22 January LSTs #642 and #792 departed from {unreadable} destination unknown.

e. On 24 January LST # 641 departed from Oahu, destination unknown.

5. During January operations and training of platoons in the 1<sup>st</sup> garrison echelon were as follows:

a. During January Headquarters Platoon, 2d Platoon, and the remainder of the 1<sup>st</sup> Platoon continued preparations for movement. All packing and crating was completed 25 January. On 28 January loading commence on all organizational equipment not shipped in the assault phase. Camp and mess equipment was loaded aboard USS Cape Fear. Organizational equipment was loaded aboard the USS China Victory.

### IV. SUPPLY

Negative

### V. MISCELLANEOUS

Negative

/S/

Edward C Gessert  
Captain, Signal Corps  
Commanding

HEADQUARTERS  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

FIELD ORDER )

TAW:njk  
20 January 1945

NUMBER 7)

Maps: Special Air and Gunnery Target Map, IWO JIMA, Scale 1: 20,000.

1. a. (1) See Annex Baker (Intelligence) to VAC Operations Plan 3-44.  
(2) See Annex Baker (Intelligence) to TF 51 Operations Plan No. A25-44.

2. The 568th Signal AW Battalion and attached units will install, operate and maintain an adequate and continuous aircraft warning system on the island of IWO JIMA. See Annex, Love, VAC Operations Plan 3-44 and Appendix 4, Annex Charlie, VII Fighter Command Order 1-45.

3. a. During the assault phase, subordinate units will install, operate and maintain the following equipment in accordance with Annex Love, VAC Operations Plan 3-44 and Appendix 4, Annex Charlie VII Fighter Command Field Order 1-45:

- (1) 726th Signal AW Company:  
Six (6) AU/TPS-1 radar sets and associated radio equipment.
- (2) Reporting Company "A"  
One (1) SC-3 radar" set and associated radio equipment.  
Two (2) SCR-527 radar sets and associated radio equipment.  
One (1) AN/TPS-10 radar Set.
- (3) Reporting Company "D":  
One (1) SC-3 radar set and associated radio equipment.  
One (1) SCR-527 radar set and associated radio Equipment.  
One (1) Assault ADCC and associated radio equipment.

b. During the consolidation phase, subordinate units will install and maintain the following additional equipment in accordance with U, Annex Charlie VII Fighter Command Field Order 1-45:

(1) Reporting Company "A":

Two (2) SCR- 270DA radar sets and associated radio equipment.

(2) Reporting Company "D":

Two (2) SCR-270DA radar sets and associated radio equipment.

One (1) AN/TPS-10 radar set.

c. During the Garrison-phase, Reporting Company "C" will install, operate and maintain the following equipment in accordance with Appendix 4, Annex Charlie, VII Fighter Command Field Order 1-45:

One (1) AN/CPS-1 and associated radio equipment.

One (1) SCR-615-B and associated radio equipment.

d. Assault and Consolidation phase radar sets will be released from operation by this headquarters as they are replaced with higher powered equipment.

x. a. Sites chosen and shown on the attached, overlay for the ADCC and radar sets were selected from aerial photographs and contour maps and may be changed should personal reconnaissance prove them to be unavailable, inaccessible, or unsuitable for other reasons. Any changes necessary will be reported immediately to this headquarters.

b. Details of the alternate- plan are given in VAC Operations Plan 4-44

c. All radar, radio equipment and the ADCC will be revetted and sandbagged as soon as possible.

d. The officer in charge of each separate installation will establish a suitable perimeter defense for his installation. He will insure that automatic weapons within the platoon are deployed to best advantage. He will formulate and disseminate suitable plan for area perimeter defense. He will insure that each individual constructs an "L" shaped slit trench for himself immediately upon arrival at the site.



e. All personnel will be familiarized with the contents of paragraph 6, Section IV, SOP for the Employment of Fighter Units and Fighter Direction Personnel, Headquarters Task Unit 10.16.1, dated 9 January 1945.

f. Defense against chemical attack will be in accordance with VII Fighter Command SOP.

### III. OPERATIONS AND TRAINING (Cont'd)

On 23 February detachment of the 1st Platoon moved their radar equipment across Motoyama Air Field No 1 to a bivouac area about 1000 yards south of the air field. At 1900 LST 792 beached on Yellow 1 Beach in an attempt to unload their VHF and SCR-527 radar equipment.

The 1ST was forced off the beach after having sustained a number of hits from enemy artillery. One SCR-527 power unit received a direct hit. Near hits also damaged the SCR-527 transmitter and transmitting antenna and the AN/TPS-10.

At 0900, 24 February LST 792 again beached and commenced unloading the 3rd Platoon's and VHF Fighter Control Detachment No 1's equipment. The unloading was complete by 1300 and all personnel and equipment were moved to a bivouac area near the 1st Platoon.

At 1000 on 25 February the SC-3 of the 1st Platoon was moved to a site 50 yards south of Motoyama Air Field No 1 and set up. The set was revetted and in operation at 1600 and commenced reporting to the ADCC at 1800.

On 26 February Fighter Control Detachment No 1 commenced setting up their SCS-3 in the vicinity of the ADCC. The cadre with the AN/TPS-10 commenced unpacking and repairing the equipment.

On 27 February the 7th Platoon landed and joined in the work on the AN/TPS-10.

On 28 February a site in the center of Motoyama Airfield No 1 was chosen for the 3rd Platoon's SCR-527. Excavation was commenced for revetting the SCR-527. This set with the exception of the antennae will be installed completely underground.

4. In summarizing the organization's operations at Iwo Jima to date a number of items of interest might be brought out:

a. During the approach phase to the island and after arrival neither the 3rd Platoon's SCR-527 on LST 792 nor the 4<sup>th</sup> Platoon's SCR-527 on LST 642 were called on by the Senior Fighter Director Ship for information or assistance of any kind.

b. As a result of the tactical situation being far different than originally planned all the radar equipment of the 1<sup>st</sup> and 3<sup>rd</sup> Platoons was landed much too early. When LSTs 641 and 792 were originally loaded in Oahu their cargo, in addition to the radar equipment, included much heavy beach party equipment. Due to the character of the assault and the losses in equipment sustained it was necessary to call LSTs 641 and 792 ashore before the radar was

UNIT HISTORY, COMPANY "D"  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND, ARMY AIR FORCES  
PACIFIC OCEAN AREA APO 244

Installment for Month of February 1945

As the month of February opened the 1st Echelon Group, consisting of the 1<sup>st</sup> and 2<sup>nd</sup> platoons and the remainder of the Plotting Platoon, under the command of 1st Lt Frank J. Sottile, was rapidly bringing to a close the task of packing and crating the organizational equipment and preparations for loading. Finally on 5 February 1945, the 1<sup>st</sup> Echelon Group was loaded aboard the USAT Sea Sturgeon. All light general purpose vehicles and general cargo had been previously loaded on the Cape Fear. The radar vehicles and heavy trucks were loaded on the China Victory. It is significant to note that there were no Company "D" representatives aboard either the China Victory or the Cape Fear.


Meanwhile the Assault ADCC personnel and the SC-3 Platoon aboard LST 641 and LST 809 proceeded in convoy to Eniwetok and later to Guam, arriving there about 14 February 1945. After a two (2) day stop-over the convoy then proceeded to the Target Area. The target, Iwo Jima, was announced to the men and they were briefed extensively. LST 641 and LST 809 arrived on target D plus 1, 20 February 1945. Progress ashore proved delayed at the time and both ships again put out to sea and cruised in the vicinity for two (2) days. On D plus 3, 22 February 1945, the Assault ADCC and Personnel were loaded on Yellow Beach. As darkness had set in by this time, the personnel and vehicles dispersed on the beach to await morning. During the night the area was subject to mortar and artillery fire from enemy positions but no casualties or damage to the equipment was suffered. On 23 February 1945, the unit proceeded to the southern part of the Island and began setting up the Assault ADCC. Actual operation of the Assault Van began at 1400, 25 February 1945 when the first radar (AN/TPS-1) reported into the net. At 1920 on the same day the SC-3 of Company "A" 568th Signal AW Battalion, began operation and reported into the net. On 26 February 1945 at 1345 AN/TPS-5 reported in. Thus by the end of February the radar coverage consisted of one (1) SC-3 and two (2) AN/TPS stations.

On 25 February 1945 (D plus 7) the SC-3 personnel and equipment were unloaded from aboard LST 809 on Red Bench 2. Again darkness prevented the personnel from moving from the

beach and it wasn't until the following morning that they were able to join the Assault group in their bivouac area to await the selection of a suitable site.

The 3rd Platoon (SCR-527) and attached VHF personnel aboard LST 723 arrived at Saipan on 12 February 1945. At this time the radar was again set up in operation to take part in the final rehearsal. On 13 and 14 February 1945 the rehearsal was hold with LST 723 again acting as a radar picket ship. Enroute from Saipan to the Target Area, the station continued operation as a picket ship. LST 723 arrived at the Target on D day, 19 February 1945. The efficiency of operation was poor due to the constant maneuvering and the changing of the ship's heading. On D day the ship unloaded the Amtracs which were in the tank deck and, later that night reloaded them and proceeded to their patrol area about three (3) to five (5) miles off-shore, northwest of the target. On D plus 3 the ship again came in and unloaded the Amtracs, after which it again took up its station as a picket ship. On D plus 9 the equipment and personnel of the 3rd Platoon was landed on the beach and proceeded to the ADCC bivouac area.

As a summary at the end of February, the Assault ADCC, the SC-3 Platoon and the 3rd Plt (SCR-527) were all ashore with the 1st Echelon still enroute. The only unit in operation was the Assault ADCC and both platoons were awaiting availability of site.

  
ROBERT F. NEWMAN  
Captain, Signal Corps  
Commanding

## I. PERSONNEL AND ADMINISTRATION

On 7 March 1945 four officers and thirty-two enlisted men from Headquarters and Headquarters Company of this battalion were relieved of attachment to this organization.

## II. INTELLIGENCE

Negative.

## III. OPERATIONS AND TRAINING

1. Headquarters Platoon, 2d Platoon, and 6th Platoon arrived at Iwo Jima on the 7th day of March. All personnel bivouacked south of Motoyama Airfield Number 1. On 15 March the 2d, 3rd, 7th, and Headquarters Platoons moved into the permanent company area located four hundred yards north of road junction 120, within a week a pre-fabricated mess hall and a motor pool were set up. The area was cleared and pyramidal tents were set up. The 6th Platoon remained in bivouac south of Motoyama Airfield Number 1.

2. A detailed account of the installation and operation of radar units for the month is as follows:

a. The 1st Platoon SC-3, set up the previous month, continued in operation as an early warning station. Operations were satisfactory. One convoy of ships was picked up sixty-five miles away.

b. The 2d Platoon SCR 270DA was installed on Hill 362 and started reporting to the ADCC the 17th day of March. It was the first long-range early warning station in operation. Coverage to the north was good. On the evening of 25 March enemy planes attempting to approach the island were detected one hundred and ninety-five miles away.

c. The 3d Platoon SCR-S27 and the 7th Platoon AN/TPS-10 installation on Motoyama Airfield Number 1 was completed. Except for the antenna, all equipment was underground. The AN/TPS-10 scope was mounted outside and to the rear of the SCR-527 operations van.

(1)Both units were in operation on 5 March. The SCR-527 was used for early warning and fighter-direction. The AN/TPS-10 was also used for early warning as well as height-finding.

(2)During the month approximately thirty intercepts were made from this installation. Four were intercepts of enemy planes, the remainder were practice and identification intercepts. On the evening of 25 March several enemy planes attempted to approach the island. Two planes were shot down with one probable. No planes came within thirty miles of the island, and the furthest intercept was made at



ORGANIZATIONAL HISTORY  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND, SEVENTH AIR FORCE  
ARMY AIR FORCES PACIFIC OCEAN AREAS  
APO 246

Installment for the month of March 1945

The month of March was a busy one for this organization; MEW Companies "B" and "C" were rounding out their training programs.

The former 3d Platoon of Company "B", which accompanied the Assault Force to Iwo Jima, operating an SCR-527 on the deck of LST-642, was released from attachment to Company "A" and is awaiting transportation to Saipan. This platoon will be supplemented by other members of Company "B" who will leave Oahu and join the platoon at Saipan where they will be trained in the operation and maintenance of MEW equipment.

The operating personnel of Company "C" are receiving training at an MEW site on Saipan, and will join the balance of the company at Iwo Jima where they will go into operation for the air defense of the island.

The remainder of the battalion and attached units, stationed on Iwo Jima in the Volcano Island Group, were busily engaged in strengthening perimeters of defense and improving living conditions as much as possible under the circumstances, while performing the mission for which they trained and waited so long.

The training program took on a new meaning back on 20 September 1944, while stationed at Kualoa Army Air Base, Oahu, T.H. This Organization

was notified by VII Fighter Command that this battalion and attached units (726th Signal AW Company, and 302d Fighter Control Squadron) less Company "B", would furnish air warning service for the Island of Iwo Jima in the Volcano Island Group; and that portions of the units mentioned above would participate in the Assault Phase of the operation under the V Amphibious Corps (Marine) Landing Force. Equipment to be operated in the Assault Phase was specified to be as follows:

Six (6)	AN/TPS-1A lightweight radar sets.
Two (2)	SC-3 Navy type medium range radar sets.
One (1)	SCR-527 fighter director radar set.
One (1)	SCS-3 VHF radio and homing equipment.
One (1)	modified SCR-572 plotting trailer to act as the ADCC.

This Headquarters published Field Order #5, dated 12 November 1944 (1), designed to train and equip all personnel; complete necessary modifications and test all operating equipment; and waterproof, pack and crate all organizational impedimenta.

Letter this headquarters, dated 11 December 1944, subject: Operations, (2), was issued to Headquarters and Headquarters Company and Companies "A" and "D" as authorization to release all radar, radio and plotting equipment from operation for an indefinite period effective 1200, 14 December 1944; to allow packing and loading of all vehicles to be combat loaded prior to submission of U, P and T tables for the 1st Echelon.

As a result of the successful experiments previously conducted by this organization, in cooperation with the Navy and the Hawaiian Air Defense Command, the Navy requested that an SCR-527 be installed on the weather deck of each of the two (2) LST's, for operation as Fighter Direction Radar ships. Subsequently it was decided that all three (3) SCR-527 units of the Assault Phase be installed on the decks of three

UNIT HISTORY  
COMPANY "C" 568<sup>TH</sup> SIGH AW BN  
APO 953

For

March 1945

Company "C" was making preparations for a forward movement at the beginning of the month and was busy throughout the month completing this task. Facilities for packing and crating equipment were inadequate and this was a long, drawn out affair.

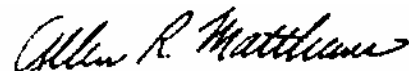
On 2 March 1945, Major John L. Pausch, 0329099, Lieutenant Allen R. Matthews, 0391779, and Lieutenant Kenneth G. Ferguson, 01637406, Assistant Signal Officer, VII Fighter Command, Company Commander and Communications Officer, Company "C", 568th Sig AW Bn respectively, departed for APO 244 to inspect the aircraft warning system in use at that station. Upon completion of the tour this detail returned to their present duty station at APO 953. The equipment now in use at APO 244 is similar to that which will be installed and operated by this organization. Under the direction and supervision of Major Pausch a Signal Operations Memorandum and a building plan for the installation and operation of radar set AN/CPS-1 were prepared and submitted to the Signal Officer, VII Fighter Command for approval.

On 23 March 1945, twenty enlisted men were placed on DS at APO 244 to become familiar with the operation and maintenance of the AN/CPS-1. This makes a total of three officers and sixty-one enlisted men who are now receiving this training.

On 31 March 1945, all details were complete and the Company was standing by awaiting final movement orders.

Company strength as of 31 March 1945:

Officers	14
Warrant Officers	1
Enlisted Men	284



ALLEN R. MATTHEWS,  
1st Lt, Sig C,  
Commanding.

UNIT HISTORY, COMPANY "D"  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND, ARMY AIR FORCES  
PACIFIC OCEAN AREAS, APO 244

Installation for month of March 1945

By the beginning of the month of March 1945, no tactical site had been approved for either the SC-3 or the 527 platoon. These men continued to bivouac in the south central part of the island with the members of the assault ADCC.

On 2 March 1945 at 1844 another radar (AN/TPS-6) was added to the net. Finally on 5 March 1945 at 1650 the SCR-527 of Company "A" was put into operation and G.C.I. control work began. On the same day AN/TPS-3 reported into the net. Thus by 5 March 1945, the radar coverage consisted of four (4) AN/TPS radars, one (1) SC-3 and one (1) SCR-527. The eight (8) enlisted men on detached services with the 78<sup>th</sup> fighter Squadron had by this time rejoined the Assault Group.

The 1<sup>st</sup> Echelon Group, consisting of the Headquarters, Plotting Platoon (Garrison ADCC), and the First and Second Platoons arrived at the target aboard the US{??} Sea Sturgeon on 7 March 1945 (D plus 16) at 1930. Personnel were unloaded on Purple beach and proceeded to join the Assault Group in their bivouac area, which by this time was housing the entire organization. The equipment began unloading the following day and was completed by 13 March 1945 (D plus 22).

With the arrival of the 1<sup>st</sup> Echelon additional Radar Operations Officers, plotters, radio and wire men were made available to become familiar with local operations and help relieve the personnel in the Assault ADCC Van.

At this time it became apparent that no suitable site would be available for the SC-3 so the platoon was disbanded and the equipment and personnel returned to their parent platoons (First and Second).

On 1{?} March 1945 at 0214 our height-finding radar (AN/TPS-10) reported into the net to work in close conjunction with the SCR-527 already in operation. On 17 March 1945 the first 270-DA radar began operation. This set was operated by the Second Platoon of Company "A". On 23 March 1945 the First Platoon of Company "D" managed to reach the top of Mount Suribachi with its 270-DA, and after some difficulty in setting up, began reporting into the net.

It now became apparent that the Assault Van was inadequate to handle the bulk of traffic being received. An unmodified AN/TTQ was brought in by the VII Fighter Command and this equipment was used by Company "D" in setting up a subassault ADCC. On 24 March 1945 at 1200 the switch-over to this equipment was successfully made. The full Plotting Platoons of both "A" and "D" Companies were being used to man this ADCC, plus the radio and wire teams of both organizations. At the close of March wire communication to all radar units had been installed.

c. Strength as of 31 December 1945: 30 Commissioned; 210 Enlisted.

4. Stations of unit of parts thereof.

a. Battalion Headquarter and Headquarters Company:

Departed Oahu, T.H., 5 February 1945.  
Arrived Eniwetok, 13 February 1945.  
Departed Eniwetok, 21 February 1945.  
Arrived Saipan, 25 February 1945.  
Departed Saipan, 5 March 1945.  
Arrived Iwo Jima, 7 March 1945.

b. Company "A"

1. 1st Platoon:

Departed Oahu, T.H., 24 January 1945.  
Arrived Iwo Jima, 22 February 1945.

2. 3rd Platoon:

Departed Oahu, T.H., 21 January 1945.  
Arrived Iwo Jima, 23 February 1945.

3. Fighter Control Detachment # 1:

Departed Oahu, T.H., 21 January 1945.  
Arrived Iwo Jima, 23 February 1945.

4. 7th Platoon:

Departed Oahu, T.H., 21 January 1945.  
Arrived Iwo Jima, 27 February 1945.

5. 1st Echelon:

Departed Oahu, T.H., 5 February 1945.  
Arrived Eniwetok, 13 February 1945.  
Departed Eniwetok, 21 February 1945.  
Arrived Saipan, 25 February 1945.  
Departed Saipan, 5 March 1945.  
Arrived Iwo Jima, 7 March 1945.

c. Company "C"

Departed Oahu, T.H., 8 April 1945.

Arrived Eniwetok, 16 April 1945.

Departed Eniwetok, 17 April 1945.

Arrived Saipan, 21 April 1945.

Departed Saipan, 27 April 1945.

Arrived Iwo Jima, 30 April 1945.

d. Company "D"

1. ADCC Personnel:

Departed Oahu, T.H., 24 January 1945.

Arrived Iwo Jima, 22 February 1945.

2. SC-3 Personnel:

Departed Oahu, T.H., 24 January 1945.

Arrived Iwo Jima, 25 February 1945.

3. 3rd Platoon:

Departed Oahu, T.H., 21 January 1945.

Arrived Iwo Jima, 28 February 1945.

4. 1<sup>st</sup> Echelon:

Departed Oahu, T.H., 5 February 1945.

Arrived Eniwetok, 13 February 1945.

Departed Eniwetok, 21 February 1945.

Arrived Saipan, 25 February 1945.

Departed Saipan, 5 March 1945.

Arrived Iwo Jima, 7 March 1945.

e. Company "B":

Departed Oahu, T.H., 8 Mar 1945.

Arrived Perry Island, 16 May 1945.

Departed Perry Island, 20 May 1945.

Arrived Ulithi, 24 May 1945.

Departed Ulithi, 3 June 1945.

Arrived Okinawa, 8 June 1945.

5. Marches.

Negative.

6. Campaigns.

a. Saipan:

1. Duration: 15 June 1944 to 18 February 1945.



2. Purpose: To provide aircraft warning.
    3. Authority ordering: Negative.
  - b. Iwo Jima:
    1. Duration: 19 February 1945 to 25 June 1945.
    2. Purpose: To provide aircraft warning and fighter control system; to provide radio communications; to install and maintain all radio remote control lines associated with the aircraft warning and fighter direction system; to install and maintain all wire lines associated with intra-battalion communications; and to install and maintain such extensions of the island cable system as the Tactical situation may require.
    3. Authority ordering: Field Order 1-45 Hq VII Fighter Command dtd 18 January 1945.
  - c. Okinawa:
    1. Duration: 26 March 1945 to 2 July 1945.
    2. Purpose: to provide aircraft warning and control during capture and occupation.
    3. Authority ordering: Assignment Order 63 Hq AAFPOA Administration dtd 23 April 1945.
7. Battles.  
Negative.
8. Commanding Officers in important engagements.
  - a. Iwo Jima:  
Lt Col Henry R Chamberlain-0255481
  - b. Okinawa:  
Capt Arch B Thomson-0333968



ORGANIZATIONA HISTORY  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND  
ARMY AIR FORCES PACIFIC OCEA AREAS  
APO 244

Installment for month of April 1945

Battalion Headquarters and Headquarters Company was established in pyramidal tents in the temporary area in TA 147-S at the beginning of the month. Shortly thereafter a permanent area was assigned in TA 131-J, and work got under way to make the area suitable as a camp site, to accommodate Battalion Headquarters and Headquarters Company and Companies "C" and "D". The area was very rough since it was full of large boulders and many stones. The job of preparing it to house troops was even rougher since it was very difficult to obtain the necessary machinery to do the job. The area is at the base of Mt. Suribachi and has quite a slope to it, which necessitated a large quantity of fill. Much of this was done by hand which was a long and difficult task. To dig a latrine for the enlisted men it was necessary to blast, due to the large rocks encountered. By the 17<sup>th</sup>, the area was suitable enough for Headquarters and Headquarters Company to move in. Everyone was established by the evening of the 18<sup>th</sup>.

Company "D" moved into the battalion area on the 4<sup>th</sup> and immediately established their camp site. By the evening of the 25<sup>th</sup> the area was shaping up very nicely and looked like it would be a nice looking area. However, that very night, a faulty parachute flare started a fire on the east shore and finally set off an ammunition dump. Missiles began falling

in our area at 2400. Fortunately, no serious injuries were suffered by the personnel. The dump burned and exploded continuously until dawn, but the hardest blast came at 0330. It was then that most of the damage was sustained. At daylight the area looked a mess; the terrific force of the blast snapped ridge poles and tent ropes. Torn tents caused by the blast and falling missiles were not few. The kitchen suffered the greatest damage since it was framed and enclosed. Details soon got things back in order through, and meals were on time as usual.

However, it was a different story with the radar and radio equipment that was damaged in the vicinity. Specific items which were the most seriously damaged were: two SCR-527 sets parked in target area 147-S, one SCS-3 set (SCR-573, SCR-574 and SCR-575) parked in the 302d Fighter Control Squadron area in target area 147-T, and the ten RC-256 and RC-257 sets which were stored in target area 147-T. It is believed that none of the equipment mentioned above is damaged beyond repair although in some cases it will require the assistance of 3d echelon repair shops.

Company "C" less sixty (60) enlisted men of the MEW platoon being trained at Saipan, arrived on the 30<sup>th</sup> and immediately established camp in the Battalion area, target area 131-J.

The improvement of the Air Warning System was a continuous task. The following improvements were made during the month: The three (3) horsepower, three (3) phase, 220 volt AC motor, for the modification of the PU-6 arrived, which permitted more satisfactory operation of the AN/TPS-10 heightfinder, commonly referred to as "Little Abner".

Organizational History, Hq 568<sup>th</sup> Sig AW Bn, APO 86 dtd Apr 45, (Cont'd)

Engineer construction got under way for the SCR-270 DA radar site (Agate-13) in target area 235-K on the 8<sup>th</sup>. Two days later, on the 10<sup>th</sup> engineer construction was started on the SCR-270 DA radar site (Agate 14) in target area 202-H. The second AN/TPS-10 unit arrived by air shipment the same day.

Since the VHF station (1 each SCR-573, SCR-574) located in target area 132-F proved to be operating satisfactorily, the station in target area 147-T was removed from service, and preparations started for its installation at the north end of the island.

Installation of the second AN/TPS-10 set was begun in target area 132-P on the 12<sup>th</sup>. This set will be used in conjunction with the SCR-270 DA (Agate-15). Installation and tuning was completed on the 14<sup>th</sup> and calibration begun.

The next day, on the 15<sup>th</sup>, construction got under way on the VHF transmitter and receiver building, in target area 132-P. The engineer construction on the radar site of Agate 14 was completed the same day and installation of camp and equipment was started.

On the 19<sup>th</sup> the installation and tuning of the SCR-270 DA (Agate 14) in target area 202-H was completed, and tactical operation begun.

The assault phase SC-3 search radar (Agate 10), having been replaced by Agate 12, Agate 14, and Agate 15, was released from operation on the 20<sup>th</sup> and will be dismantled and overhauled in preparation for future use.

Preparations for the SCR-270 DA (Agate 13) site in target area 235-X was completed, and installation of camp and equipment was started on the 26<sup>th</sup>.

Organizational History, Hq 568<sup>th</sup> Sig AW Bn, APS 86, dtd Apr 45, (Cont'd)

The installation and tuning of the SCR-270 DA set (Agate-13), in target area 235-K was completed on the 29<sup>th</sup> and tactical operation begun. It is expected that the operation of this set will be quite intermittent during the daylight hours for the next ten days due to the blasting in the close vicinity. The set will be shut down before each blast.

There were 1,932 flights detected during the month, excluding forty (40) mass flights of B-29 and P-51 strikes, and local flights including CAP and ASP.

A breakdown of the 223 bogies detected, which is exclusive of the flights mentioned above, follows:

Seventy-eight (78) of the bogies turned on their IFF when nearing the island although they were detected as bogies and carried on the plotting board for a minimum of fifteen (15) minutes as bogies.

Twenty (20) bogies were intercepted by CAP. In some cases these bogies turned on their IFF upon being intercepted.

Thirty-five (35) bogies were identified by the controller from flight plans. Frequently these flight plans are incomplete and positive identification is sometimes impossible.

There were forty-five (45) aircraft definitely identified as committing violation.

The remaining forty-five (45) bogies were unidentified.

The unidentified bogies for the most part were probably friendly as only one "Flash Red" was sounded during the month. This occurred on the 12<sup>th</sup> when bogies were detected dropping "snow" approximately fifty (50) miles west of the island. Interception was attempted but

Organizational History Hq 568<sup>th</sup> Sig AW Bn, APS 86, dtd Apr 45, (Cont'd)

no enemy planes were found. A large number of unidentified bogies passed seventy-five (75) to one-hundred (100) miles away from the island therefore making interception impractical.

During the last two (2) weeks of the month an improvement was noted on the B-29 mass-raids.

IFF violations still occur but the number of aircraft violations has been reduced to approximately ten (10) percent of each mass-raid still appearing bogey.

NOTE: Target area locations designated are in accordance with Special Air and Gunnery Target Map, Iwo Jima.

## I. PERSONNEL AND ADMINISTRATION

On 1 April 1945 the 4<sup>th</sup> Platoon was relieved from Detached Service with this organization. Officers and enlisted personnel left for Saipan by Air Transportation.

On 15 April 1945 the 6th Platoon was relieved from Detached Service with this organization.

## II. INTELLIGENCE

Negative.

## III. OPERATIONS AND TRAINING

1. During the month the following radar units were in operation:

a. On 20 April the 1st Platoon ceased operation of their SC-3 radar and commenced moving their camp and SCR-270 A to TA 235-F. On 29 April the SCR-270DA was in operation. Tho SC-3 was checked and moved to the company area.

b. The 2d Platoon's SCR-270DA continued in operation with good results.

c. The 3d Platoon's SCR-527 and the 7th Platoon's AN/TPS-10 continued in operation. The area surrounding the units to the north was used for an airplane dispersal area. The presence of planes in this area reduced the operational efficiency of both units.

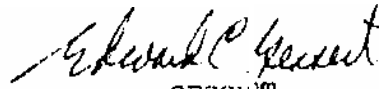
(1) During the month approximately thirty intercepts were made. Thirteen were practice intercepts and the remainder were identification intercepts.

## IV. SUPPLY

Supplies were uncrated and a company supply tent was set up.

## V. MISCELLANEOUS

Negative.

  
EDWARD C GESSERT  
Captain, Signal Corps  
Commanding



UNIT HISTORY, COMPANY "D"  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND, ARMY AIR FORCES  
PACIFIC OCEAN AREAS, APO 244

Installment for Month of April 1945

On 15 April 1945, the Second Radar Reporting Platoon proceeded to the vicinity of 202-H, Special Air and Gunnery Target Map, Iwo Jima, to install the SCR-270-DA and establish a platoon camp site. The radar reported into the ADCC on 19 April 1945 at 1745K and commenced operations. The Air Warning Radar coverage now consisted of 4 SCR 270-DA, 1 SCR 527, and 2 AN/TPS-10 height finding units.

On 24 April, personnel of Headquarters and Plotting Platoons, First Radar Reporting Platoon, and attached personnel proceeded from the temporary company area to the permanent company area located in the vicinity of 131-J, Special Air and Gunnery Target Map, Iwo Jima. Considerable work on the general area was necessary and the erection of a semi-permanent mess hall was begun.

On 25 April 1945, at about 2330, a flare landed on a stack of demolition tubes on Green Beach, setting them afire. The fire spread to other revetments setting off rockets and other types of ammunition. Fires and explosions continued throughout the night with the greatest detonation occurring at 0330, 26 April 1945, when 148 500 pound G bombs were detonated simultaneously. The resulting blast and shrapnel caused some slight damage to the ADCC tent and several motor vehicles parked in the Company "D" Motor Pool were damaged. Several tents in the camp site were blown over but no casualties were suffered by personnel of this company. During the blasts it became feasible to turn control of the Air Warning System over to the G.C.I. 527 Agate 9. By morning the ADCC was again put into full operation and Agate Base resumed control.

During the month of April 1945, the following promotions became effective in this organization. 2d Lt Sam P Teresi, 01639725 was promoted to 1<sup>st</sup> Lt AUS per par 6, Special Order

96, headquarters AAFPOA to rank as 1<sup>st</sup> Lt as of 6 April 1945. 14 enlisted men were promoted from Private to Private First Class (See exhibits A and B).

*/S/*

Robert F. Newman  
Captain, Signal Corps  
Commanding

ORGANIZATIONAL HISTORY  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

VII FIGHTER COMMAND  
ARMY AIR FORCES PACIFIC OCEAN AREAS  
APO 86

Installation for month of May 1945

I. STRENGTH, MOVEMENT AND ORGANIZATION.

The 726<sup>th</sup> Signal Aircraft Warning Company, having completed its mission at this station, was released from attachment to this organization per assignment Order #66 Hq AAFPOA (ADMIN), dated 29 April 1945, effective upon arrival at Mariana Islands. Unit departed this station 30 May 1945.

II. ADMINISTRATION.

With announcement of V-E Day, much activity was observed in the S-1 Section, compiling records and reports in accordance with the Readjustment Program. To say that the Readjustment Program has caused much anxiety and excitement would be putting it mildly.

III. SUPPLY.

A battalion gas dump was established during the month to service all assigned and attached units. It is believed that much time is saved since the dump is centrally located and is operated in much the same manner as a base gas dump.

During the operation at this station, much tentage was lost and dest-

Inasmuch as the tentage is now considered post, camp and station property, the battalion is now requisitioning it on an "actual need" basis.

#### IV. OPERATIONS.

A heavy rain, accompanied by high winds, with occasional gusts reaching a velocity of 75 miles per hour, hit this island on the 15<sup>th</sup>, causing considerable damage to camp installations of "C", "D" and Headquarters and Headquarters Companies. The major part of the damage was torn tentage and broken framework. The battalion headquarters was completely ruined by the wind, breaking the framework and blowing down the tents while the rain washed a considerable quantity of loose dirt from the new road up Mount Suribachi into the area. None of the radar or communications equipment was seriously damaged. The roof was blown off the new VHF building in target area 132-P but no damage was done to the radio equipment being installed. During the rain it was discovered that the new ADCC and communications building leaked very badly. Action was immediately initiated to have all damage repaired. The roof of the VHF building was repaired on the 17<sup>th</sup> and work began on the 23<sup>rd</sup> to remove the dirt from the roofs of the ADCC and communications building, in preparation for waterproofing. By the 26<sup>th</sup> all preparations had been completed and tarring and waterproofing began.

The construction work on the Agate 7 and Abner 7 site in target area 235-K began on the 1<sup>st</sup> of the month. Agate 7 is an SCR-527 operated by the 3<sup>rd</sup> platoon of Company "D", while Abner 7 is an AN/TPS-10 operated by the 3<sup>rd</sup> platoon of Company "C". Abner 7 was formerly Abner 9, located in the triangle of the south Airfield where it operated in conjunction with Agate 9.

Due to the fact that the site at Agate 9 is suitable for height finding with an SCR 527, Abner 9 was moved to the Agate 7 site which is not suitable for height finding with an SCR-527. There it became Abner 7. The engineer construction work on the VHF radio site at Agate 7 was completed on the 4<sup>th</sup>. Six days later, on the 10<sup>th</sup>, the engineer construction work on the Agate 7 site was completed, and the SCR-527 platoon moved in the next day and established camp. The installation of the SCR 527 got under way on the 12<sup>th</sup>. The AN/GPS-10 platoon moved to the Agate 7 site on the 13<sup>th</sup> and became Abner 7. The installation of the VHF radio equipment (Two each SCR-573 and SCR 574) was completed and remote circuits installed on the 14<sup>th</sup>. Remote circuits were also installed so as to make these VHF channels available to Agate 13 (SCR 270 DA operated by 1<sup>st</sup> platoon of Company "A" in same target area.) for GCI purposes. By the 17<sup>th</sup> Agate 7, Abner 7 and associated VHF radio equipment were completely installed and operations began at 0430.

Agate 9 (SCR 527 operated by the 3<sup>rd</sup> platoon of Company "A") which was located in the triangle of the south Airfield where it was in the way of future development of the field, was released from operation on the 25<sup>th</sup> and removed from the site. The platoon was notified that while a new site was being chosen and prepared, the set would be completely checked and painted ready for installation with ten (10) days.

It was also found that the Agate 12 site (SCR 270 DA) operated by the 2<sup>nd</sup> platoon of Company "A") in target area 216-P would interfere with construction of the north Airfield. A new site was chosen in target area 216-D and all necessary revetments and construction were completed in one day,

on the 2<sup>nd</sup>. Agate 12 was released from operation at 0600, the next day so that the set could be dismantled, and moved to the new site. Reinstallation of Agate 12 at the new site started on the 4<sup>th</sup>. By 0530, on the 7<sup>th</sup>, the installation was complete and Agate 12 resumed operation.

The balance of the MEW platoon of Company "C", which had been training on the MEW at Saipan, arrived on the 1<sup>st</sup>. The MEW set AN/CPS-1-A, which will be operated by the 1<sup>st</sup> Platoon of Company "C" and the SCR 615-B which will be operated by the 2<sup>nd</sup> platoon of Company "C", arrived on the 12. Unloading operations started immediately; dunnage and tarpaulins were obtained for proper storage of the equipment while being checked and prepared for installation.

The installation of equipment in the new ADCC and communications buildings was started on the 2<sup>nd</sup>. The following day, on the 3<sup>rd</sup>, the construction of the ADCC diesel power building started. The diesel engines were set on their mountings on the 7<sup>th</sup>, prior to completion of the walls and roof of the building, for convenience in handling. The building, which is located in target area 132-K, was completed on the 11<sup>th</sup> and the diesel engines were started for the first time the next day, on the 13<sup>th</sup>.

The VHF homer station in target area 164-E, operated by the 332d Fighter Control Squadron, was in the way of construction at the south Airfield and had to be moved to a new site in target area 182-V, on the 4<sup>th</sup>. An SCR 573 transmitter was installed at the site to be used in conjunction with the SCR 575.

The VHF radio building in target area 132-P was completed on the 5<sup>th</sup> and the installation of the radio equipment (RC 256-7) in the building

was started on the 10<sup>th</sup>. Two 25 foot wooden poles were secured as VHF antenna masts for the station. They were moved to the site on the 9<sup>th</sup>, but the excavation for the pose foundations didn't begin until the 25<sup>th</sup>.

The engineer construction work on the VHF homer site in target area 235-N began on the 8<sup>th</sup>. By the 13<sup>th</sup>, the installation was complete and the station began operation.

The engineer construction for the permanent site of Detachment #1, 1<sup>st</sup> Signal Service Platoon (Sp), in target area 235-V, started on the 12<sup>th</sup>. This platoon will operate radar intelligence and RCM equipment. The platoon moved to its permanent site in target area 235-V on the 19<sup>th</sup> and started installation of their equipment. The installation was completed and the platoon went into operation at 0001, on the 26<sup>th</sup>.

A total of 2,041 flights were detected during the month including both friendly and bogie. It does not, however, include sixty-three (63) mass flights of B-29 and P-51 strikes, which were carried on the board as mass raids. Nor does it include local traffic such as ASP and CAP. The total number of flights does not include the total number of planes since some were the result of several planes.

For a complete breakdown of flights detected, see paragraph B of Inclosure #1.

NOTE: Target area locations designated are in accordance with Special Air and Gunnery Target Map, Iwo Jima.

HEADQUARTERS  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

319.1

TAW:ig  
17 June 1945

SUBJECT: Operations Report for the Month of May, 1945.

TO: Commanding General, VII fighter Command, APO 86.

The following report is divided into two sections, Part A which is a chronological listing of construction and installation and Part B which it a summary of operations.

PART A

1. 1 May 1945: The balance of the MEW platoon of Company "C" which had been training of the MEW at Saipan arrived this date. Construction was started on the SCR-527 and AN/TPS-10 (Agate 7 and Abner 7) site in target area 235-K.

2. 2 May 1945: The installation of equipment in the new ADCC and Communications building was started. Since it was found that the present site of Agate 12 (SCR-270 DA in target area 216-P was to be in the way of the North Airfield, a new site was chosen in TA-216-D and construction started on the revetments. All necessary work on the site vat completed in one day.

3. 3 May 1945: Construction was begun this date on the ADCC diesel power building. Agate 12 was released from operation at 0600 to be dismantled and moved to its new site.

4. 4 May 1945: The necessary engineer work on the site for the VHF radio equipment at Agate 7 in target area 235-K vat accomplished this date. The VHF homer station in target area 164-E, being in the war of construction work at the South Air Field, was moved to target area 182-U. An SCA-573 transmitter was installed at the site to be used in conjunction with the SCR-575. The 2d Platoon of Company "A" (Agate 12) started to install its SCR-270DA on the new site in target 216-D.

5. 5 May 1945: The VHF radio building in target area 132-P was completed this date.

6. 7 May 1945: The diesel engines for the ADCC wire set on the mountings this date. This was done prior to the completion of the walls and roof of the building for convenience in handling. Agate 12 started operation in its new locution at 0530 this date.



Operations Report for the Month of May, 1945, Hq 568<sup>th</sup> Sig AW Bn. APO 86, dtd 17 Jun 45  
(Cont'd)

7. 8 May 1945: Engineer construction work was started on the VHF homer site in target area 235-N this date.
8. 9 May 1945: Two {?}5 foot wooden poles were secured this date and taken to target area 132-F to be used as VHF antenna masts.
9. 10 May 1945: The installation of the VHF radio equipment (RC-256-7) in the building in target area 132-P was started this date. Engineer construction work was completed on the site for Agate 7 this date.
10. 11 May 1945: The ADCC diesel power building in target area 132-K was completed this date. The 3d Platoon of Company "D" moved into their bivouac area at Aage 7 today.
11. 12 May 1945: The diesel engines at the ADCC were started for the first time this date. The MEW and SCR 615-B arrived this date and unloading operations began. Dunnage and tarpaulins were obtained for proper storage of the equipment while being checked and prepared for installation. The installation of the SCR-527 at Agate 7 was started today. The necessary engineering work was started on the site to be occupied by Detachment #1 of the 1<sup>st</sup> Signal Service Platoon (Sp) this date. This platoon is to operate radar intelligence and RC{?} equipment.
12. 13 May 1945: The installation of the VHF homer equipment in target area 235-N was completed and operations began this date. The personnel and equipment formerly known as Abner 9 (AN/TPS-10) used in conjunction with Agate 9 was moved to the site of Agate 7 and became Abner 7.
13. 14 May 1945: The installation of the VHF radio equipment (two each SCR 573 and SCR 574) at Agate 7 was completed and remote circuits installed this date. Remote circuits were also installed so as to make these VHF channels available to Agate 13 (SCR-270DA) for GCI purposes.
14. 15 May 1945: A heavy wind (approximately 75 miles per hour) and rain caused considerable damage to camp installations of the Headquarters and Headquarters, "C" and "D" Companies. The major part of the damage was torn tentage and broken framework. The battalion headquarters was completely ruined by the wind breaking the framework and blowing down the tents while the rain washed a considerable quantity of loose dirt from the new road up Mount Suribachi into the area. None of the radar or communications equipment was seriously damaged. The roof was blown off the new VHF building in target area 132-P but no damage done to the radio equipment being installed. During the rain it was discovered that the new ADCC and Communications building leaked very badly. Action was initiated immediately to have all damage repaired.

15. 17 May 1945: The damage caused by the wind of 15 May 1945 to the VHF radio building in target area 132-P was repaired this date. Agate 7, Abner 7 and the associated VHF radio equipment started operation at 0430 this date.

16. 19 May 1945: Detachment #1 of the 1<sup>st</sup> Signal Service Platoon (Sp) moved to their permanent site in target area 235-V and started the installation of their equipment this date.

17. 23 May 1945: Work was started to remove the dirt from the ADCC and communications magazines preparatory to waterproofing them.

18. 25 May 1945: Since Agate 9 (SCR-527) located in the triangle of the South Air Field was in the way of future development of the air field and badly in need of maintenance it was released from operation and removed from the site. The platoon was notified that while a new site is being chosen and prepared the set would be completely checked and painted ready for reinstallation within ten days. Excavation for the 85 foot VHF antenna pole foundations in target area 132-P was started this date.

19. 26 May 1945: All the dirt having been removed, tarring and waterproofing of the ADCC and Communications buildings was started this date. Detachment #1 of the 1<sup>st</sup> Signal Service Platoon (Sp) completed the installation of all equipment (Radar intelligence and Radar Countermeasures) and started operation at 0001 this date.

## Part B

### 1. Air Defense Control Center

a. Total number of flights detected: 2041.

(1) The total flights include both friendly and bogie flights. They do not include sixty-three (63) mass flights of B-29's and P-51 strikes which were carried as Mass Raids. This figure also does not include local traffic such as the ASP and CAP.

(2) Total flights also do not indicate the total planes as some are the result of several planes.

b. Total Bgies: 194.

(1) Total bogies includes all aircraft not showing IFF.

c. Total Bgies identified: 152.

e. During the month there were a total of eighty-three (83) SOS flights detected. The majority of these were B-29's returning from strikes over the Empire, and they landed on the Island. Several of these planes were ditched due to battle damage and local weather conditions. A few of the planes showing distress continued on their course and it is believed they were operating faulty IFF equipment.

## 2. Radar Operations.

Station	AGATE-7	AGATE-9	AGATE-12	AGATE-13	AGATE-14	AGATE-15	ABNER 7	ABNER-15
Type of Equipment	SCR-527	SCR-527	SCR 270 DA	SCR 270 DA	SCR 270 DA	SCR 270 DA	AN/TPS 10	AN/TPS 10
% Off Maintenance	.033	.068	.034	.038	.042	.040	.043	.043
%Off Breakdown	.001	.020	.004	.016	.030	.014	.099	.033
%Off Other	.004	.009	.013	.010	.010	.008	.017	.012
%Off The Air	.038	.097	.051	.064	.082	.062	.159	.087
%Operation Time	.962	.903	.949	.936	.918	.938	.841	.913

At the end of the month the following radar equipment was in operation:

- 3- SCR-270DA, Early Warning Stations. (1 with VHF for GCI)
- 1- SCR-270DA with AN/TPS-10 Early Warning and Ground Control Station.
- 1- SCR-527 with AN/TPS-10 Ground Control Station.

Henry R. Chamberlin,  
Lt. Colonel, Signal Corps,  
Commanding.

2 Incls:

- Incl 1 - List of Violations Identified.
- Incl 2 - Daily Tabulation of Operations in ADCC, APO 86

Organizational History, Hq 568<sup>th</sup> Sig AW Bn APO 86, dtd Jun 45 (Cont'd)

132-P. The sites selected for the sets required bull-dozing and grading, which necessitated the removal of Agate 15<sup>1</sup>, and Abner 15<sup>2</sup> and Brother Agate 15<sup>3</sup>. It was planned to have Agate 9<sup>4</sup> resume operations at a new site in TA-182-U, where it would be joined by Abner 15 which would operate in conjunction with it, to afford adequate GCI performance during the alterations at the Agate 1 site. Agate 9 was formerly located in TA-164-S but had to be removed because it interfered with air operations at the South Airdrome. The engineers began preparation of the new Agate 9 site on the 6<sup>th</sup>. Due to the sandy terrain, it was necessary to use dir-filled fifty-five (55) gallon drums to construct revetments. The installation of Agate 9 began on the 7<sup>th</sup>; the following day, on the 8<sup>th</sup>, Abner 15 arrived and began installation. Abner 15 then became Abner 9. During the installation the indicator of the AN/TPS-10 was installed inside of the operations trailer of the SCR-527, which improved the overall operating efficiency of the combination. Previously the AN/TPS-10 was installed in a separate tent and telephone communication was used to the operations trailer. At 0600, on the 9<sup>th</sup>, both Agate 0 and Abner 9 went into operation. Agate 9 will remain in operation until such time as Agate 1 proves to be operating satisfactorily; it will then be dismantled and removed from the site. At that time Abner 9 will move to the Agate 1 site and become Abner 1. At 1200, on the 9<sup>th</sup>, Agate 15 was released from operation and work began immediately to dismantle and move the set from the site. The following day, on the 10<sup>th</sup>, Brother Agate 15 was moved to another location in the same target area, and the Sea Bees began preparing the site for Agate 1. In the meantime,

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<sup>1</sup> SCR-270-DA operated by 1<sup>st</sup> Plat, Co D

<sup>2</sup> AN/TPS-10 operated by 4<sup>th</sup> Plat Co C

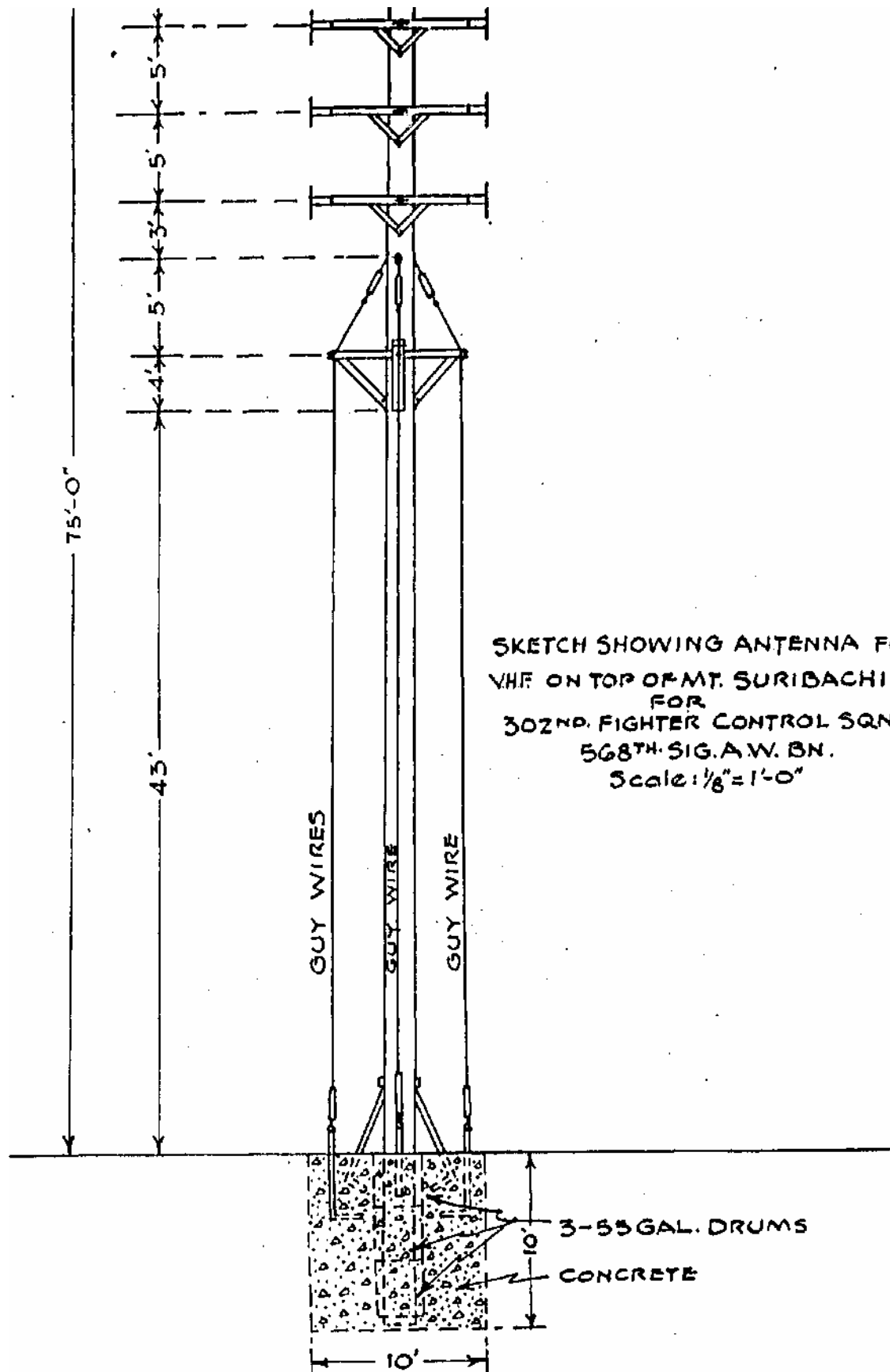
<sup>3</sup> VHF Homer operated by 302d F C Sq AAF

<sup>4</sup> SCR-527 operated by 3<sup>rd</sup> Plat, Co A

Organizational History, Hq 568<sup>th</sup> Sig AW Bn APO 86 dtd Jun 45 (Cont'd)

during the period between the 1<sup>st</sup> through the 9<sup>th</sup>, the checking of shortages on the CPS-1 (MEW) and SCR-615-B equipment was completed, and sub-assemblies of the MEW tower were assembled, and the operating equipment (Scopes, receivers, test equipment, etc.) was checked for faults or damage. Excavation for the foundation of the NEW antenna tower was started on the 12<sup>th</sup>, and a Jamesway shelter, to house the MEW control unit and indicators plus the AN/CPX-1 equipment during calibration, was erected the same day. It was also on the 12<sup>th</sup> that an additional SCR-573-4 combination was installed at the Agate 9 site, to provide two additional VHF channels for GCI purposes. Agate 15 was re-installed on the proposed site of the SCR 615-B on the 14<sup>th</sup> and was back in operation at 1845 on the 15<sup>th</sup>, to provide early warning during the time that the MEW is being installed and calibrated. It will remain in operation until such time as the SCR 615-B is ready for installation; at which time it will be dismantled and removed from the site. The pouring of concrete for the MEW tower foundation began on the 14<sup>th</sup>, and was completed the next day, on the 15<sup>th</sup>. Preparations were immediately made for the construction of the tower, and work began on the 16<sup>th</sup>. The installation of equipment in the Jamesway shelter also got underway. The erection of the MEW tower was completed on the 20<sup>th</sup>, and the installation of the antennae, transmitters, modulators and receivers began. By the 29<sup>th</sup>, the installation of all MEW equipment to be used for calibration was completed and tuning and checking of equipment began.

The concrete bases for the 85 foot VHF radio masts in TA-132-P were poured on the 2<sup>nd</sup>. On the 4<sup>th</sup>, with the aid of a large crane, the masts were set in their bases. The special guys designed to be used in the limited space available, were installed on the masts on the 5<sup>th</sup>, and the



SKETCH SHOWING ANTENNA FOR  
 VHF ON TOP OF MT. SURIBACHI  
 FOR  
 302ND. FIGHTER CONTROL SQN.  
 568TH. SIG. A.W. BN.  
 Scale: 1/8" = 1'-0"

HEADQUARTERS  
568<sup>TH</sup> SIGNAL AIRCRAFT WARNING BATTALION  
APO 86

370.2

TAW:mjk  
6 July 1945

UNNUMBERED )  
:  
MEMORANDUM )

Standard Operating Procedure for MEW Operation  
During the Calibration and Final Installation Period.

In order to take full advantage of all radar facilities available, it is believed that the low angle coverage capabilities of the MEW during the period it is being calibrated and permanently installed should be used whenever possible. This will be accomplished as follows:

A. Radar.

1. Equipment. - Two units composed of a PPI scope, interrogator, and plotting board each, will be set up for operation. One additional PPI scope and one B scope will be made available to be operated by the crew chief.

2. Operating Crew. - The normal operating crew will consist of:

- 1 - Crew Chief.
- 2 - PPI Scope operators.
- 2 - AN/TPX operators.
- 2 - Plotter-tellers.
- 2 - Recorders.

3. Duties of the crew:

a. Crew Chief - The crew chief will supervise the operation of other members of the crew to insure that all information is being properly reported. He will operate the extra PPI and B scopes upon the request of the radar operation officer, obtaining any special information desired by him. Upon the request of the radar operations officer, he will direct one of the AN/CPX operators to interrogate special flights beyond the range of the other interrogators. He will rotate other members of the crew through all positions at twenty minute intervals. He will keep a log of all instructions received from the radar operations officer and the results of action taken. He will also indicate in his log calibration and maintenance periods.

b. PPI scope operator - He will report all targets in his assigned sweep to the plotter-teller.

c. Plotter-teller - He will plot all targets reported to him

by the scope operator. He will refer the new flights to the interrogator operator for identification and call the targets to the ADCC plotter. After aircraft has been identified, he will have it interrogated as often as necessary to assure that its color does not change.

d. Interrogator operator - He will interrogate all flights referred to him by the plotter-teller or crew chief.

e. Recorder - He will record all bogies and SOS plots passed to the ADCC.

f. In addition to the above, the normal technical personnel necessary to operate the station will be employed.

4. Communications - All reporting will be done by telephone.

a. The crew chief will have a direct line to the radar operations officer and facilities for monitoring the reporting lines.

b. The scope operator will wear a head and chest set paralleled with those of the plotter-teller and interrogator operator.

c. The plotter-teller will wear a special head and chest set wired with one ear piece on the reporting line and the other on the local circuit. His transmitter will be equipped with a switch allowing him to talk on either the local line or the reporting line.

d. The recorder will have a head and chest set on the reporting line. His transmitter switch will normally be in the "off" position.

5. Operations.



a. Operators will be on a twenty-four hour-a-day schedule.

b. Maintenance time will be taken as required at times agreeable to the calibration officer and the MEW platoon commander.

c. Calibration requirements will have priority on all equipment.

During calibration, the conditions outlined in Paragraph A1 above will be met as far as available equipment allows.

d. When two PPI scopes are available for reporting, one will cover from 20 to 70 miles from 270° to 90° and the other from 20 to 70 miles from 90° to 270°. When only one scope is available, it will cover 360° from 20 to 79 miles.

e. All reporting to the ADCC will be in polar coordinates using the location of the station as the center of the polar chart.

Operations Report for the Month of August 1945, Hq 568<sup>th</sup> Sig AW Bn, APO 86 dtd 6 Sep 45  
(Cont'd)

b. At the end of the month the following radar equipment was in tactical operation:

Three (3) SCR-270-DA search stations (one equipped with VHF and a direct line to Abner 7 for GCI use).

One (1) SCR-527 with AN/TPS-10 for Ground Control Station.

One MEW (AN/CPS-1) with AN/TPS-10 for GCI and early warning (station is temporarily off the air for 3 days while relocating in new building).

Henry R. Chamberlin  
Lt. Colonel, Signal Corps  
Commanding

4 Incls:

- Incl 1 - IFF Violations Identified
- Incl 2 - Plot Air Alert 0836 4 Aug
- Incl 3 - Plot Air Alert 1010 4 Aug
- Incl 4 - Plot Air Alert 1335 10 Aug

Appendix to Organizational History of August 1945, Hq 568<sup>th</sup> Sig AW Bn, APO 86 (Cont'd)

c. Company "B" detached per Assignment Order #18, Headquarters AAFPOA (ADMIN), dated 14 February 1945, and later attached to FEAF for administration and operational control, per Assignment Order #15, Provisional Headquarters AAFMIDPAC, dated 20 August 1945.

d. Assigned to VII Fighter Command, per Section II, General Orders #103, Headquarters Seventh Air Force, dated 22 July 1944.

e. Reassigned to 7t Fighter Wing, per General Orders #6, Headquarters AAFPOA, dated 15 August 1944.

f. Reassigned to VII Fighter Command, per Section II, General Orders #153, Headquarters Seventh Air Force, dated 15 November 1944.

3. Stations

- |    |   |                        |
|----|---|------------------------|
| a. | Drew Field, Tampa, Florida                  | 4 Jan 43 to 23 Mar 43  |
| b. | Camp Rutherford, Bradenton, Florida         | 23 Mar 43 to 1 Jul 43  |
| c. | Camp Gordon Johnston, Florida               | 1 Jul 43 to 5 Aug 43   |
| d. | Gulfport, Mississippi                       | 5 Aug 43 to 15 Nov 43  |
| e. | Drew Field, Tampa, Florida                  | 15 Nov 43 to 8 Jun 44  |
| f. | Enroute to Fort Lawton, Seattle, Washington | 8 Jun 44 to 13 Jun 44  |
| g. | Fort Lawton, Seattle, Washington            | 13 Jun 44 to 30 Jun 44 |
| h. | Enroute to Oahu, T. H.                      | 30 Jun 44 to 12 Jul 44 |
| i. | Bellows Field, Oahu, T. H.                  | 12 Jul 44 to 28 Sep 44 |
| j. | Kualoa Air Base, Oahu, T. H.                | 28 Sep 44 to 5 Nov 44  |
| k. | Bellows Field, Oahu, T. H.                  | 5 Nov 44 to 5 Feb 45   |
| l. | Enroute to Iwo Jima                         | 5 Feb 45 to 7 Mar 45   |
| m. | Iwo Jima                                    | 7 Mar 45 to date.      |

Appendix to Organizational History of August 1945, Hq 568<sup>th</sup> Sig AW Bn, APO 86, (Cont'd)

<u>Month</u>	<u>Officers</u>	<u>WO</u>	<u>EM</u>	<u>Month</u>	<u>Officers</u>	<u>WO</u>	<u>EM</u>
January 1944	47	10	805	May 1945	54	5	838
				(Less Co "B" det)			
February 1944	50	10	819	June 1945	51	5	831
				(Less Co "B" det)			
March 1944	No Record		1290	July 1945	52	5	828
				(Less Co "B" det)			
April 1944	No Record			August 1945	49	7	808
				(Less Co "B" det)			

8. Strength, airplanes by types, on last day of each month: Negative.

9. Losses, airplanes by types, by month: Negative.

10. An evaluative narrative or summary covering the period since 7 December 1941, is as follows:

This organization was activated under T/O & E 11-400, dated 1 July 1942; on 4 January 1943, at Drew Field, Tampa, Florida. It consisted of a Headquarters & Plotting Company and two (2) Reporting Companies. The reporting companies were designated 1<sup>st</sup> Reporting and 2d Reporting Companies. The Headquarters & Plotting Company was made up of a Battalion Headquarters, one (1) radar plotting platoon, ten (10) information center operator teams, three (3) radar maintenance teams, three (3) message center teams, ten (10) radio teams, three (3) wire teams, three (3) teletype teams, one (1) ground observer plotting platoon, twelve (12) ground observer teams (radio), twelve (12) ground observer teams (telephone), five (5) mess teams, one battalion medical section, two (2) company medical sections, and one chaplains section. Each reporting company consisted of one (1) company headquarters, six (6) SCR-270 radar reporting platoons, and six (6) platoon medical sections. The authorized strength of the battalion was 48 officers, 17 warrant officers, and 986 enlisted men.

On 23 March 1943, the battalion moved to Camp Rutherford, Bradenton, Florida. While there it did not operate any equipment, but concentrated on basic training for enlisted men. Information available at this time indicated the reason for the move was due to a lack of housing facilities at Drew Field.

The Battalion remained at Camp Rutherford until 1 July 1943, at which time it moved out due to inadequate facilities. It was scheduled to move to Gulfport, Mississippi, but had to stop at Camp Gordon Johnson Florida, while enroute. Gulfport was not ready to receive the battalion, which necessitated its stopping at Camp Gordon Johnson, from 1 July to 5 August 1943.

It was on 5 August 1943, that the battalion finally moved into Gulfport, Mississippi. There too, it seemed like just a question of camp space, for there was little training accomplished. The training program was of a basic nature. There was no technical training program whatever. Some members of the command, officers and enlisted men, went to school at AAFSAT, Orlando, Florida. Upon completion of their respective courses they rejoined the battalion at Gulfport.

On 15 November 1943, the battalion broke camp and returned to Drew Field, Tampa, Florida.

From 15 November 1943 to 9 February 1944, the training program concentrated on qualifying men for overseas movement. The month of February found an intensified training program in progress. At time it was very difficult to maintain the program efficiently, due to the changeover in personnel. At time the organization took on the appearance of a replacement center. Personnel were transferred out of the battalion as replacement for organizations scheduled for immediate movement oversea.

On 9 February 1944, the provisional reorganization of the battalion began, per General Orders #15, Headquarters AWUTC, dated 6 February 1944. The two (2) reporting companies were split up into four (4) detachments, numbered 1, 2, 3 and 4. The Battalion Headquarters remained on Drew Field, while the detachments moved out into training sites just outside Drew Field, where they received pre-operational training, before going into operational training.

On 10 March 1944, Lt. Colonel Henry R. Chamberlin assumed command, vice Lt. Colonel George E. Kilpatrick, transferred. With Colonel Chamberlin came a complete new staff with the exception of the S-4.

By the 1<sup>st</sup> of April, the battalion was completely reorganized under T/O & E 11-400, dated 1 March 1944, per General Orders #66, Headquarters Third Air Force, Dated 27 March 1944. Out of the old Headquarters & Plotting Company and 1<sup>st</sup> and 2d Reporting Companies, emerged a Battalion Headquarters & Headquarters Company, and four (4) Reporting Companies, A, B, C and D. From a battalion of three (3) companies, it had now grown to five (5). The Battalion Headquarters & Headquarters Company now consisted of a battalion headquarters, a company headquarters, one (1) message center team, six (6) radio teams, one (1) wire team, one (1) teletype team, two (2) mess teams, one (1) battalion medical section, one (1) company medical section, and one (1) chaplains section. The four reporting companies each consisted of a company headquarters, two (2) SCR-270 radar reporting platoons, and one (1) SCR-527 radar reporting platoon, one (1) radar operating team, one (1) radar plotting platoon, and one information center operating team, three (3) radio teams, one (1) wire team, two (2) mess teams, one (1) company medical section, and three (3) platoon medical sections. The authorized strength of the battalion was now 62 officers, 13 warrant officers, and 1027 enlisted men.

The reorganization was a tremendous task; many problems were encountered, but were soon overcome by sheer determination and much hard work. The battalion was out in the field on operational training, when the major part of the reorganization took place. It is interesting to note the significance of this reorganization. The original organization consisted of twelve SCR-270 Early Warning radar sets, six (6) in each reporting company. There was but one (1) information center, which was operated by the Headquarters & Plotting Company; the ground observer teams were also operated by the Headquarters & Plotting Company, under the new T/O & E, the ground observer teams were eliminated entirely. The information center in the Headquarters & Plotting Company was also eliminated; being replaced by an information center in each of the four (4) reporting companies. Each reporting company consisted of only three (3) radar sets - two (2) SCR-270s or SCR-270-Das, used for Early Warning, and one (1) SCR-527, used for Ground Control Interception. Each reporting company was so organized, that it could operate independently from the rest of the battalion. During the final stages of Operational Training, the battalion was spread out over a goodly portion of Florida, tracking flights from Drew Field, Florida.

On 2 May 1944, Warning Orders were received. Six days later, on the 8<sup>th</sup>, the battalion received its POM inspection, and came through with flying colors. Operational Training having been completed, the battalion returned to Drew Field on the 10<sup>th</sup>. Packing and crating of equipment started on the 13<sup>th</sup>.

Immediately after returning to Drew Field, an intensive training schedule was followed to further qualify individual specialists. Refresher training was given to all technical specialists. Individual weapons were fired by those who had been reclassified, and issued a different weapon.

By 7 June 1944, the battalion was all set to leave for the Port of Embarkation, Fort Lawton, Seattle, Washington. Two troop trains left Drew Field, on the 7<sup>th</sup>; the third and last troop train, with the commanding officer and his staff aboard, left Drew Field on the 8<sup>th</sup>.

All trains arrived at Fort Lawton, Seattle, Washington, on the 13<sup>th</sup>. While there all personnel were check and rechecked to insure that they were fully equipped before departing for an overseas station. While awaiting Port Call, the battalion spent its time running obstacle courses, climbing cargo nets, going on field marches, attending lectures and movies, and performing close order drill. All training was climaxed by a Retreat Parade reviewed by the Post Commander.

On the 30<sup>th</sup> of June 1944, with the Red Cross on hand with doughnuts and coffee, the battalion boarded the SS Cushman K. Davis. The voyage, which lasted twelve days, was rather uneventful. The boxing bouts held during the trip were the most exciting events encountered.

On the 12<sup>th</sup> of July, we were greeted by the trains of "Aloha," and realized we were in the Hawaiian Islands. We docked in Honolulu, Oahu, and the debarkation went quickly. All units were trucked to Tent City Bellows Field, with the exception of Company "D" which was quartered at the Kualoa Air Base. Camp was established immediately and everyone began to settle down. Shortly thereafter Company "B" was ordered to Kahuku Air Base. Everyone was eager to get on with our mission, but at the time it was apparent that we didn't have one. Not in the immediate future, at any rate.



On the 7<sup>th</sup> of August 1944, the 696<sup>th</sup> and 759<sup>th</sup> Signal AW Companies (with AAF Fighter Control Detachment "B" attached) were attached to the battalion for administration, per Section I, General Orders #34, Headquarters VII Fighter Command, dated 7 August 1944. These units, on the 15<sup>th</sup> were detached when the battalion was released from the VII Fighter Command, and attached to the 7<sup>th</sup> Fighter Wing, per Section II, General Orders #6, Headquarters 7<sup>th</sup> Fighter Wing, dated 31 August 1944.

A major transfer of personnel took place in the battalion during the month of August due to the policy of higher headquarters, which affords newly arrived troops from the mainland an opportunity to obtain additional training and experience on the sites of the Hawaiian Defense Command. All but a few of the personnel in the reporting companies were transferred to Hawaiian units, while personnel in the Hawaiian units were transferred into the battalion as replacements. Authority: Paragraphs 15, 26, 27, 28, 33, 34, 35, 40, 41, 42, 43, 44 and 45 of Special Orders 101, Headquarters VII Fighter Command, dated 31 July 1944. Needless to say, this situation had a terrific effect on the morale of the organization.

Battalion Headquarters & Headquarters Company moved to Kualoa Air Base on 28 September 1944, and immediately set up housekeeping. The housing facilities were a big improvement over Tent City at Bellows Field.

The 302d Fighter Control Squadron AAF, APO 959, with an authorized strength of twenty-four (24) officers and 292 enlisted men, was attached to the battalion per General Orders #2, Headquarters 7<sup>th</sup> Provisional Control Group (SP) dated 1 October 1944.

On 6 October 1944, the Battalion Commander outlined the battalion training program, which was designed to prepare all personnel for the mission everyone hoped would not be too long awaited.

Five days later, on the 11<sup>th</sup>, the Battalion Commander called a company commanders' meeting to inform them that a mission had been assigned the battalion. Plans were discussed to prepare the battalion for its mission, and activity with the battalion increased twofold. A new interest was detected in the students attending the various training classes.

It was on the morning of 4 November 1944 that the Battalion Commander called a staff meeting to inform them that the Headquarters & Headquarters Company and Company "D" would move to Bellows Field, on the 5<sup>th</sup>. The reason being that everyone would profit from the advantage of working more closely with other units of the task force, and in that way establish personal contacts which are of great value in a theatre of operations. The following day, on the 5<sup>th</sup>, Headquarters & Headquarters Company was completely moved and established at their new location on Nob Hill, Bellows Field. Company "D" moved into Tent City, Bellows Field.

The battalion was relieved from assignment to the 7<sup>th</sup> Fighter Wing and assigned to the Seventh Air Force per paragraph 1, Assignment Orders #30, Headquarters AAFPOA, dated and effective 10 November 1944, and further assigned to VII Fighter Command, per Section II, General Orders #153, Headquarters Seventh Air Force, dated 15 November 1944, effective 10 November 1944.

The 302d Fighter Control Squadron was automatically relieved of attachment to the battalion upon release from the 7<sup>th</sup> Fighter Wing, but was again attached to the battalion per Section II, General Orders #48, Headquarters VII Fighter Command, dated 18 November 1944, effective 10 November 1944.

The 726<sup>th</sup> Signal AW Company was also attached to the battalion per Section II, General Orders #48, Headquarters VII Fighter Command, dated 18 November 1944, effective 10 November 1944.

This organization was notified by VII Fighter Command that this battalion and attached units (726<sup>th</sup> Signal AW Company and 302d Fighter Control Squadron) less Company "B", would furnish air warning service for the island of Iwo Jima in the Volcano Island Group; and that portions of the units mentioned above would participate in the Assault Phase of the operation under the V Amphibious Corps (Marine) Land Force. Equipment to be operated in the Assault Phase was specified to be as follows:

- Six (6) AN/TPS-1A lightweight radar sets.
- Two (2) SC-3 Navy type medium range radar sets
- One (1) SCR-527 fighter director radar set
- One (1) SCS-3 VHF radio and homing equipment
- One (1) modified SCR-572 plotting trailer to act as the ADCC

This headquarters published Field Order #5, date 12 November 1944, (1), designed to train and equip all personnel; complete necessary modifications and test all operating equipment; and waterproof, pack and crate all organizational impedimenta.

Letter this headquarters, dated 11 December, subject: Operations, (2), was issued to Headquarters and Headquarters Company and Companies "A" and "D" as authorization to release all radar, radio and plotting equipment from operation for an indefinite period effective 1200, 14 December 1944; to allow packing and loading of all vehicles to be combat loaded prior to submission of U, P and T tables for the 1<sup>st</sup> Echelon.

As a result of the successful experiments previously conducted by this organization, in cooperation with the Navy and the Hawaiian Air Defense Command, the Navy requested that an SCR-527 be installed on the weather deck of each of the

two (2) LSTs, for operation as Fighter Direction Radar ships. Subsequently it was decided that all three (3) SCR-527 units of the Assault Phase be installed on the decks of three LSTs, prepared to operate during the approach to the target and that one would be released from operation afloat for landing immediately after a suitable site became available ashore.

The latter part of November it was learned that a new height-finding radar set (AN/TPS-10), was being made available to this organization for use in conjunction with the SCR-527. Since the date of arrival was too late for loading, arrangements were made to have the equipment flown to Saipan and loaded aboard LST-792, so as to be available for use with the SCR-527 scheduled to land first.

Personnel allotted to operate this equipment was as follows:

Each AN/TPS-1	1 Officer	34 EM
Each SC-3	2 Officers	29 EM
Each SCR-527	*10 Officers	53 EM
Each SCS-3	1 Officer	18 EM
Each AN/TPS-10	1 Officer	34 EM
Assault ADCC	13 Officers	32 EM

Note \* One of these officers being a Navy Fighter Director.

Immediately after notification, the necessary detachments were formed, additional equipment needed was requisitioned, Field Order #6, this headquarters, dated 22 December 1944, (3), was published and intensive training started. See appendix (4), Training Order A243-44, Headquarters Amphibious Forces, United States Pacific Fleet, dated 24 December 1944, for schedule of training.

Considerable reequipping was necessary in the case of the 726<sup>th</sup> Signal AW Company since they had recently returned from a previous operation. The old SCR-602 radar sets and SCR-188 radios previously operated by this company were replaced by AN/TPS-1 radar sets and AN/TRC-1 radios. The Special List of Equipment

authorized was drawn for all units. The complete modification of the SCR-572 trailer to be used as the ADCC and minor changes in radio remote control systems of the SCR-527 was begun.

Upon completion of the second phase of operational training this headquarters published Field Order #7, date 20 January 1945, (5), to be used for the Air Defense of Iwo Jima.

Direct liaison with the BAC Signal Section and the Signal Officer of the Navy TF-53 was authorized by higher headquarters for tactical planning purposes.

Tentative radar sites were selected from contour maps, aerial photographs and the radar siting device at the Fleet Radar School, Camp Catlin. Radar sets were sited for training on sites comparable on the island of Oahu to those tentatively selected. A plan view of the main deck of an LST was laid out on the ground and a SCR-527 and SCS-3 installed upon it to determine the amount of radar-radio mutual interference. No serious interference was experienced. Upon completion of the Assault ADCC it was installed and operated for training. Particular emphasis was placed on night-fighter direction by the SCR-527 and SCS-3 units during the training phase.

Distribution of the six AN/TPS-1 radar sets of the 726<sup>th</sup> Signal AW Company was decided upon as follows: One to be attached to each of the 4<sup>th</sup> and 5<sup>th</sup> Marine Divisions to provide the Divisions with direct information on the status of enemy air activity. These units were also to report to the ADCC upon its installation ashore. Detachment #1 joined the 4<sup>th</sup> Marine Division on Maui and Detachment #5 the 5<sup>th</sup> Marine Division on Hawaii on 23 November 1944. Four to be

attached to the Fifth Amphibious Corps Headquarters. One to provide information on the status of enemy air activity to the Corps Headquarters until the ADCC was established ashore and the other three to be sited so as to obtain complete radar coverage of the island.

Arrangements were made with the Navy to clear the side of the LST on which the radar antennas were to be located of all life rafts and other obstructions and to provide each radar with a gyro compass repeater to be installed in the operations room of the SCR-527.

Arrangements were made with AdComPhibsPac to issue the necessary orders for the use of the three LSTs for training and calibration of the radar sets both before and after the tank deck load was applied. This was necessary due to the height finding calibration of the radar changing with the draft of the ship. It was also considered advisable to familiarize the Operating and maintenance personnel with the new problems they would experience due to the roll of the ship.

The SCR-527 Platoon of Reporting Company "A" and one SCS-3 Section from the 302d Fighter Control Squadron was loaded aboard LST 792, and the SCR-527 Platoon of Reporting Company "B" was loaded aboard LST 642 at Kewalo Basin 25 December 1944. Since it was anticipated that the radar aboard LST 642 would operate in conjunction with either of those aboard LST 792 or LST 723, it was not considered necessary to install an SCS-3 unit aboard LST 642. All equipment aboard LSTs 792 and 642 was installed and tuned the next two days. On 27 December, the two ships were taken to predesignated locations on the west shore of Oahu and calibrated by personnel and aircraft provided by the VII Fighter Command. LST 723 was to have been loaded at the same time as the other two but due to damage to the ship its loading was delayed until 28 December at which time the SCR-527 platoon of

Reporting Company "D" and an SCS-3 section of the 302d Fighter Control Squadron was loaded. After installation and tuning was completed, LST 723 joined the other two for calibration. Upon completion of the calibration, the three ships cruised off the west shore of Oahu for operational training conducting day and night fighter direction exercises until 5 January 1945. On 5 January 1945, LST 642 and LST 723 were taken to Maui and LST 792 returned to Kewalo Basin for the tank deck load. Upon completion of loading, the three ships returned to the predesignated calibration points and were recalibrated for the full draft of the ships. On 10 January 1945, the three ships departed for Maui to participate in the Marine rehearsal.

During the Marine rehearsal at Maui, the three radar LSTs were employed as radar picket ships, but no fighter direction problems were assigned to them. The two AN/TPS-1 detachments with the 4<sup>th</sup> and 5<sup>th</sup> Marine Divisions participated in the Command Post exercises and rehearsal. No other units were employed by the Marines or Navy during the rehearsal period but did continue training and preparation for movement on Oahu.

Upon completion of Maui rehearsal, the three radar LSTs returned to Oahu for final loading and grouping preparatory to departure on 22 January 1945 for Saipan. Prior to departure for Saipan, all radar and radio equipment was secured and protected from weather as much as possible.

The balance of the Assault Phase was loaded as follows: Detachment #1 of the 726<sup>th</sup> Signal AW Company attached to the 4<sup>th</sup> Marine Division embarked on PA 118 and LSM 260 and departed from Maui 3 January 1945. Detachment #2 of the 726<sup>th</sup> Signal AW Company attached to the 5<sup>th</sup> Marine division embarked on PA 96 and departed from Hawaii on 4 January 1945. The four AN/TPS-1 sections of the

726<sup>th</sup> Signal AW Company attached to VAC Headquarters embarked on PA 66 at Pearl Harbor on 25 January 1945 and departed 27 January 1945. Due to breakdown of the ship, they were returned to Pearl Harbor and transferred to PA 70 departing again 3 February 1945. The equipment of these detachments was loaded on KA 61 and departed from Pearl Harbor 27 January 1945. The personnel and equipment of the SC-3 Detachment of Reporting Company "A" and the Assault Phase ADCC of Reporting Company "D" loaded aboard LST 641 and departed from Pearl Harbor 24 January 1945. The personnel and equipment of the SC-3 Detachment of Reporting Company "D" loaded aboard LST 809 and departed from Pearl Harbor 24 January 1945.

During the rehearsal at Saipan the three radar LSTs were again used as picket ships although they were not employed for fighter direction problems. None of the other units participated in the Saipan rehearsal.

The three radar LSTs remained in operation during the approach phase from Saipan to Iwo Jima searching and ready to perform fighter direction upon instruction from Delegate Base.

Upon arrival at Iwo Jima on D-Day, the SCR-527 and SCS-3 units aboard LST 792 were advised by Delegate Base that they were being released from operation and to dismantle their equipment and prepare for landing. This was accomplished and the ship held near the island awaiting instructions to land.

The SCR-527 and SCS-3 units aboard LST 723 and the SCR-527 unit aboard LST 642 continued to operate under the tactical control of Delegate Base as picket ships prepared to assume fighter direction operation upon direction.

The equipment of the Detachment #5 of the 726<sup>th</sup> Signal AW Company attached to the 5<sup>th</sup> Marine Division was landed at 2000, D-Day and the personnel landed at 0800, D plus 1 on Beach Red 2. 1<sup>st</sup> Lt (0110) Dale M. Bebo, 0466083, Detachment



Commander, received a slight shrapnel wound in the "back while bringing his men ashore. After receiving medical attention he returned to duty. Due to the heavy fire still being received in the Division CP area, it was considered inadvisable to install the radar at that time. The radio and siren were installed and the Division kept informed of enemy air activity through liaison with Delegate Base.

At 1830 On D plus 3, the ADCC of Reporting Company "D" and the SC-3 radar of Reporting Company "A" were landed at Beach Yellow 1. Both units remained on the beach during the night.

D plus 4 according to plan, the ADCC was to be installed at or near the location of the Landing Force Commander's Headquarters. The VAC Signal Officer was located on the beach in the morning of D plus 4 and it was learned from him that the Landing Force Commander's Headquarters had not yet come ashore, but the proposed location was obtained and the area reconnoitered. A suitable location was found approximately one hundred yards from the proposed site of the Landing Force Commander's Headquarters and the equipment moved to that location (TA 147-T) at 1100. Two bulldozers were obtained from the beachmaster of Beach Red 1 and necessary revetting started. That afternoon a reconnaissance was made of the proposed SC-3 site which was found to be suitable. At 1900 on D plus 4, LST 792 was beached prepared to unload the SCR-527 and AN/TPS-10 of Reporting Company "A" and the SCS-3 of the 302d Tigher Control Squadron. While on the beach, it was hit with five or six enemy mortar shells and moved out to sea returning to unload at 0900 on D plus 5. The previously selected site for this equipment being unavailable due to enemy activity and no other suitable site available, the personnel and equipment were brought to the ADCC

site temporarily. During the attempted landing during the night of D plus 4, the equipment damaged by mortar fire included the SCR-527 transmitting antenna (not reparable with facilities available to this unit), the SCR-527 power van (no serious damage to power unit), the AN/TPS-10 antenna (reparable by operating personnel) and some (pare parts, rations and minor items of organizational equipment. No personnel of this organization were injured. Personnel and equipment of Detachment #1 attached to the 4th Marine Division landed on Beach Yellow 2 on D plus 4. The equipment was installed in the Division CP Area (TA 148-E) and in operation at 1900. Liaison was established with Delegate Base and air warning information supplied to the Division D-3.

Tec 5 (060) Rudy J. Pristic, 33467796, a cook with Detachment #5, attached to the 5th Marine Division, was evacuated due to a leg wound caused by enemy sniper fire, while on duty in his bivouac area in TA 148-F.

D plus 5 installation was continued on the ADCC and liaison established with Delegate Base and the Landing Force Commanders Headquarters. Information received from Delegate Base on air warning conditions was relayed to VAC Headquarters by telephone. The SC-3 was not installed due to the unavailability of bulldozers necessary to move the equipment to the site and prepare revetments.

Sgt (510) Clyde E. Wilson, 17046001, Reporting Company, "D" was evacuated from his bivouac area in TA 147-T when a hand grenade exploded beneath the fire on which he was heating his food, thereby causing a wrist wound. D plus 6 a bulldozer was obtained from VAC engineers at 1000, and the movement of the SC-3 to the present site (TA 148-K) started. Revetting and installation of the site was begun immediately upon arrival. At 1400, the ADCC was officially established with all radio channels operational and wire lines to VAC Headquarters.

Agate 1 (AN/TPS-1, Detachment #1) was the only radar reporting. At 1900, Agate 10 (SC-3, Detachment Company "A") reported into the ADCC by radio and began sending radar information. At 2400 the personnel and equipment of the SC-3 unit of Reporting Company "D" was brought ashore remaining on the beach for the rest of the night.

D plus 7 the site previously selected for the SC-3 of Reporting Company "D" still being in enemy territory and no suitable alternate site being available, its personnel and equipment were brought to the ADCC area during the morning. Agate 5 (AN/TPS Detachment #5) was installed at TA 147-J and reported by radio to the ADCC at 1500 stating they were in operation and started sending radar plots.

D plus 8 at 1400, a message was received from VAC Headquarters stating that the AN/TPS-1 Detachment #5 was being released by the 5th Marine Division and would revert to the administrative and tactical control of this headquarters. Installation was completed on the VHF transmitter and receiver of the first SCS-3 unit located at the ADCC and two channels of high power VHF (140.58mc and 142.02 mc) were made available to the ADCC. Construction was begun on the SCR 527 site at Motoyama Air Field #1 during the day with bulldozers provided by the Marine engineers working at the field. The personnel to operate the AN/TPS-10 radar unit received at Saipan were landed at 1500 and brought to the ADCC site. An inspection was made of the damage incurred by mortar fire (see account of D plus 4) and plans made to erect the set in the ADCG area for further check. At 1800, a message was received from Delegate Base stating that the remaining two LST radar ships were being released from operation and preparing to land

D plus 9 construction work was continued on the SCR-527 site at Number 1 Air Field. The AN/TPS-10 radar unit was installed and repairs necessary for operation made by the operating personnel. Arrangements were made to move it to the SCR-527 site at Number 1 Air Field. A jeep with a VHF radio installed was lent

to CASCU to act as a temporary control tower at Air Field 1. At 2355, radio communication was established with the AAA units who reported ready for operation.

D plus 10 the personnel and equipment of the SCR-527 platoon of Reporting Company "D" and the SCS-3 section of the 320d Fighter Control Squadron aboard LST-723 was landed at 1400. Since the site selected for this-unit was still in enemy territory, the personnel and equipment were brought to the ADCC site.

The equipment of the remaining four AN/TPS-1 units was brought ashore and located in the vicinity of the SC-3 of Reporting Company "A". At 0250, a Flash Red Control Yellow was instigated by the Navy and repeated to units ashore by all agencies by the ADCC. The Flash White Control Green was received from the Navy at 0425 and again repeated to units ashore by the ADCC. The Navy later reported shooting down one Betty. At 0230, a fire believed to have been the result of enemy-mortar fire, was started in an ammunition dump near Agate 5. The fire and explosions completely destroyed the AN/TPS-1 radar unit. None of the crew of Agate 5 were injured during the fire. The gas generated by the burning dump was quite heavy in the ADCC area but operating personnel were able to continue operation with gas masks. At 0450, Agate 1 reported that they were out of operation due to the power unit being hit by mortar fire. Detachment #6 of the 726th Signal AW Company was landed at 1500 and temporarily located near the SC-3 of Reporting Company "A".

D plus 11 the personnel and equipment of the SCR-527 platoon of Reporting Company "B" was landed at 0930. There being no available site for this platoon it was located in the area of the SC-3 of Reporting Company "A". The AN/TPS-1 unit operated by Detachment #6 was installed just north of Number 1 Air Field (TA 181 T) and reported into the ADCC ready for operation at 1844. At 2125 a Flash Red Control Yellow was instigated by the Navy and relayed to units ashore by the ADCC.

The Flash White Control Green was received and relayed to units ashore at 2144. The Navy later identified the bogie as a friendly surface craft.

D plus 12 Detachment #3 of the 726th Signal AW Company landed at 0800 and joined the rest of their unit in the area of the SC-3 of Reporting Company "A". A reconnaissance was made of the top of Mt. Suribachi and a decision made to install Agate 3 at the point "Hot Rocks." There being no road to the top, arrangements were made to assemble a detail of all available personnel to carry the unit to the top the following morning.

Sgt Lorenz M. Pijahn, 37112652, Reporting Company "A", received shrapnel wounds in left shoulder in arm, when an enemy mortar shell landed nearby while he was supervising the installation of an SCR-527 radar unit, on Motoyama Airfield Number 1, TA 164-S.

D plus 13 the installation of the first SCR-575 homer station of the 302d Fighter Control Squadron was completed and started operation as Brother Agate. The AN/TPS-1 radar unit of the 726th Signal AW Company was carried to the top of Mt. Suribachi by a detail of 150 men completing the job in approximately five hours. Installation of the set was begun immediately.

D plus 14, the installation and retesting of the SCB-527 unit of Reporting Company "A" was completed at 1200. All components except the antennas were buried below ground. Arrangements were made to begin the calibration of the Set at 1500. The remaining detachments (#2 and #4) of the 726th were brought ashore at 2000 and joined the company. These detachments were held until sites became available at the north end of the island. Agate 3 reported to the A.DCC by radio at 1300 and started sending radar information.

Due to the scarcity of enemy aerial activity, the SCR-527 Radar units aboard the three LSTs were not given the opportunity to prove their worth nor can any definite opinion be formulated as to the desirability of repeating the installation for future operations.

The progress of the installation of a workable, aircraft warning system ashore has been slow due to unavailability of suitable sites. Low angle coverage to the northeast and east has been limited due to the high terrain in those directions still held by the enemy.

The assault ADCC (modified SCR-572 trailer) has proved very valuable. It was landed in good condition and has operated very successfully. It is problematical how long a system not protected from the dust such as this installation was, would have operated satisfactorily. The only trouble experienced was that of relay and radio failure due to the shock resulting when friendly 155mm artillery was fired in the immediate vicinity. These guns were not located when the ADCC site was chosen.

It is considered that much time was saved and a better understanding of the mutual problems involved by authorizing this unit direct liaison with Marine and Navy units they were to work closely with during the operation.

It is strongly recommended that units of this type be authorized to have at least one bulldozer to assist in movement of the heavy vehicles and to construct revetments for them. In all cases units having bulldozers were very cooperative in assisting us if they could be spared at the time, but much time is lost in contacting these units to find one that could be spared. One full day was lost in the installation of the SC-3 unit of Reporting Company "A" due to the unavailability of a bulldozer.

Tec 5 Coley A. Weed, 32576171, 3d Platoon, 726th Signal AW Company, had the index finger of his left hand blown off while arming a trip flare, on 18 March 1945, in his platoon bivouac area at the base of Mt Suribachi, TA 132-F. Due to enemy infiltration attempts at night it was necessary to set trip flares for the defense of the platoon.

The enemy staged a counter-attack early on the morning of 26 March 1945, and some of them infiltrated into the 726th Signal AW Company area. Area guards awakened the personnel of the company who immediately took up arms to repel the enemy. During the fight T/Sgt Edward W. Dom, 35164588, and Tec Henry R. Zeiher, 13154040, were killed, and Tec 5 Keyah Descheny, 39852314, and Tec 5 Charles V. Harrison, 39171614, were wounded.

The troop's supplies and equipment of the "battalion and attached units arrived with the 1st Echelon and began coming ashore on 7 March 1945. The Battalion S-4 established a system whereby an officer and two enlisted men patrolled all beaches in a Jeep checking each ship as it landed. When it was found that a ship contained property belonging to this battalion or attached units, the officer on patrol contacted the Battalion Adjutant by telephone; he in turn would have trucks dispatched to the designated beach, to pick up the property before it was hauled to the central dump, thereby avoiding unnecessary handling of property.

A great deal of uninterrupted pilfering was observed on the beaches as property was brought ashore. Unauthorized persons were observed checking packing lists attached to boxes in an effort to determine the contents. It is felt that pilfering could be reduced to a small degree if the individual packing lists attached to boxes could be eliminated, for it is believed that master packing lists in the hands of authorized representatives of the property would prove adequate.

It was also noticed that fiber Air Corps packing cases were set aside for unauthorized inspection, when and if time permitted. This particular case may be opened by removing eight (8) bolts, thereby revealing contents. It is suggested that where extensive handling is necessary, these cases should be boxed in the usual manner.

The Army personnel detailed to unload property as it came ashore, were entirely unmindful of the necessity of exercising care where possible. As a result there was much unnecessary property damage. It was also noted that many of these details operated without the responsible supervision of a non-commissioned officer. This does not apply to the Navy C.B. s, however, who did a commendable job.

Tentage which is not boxed in also easily misappropriated, for with constant handling the outer covering becomes torn and mutilated and identity becomes lost. It is suggested that tentage be boxed with the tent pins if possible.

It is further suggested that lumber to be used for the construction of prefabricated buildings be boxed, banded or nailed together, in a manner that will prevent the bundles from breaking apart, whereupon it is handled as dunnage. In some instances prefabricated buildings were received in part, thereby defeating their purpose.

In all, 4,950 boxes were transported, of which 146 boxes of equipment were lost, damaged, or pilfered. This represents a loss of 2.9%.

During the month of March it was possible to get out of foxholes and start building above ground. By the end of the month all troops were quartered in pyramidal tents and sleeping on canvas cots. At the same time, kitchens were erected and the cooks began preparing the meals, which was a welcome change.



In the meantime, Companies B and C were in the process of reorganization and training for their respective missions. Both companies were reorganized per General Orders #27, Headquarters AAFPOA (ADMIN) dated 20 February 1945, effective 1 April 1945. Both companies were reorganized into MEW (Micro Wave Early Warning) companies. Company C was assigned the mission of operating MEW equipment on Iwo Jima. Company B was assigned the mission of operating MEW equipment on Okinawa.

Company B now consists of one (1) company headquarters, one (1) AN/CPS-1 radar reporting platoon, six (6) radar operating teams, one (1) radar plotting platoon, seven (7) information center operator teams, two (2) radio teams, one (1) wire team, two (2) mess teams, and three (3) platoon medical sections; with a strength of 8 officers, 1 warrant officer, and 176 enlisted men. Company C now consists of one (1) company headquarters, two (2) radar reporting platoons, (one AN/CPS-1 and one SCR 615-B), seven (7) radar operating teams, one (1) radar plotting platoon, six (6) information center operator teams, two (2) radio teams, one (1) wire team, one (1) mess team, one (1) company medical section, five (5) platoon medical sections, and two (2) AN/TPS-10 light-weight radar reporting platoons; with a strength of 12 officers, 2 warrant officers, and 289 enlisted men.

Company B was detached from the battalion per Assignment Order 18, Headquarters AAFPOA (ADMIN), dated 14 February 1945, and attached to 7th Fighter Wing, such attachment to terminate upon the units departure from Oahu, T. H.

During the month of April, Battalion Headquarters & Headquarters Company and Company "D" moved into a permanent area in target area 131-J and established camp. By the evening of the 25th the area was shaping up very nicely and looked like a nice camp site. However, that very night a faulty parachute trip flare

located In a nearby organization area, started a fire on the east shore and finally set off an ammunition dump. Missiles began falling our area at 2400. The dump burned and exploded continuously until dawn, but the hardest blast came at 0330. It was then that most of the damage was sustained. At daylight the area looked a mess; the terrific force of the blast snapped ridge poles and tent ropes. Torn tents caused by the blast and falling missiles were not few. The kitchens suffered the greatest damage since they were framed and enclosed. Details soon got things back in order though, and meals were on time as usual.

However, it was a different story with the radar and radio, equipment that was damaged in the vicinity. Specific items which were the most seriously damaged were: Two SCR-527 sets parked in TA 147-S, one SCS-3 set (SCR-573, SCR-574, and SCR-575) parked In the 302d Fighter Control Squadron area in TA 147-T, and the ten RC-256 and RC-257 sets which were stored in TA 147-T.

Company C less sixty (60) enlisted men of the MEW platoon being trained at Saipan, arrived on 30 April 1945, and immediately established camp in the battalion area, TA 131-J.

The improvement of the Air Warning System was a continuous task. During April only one "Flash Red" was sounded. Interception was attempted but no enemy planes were detected.

The 726th Signal AW Company having completed its mission at this station was released from attachment to this organization per Assignment Order #66, Headquarters AAFPOA (ADMIN), dated 29 April 1945, effective upon arrival at the Marianas Islands. Unit departed this station 30 May 1945.

A heavy rain, accompanied by high winds, with occasional gusts retching a velocity of 75 miles per hour, hit this island on the 15th, causing considerable

damage to camp installations of C, D and Headquarters and Headquarters Companies. The major part of the damage was torn tentage and broken framework. The battalion headquarters was completely ruined by the wind, breaking the framework and blowing down the tents while the rain washed a considerable quantity of loose dirt from the new road up Mount Suribachi into the area. None of the radar or communications equipment was seriously damaged. The roof was blown off the new VHF building in TA 132-P but no damage was done to the radio equipment being installed. During the rain it was discovered that the new ADCC and communications building leaked very badly. Action was immediately initiated to have all damage repaired. The roof of the VHF building was repaired on the 17th and work began on the 23d to remove the dirt from the roofs of the ADCC and communications buildings, in preparation for waterproofing. By the 26th all preparations had been completed and tarring and waterproofing began.

The task of improving the Air Warning System continued throughout the month of May.

Early in the month of June plans got under way to carry out plans previously formulated for the installation of the MEW equipment atop Mt. Suribachi, in TA 132-P. By the 29th, the installation of all MEW equipment to be used for calibration was completed and tuning and checking of equipment began. The set went on the air and began reporting in to the ADCC at 0800, on the 7th.

Improvement of camp sites and the Air Warning System continued throughout the month of July. Company C was still taking 'bugs' out of the MEW equipment and Quonset huts were being constructed for mess halls and battalion headquarters.

There was much rejoicing through the battalion during August, with the announcement of peace negotiations with Japan. The end of August found our mission

just about completed. Everyone immediately concentrated on the number of points he possessed with an eye towards becoming Mr. John Q. Public, once again. Happy Day!!

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Note: There are no supporting documents available to attach to this report. All supporting documents have been forwarded with previous historical reports.

**THE END**