

**DECLASSIFIED**

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

squadrons were relieved by two (2) PB4Y-2 squadrons, the latter being a new type of plane in this area. Continuous effort on the part of the Aviation Supply Department and the splendid cooperation of Commander Air Force, Pacific Fleet, Subordinate Command Forward Area, which assumed type command from Commander Naval Air Bases, Guam, have greatly improved the situation. Further information on the problems and local solutions of the servicing of the patrol bombing squadrons can be obtained from the history of CASU(F)-44 for this period. This history has been submitted separately by CASU(F)-44.

In order to fly the one thousand (1,000) mile sectors assigned the patrol bombing squadrons, it was necessary for the PB4Y aircraft to take off in an overloaded condition. Three accidents on take-off were experienced due to engine failures, the aircraft subsequently running off the end of the runway. In each case, it is believed that the aircraft could have avoided damage if the runway had had an additional fifteen hundred (1,500) feet, or a total runway of seventy five hundred (7,500) feet. Accordingly, under date of 30 April 1945, a formal request was submitted to the Island Commander for extension of the NAVAL AIR BASE runway to seven thousand (7,000) feet to conform with the specifications of advance base air fields set up by Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Area. This request was turned down as equipment necessary was said to be more vitally needed for the VLR construction in progress.

At the request of the Commander Fifth Fleet, the Naval Air Base Aerological Department flew patrols during January and