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sonnel of the Naval Air Station, and in some cases did a large amount of work on planes directly under the supervision of the CASU officers temporarily stationed at Kaneohe. This work was particularly valuable in the Operations Division, and inexperienced seamen rapidly gained knowledge in towing planes, gassing planes, cleaning segregators and taxiing planes.

Once the unit knew with some degree of accuracy what type planes ^{it was} they were to handle and under what conditions ^{it} they would be working, it was possible to put some thought on materials needed but not immediately available, and to make definite plans for operations on Tinian. The H-Components had arrived at Pearl Harbor after shipment from U. S. Naval Base, Port Hueneme, Cal., and much of this equipment was thoroughly checked by the divisions concerned. It was found necessary to complement the assigned material, to repair it and to change certain items for other items which would be more useful to the unit. It was of course necessary to check to make sure that the full allowance of PB4Y and PV spares were on hand for shipment to Tinian. Some of the equipment assigned the unit was second-hand and arrived in poor condition. For example, it was found upon checking the gassing equipment that the trucks did not have fire extinguishers, some were without hoses, other without batteries, and almost all small accessories were missing. Through the cooperation of the Air Stations at Ford Island and Barber's Point, and the 7th Army Air Force, all of the second-hand equipment was repaired and accessories replaced.

The Supply Department was extremely busy during the period, for all H-Component material was turned over to the CASU by ACORNS 35 and 39. It was a large task to check the manifests and posted allowance lists for shortages, and to fill any shortages from near-by activities.