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NARRATIVE

The history of CASU(F)-44 from 1 March 45 to 31 August 45 was not marked by any major changes but was rather a period of development and growth and of constant minor change. During the period, the unit experienced a greatly increased work load due to a larger number of planes being stationed at West Field No. 3, Tinian, or dependent upon CASU(F)-44 for maintenance and repairs. In many respects the CASU took on most of the characteristics of a Hedron. A Flight and Utility division was established within the CASU to handle planes received into the CASU pool from Fleet Air Wing TWO, a large amount of maintenance work was done on planes which were not actually stationed on Tinian, and as noted in the Chronology, two detachments of maintenance experts were sent into more forward areas to help with the work load there.

In April 1945 the first B-29's arrived on strips one and two from the 20th Bomber Command in India. Considerable help was given to these Army squadrons by CASU Supply and CASU Operations. Much of the Army equipment did not arrive for many weeks after the B-29's first landed, and in order for the Army to operate, it was necessary for them to borrow a considerable amount of equipment and supplies. For about two months CASU(F)-44 performed almost all of the salvage work following B-29 crashes on strips one and two, and several times CASU facilities were used by the Army to gas B-29's by take-off time. On the other hand as soon as the Army equipment began to arrive on the Island, CASU(F)-44 was able to benefit by the large amount of supplies which arrived. For example, the unit had been unable to obtain a sufficient number of cletracs either for towing or hydraulic purposes, but when Army cletracs were brought ashore, three (3) cletracs were immediately loaned to this unit on a more or less permanent basis. As was the case when CASU(F)-44 first landed on Tinian, the cooperation of the Army Air Forces was indeed remarkable.