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NARRATIVE

rate many men for whom the unit had not previously had an opening for advancement. This improved situation existed with almost all rates except AMM's, and in this rate it has not been possible to advance more than a handful of men since the unit left Kaneohe Bay in June 1944.

The greatest single factor which has influenced the history of this unit during the past six months has been the increased work load. As can be seen from the tabulations in the appendix, discrepancies and periodic maintenance assumed the proportions of a major repair unit. There was nothing particularly outstanding about the increased work load except that at several times during the period the maintenance divisions found themselves extremely short of men to handle the load. Pressure was brought to bear upon ComAirPacSubComFwd in an attempt to have much or all of the repair and maintenance work necessary for planes stationed at Iwo and Okinawa performed on those islands. However, due to the extremely congested and difficult conditions which existed in those forward areas, it was found not feasible for the CASUS concerned to do anything more than minor repair work. As soon as the gradual shift from PV-1's and PB4Y-1's to PV-2's and PB4Y-2's commenced, it was found by the engineering division of this unit that each plane had one chronic trouble in particular. The PV-2's had and still have a noticeable tendency towards skin wrinkling and cracking, and the PB4Y-2's developed sparkplug trouble which resulted in the lowering of compression in the cylinders, resulting in detonation.

The difficulty with PB4Y-2's has been largely corrected, but discrepancies are still

1. See Appendix, Encl. 15-16 - Forwarding letters concerning new authorized allowance for CASU(F)-44.

2. See Appendix, Encl. 17-22 inclusive - Memoranda from Division Officers to Engineering Officer.