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Authority: E.O. 13526

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NARRATIVE

epidemic of ignition troubles. Often a plane would get a pre-flight check at 1600 and would be satisfactory. At 0430 the next morning (take-off time) the engines in that plane showed serious magneto trouble. Champion spark plugs gave considerable trouble by breaking off in the cylinder bushings. All cylinder head temperatures seemed to operate 15 to 20 degrees hotter than normal. One of the problems in this Division was the fact that the men had not worked on aircraft for two (2) months, which had some effect on the work produced. Both squadrons of PB4Y's based on the CASU were fast coming up for high-time engine change, and this applied to a lesser extent to the two (2) PV squadrons. It had been anticipated that it would be necessary to run only two (2) 60 and two (2) 120 checks per day, but due to the longer patrols (approximately 2000 miles per PB4Y on schedule) additional checks were necessary. Because of the unexpected engine change program and the additional checks, more men were needed badly by the Engines Division. Lighting facilities for night work for this Division as well as for other maintenance divisions was entirely inadequate, and much work which under normal conditions which could have been done at night had to be delayed until the following day.

Much cooperation was again obtained from the Army Air Force on Saipan in obtaining spare parts. Almost once a day it was necessary to fly to Saipan to obtain parts which had not as yet arrived in the area for use by the CASU. In order to obtain spare parts, as well as engines, it was necessary to go to great lengths before action was taken. It was impossible to overhaul accessories, spark plugs or engines without proper equipment and experienced personnel, of which the unit had a shortage. Therefore it was necessary to requisition great quantities of accessories. Orders for accessories were constantly cut by the organization from which they were ordered by 50% to 100%, and it was not until