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NARRATIVE

the end of November that these organizations were made to realize that the parts were urgently needed. One organization was under the impression that there were some dozen PB4Y's operating from North Field whereas in fact by the end of September there were approximately fifty (50). The Supply Officer of this unit made several trips as far as the Marshall Islands simply to inform Supply organizations as to requirements of CASU-44 on Tinian. After these trips cooperation improved.

If test equipment had been available during this period many accessories would not have had to be ordered. Equipment necessary consisted of a Ceco and Stromberg carburetor flow bench, a portable instrument field test-stand, a propeller governor tester with electrical heads and resistors, an ignition high tension tester, a propeller balancing stand, and a tension meter.

The Engines Division received cooperation from the squadrons based on the unit, but it is believed that additional cooperation would have been helpful during the hectic first month of operations. In many cases insignificant discrepancies which normally should have been handled by the squadrons were reported.

The PV squadrons were kept flying during this period only by the untiring efforts of all maintenance divisions. Most personnel worked from before sun-up until after sun-down. It was particularly fortunate, in a sense, that two (2) PV's became available, because of major discrepancies, for salvage. All parts in good condition were taken from these two (2) PV's and were used to keep other planes in the air. Many times it was necessary to resort to taking accessories from a PV which had a minor discrepancy, and putting these accessories on other PV's scheduled to fly the following day.

It was particularly fortunate, as far as maintenance is concerned, that spare parts for PB4Y's were made available by three of these planes crashing on the field. None of the crashes was of a serious nature to personnel, but all three planes were