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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

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damaged to such an extent that they could not be repaired. The parts from these planes kept many other PB4Ys flying when otherwise they would have been grounded for lack of spares.

The main problem in the Structures Division during the same period was encountered on landing gear, particularly on PB4Y's. It is probable that the numerous discrepancies encountered on hydraulic equipment and landing gear were caused by poor field conditions. As mentioned previously, the field was in remarkably good condition upon arrival of the unit, but with increasing use and torrential rain the field become rougher by the day. In spite of the fact that portable electro-magnets were passed over the field, shrapnel was constantly brought to the surface of the field by the pressure of the aircraft. The shrapnel, along with cartridge links and empty C rations cans, caused numerous tire cuts until such time as all personnel ^{was} ~~were~~ made conscious of the importance of keeping the field clean. It has been assumed that the rough condition of the field was responsible for considerable trouble with hydraulic actuating cylinders, for as soon as field conditions improved this trouble ceased to be a major problem.

Structures was also hampered by the fact that it was difficult to keep Cletracs with their accompanying air compressors in commission. Spare parts for these Cletracs were not available.

The hydraulic trouble mentioned above fathered the construction of a hydraulic test bench constructed of odds and ends taken from stricken aircraft. The completed bench is capable of checking any hydraulic accessory and is comparable to any stock model. The bench materially eased the supply problem on hydraulic items.