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Authority: E.O. 13526

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NARRATIVE

Another serious problem encountered by Structures was the lack of 40,000 pound PB4Y wing jacks which were ordered at Kaneohe Bay nearly six (6) months ago, but as yet have failed to arrive. The 20,000 pound jacks which were furnished this unit are inadequate, for they are not rigid enough to support a PB4Y. For this reason it is impossible to ground-check landing gear on PB4Y's until satisfactory jacks are provided. The average wind velocity is slightly over fifteen (15) knots, making the necessity for rigidity in jacks an absolute requirement. At present, test hops are the only method of checking landing gear, which method causes an obvious waste of fuel, man hours and wear on aircraft. On one occasion it was necessary to request three (3) test hops before a final adjustment was obtained.

Structures created a local record for tire change during the first week in September when a PB4Y landed on the strip with a flat side mount. The change, which included extending the oleo in order to get the jack under the jacking point, was accomplished in thirty-five (35) minutes. A constant program of tire conservation is in effect. Tire covers were obtained for all PV's, since the side mounts on these planes are affected by oil dropping from engines. In addition, a Structures crew makes the rounds of all aircraft on schedule between hours of 0100 and take-off time. Planes at this time have full bomb and gasoline loads, and therefore the check comes at a point when loads are greatest.

Considerable trouble with PB4Y bomb bay doors was also experienced at North Field. Dirt collecting in the tracks caused the rollers to jam. This trouble was of course found only on aircraft with an unenergetic plane captain. After instruction, the plane crews kept tracks cleaner and less breakage occurred.

At one time at North Field 40% of the personnel assigned to Structures ^{was on outside work parties, and therefore Structures} experienced a lack of personnel to correct discrepancies, but as soon as these working