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NARRATIVE

It can be well imagined from what has been said previously that the CASU Supply Department was under constant pressure. The supply problems date back to the original selection of items in the allowance of spares for the unit. For example, Army P-1 generators for PB4Y aircraft were received in the initial allowance instead of B5B generators which are used by planes based on this unit. Copper Constantan gasket - type thermo-couples arrived instead of the iron Constantan thermo-couples which are required. Certain items, such as 700 GPH fuel pumps were never received. In general it has been found that the initial allocations are tailored for the type of aircraft without reference to the type of operation. Difficulty was experienced in obtaining certain parts for the 49,000 series PV's, since some spares for this series were not received.

The unloading situation at Tinian Harbor was obviously one of the main causes of difficulty in the supply situation. Engines and spare parts aboard the S.S. BENJAMIN CARPENTER which arrived in this area around the middle of September were not unloaded until Nov. 15.

Jettisoning of parts from planes returning from searches has brought about unusually large demands on Supply. Complete sets of IFF equipment have been "ditched" from time to time as well as ordnance gear. Therefore, parts generally used as spares are required for replacement. The necessity for wholesale engine changes has produced a large and continual drain on stocks of spare parts. Slow delivery of parts ordered by Supply for Fleet Air Transportation delivery has caused additional worry. For example, lord mounts ordered in September have not been received, as well as Ceco carburetors ordered about the same time. Issuance of certain items has been entirely out of proportion with the number furnished in the operational spares allowance list. For example, ten (10) spark plug leads were initially furnished, but approximately 500 have been issued.