

From: O.C. 292 Squadron Ceylon Flight.  
To: O.C. 292 Squadron, Jessore.  
Date: 15th July, 1944.

Weekly report – 6th July to 12th July.

1. On 7th July, on the way to Ratmalana to collect HF945, I called in to 222 Group to clear up a few outstanding matters, and was able to see S.A.S.O. I had a long session with him, during which we discussed and agreed upon the following:

(a) establishment for and posting of the necessary maintenance bodies for the various Flights. Up to the present all maintenance has been carried out by personnel lent by the stations concerned; they were not even officially attached.

An establishment was produced, and I requested that as far as possible the bodies to full the new establishment would be those tradesmen who for some time have been doing the various work, and have proved themselves excellent chaps in every way. This request was passed on by S.A.S.O. to "P" staff, and action along these lines has already commenced.

My proposed disposition of the tradesmen allowed under the new establishment has already been communicated to you under separate cover.

(b) Necessity for flying training versus the necessity for conserving hours in order to keep within limited maintenance capacity.

It was agreed that training, (with particular reference to afternoon landing practices) is absolutely vital necessity, and that Group would be prepared to accept as necessary, 'hours-expenditure' approved by me. S.A.S.O. contends that the Flight Commander is the only person who can decide just what training is necessary for his particular unit, and that Group will back up any expenditure in this respect.

(c) The balance of 2 W.op/A.G's per crew to bring my aircrew strength up to establishment as at present laid down.

S.A.S.O. asked me to tell "P" staff that it is his wish to bring this unit up to full establishment as soon as possible. I attended to this later in the day, and it was agreed that them W.op/A.g's would be posted during the next few days. I further requested that most of these be A.S.V. trained, although we can easily undertake the training of any who are not so qualified.

(d) Difficulties of communication with my two sub-flights, especially after the move of this Headquarters to KKS.

It was arranged that as soon as one becomes available, I shall have a Harvard aircraft allotted to me for communications purposes, and that in the meantime I can make do with a Tiger Moth. This has already arrived.

(e) I pointed out the necessity for a suitable tank in which to weather the lifeboats at KKS.

Permission was granted for me to put in hand immediately any work which I considered necessary, so I have ordered for a tank 40 feet by 20 feet, and at least 4 feet deep, covered completely by a padgus roof, or preferably, the tank to be constructed within a padgus belt, which can be used for storage and maintenance work on the boats.

2. Reference the move, I have sent you a copy of my movement order under separate cover. The dates have been also altered owing to the non-readiness of the runway strips. The new dates, subject to further alterations are: Advance Part, 23rd July: Main Party 31st July.

3. Following upon the allotment to this unit of Warwick HF971, which was not on the list of aircraft ?????????, at the original 231 Group conference, and in the absence of any reply from you to my signal re the matter, I signalled ACSEA, repeated 231 Group, 222 Group, and your Headquarters, requesting clarification of the situation, and also requesting the E.T.A. of the remaining crews agreed upon at the same conference. Needless to say, there has been no reply so far, for signals take about 5 to 6 days in each direction usually here.

4. On 10th July I received a copy of a Letter from 222 Group to 231 Group summing up the voluminous correspondence regarding the P.O.R. question in respect of the Walrus Flights personnel. They now want us to undertake the Necessary P.O.R. action and to this end both China Bay and

Ratmalana station Headquarters are sending in reams and reams of odd pieces of information which we still endeavour to co-ordinate into the official form.

5. One of my worries here has been the fact that although station held three Lindholme mats, there are only sufficient soluble plugs for one mat. These plugs have been a stores inability in Ceylon and India for many months. Accordingly, in conjunction with a very co-operative corporal in sick quarters, I am carrying out experiments with various chemical compositions in order to find something from which we can make our own soluble plugs. It is believed that Lindholme mats can actually be dropped without soluble plugs, provided the release is activated by a static line. In the event of my inability to make up a substitute formula, I shall start experiments along the static line theory.

6. Following a certain amount of correspondence with the Base Post Office in Colombo regarding the terrific delay in the delivery of private mail here, I have to-day sent a signal to Base Post Office, Bombay asking them to deliver to 292 Squadron Ceylon all mail addressed to 292 Squadron Ceylon, and not to ignore the address on the envelopes and the information contained in posting notice sent to them. The b.....s have been sending all our mail to Jessore apparently.

7. F/Sgt. Andrea??, who has been advised by his people is that he is W.X??, F/O Andrews:) as ??, fw?ed in Warwick HF971, "V":, 11 July. {this does not make sense?, transcriber, RQ}.

8. Some interesting A.R.O's {?} if you haven't discovered them are N.433/1044, N435/1044, and N.441/44.

9. F/O ?elnys??? & crew and F/O Lindsay & crew arrived 1545 hours in Warwick BV?459??.

Shall be pleased to see you whenever you arrive.

Squadron Leader  
Commanding 292 Squadron Ceylon Flt.

{some of this was very hard to read, RQ}