

No. 292 Squadron Weekly Bulletin (No. 5)
24th July, 1944

To avoid my waiting to take action on any of the subjects raised, as a double check I will make a note in these bulletins of action taken.

“C” Flight Bulletin (6 – 12 July.)

Para 1(a) Proposed disposition of tradesmen approved.

Para 1(d) I have applied for a hack Hurricane, and previously the A.O.C. agreed to approve of me having same. I will believe it when I get it. For you information I have every reason to believe that there are literally hundreds of Hurricanes of obsolescent marks awaiting disposal at Kanchrapara (1.C?. M.U.). If you have trouble getting a Harvard, you might get one of these. It is a snag being a single seater but a bird in the hand etc.

Para 3. You now have all the crews originally decided on, you have four aircraft plus the use of ours in which Andreas?, should return any day. I have already mentioned the disorganization caused by the random allotting of aircraft by A.C.S.E.A. and my last instructions still hold good. Hang on to the ones you have, let us have the numbers, and we will sort it out.

Para 4. The less said the better.

Para 5. We have had no trouble in getting soluble plugs and can spare some if you are still in trouble.

Para 6. We still sometimes get letters to you posted back to us.

Para 7. Andres should be back here by the time you get this letter. I was very rude about the signal which said his aircraft was her.

2. I have just received two reports from “E” Flight, which explains certain urgent signals about matters of which I have not heard. As Pollock is at the moment visiting this Flight I will not bother to comment in this Bulletin.

3. The Group Captain has gone sick, so for the time being I am O.C. No. 175 Wing. This explains why I had to send Pollock to Karachi instead of going myself.

4. I attended a big conference at Group, last week, and owing to a lot of things which I cannot put in writing (but, to put it in French,) the A.O.C. is being “buggered about” and until that stops we will not know where we stand. We may or may not stay here, we may or may not go to Dhubalia, we may or may not go to one of several other places. It makes it very difficult to plan anything and one is inclined to let things drift.

5. I am glad to see that Ceylon are having their crews made up. I wrote in, and also discussed the matter with our D.A.S.O. He agreed to let me have a second pilot in the place of one of the W/Os. Talking to him today he did not remember a damned thing about it. So what!

6. We have two experiments in hand. The first is an attachment whereby we can carry a replacement tyre where the boat should be. Both the Warwick and the Wellington have the snag of having no door big enough for getting a tyre into the machine. The second one is a spring device on the covers over the petrol filler caps. This means that if it is not closed properly, it will stand straight up and be easily visible both by the people inside and out of the aeroplane.

7. Still no news of the boats, we will signal “C” Flight the moment they arrive.

8. We have now received progress reports up to July 15th from “E” Flight.

9. I repeat again, will you please send them in duplicate to save me all the added typing if I am to send on copies to the other flight.

Wing Commander, Commanding.
No. 292 Squadron. R.A.F.