

No. 292 Squadron Weekly Bulletin (No.4) 18th July, 1944

This week started very badly because I planned to visit Ceylon, which had to be changed to Drigh Road at the last moment as "K" Flight seem to be experiencing such a lot of snags, whereas "C" Flight seem to have everything underway.

I was all set for leaving on Thursday morning, was taxiing out of the dispersal, when a palm tree deliberately leant over and clouted my wingtip. I put the tree on a charge, and unfortunately there was not another machine with sufficient hours available for me to take. Fortunately, for me, the damage was repairable within 48 hrs. but I had to postpone the trip to Drigh Road because I have to be at an important conference on the 21st. On Sunday 23rd I am starting again.

I have taken up al "K" Flight moans with 231 Group and I am assured by them that the necessary action is being taken.

Ten airborne lifeboats are now in the country, have been demanded by us, and are expected any day. The moment they arrive we will signal you, so that you can make arrangements to collect them. I will probably deliver one and make it an excuse for visiting you, ("You" of course refers to "C" Flight)

The Army at Chittagong have signalled to say that the building of a slipway would be a major engineering job. The reason that the aerodrome is surrounded by a bund to prevent flooding of the aerodrome. 231 Group are now finding out whether something could be done easier at Cox's Bazaar.

The people up top have demanded the return of our three crews transport flying, so they will be back here any day now.

I was ticked-off very politely in a D.O. letter from M. Plans.I. A.C., S.E.A. for ordering a Warwick to fly straight here and to hell with Phaapamau. I let that go, but when they started allotting aircraft straight to Bombay, and further ones to you, I sent back a D.O. letter pointing out that I had forwarded the list of aircraft & crews I wished to send to Ceylon, pointing out that until they reach me, the crew go with the aircraft and the aircraft were selected so that I could get the right crews to Ceylon with the minimum of trouble. I then showed concern at the completely indiscriminate allotting they had done, causing completer confusion, and as yet I am not sure what machines are at Ceylon. To quote my words, "We have aircraft for which we have no allotment, allotments for which we have no aircraft, and until we have a census of the aircraft at Ceylon, here, and the M.U., I am taking no further action than this letter." I have suggested that when we have taken that census, we forward it to A.C.S.E.A. and they can make their allotments match.

So will "C" Flight let me know exactly what aircraft they have, and they are to look on these aircraft as theirs, and I will straighten out the allotments.

Today we had a full-blown C.O.s. parade. We are over 300 strong now and I wanted to make sure everybody had had a chance of seeing me close to. They were very smart, and I was pleased with the parade.

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