

No. 292 Squadron Weekly Bulletin (No.6)
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I have had no new report from "C" Flight, and I will not comment on "E" Flight's report because Pollock has just arrived back with an up to date story on which I can act.

2. The story of this week is our first successful sortie. An H.S.L. broke down somewhere in the bay and after drifting for two days we were requested to try and find it. The estimated position was about ten miles from the centre of a cyclone, however we sent Koray??{hand written in margin} off Seakow?? (with Beri as second pilot). Green and Whitehead.

3. Whitehead reached the area but decided the weather was too bad, and turned back. The weather, by the way was clouds sweeping the water, torrential rain, a gale, and scattered clear patches. Green completed a creeping line ahead, starting his creep about four miles away from the H.S.L. {something hand written here} Seakow found the H.S.L. As all our bombslips are away being modified he could not carry Lindholme, but dropped three Bircham Barrels. The H.S.L. was broadside to the wind rolling like nobodies business, the aircraft flew up wind and dropped the barrels so that they overshot by about thirty yards. The ropes which trail behind fell across the ship, which was just about as perfect a job as could be expected. We went out the following day but did not find the H.S.L. The next day, yesterday, we had flown ourselves to a standstill so four a/c went out from Cuttack and did not find the launch. However the launch could still send weak signals and was able to send a message to say that an aircraft had just flown overhead without seeing them. It appears Group knew which machine it was, so by a bit of back navigation were able to find the position, ad last night we were told the Navy had picked them up. Everybody, including the A.O.C. thought Strombes had put up a dammed good show. I find I have been writing Seakow instead of Strombes. It was Strombes who made the only aircraft sighting. {which might explain the hand written notes on this paragraph}

4. The indications are that we are going to move very soon now. Not to Dhubalia but a much better station which at the moment must be nameless.

5. Group Captain Debitt, Ops 1, Eastern Air Command come down to bind for Delhi why we were not yet operational. Of course the answer was that we had plenty of aircraft serviceable but for the bombslips. He told us to put them down as operationally serviceable with a covering note to Group. As on the following day we made our first successful sortie, the Group Captain will gain the reputation with Delhi of being a master organiser. One visit from him and away we go.

6. I am still acting Station Master and the reason why this report is so badly typed, is that I am writing it against time. There is a Hell of a lot moving just now and I have been landed with a lot of Station work.

Wing Commander. Commanding.
292 Squadron. R.A.F.