

No. 292 Squadron, Weekly Bulletin. No.
Sunday August 20th, 1944.

As a result of a very important signal from "C" Flight, I will try and clarify my position with the detachments.

2. AS Commanding Officer of No. 292 Squadron absolutely nothing should be done without my prior approval, and in theory A.C., S.E.A. are within their rights to refuse to take any action on any request that has not come from me. I know this has happened with "E" Flight, who on occasions have written direct, not even through Station and/or Group.

3. I this was followed to the letter the position would be impossible, as I am quite prepared to back anything required or requested by my Detachment Commanders provided they do it through Station and Group and PROVIDED I AM INFORMED, so that I know what is going on, so that where it applies, A.C.,S.E.A. know it is done with y knowledge, and so that if needs be I can interfere.

4. As regards the signal from "C" Flight, our interpretation of the signals leading up to this, was that a Warwick had been allotted to replace a Walrus. As I was certain to have received this information first, I immediately sent a signal asking for a check. I am still in the dark as to whether unknown to me "C" Flight have managed to change the basic policy of Sea Otters in exchange for written off Walrus, there has been a mistake, or our information is incorrect. It now appears that either the firs or the last applies.

5. To stop binding for a moment, the events of the week are (a) By the 3rd Sept we shall have moved to Dhubalia. (b) W/Cdr Hocke?? visited us for an afternoon. (c) He will be returning in the middle of next week with an Air Ministry party consisting of WCdr Laye (the fellow with a black patch over one eye) and S/Ldr Finch repeat S/Ldr Finch! (d) I have been allotted a Hurricane surplus tom my establishment.

6. As regards our move, we are all very pleased. I was over there the other day and everything seems to be ready for us, and as you well can understand we are at the moment in a state of major flap.

7. As regards W/Cdr Hoche, he took copious notes on everything, he informed us that 'D' Flight must soon be formed – at Karachi to cover the re-inforcement route; the boats may still be found to have parachutes; a dozen portable boat cradles have been built at Delhi (how we order them he did not know); once the Sea Otters can fly and the crews can fly them, they must get straight out to Chittagong; a tremendous push is being given to Walter instead of Dinghy Radio, so that A.S.V. will soon be essential; Almack & Pollock are talking 'balls' when they say the Sea Otter will be dangerous to operate cross wind, therefore on all runway aerodrome with no alternative water strip and so on, and so on.

8. I had a rather heated argument about this cross-wind business. He maintained that Almack's keenness fro water operation was biasing his judgement too much, and Pollock did not know the machine enough to be in a position to judge. In the end I got him to agree to get an experienced test pilot to give an independent opinion.

9. Congratulations to "C" Flight who, I have this very moment heard, have been successful in finding a dinghy and done a successful Lindholme drop.

10. We are doing more and more 'immediate standbys' and can no longer use Warwicks for hack purposes. I have every intention of getting over to "E" Flight as soon as I get a clear week, but I make no promises about "C" Flight, who seem to have everything well in hand. I am still Station Commander and have this move in hand – what a life.

11. No dual sets for Sea Otters. I have just received the following signal and forwarded it to "E" Flight. Just in case, I will repeat it hear.

(A) QUANTITY TWO FLOWN DIRECT BY 16918 KKS?? JULY (B) QUANTITY TWO BEING FLOWN
PURTEWITH??DIRECT 337 // (C) QUANTITY TWO PACK FOR SHIPMENT BY L332004 ALL ABOVE
UNDER REF ?????39410 ADMIRALTY TASK NO TB1073???

12. Which reminds me, the Air Ministry informed W/Cdr Hocke that operational aircraft are not to be used for dual instructing., and that one special Dual aircraft of each type will be sent out. No second pilots, he said that A.C.,S.E.A. are not prepared to alter as Air Ministry Establishments as I suggested we must ask for them surplus to establishment until something is done. This is the first time he has committed himself to the fact that our Establishment was made up by U.K. This explains a lot.

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Royal Air Force