

No. 292 Squadron Weekly Bulletin. No. 10.

Thursday Sept. 14th.

Since my last Bulletin life has been interesting, to say the least. The Advanced party, under S/Ldr Pollock, worked like niggers to get everything ready at Dhubalia and by midday Sunday Sept. 3rd. the Main Party was ready to leave with everything packed on the train. At half past twelve Group rang up to say the complete move was cancelled!! To make room for an incoming advanced party we had already moved  $\frac{3}{4}$  of our aircrew across and we, only managed yesterday to get our advanced party back as there was no room for them here.

2. The idea was that the Wing and 99 Squadron would move there instead, and later 215 Squadron when they have finished converting on to Libs. They are going away to do this. Three days ago the Wing moved over leaving a Static Admin Unit consisting of one S/Ldr and a Cpl. A very skeleton staff to do the more essential essentials, ourselves, and two Squadrons very busy packing up. Tomorrow a new Squadron comes in to take the place of 215. You can guess the chaos that has resulted – we have the whole station to run on our few telephones and our transport and our personnel plus the very few Wing left. The other Squadrons are too busy packing up to be of much help. Until 99 go (on about the 25th) we are scattered all over the place as we take over their accommodation. If we are called on to do a lot of flying, I hate to think what will happen.

3. On Aug 30th the Squadron had its first clash with the enemy. Mackenzie had just finished his search for a Beaufighter off the coast near Bassein two fighters came up behind him. He opened up the taps wide and headed for the middle of the Bay of Bengal and they gave up the chase. Mac found that a Warwick could do 200 kts without losing height at 300 ft.

4. At the A.O.C.'s request, I went over to Chittagong in my Hurricane, to find out the form. The second runway is almost complete, and when finished the old runway is going to be resurfaced. If this work is controlled properly, the worst likely is one runway of 2,000 yds. and one 1,000 yds. I had a long chat with the S.A.S.O. who agreed with me that the Sea Otters would only double up on the A.S.R. launches, and assuming the Warwicks will shortly have long range tanks and boats, with the aid of our aircraft her, really good cover should be given over the operational area of the Bay, there is a lot of flying going on South of Rangoon – two Beau's got into trouble there recently – and the Sea Otters would be absolutely useless.

5. The latest idea is that "D" Flight of four Warwicks should go to Karachi to cover the delivery route. Heer, although the route badly needs A.S.R., the actual distances between dromes is small, and the Sea Otter is ideal. 224 Group S.A.S.O. and myself are putting it up that "D" Flight shall go to Chittagong and "E" to Karachi. In everyway you look at it, it makes much sense, that I am sure my A.O.C. will put it forward and I am sure W/Cdr Hoche will fight it like Hell.

6. I have signalled "E" Flight that the Sea Otter spares have been delivered to the A.S.R. Unit in Calcutta. If I send them straight to Karachi, the A.O.C.'s request that "E" Flight come straight here will come into action and so on and so on. How the Hell can you run a Flight 1,4000 miles away.

7. The Squadron has had a very serious loss – While I was at Chittagong, Richardson, the Adj., was posted home to N.Z. in a hurry. I never even had the chance of saying good-bye to him. He is one of the most useful chaps the Squadron has had.

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