

No. 292 Squadron Weekly Bulletin No. 11

Dunga?? Pujah?? Number

26/9/44

There has been a Hell of a lot going on here, but I find it very difficult to put it into writing, so I will start off with draying you attention to our Half-Century Routine Orders which I think are dammed good. I have not found out the author yet. Talking of routine orders, will you have it circulated round your flights that (a) The Air Ministry has asked us to submit ideas for a Squadron Crest, and (b) I have offered 50 rupees as a prize for the best (in my opinion) funny crest for painting on the doors of bars, lavatories, toilet paper, etc. The proper Squadron Crest will have to conform to the rules and regulation, of which there must be a copy somewhere on your aerodrome, there are no rules whatsoever for the funny one, other than it must not embarrass any women who might enter a Mess where the crest was hanging. To allow for delays in the post, I think the closing date for the funny one had better be the last day in November.

2. The next thing is navigators for "E" Flight. Nine Navs have been posted from 99 Squadron to "E" Flight and eight are on their way. I cannot imagine what "E" Flight is to do with nine navigators but it is so unusual to have more than required that I have done nothing about it than keep one here. This one is No.1396944 F/Sgt. B?roh?ier, Nav. (Native of Ceylon). He is an extremely good type, has been recommended for a Commission by the C.O. of 99 Squadron, and I, in the position of Station Commander, endorsed this and said I would be pleased to have him as one of my officers. He is very keen to be posted to Ceylon and the only reason why 99 let him go was that we could do it. He is waiting for his commissioning interview and once he has done this I would like to send him straight to Ceylon, where he should be very useful to "C" Flight. I can attach him to you to start with, and they if you like him we shall have to think out a wangle to have him properly posted.

3. The set up here just now is dynamite. There is a S.H.Q. consisting of a Static Admin Unit consisting of a Squadron Leader and about four blokes, ourselves and another Squadron. I am senior Wing Commander as Station Commander. The other Squadron are terrific – I have never before met a crowd of better scroungers. The result is that I started writing this report at 07.45 hrs and it is now 11.00. In between sentences I have had to settle inter-squadron squabbles about billets, offices, furniture and the like. I have not dared leave the station for a second, but things are beginning to shake down quite well now and I have made an appointment with the S.A.S.O. for the morning of 28th to trash out all "E" Flight's problems. I have "E" Flights reports up to 5th Sept including the Sea Otter Test Report by O.C. T. & D. Flight Drigh Road, a copy of which I will enclose with this report to "C" Flight.

4. The A.O.C. rang me up to say he was visiting Ceylon, and had I anything I wanted him to take-up. It so happened that "C" flight's Report dated 3rd Sept had just arrived, so I sent him the completer report saying I agreed with para 3 and that the report would give him a good picture of what must be his most gar away Unit. I explained that as these reports were more Bulletins to be circulated between the Flight Commanders I encouraged them to be bright and breezy. I will ask no further comments until I find the A.O.C.'s reactions.

5. We have adopted the "Walter" training here with very successful results. Our armament section have managed to fit a Wellington bomb-slip to the Warwick, and we will send you the "gen" when it has been properly tested.

6. I put in a strong bleat (copy to "C" Flight) for the extra Warwick. The immediate reaction was to allot the first Warwick to "D" Flight. Something else to sort out with the S.A.S.O.

7. To finish on a light vein, I have painted one side of my Hurricane "the Bengal Bitch" and on the other side "Not a Shelly?" {??} It has a bright yellow?? spinner so you can recognise it a mile away. The last few days have been terrible. Sweat is pouring off me at this very moment and it was the same all last

night. The trouble is that the rains have stopped and the sun is drawing up all the water, and the land round here is 90% water. So that it is just like trying to work in a Turkish Bath. The town has gone mad with this Durga Padah, but the only incident so far has been that a Cpl started being funny with one of the Indian povies and finished up he being chased by about a hundred Bengalies chucking cow{??} dung at him. He had to take sanctuary in the local Police Station. I went round all the airmen suspect and told them to "lay off" the Indians, especially the girls, while they were in this excited pujab state. There has been no more trouble so far. The streets have suddenly been filled with the most beautiful girls in the most stunning saris. They just appeared over night like spring flowers. Where they kept them the rest of the year I would like to find out. I think parents make it the opportunity to display and sell their daughters.

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

P.S. Since writing this a new report has arrived from "C" Flight. I got Farman {??} to give a quick answer to the Engineering problems, publications etc. I could not get hold of one from Jacobi {??} in time. He agrees with you perfectly over the Radar returns, but had a rude reply from ACSEA when he suggested the same thing. I have so far found nobody who knows where to find a transformer like what you want. If you {??} what I mean – like. Today (27th) the whole station is playing "General Post" {??} as 99 Sq has at last moved and the complete reshuffle can start or commence to be a bit more Whitehallone{??}.