

{line cut off}
H.Q. 292 Squadron
Jessore
23rd. September. 1944

S/Ldr. Alcock, "C" Flt.

Dear Sir,

It is some time since I last wrote to you on technical matter but for several reasons we have not had much gen. I notice you have one engine change, so have we. It is the one on Kenzies A/C which was changed at Delhi, and on removal of scavenge filter, 2 lumps of metal were found, which I could not identify. Incidentally I am putting up that the scavenge filters be inspected at each 50 hr. inspection instead of at the 50*. We have also a machine with main U/C jacks leading at the bottom gland. This is no easy job, but repair may be affected without removal of gland by just tightening up gland ring. In our case this will not do so we are changing the jacks. We have had a lot of trouble with the D.R. compass master unit and being fitted to repair same, are a bit stuck for spares. Corrosion due to dampness is put down as major factor also D.R.C. to be switched on during ground moving of A/C. The fabric generally is poor and soon we shall have to consider re-covering mainplanes. The micro switch trouble still crops up and I consider it due to lack of adjustment on micro unit, a point which we have overcome by slotting the securing holes on jack plates. Mag trouble and twisted gill drives still persist. For the former, I have obtained some spare condensers to try, and for the latter, I can just hope. A.O.G. drives have arrived however I have made it an order for careful supervision during fitting these drives (i.e. tension on chain etc.) and also a notice in pilots orders on use of gill motor. The stoops on motor require checking occasionally. Oil coolers have been leaking, but unless repairs are carried out 100% and each half tested carefully to 150 lbs/sq.", the coolers leak again after repair.

We have a number of letters in about the H.T. terminal into the magneto, but the S.T.I. Magnetos Double Wasp 4 cannot be complied with by us. I suggested soft soldering the lead end, but even this is very difficult. Oil consumption figures on these engines give queer curves, and some engines require watching. The locally manufactured flame dampers are helping us out, but we still require some more.

That seems to be the most prominent of our troubles. Once again may I say that I will help out in any technical matter. I read your reports to the W/Commandr. And admire their breezy style.

Best of luck Sir and good finding.

Yours

(signature – F/L)