

From: Officer Commanding, "E" flight, 292 Squadron.

To: H.Q. 292 Squadron

Ref: - 292/E/INT/I.

Date: 12th. September. 1944.

Progress Report for Week Ending September 9th.

1. Your weekly reports sent on to us are most encouraging especially "C" Flight who have certainly got away to a Flying start.

2. Flying Training

All Pilots have completed parts one, two, & three, A, B, & C, of our training programme Sgt. Greyvansteyn has commenced part 4, dual water landings. The two aircraft are standing up well to training which is a good thing as we still have no spares. Pilots have averaged 4 hours before going solo and we are now starting to crew up. We are also turning navigators into Nav/gunners.

3. Enclosed you will find a copy of F/Lt. Macgregor's Signal and also our reply to the same. We still have no aircraft capable of maintaining oil and cylinder head temperatures within the limits on a prolonged climb, or even cruising boost and R.P.M's but they are improving and we hope to be able to start the tests very shortly. Data will be forwarded to Delhi immediately on completion of tests.

4. Our Flying test bed J.M. 768 has finally had the V.H.F. fitted and it was tested on the 9th. It worked for 5 minutes and then went dead, neither myself nor a Cpl. Fitter radio, being able to get another pep out of it. So far the wireless section have still not produced our Marconi G.P. trial installation so next week I shall have to do another blitz on the various sections.

5. I personally feel that we may have to leave here with a lot of operational equipment and have it fitted when we get to your side. However, so long as we do our Flying training here, and get the engine temperatures right we will carry on with the mods as far as red tape will allow and leave it at that.

6. Meanwhile I can promise "C" Flight that as soon as we have 2 Sea Otters serviceable for long flights we will deliver their first one with dual, convert F/Lt. Bird and let him train his own pilots.

7. Incidentally these Sea Otters are in a disgraceful condition as a result of long and bad M.U. storage and bad shipment packing. Although no aircraft had done over 7 hours Flying we had a hull main angle piece split, and with it the hull, through corrosion. Can you get this taken up in the strongest possible terms with the authorities back in the U.K. We have also received the A.M. official pilot's notes, which advise the use of 20° of flap. This we cannot do as the flaps are either up or down (60°). Adjustable flaps are badly needed. Also the later model Sea Otter with the Mercury II de-rated engine. This gives 930 instead of 830 horse power without any increase in weight and the same poor output for equal petrol consumption as the Mercury 30.

8. I believe the Sea Otter to be very suitable for the type of air ambulance suggested. The Sunderland has already been used on this and we have a better take-off and landing run. We will send you a report of trials carried out with the type of stretcher indicated, also photos of same; The back hatch is adequate and no portable sling necessary.

9. How goes the Hurricane. We still hope to see you very soon. I have the squitters and am not sure whether food or dual instruction is responsible.

10. Our need for maintenance personnel is now imperative. A copy of the nominal roll is enclosed but our usual average seems to be 4 sick and 2 on leave of some sort.

F/Lt.  
Officer Commanding, "E" Flight 292 Sqdn.