

{this frame was hand written, so more difficult to transcribe}

Copy to "C" Flight  
Engineer Officer  
H.Q. 292 Squadron  
30-10-44

S/Ldr Alcock

Dear Sir,

Here is a brief technical report of troubles experienced here recently. I know the C.O. has explained the story of our fabric failures etc, so I will keep to the other subjects. When changing oil from Grade T to X one engine on A, although it had been running perfectly was found U/S through 3 gear teeth being found in the Scavenge filter. These teeth presumably came from the auxiliary drives in the rear cover. Next, after an engine change on G, it was run up OK the Propeller was tested for constant speeding etc and found correct. On stopping the engine, the propeller was feathered, but on attempt to un-feather, nothing happened. We have examined, tested and changed CSU, Distribution Valve, Dome, and Aircrew, still no joy with the feathering. The Booster pump has been changed and we are stumped. Enquiries on all units round a bout reveal no knowledge of a similar occurrence, and no helpful advice has been given. I am asking for expert opinion now.

We have as perhaps you know, lost one aircraft due in the first place to Oil Pressure failure, accompanied by Low oil temperature – No answer can be given at this end for the troubles.

Two instances have been met where sparking plugs have seized in the cylinder, all attempts to remove them proving useless. Changing the Cylinder is our only resort.

Trusting you are not experiencing half the troubles we seem to be getting .

Yours etc  
C Yaman{???

P.S. I have modified the Dinghy release pins with a larger hand grip.

{sketch attached}