

CONCLUSION

The inevitable dislocation following the war, which necessarily involves the employment of staff on unaccustomed duties and shortages of key personnel, has cast a heavy strain on the adaptability and loyalty of the remaining personnel. I wish to express my thanks to all ranks in the Air Force and civil personnel in the Air Department for their efforts to surmount the difficulties inherent in this transition period and to maintain the tradition of the Service.

I have, &c.,

A. DE T. NEYILL, Air Vice-Marshal,
Chief of the Air Staff.

APPENDIX A.—FLYING STATISTICS FOR YEAR, JANUARY, 1946, TO MARCH, 1947

Units.				Flying Hours.
Operational units—				
No. 14 (F) Squadron	..	..	..	2,589·35
No. 5 (FB) Squadron	..	..	..	2,979·05
No. 75 (BR) Squadron	..	..	..	1,619·00
Total	..	..	..	7,187·40
Transport units—				
No. 40 Squadron	..	..	..	8,336·30
No. 41 Squadron	..	..	..	7,648·35
Sunderland Squadron	..	..	..	1,170·00
G.P. Flight	..	..	..	5,704·35
Total	..	..	..	22,859·40
Training—				
Air Navigation School	..	..	..	1,930·10
C.F.S.	..	..	..	1,344·20
Instrument Flying School	..	..	..	1,970·00
C.F.E.	..	..	..	1,664·35
Total	..	..	..	6,909·05
Miscellaneous—				
Canterbury Project	..	..	..	263·25
Jet Propulsion Unit	..	..	..	238·25
Miscellaneous station flying	..	..	..	636·05
Total	..	..	..	1,137·55
Grand total	..	..	..	38,094·20