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0830 D.B.S.T. (i.e. FOR EVENING PAPERS) ON MONDAY, 17th APRIL  
1944. THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING  
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Air Ministry News Service

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"SWATTERS-FLY"

An interesting story lies behind the quaint descriptions to be found in the Royal Air Force vocabulary of equipment - terms such as "swatters-fly", "strainers-hospital, gravy", "rings-spring clip, pigeon", "shims-wormwheel", and "tweezer-ball valve, reservoir."

It is the story of the task of equipping the ground and air units on the R.A.F. side of the Allied Expeditionary Air Force.

In a large group concerned with the supply, maintenance and defence of the R.A.F., there now exists the forward equipment unit. The "F.E.U". Their job is to put up air stores parks for the use of the Tactical Air Force. These parks will be mobile, self-contained, and able to vacate any site for another location within two hours.

Three-ton lorries, specially designed and built for the work and equipped with bins, containers and racks, are ready to start up any moment. They will carry aircraft and engine spares, electrical, radio and signals requirements, components for the guns of fighters and bombers, photographic gear, every kind of flying clothing - parachutes included - as well as ground equipment, tools, paints, oils and dopes, fittings for barracks and motor vehicle parts.

The motor transport section of the F.E.U. has a high priority. The fleet of vehicles carrying the spares needs to be regularly and efficiently serviced. The F.E.U. will supply direct to the forward repair and salvage unit by way of the air stores parks.

At present, air stores parks are supplied by road from the base location of the F.E.U., but when the invasion gets under way, a rapid and efficient means of communication will be established, making use of both air and rail.

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Another F.E.U. job is the crating of damaged equipment, for return and repair. The supplying of airfield construction units and barrage balloon sites also comes within its scope.

Supply of parts by the F.E.U. air stores parks is subject to a priority demand system. An A.O.G. (aircraft-on-ground) demand has the highest degree of priority.

Large, bulky or heavy spares are not the only ones that are needed to keep a fighter or bomber in the air. Frequently, a twenty-ton bomber may be grounded for want of some small replacement weighing a matter of ounces. Without the F.E.U., which can provide anything from a grub screw to a complete engine or undercarriage, from a fly swatter to a barrage balloon, the forward repair unit would be unable to function. Neither would the squadron maintenance units of the Tactical Air Force.

The task that now confronts the A.E.A.F., must be carried through without a hitch, without waste of time and without bottlenecks.

To that end, no energy or thought has been spared to ensure a smooth continuity in the flow of aircraft and air force spares of all kinds to the right area, and at the moment they are required.