

159 Squadron Form 541
February 6th 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – 10 a/c detailed to bomb Rly. Bridge over Yai River situated S. W. of Jumphorn Rly. Station. (2) – 6 a/c were detailed to lay mines in Jumphorn Harbour.
Y KH327	1053	0155	S/L Hall J	
U 162	1103	0221	P/O Braithwaite	Route – Base – Preparis Is. – Target – Diamond Is. – Base.
R 359	1059	0130	F/O McLean A	A/C – (1) – 10 Lib.VI (2) – 6 Lib.VI.
Z 212	1108	0229	F/L Busbridge	
V 366	1057	0157	W/O Rogers T	Total Bombs – 50 – 1,000 lb. GPTD – 3 secs. 10 – 500 lb. M.C.
X 409?	1054	0129	F/O Kinnear	
Q 257	1100	1144 ¹	F/O Dick R	Jettisons – Due to engine trouble a/c "C" returned to base at 1402 hrs. having jettisoned full load at 19.57'N, 89.55'E., at 1243 hrs. 4500'.
S 252	1058	0141	F/S Brown	
B 283	1044	0131	S/L Gauntlett	Nickels – 7,500 SJNSM 10,000 SJG 7
F 321	1043	0149	F/L Clarke	
G 256	1047	0118	F/O Poag B	Cameras – 13 a/c carried obliques, 1 FL. 8", 6 FL. 14", & 6 K20 – results in 21 photos poor due to bad weather conditions.
D 114	1045	0110	F/O Alexander	
J 165	1048	0143	F/Lt Gee	Total Mines – 4 BR. Mk.5 B202X – 8 BR. Mk.5, B900Z – 40 days. 6 U.S. Mk26, Mod.1, Mech. M9 – 82 days. 12 U.S. Mk13, Mod. 5, Mech A3, - 86 days.
C 255	1055	1429	F/O Schroeder	
H 357	1050	0200	P/O Andrea	With very good weather, all a/c were able to map read to target in daylight. No activity was observed at bridge, but 2 small fires were said to be burning in railway siding, presumably the result of a previous raid.
A 211	1052	0125	F/O Borthwick	
				All bombing went off very well, with a bomb from a/c "B" hitting a large building east of the line, and one from a/c "G" hitting one on the north bank. A/C "R"'s bombs fell on railway line approximately 100 yds. N. of bridge. A/C "Y" hit pylon at N. end of box girder span covering bridge, covering same with a cloud of debris, and was confirmed on next run, when again, bombs fell in same place.
				Between 1754-1801 different a/c observed rifle flashes from various positions about the bridge and railway line. From 1720-1813 hrs. a/c B, R, Y, & A straffed loco's seen at position one mile S.W. of target. One loco and 12 stationary R/S were straffed from 200-500' claiming many strikes, but no opposition was experienced in any of the straffings.
				<u>Mining</u>
				All mining operations were very successful with very good weather. At 1751-1806 hrs., 2500 ft. four a/c observed small vessel said to be 100-110 ft. long with raised bridge amidships, unlike standard wooden coaster. The vessel was straffed while NW of Goh Chorakhay Is., heading south, and many strikes were claimed, causing the vessel to head for G. Chorakhay Is. where it beached on the western shore.
				Power-driven, and oblong-shaped barges at 11.00'N., 98.41'E., were observed at 1656 hrs., 3500 ft., proceeding out to sea, all of which were straffed, and many strikes claimed.

159 Squadron Form 541
February 9th, 1945¹ "1144" is what is in the record, but real time might be "0144"

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – Attacking Railway Siding W. of main wharfage at Khao Hua Gang.
B KH283	0859	2332	S/L Gauntlett	Route – Base-Narcoadas Is.-Lord Loughborough Is.-Target-Alguada Reef-Base.
G 856	0905	2259	F/O Poag B	A/C – 16 Lib VI
D 114	0900	2326	F/O Alexander	Nickels – Nil
J 165	0904	2309	F/O Crozier	Cameras – A/C B-U-S-H-Y-R-F carried 8" Mirror Obliques. A/C D-A-Z-X-Q-V-G-C-J carried 8" vertical A/C D-A-B-Z-U-X carried 14" Hand-held obliques. A/C S-V-Q-G-C-H carried K20 obliques.
A 211	0907	2323	F/O Borthwick	
C 225	0906	missing	F/O Schroeder	
F 321	0856	2321	F/Lt Gee	
H 357	0909	2350	P/O Andrea	Total Bombs – All a/c carried 4 – 500 lb. MCTD, 1 second 8 – 500 lb Inc. Cluster (4 – M17) 4 – M1 8 – 100 Inc. M47.
S 252	0913	2335	F/Lt Readhead	
Z 212	0916	2329	F/Lt Busbridge	Weather was fairly good over target area, with no low cloud, and visibility and light being generally good, but 8-10/10 high cloud with base approximately 10,000 ft.
U 162	0930	0023	P/O Braithwhite	
X 408	0910	2339	F/O Barrett	All was reported as quiet in target area by first a/c, and the operation was quite successful, but as attack proceeded, the whole of target area became obscured by heavy, dense smoke through which a number of fires were visible but which made identification of aiming points rather difficult.
V 366	0915	2341	F/O Kinnear	
Y 327	0911	2343	F/O Dick R	
Q 251	0921	0016	F/S Green G	Quite a few a/c state that their bombs fell either along railway line, or on sidings causing considerable debris, and also destroying a number of bashas and larger buildings.
R 359	0917	0021	F/S Brown P	
				Considerable L.M.G. was encountered, but for the most part was from the south of transportation sheds area, and very inaccurate. One a/c, at 1625 hrs., 1000-2000 ft. experienced very meagre, but accurate L.M.G. fire whilst straffing enemy fighters on S. end of Victoria Pt. Landing Ground, and upon return to base found several small holes in tail.
				At 1612-1644 hrs., 750-800 ft., 3 a/c reported 100-110 ft. coaster well camouflaged lying in small inlet of S. bank of Kloang La-Us and was straffed by nose and rear gunners, both claiming many strikes. A large barge, loaded with timber was seen by another a/c to head into same inlet.
				At 1632 hrs., 800/2,000 ft. four crews observed a/c "C" passing over target with flames coming from underside of fuselage as though bomb bays were aflame, followed by a shower of sparks. The a/c proceeded due west for some distance in a shallow dive, before plunging into trees on W. shore of Pachan River at a position 10.12'N., 08.41'E. The last a/c leaving the area at 1658 hours, reported the wreckage still burning, and black smoke emitted.

159 Squadron Form 541
February 11/12th, 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – 7 a/c attacking Road-Rail Bridge at Rajburi.
U KH162	1647	0706	W/C Burbridge	2 a/c detailed to drop target indicators at Rendezvous.
S 252	0910	2335	F/L Readhead	Route – Base-Diamond Is.-Heinze Bay-13.20'N., 100.00'E.,-Target-Heinze Bay-Diamond Is.-Base.
Z 212	1705	0654	F/L Busbridge	Nickels – Nil
X 408	1709	0643	F/O Barrett	Cameras – A/C "U" & "C" carried 8" Verticals.
R 359	1706	0638	F/O McLean	Total Bombs – 56 – 1,000 lb. GPTD. 6 hours.
Y 327	1908 ²	2324	F/O Dick R M	A/C "V" & "C" carried – 13 bundles of 6 – 4.5 Flares Mk3. 1 Red Target Indicator Bomb.
Q 257	1708	0647	F/S Green G	Jettisons – A/C "C" jettisoned all flares because of one exploded in bomb bay on fourth run.
V 366	0911	1137	F/S Brown P	Weather in target area was good, with no low cloud, no moon and very good visibility.
A 211	1704	0700	F/O Borthwick	All a/c were able, easily to locate target by map reading from the rendezvous point, but a/c "A" after the flares were extinguished could not sufficiently estimate accurately, the position of the aiming point, and so proceeded to the secondary target – (Martaban) – and bombed it in one stick.
B 283	1701	0646	S/L Gauntlett	
D 114	1703	0629	F/O Alexander	
F 321	0901	2321	F/O Kinnear	A/C "B" stated two probable direct hits from first two runs in centre of N. span – the remaining two bombs falling into the water.
H 357	0904	2245	P/O Andrea H	
G 256	0906	2338	F/Lt Gee	The results of a/c "A" bombing of Martaban western jetties were not observed, because of delay bombs being used.
J 165	0903	2329	F/O Crozier	No opposition was encountered and no L.M.G. or A/C reported in the area. A/C "Q" reported rifle fire from position approximately 600 yds. up the R. R. line at 2343 hours., 500 feet.
C 255	1649	0631	F/O Poag B	

² Should this be 0908 rather than 1908 as typed in record?

159 Squadron Form 541
February 13th, 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – Attacking Jumphorn Railway Bridge.
A KH211	1005	2240	F/O Borthwick	Route – Base-Praparis Is.-Great Western Torres-Target-Diamond Is.-Base.
B 283	1000	2243	S/L Gauntlett	A/C – 7 Lib. VI
C 255	1003	2301	P/O Andrea	Nickels – Nil
D 114	1001	2222	F/O Alexander	Cameras – All a/c carried 8" Mirror Obliques. A/C J-F-G-S-V-Y – carried 14" Hand Held Obliques. A/C "H" ³ – carried 8" Hand Held Oblique.
F 321	0957	2252	F/Lt Clarke	
G 256	1008	2254	F/Lt Gee	
V 366	1012	2219	F/O Crozier	Jettisons – A/C "V" ⁴ returned early, due to engine trouble, and, at 1000 hrs jettisoned 9?? – 1,000 lb. G.P. safe, on Arabarie Bo. Range from 1200 ft.
Q 257	1017	2258	F/S Green	
R 359	1015	2224	F/O McLean	Total Bombs – 56 – 1,000 lb. GPTD 11 seconds.
S 252	1010	2319	F/L Readhead	There was good visibility in the target area with no low cloud, but 8/10 stratus, base 2/3,000 ft. intermittently obscuring sun.
U 162	1018	2340	P/O Braithwaite	
X 408	1006	1239	F/O Barrett	No difficulty was encountered to target, but a/c "V" returned at 1137 hrs., due to engine trouble, and a/c "H" landed at Hatazari at 2245 hrs. due to damaged throttle mixture control.
Z 212	1013	2242	F/O Kinnear	
Y 327	1009	2238	F/O Dick R	All bombing operations were successful, and several good pictures were obtained of bridge showing considerable damage to pylon supporting N. end of main box girder span. The track immediately to the north and south of the bridge were completely wrecked; decking looked damaged and one crew stated that the bridge looked out of vertical alignment and trellis structure bent.
				The navigator in a/c "F" was wounded in the shoulder, causing consequent loss of blood, presumably by M.G. fire exploding .5 round in port front ammo box. White puffs of smoke from area of trees bounded by road and railway were observed by same a/c, during first run. On second run at 1615 hrs., 500 ft., a/c "F" received another hit in the nose splintering the bullet proof bombing visor.
				On last bombing run, A/C "H" had mixture throttle controls shot away by M.G. fire, and landed at Hathazari. Several small holes were also found in rudder fin of a/c "Y" on landing and from position of holes, crew ascertain firing originated east of bridge.

³ But "H" is not listed as an aircraft at left.

⁴ List on left shows that "X" was the aircraft which returned early.

159 Squadron Form 541
February 15th, 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – Attacking Cutting at M.S.54 on Burma/Siam Rly.
Q KH357	1014	2342	F/S Green E	Route – Base-Preparis Is.-Hope Point-Target-Preparis Is.-Base.
R 259	1013	2240	F/O McLean A	Nickels – 20,000 SBN 15 40,000 SB 45 40,000 SB 35
S 252	1009	2255	F/Lt Readhead	Cameras – All a/c carried 8" verticals A/C Q-X-X ⁵ -B-A-Y 14" Hand held obliques A/C S-Y-F-U-G carried K20 h. held obliques.
U 162	1016	2344	P/O Braithwaite	
V 212	1010	2311	F/S Brown P	
X 408	1005	2258	F/O Barrett	Jettisons – A/C "X" jettisoned 7 – 1,000 lb. GPTD 3 seconds, and 1 – 500 lb. MCTD 3 seconds safe at 1118 hrs., 3,000' at 20.35'N, 90.08E., and returned to base at 1238 hours.
Y 327	1007	2232	F/O Kinnear	
Z 212	1011	0002	F/O Foot J	Total Bombs – A/C "A" and "D" each carried 7 – 1,000 GPTD 3 secs. Remainder carried 7 – 1,000 GPTD 3 secs. 1 – 500 MCTD 3 secs.
A 211	1004	2256	F/O Borthwick	
B 283	0959	2307	S/L Gauntlett	All a/c were easily able to map read, and experienced no difficulty in identifying the target which was in good light and no cloud giving good visibility. First a/c to arrive at target area reported no activity, but as attack progressed, cutting became dust, and smoke obscured.
H	1054	2235	P/O Andrea	
D 114	1001	2304	F/O Alexander	
F 321	0956	2337	F/L Clarke	Bombing results were exceptionally good, with many direct hits claimed on cutting by first nine a/c, and the remaining a/c bombed targets in the vicinity of primary. No results were noted of damage to bridges bombed by remaining a/c, but the damage to the primary was confirmed by excellent photographs, the railway line appearing to have been completed obliterated for practically entire length of the cutting, and bombs had also caused roadway immediately to north to slip away at three points.
G 256	1003	2305	F/L Gee A	
J old	1002	2302	F/O Crozier	
J new	1000	2251	F/L Fayle	
				At 1545 hours, 300 ft., one a/c observed 2 stationary twin-masted coasters approximately 75/100 ft. off Hope Point heading East, and a similar coaster approximately 10 miles N.W. of Hope Point heading in the same direction.
				A number of loco's, and considerable R/S were sighted between 1555 hours, and 1658 hours, close to Phadan Station, and sidings, some of which were strafed and hits claimed in many cases, but because of hills in the region south of MS52, strafing was, in this region, impossible.
				Meagre, and inaccurate L/A/A was experienced at 1630 hours, 1800', by a/c "F", with tracer also in evidence. No other forms of opposition were reported.

⁵ "X" is listed twice in record

159 Squadron Form 541
February 17th, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – Attacking Cutting at M.S.41 on Burma/Siam Rly.
A KH211	0950	2215	F/O Borthwick	Route – Base-Preparis-Hope Point-Preparis-Base.
B 283	0943	2241	F/O Tree	Nickels – 20,000 SBN19 dropped at target area.
C 255	0947	2245	F/Lt Fayle	Cameras – A/C A-B-D-G-H-J-Q-R-S-U-V-Y carried 8" Vertical Cameras. A/C Z-J-S-X-D-F carried 14" Hand-Held obiques A/C V-Y-G-H carried K20 Hand-held obliques.
D 114	0946	2239	F/O Alexander	
F 321	0942	2234	F/Lt Clarke	
G 256	0949	2220	F/Lt Gee M	Total Bombs – A/C "J" carried 6 – 1,000 lb. GPTD 1 second. A/C "Z" 7 "F" carried 7 – 1,000 lb. GPTD 1 second. Remaining A/C carried 7 – 1,000 lb. GPTD 1 second, 1 – 500 lb. MCTD 1 second.
H 357	0952	2316	P/O Andrea H	
J new	0944	2232	F/O Crozier	
J old	0947	2245	F/O Kinnear	Jettisons – A/C "R", at 1614 hours, 3,000' on third run, due to hang-up, jettisoned 2 – 1,000 lb. on target.
R 359	1052	2314	F/O McLean A	Weather in target area was 6-9/10 St.Cu. and Cu. with base 3,500/4,000 ft., tops estimated 10/12,000 ft., but a/c experienced little difficulty in locating target.
S 252	1047	2329	F/Lt. Readhead	
U 162	1052	2347	P/O Braithwaite	Bombing was generally good on this operation, with several direct hits on bridge, and the tracks to the west of the bridge were observed to be torn up for 100-150 yds.
V 366	1049	2337	F/O Foot	
X 408	1045	2343	F/O Barrett	The bridge at M.S. 40-7/8 was observed as severely damaged, or destroyed, and the bridge immediately south of Q138 also severely damaged, or destroyed.
Y 327	1046	2327	F/O Dick	
Z 212	1051	2325	F/Lt Busbridge	No A/A was experienced in the target area, but accurate M.G. or A.A.M.G. was experienced by A/C "Q", whilst straffing rolling stock, the a/c being hit.
				Several reports of R/S were given, at positions near Moulmein, Kalunpe, and in vicinity of Khonkhan – with much straffing being carried out in each case, and many strikes claimed.
				Two small coasters – 90-100 ft. were observed at 1645 hours by one a/c, just off the east coast of Kalegauk Is. Both ships were straffed by nose and rear gunners and many hits claimed.
				Some L.M.G. fire was experienced from centre of Kalegauk Is. but reported to be meagre and inaccurate.

159 Squadron Form 541
February 19th, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – 3 a/c – "G" "Z" & "A" – mining S. Moulmein 3 a/c – "X" "Y" & "D" – mining S. Margui.
G KH256	1307	0002	F/L Gee M	
A 211	1310	1724	F/O Borthwick	Route – Base-Preparis Is.-Target-Diamond Is.-Base.
D 114	1240	0214	F/O Alexander	Nickels – Nil
X 408	1242	0124	F/O Kinnear	Cameras – All a/c carried 14 obliques, but no photograph attempted because of clouds.
Y 327	1246	0133	F/S Brown P	Total Mines – 18 U.S. Mk26/1, Mech.M9, Mod.1, 2 locks, 1 count, 59 days. 16 U.S. Mk13/5, Mech.A3, Mod.1, Nil locks, or counts, 36 days. 6 BR. Mk5, B200X, 40 days.
Z 212	1312	0045	F/Lt Busbridge	
				Jettisons – A/C "A" jettisoned 4 U.S. Mk26/1, 2 U.S. Mk13/5, 2 BR. Mk5, B200X, at position 19.12'N., 90.10'E., from 1,500' due to engine trouble, and losing height rapidly.
				All mining was successful with the exception of a/c "A" who had to return to base early due to engine trouble.
				At 1843 hours, 500', a/c "G" reported, south of Moulmein, at 16.14'30"N, 97.33'00"E., what was believed to be a ship approximately 75' long, burning fiercely, with only ribs visible.
				At 1845 hours, 500', A/C "G" reported L.M.G. firing white tracer from position on east coast of Bilugyun Island, accurate for height and direction, but no actual damage was done, and no other opposition was reported or encountered.

159 Squadron Form 541
February 20th, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – Attacking two main runways at Toungoo.
B KH283	1700	0135	S/L Gauntlett	Route – Base-Target-Base.
C 255	1716	0208	F/L Fayle	Nickels – 20,000 SB 41, 20,000 MM 58.
F 321	1836	0335	F/L Clarke	Cameras – A/C "F" and "U" both carried 8" Vertical cameras.
H 357	1757	0216	P/O Andrea	Total Bombs – A/C "B" carried 10 – 1000 lb. GPTD, 3 secs. 2 – 1000 lb. MCTD, 3 secs.
J 364	1817	0327	F/O Crozier	Remainder carried 2 – 500 lb. MCTD. 3 secs. 10 – 1000 lb. GPTD, 3 secs.
Q 246	1701	0131	F/S Green	Jettisons – A/C "G" – 10 – 1000 lb. GPTD, 2 – 500 lb. MCTD at 18.54'N., 98.35'E., at 7,000', 2340 hrs., due to failure at finding target.
G 364	1734	0309	F/O Tree	A/C "S" – 2 – 1000 lb. GP. 2120'N., 91.00'E., 1850 hrs.
R 359	1737	0228	F/O McLean	2 – 1000 lb. GP. 21.10'N., 91.30'E., 1905 hrs.
S 252	1718	0122	F/L Readhead	Due to engine trouble and losing height.
U 162	1837	0343	P/O Braithwaite	"S" – 6 – 1000 lb. GP 2 – 500 lb. M.C., 19.32'N., 95.25'E., 2119 hrs. all at 6,000' Safe.
V 366	1755	0232	F/O Foot E	
Y 327	1815	0230	F/O Dick R	Visibility in target area was moderate, due to 10/10 Alto.St., and St.Cu. base, at 9/10,000 ft., which obscured moon, and caused considerable ground fog.
				A/C were briefed to take off in pairs every twenty minutes, in order to be at target area between 2030-2230 hours, and all, with the exception of A/C "G" experienced little difficulty in finding target. The first a/c to arrive at target area described all as quiet.
				A/C "H" "R" "U" "V" "Y" did not observe any explosions as a results of bombing, and after first stick fusings were checked, and believed due to faulty detonators but are awaiting checking.
				Several direct hits were observed by various a/c whilst bombing, with several on intersections, and in case of a/c "C" direct hits were observed on NE/SW runway, and a possible hit on main runway N. of intersection, and a/c "V" observed four clouds of greyish dust down centre of main runway.
				Very meagre and inaccurate tracer from position near centre of main runway intersection was observed by a/c "U" at 2225 hours, and possible 20 MM fire observed by a/c "R", at 2207 hours, from immediately S. of A/c, but not further opposition was encountered.

159 Squadron Form 541
February 22nd, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – (A) – A/C "R" & "V" mining Rangoon. (B) – A/C "J" & "Z" mining Amherst. (C) – A/C "G" – mining Heinze Bay. (D) – A/C "C" & "X" mining Tavoy. (E) – A/C "U" & "B" mining Pachan River.
B KH283	1257	0330	S/L Gauntlett	
C 255	1602	0425	P/O Andrea	
G 364	1604	0313	F/L Watson	
J (new)	1601	0349	F/O Crozier	
R 359	1631	0301	F/L Williams C	Route: (A- B- & D) – Base-Diamond Is.-Target-Diamond Is.-Base. (C & E) – Base-Narcondam Is.-Lord Loughborough Is.-Target-Diamond Island-Base.
U 162	1304	0337	P/O Braithwaite	
V 366	1632	0342	F/S Brown	Nickels – Nil.
X 408	1603	0410	F/O Kinnear	Cameras – All a/c carried hand-held obliques, but no photograph attempted.
Z 212	1605	0352	F/L Busbridge	Total Mines – (A) – 16 Dummy mines. (B) – 3 U.S. Mk13, Mod. 5, Mech.A3, Mod.1, 1 look & no counts – 17 ½ days. 8 BR. Mk5, B200X, No looks, no counts, - Sterilized 24 days. (C) – 4 U.S. Mk13, Mod.5, - 17 ½ days. 4 BR. Mk5, B200X, - Star. 24 days. (D) – 4 U.S. Mk.26, Mod.1, MechM9, Mod.1 – 2 looks, 1 count – 17 ½ days. 4 U.S. Mk13, Mod.5, Mech.A3, - 17 ½ days 3 BR. Mk5, B200X, - 24 days. (E) – 4 U.S. Mk.26, Mod.1 – 17 ½ days. 9 U.S. Mk13, Mod.5 – 17 ½ days. 3 BR. Mk5, B200X – 24 days.
				All mining was carried out successfully with moderate weather conditions, but moonlight in most cases.
				Meagre, but accurate L.M.G. tracer was experienced by A/C "V" at 300 feet, 2141 hours, from two positions on east bank of river, - one at Pya-Nyck Crick and the other midway between this point and Entall Point.
				No other opposition was encountered and nor reports of other activity were received.

159 Squadron Form 541
February 24th, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – Attacking Mergui Jetty Areas A & B
B KH283	1043	0055	S/L Gauntlett	Route – Base-Preparis Is.-Cabusa Is.-King Is.-Target-Diamond Is.-Base.
A (new)	1049	0052	F/L Fayle	Cameras – A/C "B" & "X" carried 8" Verticals.
F 321	1044	0049	F/L Clarke	Remainder carried hand-held obliques, but no results obtained due to poor light.
A(old)211	1050	0120	F/L Gee	Nickels – Nil.
J 364	1045	0110	F/L Watson	Total Bombs – A/C "A" – 3 – 1,000 lb. GPTD 14 secs.
H 357	1046	0054	F/O Alexander	2 – 500 lb. MCTD 14 secs.
U EW246	1105	1525	F/S Green	4 – 500 M17 Cluster.
S KH252	1101	0059	F/L Readhead	A/C "X" – 4 – 1,000 lb. GPTD 14 secs., - 6 – 500 lb. MCTD 14 secs.
V 366	1054	1303	F/O Foot	Remainder – 4 – 1000 lb. GPTD 14 secs. – 2 – 500 lb. MCTD 14 secs. – 4 – 500 M17 Cluster.
X 408	1057	0114	F/O Kinnear	Jettisons – A/C "U", jettisoned, due to engine trouble, at 1346 hrs., 5000', 20.50'N, 99.00'E., - 4 – 1000 GPTD – 2 – 500
Y 327	1053	0057	F/O Dick	MC – 4 – 500 M17.
Z 212	1100	0101	F/L Busbridge	A/C "V" on take-off, jettisoned 4 – 1000 GPTD – 2 – 500 MC – 4 – 500 M17 Cluster, due to cluster breaking up inside bomb bay.
				A/C "Y" 1 – 500 M17 Cluster – at 21.00'N., 88.50'E., 1141 hrs., 2,000 feet shortly after take-off because of cluster breaking in bomb-bay.
				A/C "Z" – 1155 hrs., 2,000', 21.30'N, 88.20'E., - same as a/c "Y".
				All bombing was carried out quite successfully with several direct hits in centre of target area, and several large fires were observed – especially in area "B", where many explosions were also observed.
				All crews report moderate and generally inaccurate Heavy and Light A/C, the majority of the fire believed to be from main jetty area, and also N/E of town. Some H/A/A was also reported by 2 a/c as coming from S/E of S.E. dispersal area.
				Some A/A – heavier than Bofors, was reported from Site No.10, on Patit Is., and tracer observed up to 6,000', but no other opposition of any kind was observed.
				At 1816 hours, and 1825 hours, 6,000', rear gunner of a/c "S" at 18.32'N., 98.26'E., - sighted two a/c double float sea planes – believed Jakes – anchored in creek north of King Island.

159 Squadron Form 541
February 26/27th, 1945

Aircraft	Time Up	Time Down	Pilot	Summary of Events
Lib VI				Target – Attacking Nakorn Jaisri Bridge.
A (new)	1547	0507	F/O Borthwick	Route – Base-Diamond Is.-Heinze Bay-Target-Diamond Is.-Base.
B KH283	1542	0451	F/O Tree	Nickels – 20,000 SS 11 – 20,000 SJGR 7,500 JG 11 – 2,500 SJG 11
H 357	1546	0533	P/O Andreae	
J 364	1545	0509	F/O Crozier	Cameras – All a/c carried 8" Verticals.
D (new)	1543	0454	F/O Alexander	Total Bombs – A/C "A" and "D" – 6 – 1,000 GPLD 6 hours. 1 – 500 GPLD 6 hours.
F 321	1540	0440	F/Lt Watson	
Q 246	1703	0612	F/S Brown	A/C – F-B-H-J-X – 8 – 1,000 lb. GPLD 6 hours.
R 359	1659	0604	F/O McLean	A/C – Q-R-S-Y – 7 – 1,000 lb. GPLD 6 hours.
S 252	1651	0415	F/L Readhead	A/C – Z – 8 + 55 gallon drums (Napala).
X 408	1548	0522	F/O Foot	Jettisons – A/C "J" jettisoned 1 – 1,000 GPLD over target, on third run, due to hang up.
Y 327	1645	0541	F/O Dick R	All a/c were able, quite easily, to find target, with bright moonlight and good visibility to help them.
Z 212	1728	0658	P/O Braithwaite	All bombs were dropped after levelling with the exception of a/c "Z" which released in a dive.
				Bombing was generally good, but in some cases, results were not observed, but at 0011 hours, while taking photographs, a large explosion was observed and accompanied by showers of sparks in vicinity of western end of fires caused by own bombing.
				At 2213 hours, 1500 ft., a/c "D" reports very meagre light tracer from position west of bridge, and also two bursts – believed L/A/A in air well ahead of a/c.
				Very meagre tracer reported by nearly all a/c from other positions – Nahorn Pathan, Hnohng Pladuk, and Kanchanaburi – but all fire was inaccurate.
				Some rolling stock was reported by 4 a/c immediately west of the target, with numbers, varying from 20 to 40. A/C "F" strafed from 300 ft. claiming many strikes.

159 Squadron Form 541

February 28th/1 March, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib VI				Target – Attacking Bridge No.12 at Ayuthya MS45 on Bangkok/Chungnai Rly.
A (new)	1639	0555	F/O Borthwick	Route – Base-Diamond Is.-Heinze Bay-Target-Heinze Bay-Diamond Island-Base.
B KH283	1633	0652	F/O Tree	Nickels – 40,000 SS 9 20,000 SS11 – dropped in Target Area
H 357	1637	0831	P/O Andraea	Cameras – Nil carried because of long delay bombs.
J 364	1634	0608	F/O Crozier	Total Bombs – A/C "A" & "Z" – 5 – 1,000 lb GPLD 6 hours. 1 – 500 lb. GPLD 6 hours. Remainder 7 – 1,000 lb GPLD 6 hours. 1 – 500 lb. GPLD 6 hours.
C 255	1635	0611	F/Lt Clarke	
G 364 ⁶	1638	0525	F/Lt Gee	
Z 212	1539	0506	F/Lt Busbridge	
X 408	1534	0519	F/O Kinnear	
Q 246	1544	0516	F/S Green	A/C – 12 Lib. VI.
S 252	1541	0541	F/S Brown	Despite slight ground haze, there was no cloud in target area, and visibility, and light was good.
Y 327	1536	0509	F/O Dick	
R 359	1542	0502	F/O McLean	No difficulty at all was experienced in finding target though some crews reported the bridge did not stand out too clearly because of dark surrounding of trees, and the first a/c arriving at target area reported no activity at all.
				Results of this operation were very good as many direct hits were scored on bridge and nearby railway line, as in the case of a/c "C" and "H" whose bombs were seen to fall directly along centre portion of bridge, and on aiming point pillar. A/C "Q" and "Y" claim direct hits on northern end of central span, and also on R.R. line at southern approach, but in a few cases, where a direct hit seemed imminent, further sight of bombs was blotted out by the surrounding trees.
				Very little opposition was encountered, and this was described as inaccurate, and in most cases was L.M.G. from open paddy fields, or rifle fire from approximately 1,500 yds from Ayuthya Station. Some believed L/A/A was reported from approximately 750 yds. NW of bridge – also inaccurate.
				Aside from these reports no other activity or opposition was reported throughout the bombing.

⁶ "J" is 364, "G" is ?????