

159 Squadron
Form 541
March 2/3, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 2-3, 1945.
"B" 283	17.54	07.49	S/L Gauntlett, J.	Target – A. – 9 a/c detailed to attack Makason R.R. workshops at Bangkok as per target map EAC. 98.2.2.37.
"F" 321	18.16	08.36	F/L Clarke, R.A.	B. – 3 a/c detailed to mine Menam Chae Bhraye Bangkok as per page 12 mining folder.
"C" 255	18.06	08.30	F/L Fayle	Route – Base(Digri) – Pagoda Pt. – Meinse Bay – Mekhlong River – Mouth of Bangkok River – Target – Heinze Bay – Pagoda Pt. – Base.
"D" 114	18.04	08.10	F/O Alexander, W.	
"H" 357	18.19	08.35	F/L Watson	A/C – Bombing;- B? and Y carried 12 500 lb M76 I.D.
"G" 256	18.18	08.00	F/L Gee, A.	F, G, M, Q, R, S, V, carried 6 + 1000 lb G.P.T.D. .025 secs. delay.
"V" KH366	18.23	08.45	F/L Readhead, H.	Mining:- C and X carried 7 + 1000 lb SPL. Load.
"Y" KH347	17.52	08.08	F/O Foot, E.J.	D? carried 5 + 1000 lb GPB. Load.
"S" KH252	18.28	08.31	P/O Braithwaite, C.J.	Jettisons – A/c B? – at 23.58 hrs, 10000 ft, position 14.18 N, 98.12 E. decided to attack Secondary due to # 1 and # 2 engines giving trouble. When over Malmein # 1 engine caught fire at 00.48 hrs 20008?. A/c made for open sea and jettisoned 6 + 1000 lb G.P.T.D. .025 Safe at 01.15 hrs 7000' position 16.15N 97.10E.
"Q" KH246	18.27	08.58	F/S. Green, G.	
"R" KH359	18.25	96.56	F/S Brown, P.A.	
"X" KH408	18.08	08.15	F/O Kinnear, S.	
				Nickels – 20,000 SS? 11 Bangkok area
				20,000 SJ 70 Toungoo
				20,000 S??N 23 Moulmien, Irrawaddy valley, Toungoo, and Magwe.
				Cameras – 6 a/c attempted one photograph each. FL 8" and medium quality results obtained showing target area.
				Bombing. This was an unescorted night operation carried out in excellent conditions of good light and visibility. There was no difficulty found in identifying the target by the first a/c. The following a/c were guided by incendiaries and fires burning in the target area The first a/c found no activity.
				A/c B? and Y were detailed with 8 other a/c from other squadrons to act as pathfinders and drop there bombs between H?-hour (00.44) and H?+10 at the of a shallow dive 5001? A/c F,G,M?,Q,R,S,V. –H-hour +30 to H-hour +40 – Main Force 2-3000'. All bombs from this squadrons a/c fell in target area but results observed were few due to fires and S/L fierce glare. A/C B? saw two bombs go through the roof and explode in building No.8 while a/c V saw one big flash and two bursts at end of stick possibly from building No.1. One a/c straffed a gun position S.E. Rama. VI Bridge and A/A was reported to be meagre (both H/A/A and L/S/S.) but in one case Accurate. Two S/L's reported picked up the a/c immediately on operation suggesting sound and radar control. F/L Clarke in a/c F had three passes made by low wing enemy monoplane at 01.40 with bright orange light, just North of Bangkok. The rear gunner got in a burst at 7000 yards on last pass, ordering evasive action. No strikes were observed. A/c G – F/L Gee while crossing Menan N.W. Bangkok fired short burst from M/U at S/E a/c at 900 jrd. which broke away smartly and disappeared. The target was burning well as we left.
				Mining. – A/c C mined at 0110 hrs, a/c D at 0055 hrs while a/c X mined at 0049 hrs.
				these mines were laid at Bangkok.
				7 + U.S. Mk. 26?/1 Mech. H?9/1 sterilizers sit 82 days.
				8? + U.S. Mk. 13?/5 Mech. A2/1 " " 86 "
				5 + BR. Mk. 5?, 0200+?? " " 40 "

Aircraft	Time Up	Time Down	Captain	Summary of Events
				These operations were very successful, being carried out in the same conditions of visibility and light as the bombers.
				A/c C. was the Recipient of inaccurate meagre tracer and laid mines on either side out the vessel (moored in river) that was firing. R.G. silenced this. Tracer and other light A/A were experienced from the Klong Boi refinery, the Naval station some warehouses and the town of Pakman on the river by a/c D and X. These 3 a/c reported 3 S/L working in the city of Bangkok. 2 possible small destroyers or patrol boats were noticed at the Naval station by a/c D.

159 Squadron
 Form 541
 March 6/7, 1945

Aircraft Letter+No	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 6/7, 1945
"A" 211	17.56	04.58	F/O Borthwick, R.	Target – All A/C detailed to attacking Sittang N?. Ferry Sidigs Area ??
"F" 321	17.59	04.57	F/Lt Clarke	Route – Base – 15.10'N.,95.00'E. – 16.00'N., 97.00'E. – Target – Base.
"B" 283	18.00	04.50	F/O Tree	Nickels – 40,000 SJ66
"J" 165	18.01	04.55	F/O Crozier, W.	40,000 SD?64 Dropped in Sittang
"D" 114	18.03	04.49	F/Lt Watson	5,000 SJ6 12 and Pegue areas.
"C" 255	18.02	04.34	F/Lt Fayle	5,000 S??N 24
"R" KH359	17.57	04.42	F/O McLean, S.	Total Bombs – A/C B-C-D-I-J- carried 8 + 1000 lb G.P. .025
"Y" KH876	18.07	04.25	F/O Foot, E.J.	1 + 500 lb I.D. M76
"X" KH996	18.05	04.52	F/O Kinnear, S.	1 + 1000 lb G.P. 6hrs.
"M" KG843	18.11	04.36	F/Lt Williams, C.F.	A/C ??-Q-V-X-Y carried similar load but 1000 lb LD were fused 12 hrs.
"V" KH366	18.13	04.45	F/S Brown, P.A.	A/C – 12 Lib.VI. Cameras – All a/c carried 8 F.L.
"Q" EW246	18.14	04.46	F/S Green, G.	A/C A and R each carried 120 flares in bundles of 6 and were detailed to illuminate target from 23.45 hrs to 00.12 hrs and at first, because of 3-5/10 St. Cu. and considerable ground haze, poor visibility was experienced, but first flares were well dropped and the target was well illuminated by flares.
				All bombing was carried out quite well (5000-6000) and several direct hits on jetties were observed with large fires being reported in centre of target area and small fires at North and South ends of area by last a/c to leave the area
				Several bursts were seen amongst sheds immediately E. of jetties and also several explosions with lots of fires behind main jetty area.
				All a/c report meagre and inaccurate L and H/A/A. from the two known sites and also 12 inaccurate bursts from N. bank of Thawa Chaung just east of railway.
				Photographic recco. shows a Transit shed measuring approx. 40' + 170' – in target as completely destroyed and two adjoining sheds 240' + 46' and ?00' + 4-' respectively as severely damaged.
				Several direct hits on large wharf and tracks were registered causing considerable damage.

159 Squadron
 Form 541
 March 8, 1945

Aircraft Letter & No	Time Up	Time Down	Captain	Summary of Events
Lib VI				March 8, 1945
"B" 283	11.27	23.20	S/L Gauntlett. J.	Target – all a/c were detailed to attack Bridges Q 27 and 28 on Burma – Siam.
"F" 321	11.29	23.24	F/Lt Clarke	Route – Base – Priparis – Double IIs. – Target – Priparis – Base.
"C" 255	11.33	23.46	F/Lt Gee	Nickels – 60,000 S.B. 66
"D" 114	11.30	23.39	F/O Alexander. W.	15,000 S.B.N.
"H" 357	11.37	22.10	F/O. Borthwick	Camera – A/c – B-J-?-D – carried 14" H? H? oblique
"J" 165	11.35	23.56	F/Lt Watson	A/c – H-R-M-V-Y – carried 8" vertical
"Z" 212	11.14	23.31	F/Lt Busbridge. D.	A/c – C –F-Q-R-Y – carried K20? H? H? oblique
"M" KG843	11.11	23.53	F/Lt Readhead. H.	A/c – V-Z – carried 8" oblique
"Q" EW246	11.19	22.54	F/O Foot. E.J.	Total bombs – A/c Z. – 6 + 1000 lbs. GPTD 11 secs.
"R" KH359	11.17	22.51	P/O Braithwaite.	1 + 500 lbs. GPTD 11 secs.
"Y" KH876	11.06	23.16	F/O Dick. R.W.	remainder 7 + 1000 lbs. GPTD 11 secs.
"V" KH366	11.08	23.36	F/S Green. G.	1 + 500 lbs. GPTD 11 secs.
				Jettisons – A/C – Z jettisoned at 1740 hrs, 18?00' at position 15.57 N 97.27 E – 1 + 1000 lbs. due to faulty release gear and consequent hangup.
				Visibility over target area was fair to good with some ground haze, and no low cloud over area. Bombing from 300' to 500' in level flight.
				First a/c to arrive at target area reported a large hole in Bridge Q 28 before attack was begun and as attack proceeded aiming points became more difficult to identify because of dust haze.
				Bombing of bridge Q 28 was very successful, with several direct hits beginning from centre of bridge and running along side, with much debris being thrown into the air, and completely demolishing N. end.
				Several direct hits were also claimed on Q 27. especially at N. end, causing big gaps, but in some cases accurate pinpointing was impossible due to dust.
				Accurate L.M.G. was encountered 10-15 yds. West of R/R track South of Q 28. causing 8 a/c to be hit and three seriously. Strafing runs were made but results against these positions could not be definitely ascertained though hits were believed to have been obtained.
				Other L.M.G. meagre but accurate was reported from hutted camp S.W. of bridge and also from position between bridges N147 and N148 on Moulmein-Ye Rly. where one a/c was hit.
				Some R/S and locos were observed in siding, Thanbyuzayat and were strafing by a few a/c with its being claimed.
				Photographic cover shows both bridges to be useless, and huge gaps being blown in each case, with approaches being cratered.

159 Squadron
Form 541
March 11, 1945

Aircraft Letter & No	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 11, 1945
"Y" KH327	11.29	00.13	S/Ldr Brown. A.	Target – (A) – A/c A-C-D-G-J-K attacking bridge #18 – Bangkok – Chiangmai Rly.
"M" EV843	11.30	00.55	F/Lt Williams. P.F.	(B) – A/c M-R-U-V-X-Y attacking bridge #26 – Bangkok – Chiangmai Rly.
"X" KH408	11.32	00.53	F/O Kinnear. S.	Route – (A) – Base – Priparis IIs. – N?ednze Bay – Bridge #18 – Diamond IIs – Base.
"R" KH359	11.34	00.29	F/O McLean. A.	(B) – Base – Priparis IIs – Hope Pnt. – Bridge #26 – Alquada Reef – Base.
"U" EV966	11.28	00.24	P/O Braithwaite. C.	Nickels – 40,000 SS2 All dropped in the two target areas.
"V" KH366	11.33	00.49	W/O Brown. P.A.	15,000 SJN20
"A"	11.08	00.57	F/O Tree	5,000 SJG12
"J"	11.13	00.45	F/O Crozier. W.	Cameras – All a/c carried obliques, but results were nill, because of failing light and poor visibility.
"K"	11.15	15.21	F/Lt Watson	Total Bombs – A/c A-G-K-W – carried 5 + 1000 GP 11secs. delay
"C"	11.17	01.44	F/Lt Fayle	Remainder carried 6 + 1000 GP 11secs. delay
"G"	11.10	00.37	F/Lt G?een	1 + 500 GP 11secs. delay
"D"	11.09	00.41	F/O Alexander. W.	Jettisons – A/c – K – jettisoned ¹ 6 + 1000 GP and 1 + 500 GP at 1310 hrs, 2000' 18.58 N. 90.18 E. due to engine trouble.
				A/c – 12 Lib. VI.
				A slight haze was prevalent over target area, but no cloud visible. Visibility and light deteriorated quickly as attack progressed, though no difficulty was experienced in finding targets.
				The first a/c at target area reported no activity in either area and both bridges appeared intact.
				As bridge No. 26 was almost completely demolished in early stages, two a/c – X and V attacked bridges No 27 and 30 respectively. All attacks made from approx. 500' on level after shallow dive. Several believed hits claimed and in the case of A/C R damage was confirmed by A/c – V? with two bombs hitting bridge No 26 and subsequent gap in bridge from centre towards Northern end, and also on bridge No. 18 where several hits were claimed on Southern pylon and centre of bridge.
				Some meagre, but accurate L.M.G. from N. and S. approaches of bridge No. 18 was reported by several A/c and in one case a bullet it the earphone of the R/G. A/C – V – was holed by bomb fragments from another a/c and – X – was damaged by L.M.G. but no one was injured.
				Photographic recco. cover on bridge No. 18 showed the bridge as being U/S with the South end lying in the river and the North span has suffered a direct hit which has practically destroyed the entire span structure.
				On bridge No. 26. the by-pass N. half is completely destroyed and the loop disrupted for a distance of approx. 48 yds. The main bridge (26) appears to have suffered further structural damage and is U/S.

¹ Load jettisoned does not match the load it is listed as carrying above.

159 Squadron
Form 541
March 15, 1945

Aircraft Letter & No	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 15, 1945
"V" KH366	11.35	23.38	F/Lt Busbridge. D.G.	Target – A/c G-M-V-X- attacking bridge No 147 Moulmein Ye R.R.
"M" EV843	11.34	23.53	F/Lt Readhead. A.	(B) A/c K-Q-R-Y attacking bridge No 148 Moulmein Ye R.R.
"X" KH408	11.32	23.07	F/Lt Williams.	(C) A/c A-C-D-J attacking bridge Q. 127 Burma – Siam R.R.
"Y" KH327	11.52	23.34	F/O Dick. R.	Route – Base – Double IIs. – Target – Double IIs. – Base.
"R" KH359	11.53	00.01	F/O Foot. E.J.	Cameras – All a/c carried verticals and obliques.
"Q" EW246	11.57	23.32	F/S Green. G.	Nickels – Nill.
"D"	11.19	23.04	S/Ldr Gauntlett. J.	Total Bombs – A/c A-G-K carried 6 + 1000lb G.P.T.D. 11 secs. delay.
"K"	11.55	00.17	F/Lt Clarke. R.A.	remainder carried 6? + 1000lb G.P.T.D. 11 secs. delay.
"C"	11.20	23.22	F/Lt Fayle. L.	1 + 500 lb G.P.T.D. 11 secs. delay.
"A"	11.23	23/18	F?O Borthwick. R.	A/C – 12 Libs. VI.
"J"	11.22	00.10	F/O Crozier. W.J.	All crews were able quite easily to find and identify targets because of good light and visibility (3-600' on level).
"G"	11.25	----	F/O Tree M.	
				A/c detailed to attack bridge No. 147 and by-pass found it already demolished, so they attacked other bridges (Q. 6, Q. 28 , N? 145) but all other bridges appeared intact upon arrival, except that bridge No. 148 was unserviceable, but by-pass was intact and considerable areas surrounding were under water.
				In the majority of cases bombing was carried out very well as in the case of bridge Q 128, which was demolished by A/C – J, on second run.
				Bridge N. 145 was attacked by a/c – X as a secondary target and the Southern end of this bridge was demolished. A large gap, Southern end of N 148 and the track torn up was reported by a couple of a/c and half of Q. 127. was reported down from the centre to North end.
				No opposition of any strength was reported from bridges Q 127, Q. 128, Q 16, Q 6, N 144 or N 145, meagre and accurate L.M.G. was reported from N 148 by one a/c which was holed. From Q. 28 opposition was encountered in the form of very accurate L.M.G. by one a/c which was hit and which consequently straffed the position claiming hits.
				Some loco's and R/S were straffed at Thambyusayat and Shitpyit, between 1717?/1740 hrs with strikes being claimed.
				A/c – Y with F/O Tree as skipper is missing from this operation, with no word heard from the a/c from time of take off.
				Photographic cover shows Q 127 completely U/S and the track hanging over the side, and decided hits have disrupted approx. 600' of the track on N.W. approach.
				Bridge N 145 shows as having the Northern span completely disrupted and the S. approach badly disrupted.
				Two thirds of bridge Q. 128 is destroyed by direct hits and the bridge 142 by-pass is still U/S with a portion of it destroyed.

159 Squadron
 Form 541
 March 17/18, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 17/18, 1945
"Y" KH327	13.06	00.37	S/Ldr Brown. A.F.	Target – (A) – A/c – Y – mine laying at Heinze Bay.
"X" KH408	13.01	00.53	F/O Kinnear. J.	(B) – A/c – D – mine laying at Tavay.
"R" KH359	12.00	02.51	F/O Braithwaite. K.	(C) – A/c – X – mine laying at Amhurst.
"D"	12.56	01.40	F/Lt Gee. A.	(D) – A/c – R-K – mine laying at Bangkok.
"K"	12.01	02.25	F/Lt. Watson. T.W.	Routes – (A & C) – Base – Priparis – Target – Diamond IIs. – Base.
				(B) – Base Priparis – Mescos IIs. – Target – Diamond IIs. – Base.
				(D) – Base – Priparis – Heinze Bay – Target – Heinze Bay – Diamond IIs. – Base.
				Total Mines –
				Heinze Bay Tavay Amhurst Bangkok
				U.S. Mk. 26/1 4 4 4 4
				U.S. Mk. 13/5 4
				Br. Mk. 5. 4 4 4 4
				All Br. Mk. 5. Assembly B 200x – Stir. 24 days
				All U.S. Mk. 26/1, Mod 9/1, 1 look, Stir. 17 ½ days (82 Bangkok).
				All U.S. Mk. 13/5, Mod. 13/1, looks N/A, Stir. 86 days.
				A/C – 5 Lib. VI.
				With no cloud and good moonlight and good visibility in all areas mined, the a/c mined from 4-800', on the night of March 17th., and all mining operations were considered quite successful, with no A/A nor any other opposition being reported by any a/c.
				In Chaung by Kwithongyima, a/c – Y , from 500' , 1859 hours. observed two small vessels moving North but no distinctive features were discernable .
				Photographic Recce. – Nil.

159 Squadron
 Form 541
 March 19/20, 1945.

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 19/20, 1945
"C"	10.31	00.46		Target – (A) – A/c – C-R – mine laying Pachan River.
"D"	14.41	01.56		(B) – A/c – D-J-N – mine laying Rangoon River.
"J"	14.45	02.37		Routes – (A) – Base Alquada Reef. – 15.20 N, 95.45 E. – Target. 15.20 N. 95.45 E. – Alquada Reef – Base.
"R" KH359	10.29	01.20		(B) – Rangoon – Marcondam IIs. – Lord Laughboringh – Diamond IIs. – Base.
"U" KH966	14.47	02.32		Nickels – Nil.
				Cameras – Nil.
				Total Mines – 7 U.S. Mk.26/1, Mod M9, 2 looks, Stir. 34 days.
				(Pachan) 7 Br. Mk. 5 B200X. Stir. 40 days.
				All a/c to Rangoon River carried 9 dummy mines.
				A/C. – 5 Lib. VI.
				Visibility was quite good at both areas, with moonlight and no low cloud. All mines were laid from a height of 3-500, and all operations were successful. No opposition was encountered at Pachan, but at Rangoon, one crew member observed two ground flashes believe L/A/A from vicinity of 1.50 N 96.52 E, 2021 hrs., 500'.
				At 1857 hrs., Gayangyd IIs., at 4200' an unidentified S/E. a/c with single fin, seen in distance going North and apparently following another Lib.

159 Squadron
 Form 541
 March 20/21, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain & Crew	Summary of Events
Lib. Vi.				March 20/21, 1945
"C " KH116	19.31	04.28	F/L. Gee. A.	Both A/c were detailed to search on March 20. and took off at 19.31 hrs. and 19.24 hrs. Weather was generally good with no haze, good light and visibility. Both a/c carried cameras but not used. Though a square search was carried out at 500' nothing was seen and the a/c returned to base at 04.28 (a/c "C") and a/c "U" returned at 06.08 hrs.
			F/O. Murphy. A.W.	
			F/O. Hosegood. G.W.	
			F/O. McDermid. W.C.	
			Sgt. Meisenheimer. A.	
			F/S. Edwards. R.	
			Sgt. St.Pierre. R.	
			Sgt. Todd.	
			Sgt. Segindler. D.	
			Sgt. Clowes. B.W.	
"Q" EW246	19.24	06.08	S/L. Busbridge. D.C.	
			Sgt. Neal. A.	
			Sgt. Hunt. D.L.	
			F/O. Elliot. R.	
			Sgt. Tombs. D.T.	
			F/S. Presley. P.	
			Sgt. Ogden. R.E.	
			P/O. Isted. G.F.	
			Sgt. Watson. C.L.	
			Sgt. Wright. E.	

159 Squadron
 Form 541
 March 22/23, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain & Crew	Summary of Events
Lib. VI.				March 22/23, 1945
"C" KH116	00.01	12.03	F/O. Alexander. W.D.	A/c took off from base at 00.01 (a/c "C") and 00.03 (a/c "X") in fairly good weather conditions with good visibility. A "creeping line" search was carried out flying at 600' but nothing was sighted and a/c returned to base at 12.03 and 11.02 hrs. respectively.
			P/O. Tetlock. G.H.	
			P/O. Thomas. W.P.	
			P/O. Baker. K.B.	
			F/S. Davenport. K.B.	
			W/O. DeSalvo. J.W.	
			Sgt. Jones. J.	
			F/S. Hill, H.E.	
			F/S. Park. R.E.	
			F/S. Tate. W.K.	
"X" KH408	00.03	11.02	F/L. Readhead. A.	
			P/O. Evans. C.G.	
			P/O. Deyes. R.E.	
			F/O. Waite. G.	
			P/O. Thomas.	
			Sgt. Higgins. W.	
			Sgt. Broadwater. J.	
			Sgt. Lingwood. R.E.	
			Sgt. Lang. R.	
			Sgt. Crosby. R.W.	

159 Squadron
 Form 541
 March 22, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 22, 1945
"Q" 276	14.15	03.25	F/L. Busbridge	Target – (A) – A/c – K & V mine laying at Bangkok.
"V" 366	12.40	02.12	F/O. Braithwaite	(B) – A/c – J & Y mine laying at Moulmein.
"Y" 327	15.13	02.27	F/O. McLean	(C) – A/c – D & Q mine laying at Mergui.
"K"	13.38	02.20	F/L. Clarke	Routes – Base – Priparis IIs. – Heinze Bay – Bangkok – Heinze Bay – Diamond IIs. – Base.
"D"	14.09	02.35	F/L. Gee	(B) – Base – Priparis IIs. – Moulmein – Diamond IIs. – Base.
"J"	15.15	03.07	F/O. Crozier	(C) – Base – Parparis IIs. – Carusa IIs. – King IIs. Mergui – King IIs. D.I.Basse.
				Nickels – 40,000 SS 12 dropped Rajburi and S. Bangkok areas.
				Total Mines –
				Bangkok – 6 U.S. Mk. 26/1 Mech. M9/1, 2 looks, Stir. 82 days
				4 U.S. Mk. 13/5 Mech. A3/1, Sterilizers 86 days
				4 Br. Mk. 5. B 200 x Sterilizers 40 days
				Moulmein – 6 U.S. Mk. 26/1 Mech. M9/1, 2 looks, Stir. 50 days
				2 U.S. Mk. 13/5 Mech. A3/1, Sterilizers 38 days
				6 Br. Mk. 5. B 200 x Sterilizers 40 days
				Mergui – 7 U.S. Mk. 26/1 Mech. M9/1, 2 looks, Stir. 50 days
				7 Br. Mk. 5. B 200 x Sterilizers 40 days
				Cameras – Nil.
				A/C – 6 Lib. VI.
				There was no cloud in target area and visibility and light were very good, the a/c dropping the mines form 350 – 500'.
				All of this operation was very successful, and no opposition was encountered at either Moulmein or Mergui, but at Bangkok at 1929 hrs, 350', a/c K was holed by A/a fire from two positions about 100 yds. apart in vicinity of Customs House. The navigator of this a/c was hit and died on return journey (R158102 W/O. N. R. Ortom)
				At 1910 hrs, 400' approx. 5 miles South of Rajhuri one a/c observed one loco and about 40 R/S going South. The R/G strafed, claiming hits on R/S.

159 Squadron
 Form 541
 March 23/24, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain & Crew	Summary of Events
Lib. VI.				March 23/24, 1945
"U" EV966	12.27	23.36	F/L. Doughty. W.	Mission – A/S/R search as laid down by SAF.
			Sgt. Doughty. R.G.	A/c took off from base between 12.25 and 12.37 hrs in good light and visibility, a parallel track search was carried out from 500'. No results were obtained from this search so a/c returned to base between 23.24 and 00.06 hrs.
			F/O. Lambeth. R.F.	
			F/O. Squire. R.N.	
			Sgt. Munn. J.F.	
			Sgt. Abbott. H.	
			F/S. Parrin. J.	
			Sgt. Harold. E.E.	
			Sgt. Aranha. N.F.	
			Sgt. Ward. R.N.	
			F/S. Hurene. H.	
"Z" EV968	12.34	23.24	W/O. Green. G.	
			Sgt. Keen. E.H.	
			P/O. Watters. W.W.	
			F/O. Fryer. A.H.	
			Sgt. Lord. E.M.	
			F/S. Brain. R.	
			Sgt. Roberts. D.	
			Sgt. McLean. D.	
			Sgt. Withers. T.	
			Sgt. Collier. L.H.	
			Sgt. Todd. A.	
"B" EW173	12.25	00.01	F/L. Finch. D.	
			Sgt. Grounsell. C.E.	
			F/O. Dell. L.	
			F/L Webster. F.C.	
			Sgt. Lavender. C.W.	
			F/S. Johnson. E.	
			Sgt. Hunter. C.S.	
			Sgt. Biden. P.	
			Sgt. Revie. H.H.	
			F/O. Hogan. P.J.	
			Sgt. Cousins. E.L.	
"H" KG898	12.37	00.06	F/O. Fisher. R.	
			F/O. Grimshaw. L.	

Aircraft Letter & No.	Time Up	Time Down	Captain & Crew	Summary of Events
			F/O. Bagshaw. A.R.	
			F/O. Pope. A.J.	
			Sgt. Newton. C.D.	
			Sgt. Samuel. R.	
			Sgt. Moore. L.W.	
			Sgt. Barlow. T.H.	
			Sgt. Hope. N.D.	
			F/S. Mclean. D.	
			Sgt. Kitchen. R.M.	
			Sgt. Persighetti. P.	
			Sgt. Smith. W.	

159 Squadron
 Form 541
 March 24, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 24, 1945
J 364	1216	0039	S/L. Gauntlett J.	Target – (A) – A/c – Z mine laying at Amherst.
B 173	1230	0117	F/L. Clarke R.A.	(B) – A/c – Z mine laying at Heinze Bay.
H 357	1246	0033	F/O. Crozier W.J.	(C) – A/c – B mine laying at Tavay.
U 966	1217	0056	F/L. Busbridge D.C.	(D) – A/c – J – U mine laying at Miklohag River.
Z 968	1242	0015	F/L. Readhead.	Routes – (A) & (B) – Base – Priparis IIs. – Target – Diamond IIs. – Base.
				(C) – Base – Priparis IIs. – Moscos IIs. – Target – Diamond IIs. – Base.
				(D) – Base – Priparis IIs. Heinze Bay – Target – Heinze Bay – Diamond IIs. – Base.
				Nickels – 20,000 SS.12 dropped E?. of Heinze Bay just beyond B/S border.
				Cameras – Nil.
				Total Mines –
				Amhurst – 3 U.S. Mk. 26/1 Mech. M9/1, 2 looks, 1 count Stir. 52 days
				4 Br. Mk. 5. B 200 x looks and counts N/A, Stir. 40 days
				Heinze Bay 3 U.S. Mk. 26/1 Mech. M9/1, 2 looks, 1count, Stir. 52 days
				–
				4 Br. Mk. 5. B 200 x looks and counts N/A, Stir. 40 days
				Tavay – 3 U.S. Mk. 26/1 Mech. M9/1, 2 looks, 1 count Stir. 52 days
				4 Br. Mk. 5. B 200 x looks and counts N/A, Stir. 40 days
				A/C – 5 Libs. VI.
				Amherst was the area with good visibility, as Heinze Bay had a great build of clouds over hills to East and 2-3/10 patch Cu. with a base of 200', making both visibility and light very poor. At Tavay there was 10/10 Cu and Cu.Nim. down to sea level and on mining run base was 800' which was conetrated? after three attempts. at Miklohag River the weather condition was so poor that a/c J & U failed to reach target and so returned to base with mines.
				The mine laying was done from a height of 400' and the operations, except for Miklohag were considered quite successful.
				No opposition was encountered at either Amherst or Heinze Bay but at 1830 hrs. 800', two members of crew observed three red bursts in air inaccurate and believed from East of headland Tavay Point.

159 Squadron
Form 541
March 27, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 27, 1945
Z 968	1235	0245	F/L. Busbridge	(C) ² – A/c – B & R – mine laying at Prachuab Girikan.
R 395	1252	0038	F/O. McLean	Routes – (A) & (B) – Base – Priparis IIs. – Heinze bay – Target – Heinze Bay – Diamond IIs. –
U 966	1236	0046	F/O Braithwaite	(C) – Base – P.I. – H.B. – Miklohag R – Target – Miklohag R – Heinze Bay – Diamond IIs. –
J 364	1228	0226	S/L Gauntlett	Nickels – 65,000 SS12) dropped at Rajburi and
C 116	1234	0245	F/L. Gee	5,000 SJn??1) Burma/Siam Border to East
B 173	1229	0305	F/O. Alexander	Cameras – Nil.
				Total Mines – Bangkok Miklohag Prachuab Girikan
				U.S. Mk.26/1 3 6 2
				U.S. Mk.13/5 4 2
				Br. Mk. 5 3 4 2
				All U.S. Mk.26/1, Mech M9/1, 2 looks, Stir. 82 days
				All U.S. Mk.13/5, Mech A2?/a, looks & counts N/S, Stir. 86 days.
				All Br. Mk. 5, B200x, look & counts N/A, Stir 40 days.
				A/c – 6 Lib. VI.
				Weather at Bangkok and Miklohag was generally good with no cloud and moonlight, but a/c – U – failed to reach target because of thick clouds and violent electrical storms over hills to West of target area, and returned to base with mines. At Prachuab Girikan visibility was generally good with diffused moonlight, but a/c – R – failed to reach target and returned to base early for same reason as a/c – U - .
				No opposition was encountered from any of the targets but at 1930 hrs. 500' opposite Pakram in Bangkok R. one a/c observed approx. 14 wooden, coasters believed 100 – 125 ft.

² Original record from Kew missing first 3 or more lines under "Summary of Events". Probably due to misalignment when original was typed. Kew document is obviously a "carbon copy".

159 Squadron
 Form 541
 March 29, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 29, 1945
"B" 173	16.27	03.21	F/O. Crozier	Target – a/c identified to mine areas –
"C" 116	16.29	03.13	F/L. Gee.	(A) Rangoon
"J" 164	15.28	03.04	F/L. Clarke.	(B) Moulmein
"Z" EV968	15.29	03.35	F/L. Busbridge.	Route – Base – Alguada Reef – 1630N – 9540E. – Target – 1530N – 9540E. – Akguada Reef – Base.
"R" KH354	16.30	02.40	F/L. Readhead.	Total Mines –
				Rangoon – A/c – B – D ³ – R – carried 9 x 400 dummy mines
				Moulmein – A/c – J – Z – carried 2 U.S. MK.26/1 Mech M9/1, Ster.34 days
				4 Br. Mk. 5 B200x Ster.40 days
				Nickels – Nil.
				Cameras – Nil.
				A/c – 6 ⁴ Lib VI.
				the a/c were to lay mines in moonlight as per H.Q. Strat. Air Force folder page 4 for Rangoon and page 7 for Moulmein.
				The visibility and light encountered over both targets was good even with 3/0 patch stratus based at 800' in Rangoon area. All a/c laid their mines as briefed reporting no opposition.
				A light flashed the letter – K – from a position of 1517N.9726E (2104 hrs) reported by one a/c and a blinking light was observed by another a/c. for a few seconds at Round Cape (1609N. 9312E) going into target at 1913 hrs.

³ Record states "D", but from a/c list this should be "C".

⁴ Record says 6 a/c but only 5 are listed.

159 Squadron
 Form 541
 March 31, 1945

Aircraft Letter & No.	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				March 21, 1945
"V" KH366	15.20	05.31	F/L. Busbridge.	Target – 6 a/c were detailed to lay mines as per H.Q. Strat. Air Force mining folder.
"X" KH608	16.14	05.22	F/L. Williams.	(A) Bangkok (page 18)
"Y" KH327	15.10	05.00	F/L. Dick.	(B) Pakchan River (page 13)
"B" 173	10.53	02.00	F/L. Clarke.	(C) Mergui (page 12)
"J" 364	16.12	05.07	F/L. Crozier.	Route – Base – Alcuada Reef – Heinze Bay – Meklohng River – Target – return via same points
"K" 118	15.20	05.31	F/L. Gee.	(B) – Base – Narcondam – Lord Loughborough IIs. – target – Diamond IIs. – Base.
				(C) – Base – Alcuada Reef – Cabuse IIs. – Target – Alcuada Reef – Base.
				Total Mines – (A) a/c – 'Y' – 'K' each carried:-
				2 U.S. Mk.25/1 Mech. M9/1. 2 looks
				2 U.S. Mk.14/5 Mech. A3/1. looks Nil.
				2 Br. Mk. 5 Asy. B200x looks Nil.
				(B) a/c – 'B' – 'V' each carried:-
				3 U.S. Mk.25/1 Mech. M9/1. 2 looks
				4 Br. Mk. 5 Asy. B200x looks Nil.
				(C) a/c – 'J' – 'X' each carried:-
				3 U.S. Mk.25/1 Mech. M9/1. 2 looks
				1 U.S. Mk.14/5 Mech. A3/1. looks Nil.
				2 Br. Mk. 5 Asy. B200x looks Nil.
				Cameras. All A/c carried 14" obliques but no photography was attempted.
				Nickels – Nil.
				In the Bangkok area there was moonlight and 3/0 stratus at 1600' over target with good visibility. The run in was clear. At 500', 2215 hrs. a/c "K" noticed many small ships in the river just off Paknan Village but no estimate of size or distinguishable features was possible. Mines were laid as briefed.
				The a/c mining Pakchan River experienced dusk light conditions, with haze and fair visibility but no cloud. Mines were dropped with the area remaining quiet.
				Mergui had moonlight but with 3/10 stratus based at 1000'. Mining was successful and at 222??-2227 two searchlights came into action from the town area. One appeared White and the other Blue but such a display did not increase their effectiveness. A/c "X" spotted small shipping in target area approx. 30'-40' in length and appeared to be stationary. Otherwise all was quiet.