

159 Squadron
Form 541
May 1, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				May 1, 1945
"A" KH398	04.15	14.03	F/L. Borthwick	Target:- 14 Lib. VI a/c ("A" "B" "D" "F" "H" "J" "K" "M" "R" "T" "U" "V" "X" "Z") were to attack Rangoon Estuary Defended Areas "C" & "D" together with 99, 355 and 356 squadrons. The specially marked photos were supplied by H.Q. Strat. Air Force. 2 a/c were detailed to mark Bangadune Island en route with Green T.I.s.
"B" EW173	04.11	14.44	F/O. Haycock	
"J" KH364	04.10	14.51	F/L. Williams.	
"K" EW118	04.07	14.23	W/O. De-Nett	1 a/c detailed to act as master bomber.
"F" KH324	04.13	14.34	F/L. Ellis	1 a/c detailed to act as deputy master bomber.
"D" EV981	04.08	14.40	P/O. Rushes	Route:- Base – Bangaduni Isl. – Goyangi Isls. – Mouth of Pyapon River – Target – Bluff Cape – Base.
"M" KH325	04.05	14.31	W/O ¹ . Ercolani	Bombs:- A/c "M" & "T" each carried 9 x 500 M.C. N.I.T.I.
"T" KH275	04.12	15.28	S/L. Stroud	3 x 250 Red. T.I.
"V" KH366	04.23	14.36	F/L. Foot	A/c "X" & "V" each carried same except that the T.I.s were Green.
"X" KH408	04.49	14.55	F/O. Kinnear	The remaining a/c each carried 12 x 500 M.C. N.I.T.I.
"R" KH359	05.06	14.50	W/O. Brown	Cameras:- All a/c carried 8" obliques, 5 a/c---14" hand held obliques, 1 a/c 8" oblique, 5 a/c K20s 185 negatives were obtained showing good quality detail of target area.
"U" EV966	04.26	15.07	W/O Newman	
"Z" EV968	04.55	14.17	F/O. Dowding	Nickels:- 20,000 SJ83, 70,000 SJ92, 10,000 SJN31, 10,000 SJG13, 15,000 SJG14, 30,000 SJG91, 10,000 SJ82, 2,500 SBN25.
"H" KH893	04.20	15.00	W/O. Gallagher	
				The whole area remained quiet while the attack was carried out. Bangaduni was correctly marked by a/c "X" & "B" when they proceeded to the target. 5 to 8/10 scattered CU. based at 1500', tops up to 3000' hampered the observation of results and identification of the target so the Master Bomber broadcast instructions for the a/c to come down to 1800'. Good visibility otherwise, and light conditions were found with 10/10 Alto Stratus above. Due to the concentration of a/c and cloud conditions over the target the a/c arrived at "H" hour but had difficulty bombing on time. Therefore the a/c joined the circuit and bombed when their turn came as quickly as possible. The gun pits appeared to be straddled and surrounded by bomb bursts and suffered some direct hits. Only one crew reported what appeared to be a gun barrel protruding from a tarpaulin. Remaining crews reported both target areas looking particularly deserted and no sign of guns of life. The targets were gun positions in area "C" & "D". In area "D" the markers appeared to be extinguished by the swampy ground surrounding the Target. The time of setting course at Bangaduni was X hours (05.22) and H hour was 08.00 hrs. A/c "T" was to mark and bomb the target at H+12, H+21, H+43. A/c "Z" was to bomb at H+20? in two sticks. These two a/c were operating with the other squadrons. The guns did not fire.

¹ Record states "W/O", but this should probably be "W/C".

159 Squadron
 Form 541
 May 2, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				May 2, 1945
"F" KH324	00.50	11.01	F/L. Watson	Target;- 8 Libs. Mk.VI. A/c "A" "B" "D" "F" "M" "R" "X" "V" were detailed to attack Rangoon Estuary Defended Areas E, H and M, along with 99, 355 and 356 squadrons R.A.F. In addition to bombing, 3 a/c were detailed to mark targets and 3 a/c to mark route with Green T.I.s.
"B" EW173	01.15	11.08	F/O. Robinson	
"A" KH398	01.10	11.19	P/O. Temple-Smith	
"M" KH352	00.49	11.09	W/O. ² Ercolani	Route:- Base – Bangaduni Isl. – Goyangi Isl. – Pyapon River Mouth – Target – Bluff Cape – Base.
"R" KH359	00.52	07.10	F/L. Williams	Bombs:- A/c "F" "R" "M" each carried 8 x 500 lb M.C. N.I.T.I.
"X" KH408	01.13	10.56	F/L. Hamilton	8 x 150 lb T.I. Red.
"V" KH366	01.04	07.06	W/O. Green	A/c "X" "V" "A" each carried 3 x 250 lb Green T.I.
				9 x 500 lb M.C. N.I.T.I.
				A/c "B" "D" each carried 12 x 500 lb M.C. N.I.T.I.
				Cameras:- All a/c carried 8" verticals, 6 a/c carried 14" hand held obliques, 1 a/c carried K20 hand held oblique. 60 negatives printed showing very good ground detail of target area considering poor light conditions.
				Nickels:- 2,500 SJG16, 40,000 SJ82, 10,000 SJN33, dropped in the target area and Irriwaddy Valley.
				H hour for this operation was set provisionally at 06.30 hrs for a/c "M" (marking target "H" with Red T.I.s.) and for a/c "F" on target "E" marking similarly and for a/c "R" on target "M" also marking with Red T.I.s. They set course position "A" (Bangaduni) at 01.45 hrs. A/c "R" returned early due to engine trouble jettisoning its load.
				Three a/c "X" "V" "A" were detailed to mark Bangaduni, a/c "X" at 02.08 hrs. a/c "V" at 02.02 hrs, a/c "A" at 02.05 hrs and to mark the T.P.s. Goyangi and Pyapon Pt. on arrival. A/C "V" due to bad weather at 05.05 hrs jettisoned its load safe (2025 N. 9151E.) and returned to base. Bamgaduni Island was on time marked by the a/c concerned. while the a/c "X" "A" marked Goyangi as briefed. A/c did not get off due to engine trouble. A/c "B" & "D" were to bomb at H hour to H hour + 15 (not carrying T.I.)
				The two target marking a/c marked at 06.28 hrs (4 markers) and again at 06.36 hrs, then dropped their bombs at 06.45 hrs. They found scattered CU. 4-6/10 at varying heights, from 500' in rain to 2,500' in clear over target, the visibility being good in clear and poor in rain. In poor visibility general area could be recognized but precise gun emplacements were not easily recognizable in all cases. On arrival there was no activity but at 06.40 hrs a/c "A" reported ground flashes on target H and M. One black puff was seen in the air over target M. One T.I. was seen not to ignite while another T.I. hit a gun position. The bombing became many near misses with two direct hits and several straddles. Shipping and own troops were in positions given in operational order "Dracula". Several a/c were reported by the Master Bomber to be bombing a point further South although target "M" was marked at the time. All a/c returned to Digri.

² Record states "W/O", but this probably should be "W/C".

159 Squadron
 Form 541
 May 3, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 3, 1945
"D" EV981	10.10	19.20	P/O. Lee R.	Target:- 1 Lib. Mk. VI (a/c "D") was detailed to proceed to Jessore and be loaded. Crew were briefed by C.I.O. Strategic Air Force, at Jessore to dropped food and medical supplies to Allied P.O.W.s. in Central Jail Rangoon.
				Route:- Jessore – Broken Pt. – Target – Base.
				Cameras:- The a/c carried one vertical F.L. 8" and one hand held oblique F.L. 14". only oblique photographs were attempted results of which were of excellent quality showing Central Jail, waterfront and Rangoon Town in general.
				Nickels:- 5,000 SJN33, were dropped in the Irriwaddy Valley.
				Despite 10/10 CU. and St. CU. based at 1,000' the target was easily recognizable in daylight by usual landmarks. Light and visibility conditions were good. All containers landed intact in the courtyard of the jail as aimed and there was considerable activity amongst P.O.W.s. in the jail, cheering and waving at the a/c. The town remained quiet. The P.O.W.s. recovered the supplies as soon as they landed amidst much excitement. Inscriptions had been written of the roofs of the jail and one of the roads such as "Japs Gone", "British Here", "Japs Evacuated", "Don't Prang Rangoon", "Extract Digit". See photos 159/749 Nos. 9,10,21,22,23,33.
				Very considerable damage was observed in the area of the Central Station and along the Waterfront.

159 Squadron
Form 541
May 7, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 7, 1945
"F" KH324	10.07	23.56	F/L. Ellis A.C.	Target:- 12 Lib. Mk. VI. "A" "B" "D" "F" "H" "K" "Q" "R" "U" "X" "V" "Z" were detailed to lay mines according to Strat. A.F. folder on targets given below.
"U" EV966	1019	19.18	W/O. Newman W.	
"X" KH408	10.21	00.43	P/O. Mazengarb M.C.	Route:- Base – Goyangi – Cagusa – King IIs. – Mergui – Diamond IIs. – Base.
"Q" EW246	10.24	00.55	W/O. Gallagher D.	There are two routes other than this Via Goyangi to targets and return via Diamond IIs. The remaining routes are Via Diamond IIs. and Narcondam to targets and return vis Diamond IIs.
"K" EW118	10.35	01.15	P/O. Hughes A?B.	
"B" EW173	10.56	11.50	F/O Haycock J.F.	Total Mines:- (A) Mergui "H" & "Z" 5 US. Mk.26/1 7 Br. Mk.VII C254 x.
"R" KH359	10.59	01.43	F/L. Foot E.J.	(B) Kisseraing "D" 2 US. Mk.13 2 Br. Mk.VII C254 x.
"H" KG ³ 898	11.27	00.56	F/O. Mitchell T.G?	(C) Pakchan River "F" "K" "X" 6 US. Mk.13. 2 Br. Mk.VII C254 x.
"D" EV981	11.29	01.35	F/O. Atkins T.C.	4 Br. Mk.VII C310 x.
"Z" EV968	11.30	01.37	F/O. Dowding W.	(D) Bangkok "A" "V" 2 US. Mk.26/1. 4 US. Mk.13.
"V" KH366	11.50	01.48	W/O. Brown W.	3 Br. Mk.VII C254x. 1 Br. VK.VII C310x.
"A" KH398	11.53	01.04	F/L. Willams R.W.	(E) Prachuab Girikan "Q" "U" 2 US. Mk.26. 2 Br. Mk.VII C310 x.
				(F) Chumphorn "B" "R" 1 US. Mk.26. 4 Br. Mk. VII C310 x.
				Nickels:- 60,000 SJ 110.
				60,000 SJ 16.
				Cameras:- All a/c carried hand obiques. Due to bad light conditions photography was unsuccessful.
				Conditions varied on the West side of Kra Isthmus from good at Mergui and Pakchan to 10/10 cloud and poor light at Kisseraing.
				On the Eastern side Bangkok, conditions were worse, 10/10 A/d & CU. based at 2,000' with good visibility. Other targets were very good.
				A/c "U" due to technical trouble brought back its full load. The remaining a/c mined successfully excepting 3 of a/c "F"'s mines dropped simultaneously, but on the mining run. A/c "Z" on Mergui was hit by L/A/A. and had control locking cable severed. No other damage was inflicted and mining was carried out. This same a/c observed two Lillies and a Nate and other a/c believed a Sally of Betty on Mergui airfield but these din not get airborne.
				On Bangkok L/A/A appeared to be bursting 2,000' above a/c "V" coming up from the Naval Station but the a/c was not hit.
				A/c straffed a train (25 rolling stock) South of Chumphorn, reported many strikes on locomotive.

³ This serial appears to be KG898 in the record, but obviously an error as this a/c did not serve with 159.

159 Squadron
Form 541
May 11, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 11, 1945
"X" KH408	10.44	01.01	F/O. Kinnear S.	Target:- 12 Lib. Mk. VI. "C" "T" "H" "V" "Z" "D" "U" "F" "K" "J" "A" "X" were detailed to lay mines according to Strat. A.F. folder on targets given below.
"D" EV981	10.47	01.14	F/O. Atkins J.A.C.	
"U" EV966	10.49	00.51	W/O. Newman W.J.	Route:- Base – Goyangi – Cabusa – King IIs. – Target – Goyangi – Base.
"J" KH364	10.58	00.57	F/O. Mitchell T.	Base – Purian Pt. – Hayes IIs.- Target – Returning same route.
"A" KH398	11.15	01.03	F/L. Borthwick R.	Base – Narcondam – Lord Loughborough – Target – Pagoda Pt. – Base.
"K" EW118	11.51	01.12	P/O. De-Nett	Base – Goyangi – Heinze Bay – Miklohng R. – Target – Returning same route.
"F" KH324	11.53	01.07	F/L. Hamilton J.S.	Base – Goyangi – Tavoy – Target – Goyangi – Base.
"V" KH366	11.59	01.25	F/L. Williams C.R.	Base – Diamond IIs. – Target – Diamond IIs. – Base.
"Z" EV968	12.02	01.45	W/O. B?allagher D.	Total Mines:- (A) Mergui "C" "T" 6 US.Mk.26/1. 7 Br.Mk.VII B254x
"T" KH275	12.13	00.54	S/L. Stroud J.M.	(B) Fell Passage "H" 2 US.Mk.26/1. 4 Br.Mk.VII B254x
"C" KH116	12.14	00.33	F/L. Watson T.W.	(C) Kisseraing "V" "Z" 6 US.Mk.26/1. 2 Br.Mk.VII B254x
"H" KG898	12.17	00.59	P/O. Temple-Smith R.	4 Br.Mk.VII C310x
				(D) Pakchan River "D" "U" 4 US.Mk.26/1 4 Br.Mk.VII C310x
				(E) Bangkok "F" "K" 6 US.Mk.26/1. 1 Br.Mk.VII B254x
				3 Br.Mk.VII C310x
				(F) Pr. Girikan "J" 2 US.Mk.26/1 2 Br.Mk.VII C310x
				(G) Chumphorn "A" "X" 4 US.Mk.13 4 Br.Mk.VII C310x
				Nickels:- 40,000 SJ10. 5,000 SJN38. 40,000 SJ116. dropped in target areas.
				On the West coast of Kra Isthmus, visibility was good, but 3/10 S.C. or CU. was found on all targets based at 2,000', with high A/S (9/10 A/S) based at 15,000'.
				The eastern coast visibility was good and low cloud was not experienced. Bangkok had however, 10/10 A/S based at 15,000'.
				Mining was carried out successfully on all targets and some opposition was found. A/C at Bangkok found meagre L/A/A and M/G. mainly ships anchored at Paknam. The a/c was not hit. Other targets were quiet.
				Small coasters and smaller wooden vessels were sighted, some being straffed by F.G. and R.G. of a/c "K" who claimed hits on the largest vessel. the time was 17.32 hrs. at 10.45 N. 99.35 E.
				Stationary rolling stock were seen just North of Chumphorn Bridge but were not straffed.

159 Squadron
Form 541
May 13, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 13, 1945
"M" KH325	06.06	21.55	W/O ⁴ . Ercolani L.B.	Target:- 12 Lib. Mk. IV. A/c "A", "B", "C", "D", "F", "J", "K", "M", "T", "U", "V", "X", "Z" were detailed to attack R.R. Bridge TF.121 at Ban Tak Kam on the Jumbhorn/Singapore Rly.
"C" KH116	06.12	21.59	F/L. Foot E.T.	
"Z" EV968	06.16	22.03	F/O. Dowding S.N.	Route. Base – Prepara – St. Matthews Island – Target – Pagoda Point – Base.
"X" KH408	06.11	22.04	F/O. Kinnear S.	Bombs. Each A/c carried 5 x 1,000 G.P.T.D. 11 secs. delay to be dropped level after slight dive.
"T" KH257	06.14	07.09	F/L. Williams C.F.	Cameras. 6 A/c carried mirror oblique cameras and the remaining 6 A/c carried Verticals. All carried hand held obiques. Photos of excellent quality show the bridge in various stages of demolition from the 371 negatives printed.
"U" EV966	06.18	21.53	P/O. Maidvearb? M.F.	
"C" KH116	06.44	21.45	F/L. Watson.	Nickels. 70,000 SJ.109. 30,000 SJ.102. 20,000 SJ.112. 40,000 SJ.115. 10,000 SJ.73 were dropped in the target area, Bandon and en route to Victoria Point.
"J" KH364	06.42	21.51	F/L. Williams R.W.	
"A" KH398	06.45	22.01	F/L. Borthwick R.	Jettisons. Due to engine trouble A/c "F" at 10.45 hrs. 5,000 ft. 14.25N, 94.01E. and A/c "T" at 06.50 hrs. 2,000 ft. on the Arabari Bombing Range, each jettisoned 5 x 1,000 lbs. G.P.T.D. 11 secs. delay, safe.
"F" KH324	06.46	15.27	F/L. Ellis A.C.	
"B" EW173	06.40	22.23	F/O. Haycock J.E.	This operation carried out unescorted and the crews experienced no difficulty in recognising the target due to the pronounced pattern of the waterways. The Bridge stood out very clearly. After finding no activity on arrival, the first A/c proceeded to bomb while the remainder formed a circuit and bombed systematically. A few bombs were not seen to explode but the remainder being either very close or direct hits, left the Bridge demolished, both supports being in the river, destroyed, while the centre span was toppled onto its side in the river and broken up. The furthest bombs were reported 10-20 yards away from the target. Although no A.A. fire was observed, one A/c sustained a hit in the stbd. outer oil tank while another A/c received one small hole in the rear of the bomb bay. Both holes believed to be .3 fire. Weather over the target was good. 7/10 alto. Stratus with good light conditions.
"K" EW118	06.39	22.20	P/O. Hughes H.	
				The rolling stock observed in the station siding at Ban Tak Kam was strafed on two runs while A/c "J", "B", "M", "X" strafed various R/S in the vicinity, most notable of which was a train at Posn. 09.42N. 99.10E, 14.20 hrs. which was composed of Loco 3 passenger coaches and a number of open trucks containing Army trucks and 7 Armoured Cars. This was carried out at 50 ft. One other loco was hit and smoke ensued. Much small shipping was sighted on the west coast of Kra Peninsular, some of which was strafed. A very successful operation was completed when all A/c returned to base.

⁴ Record states "W/O", but probably should be "W/C".

159 Squadron
Form 541
May 17, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 17, 1945
"H" KG893	06.28	21.40	P/O. Temple-Smith	Target:- 14 Lib. VI. a/c ("H", "K", "B", "D", "C", "A", "J", "M", "T", "R", "Z", "V", "U", "Q") were detailed to attack Bridge TF.102 and TF.104 on the Jumbhorn/Singapore Railway.
"K" EW178	05.45	20.30	P/O. De Nett	
"B" EW173	05.47	21.08	F/L. Ellis A.C.	Route:- Base – Pagoda Point – Clara Island – Target – Pagoda Point – Base.
"D" EW981	05.49	20.33	F/O. Atkins J.A.	Bombs:- Each a/c carried 5 x 1,000 GP. TD. 11 secs.
"C" KH116	05.51	20.26	F/L. Watson T.W.	Cameras:- A/c "M", "H", "K", "A", "J", "Z", "V", "U" 8" mirror oblique.
"A" KH398	05.54	20.36	F/L. Borthwick R.	A/c "C", "B", "D", "Q", "T", "R" 8" vertical.
"J" KH364	05.46	20.23	F/L. Williams R.W.	A/c "M", "A", "D", "V", "Q", "T" 14" H. Hd. Obliques.
"M" KH352	05.42	17.24	W/O. Ercolani L.B.	A/c "H" 8" H. Hd. Oblique.
"T" KH275	05.43	20.34	S/L. Stroud J.M.	A/c "K", "Z", "U", "C", "R" K.20 H. Hd.
"R" KL491	05.52	20.39	F/L. Williams C.F.	272 negatives printed. Results good.
"Z" EV968	05.50	20.58	W/O. Newman	Nickels:- 40,000 S.J.112. 50,000 S.J.109. 40,000 S.S.16. 5,000 S.J.G.22. 5,000 S.J.N.39.
"V" KH376	05.48	20.54	W/O. Brown R.	T.F.102 – Bridge left standing but appeared twisted out of alignment, approaches damaged One crew observed what appeared to be two ground flashes of A.A. from position to north of the target and just south of T.F.101.
"U" EV966	05.57	21.00	W/O. Gallagher P.	T.F.104. – Bridge left standing with tracks damaged. 12.40 hrs. at 500 ft. A/c "M" was it by L.M.G. on first bomb run. One member of the crew believed it came from S.W. of the bridge and another member of the crew believes it came form N.W. A/c. Cat. AC – No. 2 engine hit. A/c "M" landed at Akyab. 12.45 hrs. at 500 ft. A/c "D" observed meagre accurate M.G. fire from west side of south end of bridge, believed from clump of trees. A/c hit in bomb-bay, bullet passing between bomb-bay tank and fuselage side into Flight Deck, stopping beside M.U. Turret. 12.35 hrs. at 500 ft. A/c "K" observed meagre accurate M.G. fire, source not observed. A/c sustained minor damage and lens of hand held Oblique Camera was shattered by a bullet whilst F/S was taking photographs.
"Q" EW246	05.55	21.04	W/O. Green G.	
				Shipping. 12.05/14.07 hrs. 6,000/2,000 Ft. Khao Huagang, 1 x 80' and 1 x 50' wooden coasters observed by several A/c.
				Rolling Stock. 12.47/13.17 hrs. at 500 ft. A/c "Q" and "T" just north of T.F.102, 5/6 R/S on sidings were strafed – strikes claimed. 12.45 hrs. at 400 ft, Glohng Khanan, A/c "B" observed a stationary locomotive facing north, with steam up. It was not strafed due to the A/c being en route to target.
				12.10/12.50 hrs. at 7,000 ft., 5 miles north of Khao Huagang, a stationafry loco. (believed Diesel) and 8 R/S observed by several members of two crews, and later 12.40/12.43 hrs., 3,500/500 ft., observed travelling north by two crews.
				12.20/12.40 hrs. at 500 ft. just south of T.F.104, 20/30 R/S were observed during bombing.
				12.25 hrs. A/c "M" at 3,000 ft. observed 4 launches being towed up River Tako.

159 Squadron
Form 541
May 20, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 20, 1945
"B" EW173	12.02	01.52	P/O. Lee	Target:- Two Liberator VI A/c "C", "R", were detailed to act as Master & Deputy Master Bombers for 99, 355 and 356 Squadrons and to attack Jumphorn Railway Yards.
"J" KH364	12.04	20.56	F/O. Atkins J.A.	
"T" KH275	12.07	01.37	W/O. Mazengarb	Route:- Base – Pulney Island – Pagoda Point – Target – Pagoda Point – Base.
"U" EV966	11.13	00.45	W/O. Newman	Bombs:- Each A/c carried 3 x 1,000 G.P. T.D. 0.025.
"F" KH324	06.28	21.21	P/O. Temple-Smith	4 x 50 M.C. T.D. 0.025.
"Q" EW246	06.25	21.27	F/O. Kinnear S.	Cameras. Both A/c carried 8" Vertical and 14" Hd. Hd. Obliques Cameras. Excellent photographs obtained showing bomb damage.
"V" KH376	12.24	01.02	F/L. Hamilton	
"Z" EV968	12.05	01.35	F/O. Dowding S.	Nickels. 5,000 S.J.N.16 dropped in target area.
"K" EW118	12.16	00.35	P/O. Hughes H.B.	Weather conditions over target were 3 to 5/10 scattered Cu. base 2/4,000 ft. tops 3/4,000 ft. Good light and visibility. No difficulty was experienced in locating target. Northern Sidings appeared considerably damaged by well concentrated bombing and a small fire was observed just west of Station Buildings.
"A" KH398	12.20	01.25	F/O. Robinson	
				Southern Sidings. Bombing appeared to achieve fair concentration causing considerable damage to tracks and rolling stock. Good strike photographs were obtained showing bomb damage.
				Rolling Stock. approximately 100 R/S observed in north sidings Chumphorn. 13.35/13.40 hrs. 2/5,000 ft. approx. 1 ½ miles of north siding at Chumphorn, 1 loco. with 1 R/S observed being strafed by another A/c, causing steam to be emitted.
				13.14 hrs. 5,000 ft. approx 3 ½ miles north of main sidings A/c "R" observed 21 long freight cars.
				13.00/13.14 hrs. 2,000/5,000 ft. both A/c observed 3 Locos. with 5/10 R/S.
				Shipping. 13.14/13.38 hrs. 2/5,000 ft. Paknam (Jumbhorn) Lighters approx. 75 feet seen in mouth of Kiong Tatapan by both A/c.
				Target:- 10 Lib. Mk.VI. A/c "B", "J", "T", "U", "F", "Q", "V", "Z", "K", "A" were detailed to lay mines as per H.Q., Strat. Air Force. Mining Folder as follows –
				2 Liberator VI. A/c "Q", "F" Mining Chumghorn.
				3 " " A/c "B", "J", "T". Mining Bangkok.
				1 " " A/c "U" Mining Prachuab Girikan.
				2 " " A/c "V", "Z". Mining Mergui.
				2 " " A/c "A", "K". Mining Fell Passage.
				Routes:
				Bangkok. Base – Goyangzi – Heinze Bay – Miklong River – Target – Meklong River – Heinze Bay – Base.
				Prachuab. Base – Goyangi – Tavoy Island – Target – Tavoy Island – Goyangzi – Base.
				Chumbhorn. Base – Putney Island – Pagoda Point – Target – Pagoda Point – Base.
				Mergui & Fall Passage. Base – Goyangzi – Cabusaa – Target – Goyangzi – Base.
				Bombs. Jumbhorn. 6 U.S. Mk.36 Mod.1. Stir. 82 days.
				2 B.R. Mk. 7. B.254x " 40 days.
				1 B.R. Mk. 7. C.310x " 40 days.

Aircraft	Time Up	Time Down	Captain	Summary of Events
				1 G.R. Mk. 7. B.244x " 54 days.
			Pachuab Girikan.	3 U.S. Mk.36 Mod.1. " 82 days.
				1 G.R. Mk. 7. B.244x " 54 days.
				1 B.R. Mk. 7. B.254x " 40 days.
			Fell Passage.	2 U.S. Mk.26 Mod.1. " 59 days.
				4 B.R. Mk. 7. C.310x " 40 days.
			Mergui.	1 U.S. Mk.13 Mod.1. " 59 days.
				5 U.S. Mk.13 Mod.5. " 38 days.
				3 B.R. Mk. 7. B.254x " 40 days.
				3 B.R. Mk. 7. C.310x " 40 days.
			Bangkok.	4 U.S. Mk.36 Mod.1. " 82 days.
				4 B.R. Mk. 7. C.310x " 40 days.
				2 B.R. Mk. 7. B.254x " 40 days.
			Cameras.	
			A/c. "Q", "B", "F", "A".	14" H.H.
			A/c. "U", "K", "V", "Z".	K.20.
			A/c. "T".	8" H.H.
			A/c. "J"	Nil.
			Weather conditions:-	
			Bangkok.	No cloud, good visibility and light.
			Prachuab Girikan.	" " " " " "
			Chumbhorn.	" " " " " "
			Mergui.	10/10 thin alto stratus. Base 8/9,000 good vis. and light.
			Fell Passage.	10/10 thin alto stratus. Base 8/9,000 good vis. and light.
			Bangkok Naval Station area at 18.33 hrs. while flying at 500 ft. A/c "T" observed meagre L.A.A. fairly accurate – believed from 2 guns Paknam Village and mouth of Bangkok River at 18.30 hrs., 5/600 ft. A/c "T" again observed meagre inaccurate tracer L.A.A.	
			Just south of Bangkok River mouth A/c "B" while flying at 500 ft., at 18.20 hrs. observed 1 believed Destroyer, seen in distance, stationary, headed north, fired one white & green Very Light. Also a Very Light seen immediately afterwards from Bangkok Town.	
			At 18.21 hrs. 500 ft. A/c "B" observed larger Naval Unit believed large Destroyer moored apposite Paknam Wharf with large number of small river craft in vicinity. Destroyer fired short bursts of red tracer from bows, inaccurate direction accurate for height. 1 x 100/125 ft. stationary coaster moored between destroyer and shore. 18.34 hrs., 500 ft. A/c "T" observed and strafed a 100/120 ft. vessel opposite Police Station at bend of river. Strikes claimed. At mouth of Suphan River (Smut Sakhon) A/c "T" observed a fairly large vessel with central funnel and two well decks, moored down stream of bridge, seen from a distance of one to 1 ½ miles. Similar vessel seen making out to sea.	
			At 18.05 hrs., 2,000 ft. A/c "B" observed large numbers of small boats approx. 25 ft. emerging from river mouth. Chumphorn. 13.15 hrs. 400 ft. A/c "F" saw approx. 12 small coasters dispersed between mainland and Goh	

Aircraft	Time Up	Time Down	Captain	Summary of Events
				Ghorakhay Island, all with small sails and laden with cargo. Of these 1 x 100 ft. and 2 x 50 ft. seen making for shore were strafed on three runs and strikes claimed.
				King Island – 12.05 hrs. 500 ft. A/c "A" observed 1 x100 ft. and 1 x 50 ft. coasters moving north west, position 1242 N, 9815 E.
				13.30 hrs. 300 ft. A/c "F" approx. 14 miles N.W. Chumphorn, 2 locos. and 7 R/S.
				13.25 hrs. 100 ft. A/c "F" 2 miles north Chumphorn, 3 locos. dispersed with 1 R/S
				All strafed on three runs and strikes were claimed on all runs. Loco with R/s left obscured by clouds of steam.
				18.00 hrs. 2,000 ft. A/c "B" reported 100 R/S, no loco. at Kluai (N. of Rajburi) and between 17.30 hrs. and 18.10 hrs. while at 3,000 ft. observed –
				Just N. of Gaizai Yok – one loco. moving north.
				" N. of Thung na Roi Jang – one loco. moving north.
				" W. of Ban Kao – one loco. moving north.
				" S. of Wang Kanai – 10/15 R/S and loco. moving towards Hanchanaburi.
				18.11 hrs. 100 ft. A/c "T" at Rajburi approx. 60 R/S in sidings, Burma Siam Rly.
				A/c. "J" after being airborne 8 hrs. 52 minutes returned to base with 2 U.S. Mk. 36 and 3 B.R. Mk.7, due to engine trouble.
				A/c "K" landed at Akyab due to bad weather.

159 Squadron
Form 541
May 22, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 22, 1945
"C" KH116	06.20	21.45	W/C. Ercolani	Target:- 12 Lib. VI. A/c "A", "B", "C", "H", "J", "K", "Q", "R", "T", "U", "V", "Z", were detailed to attack Bridge R.F.104 on the Jumbhorn/Singapore Rly.
"V" KH366	06.24	21.56	F/L. Foot E.	
"T" KH275	06.4-	20.08	F/L. Hamilton M.	Route:- Base – Pagoda Point – Clara IIs – Target – Pagoda Point – Base.
"R" KL491	07.00	20.44	F/O. Kinnear S.	Bombs:- A/c "A", "B", "C", "T", "U", "V" each carried 5 x 1,000 GPT.1.
"Q" EW247	07.02	18.42	W/O. Gallagher	Remaining A/c carried 5 x 1,000 GP.TD. 11 secs. delay.
"U" EV966	06.23	21.58	P/O. Mazengarb	Camera:- all A/c carried 8" verticals.
"Z" EV968	07.17	15.07	F/O Dowding	A/c. "C", "U", "V", "X" carried K.20 hand held Obliques.
"J" KH364	07.03	22.25	F/L. Williams.	A/c. "A", "B", "Q", "J", "H", "K" carried 14" Hand held Obliques.
"A" KH398	06.41	21.45	F/L. Borthwick L.R.	A/c. "T" carried 8" hand held Oblique.
"B" EW173	06.44	22.24	F/O Robinson E.	results of photography showed good ground detail of target area and bomb damage.
"K" EW118	07.15	22.43	P/O. De-Nett	Nickels. Nil.
"H" KG893	07.43	20.30	F/O. Mitchell T.G,	Jettisons;- A/c "Q" due to weather conditions jettisoned 5 x 1,000 GP.TD.11 sec. (Safe) at 13.08 hrs from 1,500 ft. at 1300 N. 9620 E.
				Weather conditions over target were 5-7/10 Cu. & Strat.Cu. based at 1,600/2,500 ft. Light and visibility varying from good to fair.
				the southern span of Bridge TF.104 had been dislodged and deposited in water, the S.W. extremity remaining supported. The northern span remained standing. All A/c reported approx 30 R/S in siding immediately south of target. 2 A/c strafed on all bombing runs. Strikes were claimed. At 13.45 hrs. to 13.58 hrs. 100/1,500 ft. 2 A/c reported 1 Loco. with 1 R/S facing south, just north of Ban Kanon. both A/c strafed, one claiming hits, the other not observing results. 15.25/15.28 hrs. 100/2,000 ft. 2 A/c observed just south of Tako Bridge and between two woods one Loco with 15/20 R/S. A fire was observed in northern end of R/S believed due to attack by another A/c. One A/c strafed claiming hits on southern end of train. At 13.15/13.46 hrs. 100/2,000 ft. just south of Kra Buri 2 A/c observed 15 R/S also a loco and 15/20 R/S heading west in Chumphorn area on Khao Huagang Line. Strafed by 2 A/c. Strike claimed. At 15.00 hrs 100 ft. one A/c strafed loco and 3 R/S. approx. 5 miles south of Tfiol. Trikes claimed. At 14.40 hrs., 400 ft. A/c "K" observed rifle fire from East and West of bridge from southern bank. A/c sustained minor damage. At 13.30 hrs. 3,500 ft. A/c "U" observed what appeared to be 12 grey puffs or bursts, 1,000 ft. below another a/c, accurately directed. Same A/c at 14.30 hrs. 1,500 ft. observed flashes from roofed blockhouse. At 14.45 hrs. 500 ft. A/c "R" saw a few ground flashes from position just East of North end of Bridge. At 13.45/14.15 hrs. 2,500 ft., 3 A/c observed 2 masted coaster (3 island) approx 100/120 ft. long, just north of Kula Island.
				A/c "Q" and "Z" returned early due to bad weather.
				A/c "T", "R" and "H" landed at Akyab due to fuel shortage.

159 Squadron
 Form 541
 May 25, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 25, 1945
"T" KH275	05.34	20.46	S/L. Stroud J.M.	Target:- 6 Lib. VI. A/c "T", "R", "V", "B", "J", "C", were detailed to attack Bridge TF.102 on the Bangpong/Singapore Rly.
"R" KL491	05.36	20.45	F/L. Williams C.E.	
"V" KH366	05.38	21.09	F/L. Foot E.J.	Route:- Base – Putney Island – Pagoda Point – Clarra Island – TF.102 – Pagoda Point – Base.
"C" KH116	06.19	20.54	F/L Watson T.W.	Bombs. A/c "T", "R", "V" each carried 10 x 500 MC. N.I.T.I.
"J" KH364	06.18	22.00	P/O. Lee R.	A/c "C", "J", "B" each carried 10 x 500 MC. T.D.11 secs.
"B" EW173	06.15	21.59	F/O. Robinson E.B.	Cameras:- A/c "T", "V", "C", "J", "B" carried 8" Vert. & 14" H.H.
				A/c "R" carried 8" Vert.
				Negatives printed showed good ground detail of target and damage.
				Nickels. 17,500 S.S.N.3. 30,000 S.S.19 5,000 S.J.N.41 dropped in target area.
				Weather conditions. Over the target there was scattered high cirrus, good visibility and light.
				The bridge was wrecked, the southern portion being partially severed and twisted towards the east The approaches, especially from the South had received a good concentration of bombing.
				13.10/13.45 hrs. 500/2,000 ft. 4 A/c observed just north of Bridge TF.102 one Loco with tender headed south but stationary. All A/c strafed and claimed hits.
				13.10/14.11 hrs. 200/2,000 ft. 3 A/c observed approx 2 ½ to 3 miles south of Bridge TF.102 1 Loco with 2/3 R/S stationary. All A/c strafed claiming hits – the last A/c observing steam from Loco as result of attack.
				13.10/14.11 hrs. 200/2,000 ft. all A/c observed 15/20 R/s in small siding North of small bridge to north of bridge TF.102. One A/c strafed claiming hits.
				12.21 hrs. 3,000 ft. A/c "R", Sir Robert Campbell Island, A/c with fixed U/c and short nose and definite Nate Tail was seen on its nose halfway along the beach S.W. side of Island with roundels plainly visible and camouflaged with green netting. It was strafed and hits claimed (Note. No photos of this incident secured by "R" due to camera failure.)
				Shipping. 13.25 hrs. 4,000 ft. one A/c observed at mouth of Tako River one 70 ft. coaster in estuary and one 100 ft. coaster making for estuary.
				13.00 hrs. 4,000 ft. Karathuri, one A/c observed possible tin dredger in small bay – size impossible to estimate.
				Note. A/c "V" and "J" landed Barrackpore and Armada Road respectively due to adverse weather conditions at base.

159 Squadron
Form 541
May 25, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 25, 1945
"H" KG893	05.57	21.14	P/O. Temple-Smith R.	Target:- 6 Lib. VI. a/c "U", "A", "Z", "H", "K", "Q", were detailed to lay mines ad per H.Q. Strat. Air Force Mining Folder, as follows:-
"Q" EW246	06.01	18.35	W/O. Gallagher D.	
"Z" EV968	05.55	20.13	F/O. Dowding S.	Fell Passage A/c. "G"
"K" EW118	05.59	19.29	P/O. Hughes H.B.	Kisseraing Passage A/c "H", "K", "Z"
"U" EV966	05.46	19.58	W/O. Newman W.	Pakchan. A/c "A", "U".
"A" KH398	05.48	19.30	F/O. Atkins J.A.	Routes:-
				Fell Passage – Base – Pagoda Point – Cubasa Island – Target – Pagoda Point – Base.
				Kisseraing – Base – Pagoda Point – Hayes Island – Target – Pagoda Point – Base.
				Pakchan – Base – Pagoda Point – Lord Loughborough Island – Target – Pagoda Point – Base.
				Bombs.
				Fell Passage: 3 x U.S. Mk.26 Mod.1. Mech 9. Mod.1. Ster 59 days.
				3 x British Mk.7B254x. Ster 40 days.
				1 x British Mk.7C310x. Ster 40 days.
				Kisseraing: 9 x U.S. Mk.26 Mod.1. Mech 9. Mod.1. Ster 59 days.
				8 x British Mk. B254x. Ster 40 days.
				4 x British Mk. C310x. Ster 40 days.
				Pakchan River: 4 x U.S. Mk.26 Mod.1. Mech 9. Mod.1. Ster 59 days.
				2 x British Mk. B254x. Ster 40 days.
				2 x British Mk. C310x. Ster 40 days.
				Cameras.
				A/c "Z", "A", "J", "Q", carried K.20
				A/c "H" carried 14" H.H.
				A/c "K" carried 8" H.H.
				Nickels. Nil.
				Weather conditions over target:-
				Fell Passage. No cloud, good visibility and light.
				Kisseraing Island. Varying from no cloud to 2/10 Cu. base 5,000 ft. with high cirrus. Good vis. and light.
				Pakchan. Some precipitation on commencement of run and clear over garden with good light and visibility.
				End of Pho Tonton 12.38 hrs. 2/3,000 ft. one a/c observed short bursts of M.G. fire with yellow tracer (inaccurate) fired from small ship. .303 bullet hole found in A/c on return.
				Shipping. 12.38/12.55 hrs. 2/5,000 ft. 2 A/c observed two vessels 50/75 ft. one fully camouflaged, the other partly camouflaged, just east of Pulo Tonton. One A/c strafed fully camouflaged one, claiming hits. Other A/c strafed other vessel also claiming hits.
				12.50 hrs., 400 ft. One A/c observed 3 launches 50/60 ft. long off Paknam. Strafed on one run and strikes claimed in each.

159 Squadron
 Form 541
 May 29, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 29, 1945
"T" KH275	02.24	13.17	W/C. Ercolani L.B.	Target:- 6 Lib. VI. A/c. "T", "C", "J", "K", "Z", "U", took part. A/c "T" & "C" were detailed as Master and Deputy Master Bombers respectively and to mark Houlmain Area No.8, as marked on Target Mosaic 4 Mk.33/2V21 with T.I. Red – thereafter releasing bombs on heavy A.A. position No.4. Remaining A/c to drop T.I. Yellow on Putney Island and Position "A" (Pagoda Point) on route out thereafter bombing Heavy A.A. position No.4 (see B/1/26 May from S.A.F.) Bombs. A/c "T" & "C" each carried 8 x 250 lb. T.I. (Red) and 6 x 500 lb. M.C. N.I.T.I. Remaining A/c each carried 3 x 250 lbs. T.I.(Yellow) and 9 x 500 lb. M.C. N.I.T.I. Cameras. All A/c carried 8" Vertical and 14" Hd. Hd. Oblique Cameras. Excellent photographs obtained showing bomb damage. Nickels. 20,000 S.J.G. 24. 40,000 S.B. 89. dropped in target area. Weather conditions over target – No cloud, good visibility and light. The gunsite selected for attack was straddled by several sticks and several near misses secured. the gun, active in early stages of the attack were silenced as attack progressed. The built up area, Target Area 8, marked by 159 Sqdn, was subjected to a fair concentration of bombing, especially the North portion, but smoke and dust prevented accurate assessment of results. The guns in site 3, i.e., the target, were actively firing meagre but inaccurate H.A.A. in early stages of the attack – crews believed from 4 guns. Meagre to moderate H.A.A. encountered from position 7 in vicinity of Southern Railway Station. The Jail unfortunately received a stick along the west fringe. 07.49 hrs. 8,000 ft. A/c "C" observed another Liberator drop stick of bombs along western fringe of Jail. The Master Bomber observed two buildings in Jail damaged but did not witness incident. Confirmed by photographs.
"Z" EV968	02.33	13.08	F/O. Kinnear S.	
"U" EV966	02.36	13.30	F/O. Mazengarb M.	
"C" KH116	02.26	13.31	F/L. Borthwick R.M.	
"J" KH364	02.54	13.03	F/L. Williams R.W.	
"K" EW118	02.43	13.49	P/O. De-Nett	

159 Squadron
Form 541
May 30, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 30, 1945
"C" KH116	10.18	00.38	F/L. Watson T.W.	Target:- 3 Lib. VI. A/c "C", "F", "J" were detailed for Rail Sweep from Bridge T.F.104 to Bridge T.F.91 on Bangpong-Singapore Railway Line, searching particularly for petro carrying train believed located in this area. Route:- Base – Pagoda Point – Target – Pagoda Point – Base. Bombs. Each A/c carried 9 x 500 M.C. T.D 11 secs. Cameras. Each A/c carried 8" Vertical and 14" Hd. Hd. Obiques. Poor quality photographs obtained making detailed assessment difficult. Nickels. 60,000 S.J.118 in target area. Weather conditions over target (Jumphorn Bridge) 8/10 – 10/10 Strato Cu., base 2,400 ft. Good visibility with moderate light. No direct hits were secured on Jumphorn Bridge. Several near misses, damage to approaches, especially to tracks at Northern End. No ground opposition was encountered. 21.45 hrs. 6,000 ft. A/c "F", 1732N, 93.21E. (D.R. position) observed steady white light on sea from 5 to 6 miles away for 10-15 minutes. Necessity of preserving fuel prevented investigation. 17.05/17.15 hrs. 1,500/500 ft. A/c "F" and "J" observed in yard immediately South of T.F.104, approx. 15 R/S believed empty. No Loco. At Southern extremity of Bridge on truck believed in position for its freight to be transferred to opposite bank. One crew reports persons moving about as if engaged in this work. 17.00 hrs. 1,500 ft. A/c "F" and "C";, 4 miles North of R.F.104, stationary loco. in steam with approx. 12 R/S 200 yards to south. Strafed by each A/c and strikes claimed. 17.30 hrs. 800 ft. 16 miles South of Jumphorn, A/c "F", stationary loco. and approx. 6 R/S. 17.30 hrs. 500 ft. in siding North of T.F.102, A/c "J" strafed 12 R/S. Claimed strikes. 17.00 hrs. 300 ft. A/c "C", 2/3 miles South of T.F.104 strafed claiming hits on approx. 15 camouflaged R/S with doors open believed empty. All A/c reported by pass Bridge immediately adjacent and to West of T.F.102:- Decking complete – believed capable of taking truck. All A/c report single line constructed through debris in Northern Sidings at Jumphorn.
"F" KH234	10.26	01.16	F/O. Atkins J.	
"J" KH364	10.20	01.22	P/O. Lee R.	

159 Squadron
Form 541
May 30, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				May 30, 1945
"Z" EV968	10.59	01.20	F/O. Dowding S.	Target:- 9 Lib. VI. A/c "A", "B", "H", "K", "Q", "R", "T", "U", "Z", were detailed to attack Anthonng Transport (Submarine Depot Ship) in Satahil Bay.
"R" KL491	11.00	01.14	F/L. Williams C.	
"Q" EW246	11.02	00.43	F/L. Foot	Route:- Base – Putney Island – Pagoda Point – Tavoy Point – Target – Pagoda Point – Base.
"T" KH275	10.58	00.12	F/L. Hamilton J.	Bombs. All A/c carried 9 x 500 M.C. T.D.O. 25 secs.
"U" EV966	11.03	01.19	W/O. Newman W.	Cameras. All A/c carried 8" Vertical cameras, and in addition –
"B" EW173	10.53	01.40	F/O. Robinson E.	A/c "Z", "T", "H", "K", carried K.20 H.Hd. Obiques.
"H" KG893	10.56	01.04	F/O. Temple-Smith	A/c "Q", "U", "B", "A", carried 14" H.Hd. Obliques
"K" EW118	10.52	01.34	P/O. Hughes H.	A/c "R" – No H.Hd. Oblique.
"A" KH398	10.54	01.17	F/L. Mitchell	Results of fair quality due to poor light conditions, showing detail of harbour area.
				Nickels. 60,000 S.J.118. 15,000 S.J.N.41. 25,000 S.S.N.3. 50.000 S.s.19. Sattahil and Pelchaburi areas.
				Conditions over target – No cloud, good visibility & light.
				No damage to superstructure resulted. One A/c claims a direct hit on stern and several near misses were secured.
				Meagre to moderate opposition from all known ground defence positions – generally inaccurate for height and direction. Several A/c report new H.A.A. position in vicinity of 12.40.30N, 100.53.30E. (in road junction) Site 5 L.A.A. from 2/3 positions. Sights 1, 34, H.A.A. this opposition was augmented by meagre inaccurate L.A.A. from Naval Units and M/Vs. in harbour, but this fire appeared to be directed more at other Squadrons detailed for other targets.
				18.24/18.30 hrs. 1,500/500 ft. A/c "B", position 12.55N 99.50.30E. observed two landing strips, one with rolled earth strip running NW/SE and the other with strip WNW/ESE partially overgrown. Observed two believed Dinahs well camouflaged beneath trees in space between strip and taxi track to North. Believed Dinahs due to pronounced triangular tail-plane and twin radial engines. Also observed a S/E A/c beneath trees North of strip. Own A/c strafed Dinahs on four runs claiming strikes on all runs.
				18.17 hrs. 6,000 ft. Smut Songkhram, one A/c observed 1 x 45/50 ft. coasters anchored in river.